


BOEING
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 FAULT ISOLATION/MAINT MANUAL

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Messages (Fig. 115)			

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AUTOPILOT/FLIGHT DIRECTOR WARNING AND ANNUNCIATION	22-14-00		
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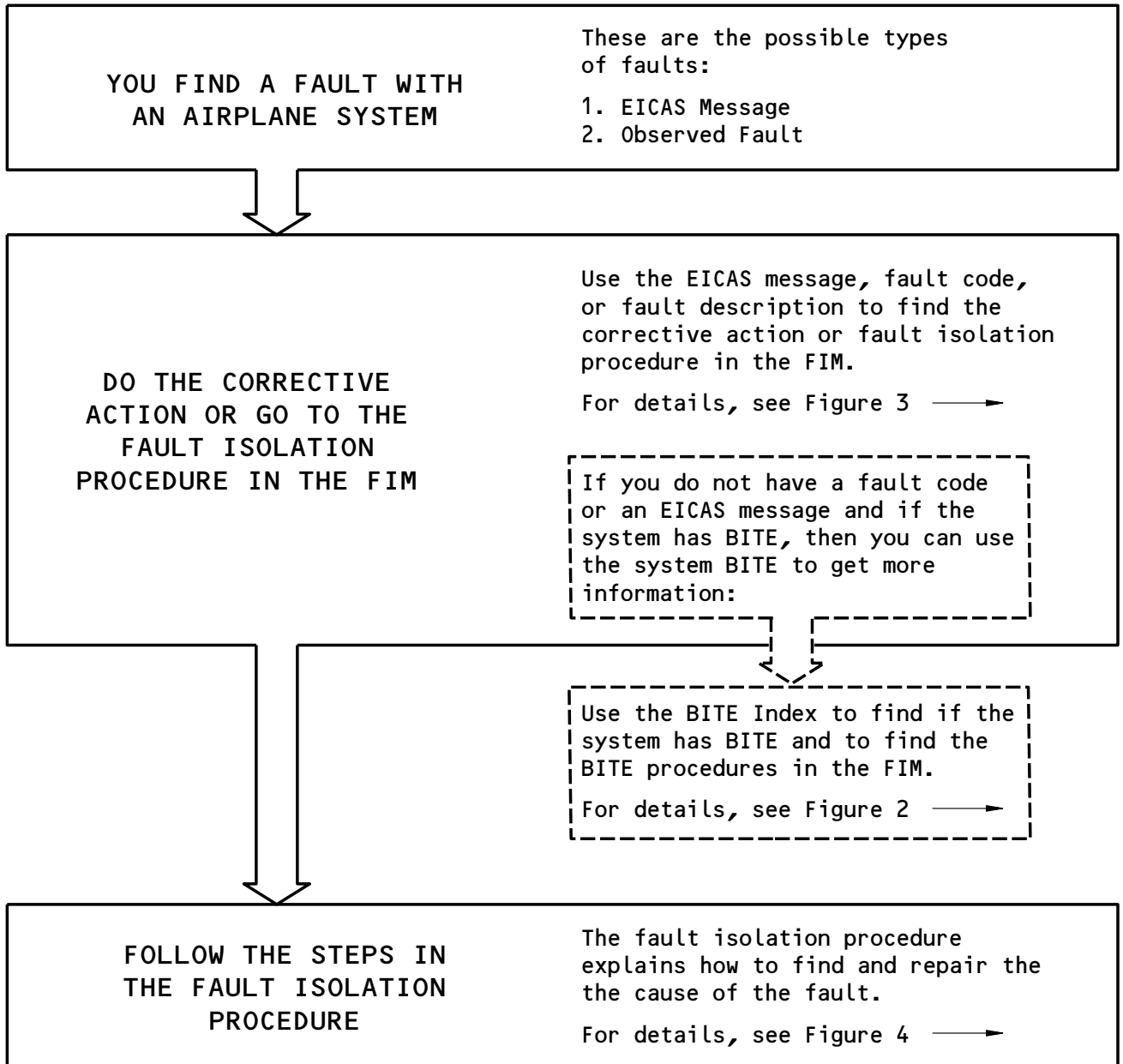
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Component Location		101	ALL
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Component Location			
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Component Location		101	ALL
Component Index			
Component Location			
<u>SYSTEM MONITOR</u>	22-40-00		
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Component Location		101	ALL
Component Index			
Component Location			
Fault Isolation			
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Basic Fault Isolation Process
Figure 1

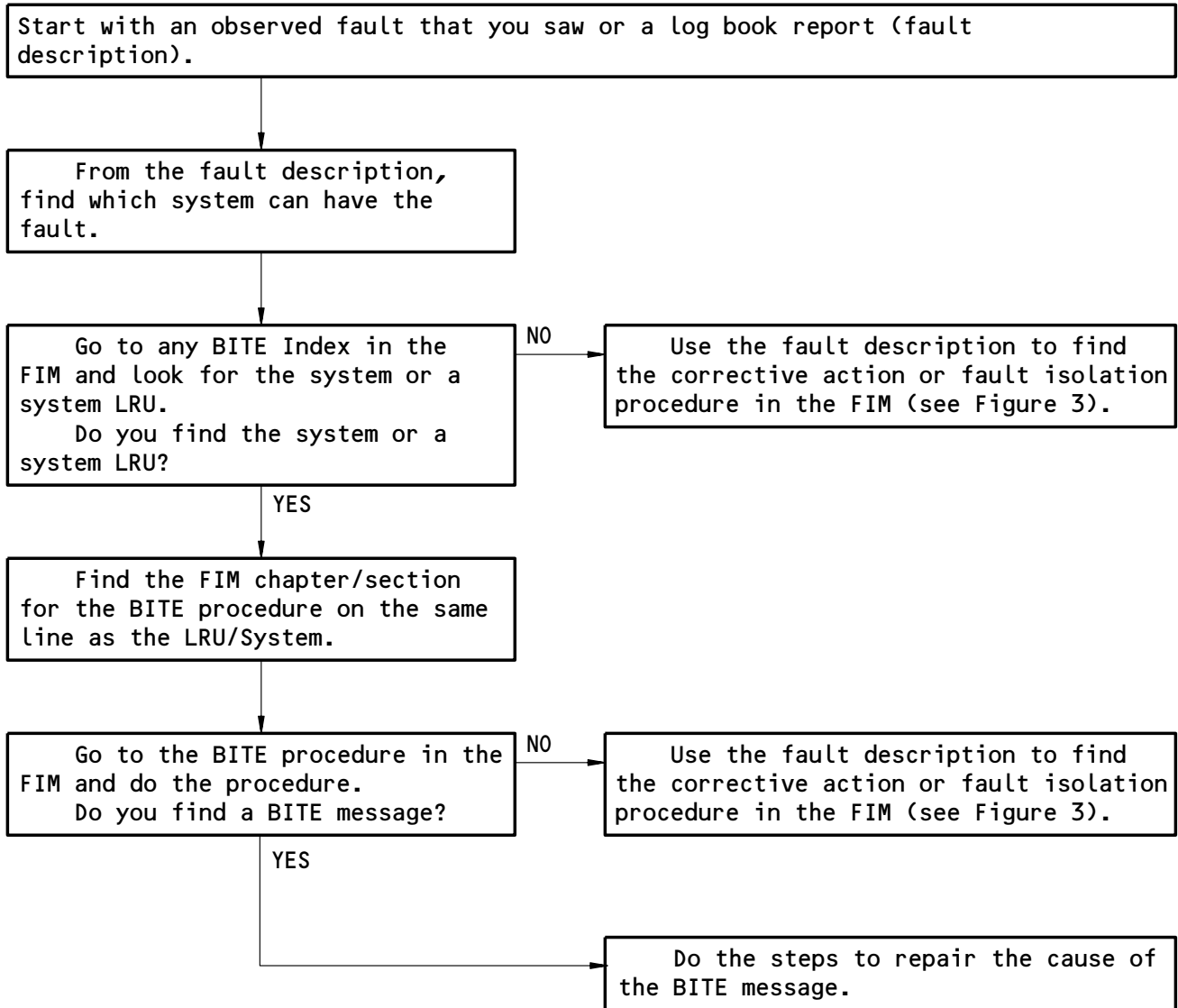
EFFECTIVITY

ALL

22-HOW TO USE THE FIM

01

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How to Get Fault Information from BITE
Figure 2

EFFECTIVITY

ALL

22-HOW TO USE THE FIM

01

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IF YOU HAVE:

THEN DO THIS TO FIND THE CORRECTIVE ACTION OR FAULT ISOLATION PROCEDURE 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.
2. Find the Fault Isolation Reference for the fault code and do the corrective action. If there is a FIM reference, then go to that fault isolation procedure in the FIM and do the steps in the procedure (see Figure 4).

EICAS MESSAGE TEXT
(with no fault code)

1. If you know the chapter of the EICAS message, then go to the EICAS Messages section in that chapter and find the EICAS message.

If you do not know the chapter of the EICAS message, then do these steps:
 - A. Go to FIM EICAS MESSAGE LIST and find the EICAS message in the table.

NOTE: The list follows the INTRODUCTION to the FIM.
 - B. Find the chapter number on the same line as the EICAS message. Go to the EICAS Messages section in that chapter and find the EICAS message.
2. Do the corrective action in the "Procedure" column for the EICAS message. If there is a FIM reference, then go to that fault isolation procedure in the FIM and do the steps in the procedure (see Figure 4).

OBSERVED FAULT DESCRIPTION

1. Go to the Fault Code Diagram for the problem in the applicable chapter.
2. Do the fault analysis on the diagram and find the fault code.
3. 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.
4. Find the Fault Isolation Reference for the fault code and do the corrective action. If there is a FIM reference, then go to that fault isolation procedure in the FIM and do the steps in the procedure (see Figure 4).

How to Find the Corrective Action or Fault Isolation Procedure in the FIM

Figure 3

EFFECTIVITY

ALL

22-HOW TO USE THE FIM

ASSUMED CONDITIONS AT START OF TASK

- External electrical power is OFF
- Hydraulic power and pneumatic power are OFF
- Engines are shut down
- Circuit breakers for the system are closed
- No equipment in the system is deactivated

PREREQUISITES

- This box gives the steps to get the airplane from the normal shutdown condition to the configuration necessary to do the fault isolation procedure.
- The Prerequisites give procedure references, circuit breakers, and special tools and equipment requirements.

FAULT ISOLATION BLOCKS

- Start the fault isolation procedure at block 1 unless specified differently.
- Do the check to get an answer to the question in the box. Follow the arrow that applies to your answer. This will go to the next check.
- When you get to a box in the column at the right of the page, you have isolated that fault. Do the steps in that box to repair the cause of the fault.
- Make sure that fault is corrected to complete the procedure.

Do the Fault Isolation Procedure
Figure 4

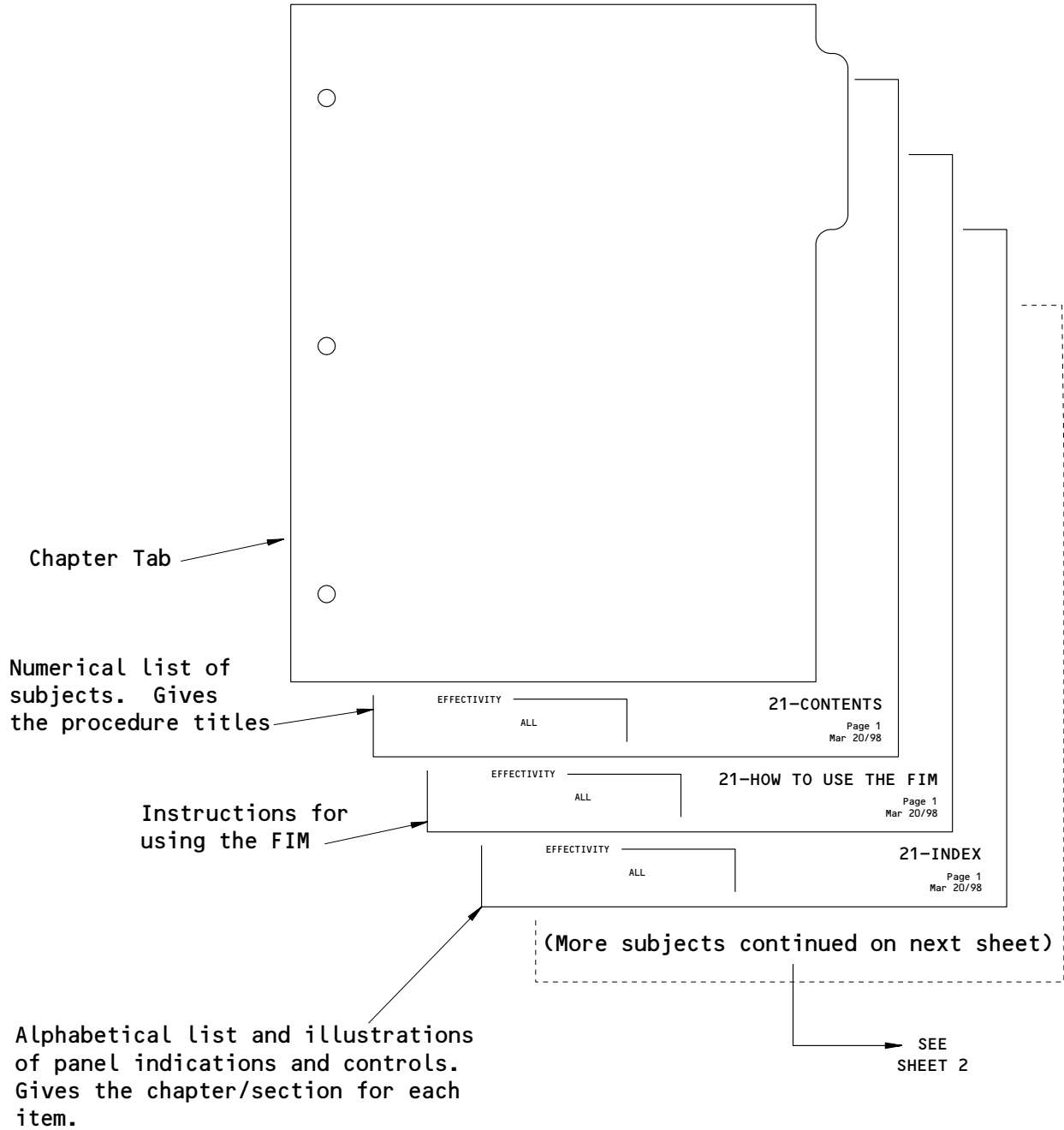
EFFECTIVITY

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22-HOW TO USE THE FIM

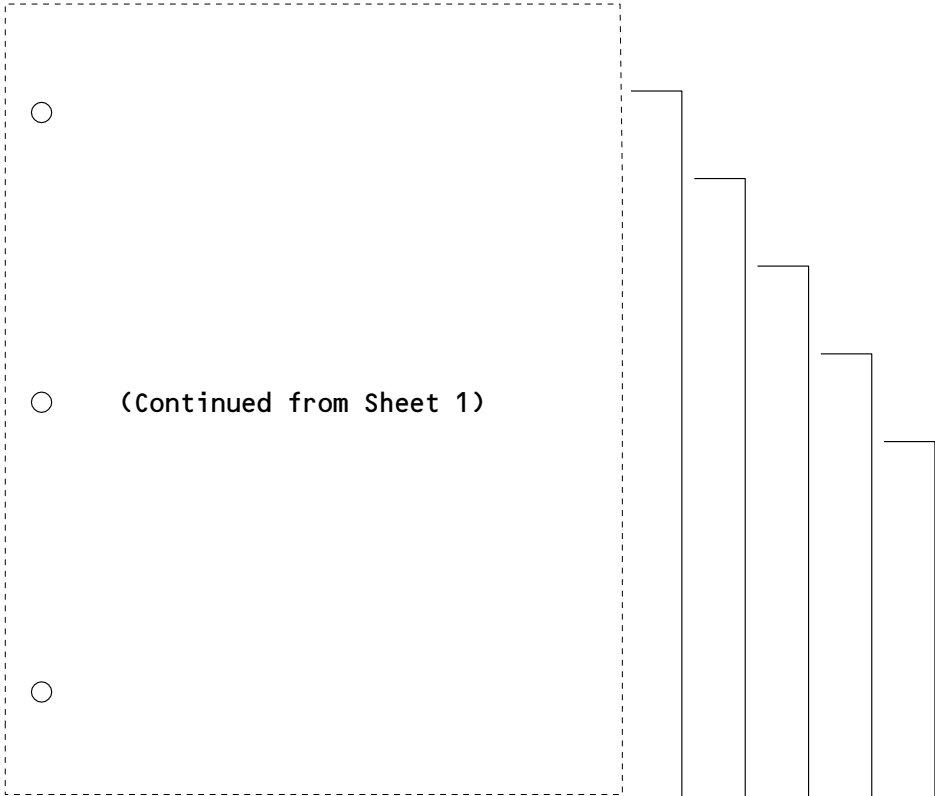
01

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Subjects in Each FIM Chapter
Figure 5 (Sheet 1)

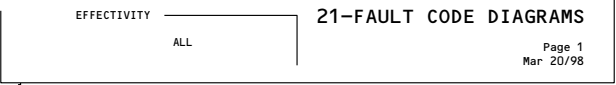
EFFECTIVITY	ALL	22-HOW TO USE THE FIM	01	Page 5 Sep 20/98
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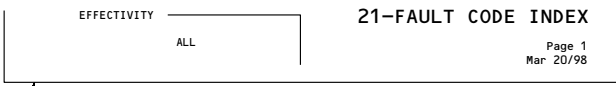
Alphabetical list of the EICAS messages. Gives the procedure to repair the cause of the message or a reference to a fault isolation procedure.



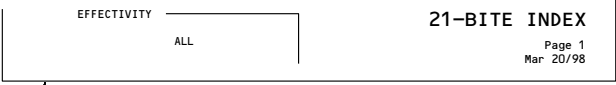
Failure analysis diagrams for the airplane systems to find the correct fault code for the fault.



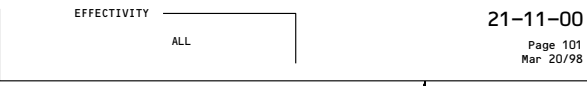
Numerical list of fault codes. Gives the procedure to repair the cause of the fault or a reference to a fault isolation procedure.



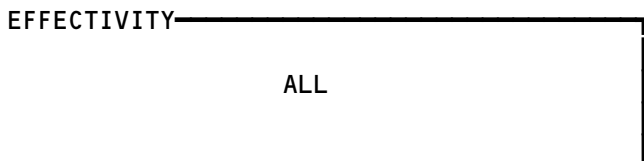
Alphabetical list of all the LRUs/systems that have BITE. Gives the chapter/section for the BITE procedure.



Component index, component location, and fault isolation procedures for the systems in the chapter.



Subjects in Each FIM Chapter
Figure 5 (Sheet 2)

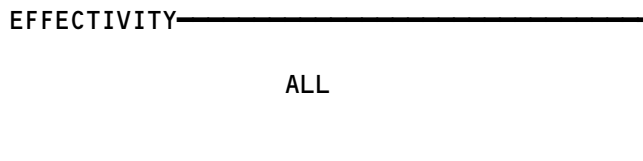


22-HOW TO USE THE FIM

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FAULT ISOLATION/MAINT MANUAL

<u>TITLE</u>	<u>CHAP/SEC</u>	<u>TITLE</u>	<u>CHAP/SEC</u>
ALTITUDE ALERT.....	3416	AUTOTHROTTLE	2200,2232
ALTITUDE HOLD		FLIGHT DIRECTOR.....	2200
A/P (PITCH MODE).....	2200	FLIGHT LEVEL CHANGE	
F/D	2200	A/T	2200
ALTITUDE SELECT		A/P (PITCH MODE).....	2200
FAILED TO ENGAGE		GO AROUND	2200
A/P (PITCH MODE).....	2200	HEADING HOLD	
F/D	2200	A/P	2200
SELECTOR FAULT/FAILED		F/D	2200
TO CAPTURE	2200	HEADING SELECT	
APPROACH		A/P	2200
A/P	2200	F/D	2200
F/D	2200	LIMIT MODES	2200
AUTOLAND		LNAV	
2 & 3 CHANNEL.....	2200	A/P (ROLL MODE).....	2200
GO AROUND	2200	F/D	2200
AUTOLAND STATUS ANNUNCIATOR		LOCALIZER	
ASA TEST	2200	A/P (ROLL MODE).....	2200
AUTOLAND		F/D	2200
APP (F/D OR SINGLE A/P).....	2200	AFDS MODE CONTROL PANEL	
AUTOLAND.....	2200	LGT BAR HALF ILLUM	2200
F/D (NON APP MODE)	2200	THRUST MANAGEMENT COMPUTER	
GO AROUND	2200	TMC DATA ON EICAS	2200
MANUAL LND		A/T MODE DISPLAYS TEST	2200
AUTOLAND	2200	VERTICAL SPEED	
F/D (NON APP MODE)	2200	FAILED TO ENGAGE	
GO AROUND.....	2200	A/P (PITCH MODE).....	2200
AUTOPILOT		F/D	2200
A/P DISC LGT.....	2200	SELECTOR FAULT/FAILED	
AUTOPILOT LGT.....	2200	TO CAPTURE	2200
CMD	2200	VNAV	
DISENGAGE	2200	A/P	2200
PITCH MODE	2200	F/D	2200
ROLL MODE	2200	YAW DAMPER	2221

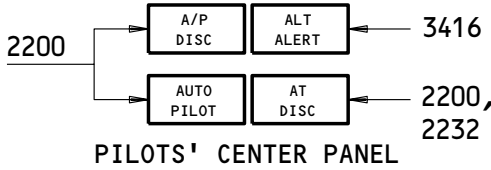
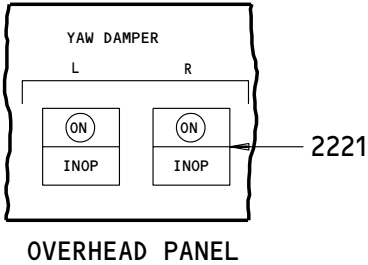
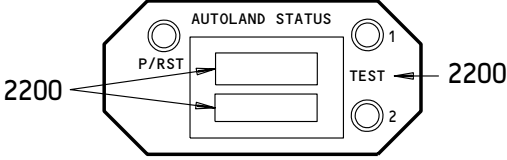
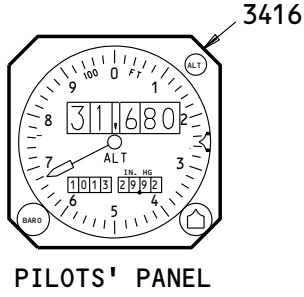
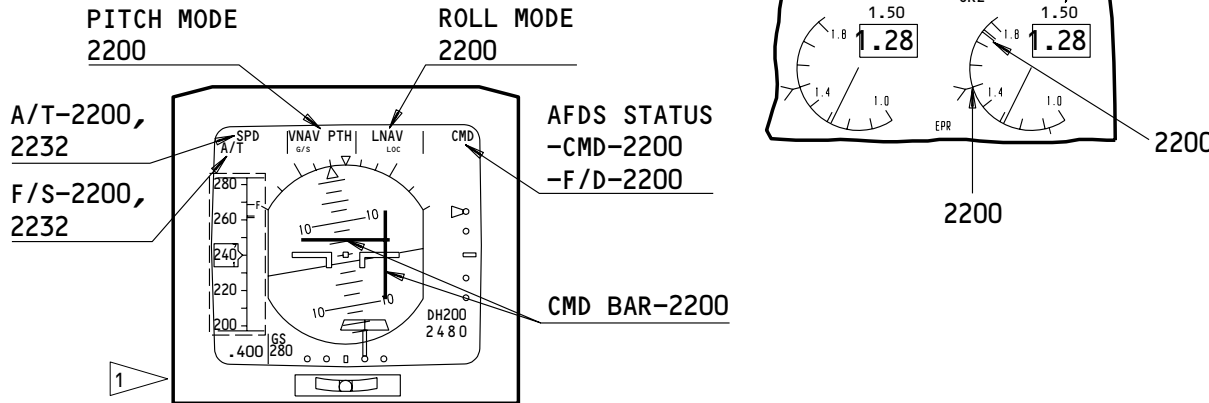
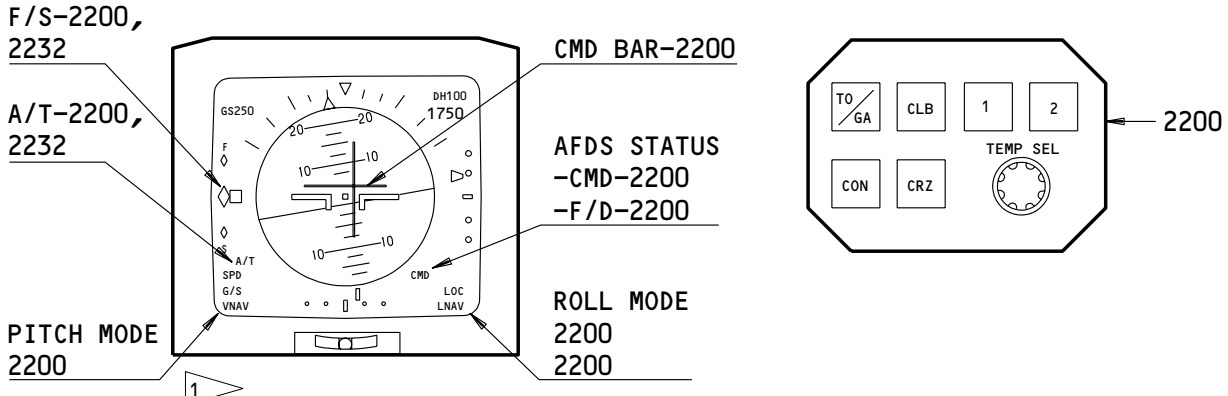
AUTOFLIGHT - INDEX
Figure 1 (Sheet 1)



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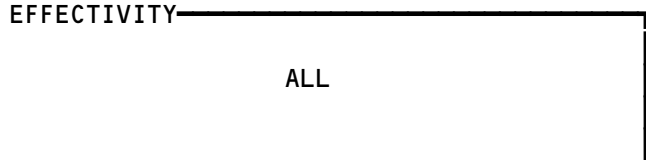
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757 FAULT ISOLATION/MAINT MANUAL



1 AS INSTALLED

AUTOFLIGHT - INDEX
Figure 1 (Sheet 2)



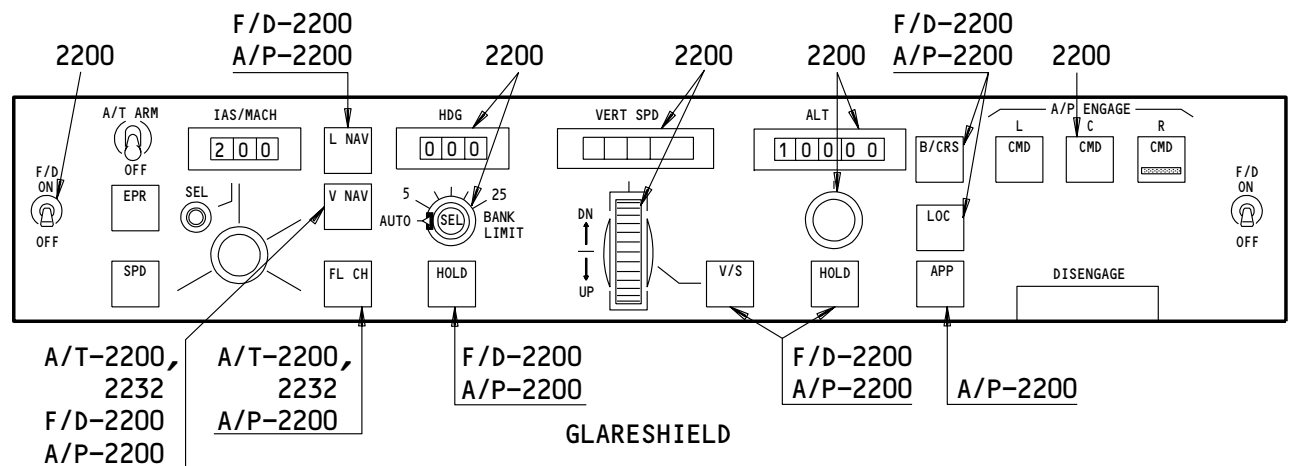
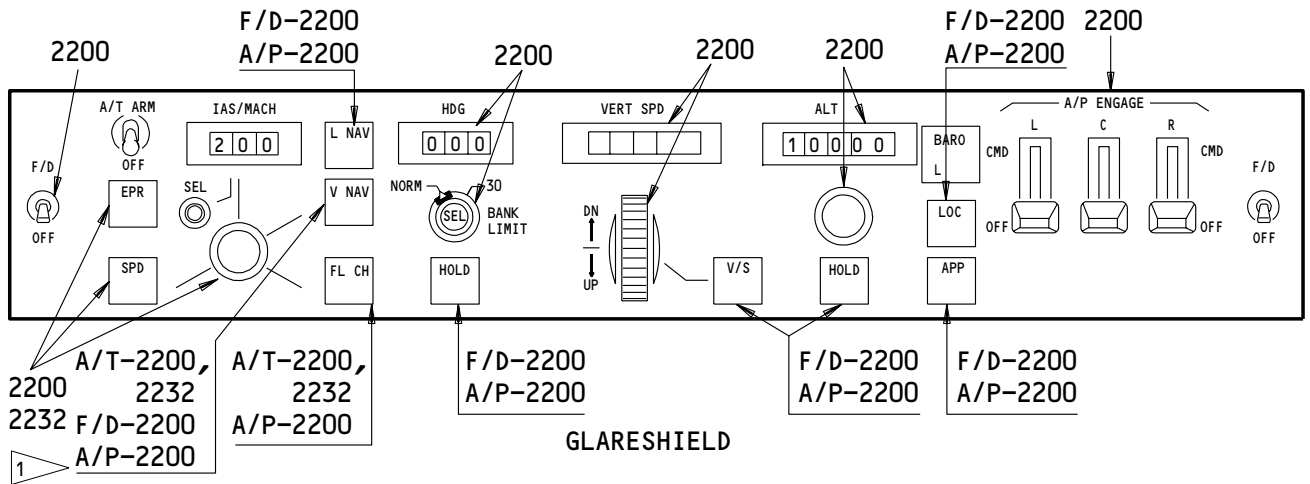
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BOEING

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FAULT ISOLATION/MAINT MANUAL



1 IF INSTALLED

AUTOFLIGHT - INDEX
Figure 1 (Sheet 3)

EFFECTIVITY	ALL
-------------	-----

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AUTOFLIGHT - EICAS MESSAGE LIST

1. General

- A. This procedure shows the EICAS message locations and gives a list of procedures to find the solution for each message.
- (1) EICAS Message Locations (Fig. 1)
 - (a) Figure 1 shows the location of the EICAS display units and the area where the messages show on the display units.
 - (b) Each message level has a different location. The location and color of each message level is also shown.
 - (2) The EICAS MESSAGE LIST gives the message, level, and procedure for each message.
 - (a) The EICAS MESSAGE column lists the messages alphabetically. Messages which start with L, R, or C are put together and alphabetized at L.
 - (b) The LEVEL column gives all levels for each message as follows:
 - A - Warning messages
 - B - Caution messages
 - C - Advisory messages
 - S - Status messages
 - M - Maintenance messages
 - (c) The PROCEDURE column gives the steps that are necessary to remove the message and includes one or more of the procedures that follow:
 - 1) A Fault Isolation Manual procedure reference
 - 2) A Maintenance Manual procedure and reference
 - 3) Wiring checks and a Wiring Diagram Manual reference
 - 4) A reference to an EICAS message list in a different chapter.
 - 5) A reference to a FAULT CODE INDEX and specified fault codes
 - 6) A step to change the airplane configuration

EFFECTIVITY

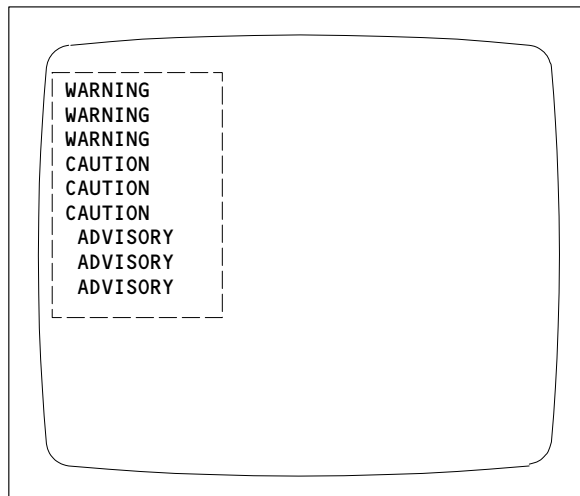
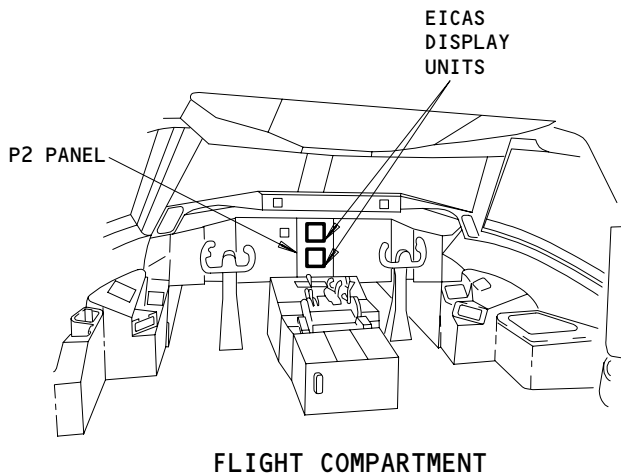
ALL

22-EICAS MESSAGES

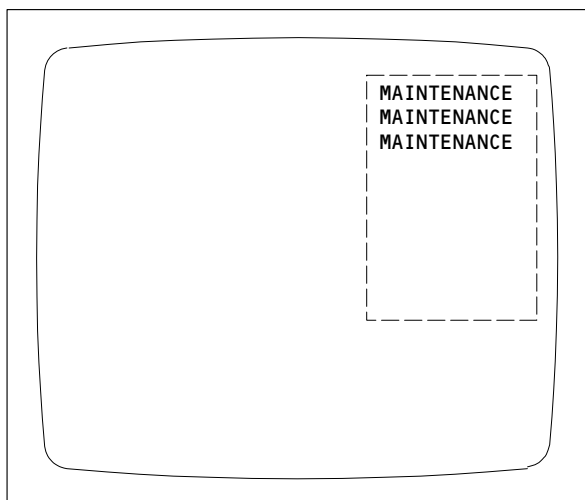
01

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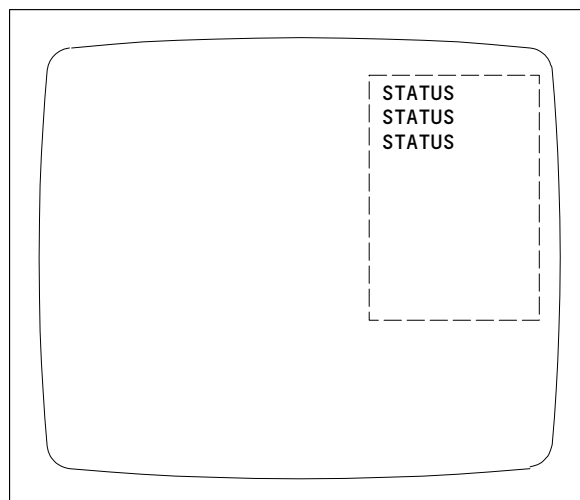
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ENGINE PRIMARY PAGE OR COMPACTED PAGE
(TOP DISPLAY UNIT)



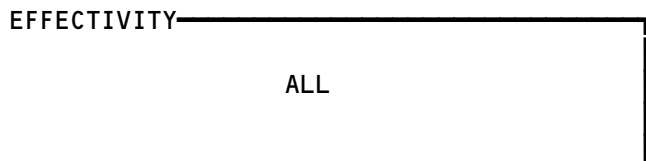
ECS/MSG PAGE
(BOTTOM DISPLAY UNIT)



STATUS PAGE
(BOTTOM DISPLAY UNIT)

LEVEL	COLOR
A-WARNING	RED
B-CAUTION	YELLOW
C-ADVISORY	YELLOW
S-STATUS	WHITE
M-MAINTENANCE	WHITE

EICAS Message Locations
Figure 1



22-EICAS MESSAGES


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EICAS MESSAGE LIST		
EICAS MESSAGE	LEVEL	PROCEDURE
ALTITUDE ALERT	B	FIM 34-16-00/101, Fig. 103
AUTOPILOT	B	FIM 22-00-02/101, Fig. 101
AUTOPILOT DISC	A	FIM 22-00-02/101, Fig. 101
AUTOTHROT DISC	B	FIM 22-00-02/101, Fig. 101
MACH/SPD TRIM	C	FIM 27-09-00/101, Fig. 106
(L, R) YAW DAMPER	C	FIM 22-21-00/101, Fig. 103A
YAW DAMPER	M	FIM 22-21-00/101, Fig. 103A

EFFECTIVITY

ALL

22-EICAS MESSAGES

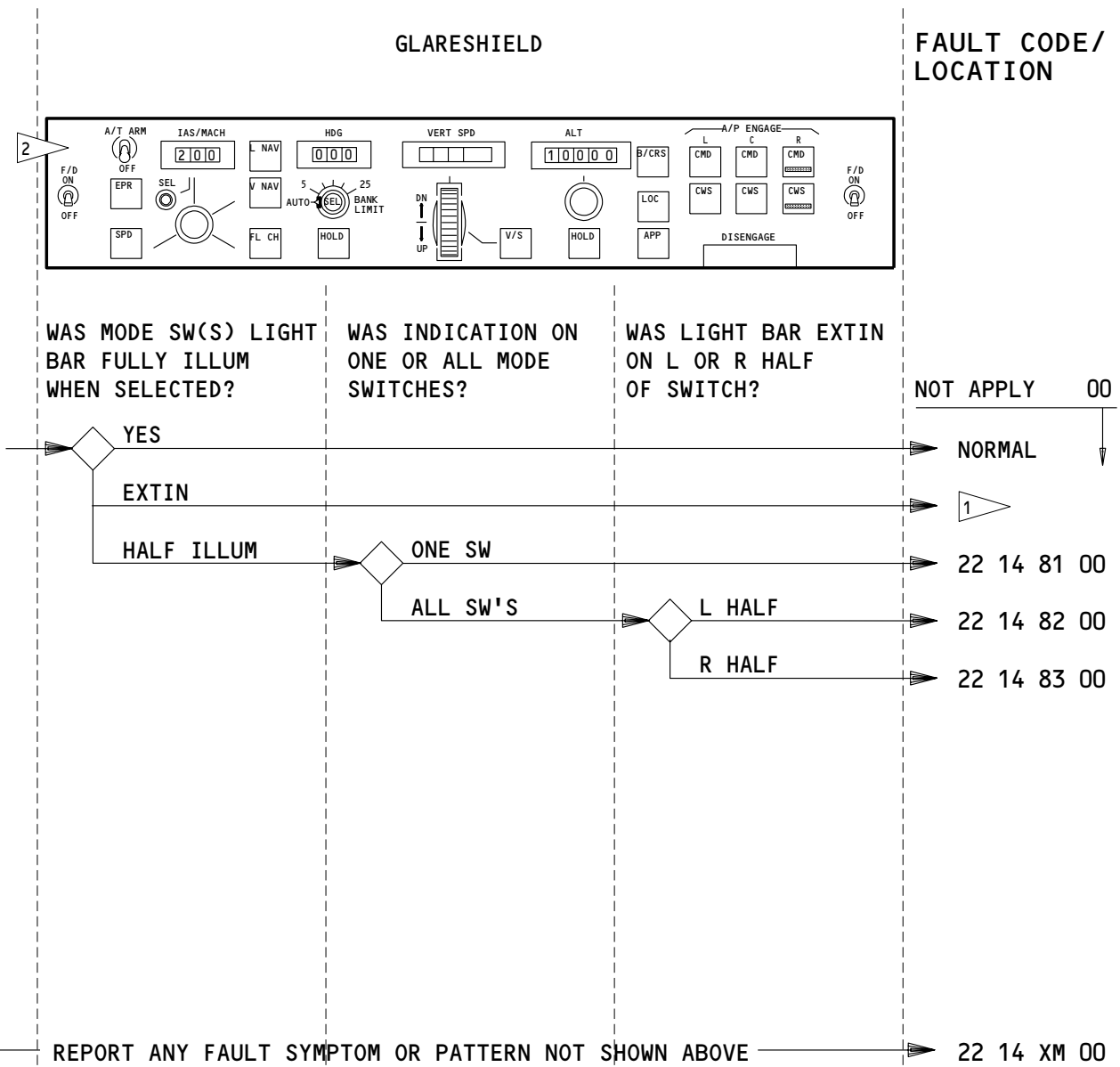
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FAULT ISOLATION/MAINT MANUAL



1 SEE FAULT CODES FOR MODE SELECTED. 2 AS INSTALLED
 APPLICABLE CIRCUIT BREAKERS AS INSTALLED

- | | |
|---|--|
| <p>11A17 AUTO FLIGHT WARN</p> <p>11E16 MODE CONT PNL (L, LEFT)</p> <p>11E17 FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT)</p> <p>11E18 FLT CONT (CMPTR SERVO L, COMPUTER SERVO LEFT)</p> <p>11E20 (FLT, FLIGHT) CONT CMPTR PWR (C, CTR)</p> | <p>11E21 (FLT, FLIGHT) CONT CMPTR SERVO (C, CTR)</p> <p>11E34 MODE CONT PNL (R, RIGHT)</p> <p>11E35 FLT CONT CMPTR PWR (R, RIGHT)</p> <p>11E36 FLT CONT CMPTR SERVO (R, RIGHT)</p> <p>11F15 TMC DC</p> |
|---|--|

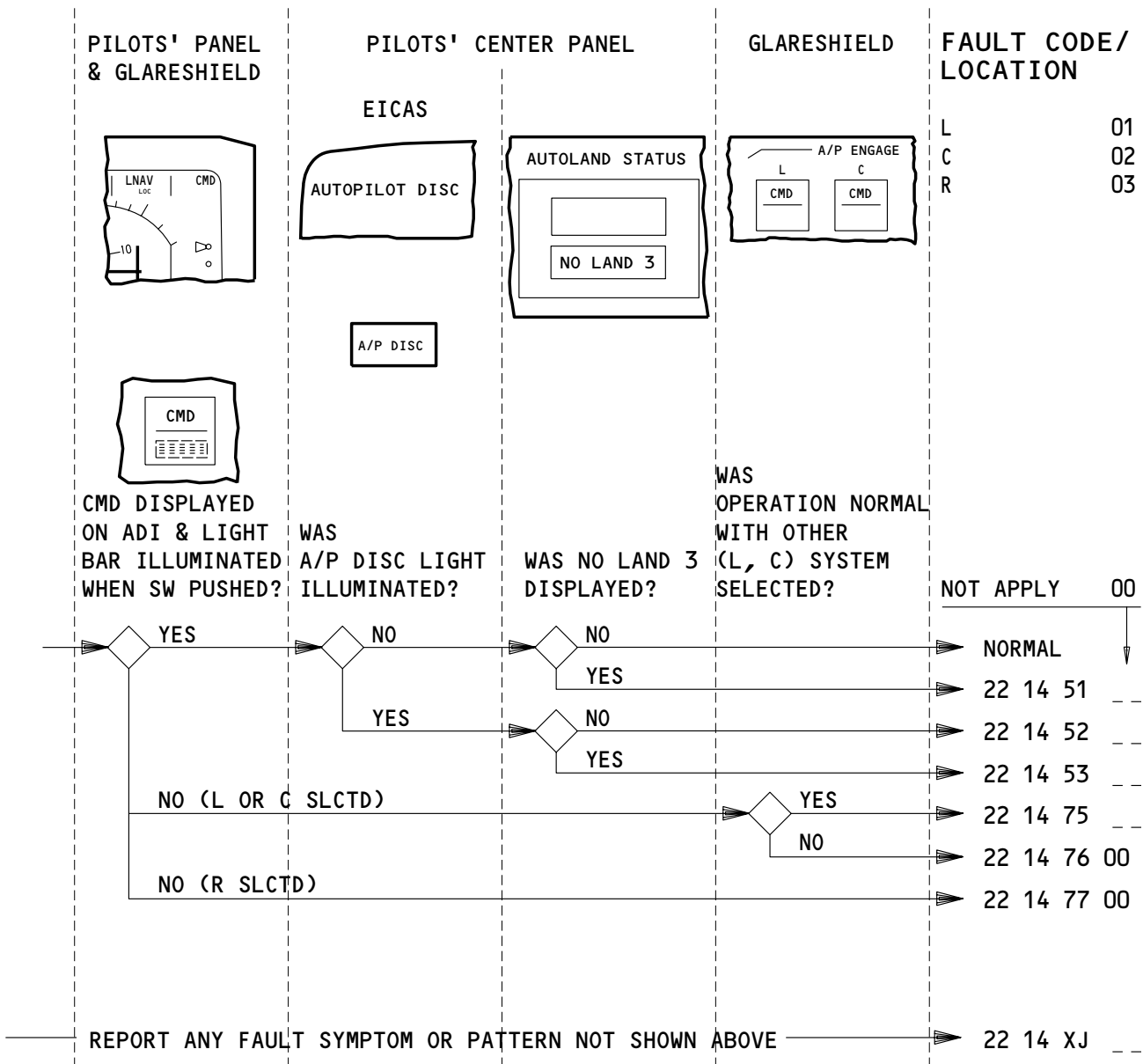
MODE CONTROL PANEL – FAULT CODES

EFFECTIVITY

ALL

22-FAULT CODE DIAGRAM

H98843



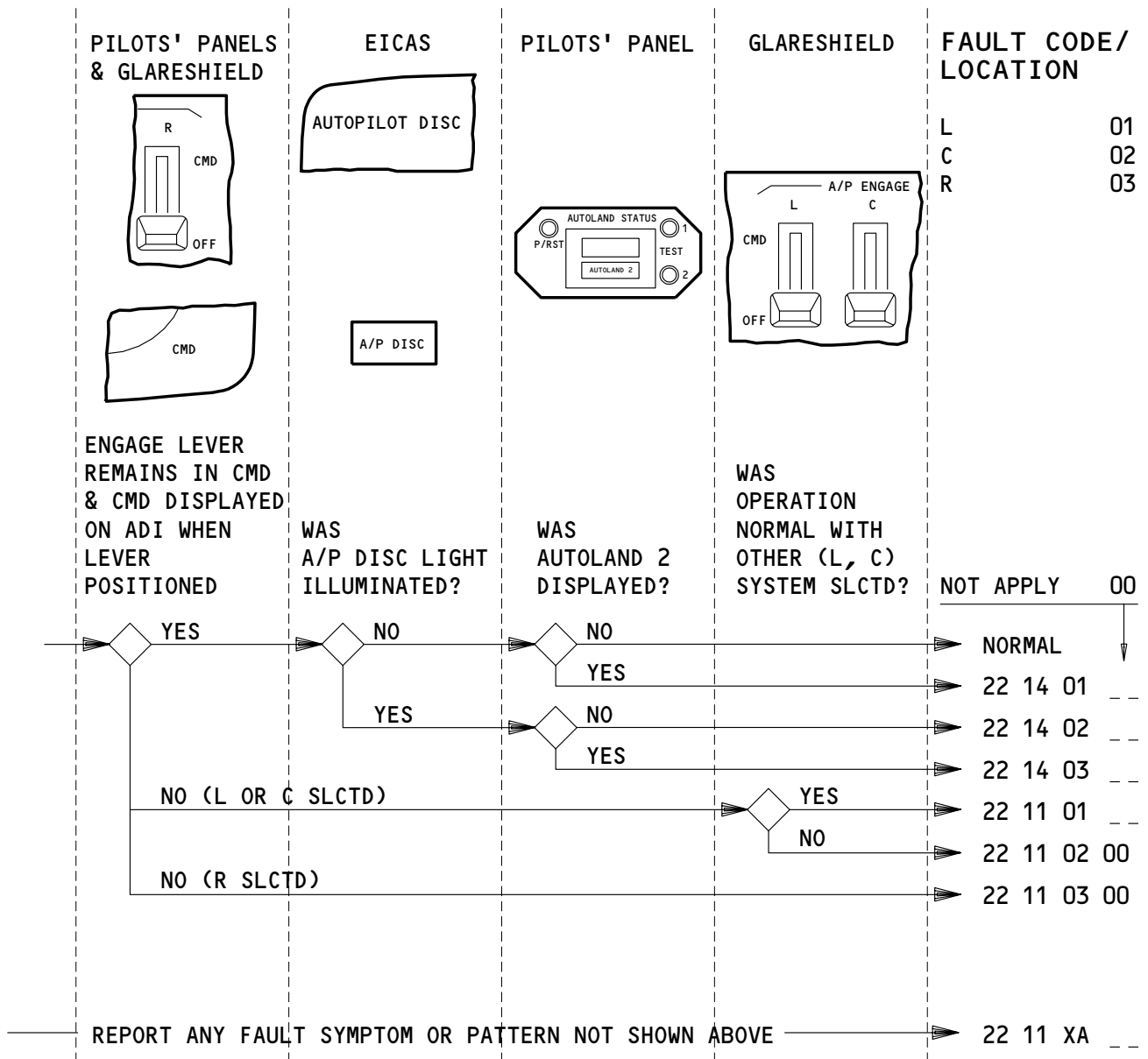
APPLICABLE CIRCUIT BREAKERS AS INSTALLED

- | | | | |
|-------|---|-------|---|
| 11A17 | AUTO FLIGHT WARN | 11E21 | (FLT, FLIGHT) CONT CMPTR SERVO (C, CTR) |
| 11E16 | MODE CONT PNL (L, LEFT) | 11E34 | MODE CONT PNL (R, RIGHT) |
| 11E17 | FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT) | 11E35 | FLT CONT CMPTR PWR (R, RIGHT) |
| 11E18 | FLT CONT (CMPTR SERVO L, COMPUTER SERVO LEFT) | 11E36 | FLT CONT CMPTR SERVO (R, RIGHT) |
| 11E20 | (FLT, FLIGHT) CONT CMPTR PWR (C, CTR) | 11F15 | TMC DC |

AUTOPILOT (COMMAND) - FAULT CODES

EFFECTIVITY
AIRPLANES WITH PUSH TYPE
A/P ENGAGE SW'S

22-FAULT CODE DIAGRAM



APPLICABLE CIRCUIT BREAKERS AS INSTALLED

- | | |
|--|---|
| 11A17 AUTO FLIGHT WARN
11E16 MODE CONT PNL (L, LEFT)
11E17 FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT)
11E18 FLT CONT (CMPTR SERVO L, COMPUTER SERVO LEFT)
11E20 (FLT, FLIGHT) CONT CMPTR PWR (C, CTR) | 11E21 (FLT, FLIGHT) CONT CMPTR SERVO (C, CTR)
11E34 MODE CONT PNL (R, RIGHT)
11E35 FLT CONT CMPTR PWR (R, RIGHT)
11E36 FLT CONT CMPTR SERVO (R, RIGHT)
11F15 TMC DC |
|--|---|

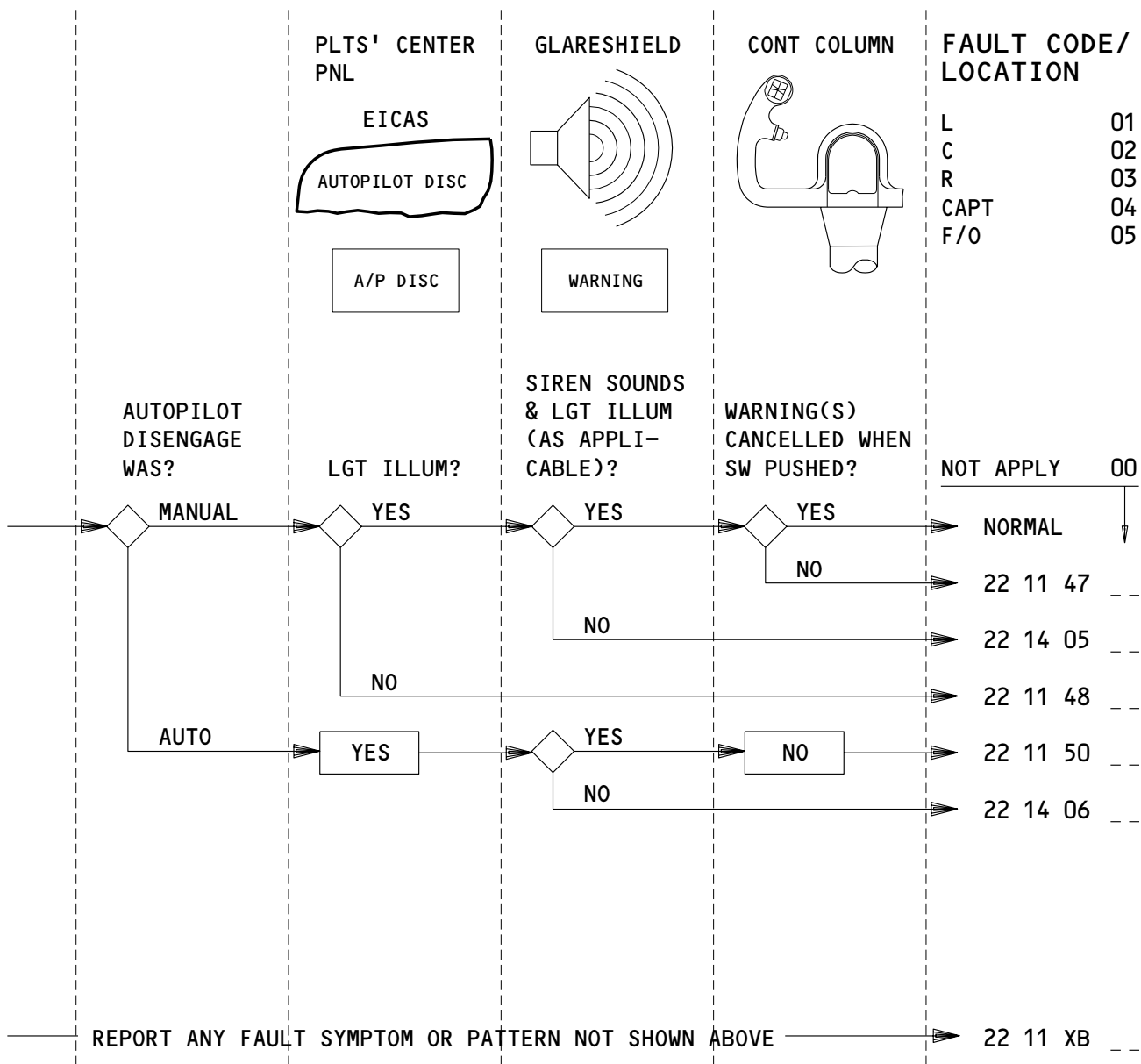
AUTOPILOT (COMMAND) – FAULT CODES

EFFECTIVITY
AIRPLANES WITH A/P ENGAGE LEVERS

22-FAULT CODE DIAGRAM

BOEING

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APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11A17 AUTO FLIGHT WARN	11E21 (FLT, FLIGHT) CONT CMPTR SERVO (C, CTR)
11E16 MODE CONT PNL (L, LEFT)	11E34 MODE CONT PNL (R, RIGHT)
11E17 FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT)	11E35 FLT CONT CMPTR PWR (R, RIGHT)
11E18 FLT CONT (CMPTR SERVO L, COMPUTER SERVO LEFT)	11E36 FLT CONT CMPTR SERVO (R, RIGHT)
11E20 (FLT, FLIGHT) CONT CMPTR PWR (C, CTR)	11F15 TMC DC

AUTOPILOT (DISENGAGE) - FAULT CODES

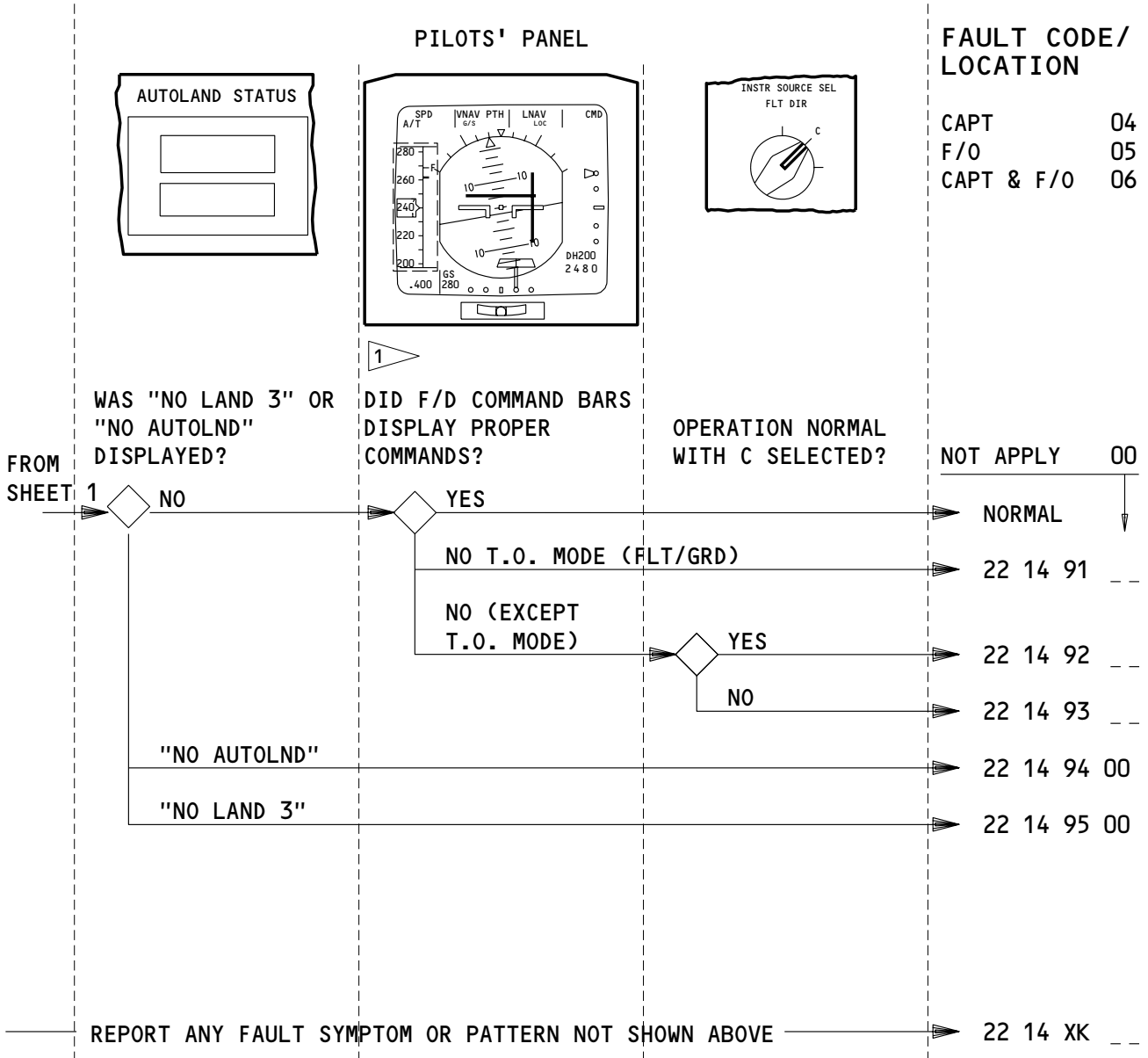
EFFECTIVITY

ALL

22-FAULT CODE DIAGRAM

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1 AS INSTALLED

APPLICABLE CIRCUIT BREAKERS AS INSTALLED

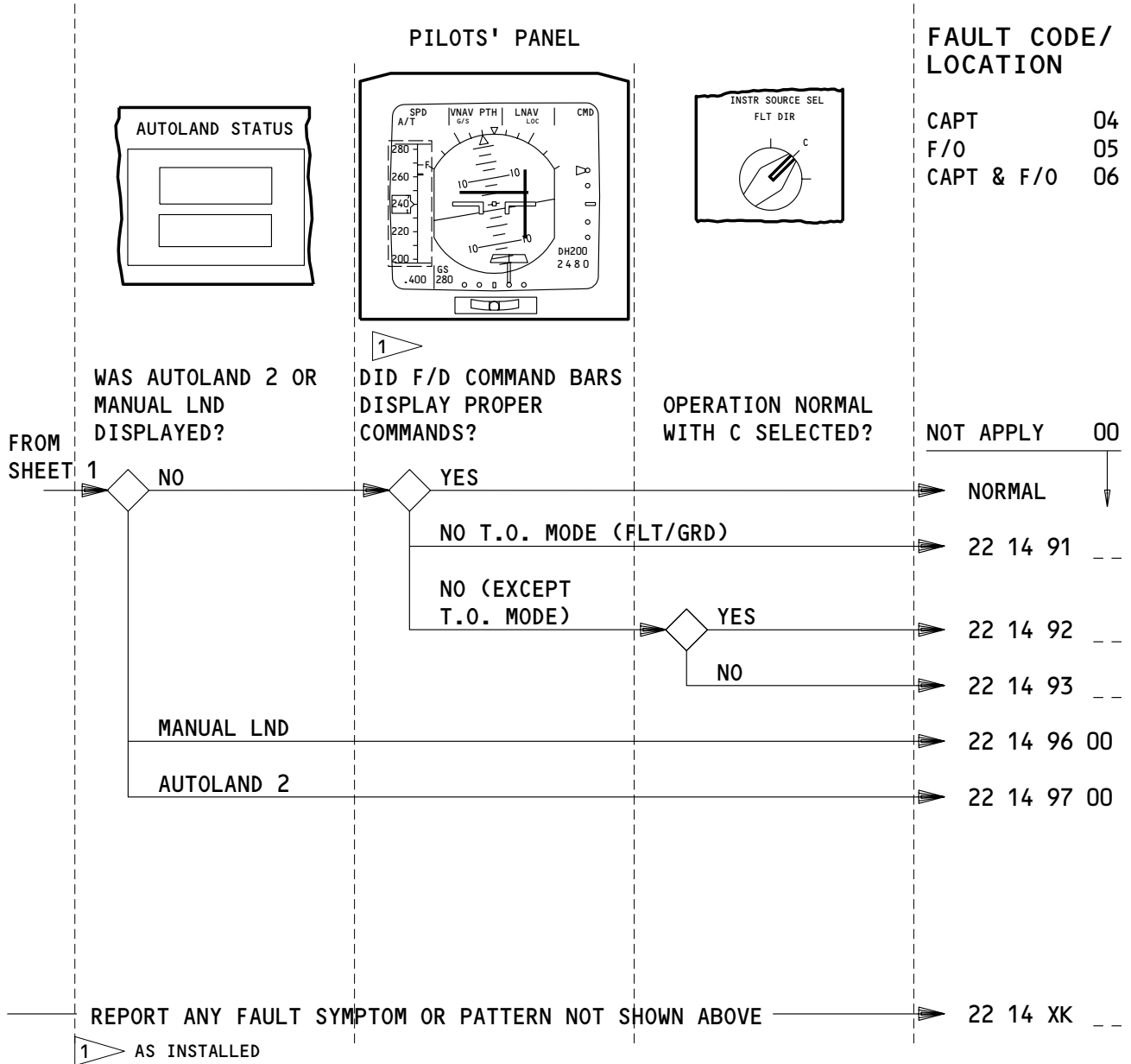
- | | | | |
|-------|---|-------|---|
| 11A17 | AUTO FLIGHT WARN | 11E21 | (FLT, FLIGHT) CONT CMPTR SERVO (C, CTR) |
| 11E16 | MODE CONT PNL (L, LEFT) | 11E34 | MODE CONT PNL (R, RIGHT) |
| 11E17 | FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT) | 11E35 | FLT CONT CMPTR PWR (R, RIGHT) |
| 11E18 | FLT CONT (CMPTR SERVO L, COMPUTER SERVO LEFT) | 11E36 | FLT CONT CMPTR SERVO (R, RIGHT) |
| 11E20 | (FLT, FLIGHT) CONT CMPTR PWR (C, CTR) | 11F15 | TMC DC |

FLIGHT DIRECTOR (SHEET 2) - FAULT CODES

EFFECTIVITY
AIRPLANES WITH "NO LAND 3"
OR "NO AUTOLAND"

22-FAULT CODE DIAGRAM

A47922



APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11A17	AUTO FLIGHT WARN	11E21	(FLT, FLIGHT) CONT CMPTR SERVO (C, CTR)
11E16	MODE CONT PNL (L, LEFT)	11E34	MODE CONT PNL (R, RIGHT)
11E17	FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT)	11E35	FLT CONT CMPTR PWR (R, RIGHT)
11E18	FLT CONT (CMPTR SERVO L, COMPUTER SERVO LEFT)	11E36	FLT CONT CMPTR SERVO (R, RIGHT)
11E20	(FLT, FLIGHT) CONT CMPTR PWR (C, CTR)	11F15	TMC DC

FLIGHT DIRECTOR (SHEET 2) - FAULT CODES

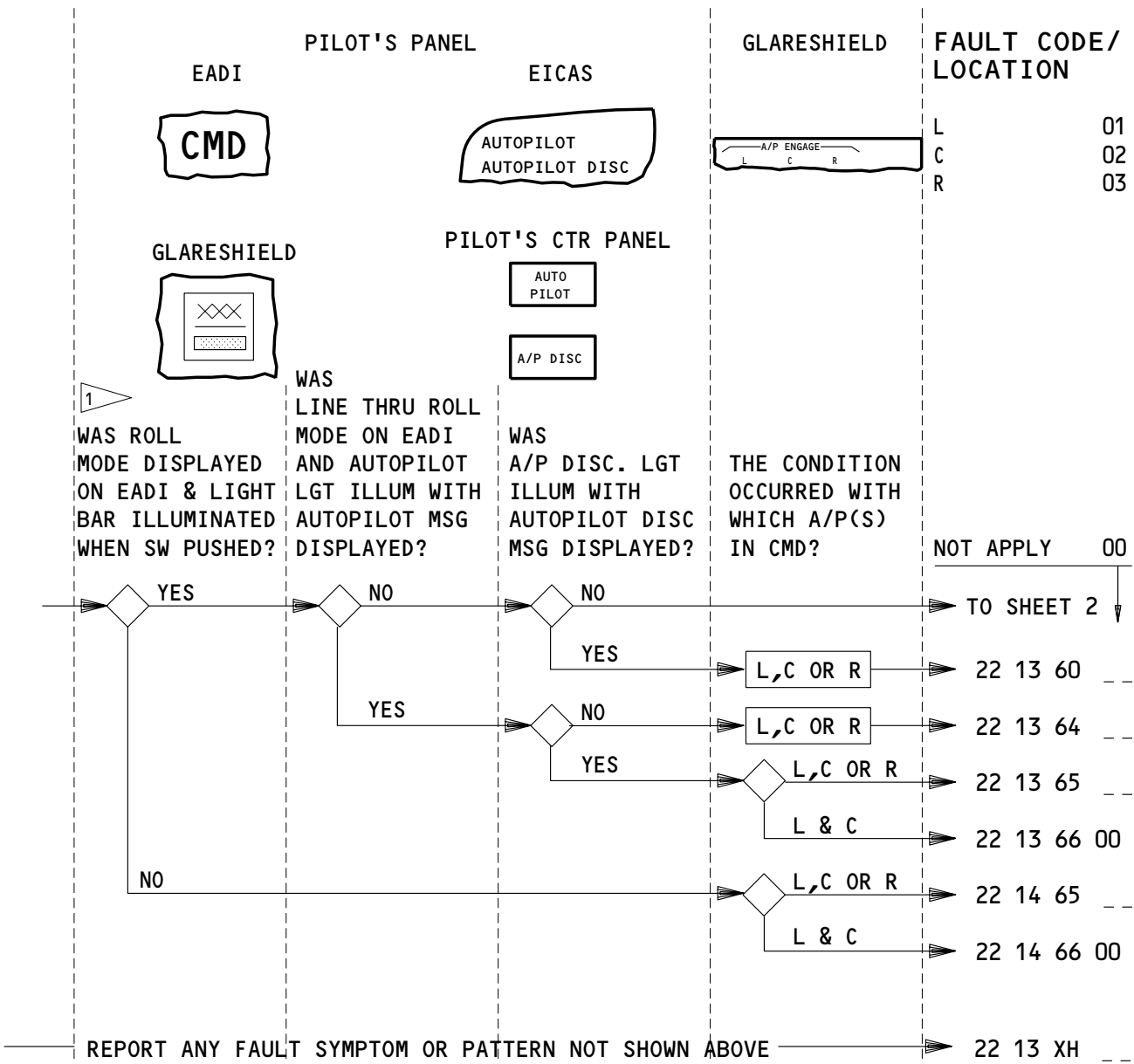
EFFECTIVITY
AIRPLANES WITH "AUTOLAND 2"
OR "MANUAL LND"

22-FAULT CODE DIAGRAM

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FAULT ISOLATION/MAINT MANUAL



1 ROLL MODE INCLUDES HDG HOLD, HDG SEL, L NAV, LOC & B/CRS.
 APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11A17	AUTO FLIGHT WARN	11E21	(FLT, FLIGHT) CONT CMPTR SERVO (C, CTR)
11E16	MODE CONT PNL (L, LEFT)	11E34	MODE CONT PNL (R, RIGHT)
11E17	FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT)	11E35	FLT CONT CMPTR PWR (R, RIGHT)
11E18	FLT CONT (CMPTR SERVO L, COMPUTER SERVO LEFT)	11E36	FLT CONT CMPTR SERVO (R, RIGHT)
11E20	(FLT, FLIGHT) CONT CMPTR PWR (C, CTR)	11F15	TMC DC

AUTOPILOT (ROLL MODES) (SHEET 1) - FAULT CODES

EFFECTIVITY

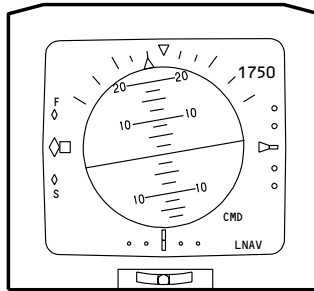
ALL

22-FAULT CODE DIAGRAM

03

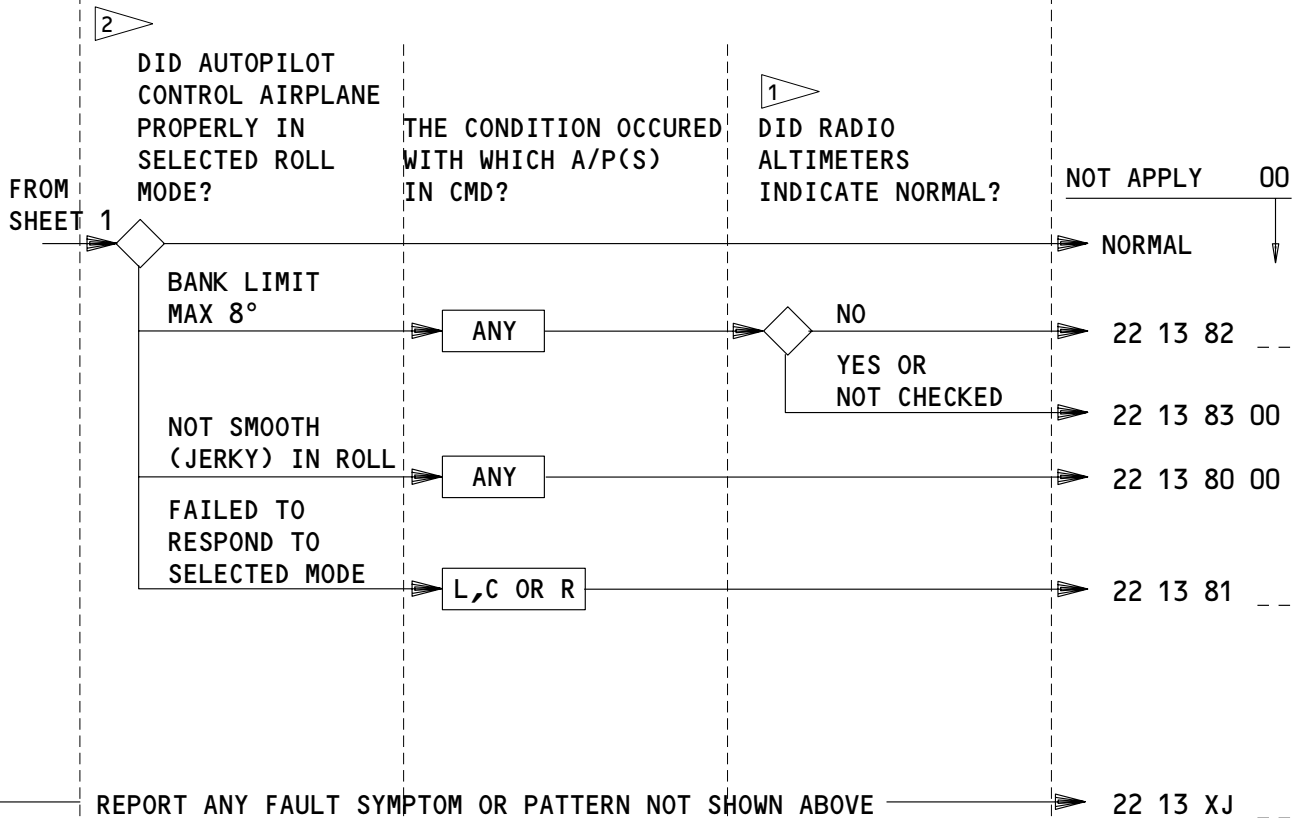
Page 8
Jan 20/99

PILOTS' PANEL



FAULT CODE/
LOCATION

L 01
C 02
R 03



1 A FAULTY RADIO ALTIMETER CAN LIMIT A/P BANK ANGLE. SELECT EFI SW TO "ALTN" TO CHECK "C" RADIO ALTIMETER.

2 EADI CONFIGURATION AS INSTALLED

APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11A17	AUTO FLIGHT WARN	11E21	(FLT, FLIGHT) CONT CMPTR SERVO (C, CTR)
11E16	MODE CONT PNL (L, LEFT)	11E34	MODE CONT PNL (R, RIGHT)
11E17	FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT)	11E35	FLT CONT CMPTR PWR (R, RIGHT)
11E18	FLT CONT (CMPTR SERVO L, COMPUTER SERVO LEFT)	11E36	FLT CONT CMPTR SERVO (R, RIGHT)
11E20	(FLT, FLIGHT) CONT CMPTR PWR (C, CTR)	11F15	TMC DC

AUTOPILOT (ROLL MODES) (SHEET 2) - FAULT CODES

EFFECTIVITY

ALL

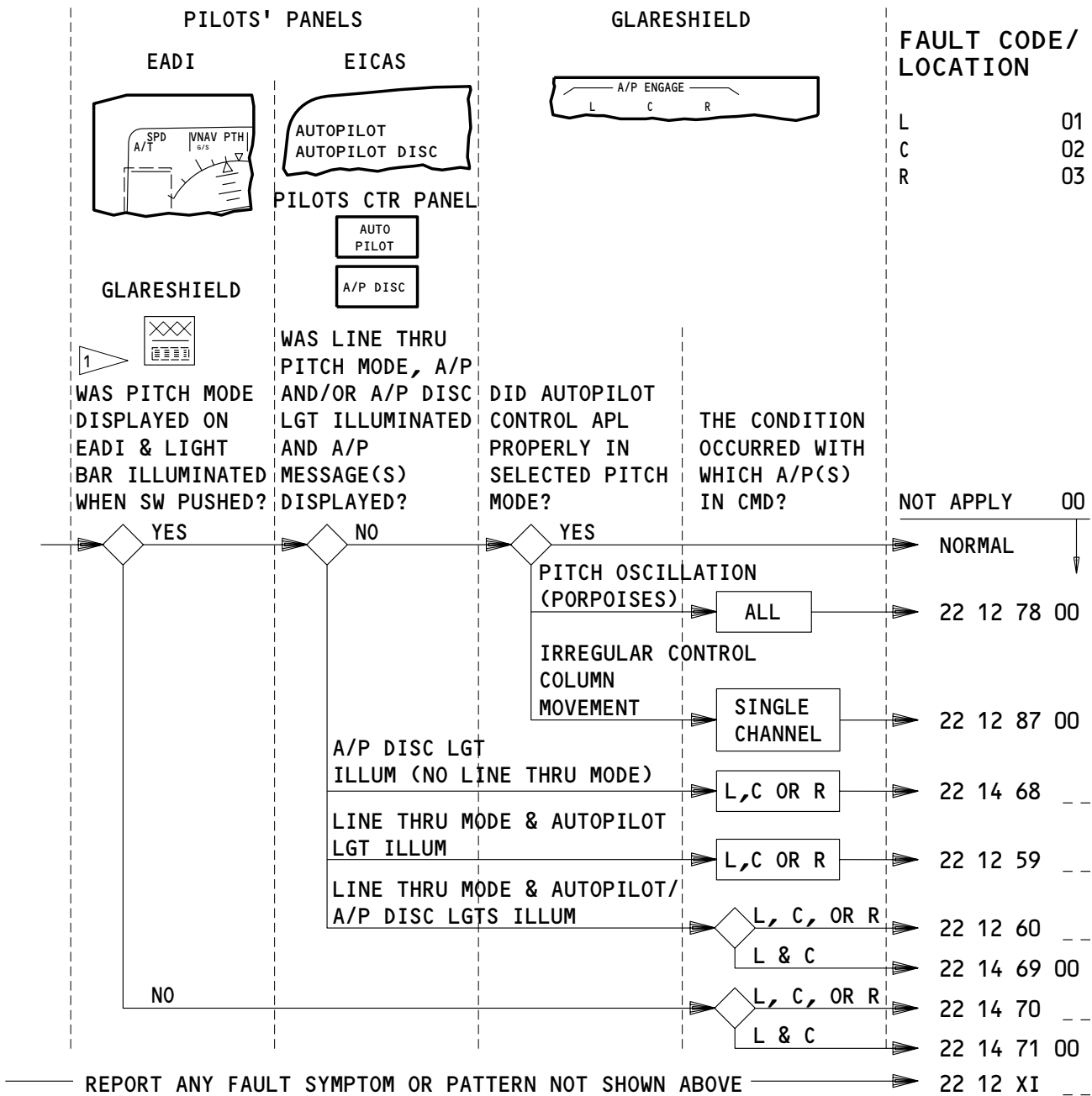
22-FAULT CODE DIAGRAM

04

Page 9
Jun 20/96

BOEING

757 FAULT ISOLATION/MAINT MANUAL



1 PITCH MODE INCLUDES V/S, ALT HOLD, FLCH, SPD & V NAV.

APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11A17	AUTO FLIGHT WARN	11E21	(FLT, FLIGHT) CONT CMPTR SERVO (C, CTR)
11E16	MODE CONT PNL (L, LEFT)	11E34	MODE CONT PNL (R, RIGHT)
11E17	FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT)	11E35	FLT CONT CMPTR PWR (R, RIGHT)
11E18	FLT CONT (CMPTR SERVO L, COMPUTER SERVO LEFT)	11E36	FLT CONT CMPTR SERVO (R, RIGHT)
11E20	(FLT, FLIGHT) CONT CMPTR PWR (C, CTR)	11F15	TMC DC

AUTOPILOT (PITCH MODES) - FAULT CODES

EFFECTIVITY

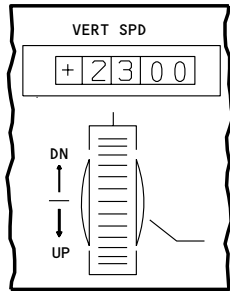
ALL

22-FAULT CODE DIAGRAM

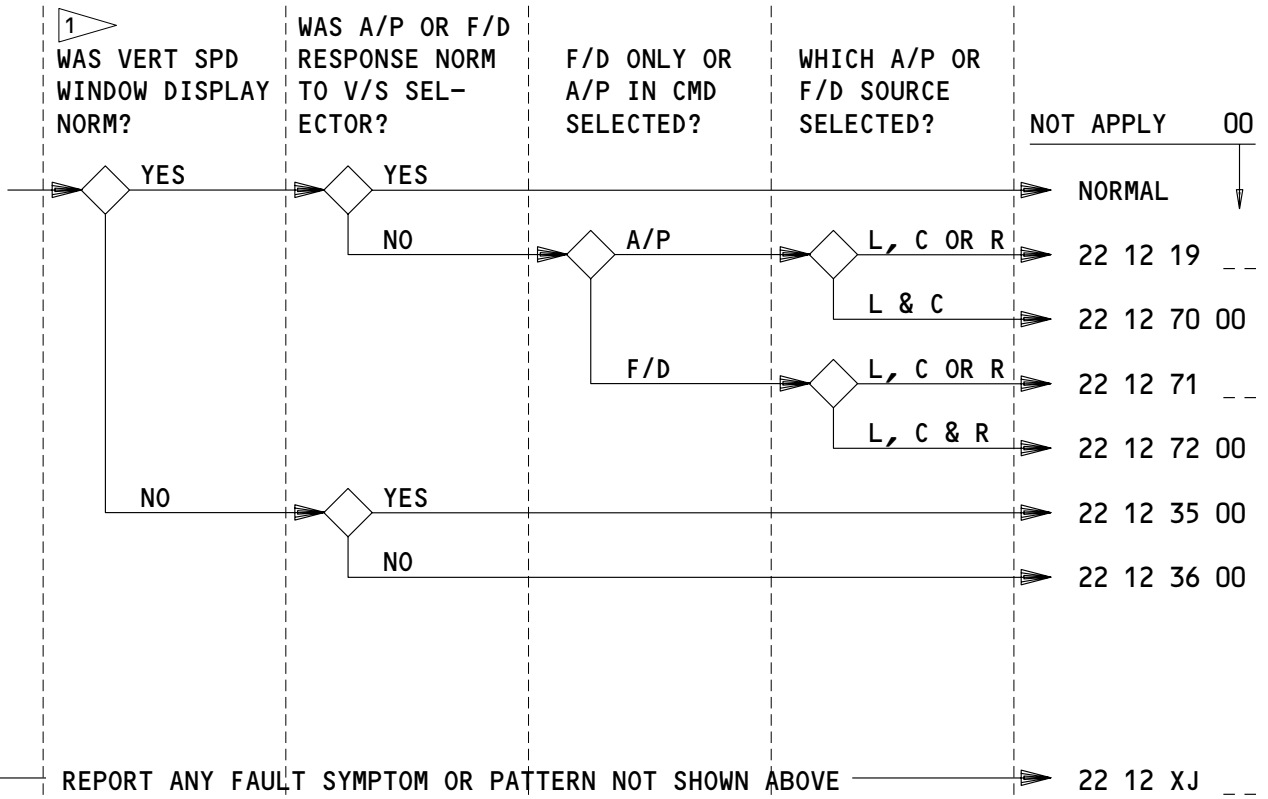
286722

GLARESHIELD

FAULT CODE/
LOCATION



L 01
C 02
R 03



1 IF V/S FAILED TO ENGAGE OR DISENGAGES, SEE A/P PITCH MODE OR F/D FAULT PAGE.

APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11A17	AUTO FLIGHT WARN	11E21	(FLT, FLIGHT) CONT CMPTR SERVO (C, CTR)
11E16	MODE CONT PNL (L, LEFT)	11E34	MODE CONT PNL (R, RIGHT)
11E17	FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT)	11E35	FLT CONT CMPTR PWR (R, RIGHT)
11E18	FLT CONT (CMPTR SERVO L, COMPUTER SERVO LEFT)	11E36	FLT CONT CMPTR SERVO (R, RIGHT)
11E20	(FLT, FLIGHT) CONT CMPTR PWR (C, CTR)	11F15	TMC DC

VERTICAL SPEED - FAULT CODES

EFFECTIVITY

ALL

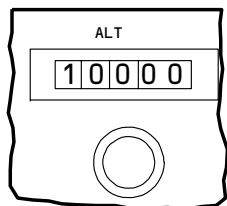
22-FAULT CODE DIAGRAM

BOEING

757

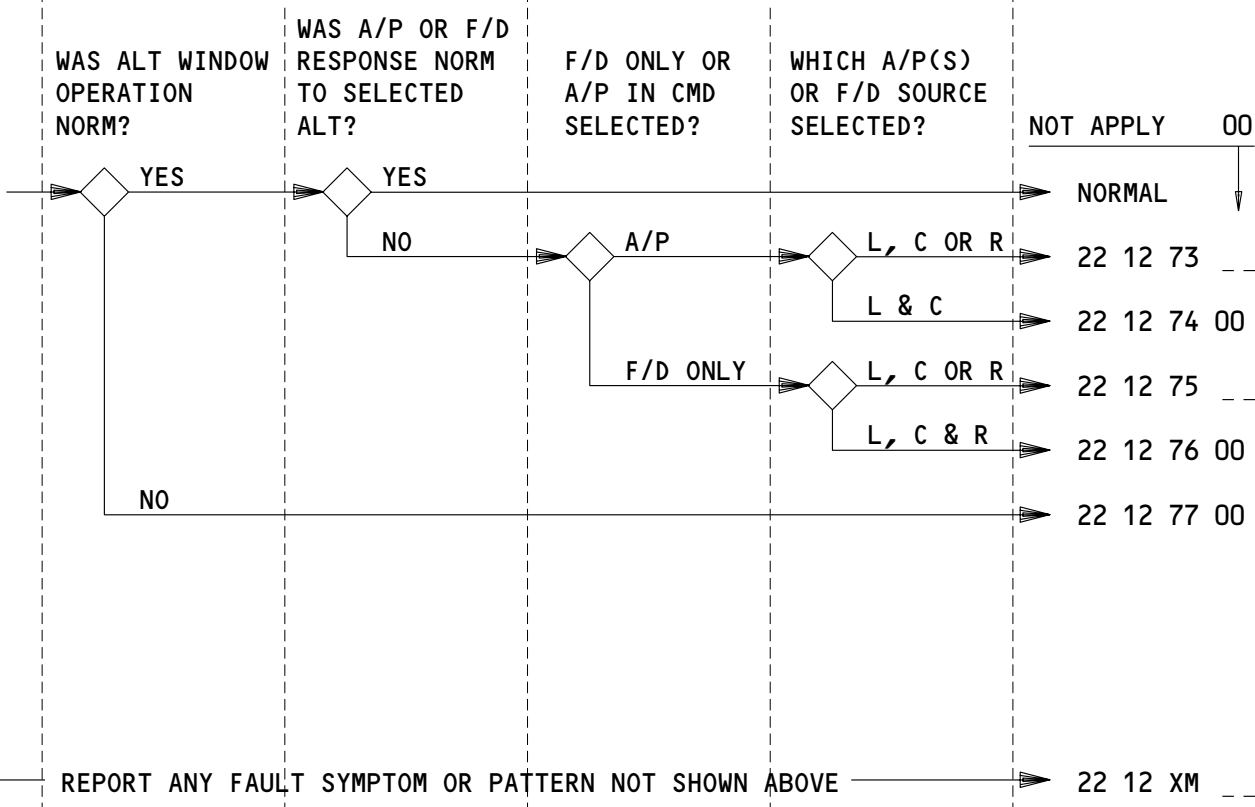
FAULT ISOLATION/MAINT MANUAL

GLARESHIELD



FAULT CODE/ LOCATION

L 01
C 02
R 03



APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11A17	AUTO FLIGHT WARN	11E21	(FLT, FLIGHT) CONT CMPTR SERVO (C, CTR)
11E16	MODE CONT PNL (L, LEFT)	11E34	MODE CONT PNL (R, RIGHT)
11E17	FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT)	11E35	FLT CONT CMPTR PWR (R, RIGHT)
11E18	FLT CONT (CMPTR SERVO L, COMPUTER SERVO LEFT)	11E36	FLT CONT CMPTR SERVO (R, RIGHT)
11E20	(FLT, FLIGHT) CONT CMPTR PWR (C, CTR)	11F15	TMC DC

ALTITUDE SELECT – FAULT CODES

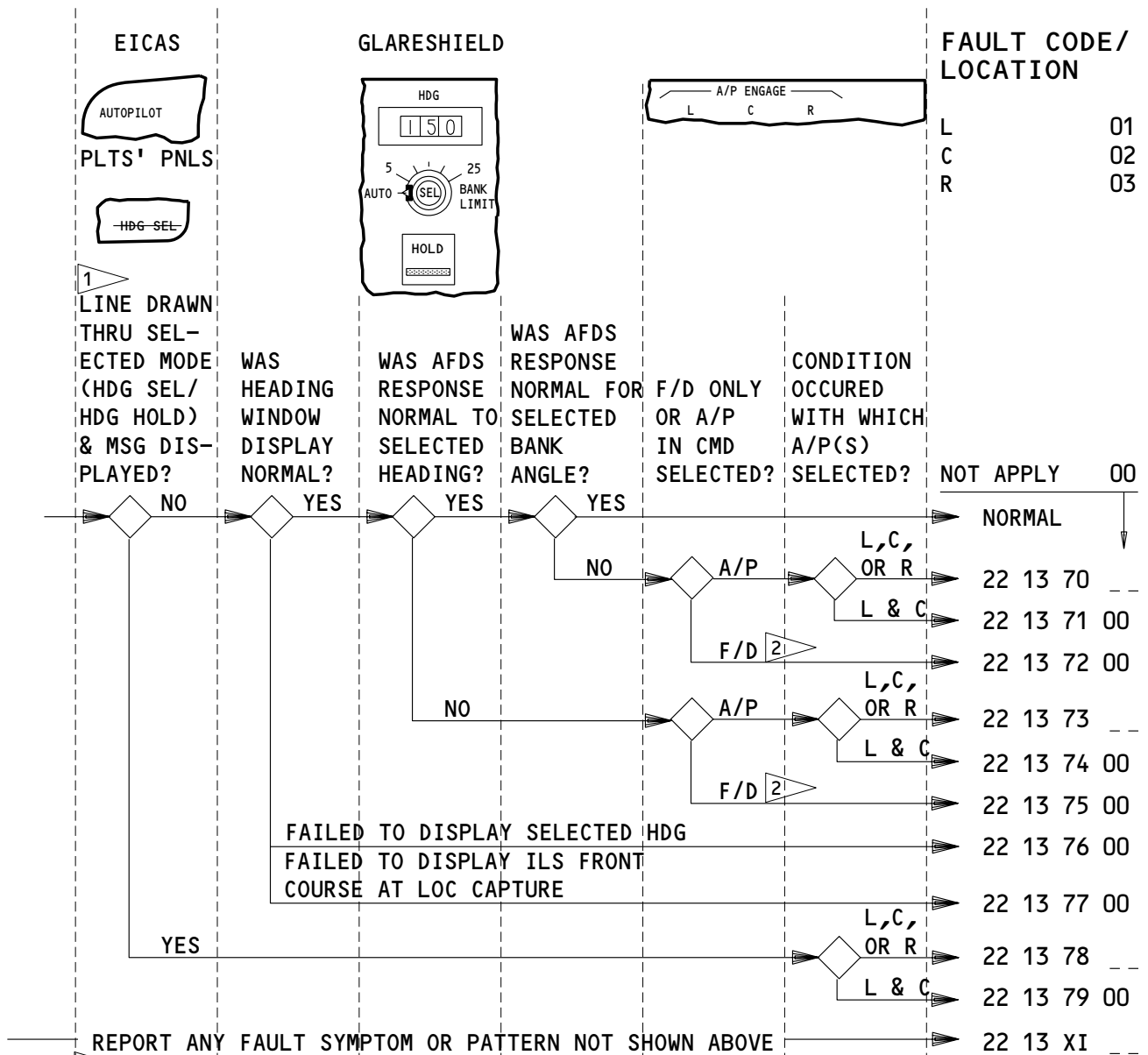
EFFECTIVITY

ALL

22-FAULT CODE DIAGRAM

03

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1 IF HDG SEL OR HDG HOLD FAILED TO ENGAGE OR DISENGAGES, SEE APPLICABLE "AUTOPILOT (ROLLMODE)" OR "FLIGHT DIRECTOR" FAULT CODES.
2 IF FLIGHT DIRECTOR ABNORM ON ONLY ONE SIDE (CAPT OR F/O), SEE "FLIGHT DIRECTOR" FAULT CODES.

APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11A17	AUTO FLIGHT WARN	11E21	(FLT, FLIGHT) CONT CMPTR SERVO (C, CTR)
11E16	MODE CONT PNL (L, LEFT)	11E34	MODE CONT PNL (R, RIGHT)
11E17	FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT)	11E35	FLT CONT CMPTR PWR (R, RIGHT)
11E18	FLT CONT (CMPTR SERVO L, COMPUTER SERVO LEFT)	11E36	FLT CONT CMPTR SERVO (R,RIGHT)
11E20	(FLT, FLIGHT) CONT CMPTR PWR (C, CTR)	11F15	TMC DC

HEADING SELECT/HOLD - FAULT CODES

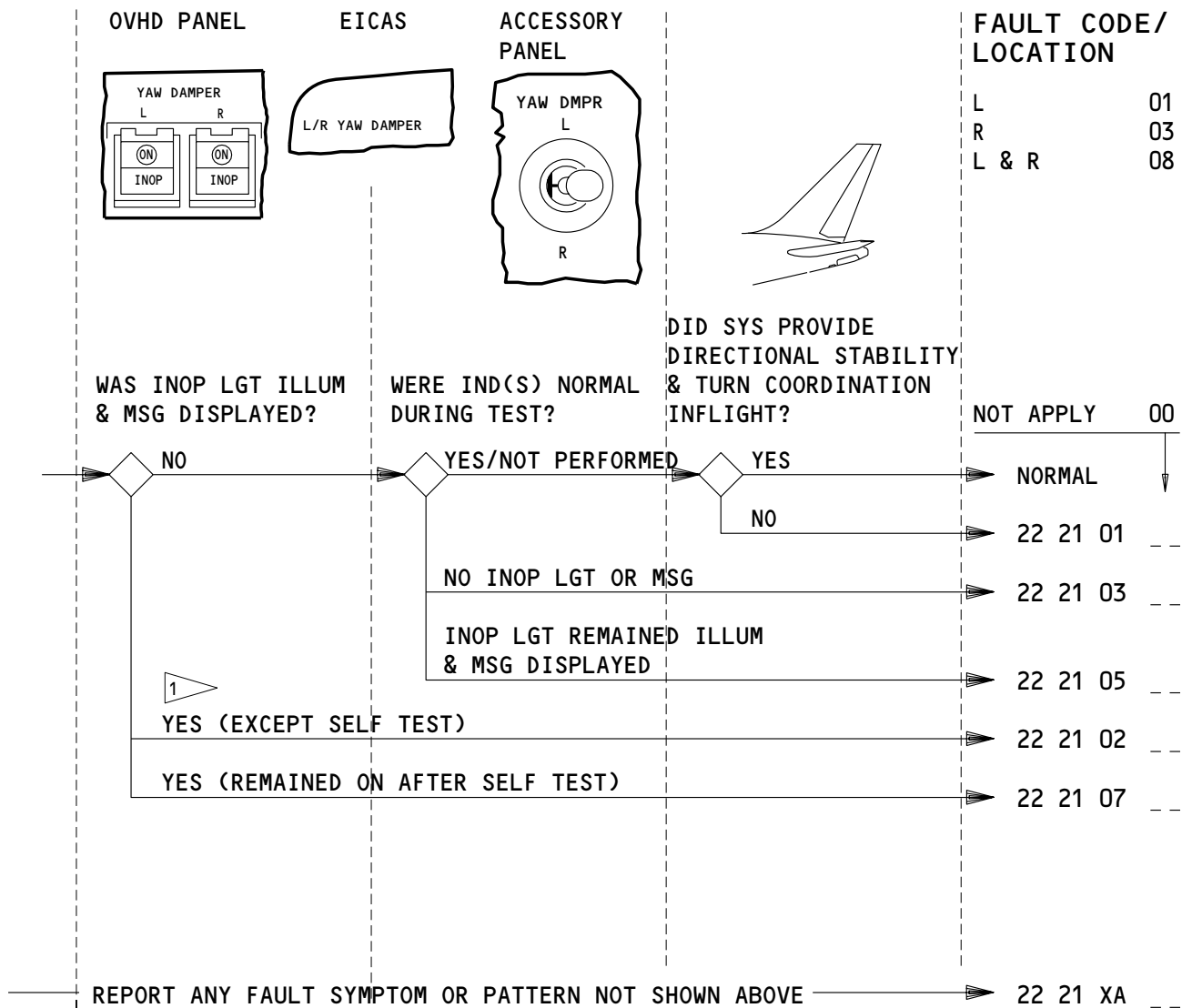
EFFECTIVITY
ALL

22-FAULT CODE DIAGRAM

835565

BOEING

757 FAULT ISOLATION/MAINT MANUAL



1 A SELF TEST OCCURS ON THE GRD DURING INITIAL POWER-UP. INOP LGT(S) ILLUM & MSG DISPLAY FOR APPROXIMATELY 20 SEC. IRS(S) MUST BE ALIGNED AND IN NAV.

APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11A18	AUTOFLIGHT YAW DAMPER (L, LEFT)	11F34 OR 11F36	AUTOFLIGHT YAW DAMPER (R, RIGHT)
11C6	(FLT CONT ELEC, CSEU) 1L AC		
11C7	(FLT CONT ELEC, CSEU) 1L DC	11G17	(FLT CONT ELEC, CSEU) 1R AC
11C8	(FLT CONT ELEC, CSEU) 2L AC	11G18	(FLT CONT ELEC, CSEU) 1R DC
11C9	(FLT CONT ELEC, CSEU) 2L DC	11G27	(FLT CONT ELEC, CSEU) 2R AC
		11G28	(FLT CONT ELEC, CSEU) 2R DC

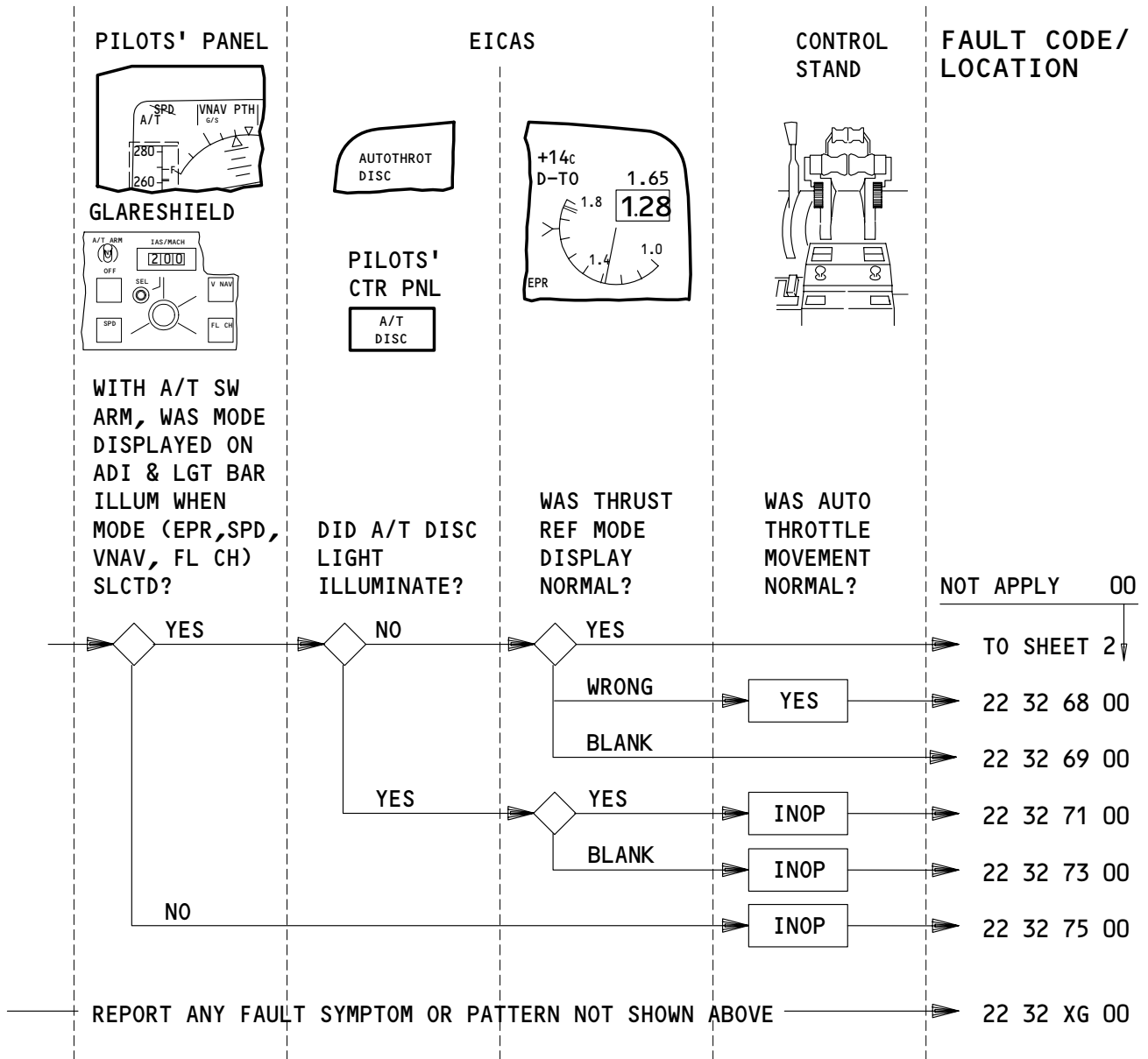
YAW DAMPER – FAULT CODES

EFFECTIVITY

ALL

22-FAULT CODE DIAGRAM

835572



APPLICABLE CIRCUIT BREAKERS

11A17	AUTO FLIGHT WARN	11F15	TMC DC
11F14	TMC AC	11F16	TMC SERVO

AUTOTHROTTLE (SHEET 1) - FAULT CODES

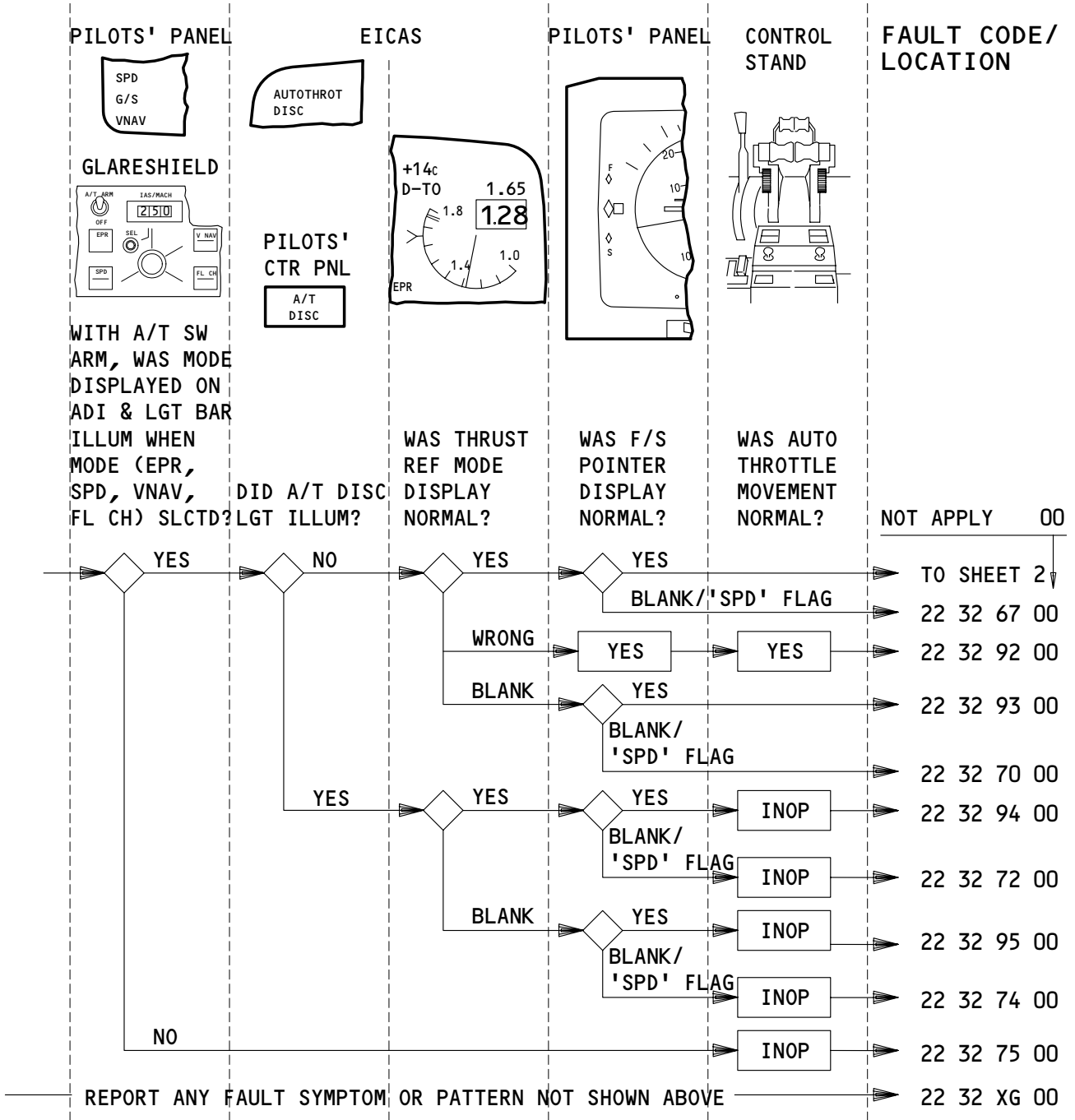
EFFECTIVITY AIRPLANES WITHOUT FAST/SLOW INDICATOR

22-FAULT CODE DIAGRAM

BOEING

757

FAULT ISOLATION/MAINT MANUAL



APPLICABLE CIRCUIT BREAKERS

11A17 AUTO FLIGHT WARN	11F15 TMC DC
11F14 TMC AC	11F16 TMC SERVO

AUTOTHROTTLE (SHEET 1) - FAULT CODES

EFFECTIVITY AIRPALNES WITH FAST/SLOW INDICATOR

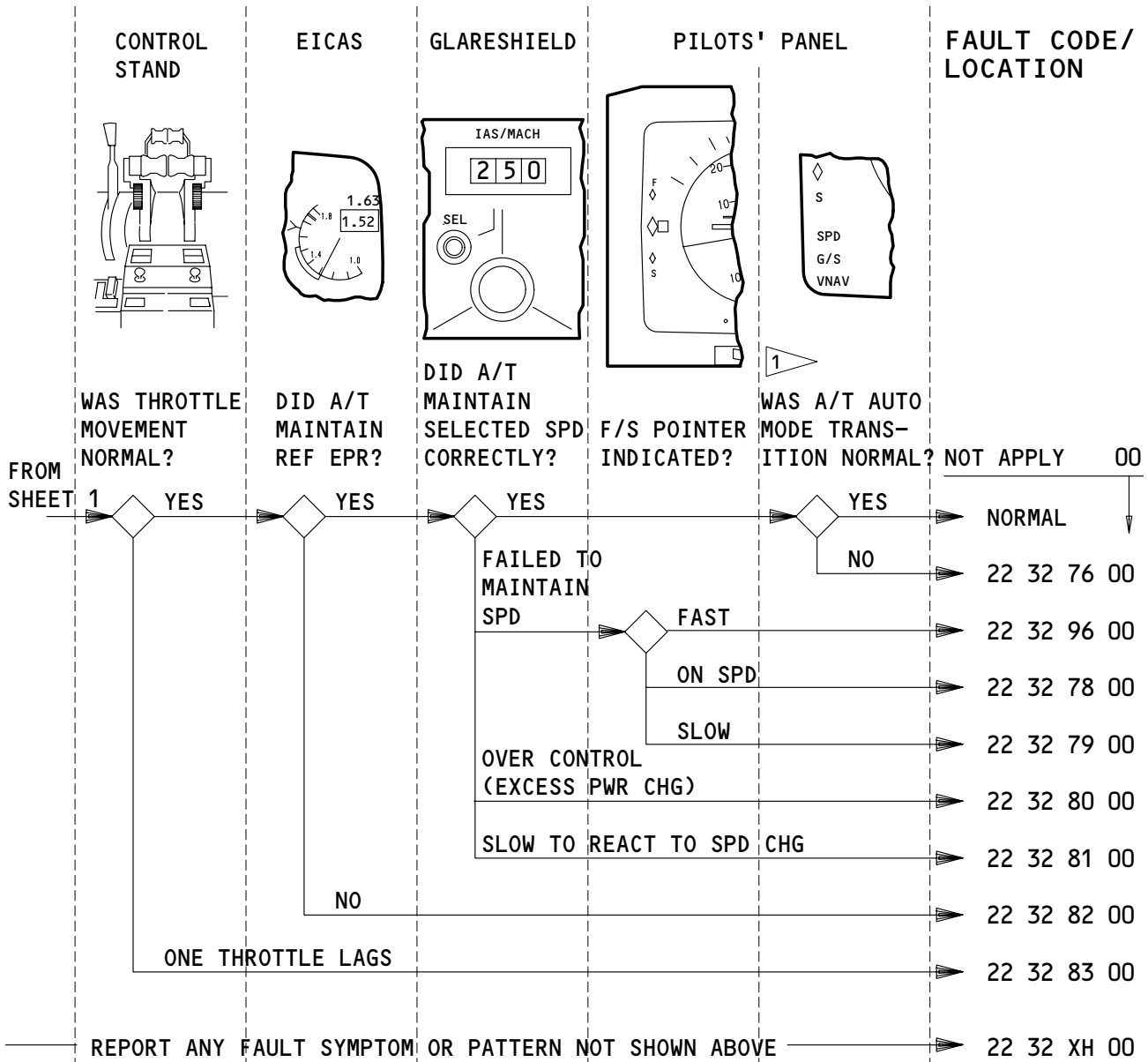
22-FAULT CODE DIAGRAM

A47949

BOEING

757

FAULT ISOLATION/MAINT MANUAL



- 1** A/T AUTO MODE TRANSITION
- 'EPR' TO 'THR HOLD' DURING T/O
 - 'SPD' TO 'IDLE' DURING FLARE
 - LIMIT MODES WHEN LIMITS EXCEEDED
 - 'FL CH' OR 'GA' TO 'SPD' AT ALT CAPTURE
 - 'FL CH' TO 'THR HOLD' DURING DESCENT

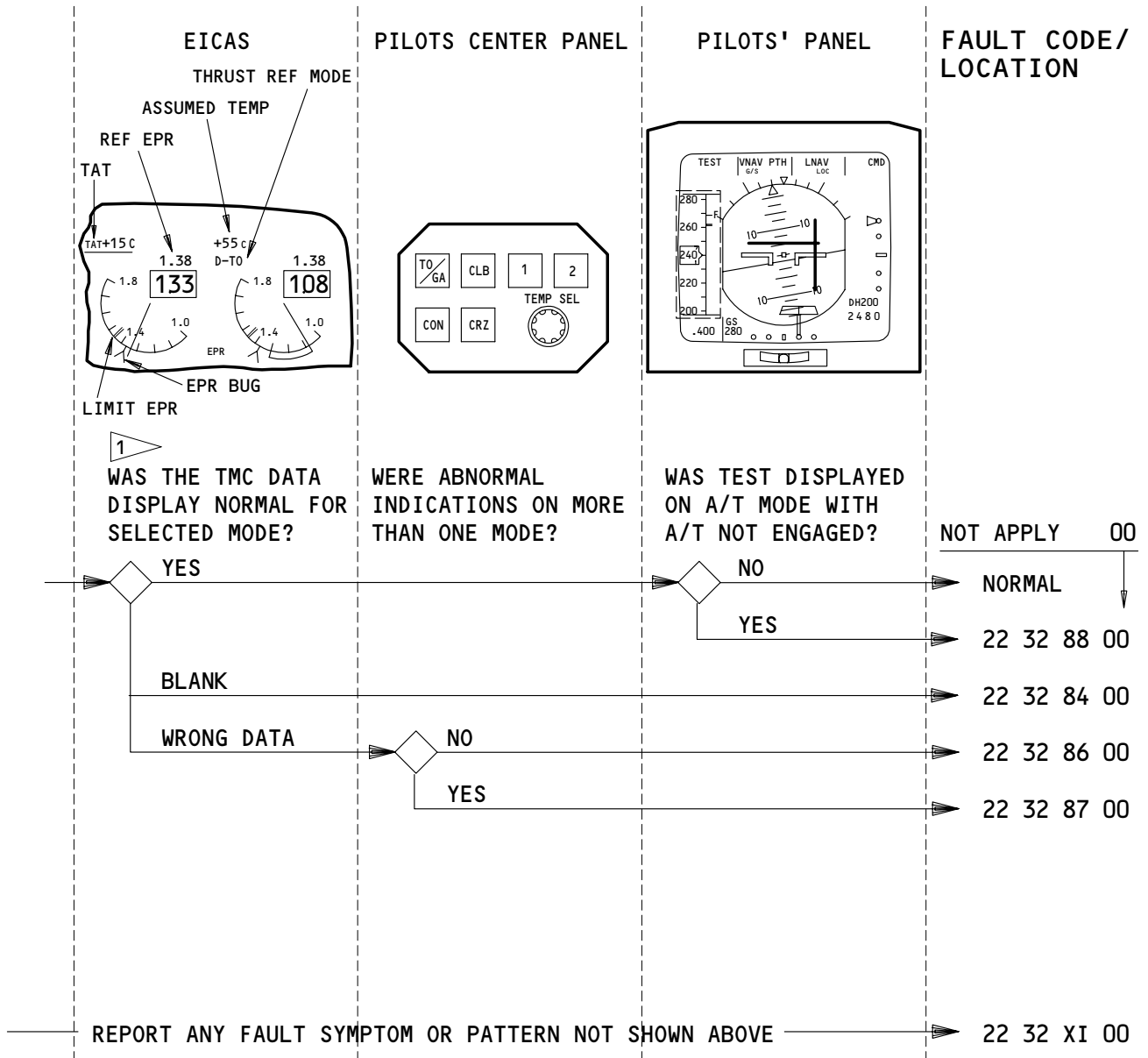
APPLICABLE CIRCUIT BREAKERS

11A17	AUTO FLIGHT WARN	11F14	TMC AC
11E16	MODE CONT PNL L	11F15	TMC DC
11E34	MODE CONT PNL R	11F16	TMC SERVO

AUTOTHROTTLE (SHEET 2) - FAULT CODES

EFFECTIVITY AIRPALNES WITH FAST/SLOW INDICATOR

22-FAULT CODE DIAGRAM



1 IF DATA NOT NORM ALONG WITH A/T PROBLEM, SEE "AUTOHOTTLE" FAULT CODES.

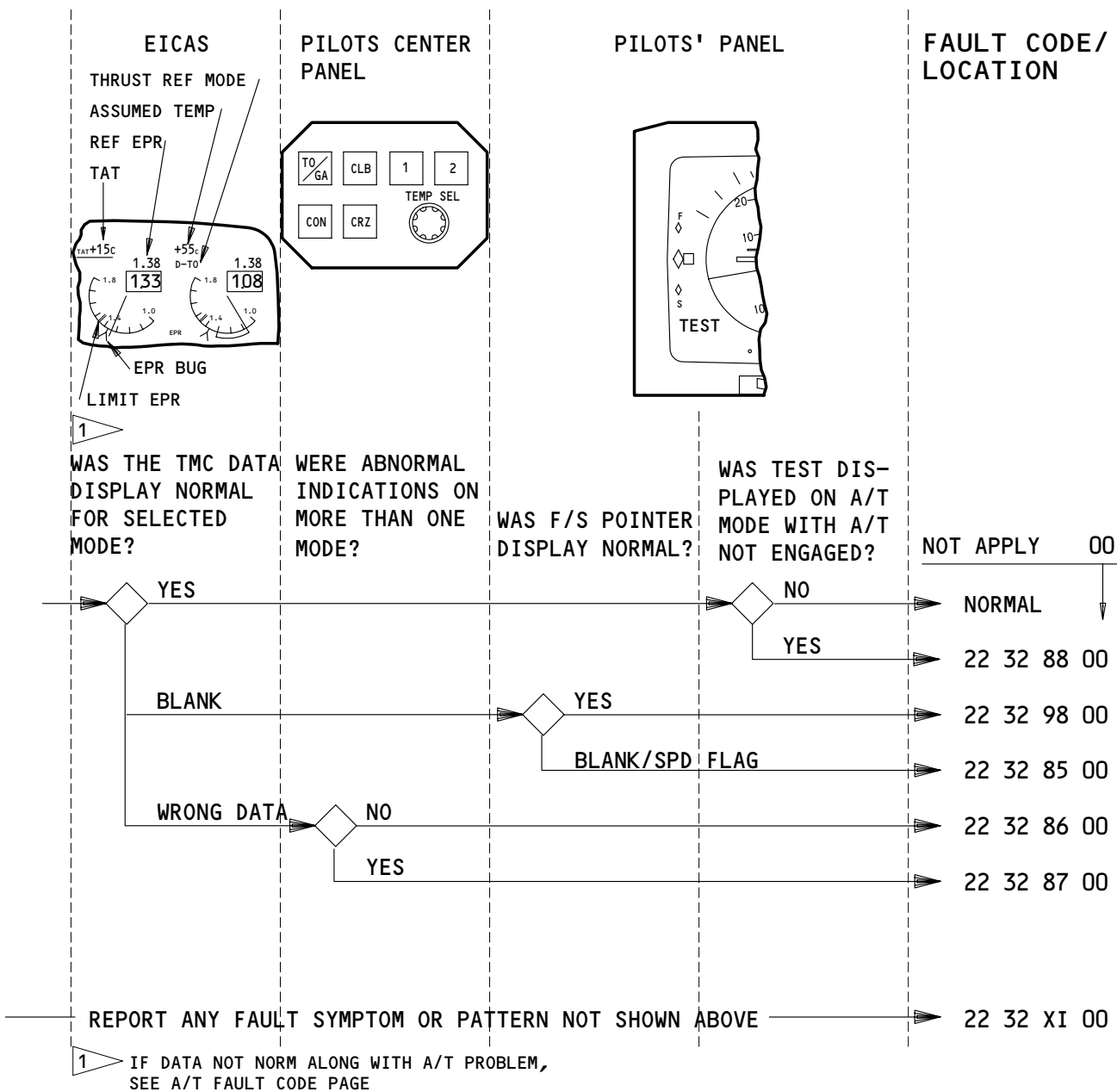
APPLICABLE CIRCUIT BREAKERS

- | | | | |
|-------|------------------|-------|-----------|
| 11A17 | AUTO FLIGHT WARN | 11F15 | TMC DC |
| 11F14 | TMC AC | 11F16 | TMC SERVO |

TMC - FAULT CODES

EFFECTIVITY AIRPLANES WITHOUT FAST/SLOW POINTER

22-FAULT CODE DIAGRAM



APPLICABLE CIRCUIT BREAKERS

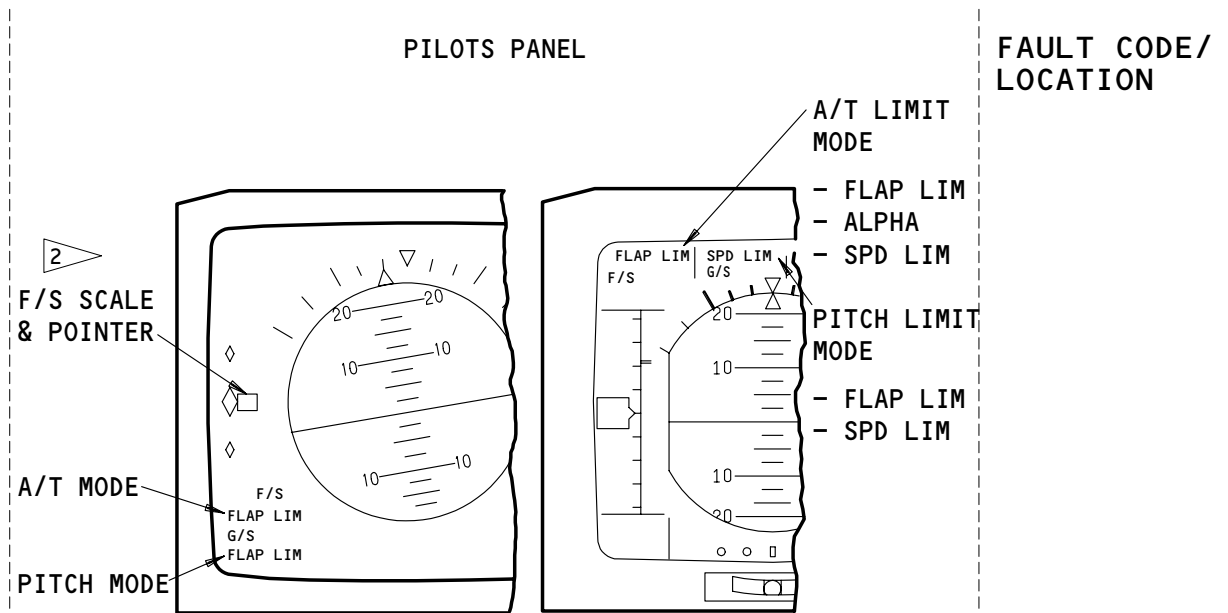
11A17 AUTO FLIGHT WARN
11F14 TMC AC

11F15 TMC DC
11F16 TMC SERVO

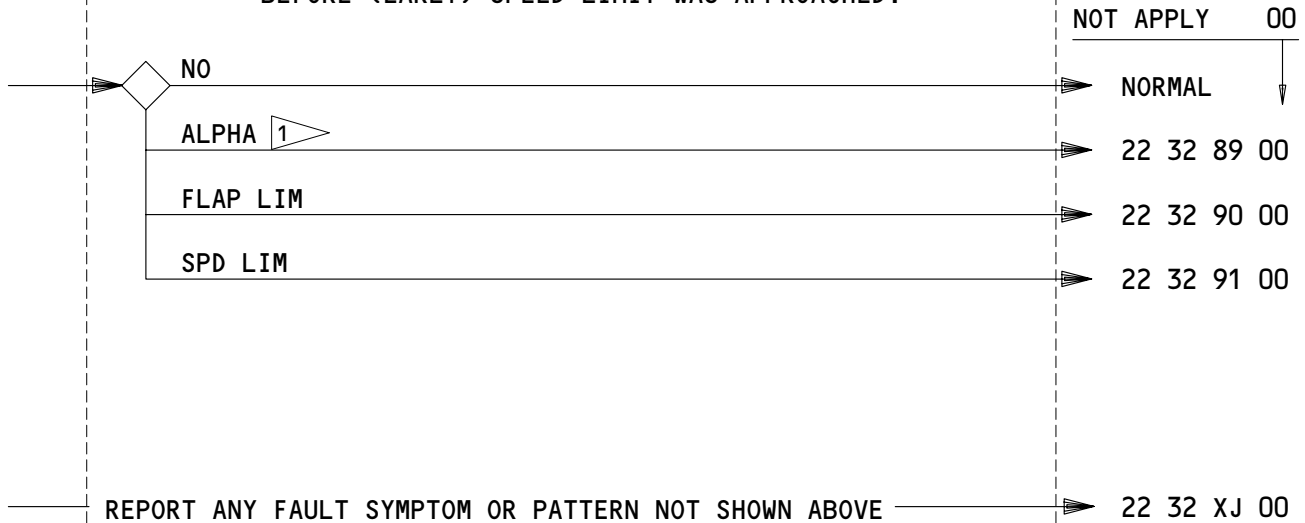
TMC - FAULT CODES

EFFECTIVITY AIRPLANES WITH FAST/SLOW INDICATOR

22-FAULT CODE DIAGRAM



DID AUTOFLIGHT LIMIT MODE ANNUNCIATE BEFORE (EARLY) SPEED LIMIT WAS APPROACHED?



- ¹ ALPHA DOES NOT ANNUNCIATE IN PITCH MODE ON APLS WITH WINDSHEAR GUIDANCE.
- ² IF INSTALLED

APPLICABLE CIRCUIT BREAKERS
NONE

AUTOFLIGHT LIMIT MODES - FAULT CODES

EFFECTIVITY	ALL
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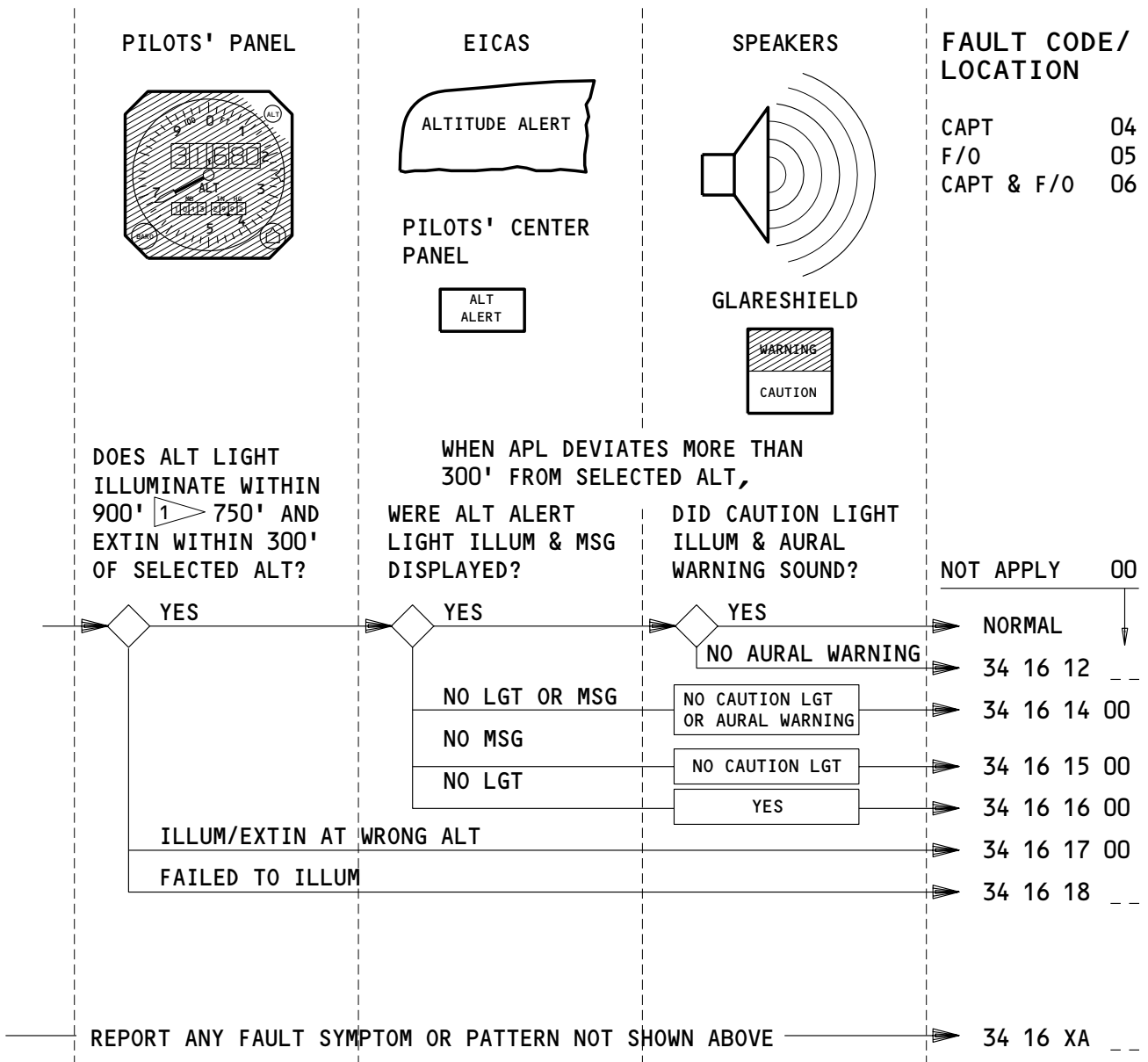
22-FAULT CODE DIAGRAM

A47958

BOEING

757

FAULT ISOLATION/MAINT MANUAL



¹ AS INSTALLED

APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11A10 AIR DATA CMPTR (L, LEFT)	11F30 AIR DATA CMPTR (R, RIGHT)
11A11 AIR DATA AOA SENSOR (L, LEFT)	11F31 AIR DATA AOA SENSOR (R, RIGHT)
11A12 AIR DATA BARO CORRECT (L, LEFT)	11F32 AIR DATA BARO CORRECT (R, RIGHT)
11B16 AURAL WARN SPKR (L, LEFT)	11H35 AURAL WARN SPKR (R, RIGHT)
11B18 WARN ELEX B	11J33 WARN ELEX A
11E17 FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT)	

ALTITUDE ALERT - FAULT CODES

EFFECTIVITY

ALL

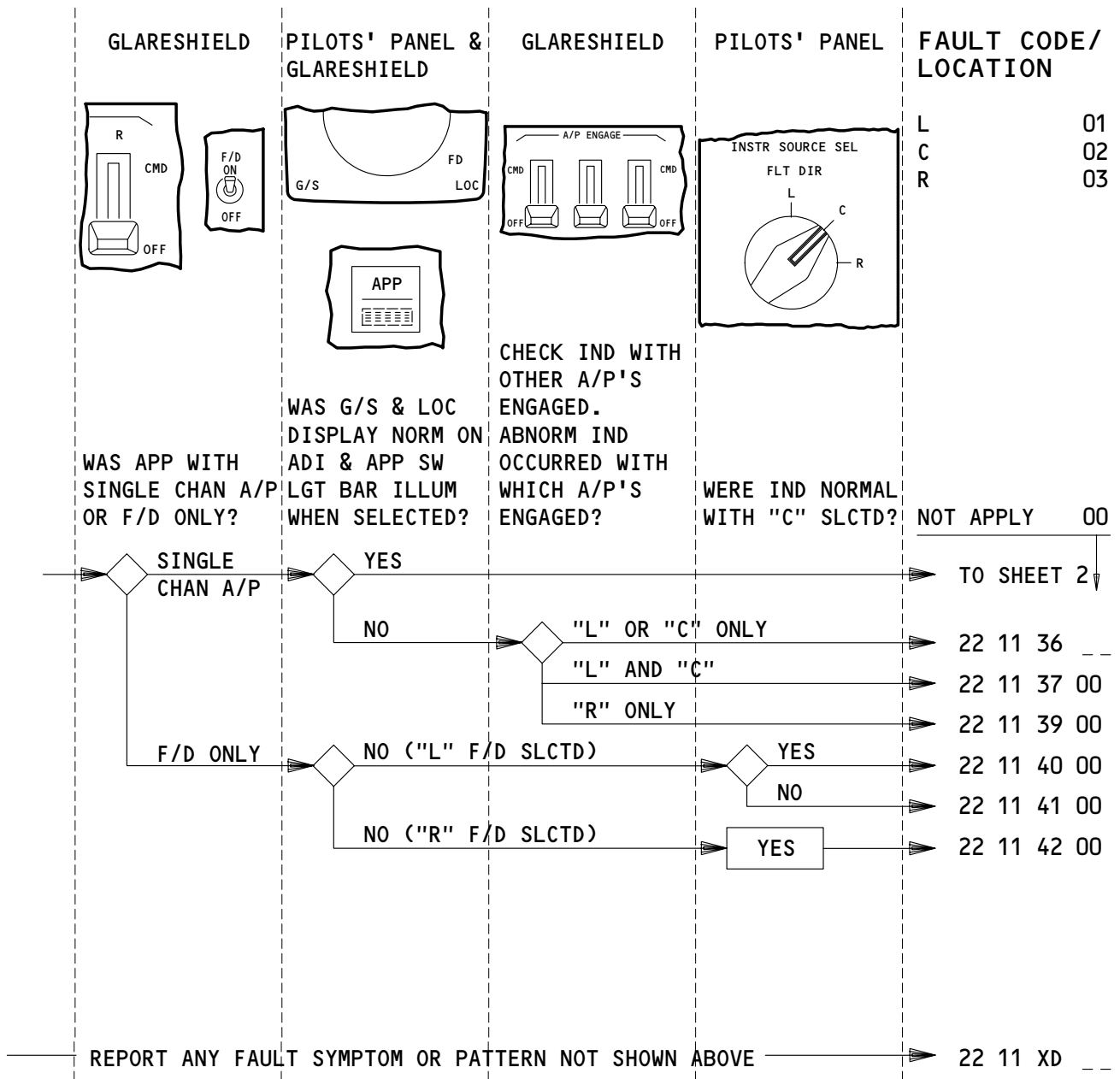
22-FAULT CODE DIAGRAM

09

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Jun 20/96

BOEING

757 FAULT ISOLATION/MAINT MANUAL



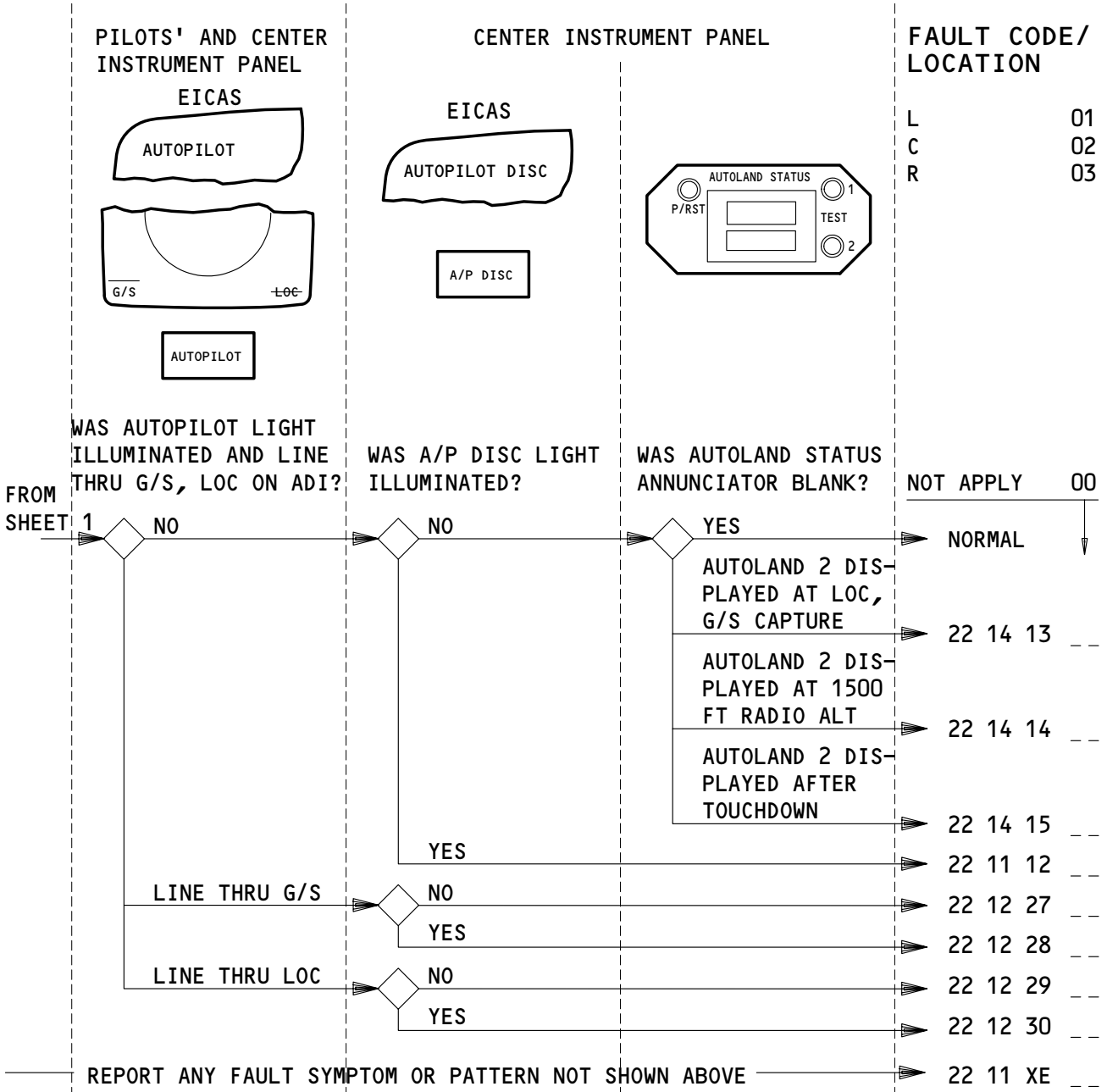
APPLICABLE CIRCUIT BREAKERS

11A17 AUTO FLIGHT WARN	11E21 FLT CONT CMPTR SERVO C
11E16 MODE CONT PNL L	11E34 MODE CONT PNL R
11E17 FLT CONT CMPTR PWR L	11E35 FLT CONT CMPTR PWR R
11E18 FLT CONT CMPTR SERVO L	11E36 FLT CONT CMPTR SERVO R
11E20 FLT CONT CMPTR PWR C	11F15 TMC DC

APPROACH SINGLE CHANNEL A/P AND F/D (SHEET 1) - FAULT CODES

EFFECTIVITY
APPROACH SINGLE CHANNEL A/P AND F/D

22-FAULT CODE DIAGRAM



APPLICABLE CIRCUIT BREAKERS

- | | | | |
|-------|------------------------|-------|------------------------|
| 11A17 | AUTO FLIGHT WARN | 11E21 | FLT CONT CMPTR SERVO C |
| 11E16 | MODE CONT PNL L | 11E34 | MODE CONT PNL R |
| 11E17 | FLT CONT CMPTR PWR L | 11E35 | FLT CONT CMPTR PWR R |
| 11E18 | FLT CONT CMPTR SERVO L | 11E36 | FLT CONT CMPTR SERVO R |
| 11E20 | FLT CONT CMPTR PWR C | 11F15 | TMC DC |

APPROACH SINGLE CHANNEL A/P AND F/D (SHEET 2) - FAULT CODES

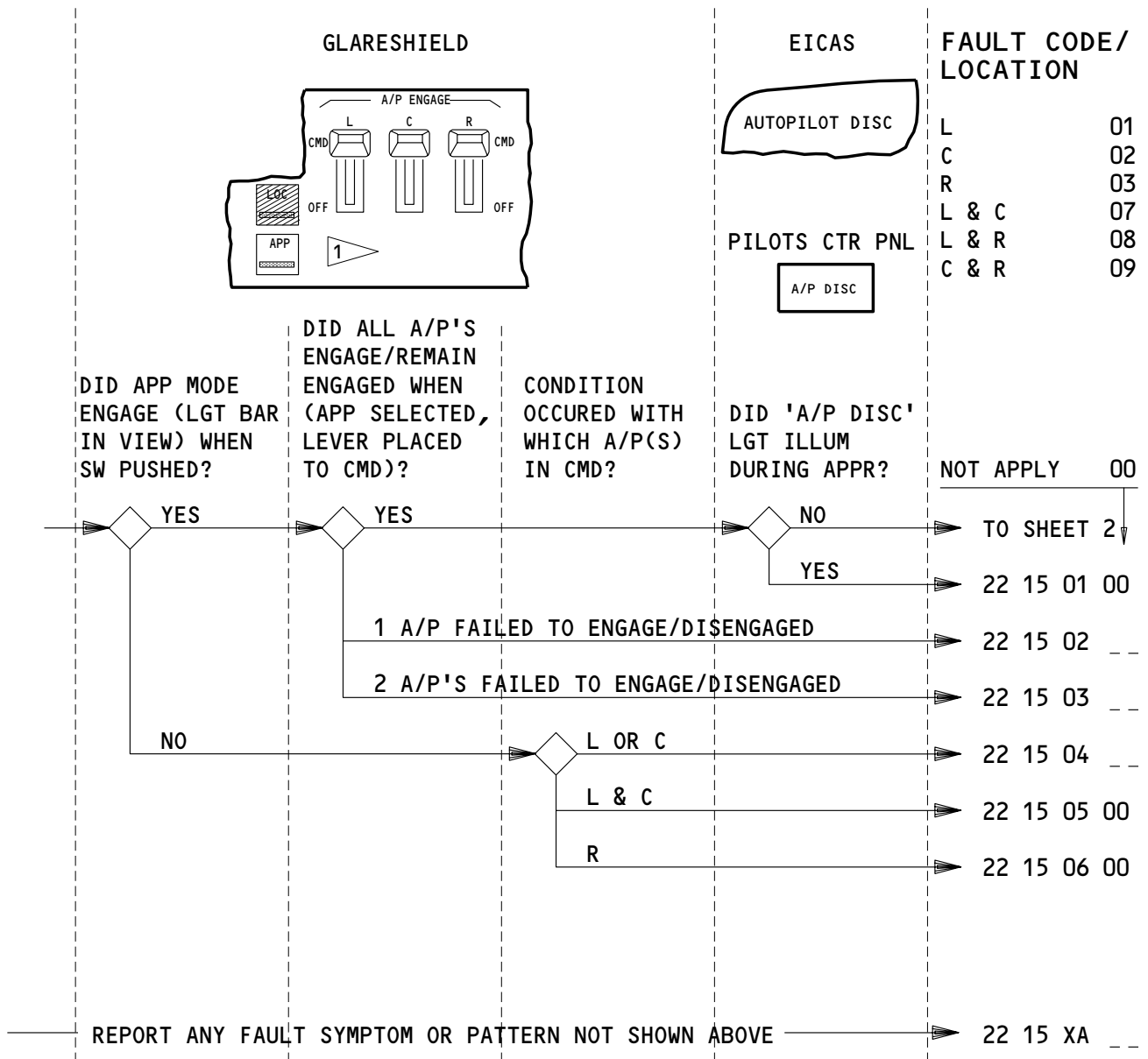
EFFECTIVITY APPROACH SINGLE CHANNEL A/P AND F/D

22-FAULT CODE DIAGRAM

A47969

BOEING

757 FAULT ISOLATION/MAINT MANUAL



1 AS INSTALLED

APPLICABLE CIRCUIT BREAKERS AS INSTALLED

- | | | | |
|-------|---|-------|---|
| 11A17 | AUTO FLIGHT WARN | 11E21 | (FLT, FLIGHT) CONT CMPTR SERVO (C, CTR) |
| 11E16 | MODE CONT PNL (L, LEFT) | 11E34 | MODE CONT PNL (R, RIGHT) |
| 11E17 | FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT) | 11E35 | FLT CONT CMPTR PWR (R, RIGHT) |
| 11E18 | FLT CONT (CMPTR SERVO L, COMPUTER SERVO LEFT) | 11E36 | FLT CONT CMPTR SERVO (R, RIGHT) |
| 11E20 | (FLT, FLIGHT) CONT CMPTR PWR (C, CTR) | 11F15 | TMC DC |

AUTOLAND (SHEET 1) - FAULT CODES

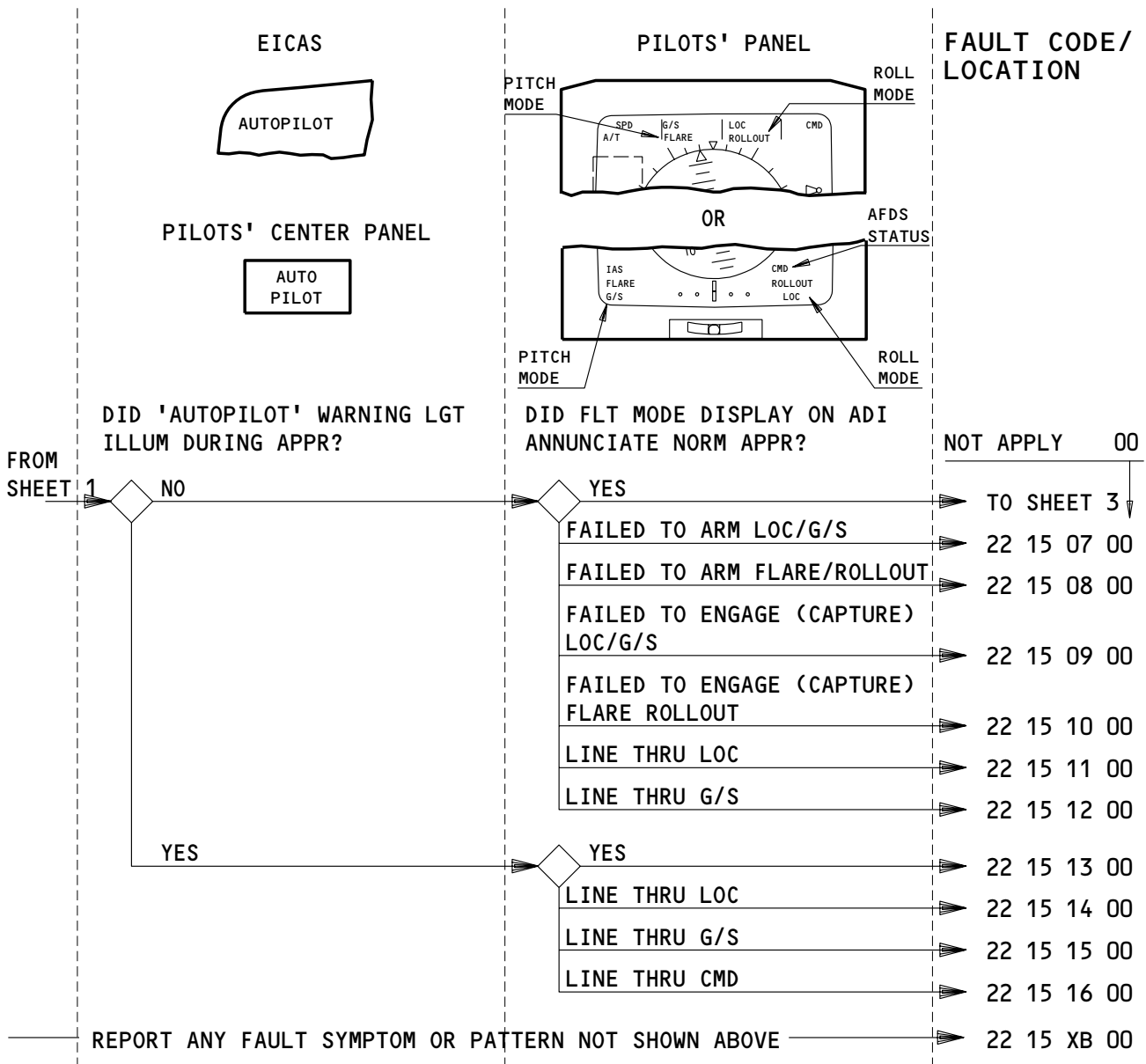
EFFECTIVITY

ALL

22-FAULT CODE DIAGRAM

06

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Jun 20/96



APPLICABLE CIRCUIT BREAKERS AS INSTALLED

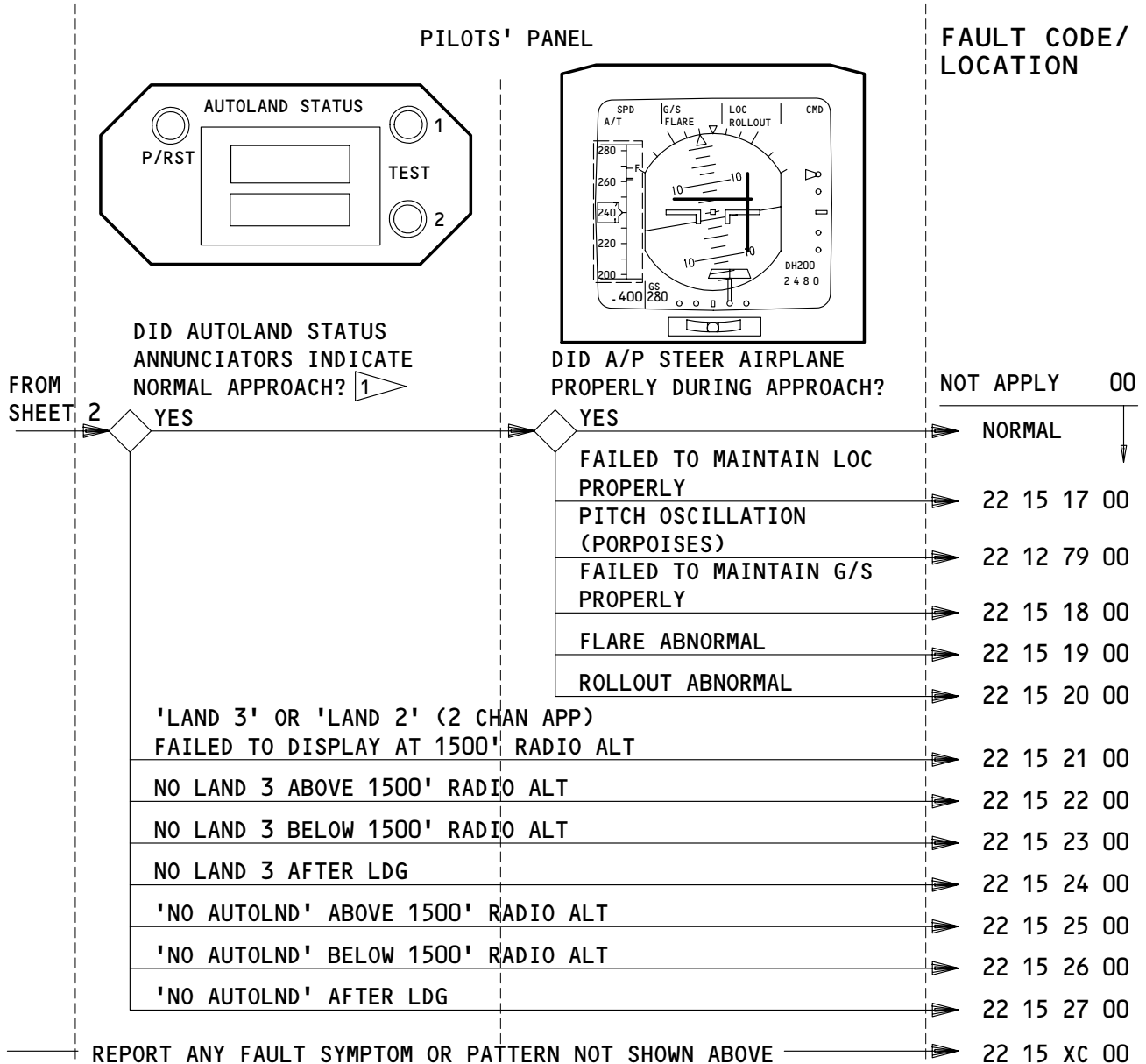
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|-------|---|-------|---|
| 11A17 | AUTO FLIGHT WARN | 11E21 | (FLT, FLIGHT) CONT CMPTR SERVO (C, CTR) |
| 11E16 | MODE CONT PNL (L, LEFT) | 11E34 | MODE CONT PNL (R, RIGHT) |
| 11E17 | FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT) | 11E35 | FLT CONT CMPTR PWR (R, RIGHT) |
| 11E18 | FLT CONT (CMPTR SERVO L, COMPUTER SERVO LEFT) | 11E36 | FLT CONT CMPTR SERVO (R, RIGHT) |
| 11E20 | (FLT, FLIGHT) CMPTR PWR (C, CTR) | 11F15 | TMC DC |

AUTOLAND (SHEET 2) - FAULT CODES

EFFECTIVITY

ALL

22-FAULT CODE DIAGRAM



1 FOR NO LAND 3 AND NO AUTOLAND NON APPROACH FAULTS SEE "AUTOLAND STATUS ANNUNCIATOR" FAULT CODES.

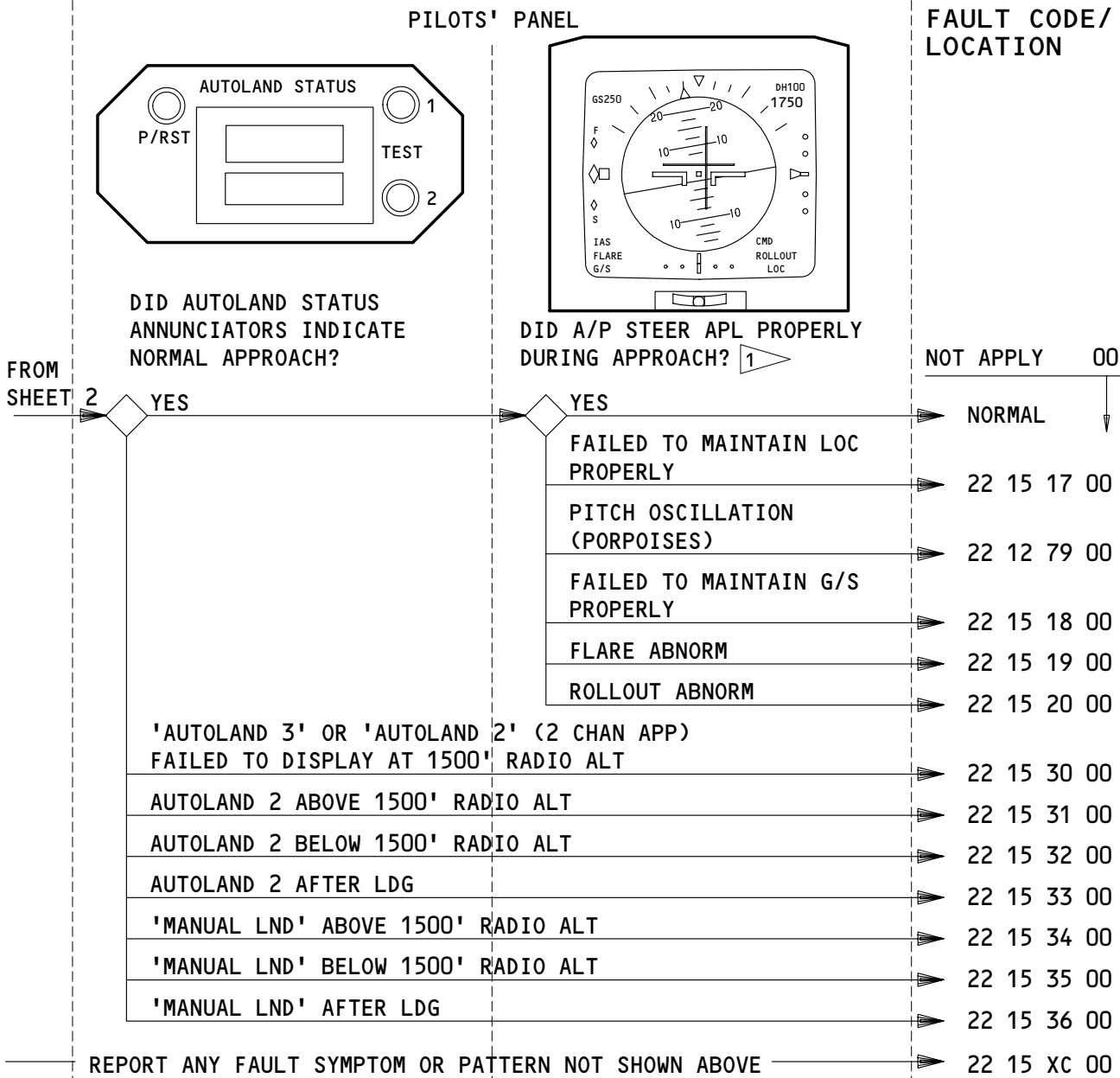
APPLICABLE CIRCUIT BREAKERS

11A17	AUTO FLIGHT WARN	11E21	FLIGHT CONT CMPTR SERVO CTR
11E16	MODE CONT PNL LEFT	11E34	MODE CONT PNL RIGHT
11E17	FLT CONT COMPUTER POWER LEFT	11E35	FLT CONT CMPTR PWR RIGHT
11E18	FLT CONT COMPUTER SERVO LEFT	11E36	FLT CONT CMPTR SERVO RIGHT
11E20	FLIGHT CONT CMPTR PWR CTR	11F15	TMC DC

AUTOLAND (SHEET 3) - FAULT CODES

EFFECTIVITY
AIRPLANES WITH "NO LAND"
OR "NO AUTOLAND"

22-FAULT CODE DIAGRAM



1 AS INSTALLED

APPLICABLE CIRCUIT BREAKERS

11A17	AUTOFLIGHT WARN	11E21	FLT CONT CMPTR SERVO C
11E16	MODE CONT PNL L	11E34	MODE CONT PNL R
11E17	FLT CONT CMPTR PWR L	11E35	FLT CONT CMPTR PWR R
11E18	FLT CONT CMPTR SERVO L	11E36	FLT CONT CMPTR SERVO R
11E20	FLT CONT CMPTR PWR C	11F15	TMC DC

AUTOLAND (SHEET 3) - FAULT CODES

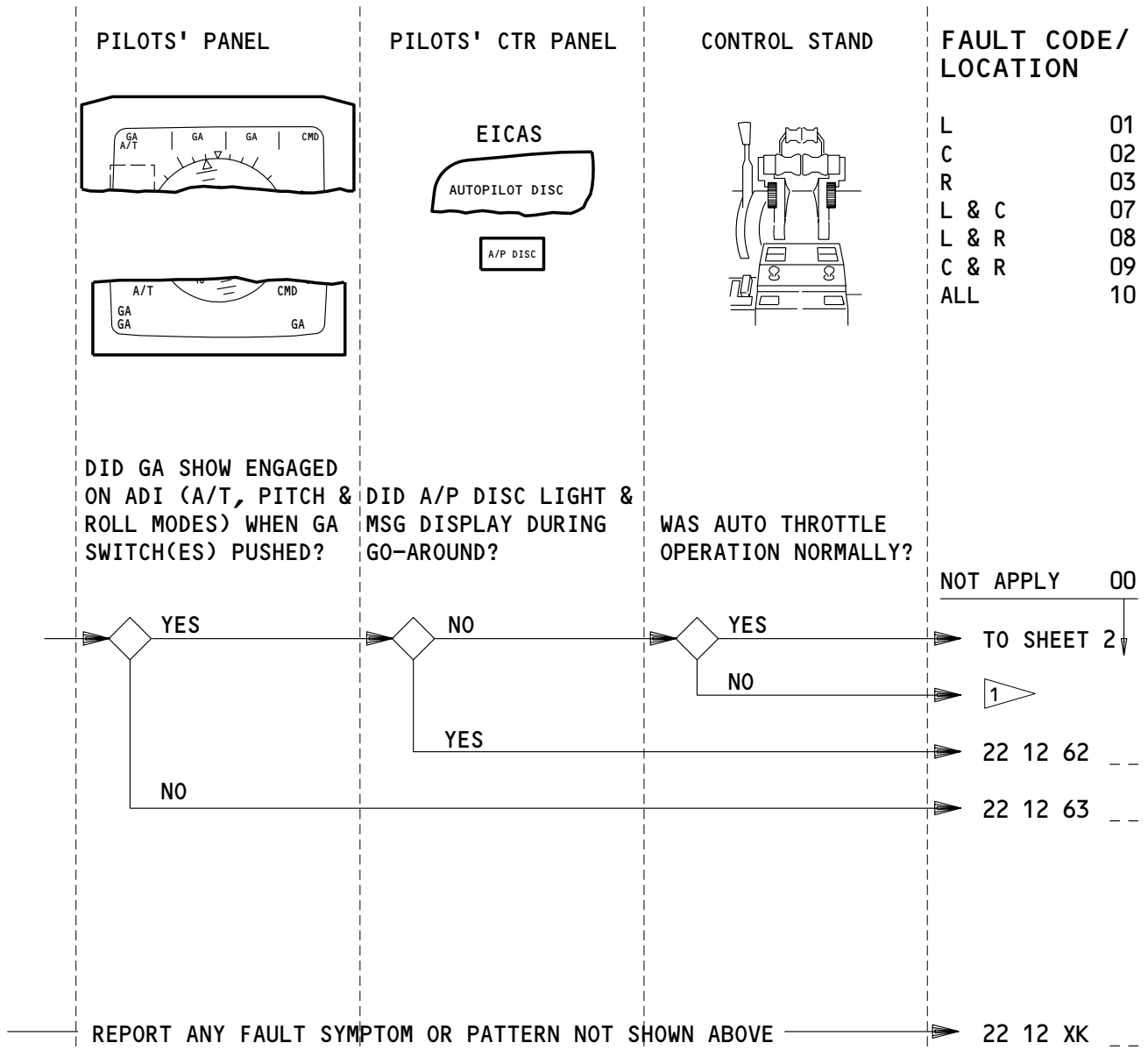
EFFECTIVITY
AIRPLANES WITH "AUTOLAND 2
OR MANUAL LND"

22-FAULT CODE DIAGRAM

BOEING

757

FAULT ISOLATION/MAINT MANUAL



1 SEE "AUTOTHROTTLE" FAULT CODES.

APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11A17 AUTO FLIGHT WARN	11E21 (FLT, FLIGHT) CONT CMPTR SERVO (C, CTR)
11E16 MODE CONT PNL (L, LEFT)	11E34 MODE CONT PNL (R, RIGHT)
11E17 FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT)	11E35 FLT CONT CMPTR PWR (R, RIGHT)
11E18 FLT CONT (CMPTR SERVO L, COMPUTER SERVO LEFT)	11E36 FLT CONT CMPTR SERVO (R, RIGHT)
11E20 (FLT, FLIGHT) CMPTR PWR (C, CTR)	11F15 TMC DC

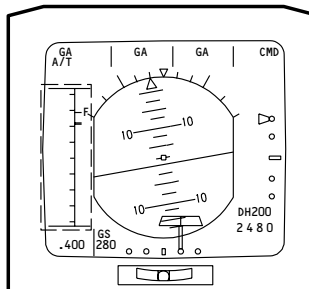
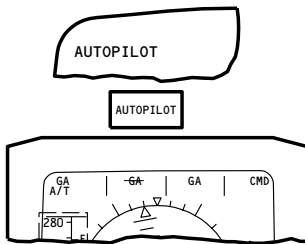
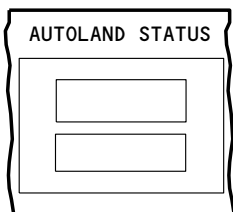
GO-AROUND - A/P (SHEET 1) - FAULT CODES

EFFECTIVITY

ALL

22-FAULT CODE DIAGRAM

PILOTS' & CENTER PANELS
EICAS



FAULT CODE/
LOCATION

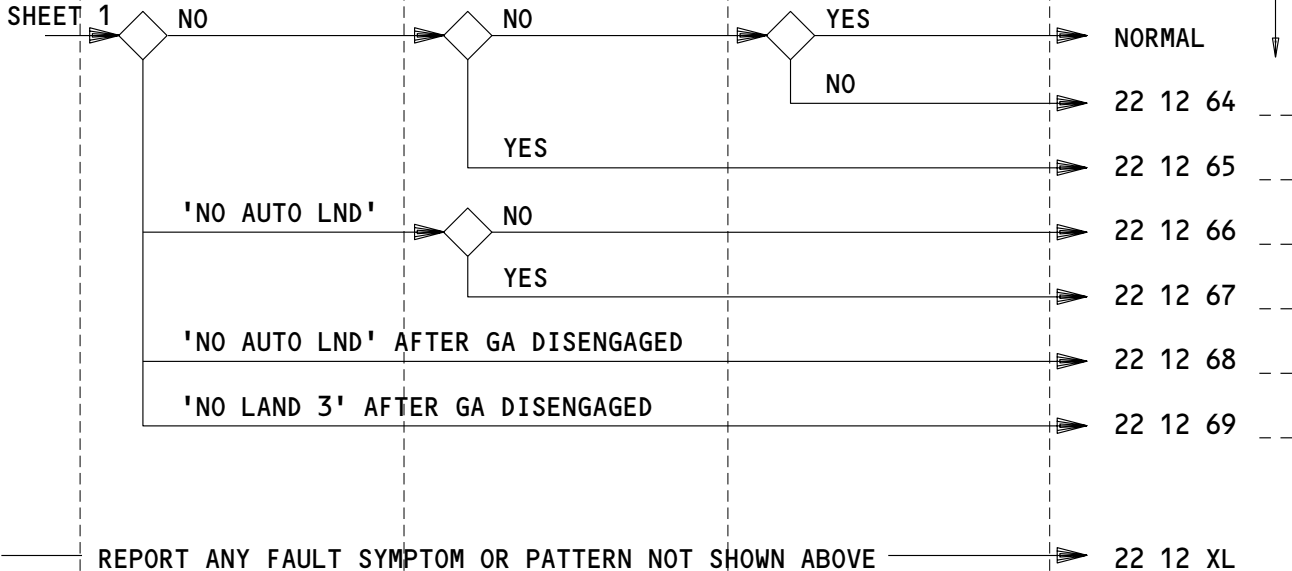
- L 01
- C 02
- R 03
- L & C 07
- L & R 08
- C & R 09
- ALL 10

DID 'NO LAND 3' OR 'NO AUTOLND' DISPLAY DURING OR AFTER GO-AROUND?

DID 'AUTO PILOT' LIGHT ILLUM & LINE THRU GA (PITCH MODE) DISPLAY?

DID A/P STEER AIRPLANE PROPERLY DURING GO-AROUND?

FROM SHEET 1



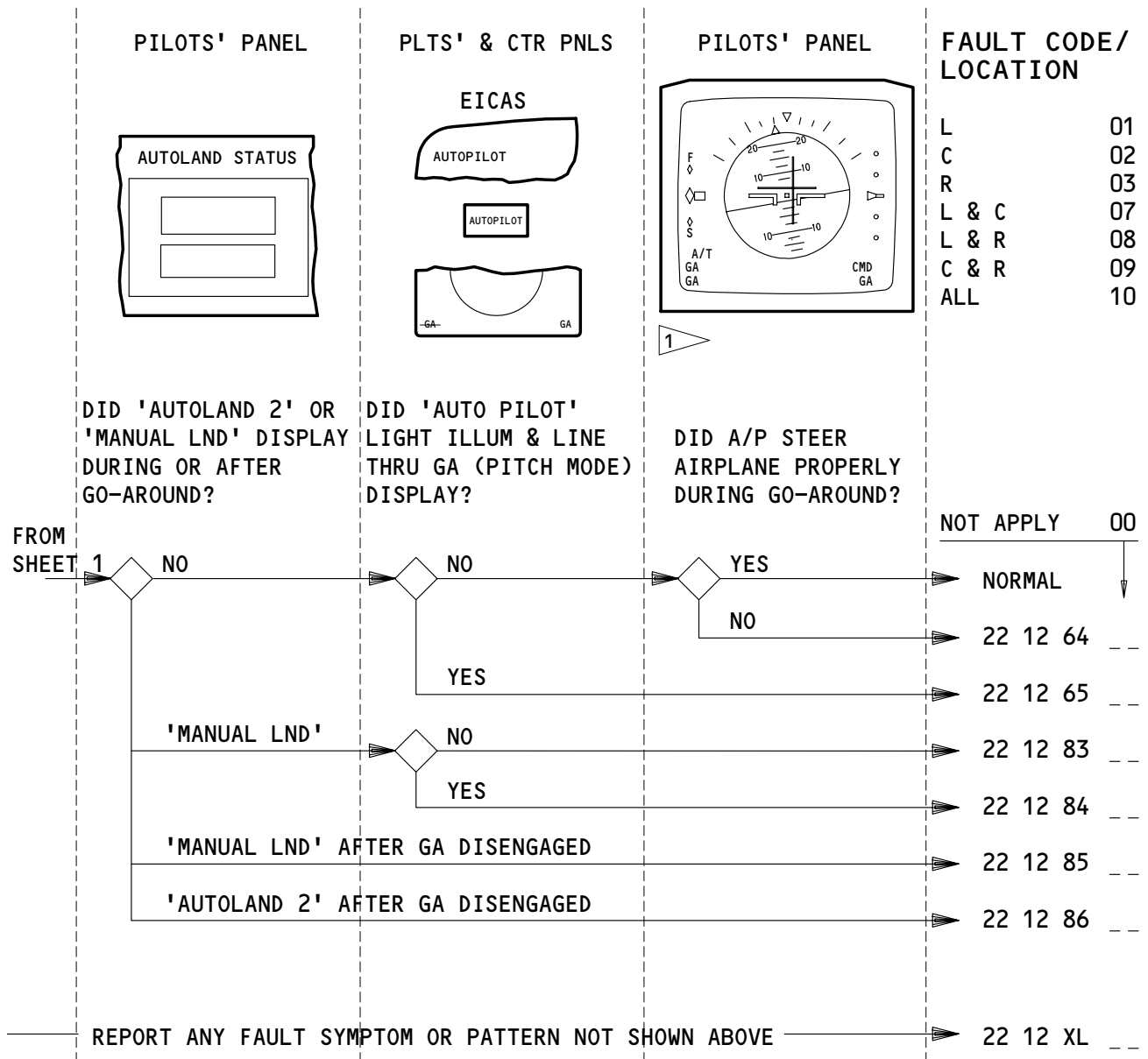
APPLICABLE CIRCUIT BREAKERS AS INSTALLED


- | | | | |
|-------|---|-------|---|
| 11A17 | AUTO FLIGHT WARN | 11E21 | (FLT, FLIGHT) CONT CMPTR SERVO (C, CTR) |
| 11E16 | MODE CONT PNL (L, LEFT) | 11E34 | MODE CONT PNL (R, RIGHT) |
| 11E17 | FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT) | 11E35 | FLT CONT CMPTR PWR (R, RIGHT) |
| 11E18 | FLT CONT (CMPTR SERVO L, COMPUTER SERVO LEFT) | 11E36 | FLT CONT CMPTR SERVO (R,RIGHT) |
| 11E20 | (FLT, FLIGHT) CONT CMPTR PWR (C, CTR) | 11F15 | TMC DC |

GO-AROUND - A/P (SHEET 2) - FAULT CODES

EFFECTIVITY
AIRPLANES WITH "NO LAND"
OR "NO AUTOLAND"

22-FAULT CODE DIAGRAM



 AS INSTALLED

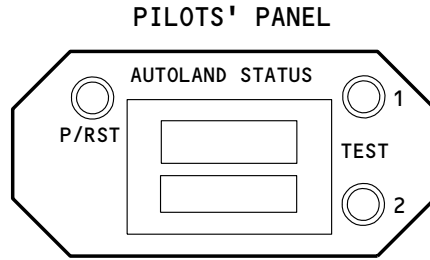
APPLICABLE CIRCUIT BREAKERS

11A17	AUTOFLIGHT WARN	11E21	FLT CONT CMPTR SERVO C
11E16	MODE CONT PNL L	11E34	MODE CONT PNL R
11E17	FLT CONT CMPTR PWR L	11E35	FLT CONT CMPTR PWR R
11E18	FLT CONT CMPTR SERVO L	11E36	FLT CONT CMPTR SERVO R
11E20	FLT CONT CMPTR PWR C	11F15	TMC DC

GO-AROUND - A/P (SHEET 2) - FAULT CODES

EFFECTIVITY
AIRPLANES WITH "AUTOLAND 2"
OR "MANUAL LND"

22-FAULT CODE DIAGRAM



**FAULT CODE/
LOCATION**

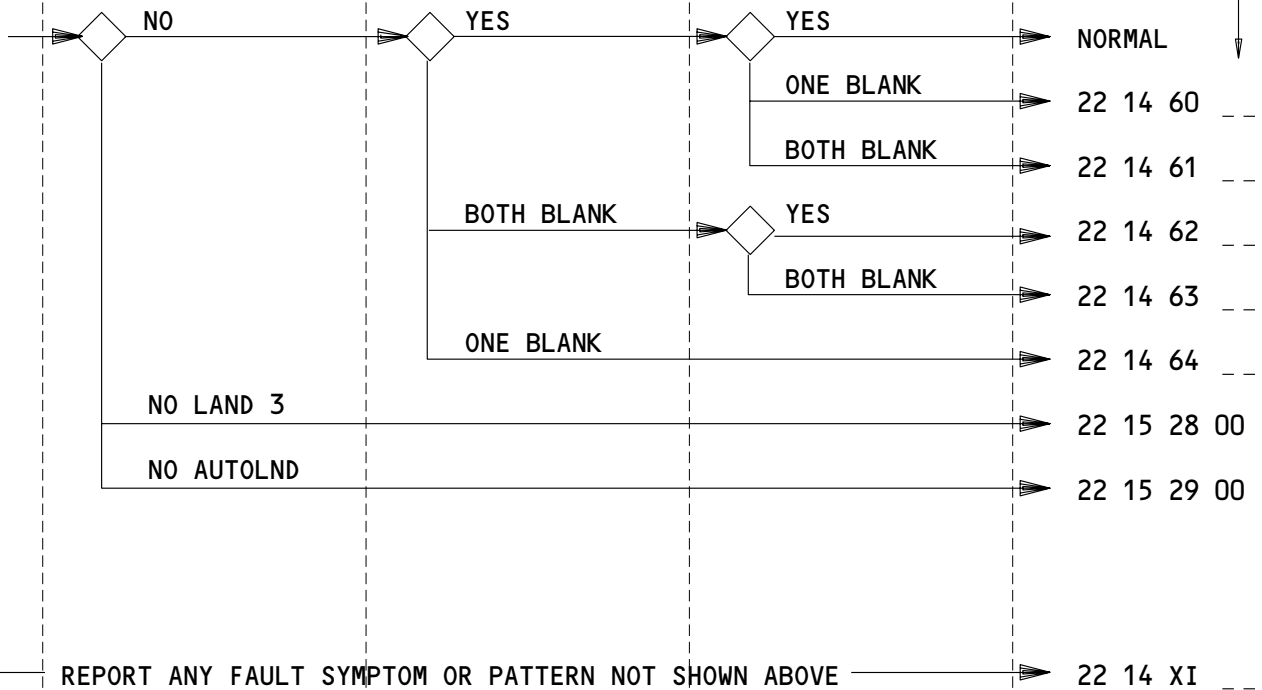
CAPT 04
F/O 05

WAS "NO LAND 3" OR "NO AUTOLND" DISPLAYED WITH APP NOT SELECTED? A/P & F/D ENGAGED OR NOT ENGAGED. ¹

DURING TEST 1, DID "LAND 3" & "NO LAND 3" APPEAR IN DISPLAY?

DURING TEST 2, DID "LAND 2" & "NO AUTOLND" APPEAR IN DISPLAY?

NOT APPLY 00



¹ FOR "NO LAND 3" OR "NO AUTOLND" DISPLAYED WITH APP SELECTED SEE APPROPRIATE APPROACH FAULT CODES.

APPLICABLE CIRCUIT BREAKERS AS INSTALLED

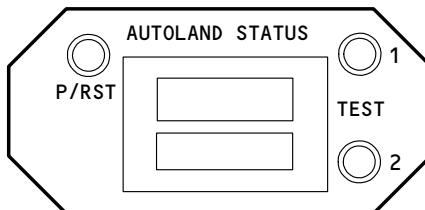
- | | | | |
|-------|---|-------|---|
| 11A17 | AUTO FLIGHT WARN | 11E21 | (FLT, FLIGHT) CONT CMPTR SERVO (C, CTR) |
| 11E16 | MODE CONT PNL (L, LEFT) | 11E34 | MODE CONT PNL (R, RIGHT) |
| 11E17 | FLT CONT (CMPTR PWR L, COMPUTER POWER LEFT) | 11E35 | FLT CONT CMPTR PWR (R, RIGHT) |
| 11E18 | FLT CONT (CMPTR SERVO L, COMPUTER SERVO LEFT) | 11E36 | FLT CONT CMPTR SERVO (R,RIGHT) |
| 11E20 | (FLT, FLIGHT) CONT CMPTR PWR (C, CTR) | 11F15 | TMC DC |

AUTOLAND STATUS ANNUNCIATOR – FAULT CODES

EFFECTIVITY
AIRPLANES WITH "NO LAND"
OR "NO AUTOLAND"

22-FAULT CODE DIAGRAM

PILOTS' PANEL



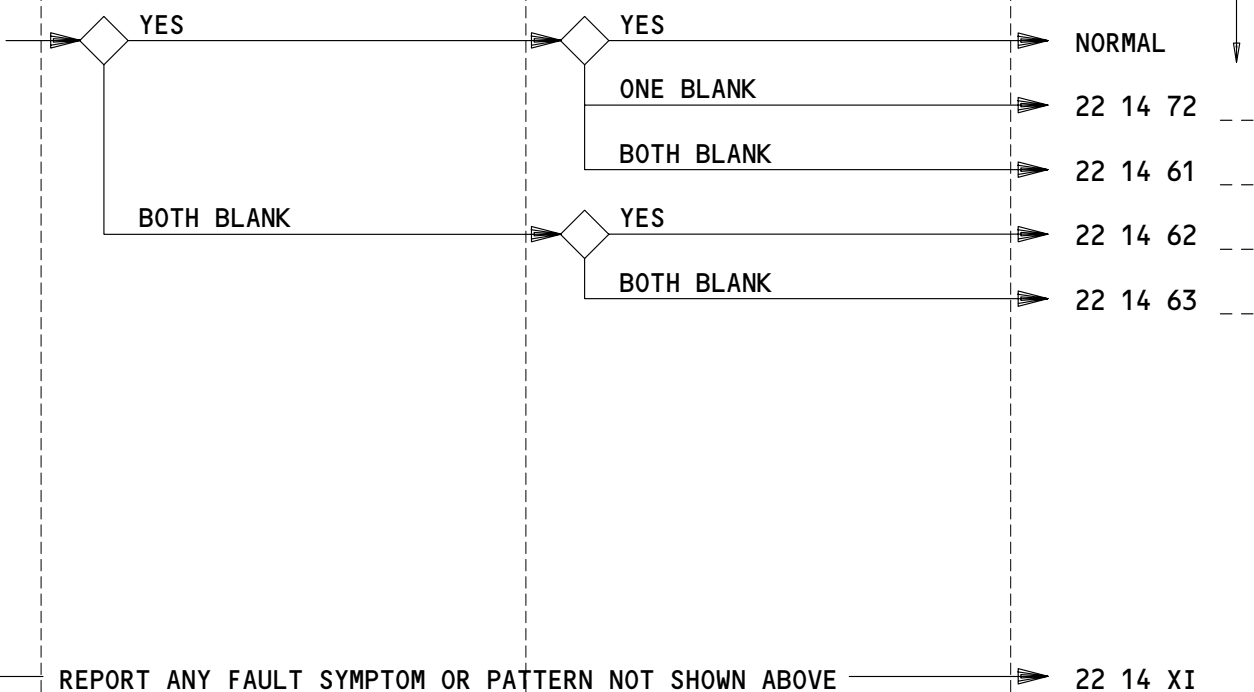
FAULT CODE/
LOCATION

CAPT 04
F/O 05

DURING TEST 1, DID AUTOLAND 3
& BLANK APPEAR IN DISPLAY?

DURING TEST 2, DID AUTOLAND 2
& MANUAL LND APPEAR IN DISPLAY?

NOT APPLY 00



APPLICABLE CIRCUIT BREAKERS

11A17	AUTOFLIGHT WARN
11E16	MODE CONT PNL L
11E34	MODE CONT PNL R

AUTOLAND STATUS ANNUNCIATOR TEST - FAULT CODES

EFFECTIVITY
AIRPLANES WITH "AUTOLAND 2"
OR "MANUAL LND"

22-FAULT CODE DIAGRAM



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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 11 XA --	A (01=L,02=C,03=R) autopilot (command) problem was encountered by the flight crew which is not covered in the fault code diagram.	FIM 22-00-02/101, Fig. 101, Block 1
22 11 XB --	A (01=L,02=C,03=R,04=Capt,05=F/O) autopilot (disengage) problem was encountered by the flight crew which is not covered in the fault code diagram.	FIM 22-00-02/101, Fig. 101, Block 1
22 11 XD --	A (01=L,02=C,03=R) autopilot and flight director single channel approach, problem was encountered by the flight crew which is not covered in the fault code diagrams.	FIM 22-00-02/101, Fig. 101, Block 1
22 11 XE --	A (01=L,02=C,03=R) autopilot and flight director single channel approach problem was encountered by the flight crew which is not covered in the fault code diagrams.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 XI --	A (01=L,02=C,03=R) autopilot (pitch modes) problem was encountered by the flight crew which was not covered in the fault code diagrams.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 XJ --	A (01=L,02=C,03=R) autopilot vertical speed problem was encountered by the flight crew which is not covered in the fault code diagrams.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 XK --	A (01=L,02=C,03=R,04=all,05=L&C,06=C&R,07=L&R) autopilot problem was encountered by the flight crew which is not covered in the fault code diagrams.	FIM 22-00-02/101, Fig. 101, Block 1

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 12 XL --	A (01=L,02=C,03=R,04=all,05=L&C,06=C&R,07=L&R) autopilot problem was encountered by the flight crew which is not covered in the fault code diagrams.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 XM --	A (01=L,02=C,03=R) autopilot Altitude Select problem was encountered by the flight crew which is not covered in the fault code diagrams.	FIM 22-00-02/101, Fig. 101, Block 1
22 13 XH --	A (01=L,02=C,03=R) autopilot (Roll Modes) problem was encountered by the flight crew which is not covered in the fault code diagrams.	FIM 22-00-02/101, Fig. 101, Block 1
22 13 XI --	A (01=L,02=C,03=R) autopilot (HDG select) problem was encountered by the flight crew which is not covered in the fault code diagrams.	FIM 22-00-02/101, Fig. 101, Block 1
22 13 XJ --	A (01=L,02=C,03=R) autopilot (Roll Modes) problem was encountered by the flight crew which is not covered in the fault code diagrams.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 XI --	A (01=Capt,02=F/O) autoland status annunciator test problem was encountered by the flight crew which is not covered in the fault code diagrams.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 XJ --	A (01=L,02=C,03=R) autopilot (CMD) problem was encountered by the flight crew which is not covered in the fault code diagram.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 XK --	A (01=Capt,02=F/O) flight director problem was encountered by the flight crew which is not covered in the fault code diagram.	FIM 22-00-02/101, Fig. 101, Block 1

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 14 XM 00	A mode control panel problem was encountered by the flight crew which is not covered in the fault code diagram.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 XN --	A (01=Capt,02=F/O) flight director problem was encountered by the flight crew which is not covered in the fault code diagram.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 XA --	A (01=L,02=C,03=R,04=L&C,05=L&R,06=C&R) autoland problem was encountered by the flight crew which is not covered in the fault code diagrams.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 XB 00	An autoland problem was encountered by the flight crew which is not covered in the fault code diagrams.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 XC 00	An autoland problem was encountered by the flight crew which is not covered in the fault code diagrams.	FIM 22-00-02/101, Fig. 101, Block 1
22 21 XA --	A (01=L,02=R) yaw damper system problem was encountered by the flight crew which is not covered in the fault code diagram.	FIM 22-00-00/101, Fig. 103, Block 1
22 32 XG 00	An autothrottle problem was encountered by the flight crew which is not covered in the fault code diagram.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC or A/T SERVO related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1) and 10 SERVO A/T (FIM 22-00-03/101, Fig. 110, Block 1). If the tests are OK, the system is OK.

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 32 XH 00	An autothrottle problem was encountered by the flight crew which is not covered in the fault code diagram.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC or A/T SERVO related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1) and 10 SERVO A/T (FIM 22-00-03/101, Fig. 110, Block 1). If the tests are OK, the system is OK.
22 32 XI 00	A TMC problem was encountered by the flight crew which is not covered in the fault code diagram.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related light faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1) and 10 SERVO A/T (FIM 22-00-03/101, Fig. 110, Block 1). If the tests are OK, the system is OK.
22 32 XJ 00	An autoflight limit modes problem was encountered by the flight crew which is not covered in the fault code diagram.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related flight faults are shown, do the MCDP Ground Test 30 CURRENT FAULT REPORT (FIM 22-00-03/101, Fig. 117, Block 1). If the test is OK, the system is OK.
22 11 01 --	(01=L,02=C) engage lever did not remain in CMD when positioned. Operation normal with other system (L,C) selected.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 11 02 00	Neither L nor C engage lever would remain in CMD when positioned.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 11 03 00	R engage lever did not remain in command when positioned.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 11 12 --	A/P DISC light on and EICAS message AUTOPILOT DISC displayed with (01=L,02=C,03=R) autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 30 CURRENT FAULT REPORT (FIM 22-00-03/101, Fig. 117, Block 1).
22 11 21 --	VNAV fails to remain on. Fault occurs with (01=L,02=C,03=R, 04=any) autopilot engaged.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 11 22 --	LNAV light fails to remain on. Fault occurs with (01=L,02=C, 03=R,04=any) autopilot engaged.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 11 36 --	G/S and LOC not displayed on EADI and APP switch/light bar did not come on when the APP mode switch was pushed with (01=L,02=C) autopilot system engaged in CMD. Operation normal with other (L,C) system selected.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 01 FCC (FIM 22-00-03/101, Fig. 102, Block 1).
22 11 37 00	G/S and LOC not displayed on EADI and APP switch/light bar extinguished when switch pushed with either L or C autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 11 39 00	G/S and LOC not displayed on EADI and the APP switch/light bar did not come on when the APP mode switch was pushed with the R autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1. If no FCC or MCP related flight faults are shown, do the MCDP Ground Test 01 FCC (FIM 22-00-03/101, Fig. 102, Block 1) and 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 11 40 00	G/S and LOC not displayed on EADI and the APP switch/light bar turned off when APP mode switch was pushed with INSTR SOURCE SEL FLT DIR switch positioned to L. Operation normal with INSTR SOURCE SEL FLT DIR switch positioned to C.	FIM 22-00-02/101, Fig. 101, Block 1. If no FCC related flight faults are shown, do the MCDP Ground Test 01 FCC (FIM 22-00-03/101, Fig. 102, Block 1).
22 11 41 00	G/S and LOC not displayed on EADI and the APP switch/light bar turned off when APP mode switch was pushed with INSTR SOURCE SEL FLT DIR switch positioned to either L or C.	FIM 22-00-02/101, Fig. 101, Block 1. If no FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 11 42 00	G/S and LOC not displayed on EADI and the APP switch/light bar turned off when APP mode switch was pushed with INSTR SOURCE SEL FLT DIR switch positioned to R. Operation normal with INSTR SOURCE SEL FLT DIR switch positioned to C.	FIM 22-00-02/101, Fig. 101, Block 1. If no FCC or MCP related flight faults are shown, do the MCDP Ground Test 01 FCC (FIM 22-00-03/101, Fig. 104, Block 1).
22 11 47 --	Following manual disengage the autopilot warning(s) did not cancel when autopilot disengage switch pushed the second time with (01=L,02=C,03=R) autopilot system engaged (identify which warning did not cancel, e.g., A/P DISC light, master WARNING light, etc).	FIM 22-00-02/101, Fig. 101, Block 1. If no A/P disconnect switch related flight faults are shown, do the MCDP Ground Test 11 SW A/P DISC (FIM 22-00-03/101, Fig. 111, Block 1).
22 11 48 --	A/P DISC light did not come on when (04=Capt,05=F/O) autopilot disconnect switch pushed. Operation normal when other switch pushed.	FIM 22-00-02/101, Fig. 101, Block 1. If no A/P disconnect switch related flight faults are shown, do the MCDP Ground Test 11 SW A/P DISC (FIM 22-00-03/101, Fig. 111, Block 1).

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 11 50 --	Following automatic illumination of A/P DISC light, autopilot warning(s) did not cancel when autopilot disconnect switch pushed with (01=L,02=C,03=R) autopilot system engaged (identify which warning did not cancel; e.g., A/P DISC light, master WARNING light, etc).	FIM 22-00-02/101, Fig. 101, Block 1. If no A/P disconnect switch related flight faults are shown, do the MCDP Ground Test 11 SW A/P DISC (FIM 22-00-03/101, Fig. 111, Block 1).
22 12 19 --	Airplane does not respond to vertical speed selector change with (01=L,02=C,03=R) autopilot system engaged in CMD. Operation normal with another system selected.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 12 27 --	Line through G/S on EADI, AUTOPILOT light illuminated, and EICAS message AUTOPILOT displayed with (01=L,02=C,03=R) autopilot system engaged in CMD. A/P DISC light remained off.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 28 --	AUTOPILOT and A/P DISC lights off, line through G/S on EADI, and EICAS message AUTOPILOT DISC displayed with (01=L,02=C,03=R) autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 29 --	AUTOPILOT light on, line through LOC on EADI, and EICAS message AUTOPILOT displayed with (01=L,02=C,03=R) autopilot system engaged in CMD. A/P DISC light remained off.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 30 --	AUTOPILOT and A/P DISC lights on, line thru LOC on EADI, and EICAS message AUTOPILOT DISC displayed with (01=L,02=C,03=R) autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 12 35 00	Vertical speed window display does not respond to selector change. (A/P, F/D) response to selector change normal.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 12 36 00	Vertical speed window display and (A/P, F/D) failed to respond to V/S selector change.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 12 59 --	AUTOPILOT light on. Line thru V/S, ALT HOLD, SPD, VNAV on EADI and EICAS message AUTOPILOT displayed with (01=L,02=C,03=R) autopilot system engaged in CMD. A/P DISC light remained off.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 60 --	AUTOPILOT and A/P DISC lights off. Line thru V/S, ALT HOLD, SPD, VNAV on EADI and EICAS message AUTOPILOT displayed with (01=L,02=C,03=R) autopilot system engaged in CMD. Operation normal with other autopilot system in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 62 --	A/P DISC lights on and EICAS message AUTOPILOT DISC displayed with (01=L,02=C,03=R,07=L&C,08=L&R,09=C&R,10=all) autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 63 --	Pitch and roll GAs not displayed on EADI when switch(es) pushed with (01=L,02=C,03=R,07=L&C,08=L&R,09=C&R,10=all) autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 64 --	Autopilot failed to describe steering problem during go-around with (01=L,02=C,03=R,07=L&C,08=L&R,09=C&R,10=all) autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 12 65 --	AUTOPILOT light on. Line through GA (pitch) on EADI, and EICAS message AUTOPILOT displayed with (01=L,02=C,03=R,07=L&C,08=L&R,09=C&R,10=all) autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 66 --	NO AUTOLND displayed on autoland status annunciator with (01=L,02=C,03=R,07=L&C,08=L&R,09=C&R,10=all) autopilot systems engaged in CMD. AUTOPILOT and A/P DISC lights off.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 67 --	NO AUTOLND displayed on autoland status annunciator with (01=L,02=C,03=R,07=L&C,08=L&R,09=C&R,10=all) autopilot systems engaged in CMD. AUTOPILOT light on, line thru G/A (pitch) on EADI and EICAS message AUTOPILOT displayed.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 68 --	NO AUTOLND displayed on autoland status annunciator after go-around disengaged with (01=L,02=C,03=R,07=L&C,08=L&R,09=C&R,10=all) autopilot systems engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 69 --	NO LAND 3 displayed on autoland status annunciator with go-around disengaged with (01=L,02=C,03=R,07=L&C,08=L&R,09=C&R,10=all) autopilot systems engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 70 00	Airplane does not respond to vertical speed selector change with either L or C autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 12 70 --	F/D failed to respond to vertical speed selection with source selector in (01=L,02=C,03=R).	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 12 72 00	F/D failed to respond to vertical speed selection with source selector in L, C, or R.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 12 73 --	Airplane did not respond to altitude select change with (01=L,02=C,03=R) autopilot system engaged in CMD. Operation normal with other autopilot system selected.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 12 74 00	Airplane did not respond to altitude select change with either L or C autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 12 75 --	F/D failed to respond to altitude select with source selector in (01=L,02=C,03=R).	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 12 76 00	F/D failed to respond to altitude select with source selector in L, C, or R.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 12 77 00	Unable to select altitude in altitude select window.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 12 78 00	Airplane has pitch oscillation (porpoising) with any Autopilot system in CMD and (V/S, ALT HOLD, FLCH, VNAV) mode selected.	Do a check of the elevator surface freeplay (AMM 27-02-00/601). If the problem continues, do the adjustment/test of the elevator control system (AMM 27-31-00/501).
22 12 79 00	Autopilot pitch oscillation (porpoises) during multi-channel approach.	Do a check of the elevator surface freeplay (AMM 27-02-00/601). If the problem continues, do the adjustment/test of the elevator control system (AMM 27-31-00/501).
22 12 80 --	SEL SPD displayed on (01=Capt, 02=F/O) EADI.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 12 81 --	Command bug(s) on (01=Capt, 02=F/O, 03=both) EADI speed tape(s) disagree(s) with (MCP, FMC CDU). Bugs normal using ALTN EFI.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 12 82 --	Command airspeed bug(s) (not normal, missing, etc.) on (01=Capt, 02=F/O) EADI speed tape(s) with normal or ALTN EFI selected.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 12 83 --	MANUAL LND displayed on autoland status annunciator with (01=L, 02=C, 03=R, 07=L&C, 08=L&R, 09=C&R, 10=all) autopilot systems engaged in CMD. AUTOPILOT and A/P DISC lights off.	FIM 22-00-02/101, Fig. 101, Block 1

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 12 84 --	MANUAL LND displayed on autoland status annunciator with (01=L, 02=C,03=R,07=L&C,08=L&R,09=C&R, 10=all) autopilot systems engaged in CMD. AUTOPILOT light on, line thru G/A (pitch) on EADI and EICAS message AUTOPILOT displayed.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 85 --	MANUAL LND displayed on autoland status annunciator with (01=L, 02=C,03=R,07=L&C,08=L&R,09=C&R, 10=all) autopilot systems engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 86 --	AUTOLAND 3 displayed on autoland status annunciator after go-around disengaged with (01=L, 02=C,03=R,07=L&C,08=L&R,09=C&R, 10=all) autopilot systems engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 12 87 --	Airplane has irregular control column movement or does not hold or capture selected altitude correctly.	FIM 22-00-02/101, Fig. 101, Block 1
22 13 60 --	A/P DISC light on and EICAS message AUTOPILOT DISC displayed with (01=L,02=C,03=R) autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 13 64 --	AUTOPILOT light on. Line thru HDG HOLD, HDG SEL, LNAV, LOC, B/CRS on EADI, and EICAS message AUTOPILOT displayed with (01=L, 02=C,03=R) autopilot system engaged in CMD. A/P DISC light remained off.	FIM 22-00-02/101, Fig. 101, Block 1
22 13 65 --	AUTOPILOT and A/P DISC lights on. Line thru HDG HOLD, HDG SEL, LNAV, LOC, B/CRS on EADI, and EICAS message AUTOPILOT DISC displayed with (01=L,02=C,03=R) autopilot system engaged in CMD. Operation normal with other A/Ps in CMD.	FIM 22-00-02/101, Fig. 101, Block 1

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22 13 66 --	AUTOPILOT and A/P DISC lights on. Line thru HDG HOLD, HDG SEL, LNAV, LOC, B/CRS on EADI, and EICAS message AUTOPILOT DISC displayed with either L or C autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 13 70 --	(01=L,02=C,03=R) A/P failed to maintain proper bank angle with bank limit selector in ___ position.	FIM 22-00-02/101, Fig. 101, Book 1. If no MCP related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 13 71 00	L or C A/P failed to maintain proper bank angle with bank limit selector in ___ position.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 13 72 00	F/D failed to command proper bank angle with bank limit selector in ___ position.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 13 73 --	(01=L,02=C,03=R) A/P failed to capture, maintain selected heading in HDG (SEL, HOLD).	FIM 22-00-02/101, Fig. 101, Block 1
22 13 74 00	L or C A/P failed to capture, maintain selected heading in HDG (SEL, HOLD).	FIM 22-00-02/101, Fig. 101, Block 1
22 13 75 00	F/D failed to command selected heading in HDG (SEL, HOLD).	FIM 22-00-02/101, Fig. 101, Block 1
22 13 76 00	MCP HDG window display(s) (blank in, does not respond to) HDG (SEL, HOLD).	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).

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22 13 77 00	MCP HDG window failed to display ILS front course at loc capture.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 13 78 --	Line drawn thru HDG SEL or HGD HOLD on ADI. EICAS msg AUTOPILOT displayed with (01=L,02=C,03=R) A/P in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 13 79 00	Line drawn thru HDG (SEL, HOLD) on ADI and EICAS msg AUTOPILOT displayed with L or C A/P in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 13 80 00	APL not smooth (JERKY) in roll mode with any A/P in CMD and (HDG HOLD, HDG SEL, LNAV, LOC or B/CRS) mode selected.	Do a check of the aileron surface freeplay (AMM 27-02-00/601). If the problem continues, do the adjustment/test of the aileron and aileron trim control system (AMM 27-11-00/501).
22 13 81 --	Autopilot failed to describe failure with (01=L 02=C,03=R) A/P sys engaged in CMD and HDG HOLD, HDG SEL, LNAV, LOC or B/CRS mode selected. Mode display on EADI norm. Operation norm with other A/Ps in CMD.	Do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 13 82 --	APL bank angle limited to 8° in roll with any A/P in CMD. (01=L, 02=C, 03=R) radio altimeter indications abnormal.	Do the RA BITE Procedure (FIM 34-33-00/101, Fig. 105A, Block 1). If the problem continues, do a test of the radio altimeter antenna and coaxial cable (AMM 20-10-32/201).
22 13 83 00	APL bank angle limited to 8° in roll with any A/P in CMD. Radio altimeters indications norm, not checked.	Do the RA BITE Procedure (FIM 34-33-00/101, Fig. 105A, Block 1). If the problem continues, do a test of the radio altimeter antenna and coaxial cable (AMM 20-10-32/201).

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22 14 01 --	AUTOLAND 2 displayed on autoland status annunciator with (01=L, 02=C,03=R) autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 02 --	A/P DISC light on and EICAS message AUTOPILOT DISC displayed with (01=L,02=C,03=R) autopilot system engaged in CMD. AUTOLAND 2 not displayed on autoland status annunciator.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 03 --	A/P DISC light on, EICAS message AUTOPILOT DISC displayed, and AUTOLAND 2 displayed on autoland status annunciator with (01=L, 02=C,03=R) autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 05 --	Following manual disengage with illumination of A/P DISC light, siren did not sound and master WARNING light did not come on after appropriate time delay with (01=L,02=C,03=R) autopilot system engaged.	FIM 22-00-02/101, Fig. 101, Block 1. If no FCC related flight faults are shown, do the MCDP Ground Test 01 FCC (FIM 22-00-03/101, Fig. 102, Block 1). If the test is OK, do the Aural Warning Problems procedure (FIM 31-51-00/101, Fig. 104, Block 1).
22 14 06 --	Following automatic illumination of A/P DISC light, siren did not sound and master WARNING light did not come on after appropriate time delay with (01=L,02=C,03=R) autopilot system engaged.	FIM 22-00-02/101, Fig. 101, Block 1. If no FCC related flight faults are shown, do the MCDP Ground Test 01 FCC (FIM 22-00-03/101, Fig. 102, Block 1). If the test is OK, do the Aural Warning Problems procedure (FIM 31-51-00/101, Fig. 104, Block 1).
22 14 13 --	AUTOLAND 2 displayed on autoland status annunciator at (LOC,G/S) capture with (01=L,02=C,03=R) autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1

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22 14 14 --	AUTOLAND 2 displayed on autoland status annunciator at 1500 feet radio altitude with (01=L,02=C,03=R) autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 15 --	AUTOLAND 2 displayed on autoland status annunciator after touchdown with (01=L,02=C,03=R) autopilot system in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 51 --	NO LAND 3 displayed on autoland status annunciator with (01=L,02=C,03=R) autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 52 --	A/P DISC light on and EICAS message AUTOPILOT DISC displayed with (01=L,02=C,03=R) autopilot system engaged in CMD. NO LAND 3 not displayed on autoland status annunciator.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 53 --	A/P DISC light on, EICAS message AUTOPILOT DISC displayed, and NO LAND 3 displayed on autoland status annunciator with (01=L,02=C,03=R) autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 60 --	(04=Capt,05=F/O) autoland status annunciator failed to display (LAND 2, NO AUTOLND) during test 2.	Do the MCDP Ground Test 06 ASA (FIM 22-00-03/101, Fig. 106, Block 1).
22 14 61 --	(04=Capt,05=F/O) autoland status annunciator displays blank during test 2.	Do the MCDP Ground Test 06 ASA (FIM 22-00-03/101, Fig. 106, Block 1).
22 14 62 --	(04=Capt,05=F/O) autoland status annunciator displays blank during test 1.	Do the MCDP Ground Test 06 ASA (FIM 22-00-03/101, Fig. 106, Block 1).
22 14 63 --	(04=Capt,05=F/O) autoland status annunciator displays blank during test 1 & 2.	Do the MCDP Ground Test 06 ASA (FIM 22-00-03/101, Fig. 106, Block 1).

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22 14 64 --	(04=Capt,05=F/O) autoland status annunciator failed to display (LAND 3, NO LAND 3) during test 1.	Do the MCDP Ground Test 06 ASA (FIM 22-00-03/101, Fig. 106, Block 1).
22 14 65 --	HDG HOLD, HDG SEL, LNAV, LOC or B/CRS) not displayed on EADI and switch/light bar did not come on when mode switch pushed with (01=L,02=C,03=R) autopilot system engaged in CMD. Operation normal with other A/Ps in CMD.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 14 66 00	HDG HOLD, HDG SEL, LNAV, LOC or B/CRS not displayed on EADI and switch/light bar did not come on when mode switch pushed with either L or C autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 14 68 --	A/P DISC light on and EICAS message AUTOPILOT DISC displayed with (01=L,02=C,03=R) autopilot system engaged in CMD and (V/S, ALT HOLD, FLCH, VNAV) mode selected.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 14 69 00	AUTOPILOT and A/P DISC lights come on, line thru V/S, ALT HOLD, SPD, or VNAV on EADI, and EICAS message AUTOPILOT displayed with either L or C autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 14 70 --	V/S, ALT HOLD, SPD, or VNAV not displayed on EADI and switch/light bar did not come on when mode switch pushed with (01=L,02=C) autopilot system engaged in CMD. Operation normal with other A/Ps in CMD.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 14 71 00	V/S, ALT HOLD, SPD, or VNAV not displayed on EADI and switch/light bar did not come on when mode switch pushed with either L or C autopilot system engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1

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22 14 72 --	(04=Capt, 05=F/O) Autoland status annunciator failed to display (AUTOLAND 2, MANUAL LND) during test 2.	Do the MCDP Ground Test 06 ASA (FIM 22-00-03/101, Fig. 106, Block 1).
22 14 75 --	CMD not displayed on EADI and switch/light bar did not come on when (01=L,02=C) CMD switch was pushed for engagement. Operation normal with (L,C) system selected.	FIM 22-00-02/101, Fig. 101, Block 1. If no FCC related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 14 76 --	CMD not displayed on EADI and switch/light bar did not come on when either L or C CMD switch pushed for engagement.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 14 77 00	CMD not displayed on EADI and switch/light bar did not come on when R CMD switch pushed for engagement.	FIM 22-00-02/101, Fig. 101, Block 1. If no FCC or MCP related flight faults are shown, do the MCDP Ground Test 01 FCC (FIM 22-00-03/101, Fig. 102, Block 1) and 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 14 81 00	MCP ____ mode switch/light bar half comes on when selected.	Push the IND LTS TEST switch on the right lighting control panel (on P5). Replace the specified lamp if it stays off. If the problem continues, replace the AFCS Mode Control Panel (M90) (AMM 22-11-02/201).
22 14 82 00	MCP, all mode switches L half of light bar off when selected.	Cycle the 11E16, MODE CONT PNL L circuit breaker, and then do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 14 83 00	MCP, all mode switches R half of light bar off when selected.	Cycle the 11E34, MODE CONT PNL R circuit breaker, and then do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).

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22 14 84 --	AFDS mode not displayed on (04=Capt,05=F/O) EADI when state mode selected. Indication normal with INSTR SOURCE SEL FLT DIR switch positioned to C.	FIM 22-00-02/101, Fig. 101, Block 1. If no FCC related flight faults are shown, do the MCDP Ground Test 01 FCC (FIM 22-00-03/101, Fig. 102, Block 1).
22 14 85 --	AFDS mode not displayed on (04=Capt,05=F/O,06=Capt & F/O) EADI when state mode selected. Indication same with INSTR SOURCE SEL FLT DIR switch positioned to C.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP related flight faults are shown, do the MCDP Ground Test 04 MCP (FIM 22-00-03/101, Fig. 104, Block 1).
22 14 86 00	T.O. (takeoff) mode not displayed on pilots' EADI on the ground with F/D switch ON.	Do the MCDP Ground Test 30 CURRENT FAULT REPORT (FIM 22-00-03/101, Fig. 117, Block 1).
22 14 87 --	F/D flag in view & no F/D cmd bars on (04=Capt,05=F/O) EADI. Indication normal with INSTR SOURCE SEL FLT DIR switch positioned to C.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 88 --	F/D flag in view & no F/D cmd bars on (04=Capt,05=F/O) EADI. Indication same with INSTR SOURCE SEL FLT DIR switch positioned to C.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 89 --	No F/D cmd bars or F/D flag on (04=Capt,05=F/O) EADI. Indication normal with INSTR SOURCE SEL FLT DIR switch positioned to C.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 90 --	No F/D cmd bars or F/D flag on (04=Capt,05=F/O) EADI. Indication same with INSTR SOURCE SEL FLT DIR switch positioned to C.	FIM 22-00-02/101, Fig. 101, Block 1

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22 14 91 --	(Pitch, Roll, Pitch & Roll) CMD bar(s) on (04=Capt,05=F/O, 06=Capt & F/O) EADI (describe abnormal indication) in T.O. (takeoff) mode (on grd, inflt, on grd & inflt).	FIM 22-00-02/101, Fig. 101, Block 1. <u>NOTE:</u> On airplanes without -134 and subsequent FCCs, the flight director can command a target airspeed of V2 instead of V2+15 during normal takeoffs if you turn the MCP IAS/MACH speed knob too quickly (more than 15 knots in approximately 1/10 of a second). No action is necessary. Installation of -134 or subsequent FCCs will correct the problem.
22 14 92 --	(Pitch, Roll, Pitch & Roll) CMD bar(s) on (04=Capt,05=F/O, 06=Capt & F/O) EADI describe abnormal indication in state engaged mode. Indication normal with INSTR SOURCE SEL FLT DIR switch positioned to C.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 93 --	(Pitch, Roll, Pitch & Roll) CMD bar(s) on (04=Capt,05=F/O, 06=Capt & F/O) EADI describe abnormal indication in state engaged mode. Indication same with INSTR SOURCE SEL FLT DIR switch positioned to C.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 94 00	Autoland status annunciator displayed NO AUTOLND with F/D ON.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 95 00	Autoland status annunciator displayed NO LAND 3 with F/D ON.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 96 00	Autoland status annunciator displayed MANUAL LND with F/D ON.	FIM 22-00-02/101, Fig. 101, Block 1
22 14 97 00	Autoland status annunciator displayed AUTOLAND 2 with F/D ON.	FIM 22-00-02/101, Fig. 101, Block 1

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22 15 01 00	A/P DISC light on and EICAS message AUTOPILOT DISC displayed after APP mode engaged.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 30 CURRENT FAULT REPORT (FIM 22-00-03/101, Fig. 117, Block 1).
22 15 02 --	(01=L,02=C,03=R) A/P CMD switch failed to engage, disengaged, with APP mode selected.e	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 30 CURRENT FAULT REPORT (FIM 22-00-03/101, Fig. 117, Block 1).
22 15 03 --	(07=L&C,08=L&R,9=C&R) A/P CMD switches failed to engage, disengage, with APP mode selected.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 30 CURRENT FAULT REPORT (FIM 22-00-03/101, Fig. 117, Block 1).
22 15 04 --	APP mode failed to engage when switch pushed with (01=L,02=C) A/P engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 30 CURRENT FAULT REPORT (FIM 22-00-03/101, Fig. 117, Block 1).
22 15 05 00	APP mode failed to engage when switch pushed with L or C A/P engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 30 CURRENT FAULT REPORT (FIM 22-00-03/101, Fig. 117, Block 1).
22 15 06 00	APP mode failed to engage when switch pushed with R A/P engaged in CMD.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 30 CURRENT FAULT REPORT (FIM 22-00-03/101, Fig. 117, Block 1).

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22 15 07 00	LOC, G/S, LOC & G/S failed to annunciate armed on EADI with APP mode selected.	FIM 22-00-02/101, Fig. 101, Block 1. If no MCP or FCC related flight faults are shown, do the MCDP Ground Test 30 CURRENT FAULT REPORT (FIM 22-00-03/101, Fig. 117, Block 1).
22 15 08 00	FLARE, ROLLOUT, FLARE & ROLLOUT failed to annunciate armed on EADI during multichannel APPR.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 09 00	LOC, G/S, LOC & G/S) failed to annunciate engaged on EADI during multichannel APPR.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 10 00	FLARE, ROLLOUT failed to annunciate engaged on EADI during multichannel APPR.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 11 00	Line drawn thru LOC display on EADI with APP mode selected. AUTOPILOT warning light off.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 12 00	Line drawn thru G/S display on EADI with APP mode selected. AUTOPILOT warning light off.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 13 00	AUTOPILOT warning light on and EICAS message AUTOPILOT displayed during multichannel APPR.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 14 00	AUTOPILOT warning light on and EICAS message AUTOPILOT displayed during multichannel APPR. Line drawn thru LOC on EADI.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 15 00	AUTOPILOT warning light on and EICAS message AUTOPILOT displayed during multichannel APPR. Line drawn thru LOC on EADI.	FIM 22-00-02/101, Fig. 101, Block 1

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22 15 16 00	AUTOPILOT warning light on and EICAS message AUTOPILOT displayed during multichannel APPR. Line drawn thru CMD on EADI.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 17 00	A/P failed to maintain LOC properly (describe in detail) during multichannel approach.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 18 00	A/P failed to maintain G/S properly (describe in detail) during multichannel approach.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 19 00	A/P failed to flare properly (describe in detail) during multichannel approach. FLARE annunciation on EADI normal.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 20 00	A/P failed to roll out properly (describe in detail) during multichannel approach. ROLLOUT annunciation on EADI normal.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 21 00	LAND (3, 2) failed to annunciate at 1500 ft radio altitude during (3, 2) channel approach.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 22 00	NO LAND 3 displayed on Autoland Status Annunciator above 1500 ft radio altitude during multichannel approach.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 23 00	NO LAND 3 displayed on Autoland Status Annunciator below 1500 ft radio altitude during multichannel approach.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 24 00	NO LAND 3 displayed on Autoland Status Annunciator after landing during multichannel approach.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 25 00	NO AUTOLND displayed on Autoland Status Annunciator above 1500 ft radio altitude during multichannel approach.	FIM 22-00-02/101, Fig. 101, Block 1

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22 15 26 00	NO AUTOLND displayed on Autoland Status Annunciator below 1500 ft radio altitude during multichannel approach.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 27 00	NO AUTOLND displayed on Autoland Status Annunciator after landing during multichannel approach.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 28 00	NO LAND 3 displayed on Autoland Status Annunciator with APP mode not selected and Autopilot or Flight Director engaged or not engaged.	If the problem was reported during the flight, do FIM 22-00-02/101, Fig. 101, Block 1. If the problem was reported before the flight, do the MCDP Ground Test 30 CURRENT FAULT REPORT (FIM 22-00-03/101, Fig. 117, Block 1).
22 15 29 00	NO AUTOLND displayed on Autoland Status Annunciator with APP mode not selected and Autopilot or Flight Director engaged or not engaged.	If the problem was reported during the flight, do FIM 22-00-02/101, Fig. 101, Block 1. If the problem was reported before the flight, do the MCDP Ground Test 30 CURRENT FAULT REPORT (FIM 22-00-03/101, Fig. 117, Block 1).
22 15 30 00	AUTOLAND (3,2) failed to annunciate at 1500 ft radio altitude during (3,2) channel approach.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 31 00	AUTOLAND 2 displayed on Autoland Status Annunciator above 1500 ft radio altitude during multichannel approach.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 32 00	AUTOLAND 2 displayed on Autoland Status Annunciator below 1500 ft radio altitude during multichannel approach.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 33 00	AUTOLAND 2 displayed on Autoland Status Annunciator after landing during multichannel approach.	FIM 22-00-02/101, Fig. 101, Block 1

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22 15 34 00	MANUAL LND displayed on Autoland Status Annunciator above 1500 ft radio altitude during multichannel approach.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 35 00	MANUAL LND displayed on Autoland Status Annunciator below 1500 ft radio altitude during multichannel approach.	FIM 22-00-02/101, Fig. 101, Block 1
22 15 36 00	MANUAL LND displayed on Autoland Status Annunciator after landing during multichannel approach.	FIM 22-00-02/101, Fig. 101, Block 1
22 21 01 --	Yaw damper operation abnormal with the (01=L,03=R,08=L&R) yaw damper SW on and INOP light off (describe conditions).	FIM 22-21-00/101, Fig. 103A, Block 1. If the test is OK, do a check of the rudder surface freeplay (AMM 27-02-00/601).
22 21 02 --	EICAS message (L,R) YAW DAMPER displayed and (01=L,03=R) yaw damper INOP light on.	FIM 22-00-02/101, Fig. 103A, Block 1
22 21 03 --	(01=L,03=R) Yaw damper INOP light did not come on during preflight test.	FIM 22-00-02/101, Fig. 103A, Block 1
22 21 05 --	(01=L,03=R) Yaw damper INOP light remained on after preflight test.	FIM 22-00-02/101, Fig. 103A, Block 1
22 21 07 --	(01=L,03=R) Yaw damper INOP remained on after preflight test.	FIM 22-21-00/101, Fig. 103A, Block 1
22 21 08 00	EICAS message YAW DAMPER displayed.	AIRPLANES WITH YDMs 285T0013-101 TO -121; FIM 22-21-00/101, Fig. 103, Block 1. AIRPLANES WITH YSMs 285T0013-122 AND SUBSEQUENT; FIM 22-21-00/101, Fig. 103A, Block 1.

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 32 67 00	F/S pointer display on EADI (blank, SPD flag in view) with autothrottle engaged in (EPR, SPD, VNAV, FL CH, any) mode(s). Thrust reference mode display on EICAS was normal.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1). If the test is OK, the system is OK.
22 32 68 00	Wrong thrust reference mode displayed on EICAS, _____ mode instead of _____ mode with autothrottle engaged in (EPR, SPD, VNAV, FL CH, any) mode(s). F/S pointer display on EADI & throttle movement normal.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1). If the test is OK, the system is OK.
22 32 69 00	Thrust reference mode display on EICAS blank with autothrottle engaged in (EPR, SPD, VNAV, FL CH, any) mode(s). F/S pointer display on EADI normal.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1). If the test is OK, the system is OK.
22 32 70 00	Thrust reference mode display on EICAS blank. F/S pointer display on EADI (blank, SPD flag in view).	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1). If the test is OK, the system is OK.
22 32 71 00	A/T DISC light on with autothrottle engaged in (EPR, SPD, VNAV, FL CH) mode. Thrust reference mode display on EICAS normal.	FIM 22-00-02/101, Fig. 101, Block 1
22 32 72 00	A/T DISC light on with autothrottle engaged in (EPR, SPD, VNAV, FL CH) mode. Thrust reference mode display on EICAS normal, F/S pointer display on EADI (blank, SPD flag in view).	FIM 22-00-02/101, Fig. 101, Block 1

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 32 73 00	A/T DISC light on with autothrottle engaged in (EPR, SPD, VNAV, FL CH) mode. Thrust reference mode display on EICAS blank. F/S pointer display on EADI normal.	FIM 22-00-02/101, Fig. 101, Block 1
22 32 74 00	A/T DISC light on with autothrottle engaged in (EPR, SPD, VNAV, FL CH) mode. Thrust reference mode display on EICAS blank. F/S pointer display on EADI (blank, SPD flag in view).	FIM 22-00-02/101, Fig. 101, Block 1
22 32 75 00	Autothrottle failed to engage when (EPR, SPD, VNAV, FL CH, any) mode(s) selected. Autothrottle mode not displayed on EADI.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1). If the test is OK, the system is OK.
22 32 76 00	Autothrottle failed to transition automatically from _____ to _____ mode during (T/O, flare, alt capture, descent, etc.). Autothrottle was engaged in (EPR, SPD, VNAV, FL CH, GA) mode.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1). If the test is OK, the system is OK.
22 32 77 00	Autothrottle failed to maintain selected speed with (SPD, FL CH, VNAV, GA) mode engaged.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC or A/T SERVO related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1) and 10 SERVO A/T (FIM 22-00-03/101, Fig. 110, Block 1). If the tests are OK, the system is OK.

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 32 78 00	Autothrottle failed to maintain selected speed with (SPD, FL CH, VNAV, GA) mode engaged. F/S pointer on EADI displayed on spd.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC or A/T SERVO related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1) and 10 SERVO A/T (FIM 22-00-03/101, Fig. 110, Block 1). If the tests are OK, the system is OK.
22 32 79 00	Autothrottle failed to maintain selected speed with (SPD, FL CH, VNAV, GA) mode engaged. F/S pointer on EADI displayed on slow.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC or A/T SERVO related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1) and 10 SERVO A/T (FIM 22-00-03/101, Fig. 110, Block 1). If the tests are OK, the system is OK.
22 32 80 00	Autothrottle overcontrols with SPD mode engaged.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC or A/T SERVO related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1) and 10 SERVO A/T (FIM 22-00-03/101, Fig. 110, Block 1). If the tests are OK, the system is OK.
22 32 81 00	Autothrottle slow to react to spd change with SPD mode engaged.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC or A/T SERVO related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1) and 10 SERVO A/T (FIM 22-00-03/101, Fig. 110, Block 1). If the tests are OK, the system is OK.

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 32 82 00	Autothrottle failed to maintain ref EPR with (EPR, FL CH, VNAV, GA) mode engaged.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC or A/T SERVO related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1) and 10 SERVO A/T (FIM 22-00-03/101, Fig. 110, Block 1). If the tests are OK, the system is OK.
22 32 83 00	Throttles failed to move together during autothrottle operation, (L,R) throttle lags.	Do the MCDP Ground Test 10 SERVO A/T (FIM 22-00-03/101, Fig. 110, Block 1).
22 32 84 00	TMC data (list blank data) display blank on EICAS (F/S pointer display on EADI normal).	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1). If the test is OK, the system is OK.
22 32 85 00	TMC data (list blank data) display blank on EICAS. F/S pointer display on EADI (blank, SPD flag in view).	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1). If the test is OK, the system is OK.
22 32 86 00	TMC data (indicate wrong data) display incorrect on EICAS with _____ mode selected in TMSP.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1). If the test is OK, the system is OK. If the thrust mode display did not transition from climb (CLB) to cruise (CRS) at top of climb (T/C), do the procedure to reset the FMC parameter DEFCLBTHRUST to zero (AMM 34-61-00/201).

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 32 87 00	TMC data (indicate wrong data) display incorrect on EICAS with _____ (list modes) modes selected on TMSP.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1). If the test is OK, the system is OK.
22 32 88 00	A/T mode on EADI display TEST with autothrottle not engaged.	Go into, and then out of, the MCDP Ground Test Mode to reset the logic (AMM 22-00-02/201).
22 32 89 00	AFDS limit mode ALPHA annunciated on EADI (A/T, pitch) mode before speed limit is approached.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related flight faults are shown, do the MCDP Ground Test 30 CURRENT FAULT REPORT (FIM 22-00-03/101, Fig. 117, Block 1). If the test is OK, the system is OK.
22 32 90 00	AFDS limit mode FLAP LIM annunciated on EADI (A/T, pitch) mode before speed limit is approached.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related flight faults are shown, do the MCDP Ground Test 30 CURRENT FAULT REPORT (FIM 22-00-03/101, Fig. 117, Block 1). If the test is OK, the system is OK.
22 32 91 00	AFDS limit mode SPD LIM annunciated on EADI (A/T, pitch) mode before speed limit is approached.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related flight faults are shown, do the MCDP Ground Test 30 CURRENT FAULT REPORT (FIM 22-00-03/101, Fig. 117, Block 1). If the test is OK, the system is OK.
22 32 92 00	Wrong thrust reference mode displayed on EICAS, _____ mode instead of _____ mode with autothrottle engaged in (EPR, SPD, VNAV, FL CH, any) mode(s). F/S pointer display on EADI & throttle movement normal.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1). If the test is OK, the system is OK.

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 32 93 00	Thrust reference mode display on EICAS blank with autothrottle engaged in (EPR, SPD, VNAV, FL CH, any) mode(s). F/S pointer display on EADI normal.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1). If the test is OK, the system is OK.
22 32 94 00	A/T DISC light on with autothrottle engaged in (EPR, SPD, VNAV, FL CH) mode. Thrust reference mode display on EICAS & F/S pointer display on EADI normal.	FIM 22-00-02/101, Fig. 101, Block 1
22 32 95 00	A/T DISC light on with autothrottle engaged in (EPR, SPD, VNAV, FL CH) mode. Thrust reference mode display on EICAS blank. F/S pointer display on EADI normal.	FIM 22-00-02/101, Fig. 101, Block 1
22 32 96 00	Autothrottle failed to maintain selected speed with (SPD, FL CH, VNAV, GA) mode engaged. F/S pointer on EADI displayed fast.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC or A/T SERVO related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1) and 10 SERVO A/T (FIM 22-00-03/101, Fig. 110, Block 1). If the tests are OK, the system is OK.
22 32 96 00	Autothrottle failed to maintain ref N1 with (EPR, FL CH, VNAV, GA) mode engaged.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC or A/T SERVO related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1) and 10 SERVO A/T (FIM 22-00-03/101, Fig. 110, Block 1). If the tests are OK, the system is OK.

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
22 32 98 00	TMC data (list blank data) display blank on EICAS. F/S pointer display on EADI normal.	FIM 22-00-02/101, Fig. 101, Block 1. If no TMC related flight faults are shown, do the MCDP Ground Test 02 TMC (FIM 22-00-03/101, Fig. 103, Block 1). If the test is OK, the system is OK.

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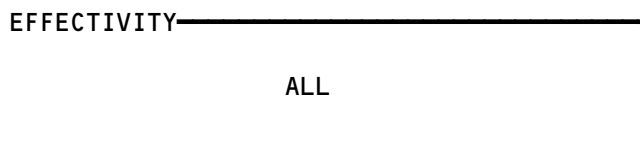
BITE Index

1. General

- A. Use this index to find the BITE procedure for the applicable LRU/System.
- B. The BITE procedure will provide the fault isolation instructions for the fault indications/LRU maintenance messages.

<u>LRU/System Name</u>	<u>Acronym</u>	<u>FIM Reference</u>
Air Data Computer	ADC	34-12
Air Data Inertial Reference Unit	ADIRU	34-26
Air Traffic Control Transponder	ATC	34-53
Airborne Vibration Monitor Signal Conditioner	AVM	77-31
Antiskid/Autobrake Control Unit		32-42
APU Fire Detection System		26-15
Automatic Direction Finder Receiver	ADF	34-57
APU Control Unit	ECU	49-11
Brake Temperature Monitor Unit		32-46
Bus Power Control Unit	BPCU	24-20
Cabin Pressure Controller		21-30
Digital Flight Data Acquisition Unit	DFDAU	31-31
Distance Measuring Equipment Interrogator	DME	34-55
Duct Leak (Wing and Body)		26-18
E/E Cooling Control Card (If cards installed)		21-58
ECS Bleed Configuration Card		36-10
Electronic Engine Control (RR Engines)	EEC	73-21
Electronic Engine Control Monitor Unit (PW Engines)	EECM	71-EPCS Message Index
Electronic Flight Instrument System	EFIS	34-22
Electronic Propulsion Control System (PW Engines)	EPCS	71-EPCS Message Index
Engine Fire/Overheat Detection System		26-11
Engine Indication and Crew Alerting System Computer	EICAS	31-41

Bite Index
Figure 1 (Sheet 1)



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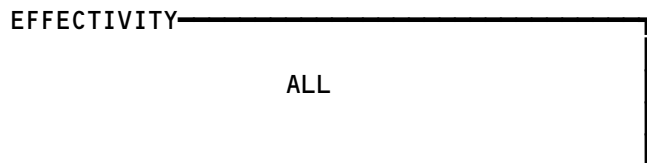


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<u>LRU/System Name</u>	<u>Acronym</u>	<u>FIM Reference</u>
Engine Turbine Cooling Overheat Detection System (RR Engines)		26-13
Enhanced Ground Proximity Warning Computer	EGPWC	34-46
Flap/Slat Accessory Module	FSAM	27-51
Flap/Slat Electronic Unit	FSEU	27-51
Flight Management Computer	FMC	34-61
Fuel Quantity Indicating System Processor	FQIS	28-41
Ground Proximity Warning Computer	GPWC	34-46
HF (High Frequency) Communication		23-11
Inertial Reference Unit	IRU	34-21
Instrument Comparator Unit	ICU	34-25
Instrument Landing System Receiver	ILS	34-31
Lower Cargo Compartment Smoke Detection System		26-16
Maintenance Control Display Panel	MCDP	22-00
PA (Passenger Address) Amplifier		23-31
Pack Standby Temperature Controller		21-51
Pack Temperature Controller		21-51
Passenger Entertainment System	PES	23-34
Power Supply Module (Control System Electronics Units)	PSM	27-09
Propulsion Discrete Interface Unit (PW Engines)	PDIU	73-21
Proximity Switch Electronics Unit	PSEU	32-09
Radio Altimeter Transmitter/Receiver	RA	34-33
Rudder Ratio Changer Module	RRCM	27-09
Spoiler Control Module	SCM	27-09
Stabilizer Position Module	SPM	27-48
Stabilizer Trim/Elevator Asymmetry Limit Module	SAM	27-09
Stall Warning Computer/Module (in Warning Electronic Unit)	SWC	27-32
Strut Overheat Detection System (RR Engines)		26-12

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Figure 1 (Sheet 2)



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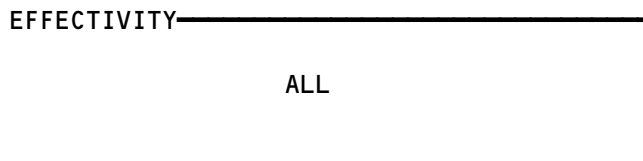


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<u>LRU/System Name</u>	<u>Acronym</u>	<u>FIM Reference</u>
Thrust Management Computer/Autothrottle	TMC	22-00
Traffic Alert and Collision Avoidance Computer	TCAS	34-45
VHF (Very High Frequency) Communication		23-12
VOR/Marker Beacon Receiver	VOR/MKR	34-51
Warning Electronic Unit BITE Module (Stall Warning)	WEU	27-32
Weather Radar Transceiver	WXR	34-43
Wheel Well Fire Detection		26-17
Window Heat Control Unit	WHCU	30-41
Yaw Damper Module	YDM	22-21
Yaw Damper/Stabilizer Trim Module	YSM	27-09
Zone Temperature Controller		21-60

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Figure 1 (Sheet 3)



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**AUTOFLIGHT FLIGHT
FAULTS BITE
PROCEDURE**

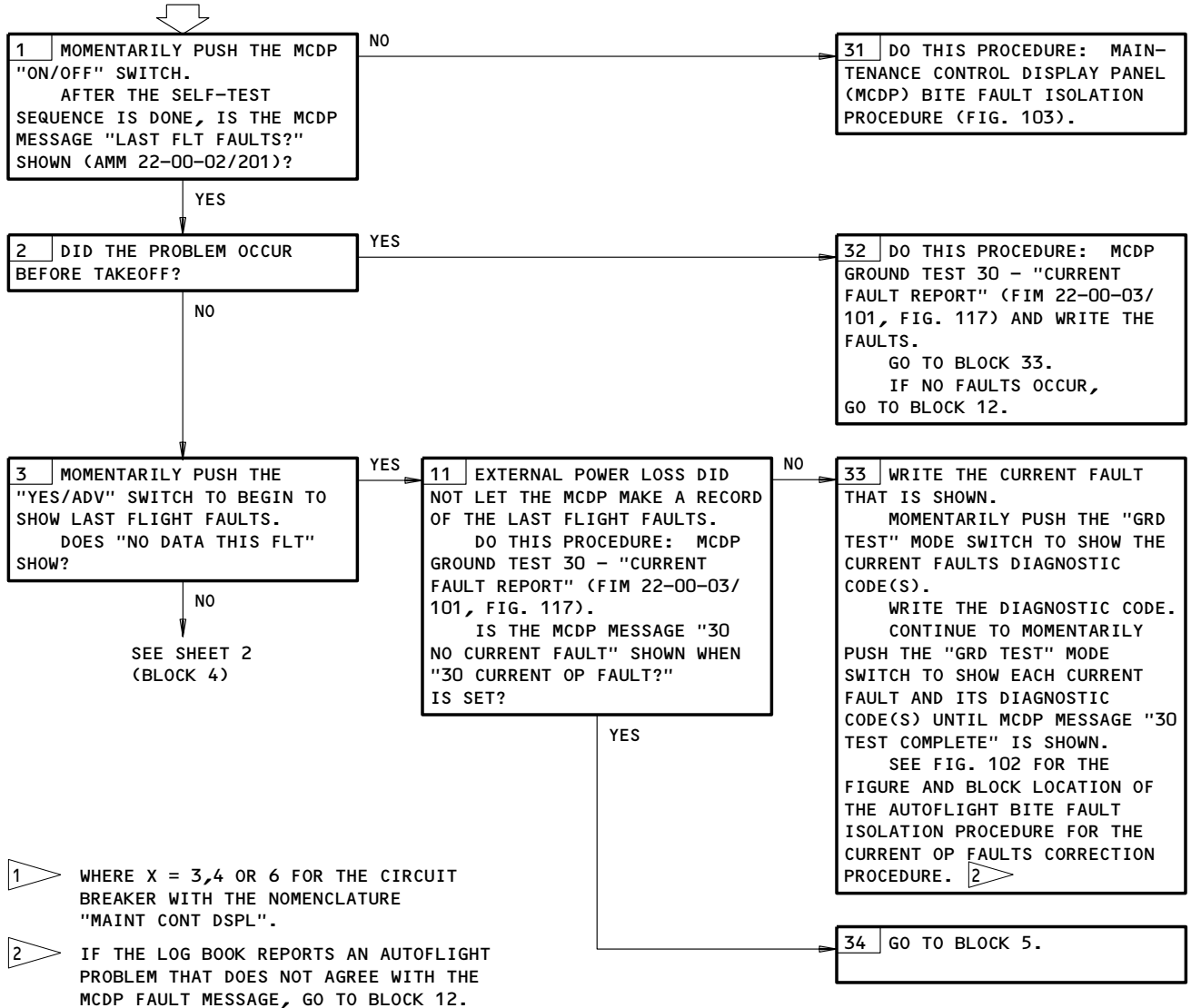
PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
(AMM 31-41-00/201)(WHEN USING REMOTE MCDP CONTROL
PANEL)

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:

1 ▷ 11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)



1 ▷ WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

2 ▷ IF THE LOG BOOK REPORTS AN AUTOFLIGHT PROBLEM THAT DOES NOT AGREE WITH THE MCDP FAULT MESSAGE, GO TO BLOCK 12.

Autoflight Flight Faults BITE Procedure
Figure 101 (Sheet 1)

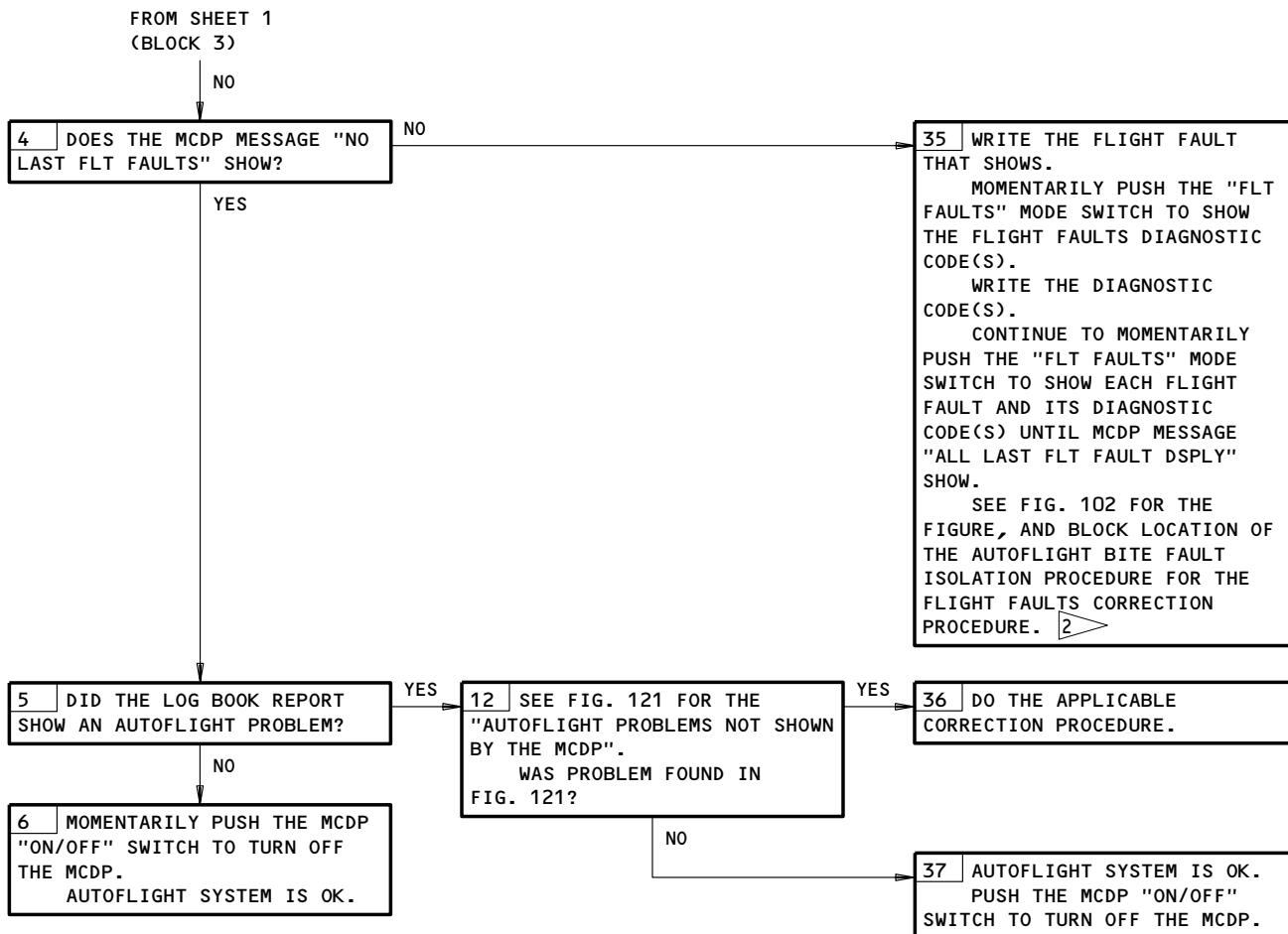
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Autoflight Flight Faults BITE Procedure
Figure 101 (Sheet 2)

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MCDP FAULT MESSAGE	FIG./BLOCK	MCDP FAULT MESSAGE	FIG./BLOCK	MCDP FAULT MESSAGE	FIG./BLOCK
ADC L, ADC R	105-1	COWL AI L/TMC	107-5	FEEL POS/FCC L,	110-5
ADC L/FCC L,	105-2	COWL AI R/TMC		FEEL POS/FCC C,	
ADC L/FCC C				FEEL POS/FCC R	
ADC L/FMC L } 1		DME L, DME R	108-1	FEEL POS/FCC L-R,	110-6
ADC L/FMC R } 1		DME L/FMC L } 1		FEEL POS/FCC L-C,	
ADC R/FCC R	105-4	DME L/FMC R } 1		FEEL POS/FCC R-C	
ADC R/FMC L } 1		DME R/FMC L } 1			
ADC R/FMC R } 1		DME R/FMC R } 1		FLAP POS L,	110-7
ADC L/TMC	105-2			FLAP POS C,	
ADC R/TMC	105-4	ECS L H/L/TMC	109-1	FLAP POS R	
ADC SYST L	105-6	ECS R H/L/TMC		FLAP POS L-R CH	110-8
ADC SYST R		ECS L/TMC	109-2	FLAP POS L-C CH	
ADC/IRU L	105-7	ECS R/TMC		FLAP POS R-C CH	
ADC/IRU C				FLAP POS/FCC L,	110-9
ADC/IRU R		EEC L, EEC R	109-3	FLAP POS/FCC L,	
ADC L-R CH	105-8	EEC L/TMC	109-4	FLAP POS/FCC C,	
		EEC R/TMC		FLAP POS/FCC R	
AIL SRVO/FCC L,	105-9			FLAP POS/TMC	110-9
AIL SRVO/FCC C,		EFIS PNL/FMC L } 1		FMC L, FMC R	110-10
AIL SRVO/FCC R		EFIS PNL/FMC R } 1		FMC L/FCC L,	110-11
AIL SRVO/FCC L-R,	105-10	EICAS L, EICAS R	109-7	FMC L/FCC C	
AIL SRVO/FCC L-C,		EICAS L/TMC	109-8	FMC R/FCC R	110-12
AIL SRVO/FCC R-C		EICAS R/TMC		FMC L/TMC,	110-13
		EICAS L/FMC L } 1		FMC R/TMC	110-14
A/G 1/TMC	105-11	EICAS R/FMC R } 1		FMC L/FMC R } 1	
A/P DISC/FCC L,	105-12			FMC R/FMC L } 1	
A/P DISC/FCC C,		ELEV SRVO/FCC L,	109-9	FMC NCD	110-16
A/P DISC/FCC R,		ELEV SRVO/FCC C,			
A/T DISC SW/TMC	105-13	ELEV SRVO/FCC R		FUEL QTY	110-18
A/T SRVO 1/TMC	105-14	ELEV SRV/FCC L-R	109-10	FUEL QTY/FMC L } 1	
		ELEV SRV/FCC R-C		FUEL QTY/FMC R } 1	
BUS ISLN/FCC L,	106-1	EXCESS WHEEL IN	109-11		
BUS ISLN/FCC C,		FCC L, FCC C, FCC R	110-1	GA SW/FCC L,	111-1
BUS ISLN/FCC R		FCC L/CONFIG ERR,	110-2	GA SW/FCC C,	
		FCC C/CONFIG ERR,		GA SW/FCC R	
CDU L, CDU R	107-1	FCC R/CONFIG ERR		GA SW/TMC	111-1
CDU L/FMC L } 1				GPS L, GPS R	111-2
CDU L/FMC R } 1		FCC L-R CH,	110-3	GPS L/FMC L,	111-3
CDU R/FMC L } 1		FCC L-C CH		GPS L/FMC R	
CDU R/FMC R } 1		FCC R-C CH		GPS R/FMC L,	111-4
		FCC L/FCC C,	110-4	GPS R/FMC R	
CLOCK L	107-2	FCC L/FCC R		GPS L RF IN	111-5
CLOCK R		FCC C/FCC L,		GPS R RF IN	111-6
CLOCK/FMC L } 1		FCC C/FCC R			
CLOCK/FMC R } 1		FCC R/FCC L,		HYD PWR L,	112-1
		FCC R/FCC C		HYD PWR C,	
				HYD PWR R	

1 REFER TO FIG. 102A FOR THE FAULT ISOLATION PROCEDURE FOR THE FMC FLIGHT FAULT.

Autoflight Flight Faults BITE Fault Isolation Procedure Reference
Figure 102 (Sheet 1)

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MCDP FAULT MESSAGE	FIG.-BLOCK	MCDP FAULT MESSAGE	FIG.-BLOCK	MCDP FAULT MESSAGE	FIG.-BLOCK
ILS BEAM ERR	113-1	MCP	114-2	SHELF/FCC L,	116-3
ILS L, ILS C, ILS R	113-2	MCP/FCC L,	114-3	SHELF/FCC C,	
ILS L-C CH,	113-3	MCP/FCC C,		SHELF/FCC R	
ILS L-R CH		MCP/FCC R	114-4	SHELF/TMC	116-4
ILS R-C CH		MCP/FMC L	114-3		
ILS/FCC C, ILS/FCC L,	113-4	MCP/FMC R	114-4	SOV L/TMC	116-5
ILS/FCC R		MCP/TMC	114-3	SOV R/TMC	
ILS/FMC L } 1		MODE ERR	114-5		
ILS/FMC R }				SPD BK POS/FCC L,	116-6
ILS G/S L NCD,	113-5,6		REF	SPD BK POS/FCC C,	
ILS G/S C NCD,		NO DATA THIS FLT	FIG. 101	SPD BK POS/FCC R	
ILS G/S R NCD		NO INFC FCC L MCDP			
ILS LOC L NCD,	113-5,7	NO INFC FCC C MCDP	} REF FIG. 103	STAB POS L,	116-7
ILS LOC C NCD,		NO INFC FCC R MCDP		STAB POS C,	
ILS LOC R NCD		NO INFC FMC L MCDP		STAB POS R	
ILS CP/ILS L	113-8	NO INFC FMC R MCDP		STAB POS L-R CH,	116-8
ILS CP/ILS C		NO INFC TMC MCDP		STAB POS L-C CH,	
ILS CP/ILS R				STAB POS R-C CH	
IRU L, IRU C, IRU R	113-9	PLA POS L/TMC,	114A-1	STAB POS/FCC L,	116-9
IRU L-R CH,	113-10	PLA POS R/TMC		STAB POS/FCC C,	
IRU L-C CH,				STAB POS/FCC R	
IRU R-C CH		RA L, RA C, RA R	115-1	STAB L/FCC L,	116-10
IRU L EXCESS MOT	113-11	RA L-R CH,	115-2	STAB L/FCC C	
IRU C EXCESS MOT		RA L-C CH		STAB R/FCC R,	
IRU R EXCESS MOT		RA R-C CH		STAB R/FCC C	
IRU L NO INIT,	113-12	RA/FCC L,	115-3		
IRU C NO INIT,		RA/FCC C,		TMC	117-1
IRU R NO INIT		RA/FCC R		TMC/FMC L	117-2
IRU L REALIGN,	113-13	REV-THR/TMC	115-4	TMC/FMC R	
IRU C REALIGN,				TMC DATA IN NCD	117-4
IRU R REALIGN				TMSP/TMC	117-3
IRU L/FCC L,	113-14	RUD SRVO L,	115-5		
IRU C/FCC C,		RUD SRVO C,		VOR L, VOR R	118-1
IRU R/FCC R		RUD SRVO R		VOR L/FMC L	
IRU L/TMC,	113-14	RUD SRVO/FCC L,	115-6	VOR L/FMC R	} 1
IRU R/TMC		RUD SRVO/FCC C,		VOR R/FMC L	
IRU L/FMC L		RUD SRVO/FCC R		VOR R/FMC R	
IRU L/FMC R		RUD SRVO/FCC L-R,	115-7		
IRU C/FMC L		RUD SRVO/FCC L-C,		WG A/I/TMC	119-1
IRU C/FMC R		RUD SRVO/FCC R-C			
IRU R/FMC L					
IRU R/FMC R		SAM L/FCC L,	116-1		
		SAM L/FCC C			
		SAM R/FCC R,			
		SAM R/FCC C			
ISLN VLV L/TMC	113-15				
MAG-TRUE/FCC L,	114-1	SERVO PWR/FCC L,	116-2		
MAG-TRUE/FCC C,		SERVO PWR/FCC C,			
MAG-TRUE/FCC R		SERVO PWR/FCC R			

Autoflight Flight Faults BITE Fault Isolation Procedure Reference
Figure 102 (Sheet 2)

EFFECTIVITY

ALL

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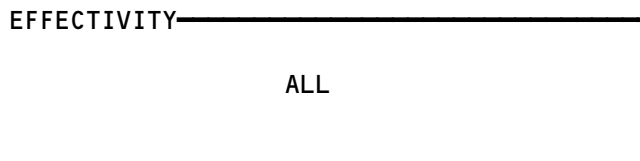
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 FAULT ISOLATION/MAINT MANUAL

MCDP FAULT MESSAGE	FIG. 120 SHT - BLOCK
ADC L/FMC L	1 - 1
ADC L/FMC R	1 - 1
ADC R/FMC L	2 - 2
ADC R/FMC R	2 - 2
CDU L/FMC L	3 - 3
CDU L/FMC R	3 - 4
CDU R/FMC L	3 - 5
CDU R/FMC R	3 - 6
CLOCK/FMC L	4 - 7
CLOCK/FMC R	4 - 8
DME L/FMC L	5 - 9
DME L/FMC R	5 - 9
DME R/FMC L	5 - 10
DME R/FMC R	5 - 10
EFIS PNL/FMC L	6 - 11
EFIS PNL/FMC R	6 - 11
EICAS L/FMC L	6 - 12
EICAS R/FMC R	6 - 12
FMC L/FMC R	7 - 13
FMC R/FMC L	7 - 14
FUEL QTY/FMC L	8 - 15
FUEL QTY/FMC R	9 - 16
ILS/FMC L	9 - 17
ILS/FMC R	9 - 17
IRU L/FMC L	10 - 18
IRU L/FMC R	10 - 18
IRU C/FMC L	11 - 19
IRU C/FMC R	11 - 19
IRU R/FMC L	12 - 20
IRU R/FMC R	12 - 20
VOR L/FMC L	13 - 21
VOR L/FMC R	13 - 21
VOR R/FMC L	13 - 22
VOR R/FMC R	13 - 22

Autoflight Flight Faults BITE Fault Isolation Procedure -
 FMC Configuration Reference
 Figure 102A



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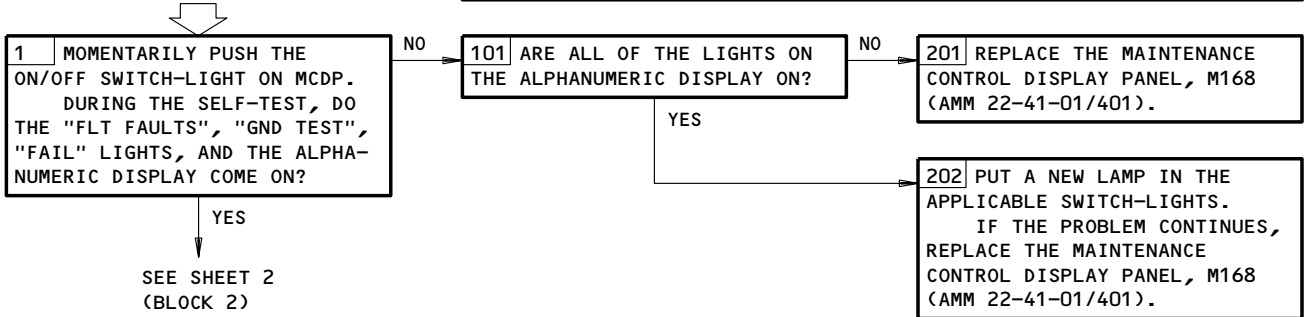
**MAINTENANCE CONTROL
DISPLAY PANEL (MCDP)
BITE FAULT ISOLATION
PROCEDURE**

PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:
 AIR/GROUND RELAYS (AMM 32-09-02/201)
 FLIGHT MANAGEMENT SYSTEM (AMM 34-61-00/501)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
 11E16,11E17,11E18,11E20,11E21,11E34,11E35,11E36,
 11F14,11F15,11F16; 1 11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 ELECTRICAL POWER IS ON (AMM 24-22-00/201)



NOTE: YOU MUST GO OUT OF THE MCDP GRD TEST MODE AND THEN GO BACK INTO IT AFTER FAILURES SHOWN DURING A GROUND TEST ARE CORRECTED. PUSH THE "FLT FAULTS MODE" SWITCH TO GO OUT OF GRD TEST MODE. PUSH THE "GRD TEST MODE" SWITCH TO GO BACK INTO THE GRD TEST MODE. IF THIS IS NOT DONE, THE FAILURE MESSAGE WILL SHOW ALTHOUGH THE FAILURE WAS CORRECTED.

NOTE: THE BITE DOES A TEST OF THIS SYSTEM COMPONENT:

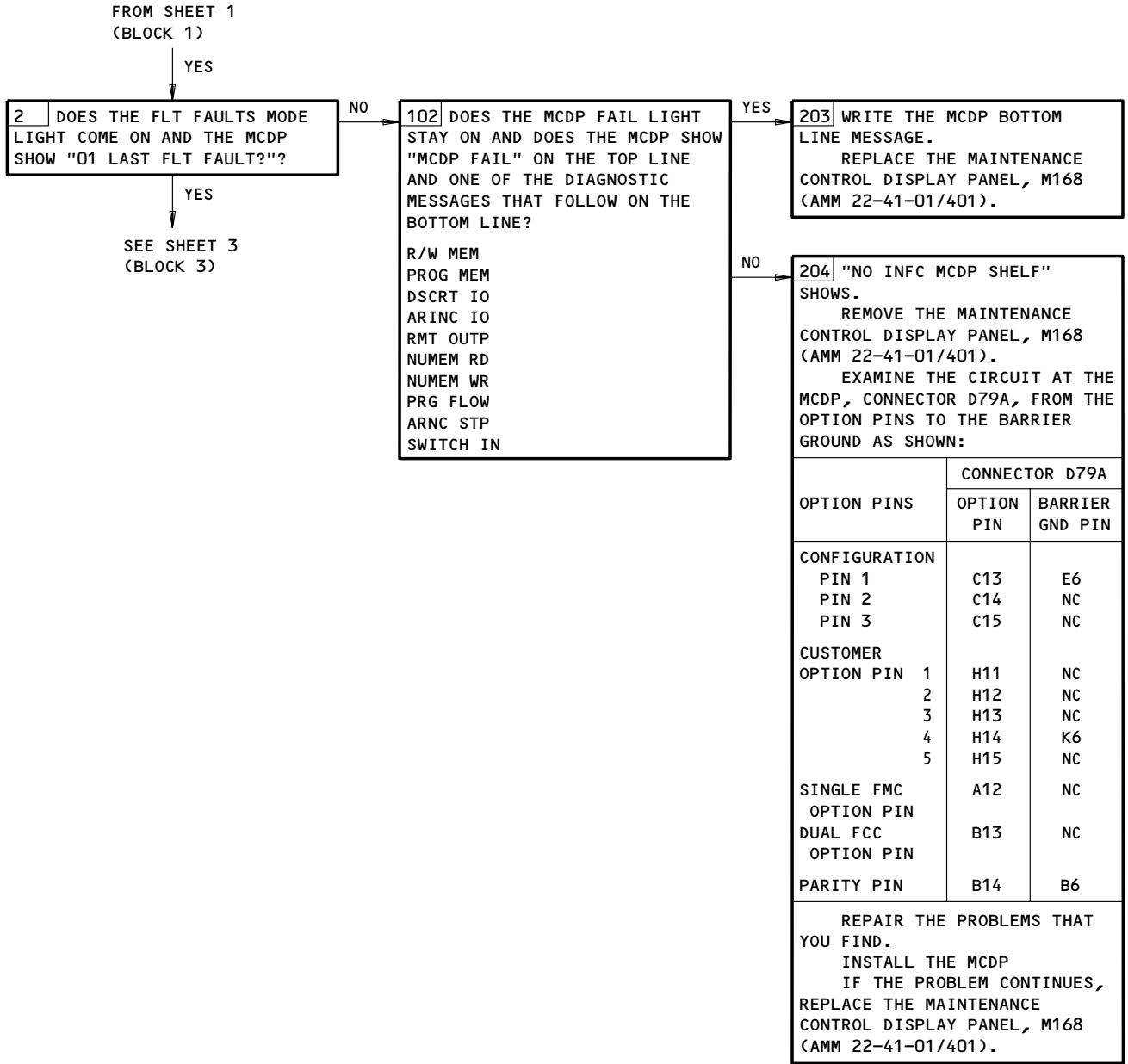
- THE MCDP.

1 WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

Maintenance Control Display Panel (MCDP) BITE Fault Isolation Procedure
Figure 103 (Sheet 1)

EFFECTIVITY	ALL
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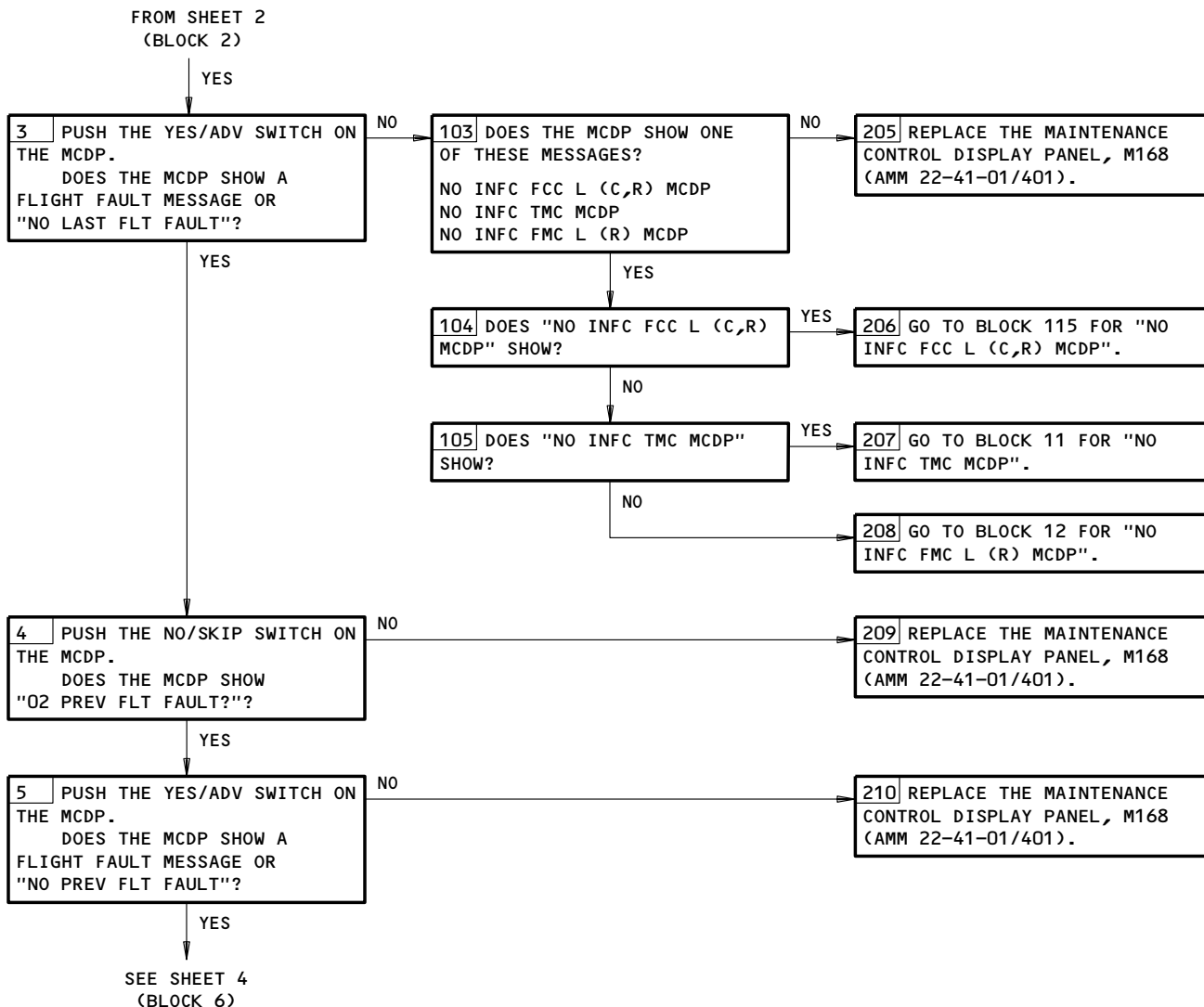
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Maintenance Control Display Panel (MCDP) BITE Fault Isolation Procedure
Figure 103 (Sheet 2)

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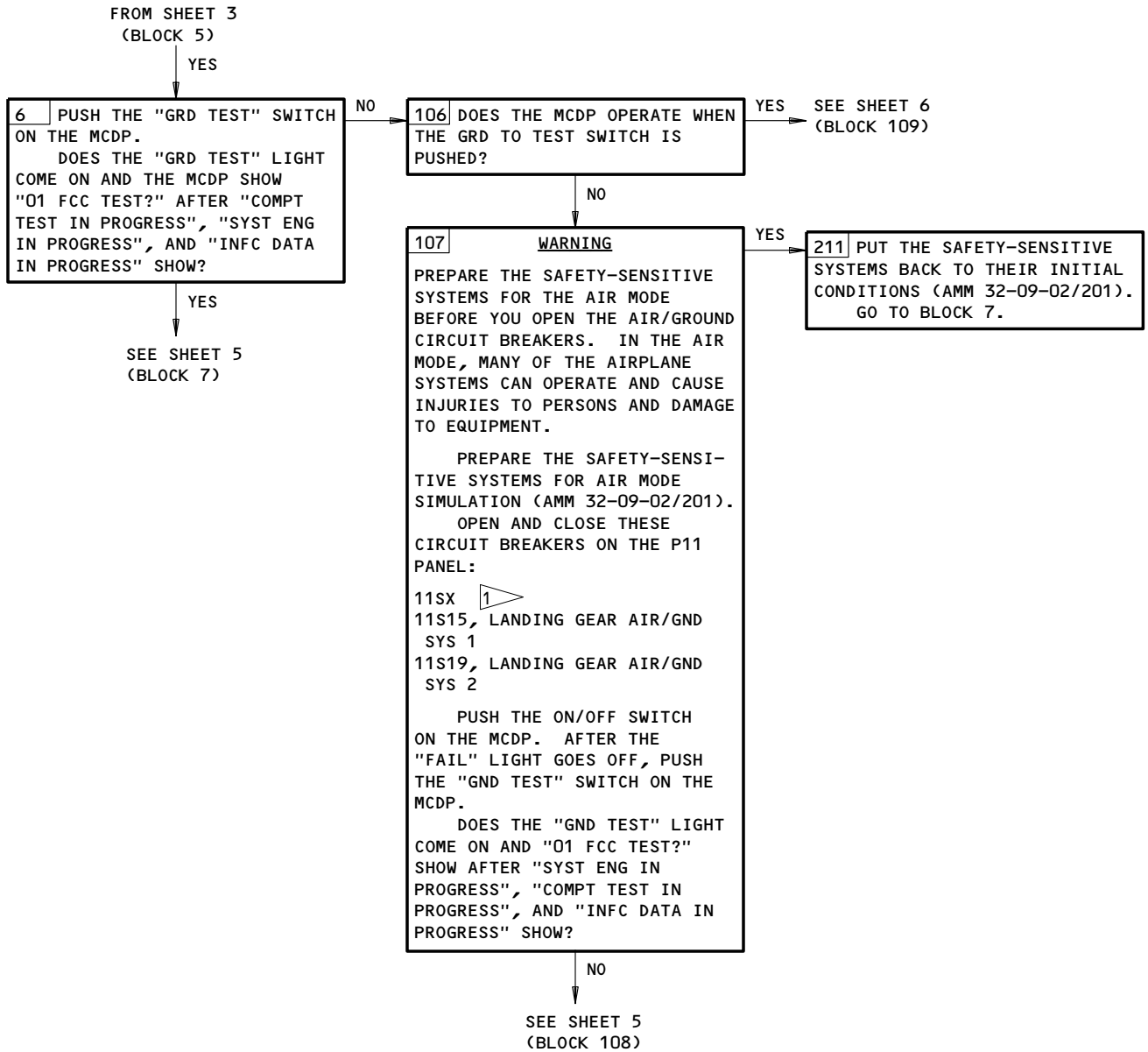


Maintenance Control Display Panel (MCDP) BITE Fault Isolation Procedure
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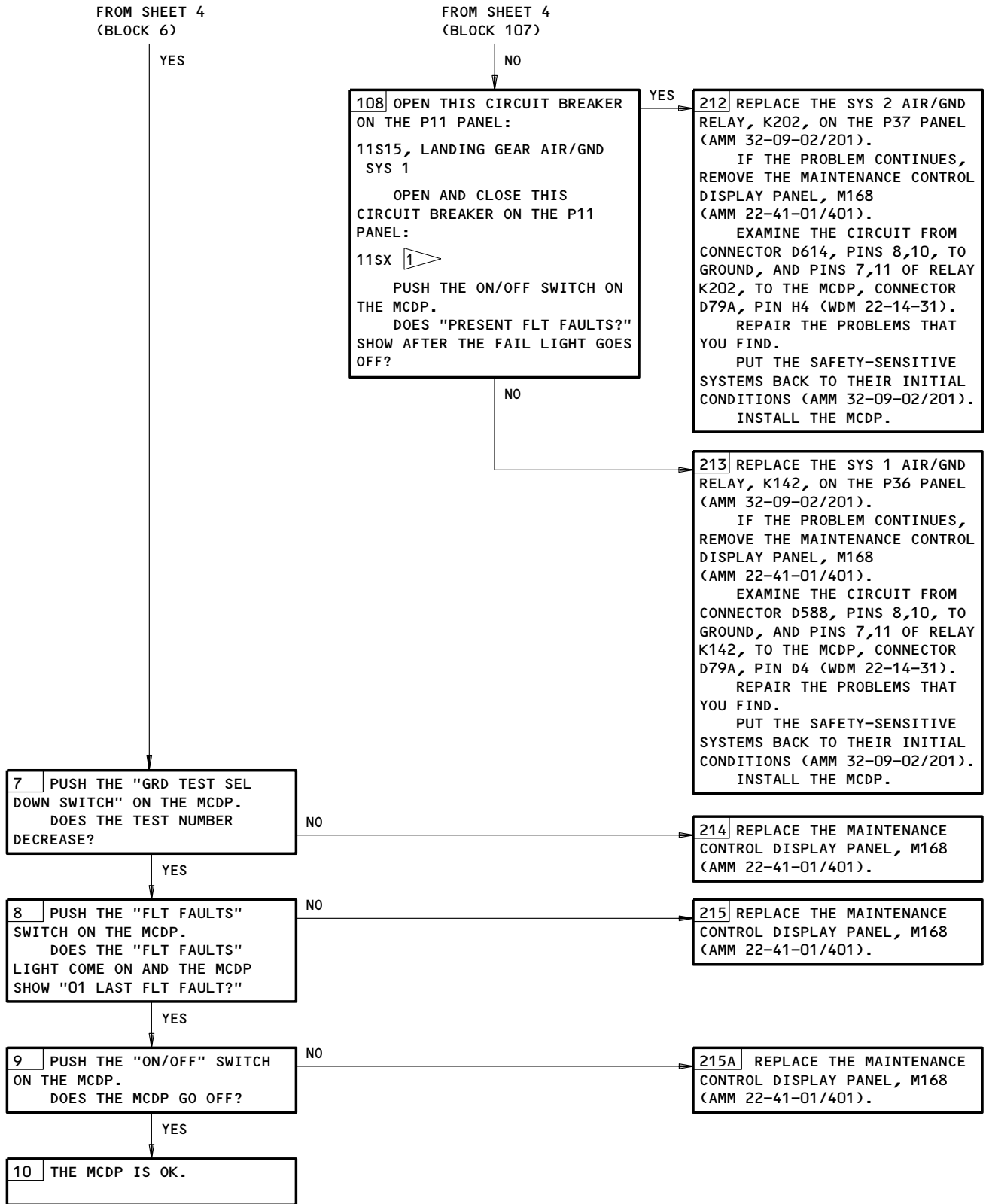


Maintenance Control Display Panel (MCDP) BITE Fault Isolation Procedure
 Figure 103 (Sheet 4)

EFFECTIVITY	ALL
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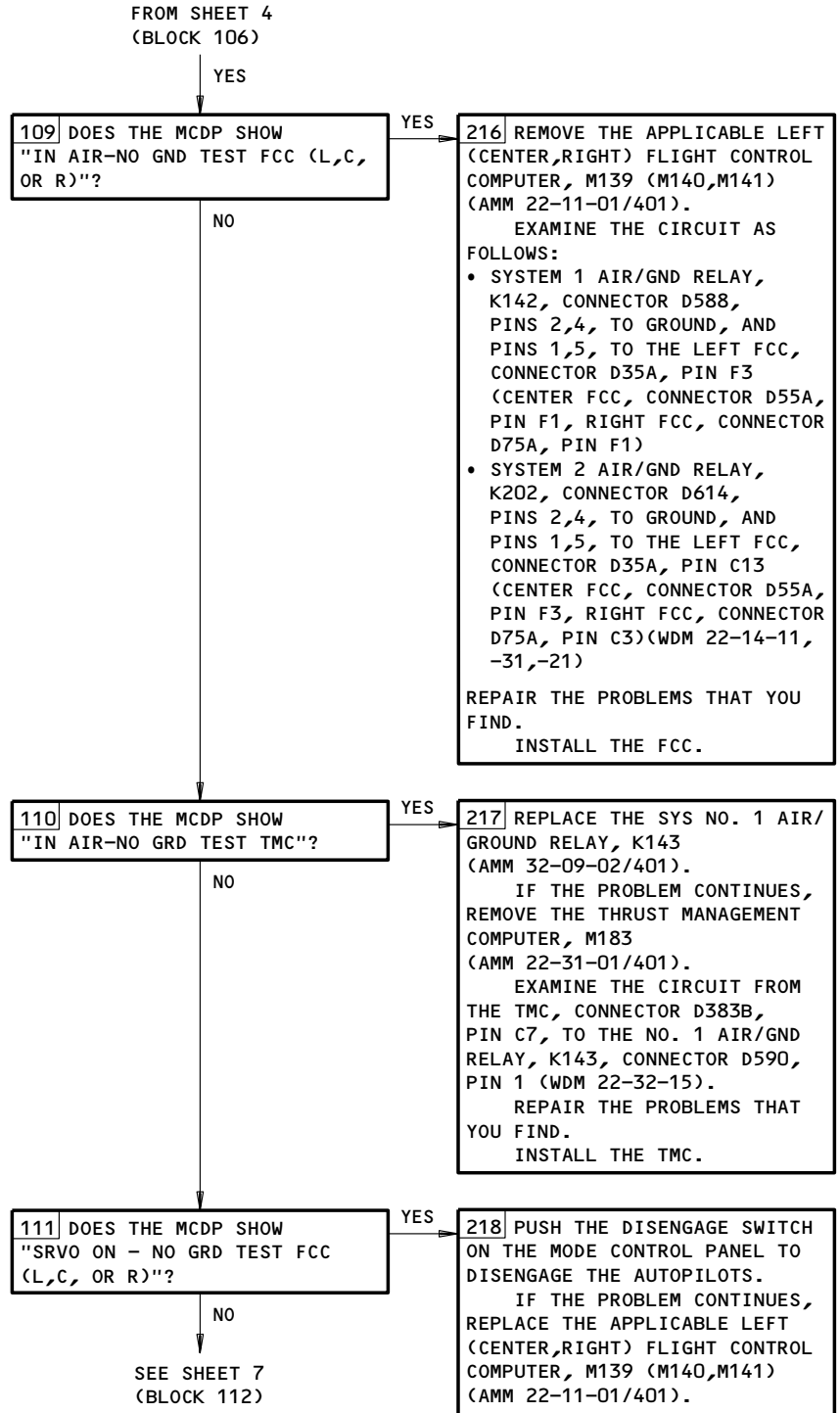
Maintenance Control Display Panel (MCDP) BITE Fault Isolation Procedure
Figure 103 (Sheet 5)

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FAULT ISOLATION/MAINT MANUAL



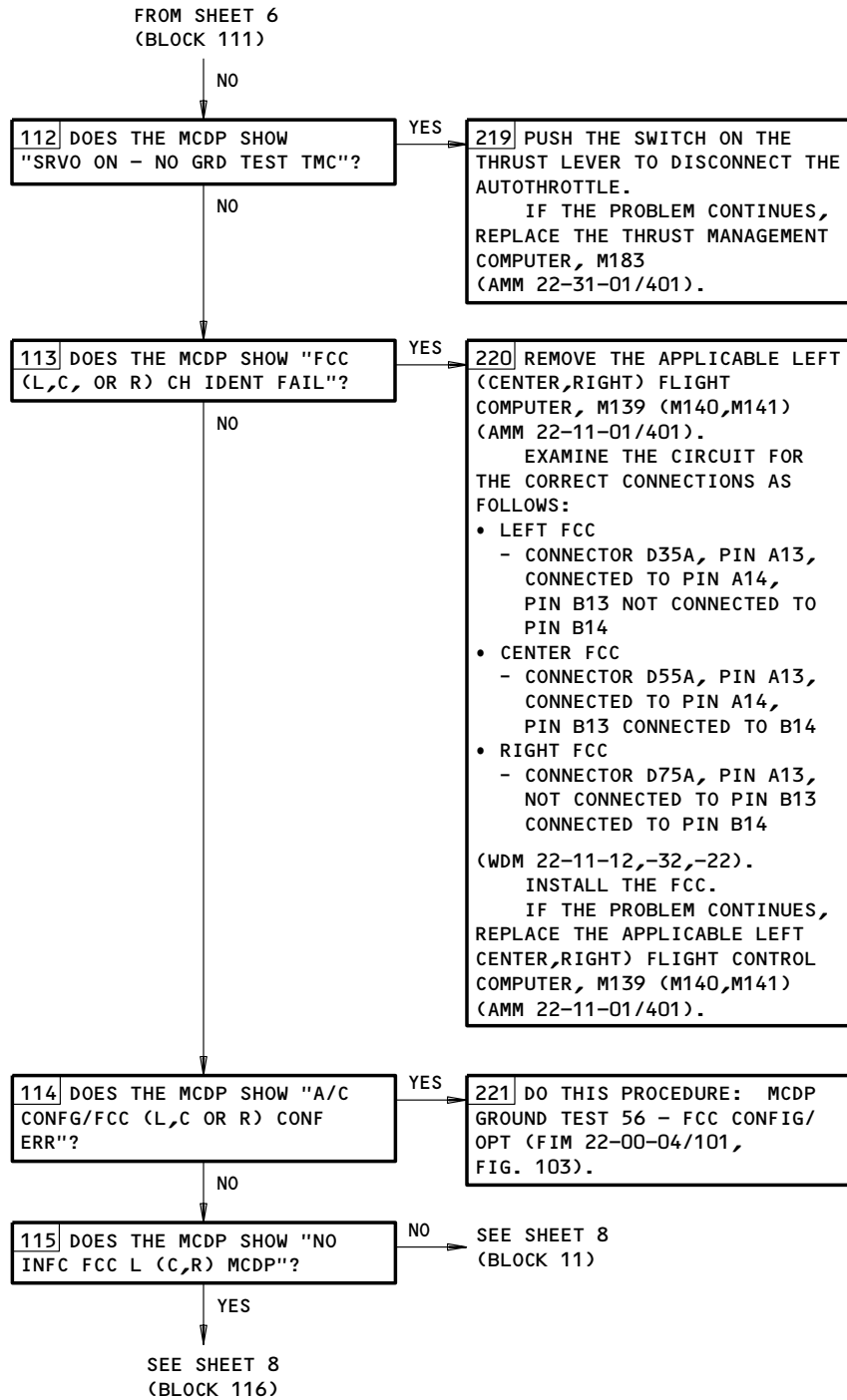
Maintenance Control Display Panel (MCDP) BITE Fault Isolation Procedure
Figure 103 (Sheet 6)

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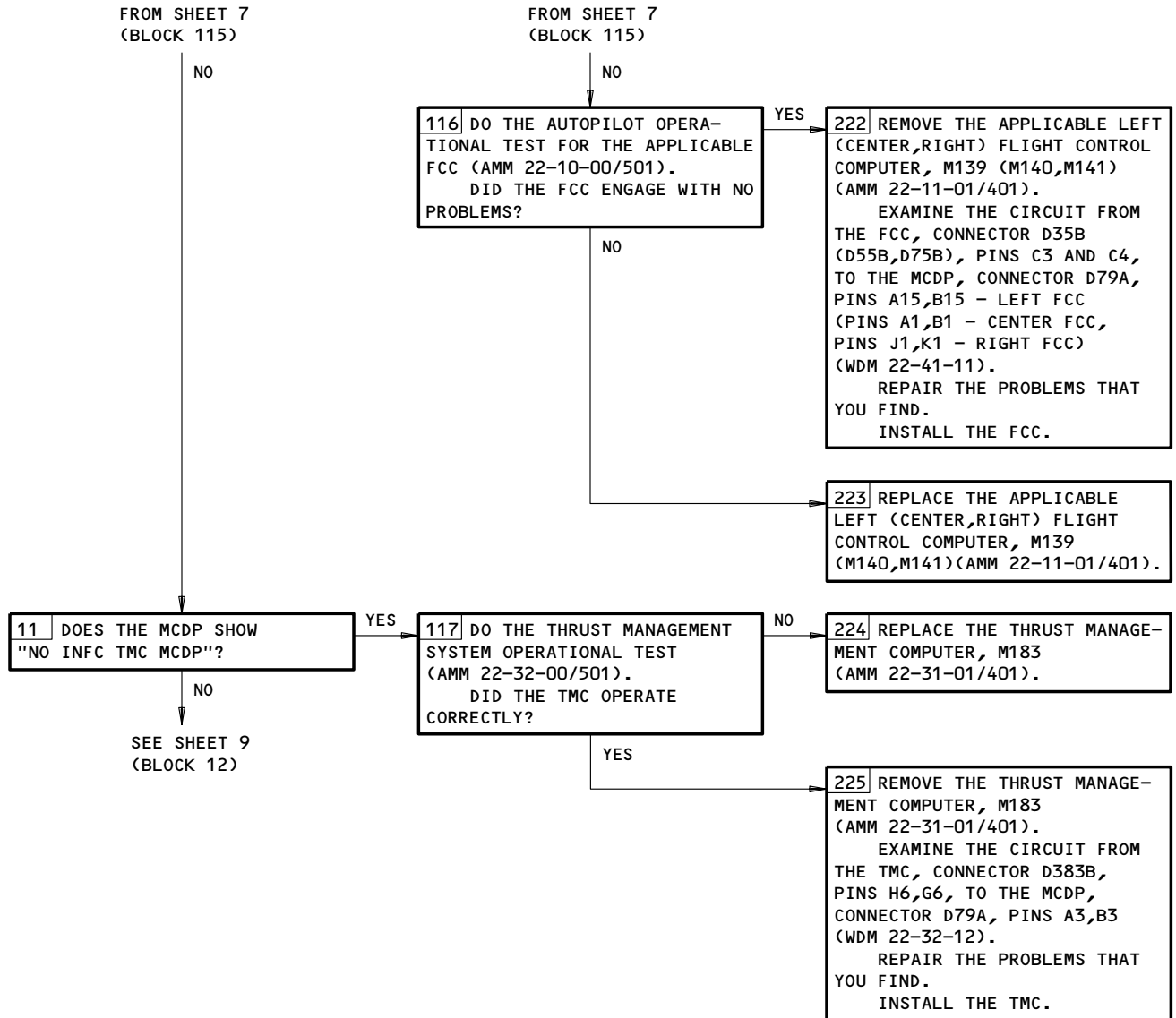
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Maintenance Control Display Panel (MCDP) BITE Fault Isolation Procedure
Figure 103 (Sheet 7)

EFFECTIVITY	ALL
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Maintenance Control Display Panel (MCDP) BITE Fault Isolation Procedure
Figure 103 (Sheet 8)

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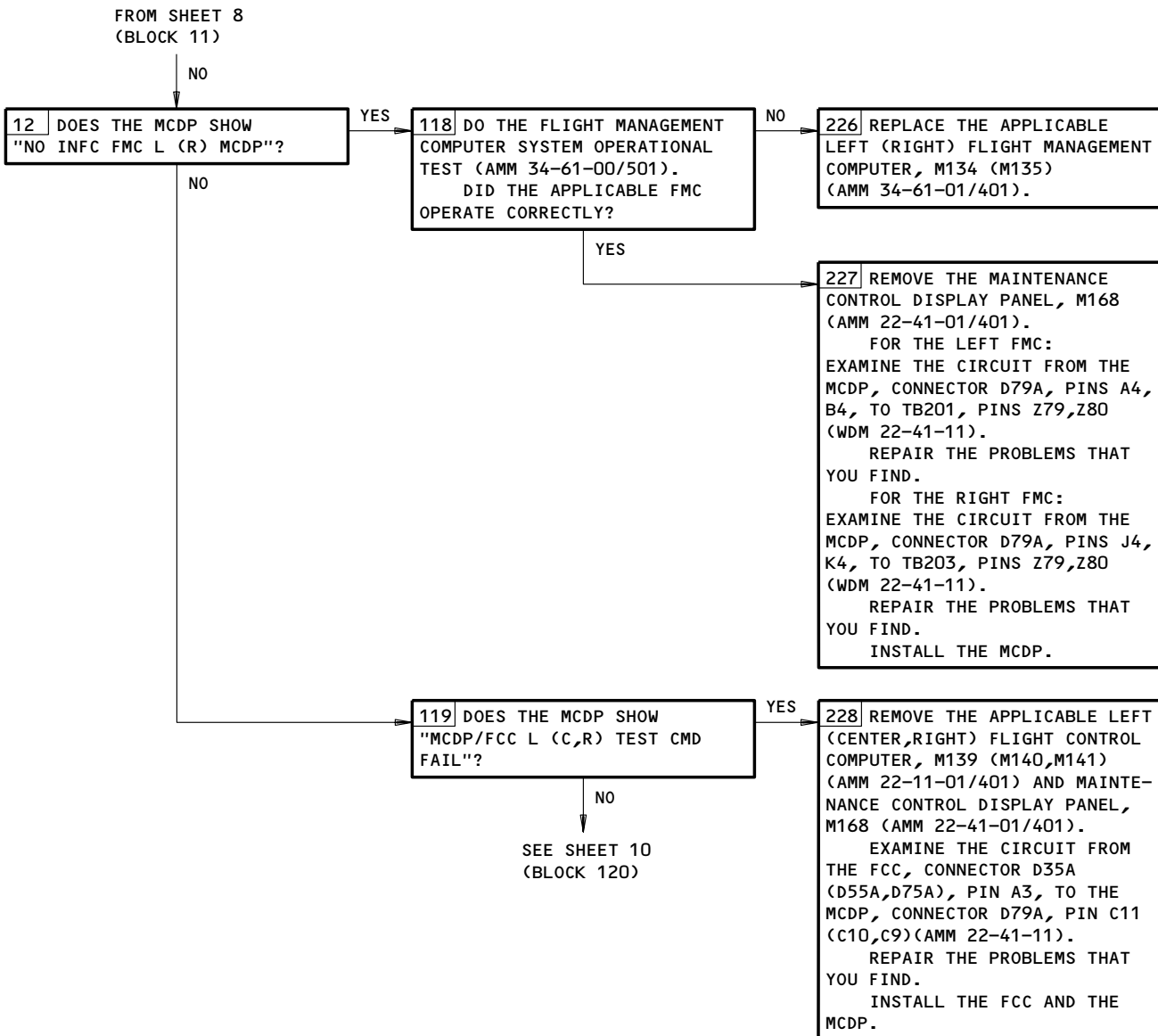
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Maintenance Control Display Panel (MCDP) BITE Fault Isolation Procedure
Figure 103 (Sheet 9)

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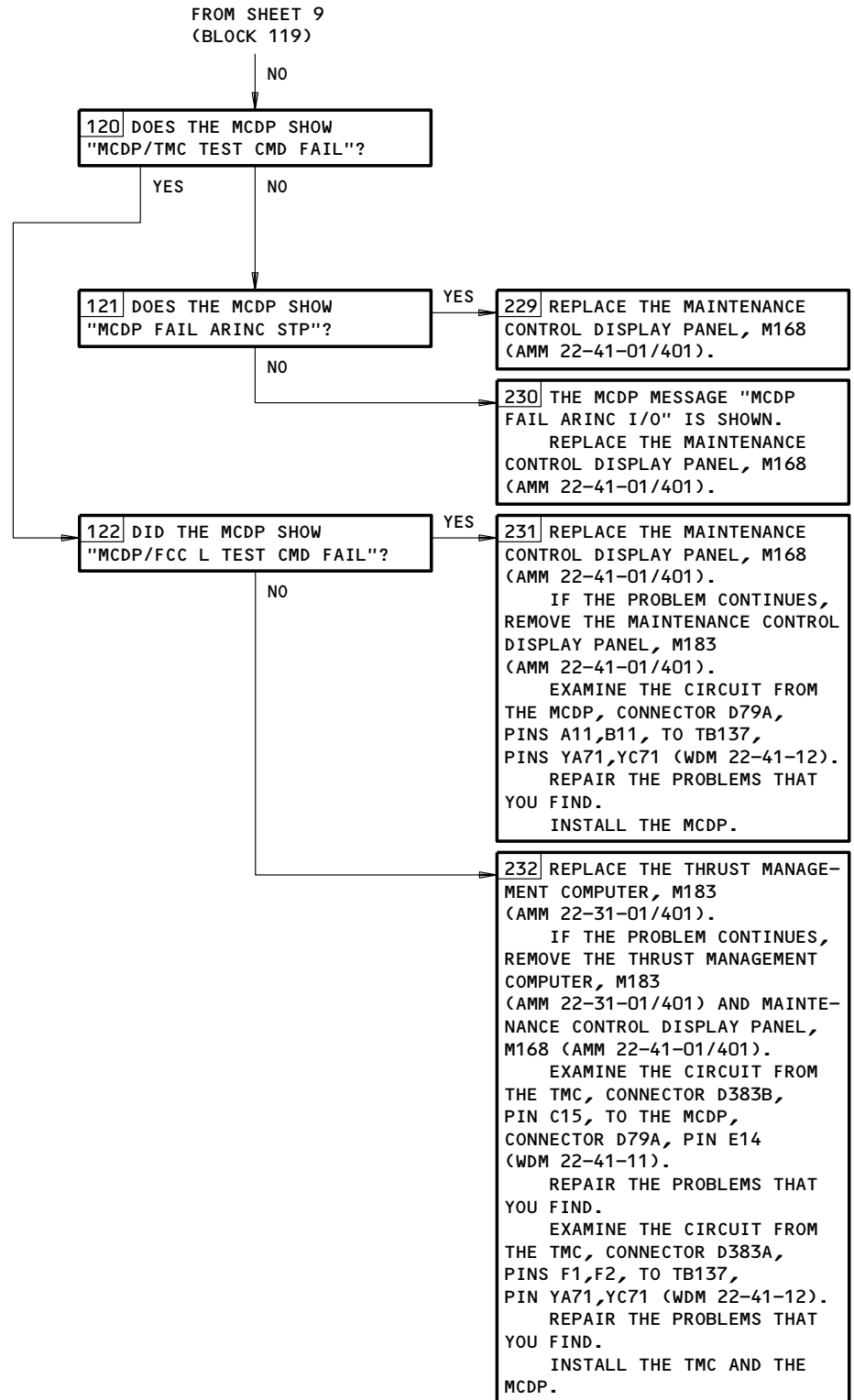
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FAULT ISOLATION/MAINT MANUAL



Maintenance Control Display Panel (MCDP) BITE Fault Isolation Procedure
Figure 103 (Sheet 10)

EFFECTIVITY	ALL
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**REMOTE MAINTENANCE
 CONTROL DISPLAY
 PANEL FAULT ISOLA-
 TION PROCEDURE**

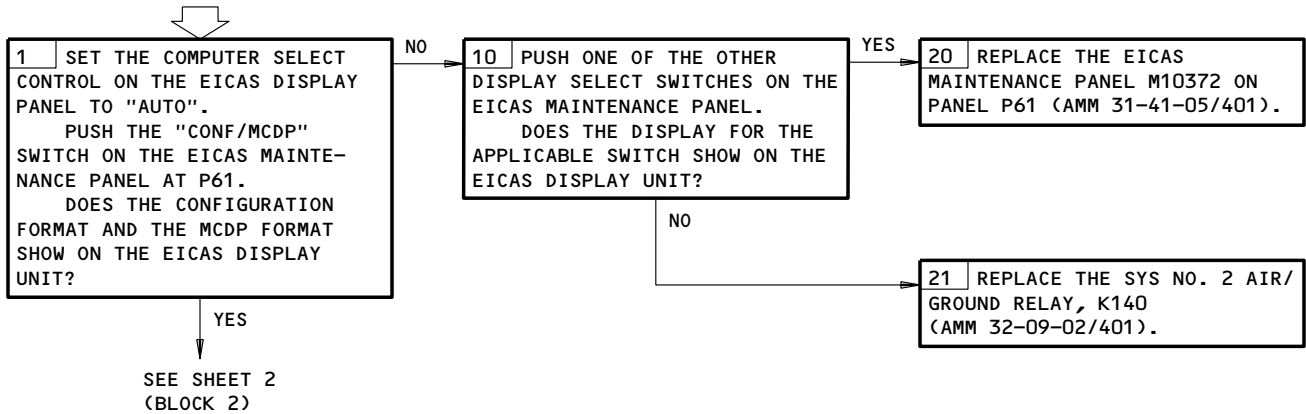
PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:
 ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
 (AMM 31-41-00/501)
 AIR/GROUND RELAYS (AMM 32-09-02/401)

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
 1 ▷ 11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 ELECTRICAL POWER IS ON (AMM 24-22-00/201)

NOTE: MCDP OPERATION MUST BE OK.

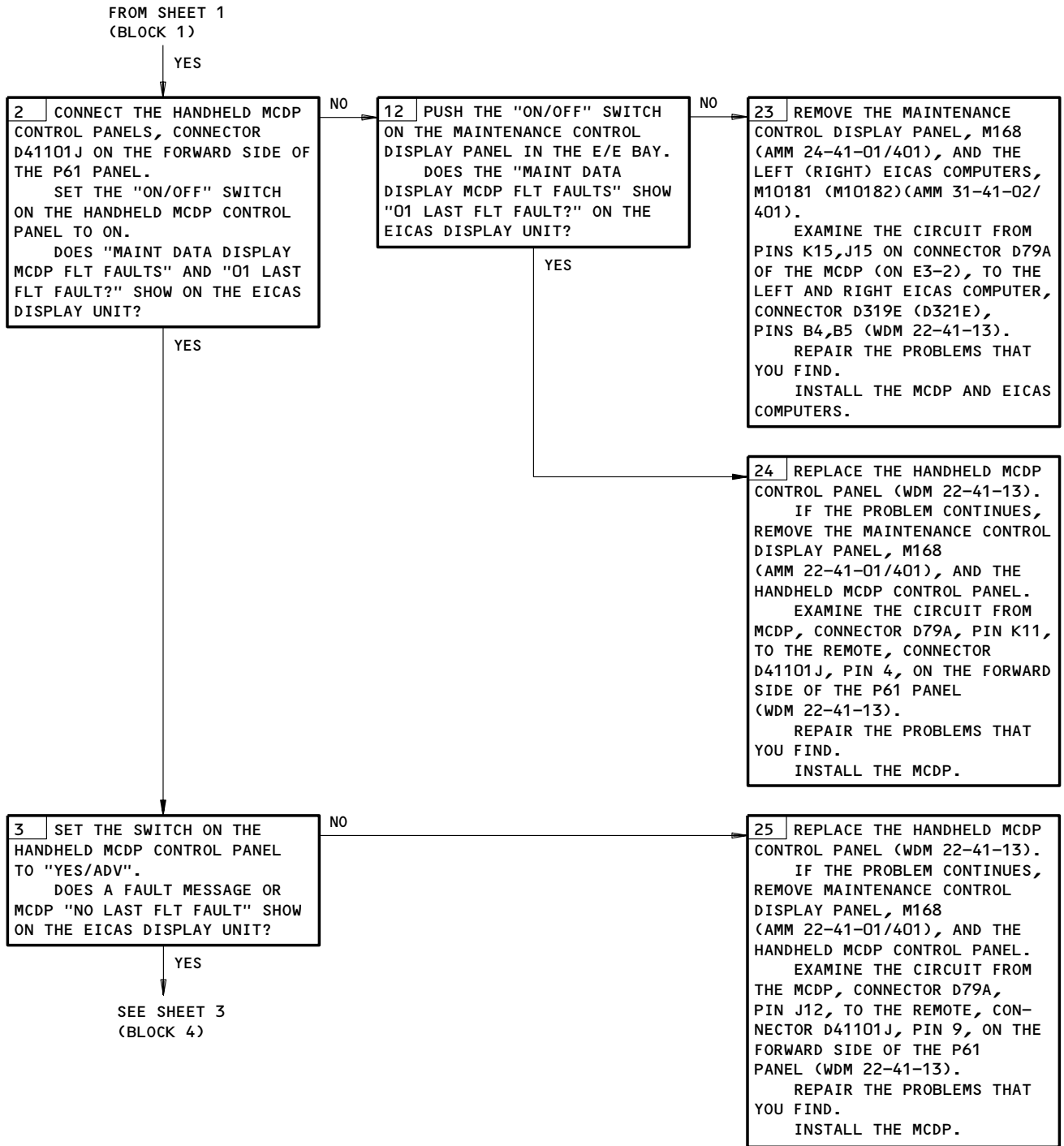


1 ▷ WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

Remote Maintenance Control Display Panel Fault Isolation Procedure
 Figure 103A (Sheet 1)

EFFECTIVITY	ALL
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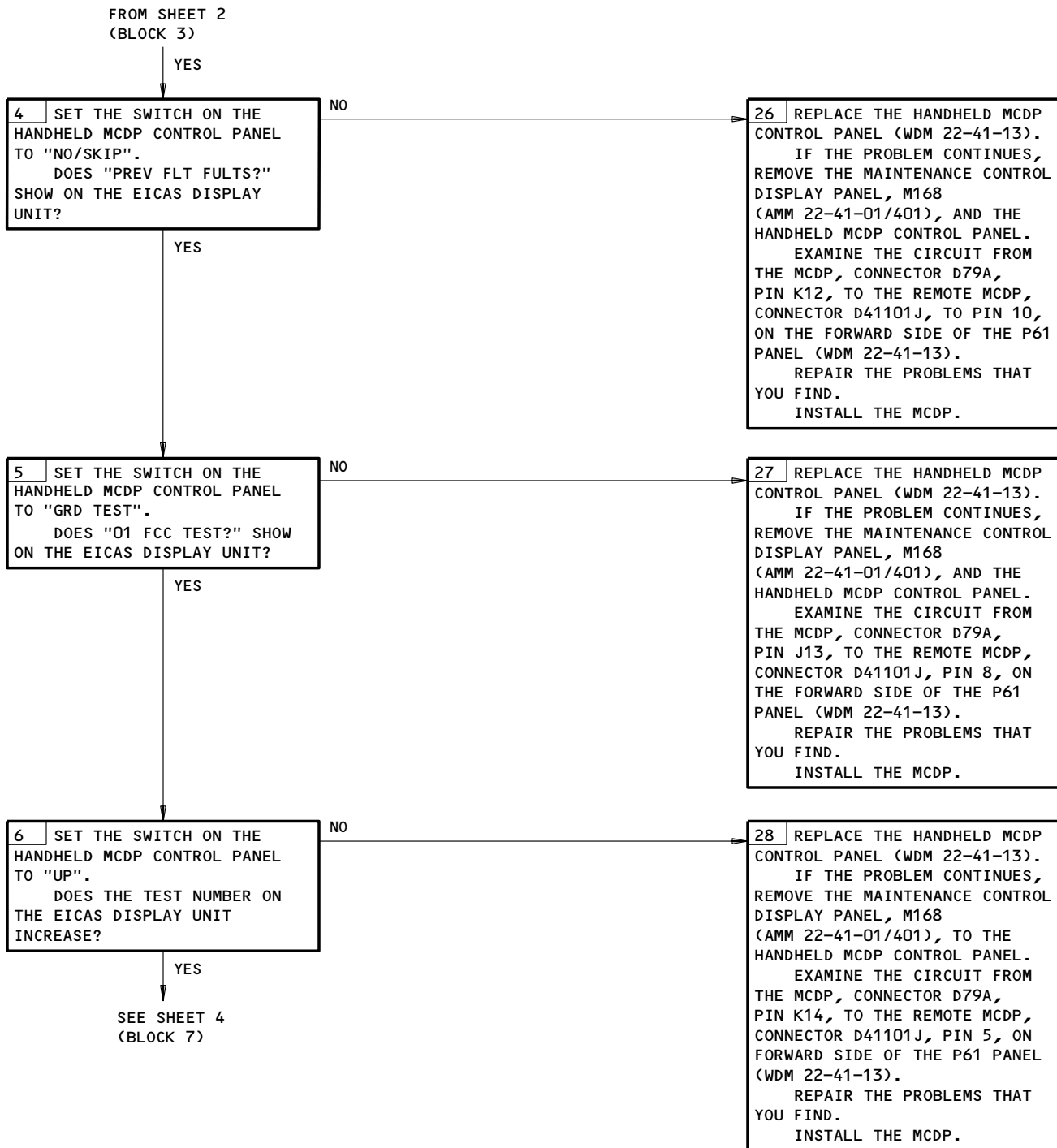
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Remote Maintenance Control Display Panel Fault Isolation Procedure
Figure 103A (Sheet 2)

EFFECTIVITY	ALL
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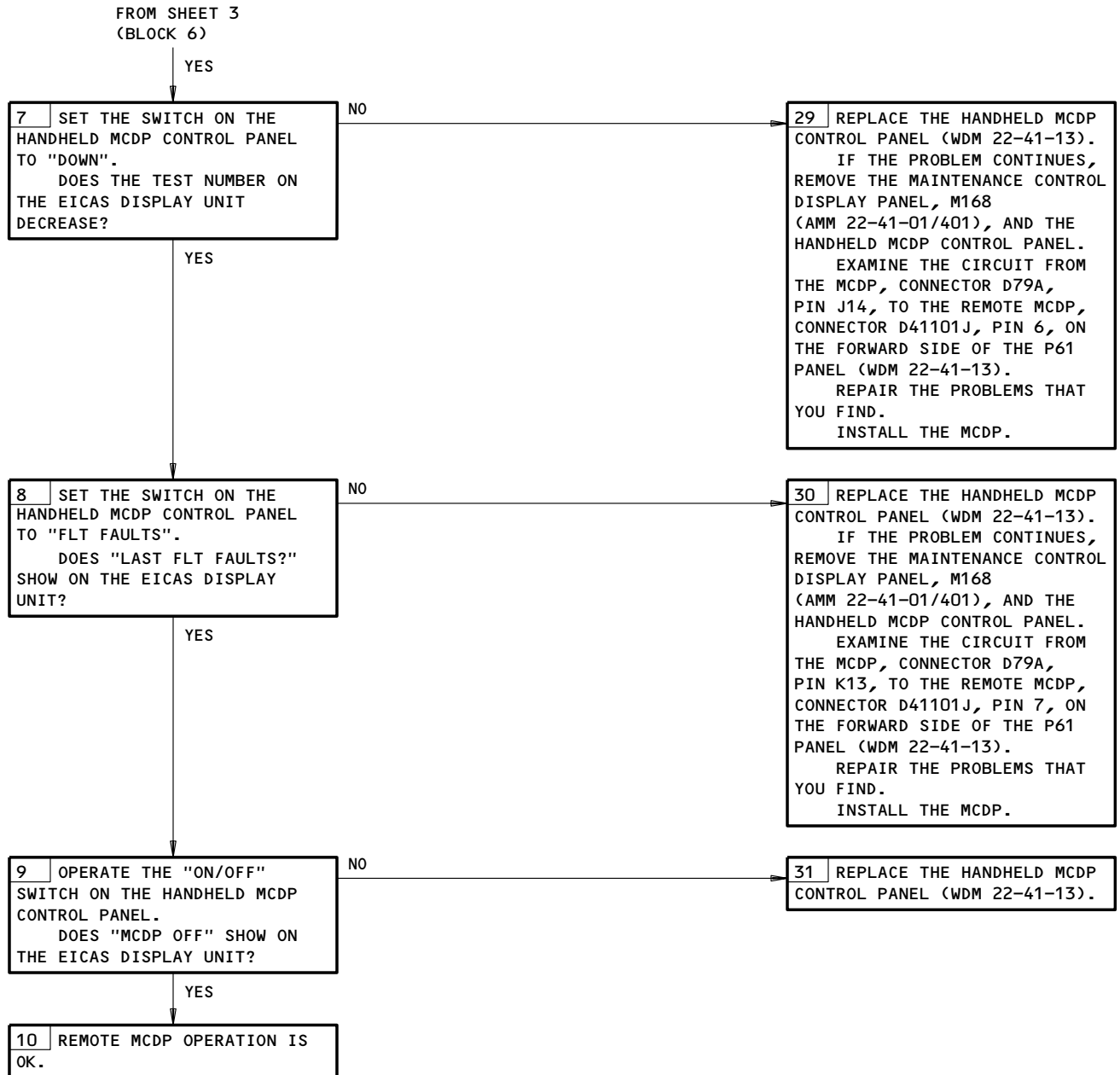
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Remote Maintenance Control Display Panel Fault Isolation Procedure
Figure 103A (Sheet 3)

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Remote Maintenance Control Display Panel Fault Isolation Procedure
Figure 103A (Sheet 4)

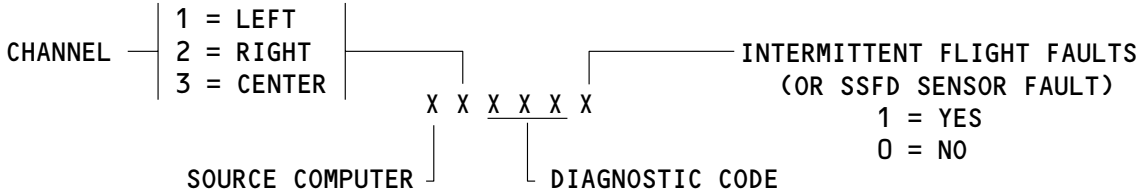
EFFECTIVITY

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FAULT ISOLATION/MAINT MANUAL

DIAG CODE	SOURCE COMPUTER		
	FCC = 1	FMC = 2	TMC = 3
001	ACTIVITY MONITOR CANNOT FIND DATA ON THE AIR DATA INPUT BUS	ACTIVITY MONITOR CANNOT FIND DATA ON THE LEFT AIR DATA INPUT BUS	ACTIVITY MONITOR CANNOT FIND DATA ON THE LEFT AIR DATA INPUT BUS
002	NOT USED	ACTIVITY MONITOR CANNOT FIND DATA ON THE RIGHT AIR DATA INPUT BUS	ACTIVITY MONITOR CANNOT FIND DATA ON THE RIGHT AIR DATA INPUT BUS
003 } THRU } 006 }	NOT USED	NOT USED	NOT USED
007	ACTIVITY MONITOR CANNOT FIND DATA ON THE INTERFACING FMC INPUT BUS	ACTIVITY MONITOR CANNOT FIND DATA ON THE CROSS CHANNEL DATA BUS	ACTIVITY MONITOR CANNOT FIND DATA ON THE LEFT FMC INPUT BUS
008	CROSS CHANNEL DATA SHOWS THAT THE ACTIVITY MONITOR CANNOT FIND DATA ON THE OTHER FMC INPUT BUS	NOT USED	ACTIVITY MONITOR CANNOT FIND DATA ON THE RIGHT FMC INPUT BUS
009	NOT USED	ACTIVITY MONITOR CANNOT FIND DATA ON THE LEFT DME INPUT BUS	NOT USED
010	NOT USED	ACTIVITY MONITOR CANNOT FIND DATA ON THE RIGHT DME INPUT BUS	NOT USED
011	NOT USED	ACTIVITY MONITOR CANNOT FIND DATA ON THE EICAS INPUT BUS	NOT USED
012	NOT USED	NOT USED	NOT USED
013	NOT USED	NOT USED	NOT USED
014	NOT USED	ACTIVITY MONITOR CANNOT FIND DATA ON THE FUEL QUANTITY INPUT BUS	NOT USED
015	ACTIVITY MONITOR CANNOT FIND DATA ON THE ILS INPUT BUS - FOUND BY THE SOURCE FCC MONITOR	ACTIVITY MONITOR CANNOT FIND DATA ON THE ILS INPUT BUS	NOT USED
016	ACTIVITY MONITOR CANNOT FIND DATA ON THE ILS INPUT BUS - FOUND ON THE CROSS CHANNEL DATA FROM THE RELATIVE LEFT FCC	NOT USED	NOT USED
017	ACTIVITY MONITOR CANNOT FIND DATA ON THE ILS INPUT BUS - FOUND ON THE CROSS CHANNEL DATA FROM THE RELATIVE RIGHT FCC	NOT USED	NOT USED



MCDP Diagnostic Codes
Figure 104 (Sheet 1)

EFFECTIVITY _____
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FAULT ISOLATION/MAINT MANUAL

	CHANNEL					
	1 = LEFT 2 = RIGHT 3 = CENTER	X X X X X X	SOURCE COMPUTER	DIAGNOSTIC CODE	INTERMITTENT FLIGHT FAULTS (OR SSFD SENSOR FAULT) 1 = YES 0 = NO	
DIAG CODE	SOURCE COMPUTER					
	FCC = 1		FMC = 2		TMC = 3	
018	ACTIVITY MONITOR CANNOT FIND DATA ON THE IRU INPUT BUS - FOUND BY THE SOURCE FCC MONITOR.		ACTIVITY MONITOR CANNOT FIND DATA ON THE LEFT IRU INPUT BUS		ACTIVITY MONITOR CANNOT FIND DATA ON THE LEFT IRU INPUT BUS	
019	ACTIVITY MONITOR CANNOT FIND DATA ON THE IRU INPUT BUS - FOUND ON THE CROSS CHANNEL DATA FROM THE RELATIVE LEFT FCC.		ACTIVITY MONITOR CANNOT FIND DATA ON THE RIGHT IRU INPUT BUS		ACTIVITY MONITOR CANNOT FIND DATA ON THE RIGHT IRU INPUT BUS	
020	ACTIVITY MONITOR CANNOT FIND DATA ON THE IRU INPUT BUS - FOUND ON THE CROSS CHANNEL DATA FROM THE RELATIVE RIGHT FCC.		ACTIVITY MONITOR CANNOT FIND DATA ON THE CENTER IRU INPUT BUS		NOT USED	
021	TEST WORD USED TO TEST THE MCP BUS ACTIVITY IS NOT CORRECT		ACTIVITY MONITOR CANNOT FIND DATA ON THE MCP INPUT BUS		ACTIVITY MONITOR CANNOT FIND DATA ON THE MCP INPUT BUS	
022	FCC SELF TEST FINDS A LOW SPEED WRAPAROUND FAILURE		ACTIVITY MONITOR CANNOT FIND DATA ON THE TMC INPUT BUS		NOT USED	
023	NOT USED		ACTIVITY MONITOR CANNOT FIND DATA ON THE LEFT VOR INPUT BUS		NOT USED	
024	NOT USED		ACTIVITY MONITOR CANNOT FIND DATA ON THE RIGHT VOR INPUT BUS		NOT USED	
025	NOT USED		ACTIVITY MONITOR CANNOT FIND DATA FROM THE ONSIDE CDU		NOT USED	
026	NOT USED		ACTIVITY MONITOR CANNOT FIND DATA FROM THE OFFSIDE CDU		NOT USED	
027	UNSCHEDULED TRIM - L		ACTIVITY MONITOR CANNOT FIND DATA ON THE LEFT GPS INPUT BUS		NOT USED	
028	UNSCHEDULED TRIM - R		ACTIVITY MONITOR CANNOT FIND ACTIVITY ON THE RIGHT GPS INPUT BUS		NOT USED	
029	COMMAND RESPONSE MONITOR FINDS A LEFT STABILIZER TRIM SERVO FAULT (OR DEAD TRIM - L)		NOT USED		NOT USED	
030	COMMAND RESPONSE MONITOR FINDS A RIGHT STABILIZER TRIM SERVO FAULT (OR DEAD TRIM - R)		NOT USED		NOT USED	
031	LEFT SAM INVALID, TRIM FAULT, RECEIVED FROM CSEU		NOT USED		NOT USED	

MCDP Diagnostic Codes
Figure 104 (Sheet 2)

EFFECTIVITY

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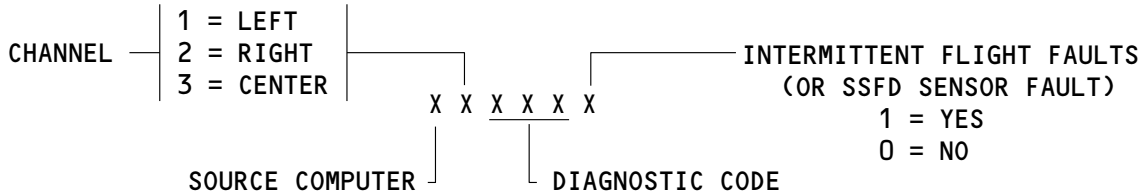
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DIAG CODE	SOURCE COMPUTER		
	FCC = 1	FMC = 2	TMC = 3
032	RIGHT SAM INVALID, TRIM FAULT, RECEIVED FROM THE CSEU	NOT USED	NOT USED
033 } THRU } 039 }	NOT USED	NOT USED	NOT USED
040	FAILURE WARNING RECEIVED FROM THE ADC	FAILURE WARNING RECEIVED FROM THE LEFT ADC	FAILURE WARNING RECEIVED FROM THE LEFT ADC
041	NOT USED	NOT USED	NOT USED
042	NOT USED	NOT USED	NOT USED
043	ACTIVITY MONITOR CANNOT FIND SELECTED RUNWAY HEADING DATA ON THE ILS INPUT BUS	NOT USED	NOT USED
044	NOT USED	FAILURE WARNING RECEIVED FROM THE RIGHT ADC	FAILURE WARNING RECEIVED FROM THE RIGHT ADC
045 } THRU } 051 }	NOT USED	NOT USED	NOT USED
052	FAILURE WARNING RECEIVED FROM THE ILS - FOUND BY THE SOURCE FCC MONITOR	FAILURE WARNING RECEIVED FROM THE ILS	NOT USED
053	FAILURE WARNING RECEIVED FROM THE ILS - FOUND ON CROSS CHANNEL DATA FROM RELATIVE LEFT FCC	NOT USED	NOT USED
054	FAILURE WARNING RECEIVED FROM THE ILS - FOUND ON CROSS CHANNEL DATA FROM RELATIVE RIGHT FCC	NOT USED	NOT USED
055	FAILURE WARNING RECEIVED FROM THE IRU - FOUND BY THE SOURCE FCC MONITOR	FAILURE WARNING RECEIVED FROM THE LEFT IRU	FAILURE WARNING RECEIVED FROM THE LEFT IRU



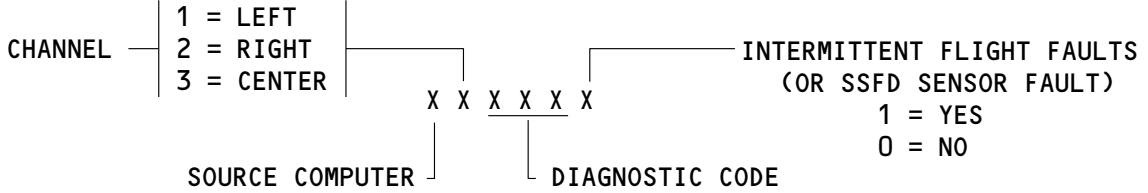
MCDP Diagnostic Codes
Figure 104 (Sheet 3)

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FAULT ISOLATION/MAINT MANUAL

DIAG CODE	SOURCE COMPUTER		
	FCC = 1	FMC = 2	TMC = 3
056	NO COMPUTED DATA FOR THE INERTIAL ALTITUDE AND INERTIAL VERTICAL SPEED RECEIVED FROM THE IRU	NOT USED	NO COMPUTED DATA FOR THE INERTIAL ALTITUDE AND THE INERTIAL VERTICAL SPEED RECEIVED FROM THE LEFT IRU
057	ALIGN FAULT RECEIVED FROM THE IRU	NOT USED	ALIGN FAULT RECEIVED FROM THE LEFT IRU
058	NO ALIGNMENT DATA RECEIVED FROM THE IRU	NOT USED	NO ALIGNMENT DATA RECEIVED FROM THE LEFT IRU
059	EXCESSIVE MOTION DURING ALIGNMENT RECEIVED FROM IRU	NOT USED	TOO MUCH MOVEMENT RECEIVED FROM THE LEFT IRU WHEN ALIGNED
060	NOT USED	NOT USED	NOT USED
061	FAILURE WARNING RECEIVED FROM THE IRU - FOUND ON THE CROSS CHANNEL DATA FROM THE RELATIVE LEFT FCC	FAILURE WARNING RECEIVED FROM THE RIGHT IRU	FAILURE WARNING RECEIVED FROM RIGHT IRU
062	NOT USED	NOT USED	NO COMPUTED DATA FOR THE INERTIAL ALTITUDE AND THE INERTIAL VERTICAL SPEED RECEIVED FROM THE RIGHT IRU
063	NOT USED	NOT USED	ALIGN FAULT RECEIVED FROM THE RIGHT IRU
064	NOT USED	NOT USED	NO ALIGNMENT DATA RECEIVED FROM THE RIGHT IRU
065	NOT USED	NOT USED	TOO MUCH MOVEMENT RECEIVED FROM THE RIGHT IRU WHEN ALIGNED
066	NOT USED	NOT USED	NOT USED
067	FAILURE WARNING RECEIVED FROM THE IRU - FOUND ON THE CROSS CHANNEL DATA FROM THE RELATIVE RIGHT FCC	FAILURE WARNING RECEIVED FROM THE CENTER IRU	NOT USED
068 } THRU } 072 }	NOT USED	NOT USED	NOT USED



MCDP Diagnostic Codes
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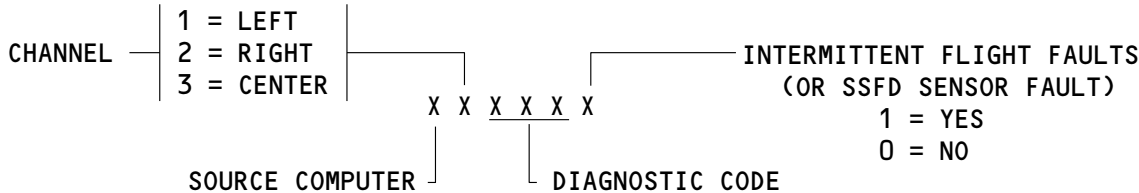
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DIAG CODE	SOURCE COMPUTER		
	FCC = 1	FMC = 2	TMC = 3
073	NOT USED	FAILURE WARNING RECEIVED FROM THE MCP	FAILURE WARNING RECEIVED FROM THE MCP
074	NOT USED	NOT USED	NOT USED
075	NOT USED	NOT USED	FAILURE WARNING RECEIVED FROM LEFT EICAS
076	NOT USED	NOT USED	FAILURE WARNING RECEIVED FROM RIGHT EICAS
077	NOT USED	NOT USED	ACTIVITY MONITOR CANNOT FIND DATA ON THE LEFT EICAS INPUT BUS
078	VERTICAL SPEED MODE ERROR - NOT ENOUGH THRUST FOR THE GIVEN VERTICAL SPEED OR ALTITUDE HOLD	NOT USED	ACTIVITY MONITOR CANNOT FIND DATA ON THE RIGHT EICAS INPUT BUS
079	MODE ERROR - TOO MUCH PILOT INPUT TO THE WHEEL	NOT USED	NOT USED
080	ACTIVITY MONITOR CANNOT FIND DATA ON THE RA INPUT BUS - FOUND BY THE SOURCE FCC MONITOR.	FAILURE WARNING RECEIVED FROM THE TMC	TMC SELF TEST FOUND A TMC FAILURE
081	ACTIVITY MONITOR CANNOT FIND DATA ON THE RA INPUT BUS - FOUND ON THE CROSS CHANNEL DATA FROM THE RELATIVE LEFT FCC.	NOT USED	NOT USED
082	ACTIVITY MONITOR CANNOT FIND DATA ON THE RA INPUT BUS - FOUND ON THE CROSS CHANNEL DATA FROM THE RELATIVE RIGHT FCC.	NOT USED	NOT USED
083	NOT USED	NOT USED	ACTIVITY MONITOR CANNOT FIND DATA ON THE TMSP INPUT BUS
084	NOT USED	NOT USED	AUTOTHROTTLE SERVO 1 FAULT
085	NOT USED	NOT USED	NOT USED
086	FAILURE WARNING RECEIVED FROM THE RA - FOUND BY SOURCE FCC MONITOR	NOT USED	FAILURE WARNING RECEIVED FROM THE LEFT EEC
087	FAILURE WARNING RECEIVED FROM THE RA - FOUND ON THE CROSS CHANNEL DATA FROM RELATIVE RIGHT FCC	NOT USED	FAILURE WARNING RECEIVED FROM THE RIGHT EEC
088	FAILURE WARNING RECEIVED FROM THE RA - FOUND ON THE CROSS CHANNEL DATA FROM THE RELATIVE RIGHT FCC	NOT USED	NOT USED



MCDP Diagnostic Codes
Figure 104 (Sheet 5)

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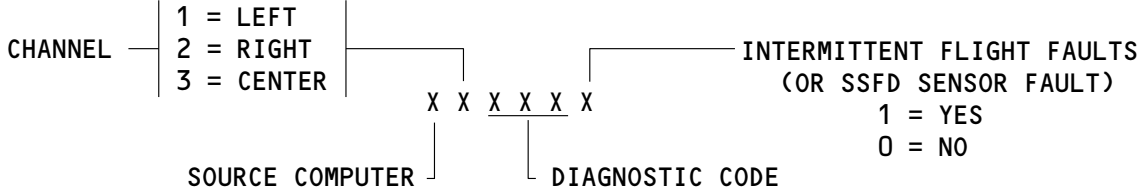
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DIAG CODE	SOURCE COMPUTER		
	FCC = 1	FMC = 2	TMC = 3
089	NOT USED	NOT USED	ACTIVITY MONITOR CANNOT FIND DATA ON THE LEFT EEC INPUT BUS
090	NOT USED	NOT USED	ACTIVITY MONITOR CANNOT FIND DATA ON THE RIGHT EEC INPUT BUS
091	NOT USED	NOT USED	NOT USED
092	NOT USED	NOT USED	AIR/GROUND SYSTEM 1 SHOWS AN IN-AIR CONDITION WHEN THE TAS IS LESS THAN 100 KNOTS OR AN ON-GROUND WHEN THE TAS IS MORE THAN 220 KNOTS
093	NOT USED	NOT USED	PARITY PIN OR PROGRAM PIN ERROR
094	NOT USED	NOT USED	FLAP POSITION IS NOT BETWEEN THE LIMITS OF -2° THRU +40°
095	NOT USED	NOT USED	NOT USED
096	NOT USED	NOT USED	AUTOTHROTTLE GO-AROUND AND THE REVERSER ARE SET AT THE SAME TIME
097	NOT USED	NOT USED	AUTOTHROTTLE DISCONNECT AND THE DISCONNECT CONDITIONS DO NOT AGREE
098	NOT USED	NOT USED	AUTOTHROTTLE SERVO DID NOT ARM WHEN THE MCP A/T ARM SWITCH WAS SET TO THE ARM POSITION
099	NOT USED	NOT USED	NOT USED
100	DEDICATED ROLLOUT DIGITAL DISCRETE OR THE FLARE ENGAGE DISCRETE FROM THE SOURCE FCC AND RECEIVED ON THE CROSS CHANNEL FROM THE RELATIVE LEFT FCC DO NOT AGREE	NOT USED	NOT USED
101	DEDICATED ROLLOUT DIGITAL DISCRETE OR THE FLARE ENGAGE DISCRETE FROM THE SOURCE FCC AND RECEIVED ON THE CROSS CHANNEL FROM THE RELATIVE RIGHT FCC DO NOT AGREE	NOT USED	LEFT ECS PACK FAULT



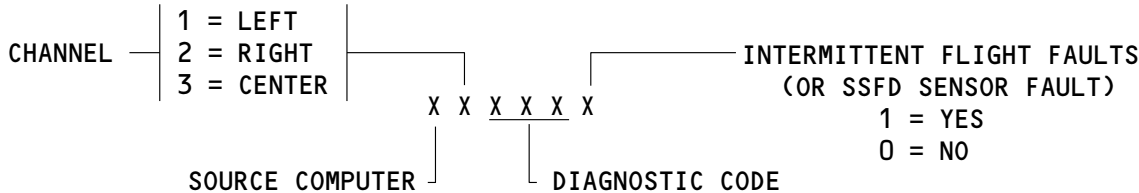
MCDP Diagnostic Codes
Figure 104 (Sheet 6)

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DIAG CODE	SOURCE COMPUTER		
	FCC = 1	FMC = 2	TMC = 3
102	THE RELATIVE RIGHT FCC CHANNEL ENGAGE STATUS FROM THE CROSS CHANNEL DATA AND FROM THE RECEIVED DISCRETE DO NOT AGREE	NOT USED	LEFT ECS PACK H/L FAULT
103	THE RELATIVE LEFT FCC CHANNEL ENGAGE STATUS FROM THE CROSS CHANNEL DATA AND FROM THE RECEIVED DISCRETE DO NOT AGREE	NOT USED	RIGHT ECS PACK FAULT
104	NOT USED	NOT USED	RIGHT ECS PACK H/L FAULT
105	NOT USED	NOT USED	LEFT SHUTOFF VALVE IMPEDANCE FAULT
106	NOT USED	NOT USED	RIGHT SHUTOFF VALVE IMPEDANCE FAULT
107	NOT USED	NOT USED	NOT USED
108	IMPACT PRESSURE FROM THE LEFT ADC AND THE RIGHT ADC ARE DIFFERENT BY MORE THAN 10 LB/SQUARE FOOT	NOT USED	ISOLATION VALVE FAULT
109	NOT USED	NOT USED	NOT USED
110	RELATIVE LEFT FCC CROSS CHANNEL WRAPAROUND TEST WORD IS NOT CORRECT	NOT USED	NOT USED
111	RELATIVE RIGHT FCC CROSS CHANNEL WRAPAROUND TEST WORD IS NOT CORRECT	NOT USED	LEFT COWL ANTI-ICE FAULT
112	NOT USED	NOT USED	RIGHT COWL ANTI-ICE FAULT
113	RUNWAY HEADING RECEIVED ON THE ILS INPUT BUS IS DIFFERENT THAN THE CROSS CHANNEL DATA MORE THAN 1°	NOT USED	NOT USED
114	USUAL ACCELERATION FAILURE WARNING RECEIVED FROM IRU (SSFD)	NOT USED	WING ANTI-ICE FAULT



MCDP Diagnostic Codes
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DIAG CODE	SOURCE COMPUTER			INTERMITTENT FLIGHT FAULTS (OR SSFD SENSOR FAULT) 1 = YES 0 = NO
	FCC = 1	FMC = 2	TMC = 3	
	CHANNEL — 1 = LEFT 2 = RIGHT 3 = CENTER			
	SOURCE COMPUTER — X X X X X X			
	DIAGNOSTIC CODE			
115	PITCH RATE FROM THE IRU IS DIFFERENT THAN THE PITCH RATE FROM THE OTHER IRUs BY MORE THAN 1°	NOT USED		REVERSER FAULT ON POWER-UP OR THE REVERSER AND THE IN AIR CONDITIONS ARE SET AT THE SAME TIME
116	ROLL RATE FROM THE IRU IS DIFFERENT THAN THE ROLL RATE FROM THE OTHER IRUs BY MORE THAN 1°	NOT USED		NOT USED
117	YAW RATE FROM THE IRU IS DIFFERENT THAN THE YAW RATE FROM THE OTHER IRUs BY MORE THAN 1°	NOT USED		NOT USED
118	FLIGHT PATH ACCELERATION FAILURE WARNING RECEIVED FROM THE IRU (SSFD)	NOT USED		NOT USED
119	NOT USED	NOT USED		LEFT PLA POSITION IS NOT IN THE RANGE -5° THRU +136.8° OR THE LEFT PLA/L TLA POSITION DIFFERENCE IS GREATER THAN THE 10° MAXIMUM LIMIT
120	MODE ERROR, NO CALCULATED HORIZONTAL STEERING DATA FROM THE FMC IN THE LNAV MODE	NOT USED		RIGHT PLA POSITION IS NOT IN THE RANGE 5° THRU +136.8° OR THE RIGHT PLA/R TLA POSITION DIFFERENCE IS GREATER THAN THE 10° MAXIMUM LIMIT
121	MODE ERROR, NO CALCULATED VERTICAL STEERING DATA FROM THE FMC IN VNAV MODE	NOT USED		NOT USED
122	TRUE HEADING FAILURE WARNING RECEIVED FROM THE IRU (SSFD)	NOT USED		NOT USED
123	ACTIVITY MONITOR CANNOT FIND THE TRUE TRACK ANGLE DATA FROM THE IRU (SSFD)	NOT USED		NOT USED
124	CROSS TRACK HORIZONTAL ACCELERATION FAILURE WARNING RECEIVED FROM THE IRU (SSFD)	NOT USED		NOT USED

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FAULT ISOLATION/MAINT MANUAL

	CHANNEL					INTERMITTENT FLIGHT FAULTS (OR SSFD SENSOR FAULT)
	1 = LEFT 2 = RIGHT 3 = CENTER		X X X X X X			1 = YES 0 = NO
		SOURCE COMPUTER		DIAGNOSTIC CODE		
DIAG CODE	SOURCE COMPUTER					
	FCC = 1	FMC = 2	TMC = 3			
125	ALONG TRACK HORIZONTAL ACCELERATION FAILURE WARNING RECEIVED FROM THE IRU (SSFD)	NOT USED				NOT USED
126	NOT USED	NOT USED				NOT USED
127	SOURCE FCC ENGAGED SINGLE CHANNEL AND ANOTHER FCC SHOWS ENGAGED CONDITION - OR - SOURCE FCC WARNING OF A DRIVER MALFUNCTION	NOT USED				NOT USED
128	CROSS CHANNEL DATA SHOWS RELATIVE LEFT FCC ENGAGED SINGLE CHANNEL AND ANOTHER FCC SHOWS ENGAGED CONDITION - OR - RELATIVE LEFT FCC WARNING OF A DRIVER MALFUNCTION	NOT USED				NOT USED
129	CROSS CHANNEL DATA SHOWS RELATIVE RIGHT FCC ENGAGED SINGLE CHANNEL AND ANOTHER FCC SHOWS ENGAGED CONDITION - OR - RELATIVE LEFT FCC WARNING OF A DRIVER MALFUNCTION	NOT USED				NOT USED
130	FAILURE WARNING RECEIVED FROM THE FMC INTERFACING WITH THE SOURCE FCC	FAILURE WARNING RECEIVED FROM THE OTHER FMC				FAILURE WARNING RECEIVED FROM THE LEFT FMC
131	CROSS CHANNEL DATA SHOWS FAILURE WARNING RECEIVED FROM THE FMC THAT IS AN INTERFACE WITH THE RELATIVE LEFT FCC OR THE RELATIVE RIGHT FCC	NOT USED				FAILURE WARNING RECEIVED FROM THE RIGHT FMC
132	TRUE TRACK ANGLE FAILURE WARNING RECEIVED FROM THE IRU (SSFD)	ACTIVITY MONITOR CANNOT FIND DATA ON THE CLOCK INPUT CHANNEL				NOT USED
133	COMMON MODE MONITOR DETECTED LOSS OF AILERON SURFACE POSITION ANALOG SIGNAL OR EXCITATION VOLTAGE	FAILURE WARNING RECEIVED FROM THE CLOCK				NOT USED

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	CHANNEL — 1 = LEFT 2 = RIGHT 3 = CENTER	X X X X X X SOURCE COMPUTER	INTERMITTENT FLIGHT FAULTS (OR SSFD SENSOR FAULT) 1 = YES 0 = NO	
DIAG CODE	SOURCE COMPUTER			
	FCC = 1	FMC = 2	TMC = 3	
134	AILERON SERVO POSITION IS MORE THAN 2.83° FROM THE COMMAND POSITION	FAILURE WARNING RECEIVED FROM THE LEFT DME	NOT USED	
135	COMMON MODE MONITOR DETECTED LOSS OF RUDDER SERVO POSITION ANALOG OF SIGNAL OR EXCITATION VOLTAGE	FAILURE WARNING RECEIVED FROM THE RIGHT DME	NOT USED	
136	COMMON MODE MONITOR DETECTED LOSS OF RUDDER SURFACE POSITION ANALOG SIGNAL OR EXCITATION VOLTAGE	FAILURE WARNING RECEIVED FROM THE EICAS	NOT USED	
137	COMMON MODE MONITOR DETECTED LOSS OF ELEVATOR FEEL POSITION ANALOG SIGNAL OR EXCITATION VOLTAGE	NOT USED	NOT USED	
138	COMMON MODE MONITOR DETECTED LOSS OF ELEVATOR SERVO POSITION ANALOG SIGNAL OR EXCITATION VOLTAGE	NOT USED	NOT USED	
139	COMMON MODE MONITOR DETECTED LOSS OF ELEVATOR SURFACE POSITION ANALOG SIGNAL OR EXCITATION VOLTAGE	FAILURE WARNING RECEIVED FROM THE LEFT VOR	NOT USED	
140	FCC START UP AFTER SHUTDOWN IS BECAUSE OF I/O BUFFER TEST FAILURE	FAILURE WARNING RECEIVED FROM THE RIGHT VOR	NOT USED	
141	ELEVATOR SERVO POSITION IS MORE THAN 2° FROM THE COMMAND POSITION	NOT USED	NOT USED	
142	SINGLE ELEVATOR SURFACE POSITION DATA FAULT – DO NOT AGREE MORE THAT 2° (SSFD)	ACTIVITY MONITOR CANNOT FIND DATA FROM THE EFIS-CP	NOT USED	
143	DUAL ELEVATOR SURFACE POSITION DATA FAULT – DO NOT AGREE BY MORE THAN 2° (SSFD)	NOT USED	NOT USED	
144	RUDDER SERVO POSITION IS MORE THAT 2° FROM THE COMMAND POSITION	NOT USED	NOT USED	
145	AILERON SURFACE POSITION IS GREATER THAN THE LIMITS IN SINGLE CHANNEL ENGAGE	NOT USED	NOT USED	

MCDP Diagnostic Codes
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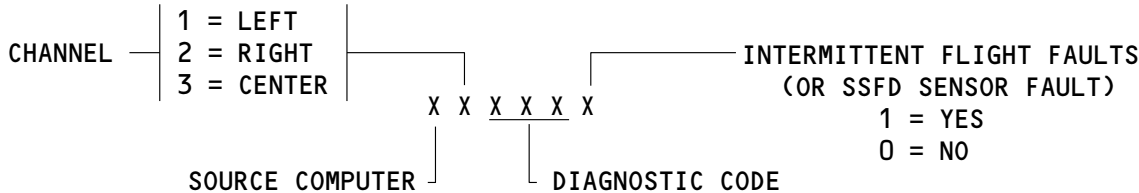
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FAULT ISOLATION/MAINT MANUAL

DIAG CODE	SOURCE COMPUTER		
	FCC = 1	FMC = 2	TMC = 3
146	FCC/AILERON SERVO T-VALVE INTERFACE FAULT	NOT USED	FAILURE WARNING RECEIVED FROM THE FMC FOR EPR TARGET
147	FCC/ELEVATOR SERVO T-VALVE INTERFACE FAULT	NOT USED	NOT USED
148	FCC/RUDDER SERVO T-VALVE INTERFACE FAULT	NOT USED	NOT USED
149	+28V DC SERVO POWER LOSS	NOT USED	NOT USED
150	AILERON SOLENOID SHOWS ARMED OR ENGAGED WHEN THERE IS NO ARM OR ENGAGE INSTRUCTION	NOT USED	FAILURE WARNING RECEIVED FROM THE EICAS FOR THE CORRECT EPR RIGHT
151	ELEVATOR SOLENOID SHOWS ARMED OR ENGAGED WHEN THERE IS NO ARM OR ENGAGE INSTRUCTION	FAILURE MESSAGE RECEIVED FROM ON-SIDE CDU	NOT USED
152	RUDDER SOLENOID SHOWS ARMED OR ENGAGED WHEN THERE IS NO ARM OR ENGAGE INSTRUCTION	FAILURE MESSAGE RECEIVED FROM OFF-SIDE CDU	NOT USED
153	OPTION PINS DO NOT AGREE BETWEEN THE FCCS	FAILURE WARNING RECEIVED FROM THE ON-SIDE CDU	NOT USED
154	AILERON SERVO POSITION IS GREATER THAN 0.25° FROM THE COMMAND IN SINGLE CHANNEL ENGAGE	FAILURE WARNING RECEIVED FROM THE OFF-SIDE CDU	NOT USED
155	SOURCE FCC HARDWARE AND SOFTWARE DO NOT AGREE ON ARM OR ENGAGE CONDITION OF SERVO	NOT USED	EEC REPORTS EEC FAILURE
156	ELEVATOR, AILERON, OR RUDDER SERVO DID NOT ARM OR ENGAGE WHEN THE COMMAND WAS GIVEN	NOT USED	NOT USED
157	ELEVATOR SERVO POSITION IS MORE THAN 0.25° FROM COMMAND IN SINGLE CHANNEL ENGAGE	FAILURE WARNING RECEIVED FROM THE FUEL QUANTITY SYSTEM	NOT USED



MCDP Diagnostic Codes
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	CHANNEL				INTERMITTENT FLIGHT FAULTS (OR SSFD SENSOR FAULT)
	1 = LEFT 2 = RIGHT 3 = CENTER		X X X X X X		1 = YES 0 = NO
		SOURCE COMPUTER		DIAGNOSTIC CODE	
DIAG CODE	SOURCE COMPUTER				
	FCC = 1	FMC = 2	TMC = 3		
158	CROSS CHANNEL HIGH SPEED WRAP- AROUND TEST WORD THAT IS RECEIVED IS NOT THE SAME AS THE ONE TRANSMITTED	FAILURE WARNING RECEIVED FROM THE LEFT GPS SENSOR UNIT	NOT USED		
159	FCC TIMER DOES NOT WORK IN A ±5 MSEC RANGE OF THE CYCLE TIME	FAILURE WARNING RECEIVED FROM THE RIGHT GPS SENSOR UNIT	NOT USED		
160	AILERON INHIBIT SINGLE CHANNEL PRE-ENGAGE TEST FAILURE	ERROR IN THE LEFT GPS SENSOR UNIT OR ANTENNA	NOT USED		
161	ELEVATOR SERVO COMMAND WRAP- AROUND WORD AND THE COMMAND DO NOT AGREE BY MORE THAN ±1°	ERROR IN THE RIGHT GPS SENSOR UNIT OR ANTENNA	NOT USED		
162	AILERON SERVO COMMAND WRAP- AROUND WORD AND THE COMMAND DO NOT AGREE BY MORE THAN ±1°	NOT USED	FAILURE WARNING RECEIVED FROM THE EICAS FOR THE CORRECT N3 RIGHT		
163	RUDDER SERVO COMMAND WRAPAROUND WORD AND THE COMMAND DO NOT AGREE BY MORE THAN ±1°	NOT USED	NOT USED		
164	RUDDER SERVO IS ENGAGED WHEN THE AILERON AND ELEVATOR SERVOS ARE NOT ENGAGED	NOT USED	LEFT ADC PITOT-STATIC HEATER IS INOP IN IN-AIR CONDITION		
165	ELEVATOR DETENT COMPARATOR TEST FAILURE	NOT USED	RIGHT ADC PITOT-STATIC HEATER IS INOP IN IN-AIR CONDITION		
166	AILERON DETENT COMPARATOR TEST FAILURE	NOT USED	ADC TAT HEATER IS INOP IN IN- AIR CONDITION		
167	RUDDER DETENT COMPARATOR TEST FAILURE	NOT USED	NOT USED		
168	SOURCE FCC IS ENGAGED SINGLE CHANNEL AND RECEIVING ENGAGED CONDITION FROM THE OTHER FCCs	NOT USED	NOT USED		

MCDP Diagnostic Codes
Figure 104 (Sheet 12)

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FAULT ISOLATION/MAINT MANUAL

DIAG CODE	SOURCE COMPUTER			INTERMITTENT FLIGHT FAULTS (OR SSFD SENSOR FAULT) 1 = YES 0 = NO
	FCC = 1	FMC = 2	TMC = 3	
	<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: left;"> <p>CHANNEL — 1 = LEFT 2 = RIGHT 3 = CENTER</p> </div> <div style="text-align: center;"> <p>X X X X X X</p> </div> </div>			
	SOURCE COMPUTER			
	DIAGNOSTIC CODE			
169	SOURCE FCC ENGAGED MULTI-CHANNEL AND RECEIVING NOT ENGAGED CONDITION FROM OTHER FCCs	NOT USED	NOT USED	
170	RUDDER SERVO IS ARMED WHEN THE AILERON AND ELEVATOR SERVOS ARE NOT ARMED	NOT USED	FAILURE WARNING RECEIVED FROM THE EICAS FOR THE CORRECT EPR LEFT	
171	RELATIVE LEFT CROSS CHANNEL BUFFER WRAPAROUND TEST FAILURE	NOT USED	FAILURE WARNING RECEIVED FROM THE EICAS FOR THE CORRECT N3 LEFT	
172	MODE ERROR - MULTI-CHANNEL G/A WITH A SINGLE ADC DATA SOURCE	NOT USED	NOT USED	
173	SOURCE FCC OPTION PINS ERROR	NOT USED	NOT USED	
174	RELATIVE RIGHT CROSS CHANNEL BUFFER WRAPAROUND TEST FAILURE	NOT USED	NOT USED	
175	MODE ERROR - AUTOPILOT DISCONNECT AND THE MANUAL LAND ARE NOT ENGAGED BEFORE TOUCHDOWN FOR SINGLE CHANNEL AUTOLAND	NOT USED	NOT USED	
176	NO RADIO HEIGHT DATA OR FAILURE WARNING RECEIVED FROM THE RA (SSFD)	NOT USED	NOT USED	
177	TEST INHIBIT CONDITION IS NOT RECEIVED FROM THE RA AFTER TEST INHIBIT IS COMMANDED	NOT USED	NOT USED	
178	NOT USED	NOT USED	NOT USED	
179	SOURCE FCC FLAP POSITION MONITOR FINDS NULL FAILURE	NOT USED	NOT USED	
180	CROSS CHANNEL DATA SHOWS THAT THE RELATIVE LEFT FCC FLAP POSITION MONITOR FINDS NULL FAILURE	NOT USED	NOT USED	
181	CROSS CHANNEL DATA SHOWS THAT THE RELATIVE RIGHT FCC FLAP POSITION MONITOR FINDS NULL FAILURE	NOT USED	NOT USED	

MCDP Diagnostic Codes
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	CHANNEL	SOURCE COMPUTER	DIAGNOSTIC CODE	INTERMITTENT FLIGHT FAULTS (OR SSFD SENSOR FAULT)
	1 = LEFT 2 = RIGHT 3 = CENTER		X X X X X X	1 = YES 0 = NO
DIAG CODE	SOURCE COMPUTER			
	FCC = 1	FMC = 2	TMC = 3	
182 } THRU } 184 }	NOT USED	NOT USED	NOT USED	
185	DISCRETES FOR THE LEFT DETENT CONDITION AND THE LEFT DETENT INTERFACE DO NOT AGREE	NOT USED	NOT USED	
186	DISCRETES FOR THE RIGHT DETENT CONDITION AND THE RIGHT DETENT INTERFACE DO NOT AGREE	NOT USED	NOT USED	
187	DISCRETES FOR THE LEFT SERVO ENGAGE CONDITION AND THE LEFT SERVO ENGAGE INTERFACE DO NOT AGREE	NOT USED	NOT USED	
188	DISCRETES FOR THE RIGHT SERVO ENGAGE CONDITION AND THE RIGHT SERVO ENGAGE INTERFACE DO NOT AGREE	NOT USED	NOT USED	
189	AUTOPILOT DISCONNECT AND THE WARNING RESET SHOW THE SAME CON- DITION	NOT USED	NOT USED	
190	SOURCE FCC STABILIZER POSITION MONITOR FINDS NULL FAILURE	FMC VNAV FUNCTION DISCONNECTED WHEN VELOCITY DROPS 10 KNOTS BELOW THE VELOCITY MINIMUM	NOT USED	

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Figure 104 (Sheet 14)

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	CHANNEL				INTERMITTENT FLIGHT FAULTS (OR SSFD SENSOR FAULT)
	1 = LEFT 2 = RIGHT 3 = CENTER		X X X X X X		1 = YES 0 = NO
		SOURCE COMPUTER		DIAGNOSTIC CODE	
DIAG CODE	SOURCE COMPUTER				
	FCC = 1	FMC = 2	TMC = 3		
191	CROSS CHANNEL DATA SHOWS THAT THE RELATIVE LEFT FCC STABILIZER POSITION MONITOR FINDS NULL FAILURE	NOT USED			NOT USED
192	CROSS CHANNEL DATA SHOWS THAT THE RELATIVE RIGHT FCC STABILIZER POSITION MONITOR FINDS NULL FAILURE	NOT USED			NOT USED
193	SPEED BRAKE HANDLE POSITION MONITOR FINDS NULL FAILURE	NOT USED			NOT USED
194	SOURCE FCC GO-AROUND SWITCH INPUT DOES NOT AGREE WITH THE GO-AROUND SWITCH INPUT RECEIVED ON THE CROSS CHANNEL FROM THE OTHER FCCs	NOT USED			NOT USED
195	SOURCE FCC MAG/TRUE SWITCH INPUT DOES NOT AGREE WITH THE MAG/TRUE SWITCH INPUT RECEIVED ON THE CROSS CHANNEL FROM THE OTHER FCCs	NOT USED			NOT USED
196	POWER BUSES ARE NOT ISOLATED FOR LAND 3	NOT USED			NOT USED
197	HYDRAULIC VALID SIGNAL IS NOT RECEIVED	NOT USED			NOT USED
198	NOT USED	NOT USED			NOT USED
199	NO COMPUTED DATA RECEIVED FROM THE ILS AT GLIDESLOPE CAPTURE	NOT USED			NOT USED
200	NO COMPUTED DATA RECEIVED FROM THE ILS AFTER GLIDESLOPE CAPTURE	NOT USED			NOT USED
201	ILS LOCALIZER BEAM ERROR	NOT USED			NOT USED

MCDP Diagnostic Codes
Figure 104 (Sheet 15)

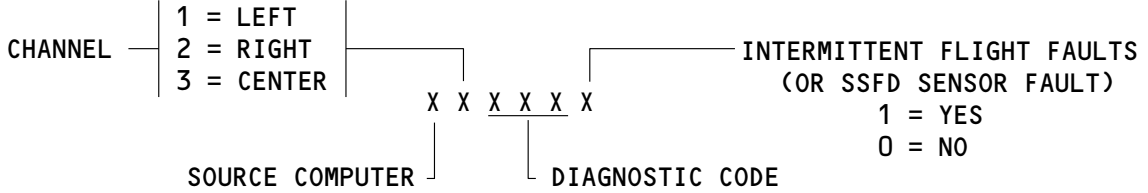
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FAULT ISOLATION/MAINT MANUAL

DIAG CODE	SOURCE COMPUTER		
	FCC = 1	FMC = 2	TMC = 3
202	NO COMPUTED DATA RECEIVED FROM THE ILS AT LOCALIZER CAPTURE	NOT USED	NOT USED
203	NO COMPUTED DATA RECEIVED FROM THE ILS AFTER LOCALIZER CAPTURE	NOT USED	NOT USED
204	TUNE INHIBIT CONDITION IS NOT RECEIVED FROM THE ILS TUNER AFTER THE TUNE INHIBIT COMMAND	NOT USED	NOT USED
205	ILS GLIDESLOPE BEAM ERROR	NOT USED	NOT USED
206	RUDDER SERVO WEAK	NOT USED	NOT USED
207	MODE ERROR - ILS FREQUENCY IS CHANGED AFTER THE LOCALIZER IS CAPTURED	NOT USED	NOT USED
208	CROSS CHANNEL DATA CANNOT FIND DATA ON THE ADC INPUT CHANNEL OR FAILURE WARNING RECEIVED FROM THE ADC	NOT USED	NOT USED
209	NOT USED	NOT USED	NOT USED
210	SINGLE FLAP POSITION ERROR (SSFD)	NOT USED	NOT USED
211	SINGLE AILERON SURFACE POSITION ERROR (SSFD)	NOT USED	NOT USED
212	SINGLE RUDDER SURFACE POSITION ERROR (SSFD)	NOT USED	NOT USED
213	SINGLE STABILIZER POSITION ERROR (SSFD)	NOT USED	NOT USED
214	DUAL AILERON SURFACE POSITION ERROR (SSFD)	NOT USED	NOT USED
215	DUAL IRU DATA ERROR (SSFD) AUTOPILOT RE-ENGAGED BEFORE DATA ELEMENT IS IDENTIFIED	NOT USED	NOT USED



MCDP Diagnostic Codes
Figure 104 (Sheet 16)

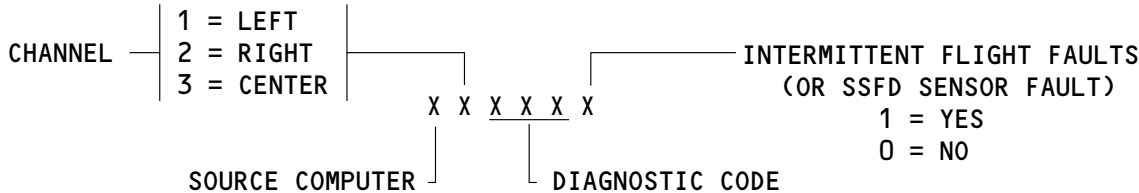
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FAULT ISOLATION/MAINT MANUAL

DIAG CODE	SOURCE COMPUTER		
	FCC = 1	FMC = 2	TMC = 3
216	SINGLE IRU DATA ERROR (SSFD) AUTOPILOT IS ENGAGED AGAIN BEFORE THE DATA ELEMENT IS IDENTIFIED	NOT USED	NOT USED
217	DUAL RUDDER SURFACE POSITION ERROR (SSFD)	NOT USED	NOT USED
218	DUAL ILS DATA FAILURE DURING ILS CAPTURE (SSFD)	NOT USED	NOT USED
219	ILS DATA FAILURE DURING ILS CAPTURE, CROSS CHANNEL MONITOR RESET BEFORE DATA ELEMENT IDENTIFIED (SSFD)	NOT USED	NOT USED
220	NOT USED	NOT USED	NOT USED
221	DUAL RA DATA FAULT (SSFD)	NOT USED	NOT USED
222	SINGLE FEEL COMPUTER DATA FAULT (SSFD)	NOT USED	NOT USED
223	DUAL FEEL COMPUTER DATA FAULT (SSFD)	NOT USED	NOT USED
224	DUAL FLAP POSITION ERROR (SSFD)	NOT USED	NOT USED
225	NOT USED	NOT USED	BAROMETRIC ALTITUDE FAILURE WARNING RECEIVED FROM THE ADC
226	COMPUTED AIRSPEED FROM THE LEFT ADC AND THE RIGHT ADC DO NOT AGREE BY MORE THAN 15 KNOTS	NOT USED	NOT USED
227	MACH FROM THE LEFT ADC AND THE RIGHT ADC DO NOT AGREE BY MORE THAN 0.1 MACH	NOT USED	NOT USED
228	TRUE AIRSPEED FROM THE LEFT ADC AND THE RIGHT ADC DO NOT AGREE BY MORE THAN 15 KNOTS	NOT USED	NOT USED
229	DUAL STABILIZER POSITION ERROR (SSFD)	NOT USED	NOT USED



MCDP Diagnostic Codes
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FAULT ISOLATION/MAINT MANUAL

	CHANNEL	SOURCE COMPUTER	DIAGNOSTIC CODE	INTERMITTENT FLIGHT FAULTS (OR SSFD SENSOR FAULT)
	1 = LEFT 2 = RIGHT 3 = CENTER		X X X X X X	1 = YES 0 = NO
DIAG CODE	SOURCE COMPUTER			
	FCC = 1	FMC = 2	TMC = 3	
230	ACTIVITY MONITOR CANNOT FIND THE PITCH ANGLE DATA FROM THE IRS (SSFD)	NOT USED	NOT USED	
231	ROLL ANGLE DATA FROM THE IRS THAT IS THE INTERFACE AGREE BY MORE THAN 3° FROM THE ROLL ANGLE DATA FROM THE OTHER IRS (SSFD)	NOT USED	NOT USED	
232	MAXIMUM OPERATING SCHEDULE FROM THE LEFT ADC AND THE RIGHT ADC DO NOT AGREE BY MORE THAN 15 KNOTS	NOT USED	NOT USED	
233	INERTIAL ALTITUDE COMPUTED USING THE LEFT ADC DATA AND THE RIGHT ADC DATA DO NOT AGREE BY MORE THAN 800 FT	NOT USED	NOT USED	
234	INERTIAL VERTICAL SPEED COMPUTED USING THE LEFT ADC DATA AND THE RIGHT ADC DATA AGREE BY MORE THAN 10 FT/SEC	NOT USED	NOT USED	
235	NOT USED	NOT USED	NOT USED	
236	GLIDESLOPE DEVIATION FROM THE ILS DOES NOT AGREE WITH THE GLIDESLOPE DEVIATION RECEIVED FROM THE CROSS CHANNEL DATA (SSFD)	NOT USED	NOT USED	
237	LOCALIZER DEVIATION FROM THE ILS DOES NOT AGREE WITH THE LOCALIZER DEVIATION RECEIVED FROM THE CROSS CHANNEL DATA (SSFD)	NOT USED	FAILURE WARNING RECEIVED FROM THE MCP FOR SPEED BRAKE HANDLE POSITION	
238	LATERAL ACCELERATION FROM THE IRS DOES NOT AGREE WITH THE LATERAL ACCELERATION RECEIVED FROM THE CROSS CHANNEL DATA BY MORE THAN .04G° (SSFD)	NOT USED	NOT USED	
239	NOT USED	NOT USED	NOT USED	
240	MAGNETIC HEADING FROM THE IRS DOES NOT AGREE WITH THE MAGNETIC HEADING RECEIVED FROM THE CROSS CHANNEL DATA BY MORE THAN 6° (SSFD)	NOT USED	NOT USED	

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	CHANNEL		INTERMITTENT FLIGHT FAULTS (OR SSFD SENSOR FAULT)
	1 = LEFT 2 = RIGHT 3 = CENTER	X X X X X X	1 = YES 0 = NO
	SOURCE COMPUTER	DIAGNOSTIC CODE	
DIAG CODE	SOURCE COMPUTER		
	FCC = 1	FMC = 2	TMC = 3
241	VERTICAL ACCELERATION RECEIVED FROM THE IRS DOES NOT AGREE WITH THE VERTICAL ACCELERATION FROM THE CROSS CHANNEL DATA BY MORE THAN .04G (SSFD)	NOT USED	NOT USED
242	COMMON MODE MONITOR CANNOT FIND AILERON SERVO POSITION SIGNAL DATA	NOT USED	NOT USED
243	MODE ERROR - PILOT OVERRIDE SINGLE CHANNEL ENGAGE - OR - AILERON SERVO POSITION AND AILERON SURFACE POSITION DO NOT AGREE BY MORE THAN 3.0°	NOT USED	NOT USED
244	MODE ERROR - PILOT OVERRIDE SINGLE CHANNEL OR MULTI CHANNEL ENGAGE - OR - ELEVATOR SERVO POSITION AND THE ELEVATOR SURFACE POSITION DO NOT AGREE BY MORE THAN 1 DEGREE IN SINGLE CHANNEL ENGAGE OR DO NOT AGREE BY MORE THAN 4 DEGREES IN MULTI CHANNEL ENGAGE	NOT USED	NOT USED
245	RUDDER SERVO POSITION AND RUDDER SURFACE POSITION DO NOT AGREE BY MORE THAN 3°	NOT USED	NOT USED
246	ANGLE OF ATTACK FROM THE LEFT ADC AND THE RIGHT ADC DO NOT AGREE BY MORE THAN 4°	NOT USED	NOT USED
247	NO COMPUTED DATA RECEIVED FROM THE IRS FOR MAGNETIC HEADING AND MAGNETIC TRACK SWITCH IN THE USUAL POSITION (MAGNETIC)	NOT USED	SELECTED AIRSPEED FAILURE WHEN RECEIVED FROM THE MCP
248	MODE ERROR - CHANGED TO THE V/S MODE WHEN THE SWITCHES WERE NOT TOUCHED	NOT USED	SELECTED MACH FAILURE WARNING RECEIVED FROM THE FMC

MCDP Diagnostic Codes
Figure 104 (Sheet 19)

EFFECTIVITY

ALL

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CHANNEL	1 = LEFT 2 = RIGHT 3 = CENTER	X X X X X X SOURCE COMPUTER	X X X X X X DIAGNOSTIC CODE	INTERMITTENT FLIGHT FAULTS (OR SSFD SENSOR FAULT) 1 = YES 0 = NO
DIAG CODE	SOURCE COMPUTER			
	FCC = 1	FMC = 2	TMC = 3	
249	GROUND SPEED RECEIVED FROM THE IRS DOES NOT AGREE WITH THE GROUND SPEED RECEIVED FROM THE CROSS CHANNEL DATA BY MORE THAN 100 FT/SEC (SSFD)	NOT USED	NOT USED	
250	NO DISCRETE RECEIVED ON CROSS CHANNEL DATA FROM THE CHANNEL-IN-COMMAND	NOT USED	NOT USED	STABILIZER POSITION FAILURE WARNING RECEIVED FROM THE MCP
251	RUDDER SERVO ENGAGED WITH ONLY ONE FCC ENGAGED	NOT USED	NOT USED	VMO SPEED LIMIT FAILURE WARNING RECEIVED FROM THE ADC
252	NOT USED	NOT USED	NOT USED	TAT FAILURE WARNING RECEIVED FROM THE ADC
253	SOURCE FCC AND THE RELATIVE LEFT FCC SOFTWARE NOT CORRECT FOR AUTOLAND	NOT USED	NOT USED	NOT USED
254	SOURCE FCC AND THE RELATIVE RIGHT FCC SOFTWARE NOT CORRECT FOR AUTOLAND	NOT USED	NOT USED	NOT USED

REPORTING FCC		RELATIVE LEFT FCC		RELATIVE RIGHT FCC	
LEFT	FCC	RIGHT	FCC	CENTER	FCC
CENTER	FCC	LEFT	FCC	RIGHT	FCC
RIGHT	FCC	CENTER	FCC	LEFT	FCC

MCDP Diagnostic Codes
Figure 104 (Sheet 20)

EFFECTIVITY

ALL

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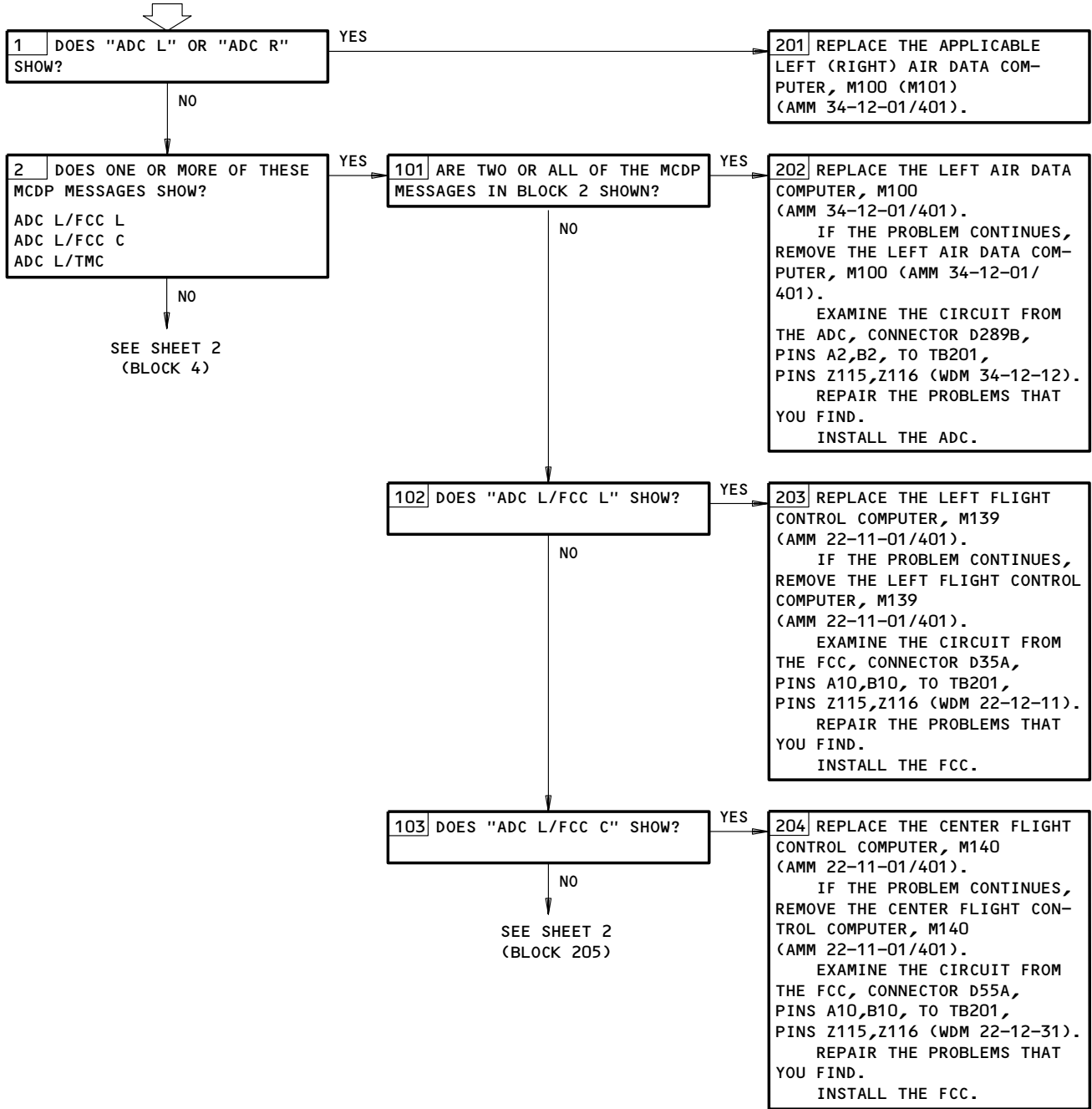
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**AUTOFLIGHT BITE
 FAULT ISOLATION
 PROCEDURES - "A"
 MESSAGES**

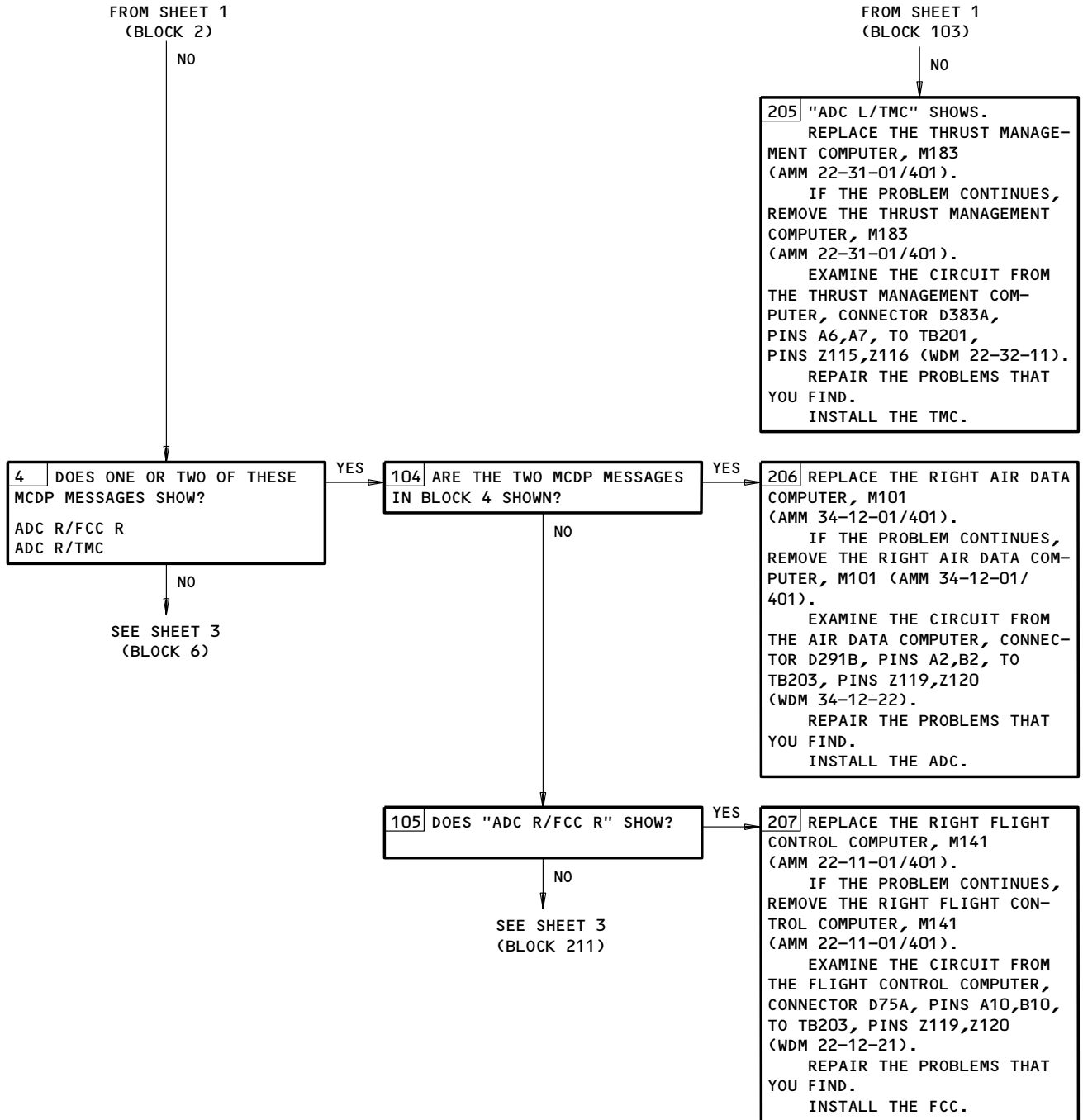
PREREQUISITES
 NONE



Autoflight BITE Fault Isolation Procedures - A Messages
 Figure 105 (Sheet 1)

EFFECTIVITY	ALL
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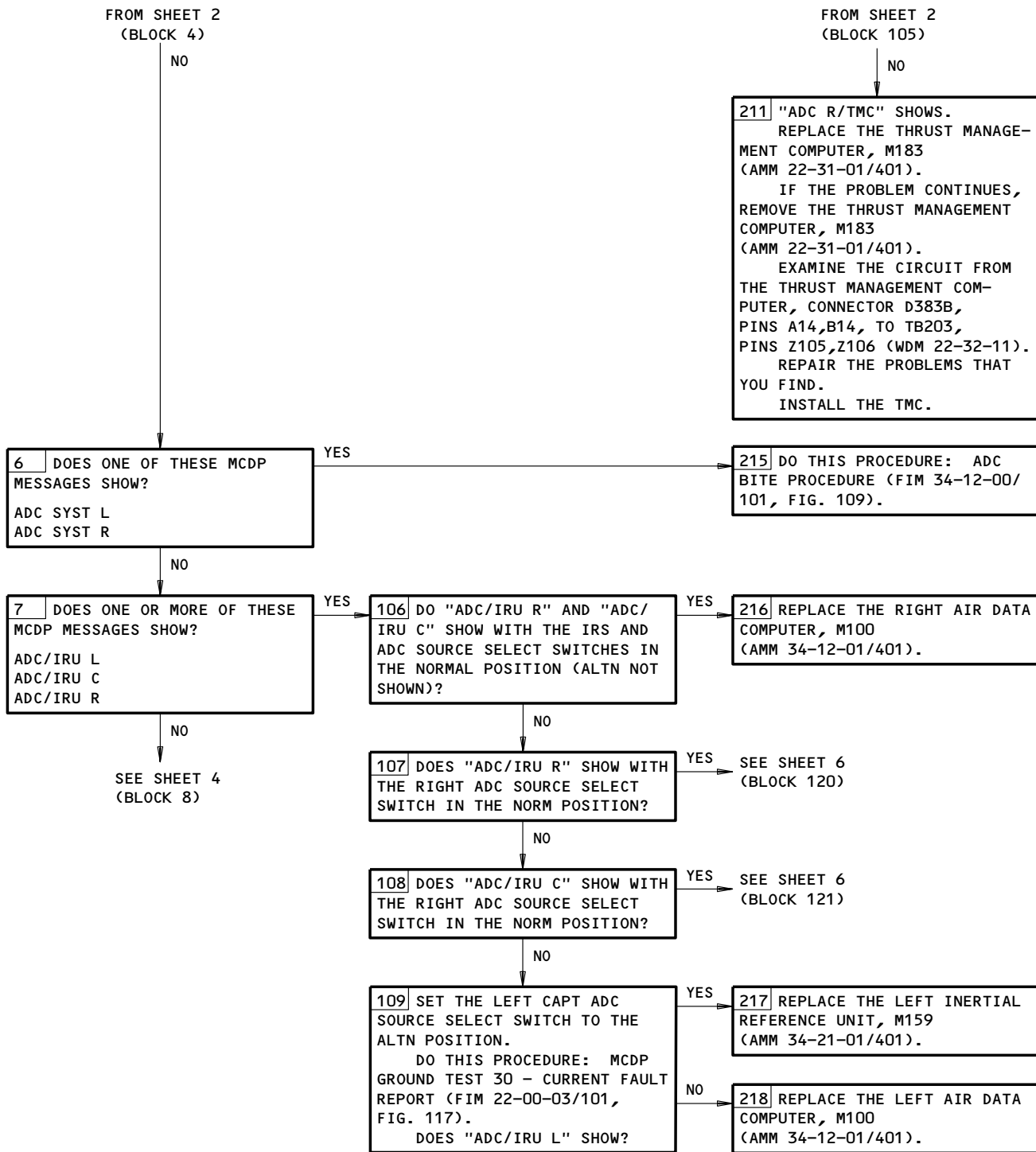
22-00-02



Autoflight BITE Fault Isolation Procedures - A Messages
Figure 105 (Sheet 2)

EFFECTIVITY	ALL
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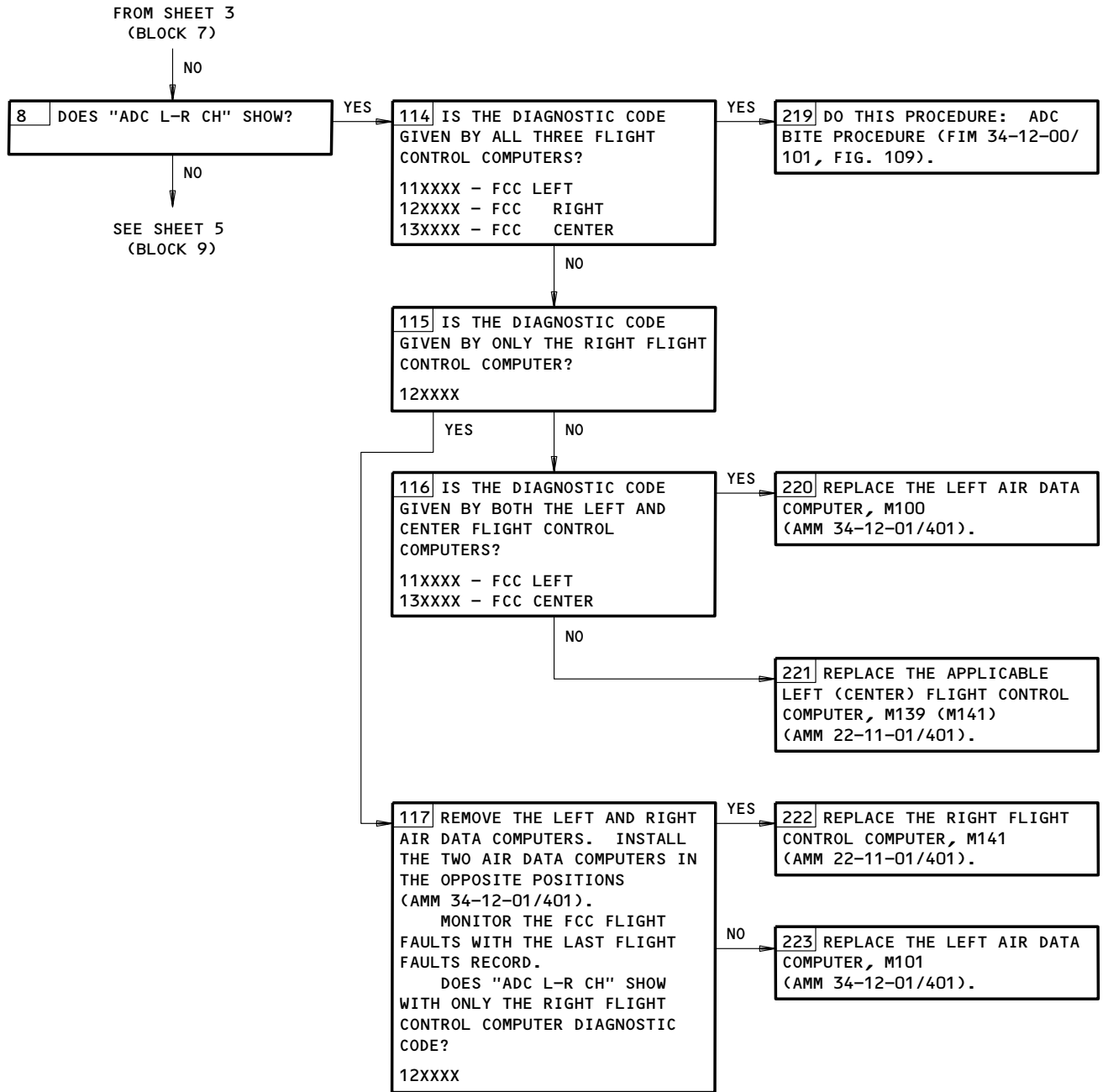
22-00-02



Autoflight BITE Fault Isolation Procedures - A Messages
Figure 105 (Sheet 3)

EFFECTIVITY	ALL
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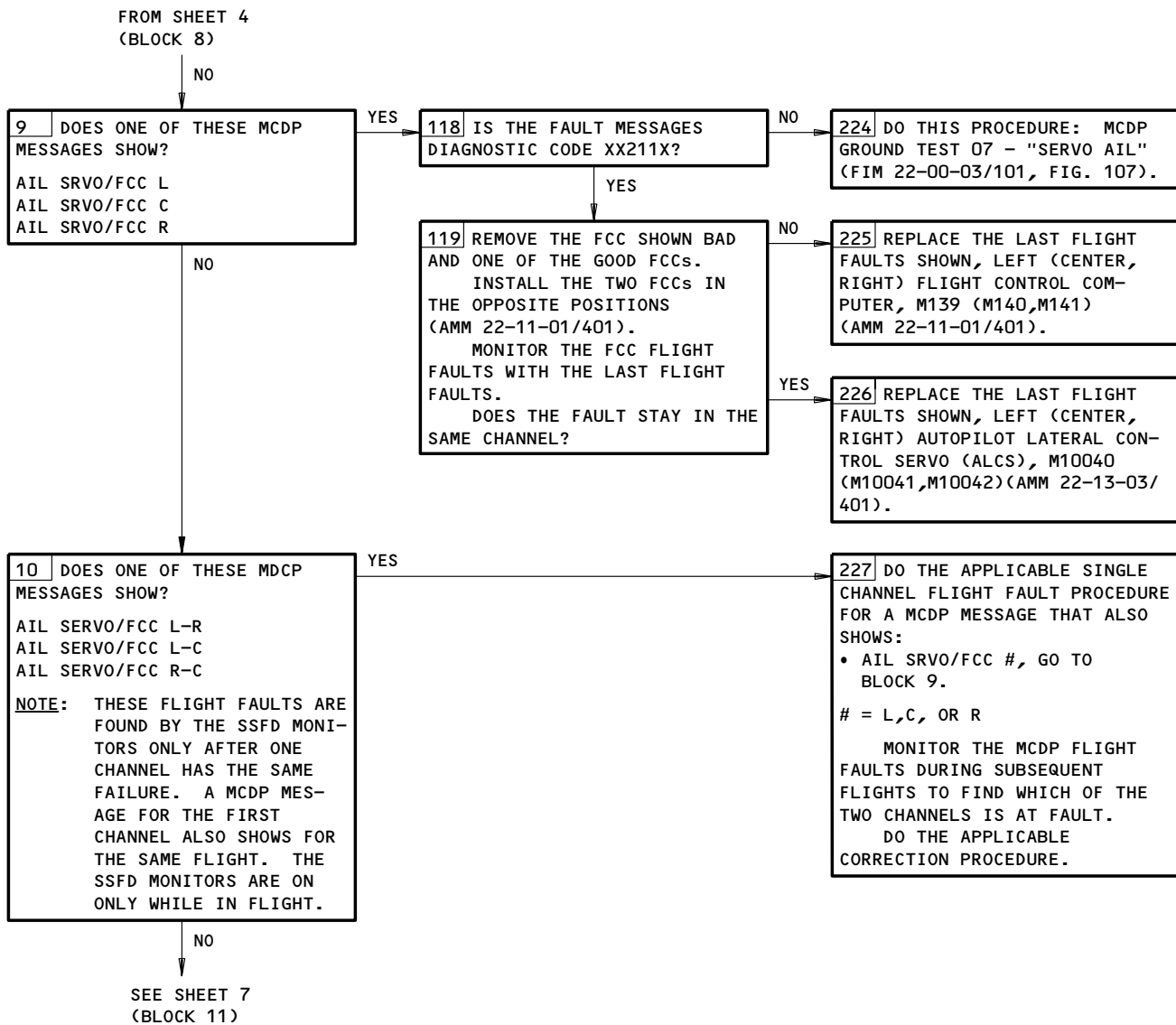


Autoflight BITE Fault Isolation Procedures - A Messages
Figure 105 (Sheet 4)

EFFECTIVITY	ALL
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FAULT ISOLATION/MAINT MANUAL



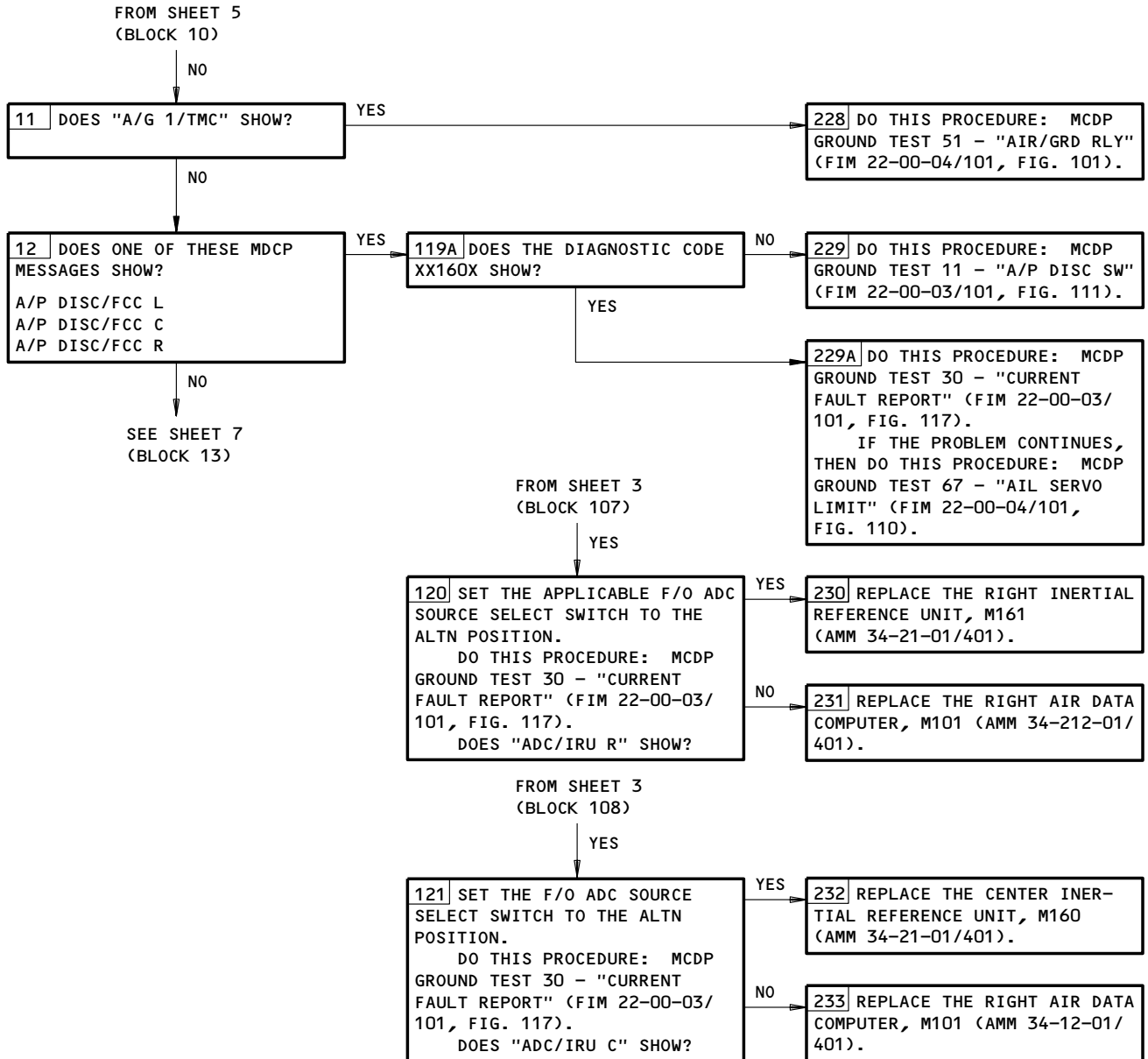
Autoflight BITE Fault Isolation Procedures - A Messages
Figure 105 (Sheet 5)

EFFECTIVITY	ALL
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Autoflight BITE Fault Isolation Procedures - A Messages
Figure 105 (Sheet 6)

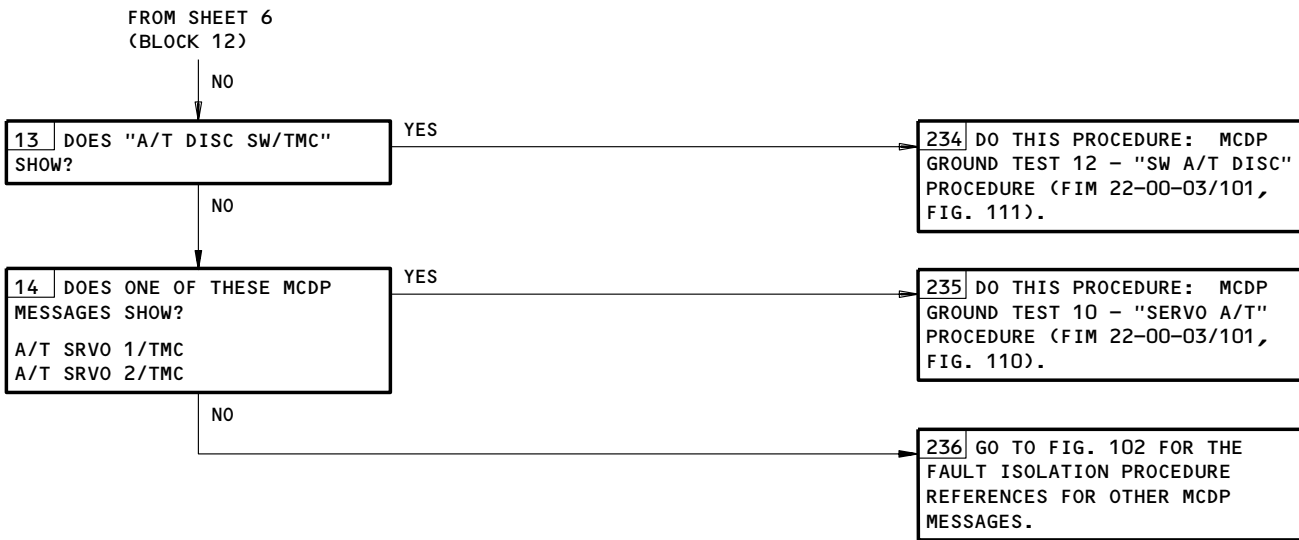
EFFECTIVITY

ALL

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Autoflight BITE Fault Isolation Procedures - A Messages
Figure 105 (Sheet 7)

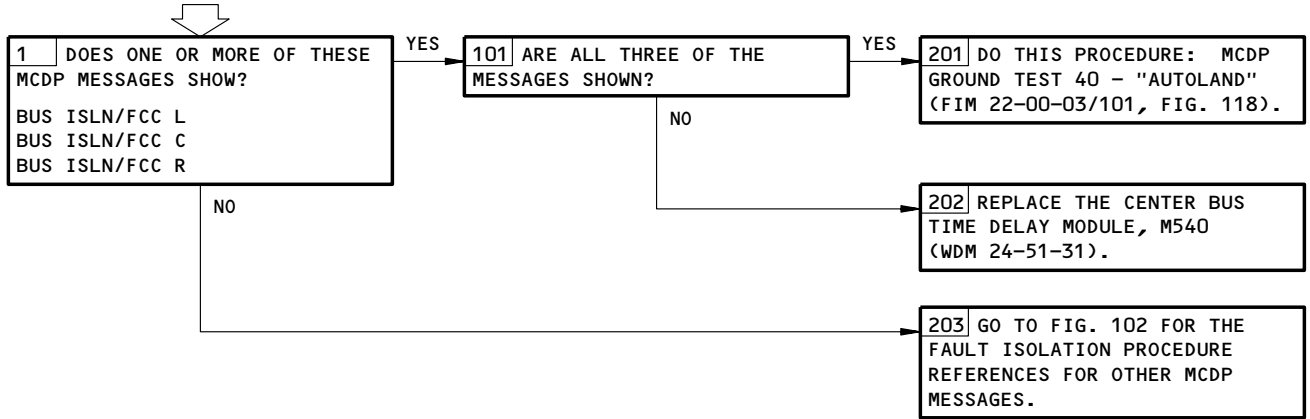
EFFECTIVITY	ALL
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**AUTOFLIGHT BITE
FAULT ISOLATION
PROCEDURES - "B"
MESSAGES**

PREREQUISITES
NONE



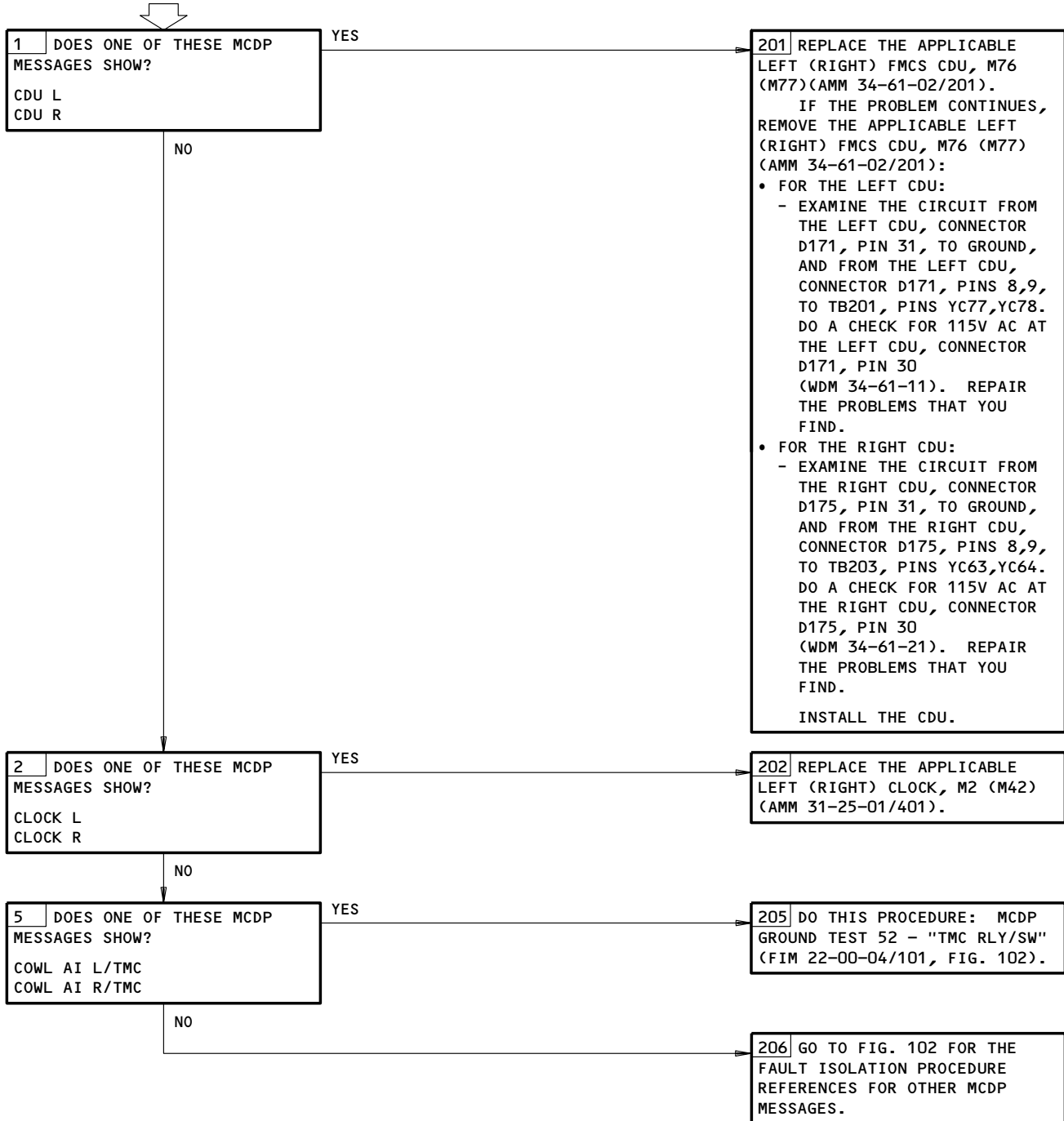
Autoflight BITE Fault Isolation Procedures - B Messages
Figure 106

EFFECTIVITY	ALL
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**AUTOFLIGHT BITE
FAULT ISOLATION
PROCEDURES - "C"
MESSAGES**

PREREQUISITES
NONE



Autoflight BITE Fault Isolation Procedures - C Messages
Figure 107

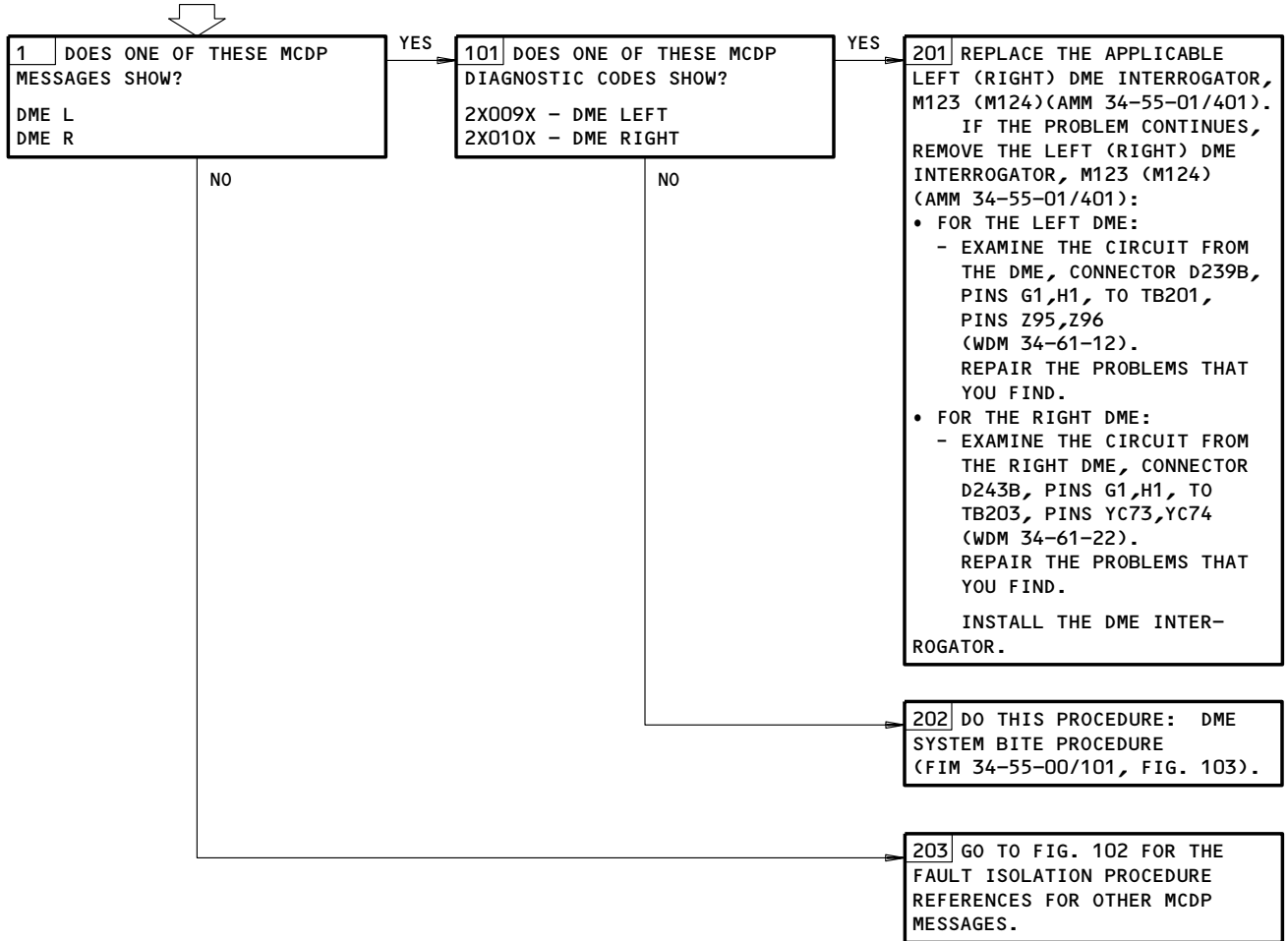
EFFECTIVITY

ALL

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**AUTOFLIGHT BITE
 FAULT ISOLATION
 PROCEDURES - "D"
 MESSAGES**

PREREQUISITES
 NONE



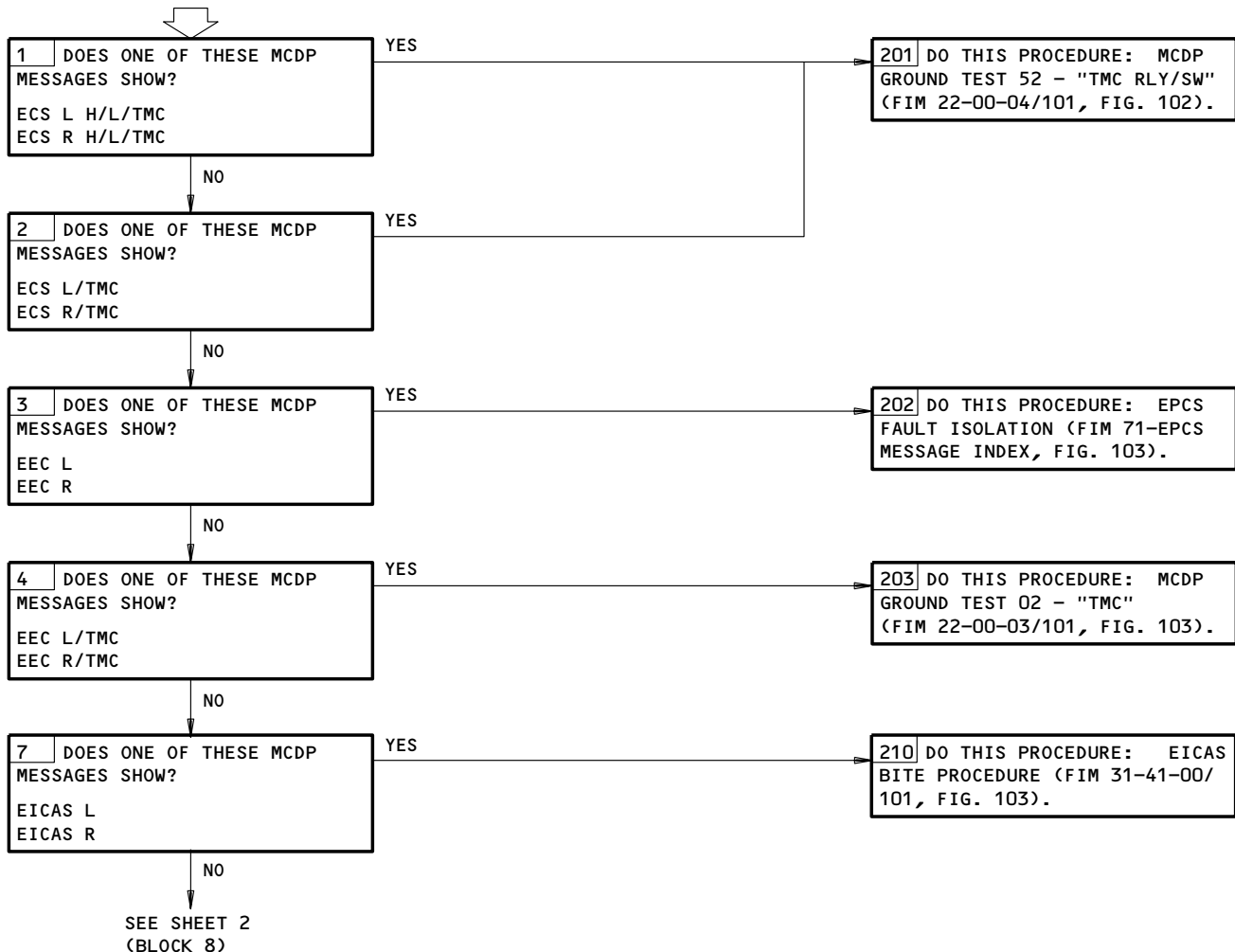
Autoflight BITE Fault Isolation Procedures - D Messages
 Figure 108

EFFECTIVITY	ALL
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**AUTOFLIGHT BITE
FAULT ISOLATION
PROCEDURES - "E"
MESSAGES**

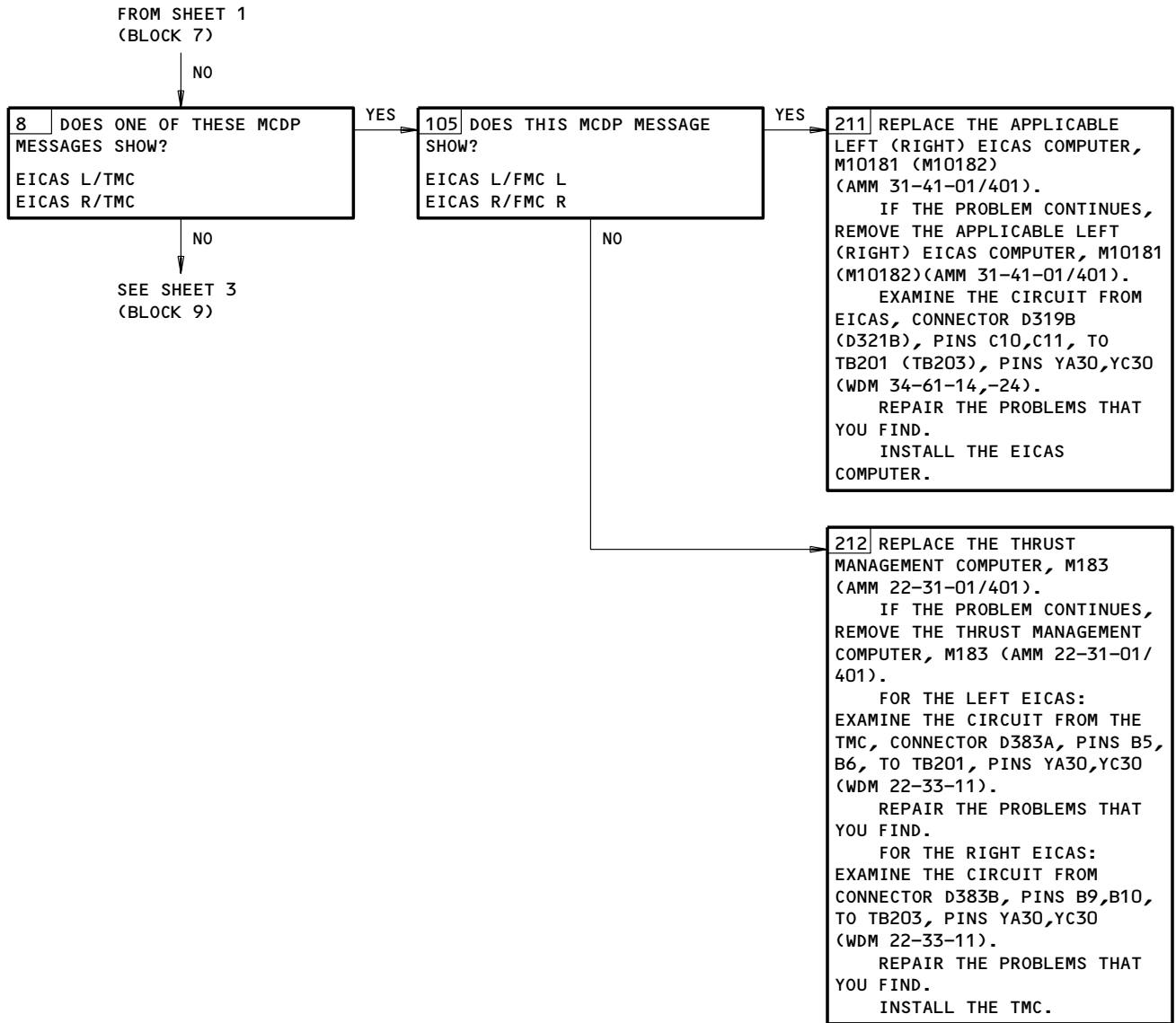
PREREQUISITES
NONE



Autoflight BITE Fault Isolation Procedures - E Messages
Figure 109 (Sheet 1)

EFFECTIVITY	ALL
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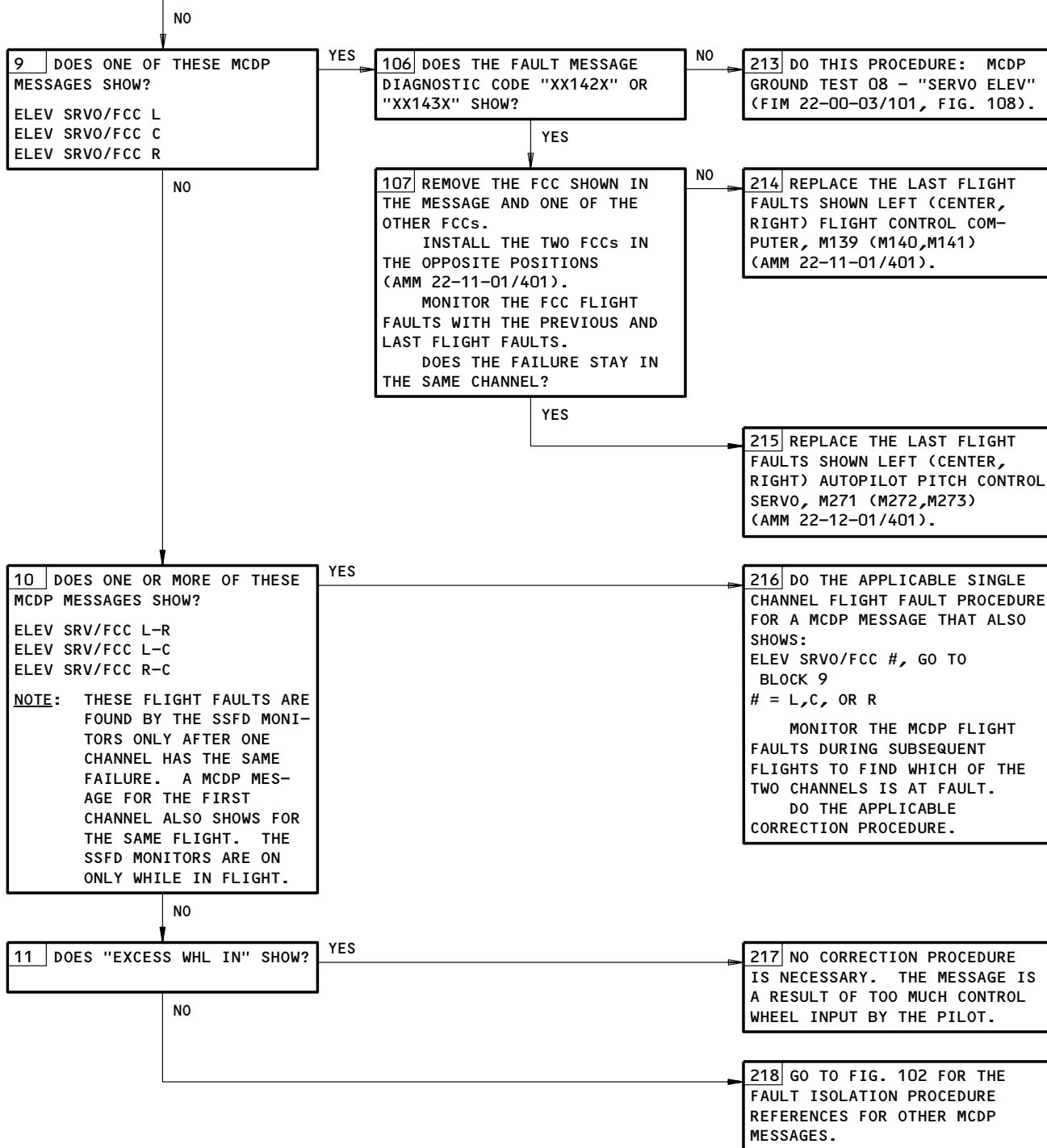
Autoflight BITE Fault Isolation Procedures - E Messages
Figure 109 (Sheet 2)

EFFECTIVITY	ALL
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Autoflight BITE Fault Isolation Procedures - E Messages
Figure 109 (Sheet 3)

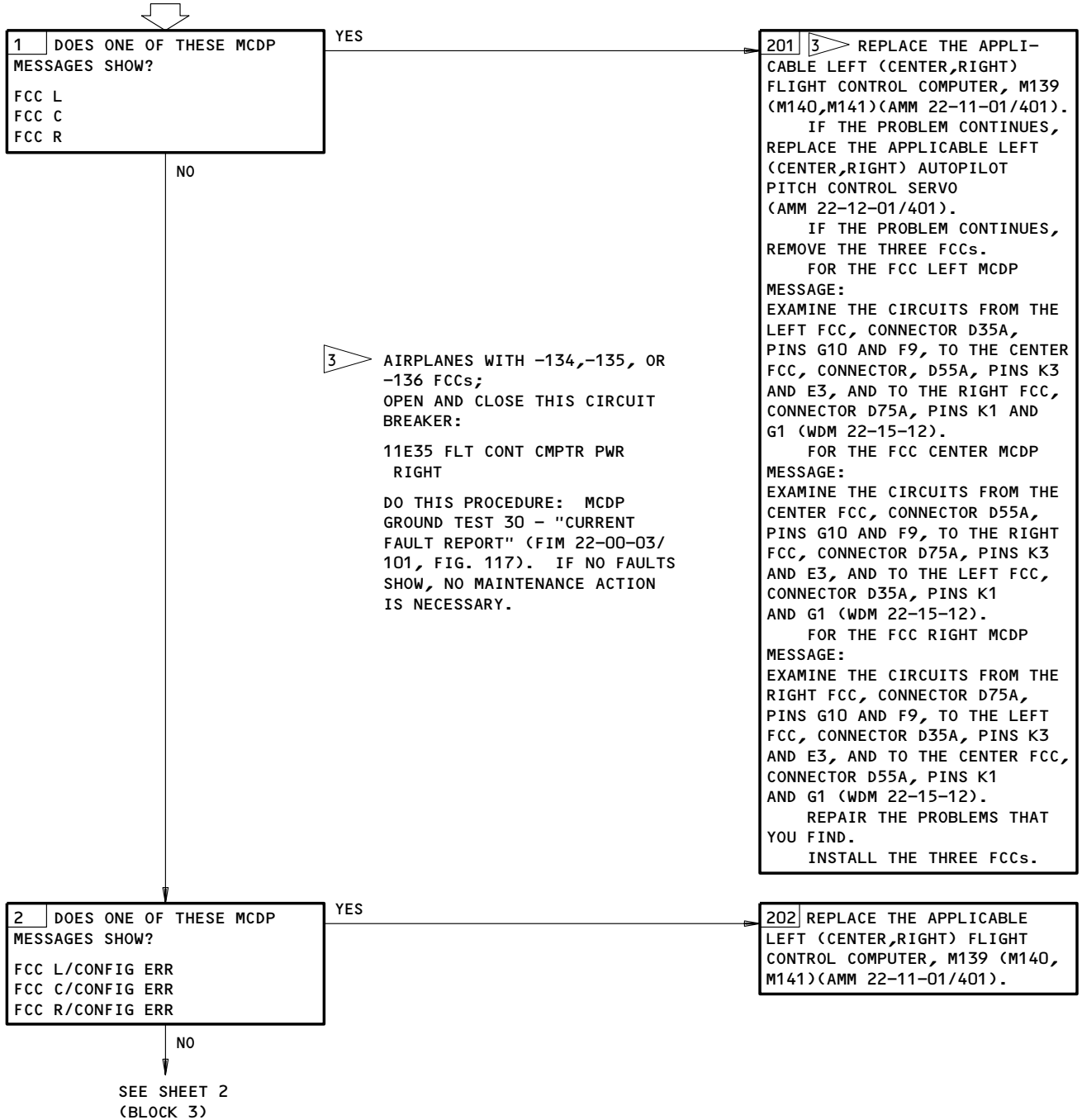
EFFECTIVITY

ALL

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**AUTOFLIGHT BITE
FAULT ISOLATION
PROCEDURES - "F"
MESSAGES**

PREREQUISITES
NONE

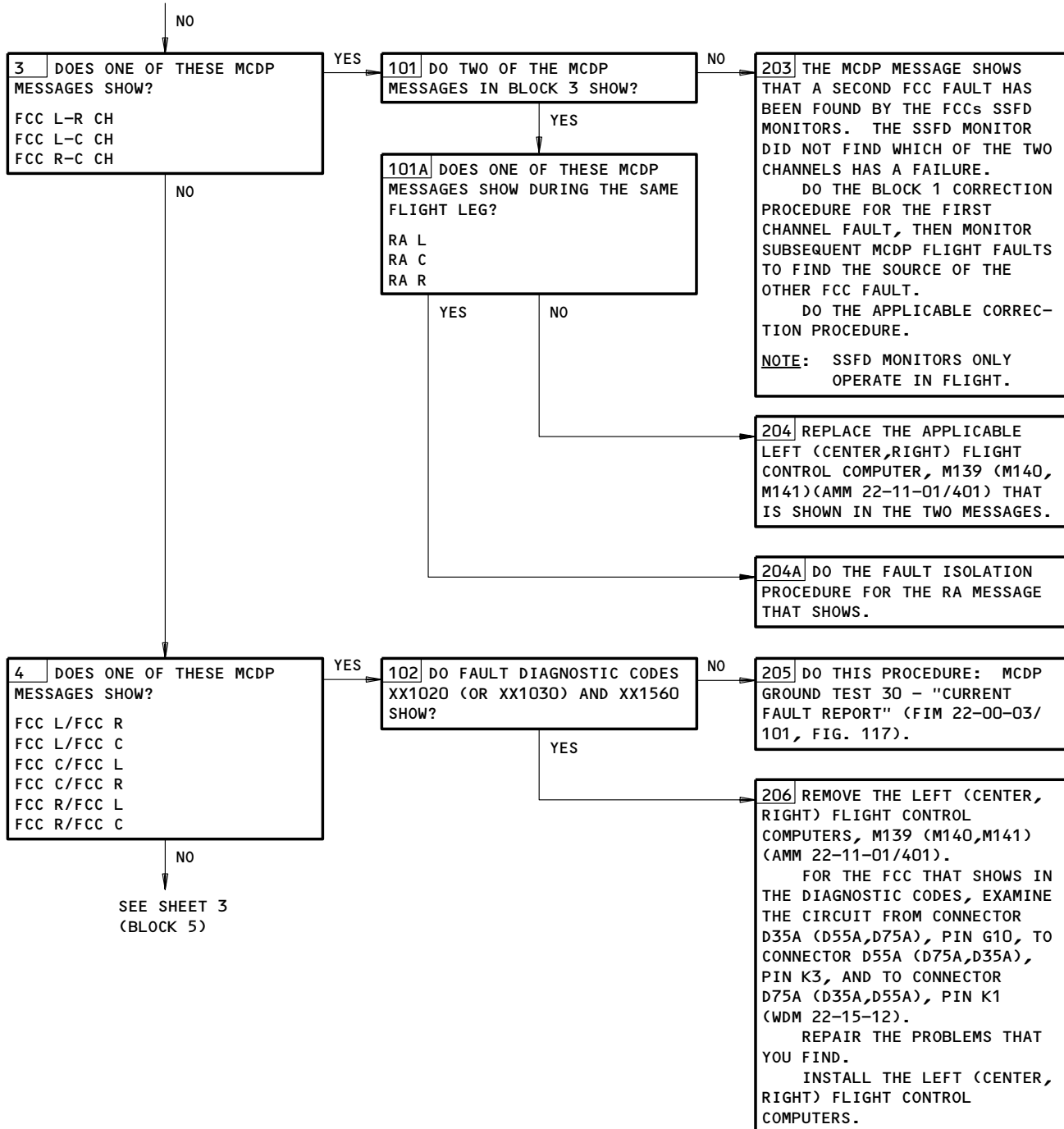


Autoflight BITE Fault Isolation Procedures - F Messages
Figure 110 (Sheet 1)

EFFECTIVITY	ALL
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(BLOCK 2)

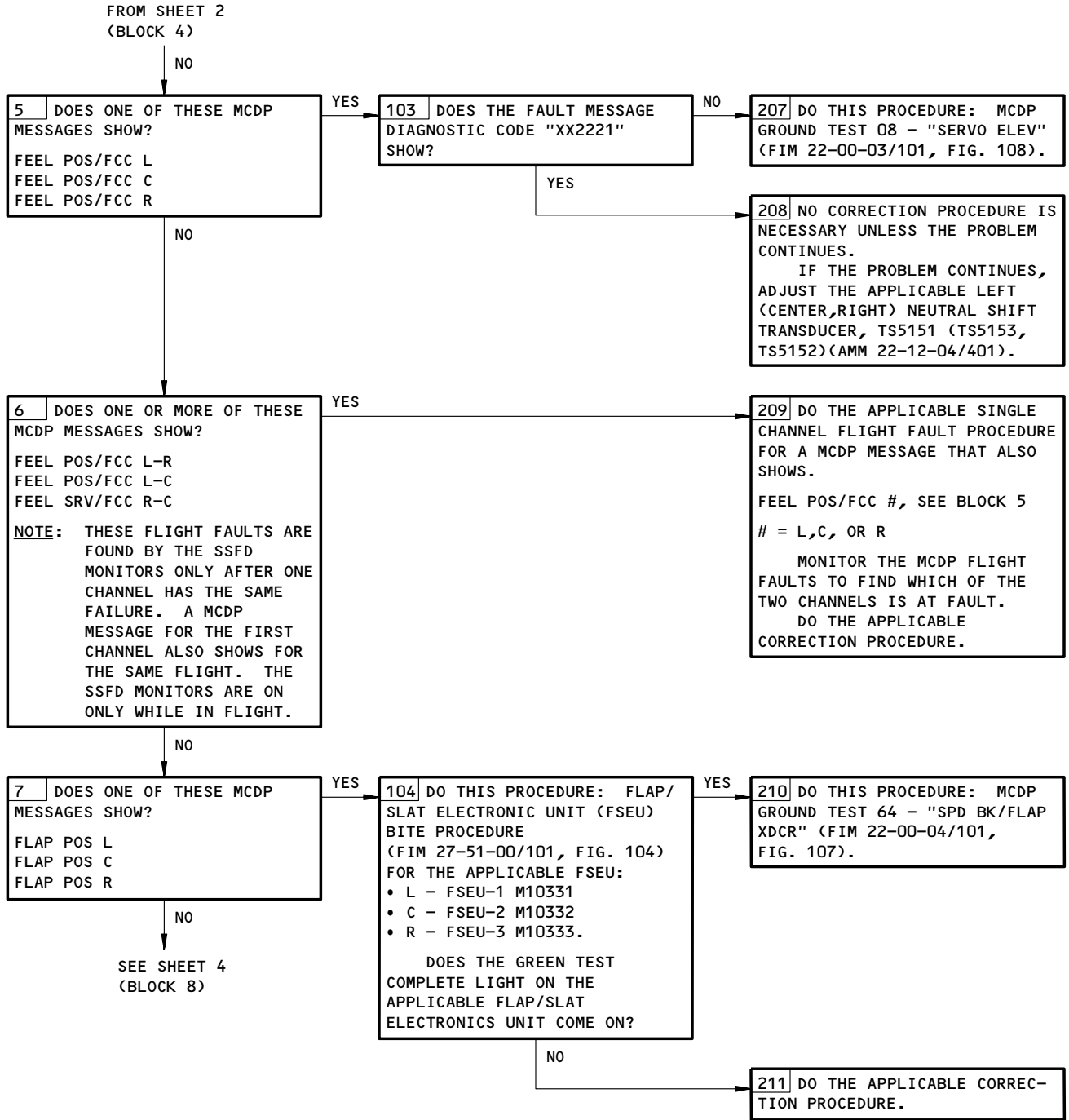


Autoflight BITE Fault Isolation Procedures - F Messages
Figure 110 (Sheet 2)

EFFECTIVITY

ALL

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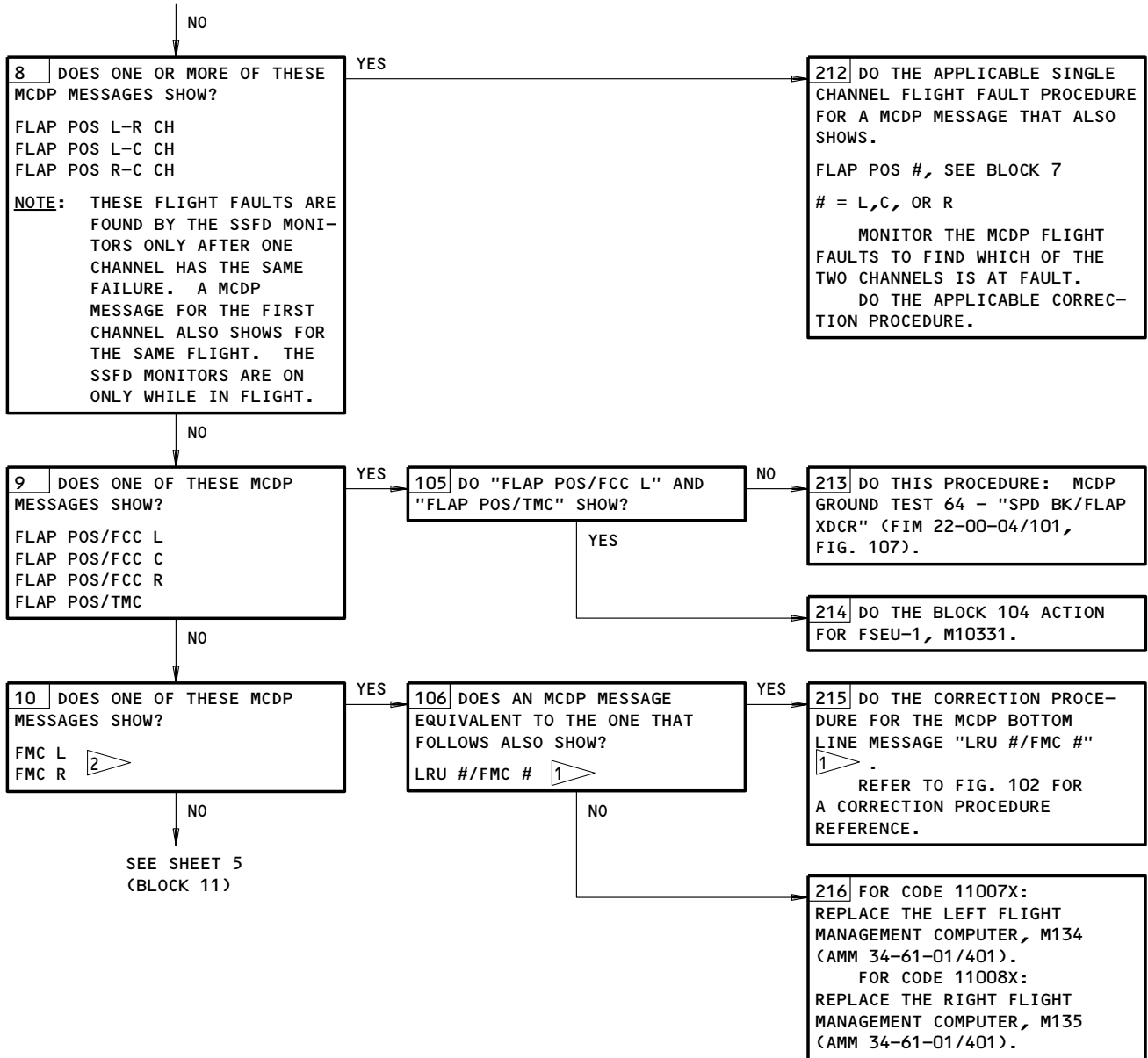
Autoflight BITE Fault Isolation Procedures - F Messages
Figure 110 (Sheet 3)

EFFECTIVITY

ALL

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FROM SHEET 3
(BLOCK 7)



1 LRU REFERS TO A LINE REPLACABLE UNIT, # REFERS TO THE LEFT, RIGHT OR CENTER CHANNEL

2 MCDP DIAGNOSTIC CODE XX007X OR XX008X WILL SHOW IF THE FMC DID A NORMAL RESYNC DURING FLIGHT. IGNORE THIS MESSAGE UNLESS THERE IS A PILOT REPORT OR A FAILURE MESSAGE ON THE CDU.

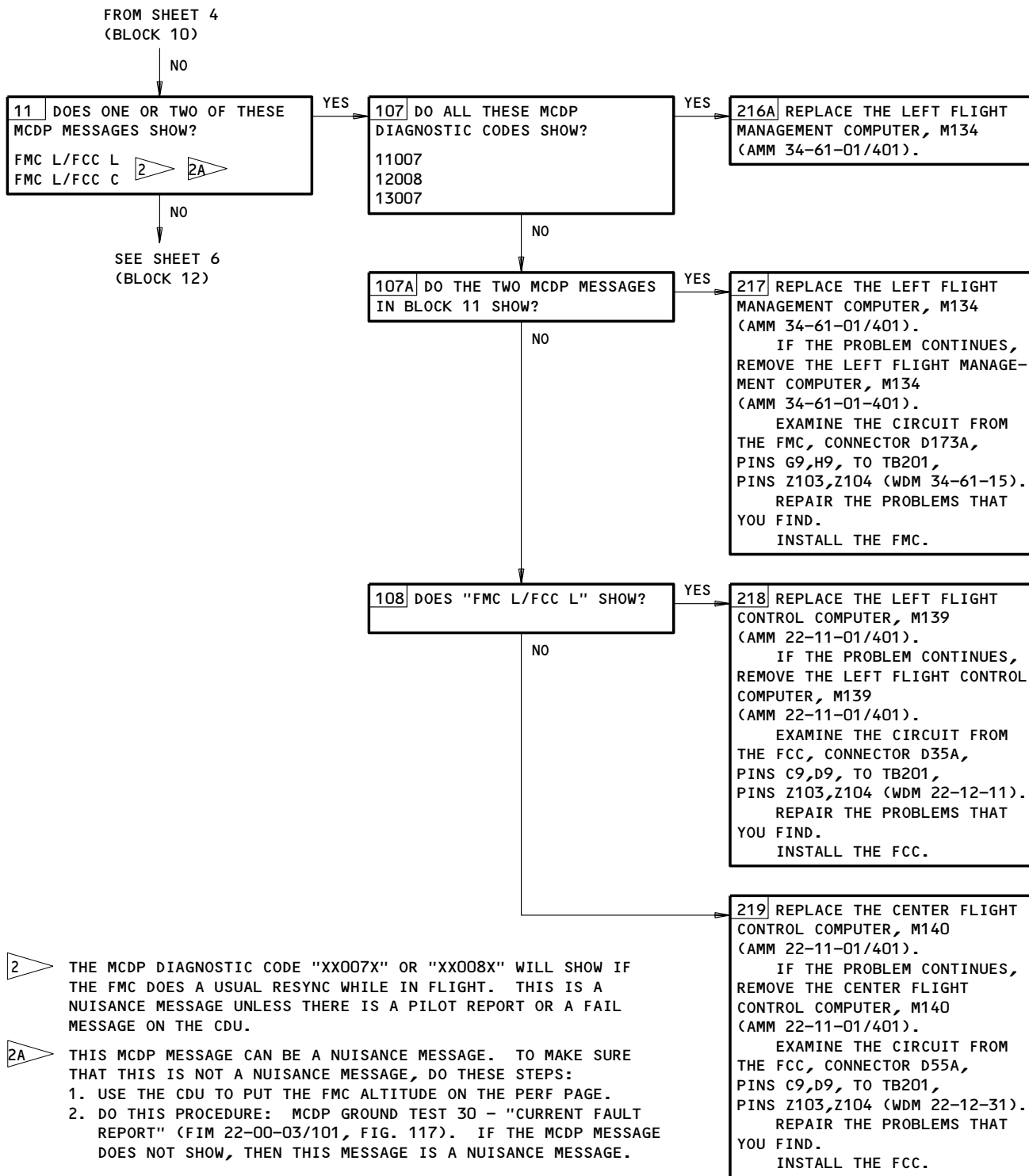
Autoflight BITE Fault Isolation Procedures - F Messages
Figure 110 (Sheet 4)

EFFECTIVITY

ALL

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FAULT ISOLATION/MAINT MANUAL



Autoflight BITE Fault Isolation Procedures - F Messages
Figure 110 (Sheet 5)

EFFECTIVITY

ALL

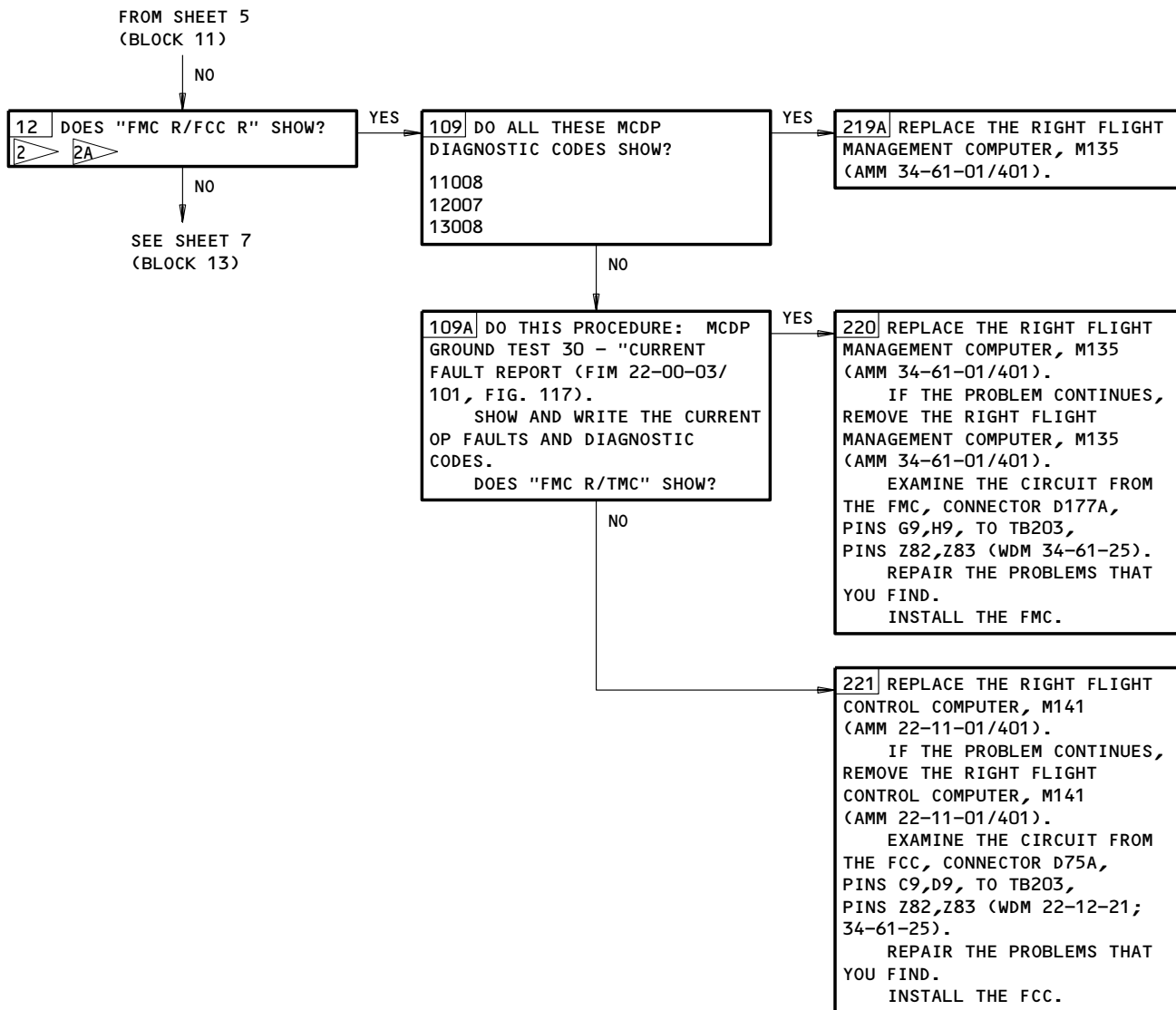
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2 THE MCDP DIAGNOSTIC CODE XX007X OR XX008X WILL SHOW IF THE FMC DOES A USUAL RESYNC WHILE IN FLIGHT. IGNORE THIS MESSAGE UNLESS THERE IS A PILOT REPORT OR A FAIL MESSAGE ON THE CDU.

2A THIS MCDP MESSAGE CAN BE A NUISANCE MESSAGE. TO MAKE SURE THAT THIS IS NOT A NUISANCE MESSAGE, DO THESE STEPS:

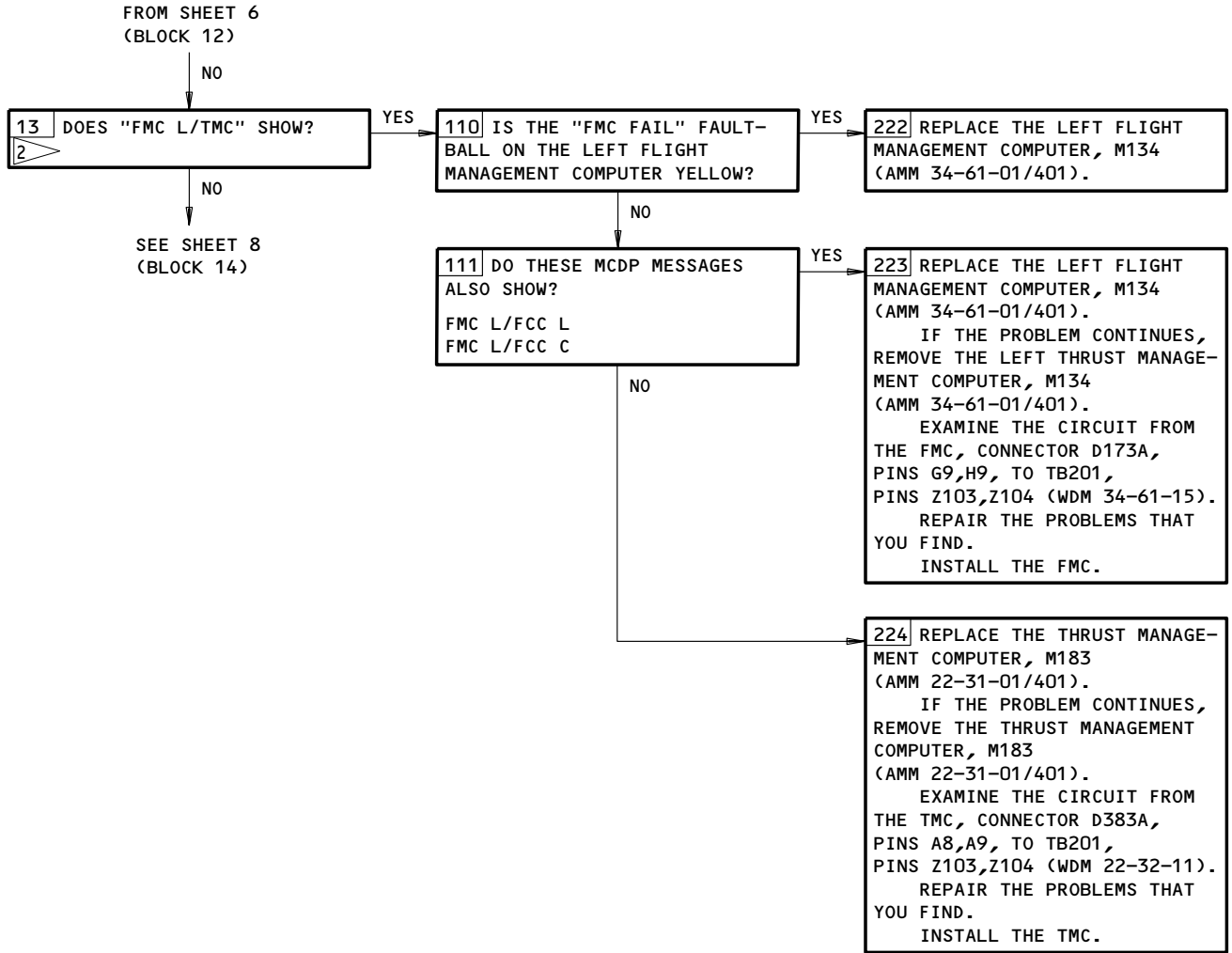
1. USE THE CDU TO PUT THE FMC ALTITUDE ON THE PERF PAGE.
2. DO THIS PROCEDURE: MCDP GROUND TEST 30 - "CURRENT FAULT REPORT" (FIM 22-00-03/101, FIG. 117). IF THE MCDP MESSAGE DOES NOT SHOW, THEN THIS MESSAGE IS A NUISANCE MESSAGE.

Autoflight BITE Fault Isolation Procedures - F Messages
Figure 110 (Sheet 6)

EFFECTIVITY	ALL
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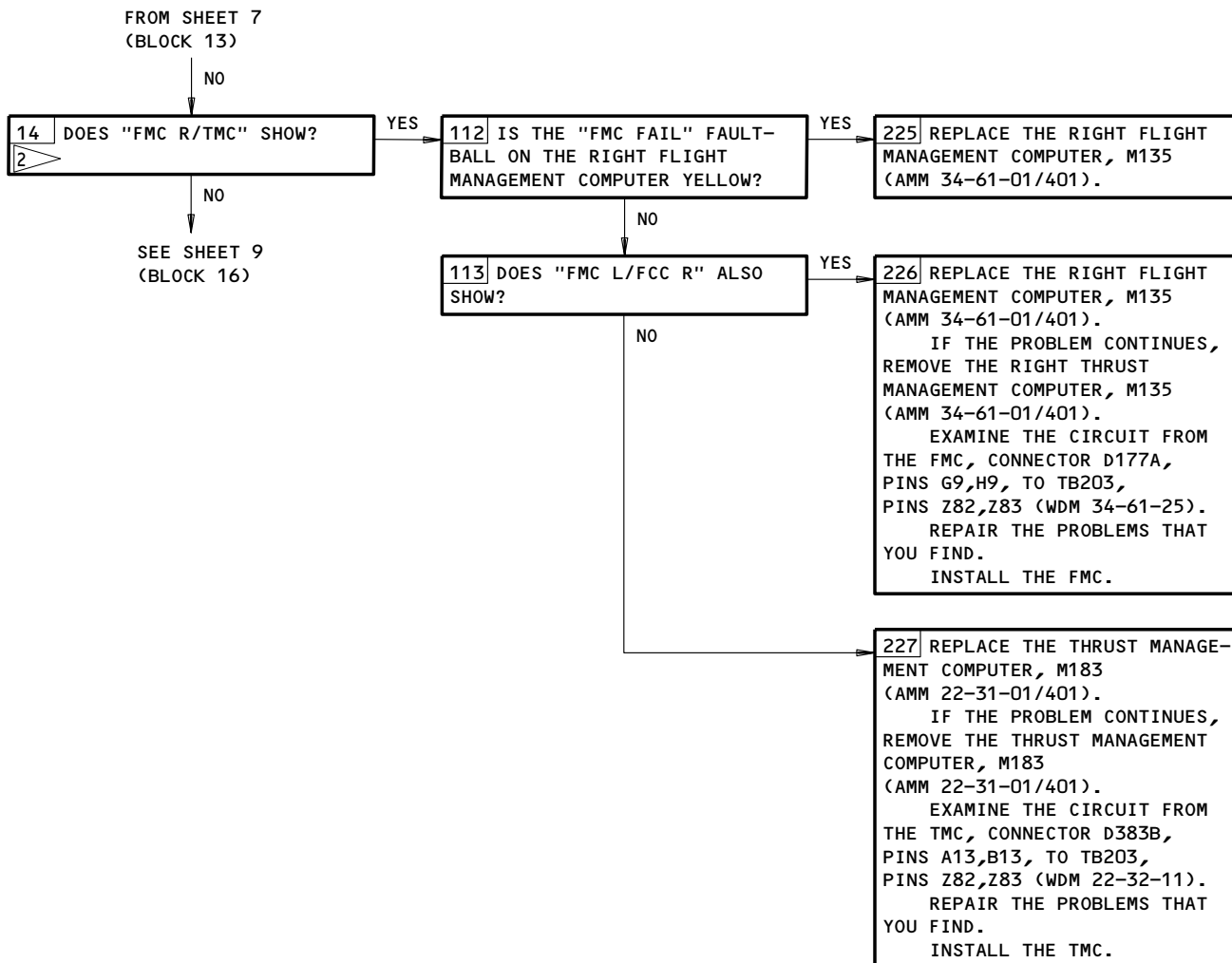
2 THE MCDP DIAGNOSTIC CODE "XX007X" OR "XX008X" WILL SHOW IF THE FMC DOES A USUAL RESYNC WHILE IN FLIGHT. THIS IS A NUISANCE MESSAGE UNLESS THERE IS A PILOT REPORT OR A FAIL MESSAGE ON THE CDU.

Autoflight BITE Fault Isolation Procedures - F Messages
Figure 110 (Sheet 7)

EFFECTIVITY	ALL
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FAULT ISOLATION/MAINT MANUAL

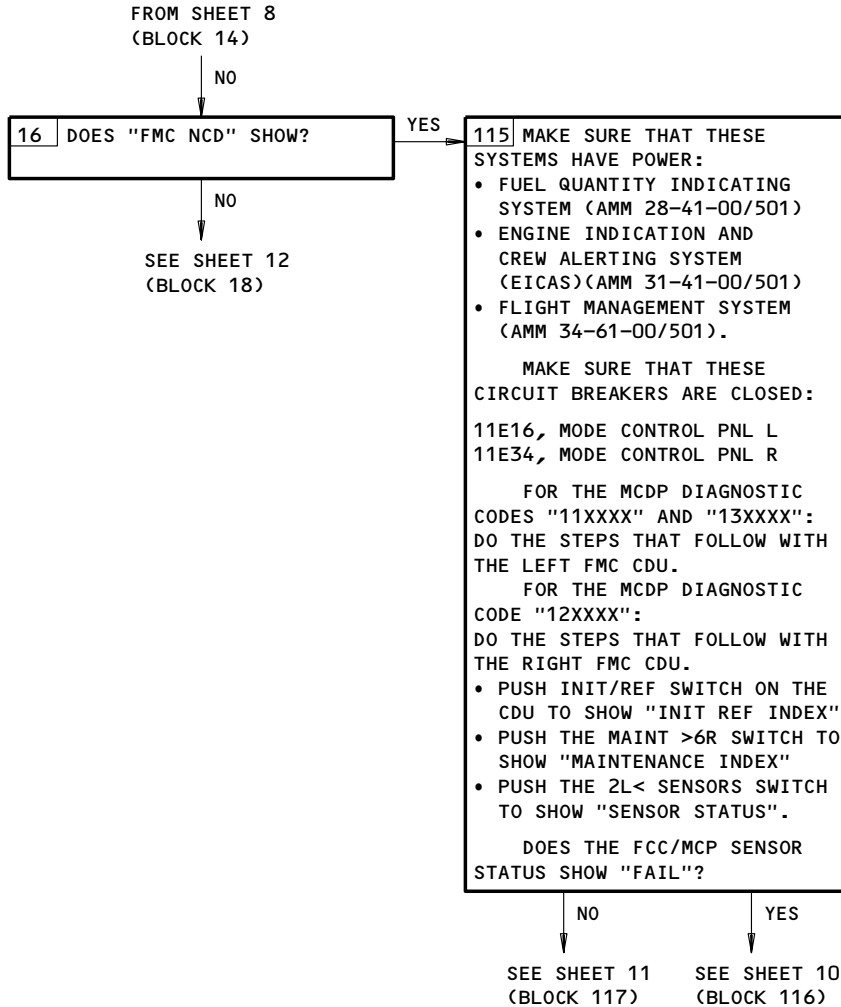


2 THE MCDP DIAGNOSTIC CODE "XX007X" OR "XX008X" WILL SHOW IF THE FMC DOES A USUAL RESYNC WHILE IN FLIGHT. THIS IS A NUISANCE MESSAGE UNLESS THERE IS A PILOT REPORT OR A FAIL MESSAGE ON THE CDU.

Autoflight BITE Fault Isolation Procedures - F Messages
Figure 110 (Sheet 8)

EFFECTIVITY _____
ALL

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Autoflight BITE Fault Isolation Procedures - F Messages
Figure 110 (Sheet 9)

EFFECTIVITY	ALL
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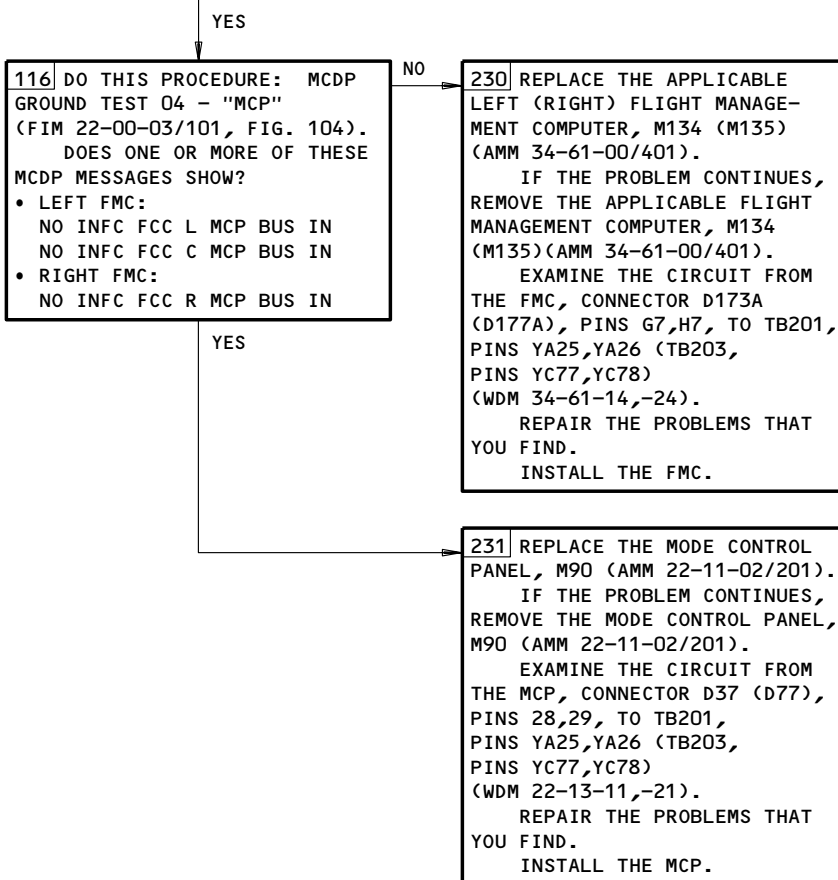
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(BLOCK 115)

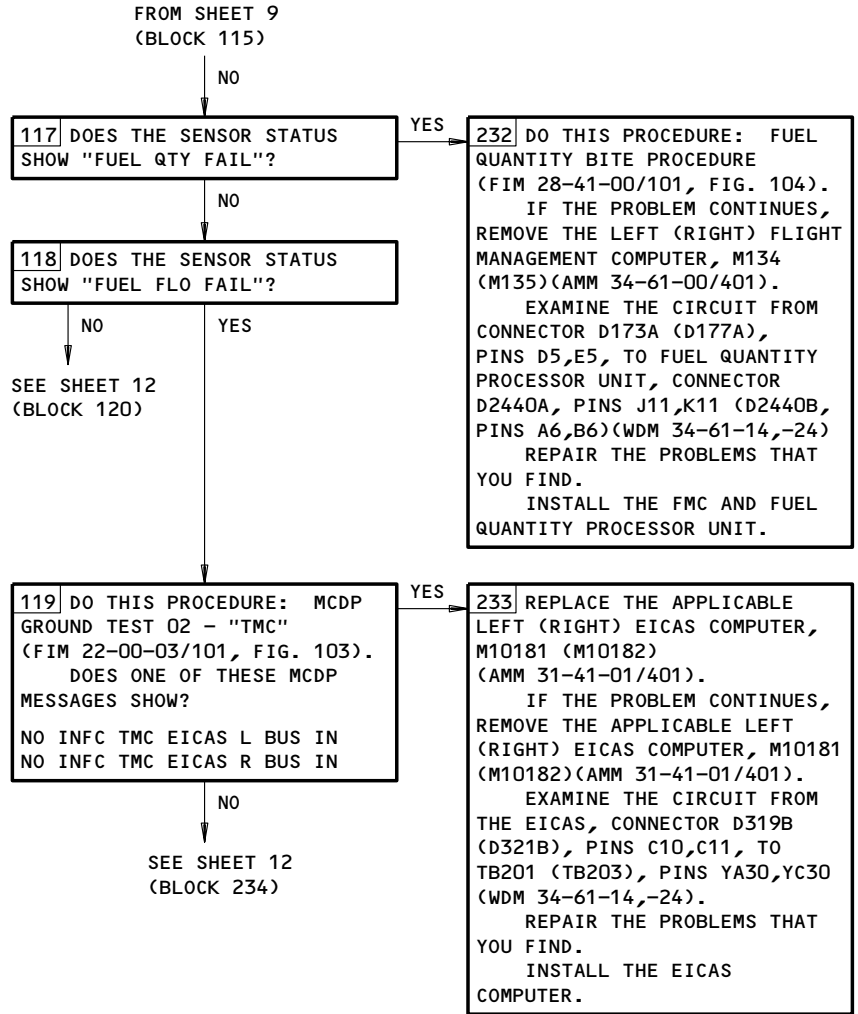


Autoflight BITE Fault Isolation Procedures - F Messages
Figure 110 (Sheet 10)

EFFECTIVITY	ALL
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FAULT ISOLATION/MAINT MANUAL

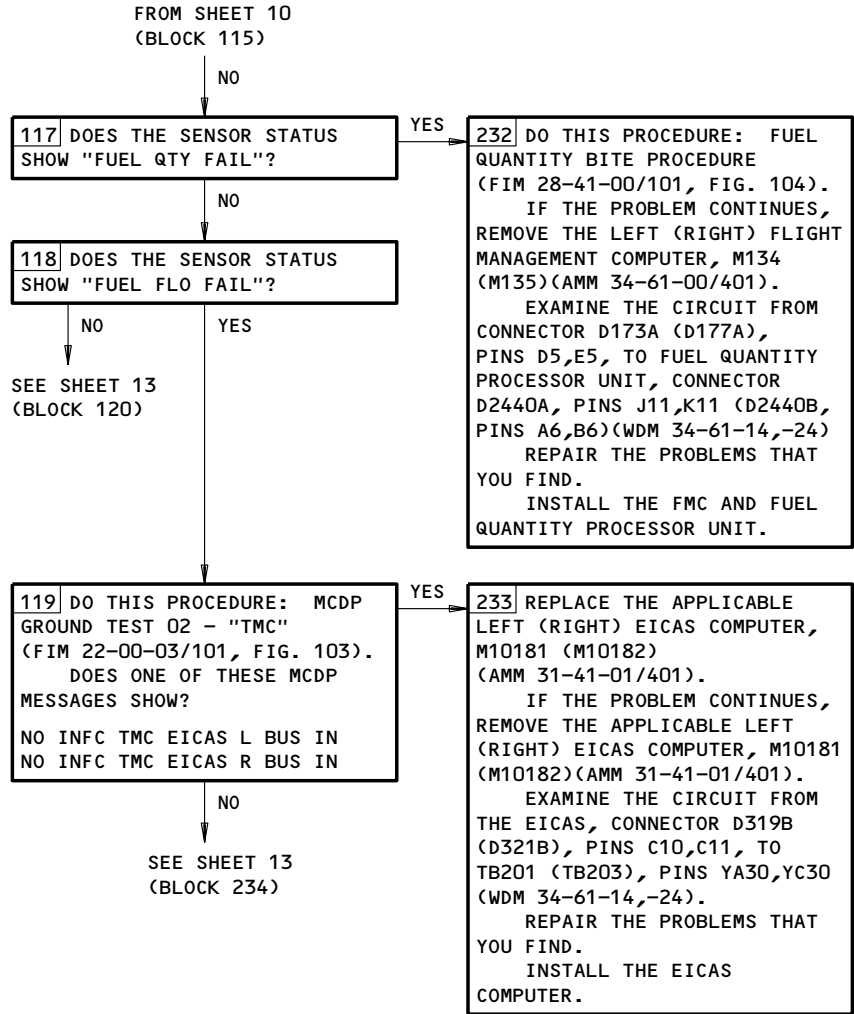


Autoflight BITE Fault Isolation Procedures - F Messages
Figure 110 (Sheet 11)

EFFECTIVITY	ALL
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 FAULT ISOLATION/MAINT MANUAL



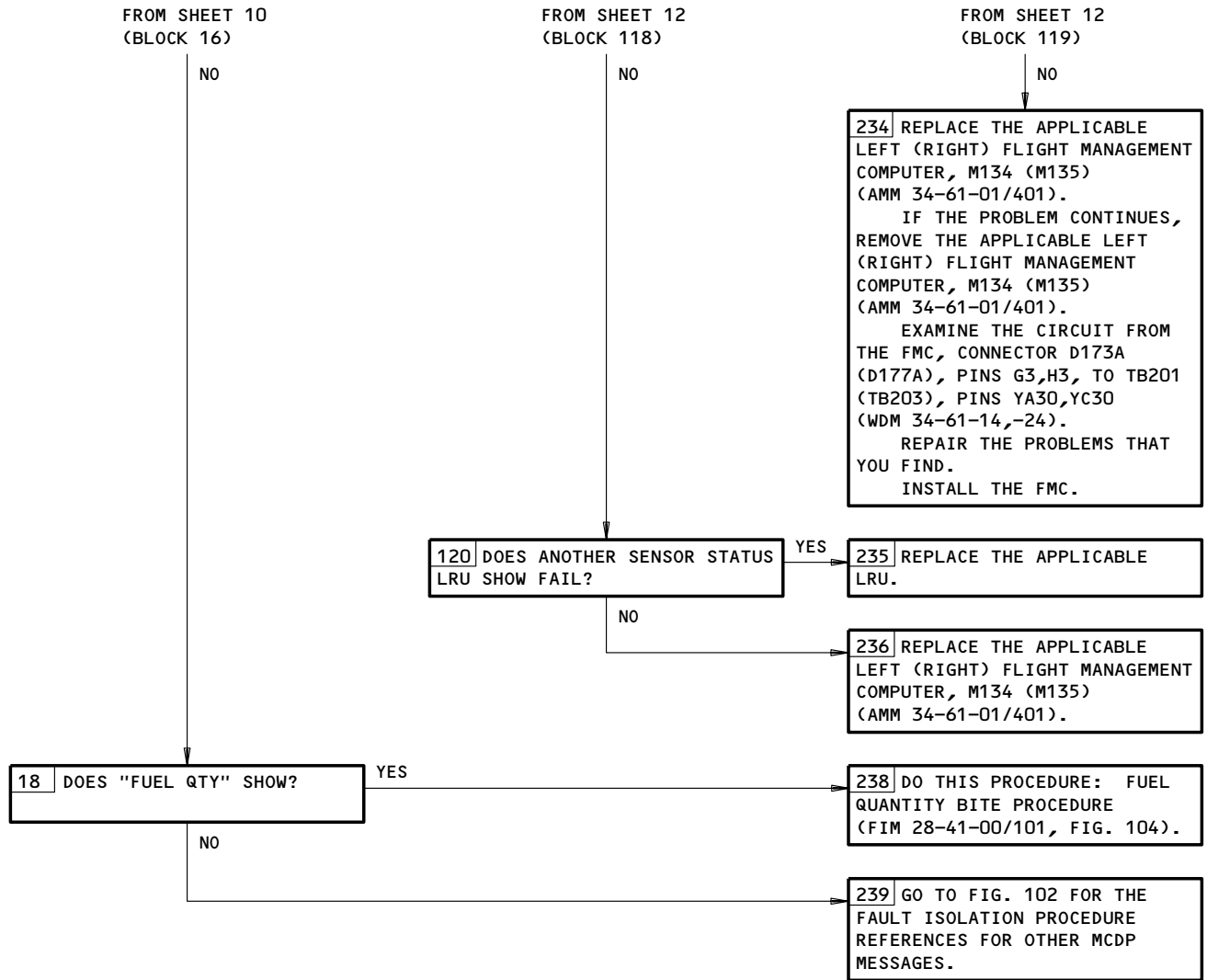
Autoflight BITE Fault Isolation Procedures - F Messages
Figure 110 (Sheet 12)

EFFECTIVITY	ALL
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FAULT ISOLATION/MAINT MANUAL



Autoflight BITE Fault Isolation Procedures - F Messages
Figure 110 (Sheet 13)

EFFECTIVITY

ALL

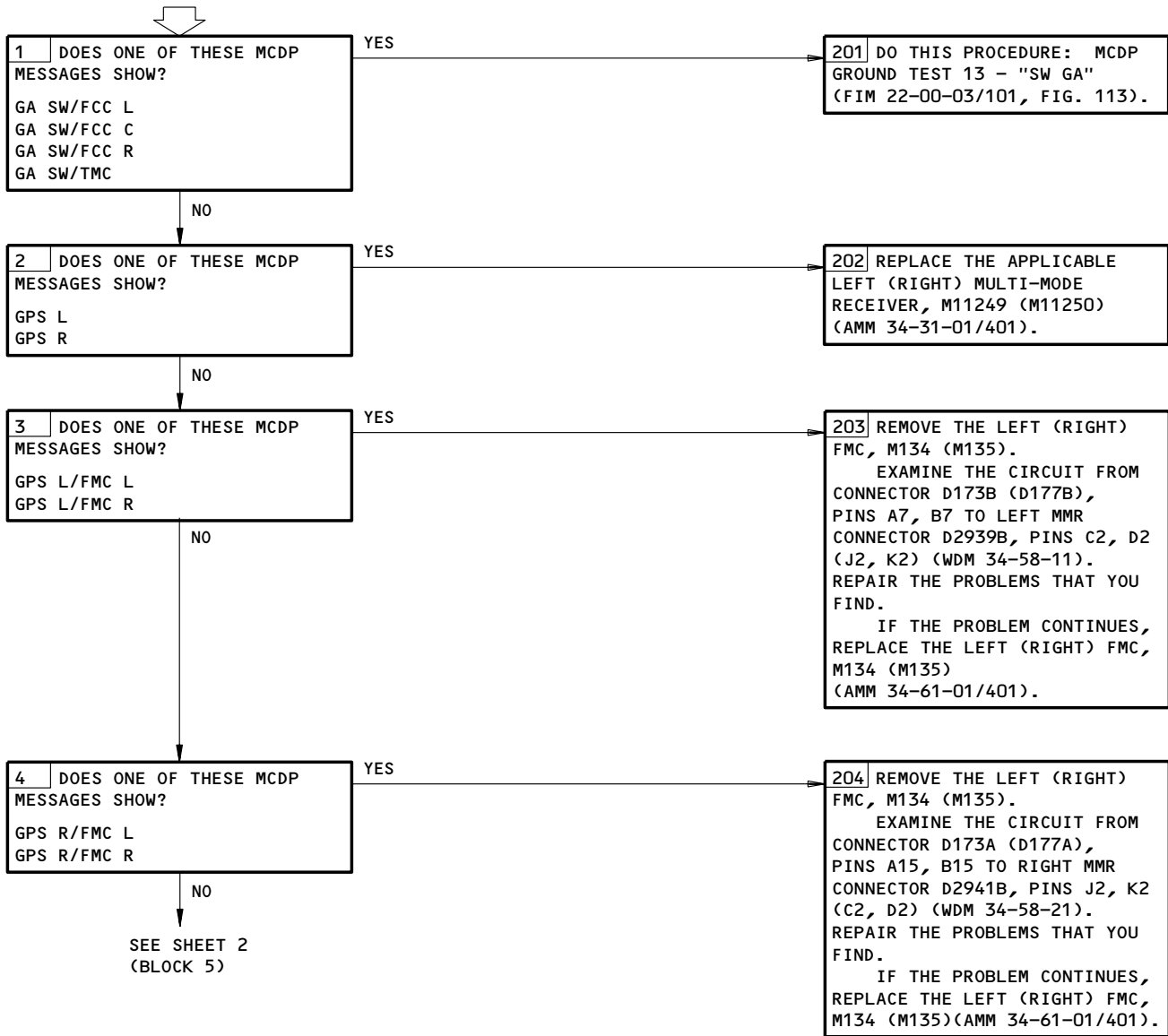
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**AUTOFLIGHT BITE
 FAULT ISOLATION
 "G" MESSAGES**

PREREQUISITES
 NONE



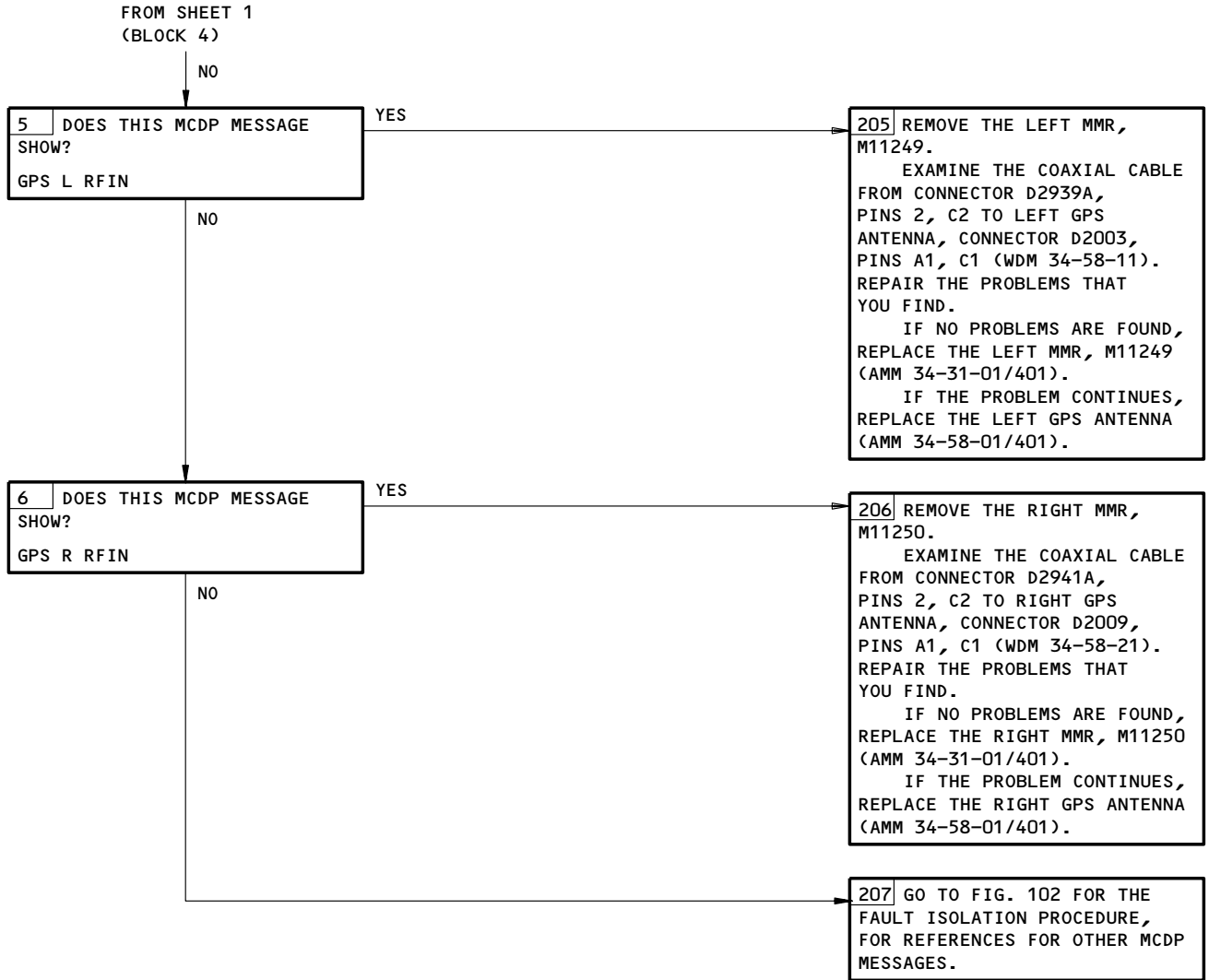
Autoflight BITE Fault Isolation Procedures - G Messages
 Figure 111 (Sheet 1)

EFFECTIVITY

ALL

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Autoflight BITE Fault Isolation Procedures - G Messages
Figure 111 (Sheet 2)

EFFECTIVITY	ALL
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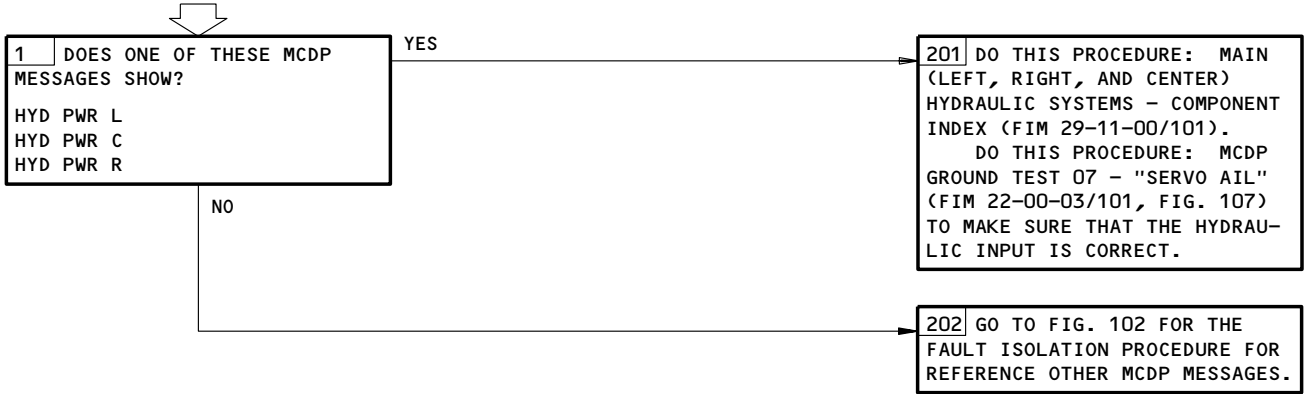
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AUTOFLIGHT BITE
 FAULT ISOLATION
 "H" MESSAGES

PREREQUISITES NONE



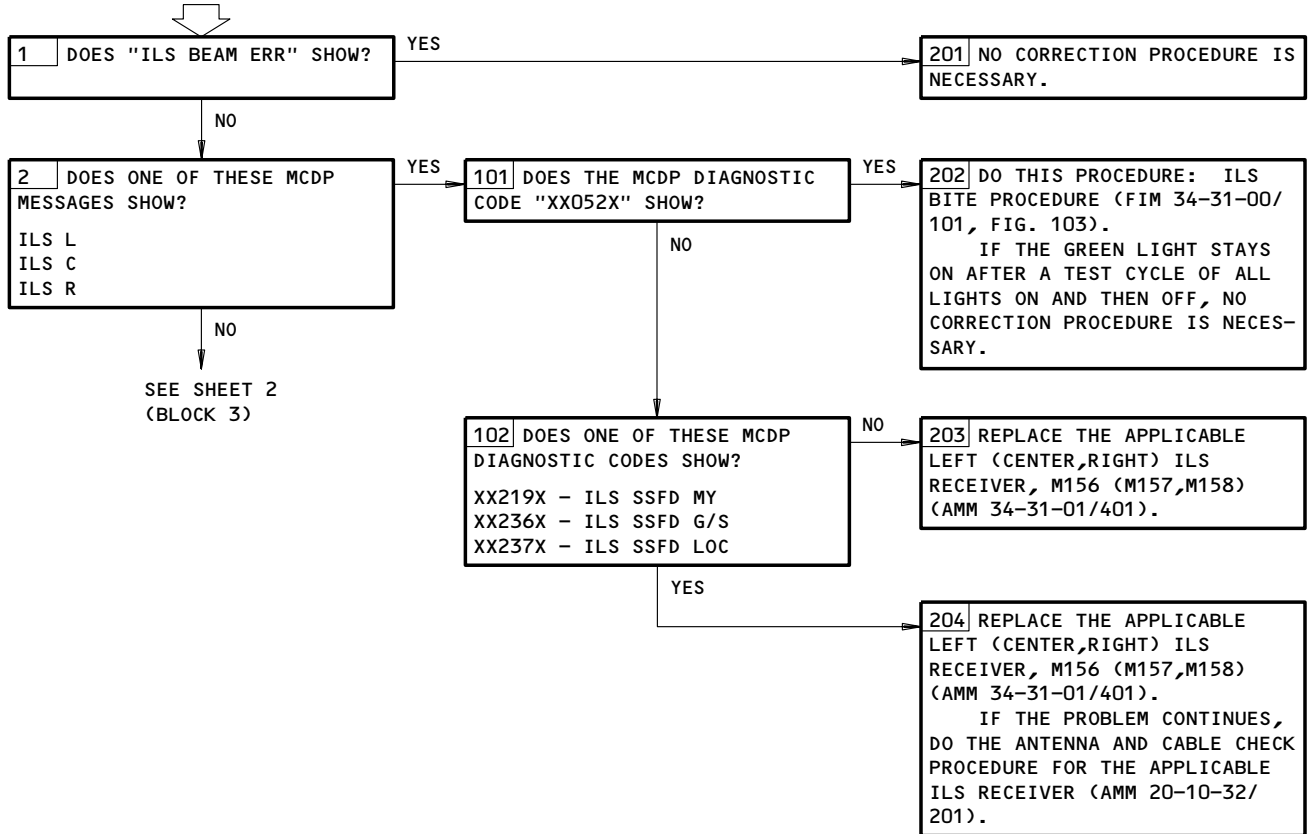
Autoflight BITE Fault Isolation Procedures - H Messages
Figure 112

EFFECTIVITY	ALL
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**AUTOFLIGHT BITE
FAULT ISOLATION
PROCEDURES - "I"
MESSAGES**

PREREQUISITES
NONE

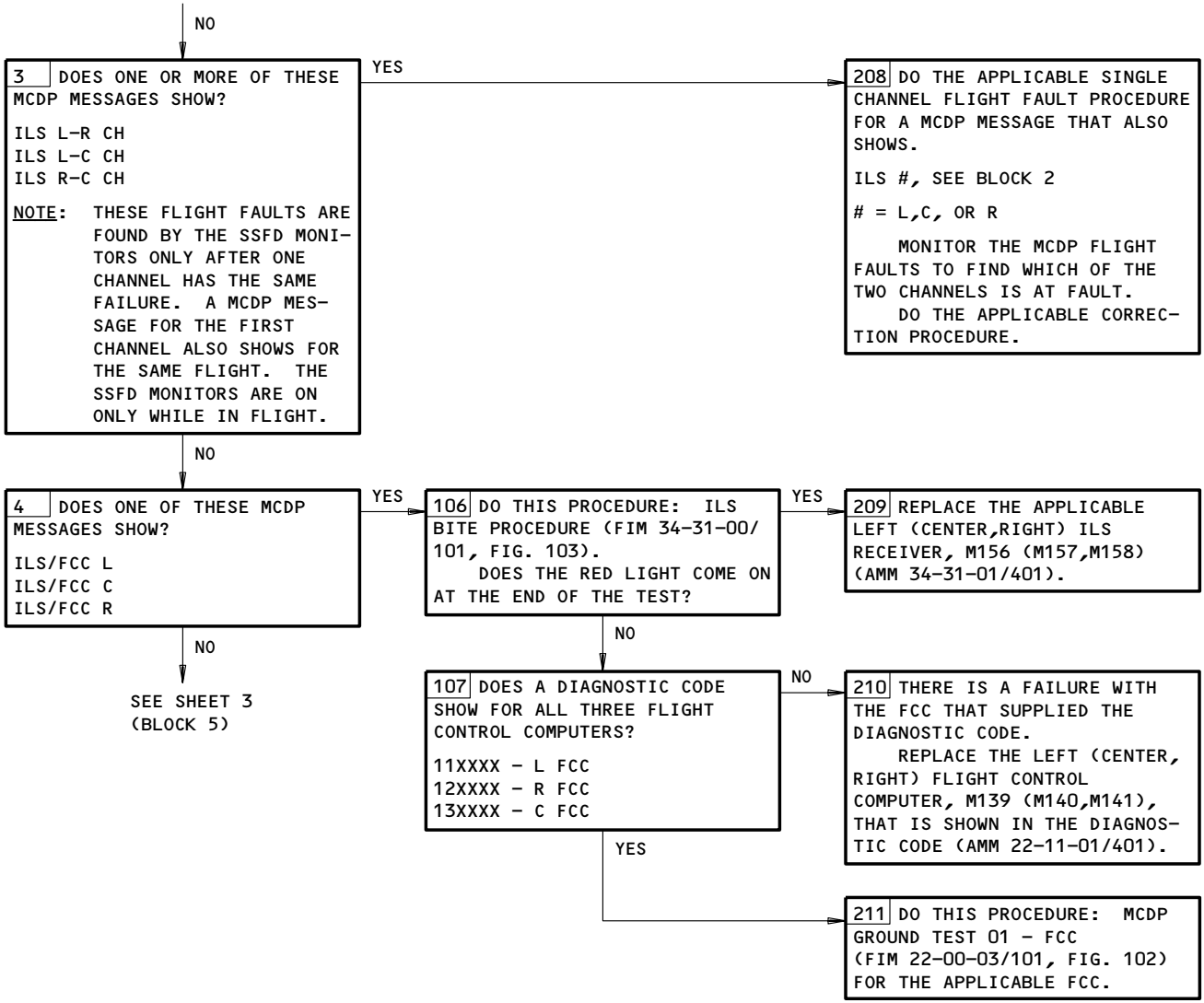


Autoflight BITE Fault Isolation Procedures - I Messages
Figure 113 (Sheet 1)

EFFECTIVITY ALL

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FROM SHEET 1
(BLOCK 2)

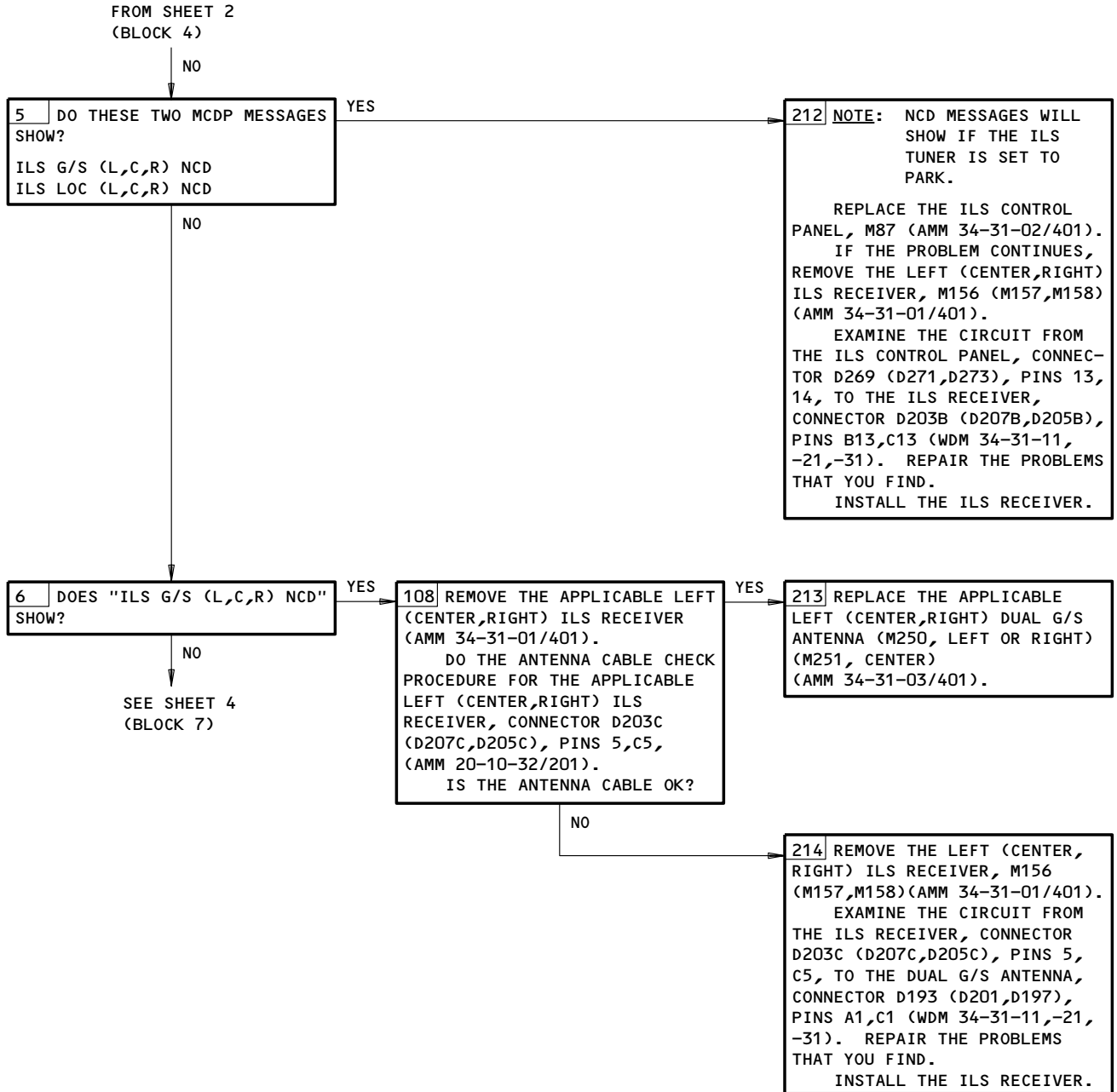


Autoflight BITE Fault Isolation Procedures - I Messages
Figure 113 (Sheet 2)

EFFECTIVITY

ALL

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Autoflight BITE Fault Isolation Procedures - I Messages
Figure 113 (Sheet 3)

EFFECTIVITY

ALL

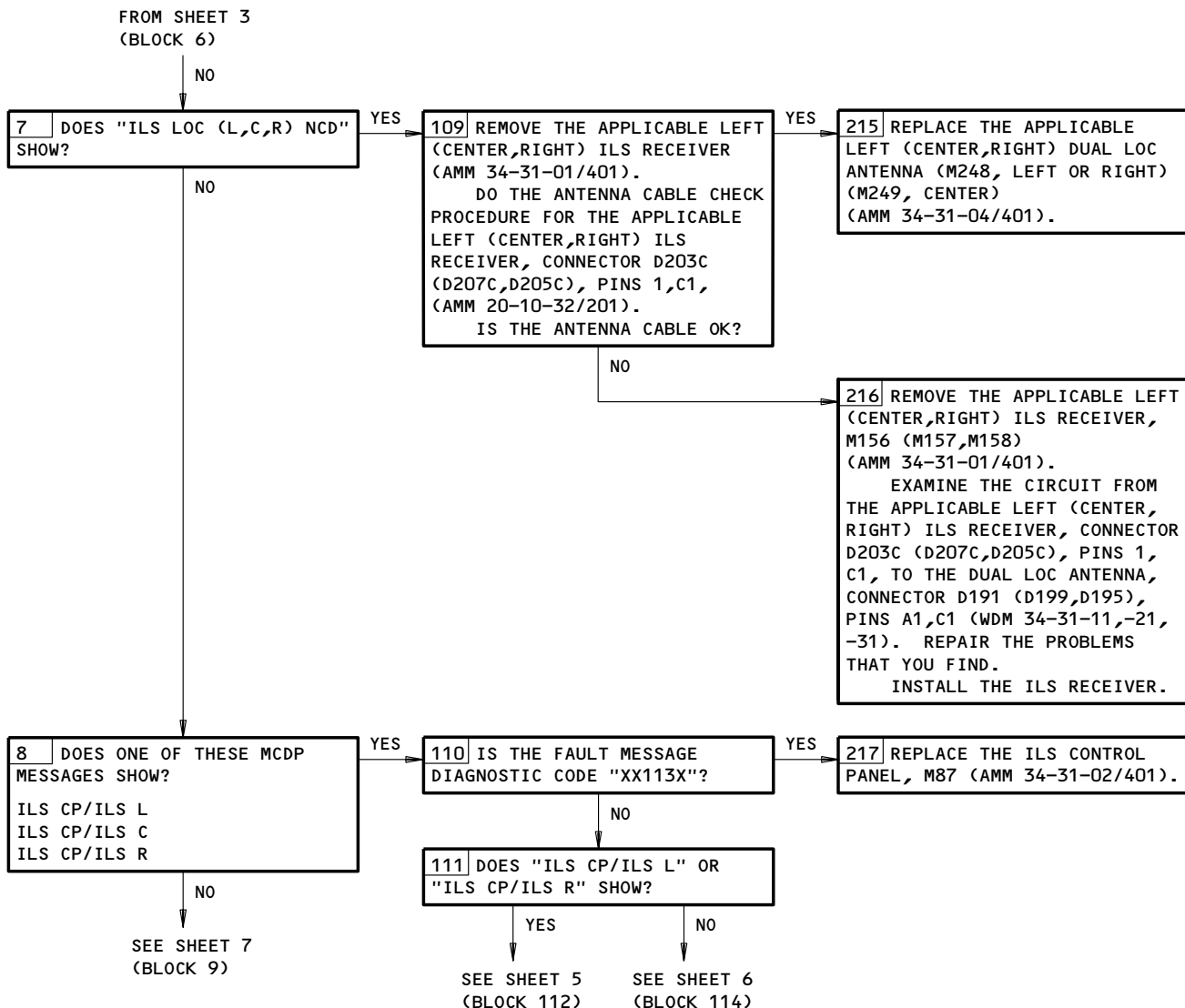
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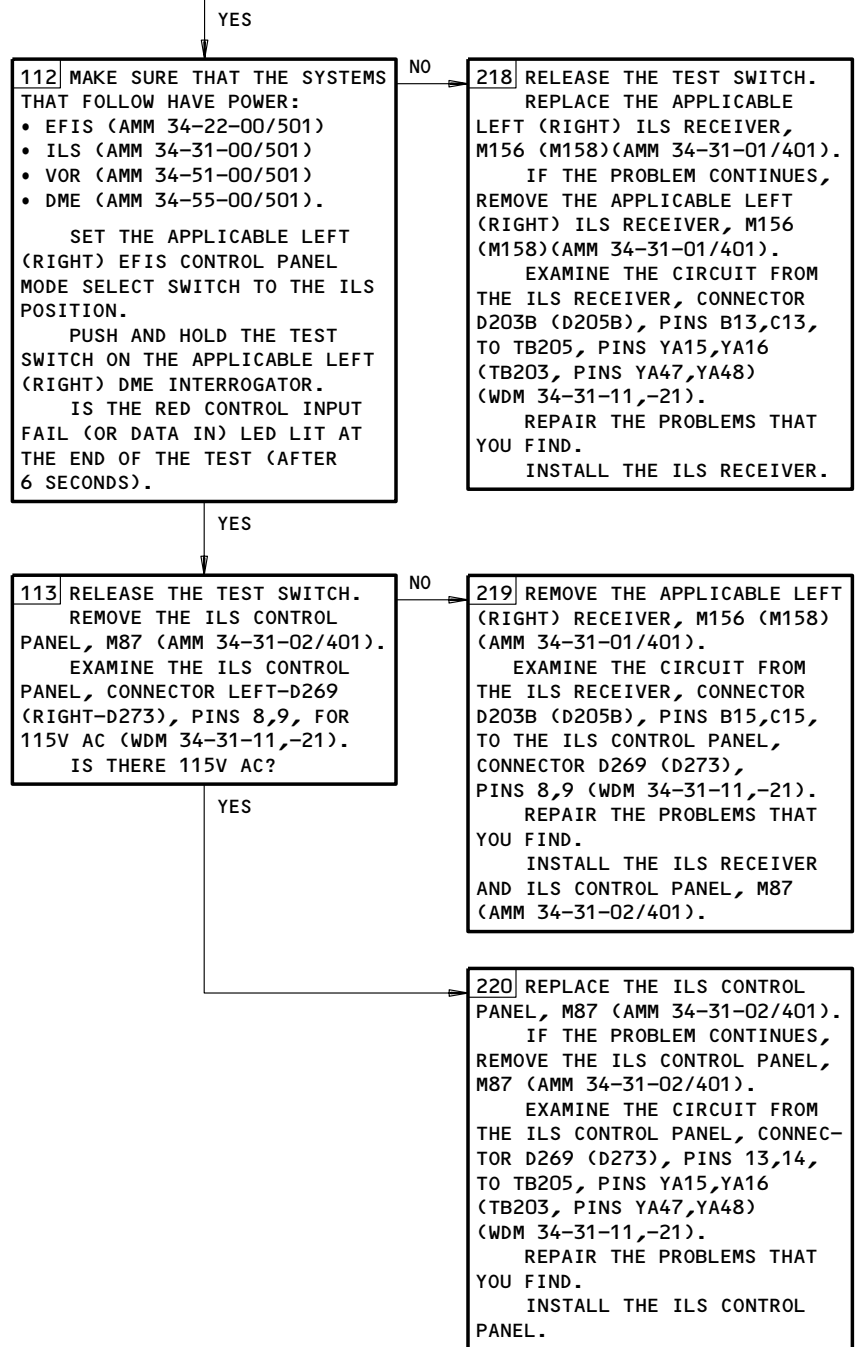
Autoflight BITE Fault Isolation Procedures - I Messages
Figure 113 (Sheet 4)

EFFECTIVITY	ALL
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Autoflight BITE Fault Isolation Procedures - I Messages
Figure 113 (Sheet 5)

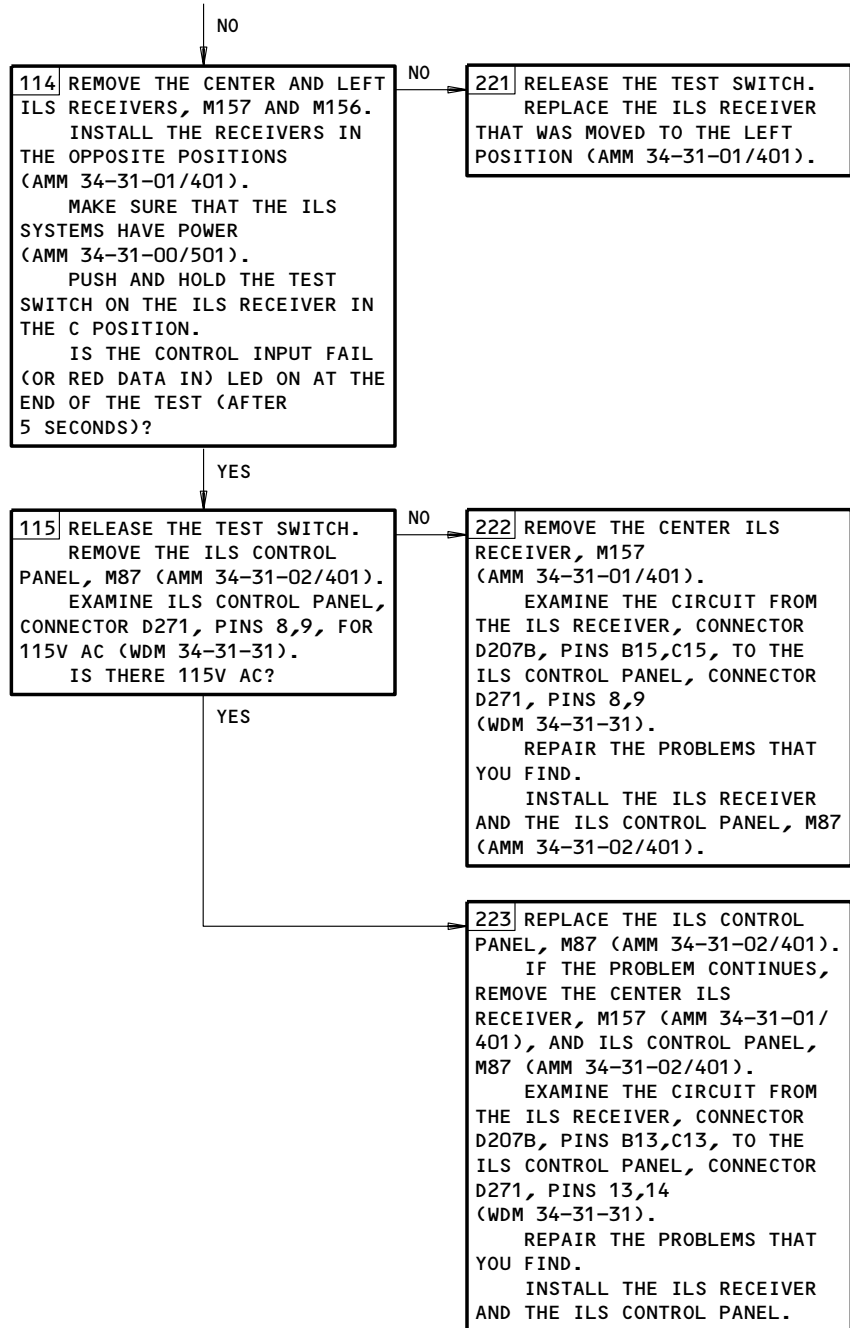
EFFECTIVITY

ALL

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FAULT ISOLATION/MAINT MANUAL

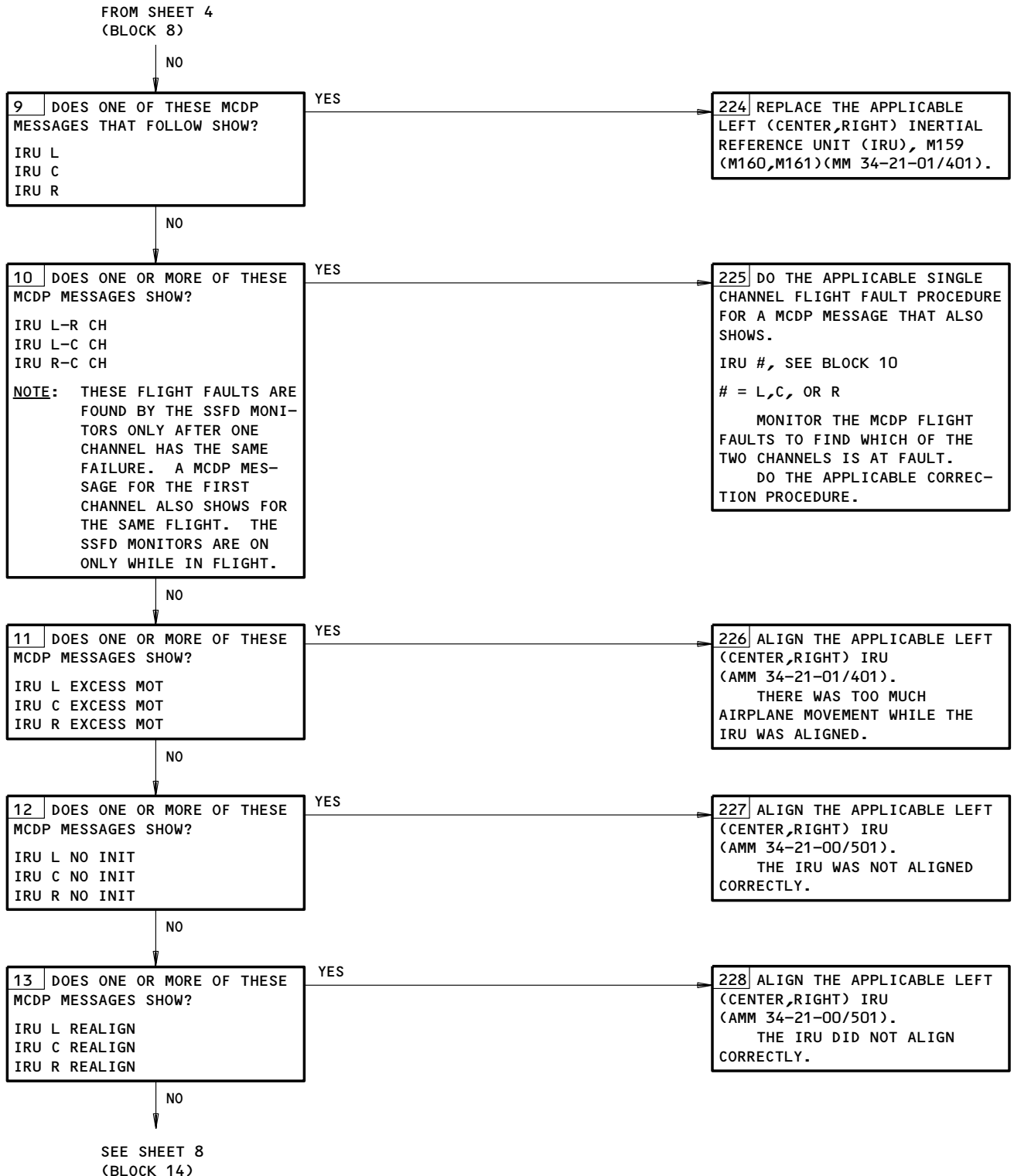
FROM SHEET 4
(BLOCK 111)



Autoflight BITE Fault Isolation Procedures - I Messages
Figure 113 (Sheet 6)

EFFECTIVITY	ALL
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Autoflight BITE Fault Isolation Procedures - I Messages
Figure 113 (Sheet 7)

EFFECTIVITY

ALL

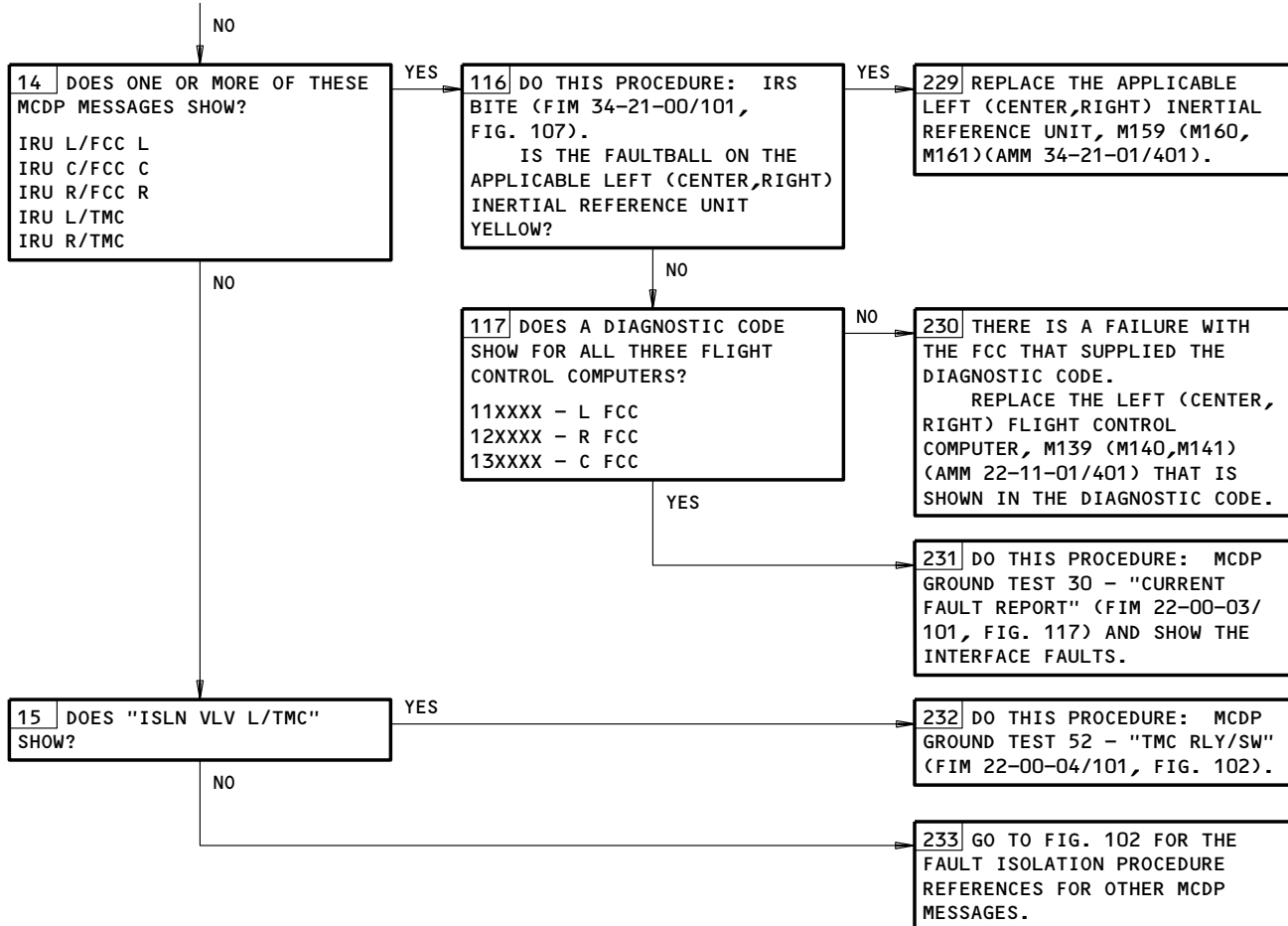
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FROM SHEET 7
(BLOCK 13)



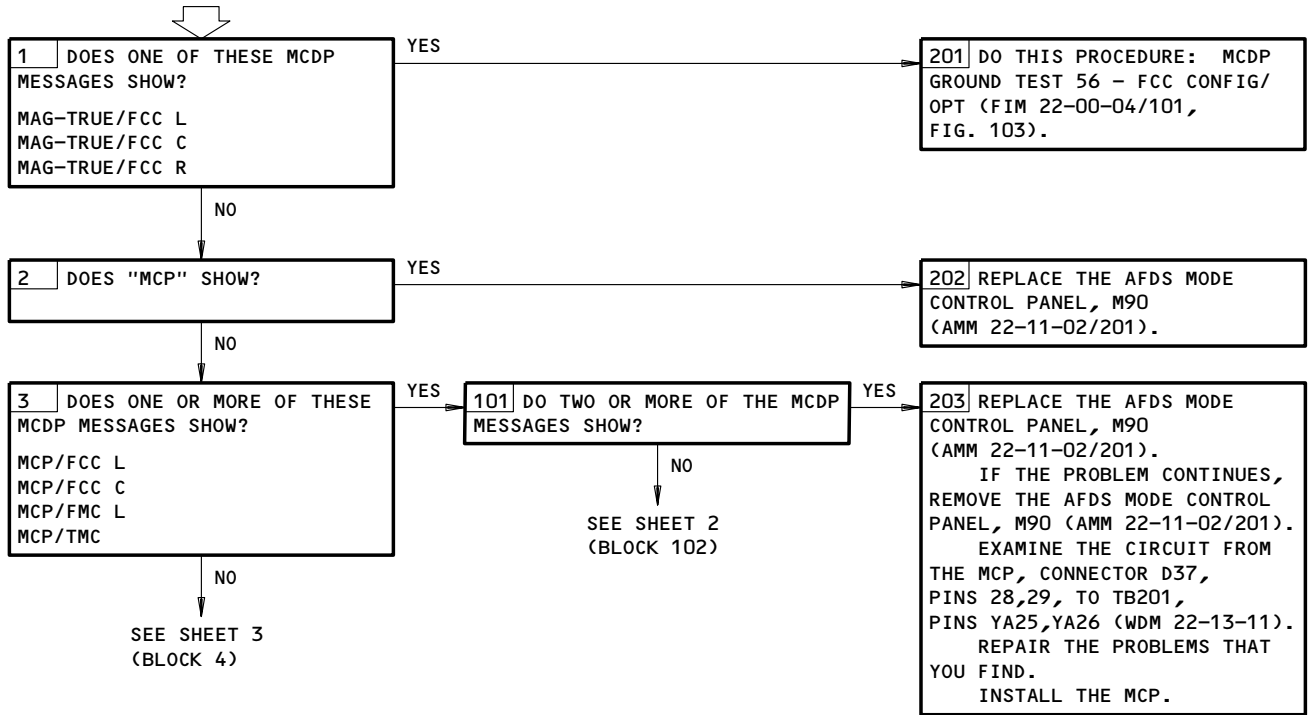
Autoflight BITE Fault Isolation Procedures - I Messages
Figure 113 (Sheet 8)

EFFECTIVITY _____
ALL

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**AUTOFLIGHT BITE
FAULT ISOLATION
PROCEDURES - "M"
MESSAGES**

PREREQUISITES
NONE



Autoflight BITE Fault Isolation Procedures - M Messages
Figure 114 (Sheet 1)

EFFECTIVITY

ALL

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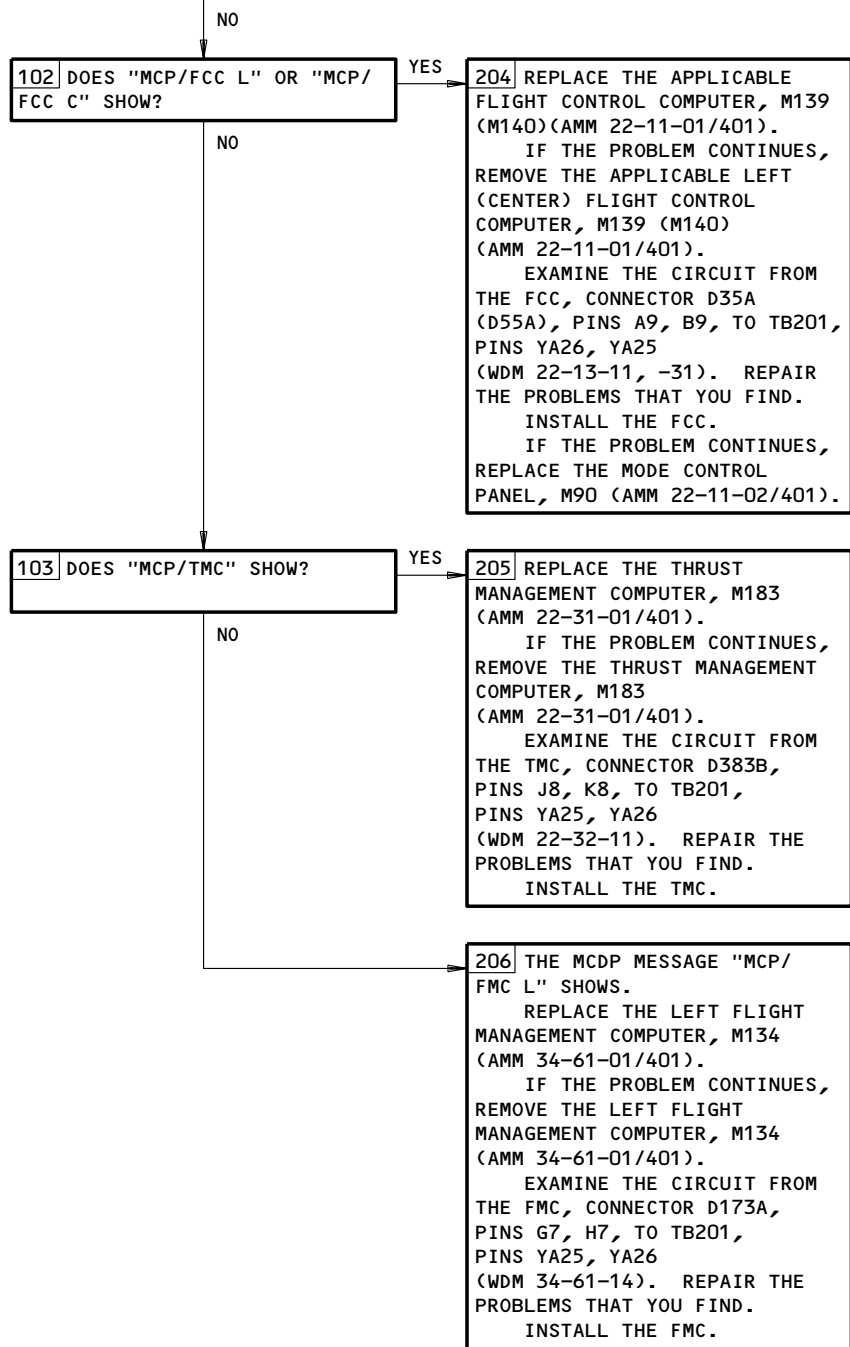
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FAULT ISOLATION/MAINT MANUAL

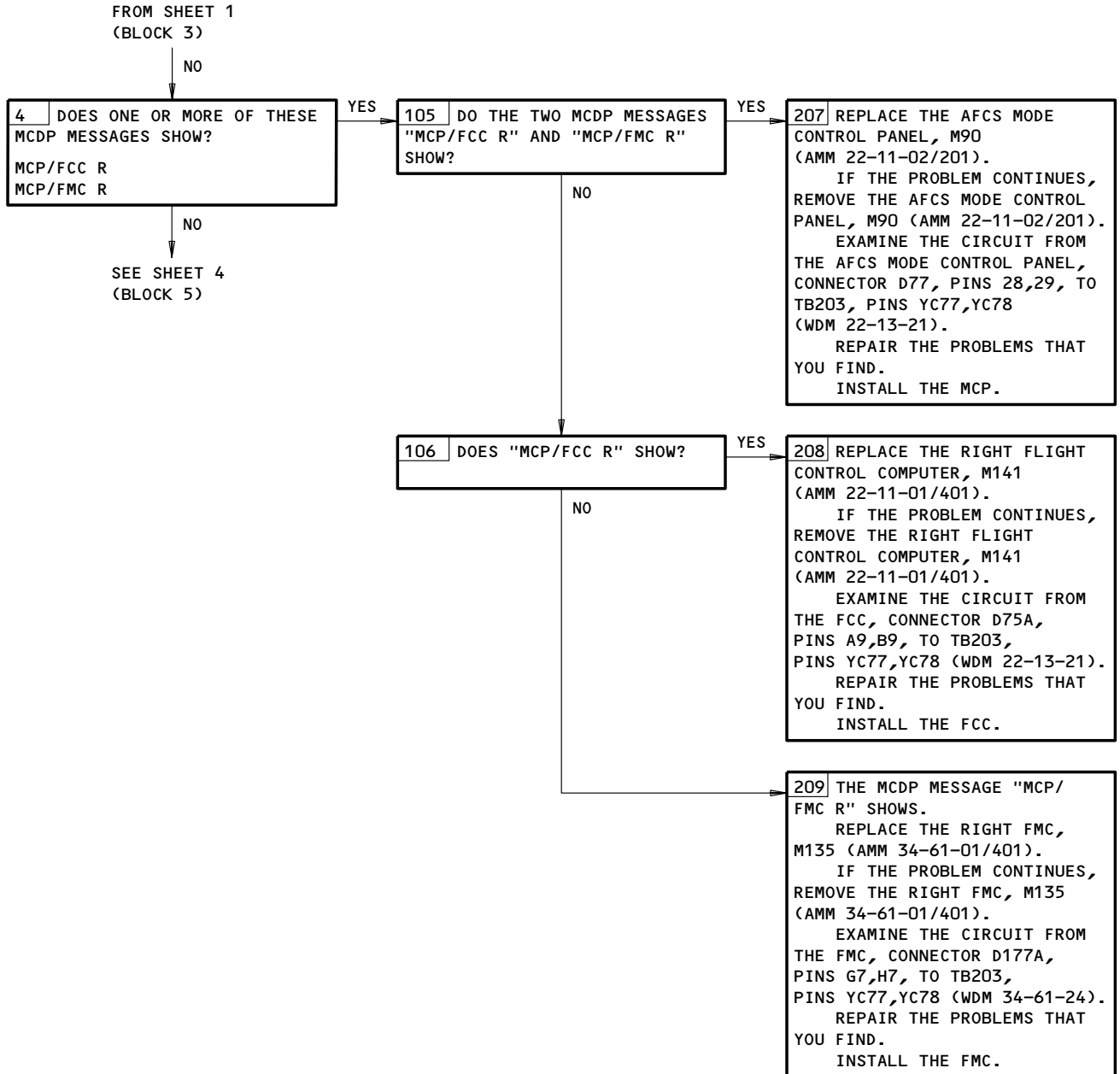
FROM SHEET 1
(BLOCK 101)



Autoflight BITE Fault Isolation Procedures - M Messages
Figure 114 (Sheet 2)

EFFECTIVITY	ALL
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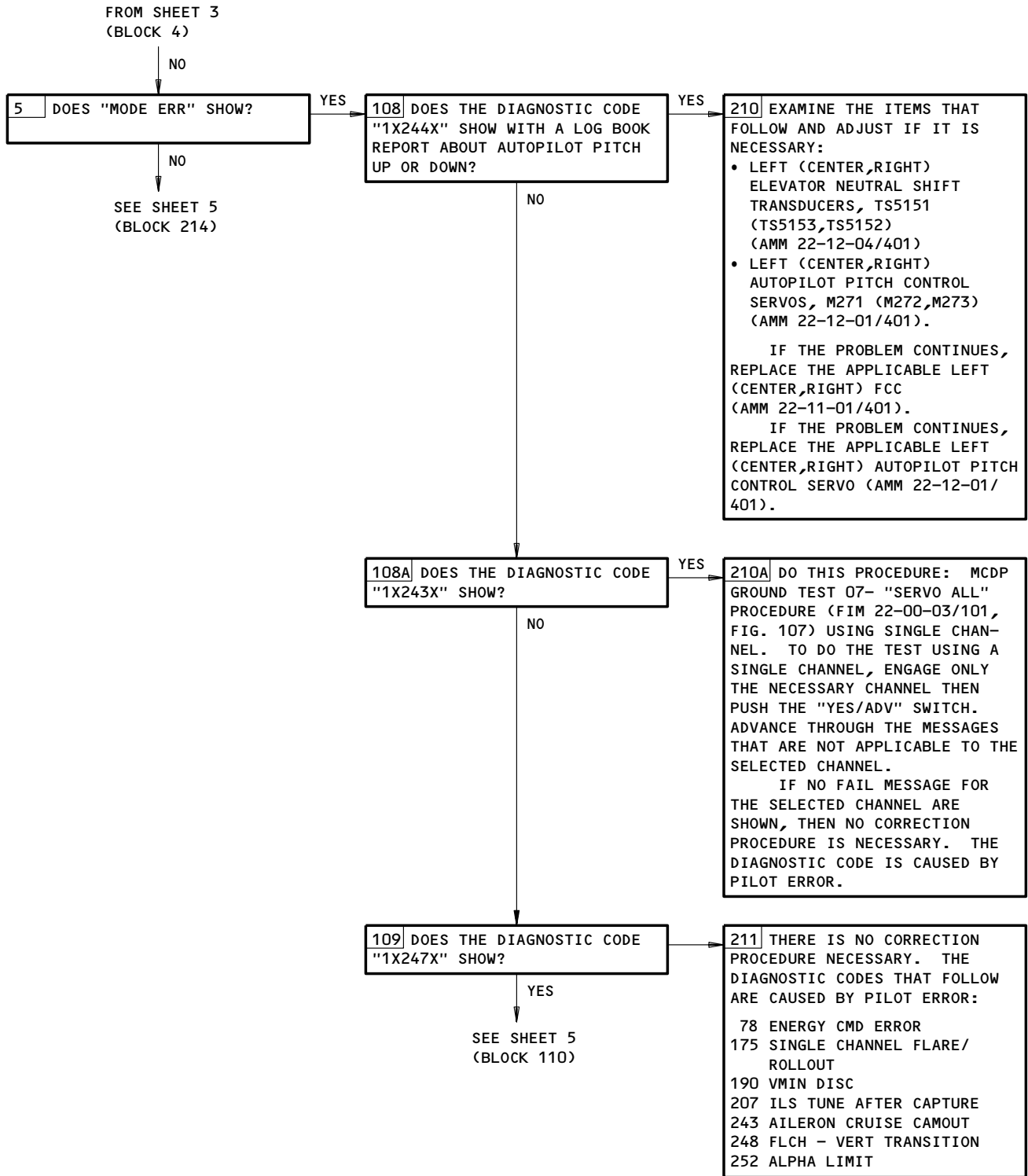


Autoflight BITE Fault Isolation Procedures - M Messages
Figure 114 (Sheet 3)

EFFECTIVITY	ALL
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FAULT ISOLATION/MAINT MANUAL



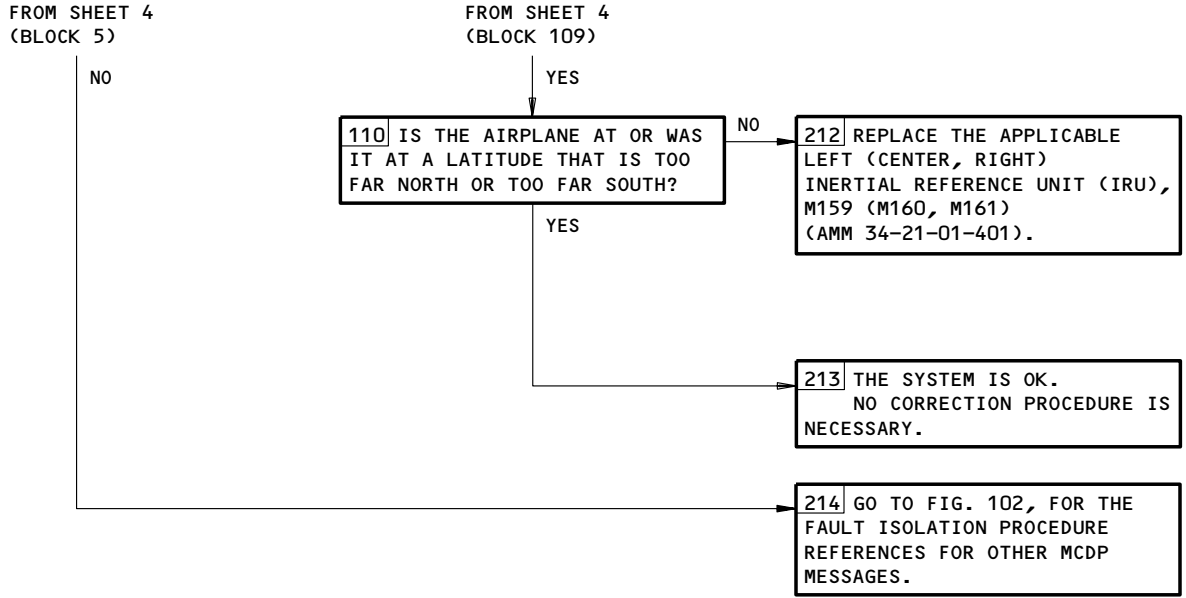
Autoflight BITE Fault Isolation Procedures - M Messages
Figure 114 (Sheet 4)

EFFECTIVITY

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 FAULT ISOLATION/MAINT MANUAL



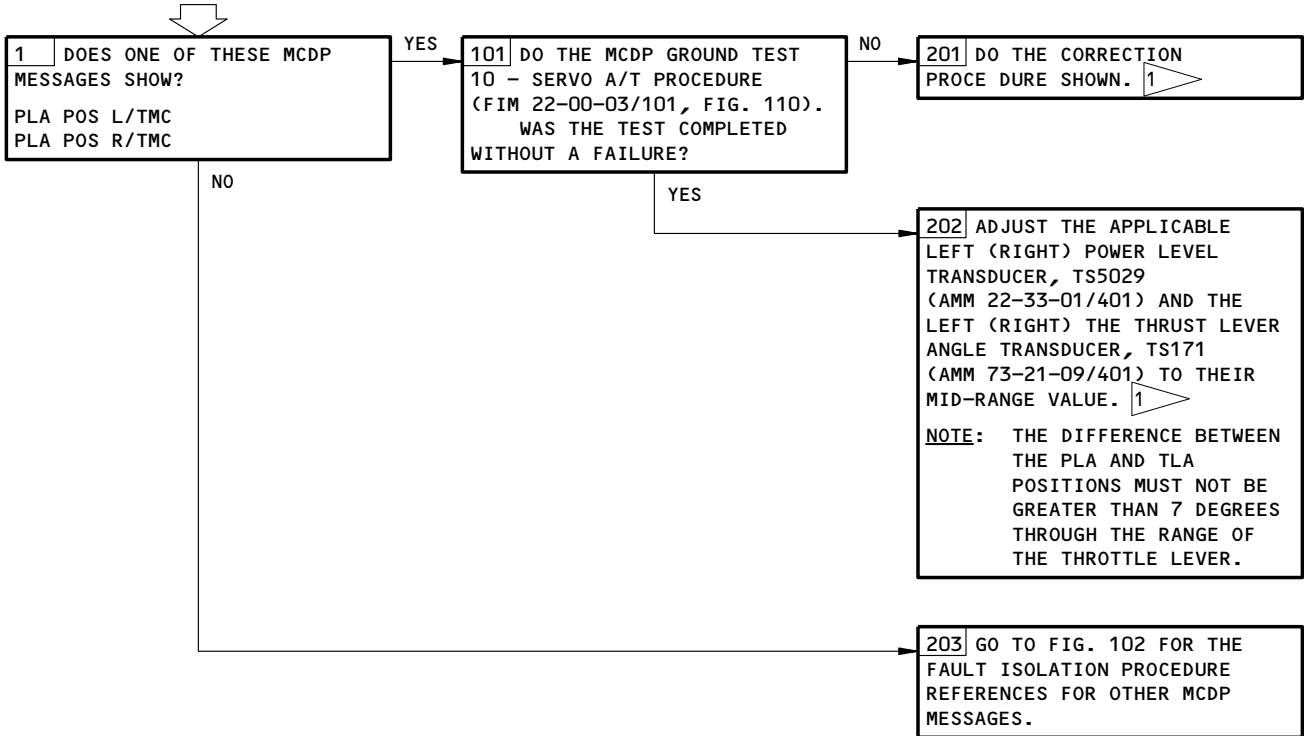
Autoflight BITE Fault Isolation Procedures - M Messages
Figure 114 (Sheet 5)

EFFECTIVITY	ALL
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**AUTOFLIGHT BITE
 FAULT ISOLATION
 PROCEDURES - "P"
 MESSAGES**

PREREQUISITES
 NONE



1 IF NO FAULT IS FOUND AFTER YOU TROUBLESHOOT, DO AN INSPECTION OF THE MODULAR TERMINAL BLOCK/TERMINAL BLOCK FOR A POSSIBLE WIRING FAULT (AMM 71-51-01/601).

Autoflight BITE Fault Isolation Procedures - P Messages
 Figure 114A

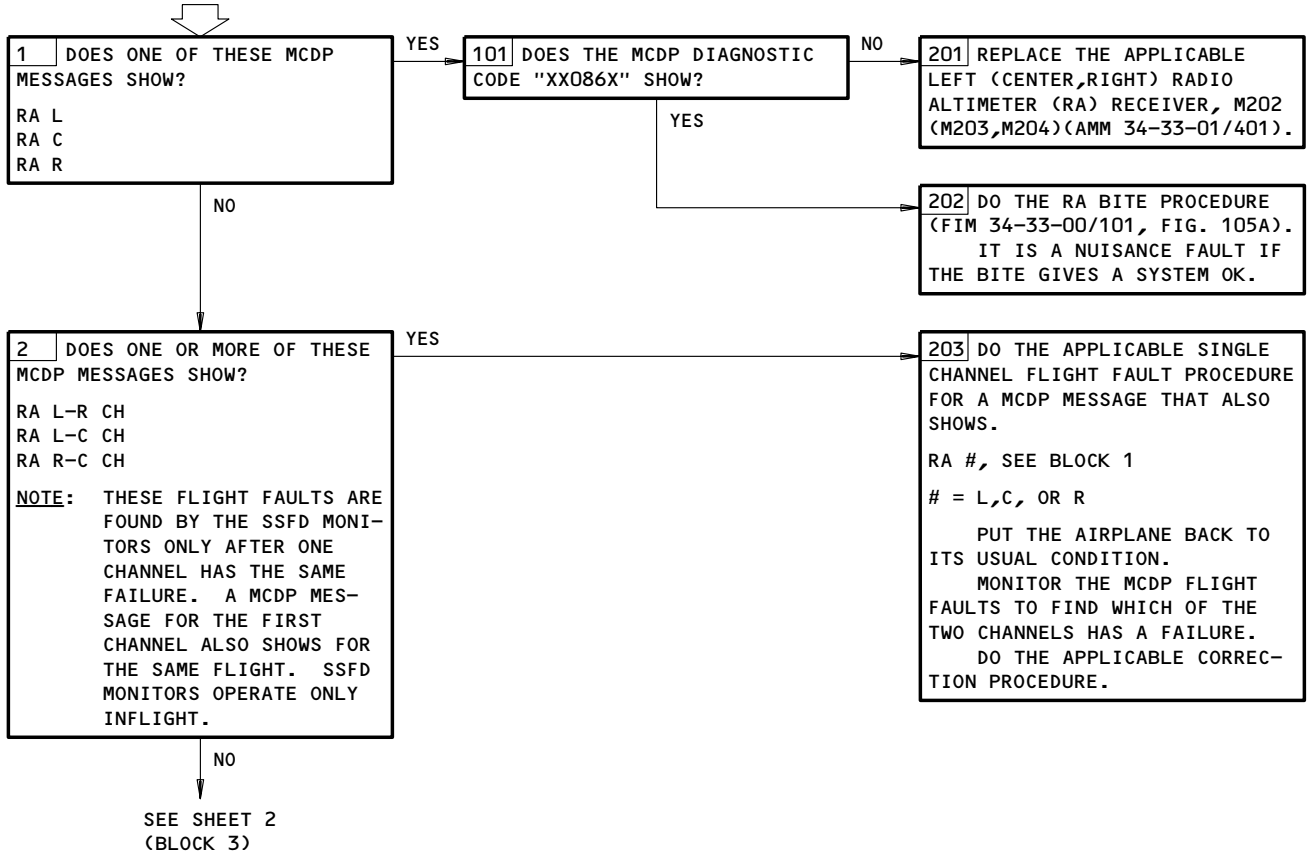
EFFECTIVITY

ALL

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**AUTOFLIGHT BITE
FAULT ISOLATION
PROCEDURES - "R"
MESSAGES**

PREREQUISITES
NONE



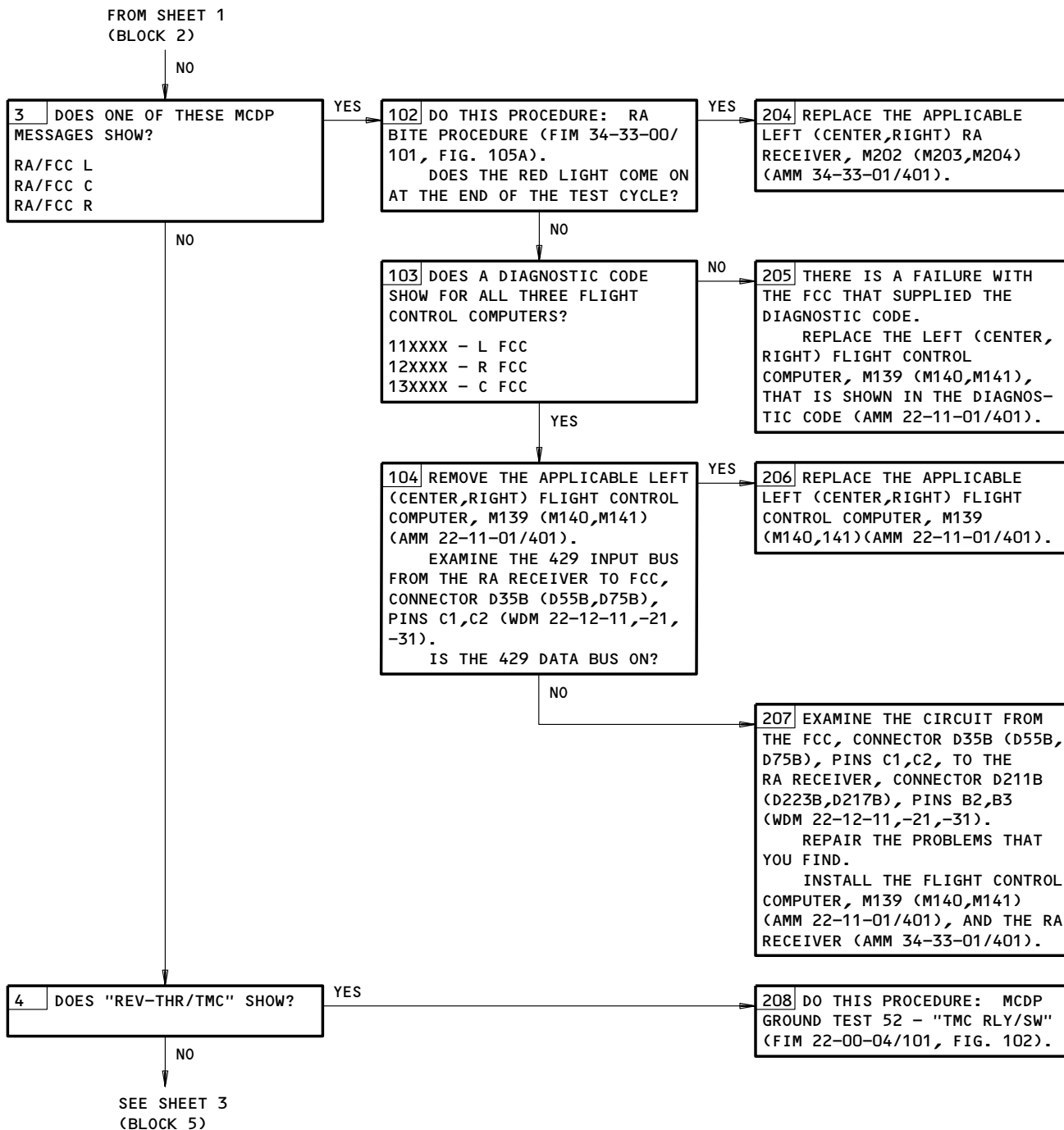
Autoflight BITE Fault Isolation Procedures - R Messages
Figure 115 (Sheet 1)

EFFECTIVITY

ALL

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FAULT ISOLATION/MAINT MANUAL

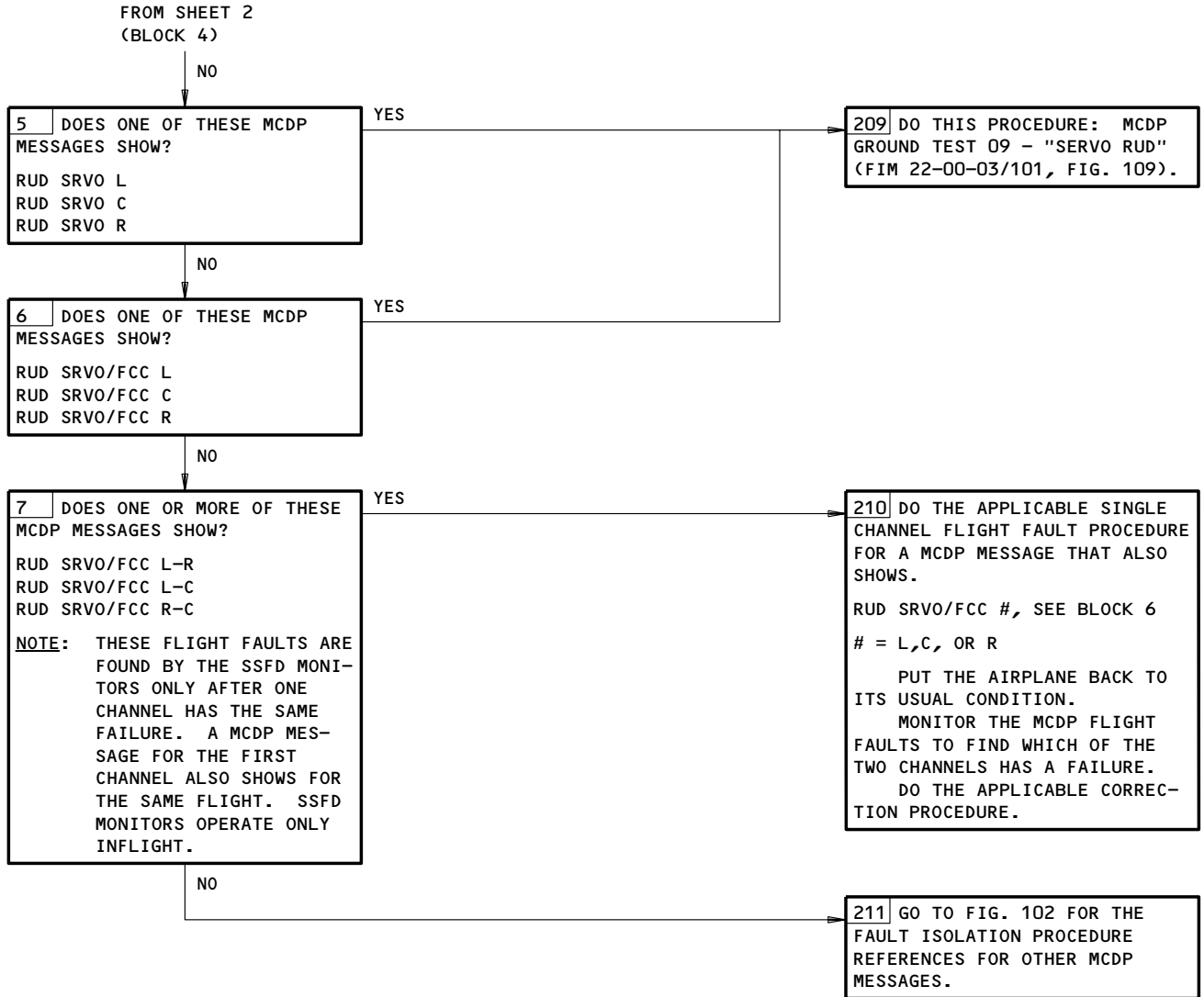


Autoflight BITE Fault Isolation Procedures - R Messages
Figure 115 (Sheet 2)

EFFECTIVITY

ALL

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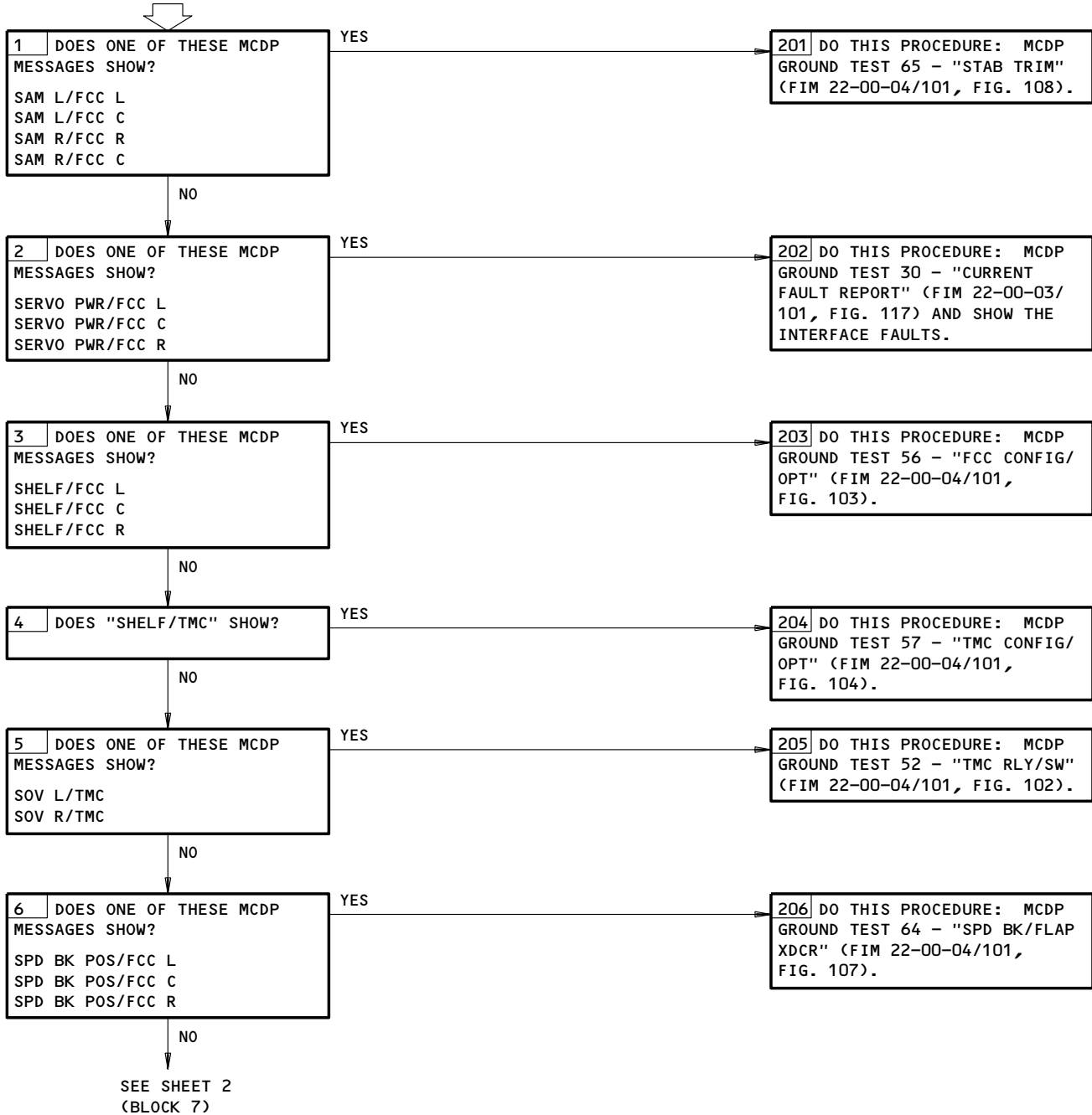
Autoflight BITE Fault Isolation Procedures - R Messages
Figure 115 (Sheet 3)

EFFECTIVITY	ALL
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22-00-02

**AUTOFLIGHT BITE
FAULT ISOLATION
PROCEDURES - "S"
MESSAGES**

PREREQUISITES
NONE

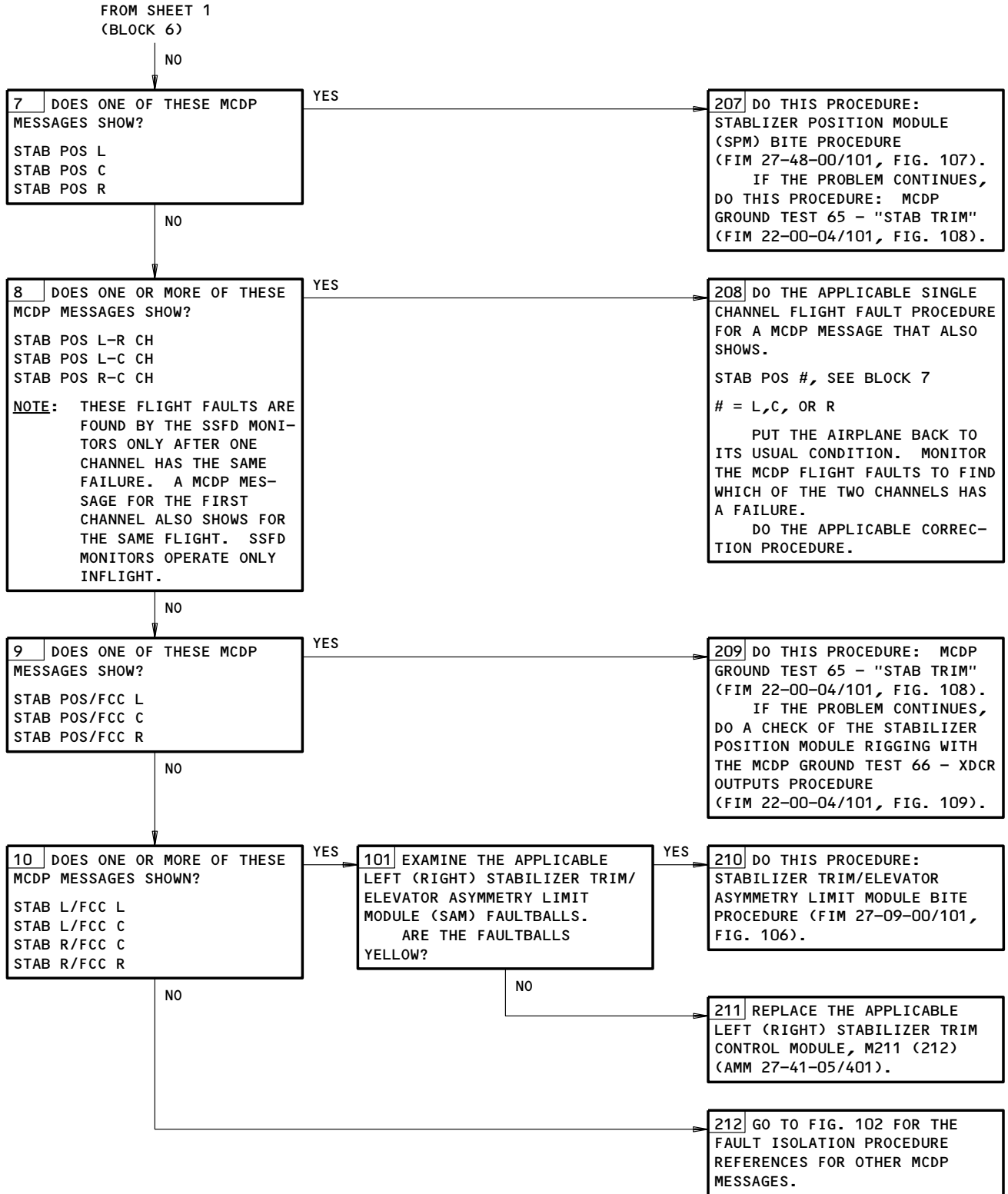


Autoflight BITE Fault Isolation Procedures - S Messages
Figure 116 (Sheet 1)

EFFECTIVITY

ALL

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Autoflight BITE Fault Isolation Procedures - S Messages
Figure 116 (Sheet 2)

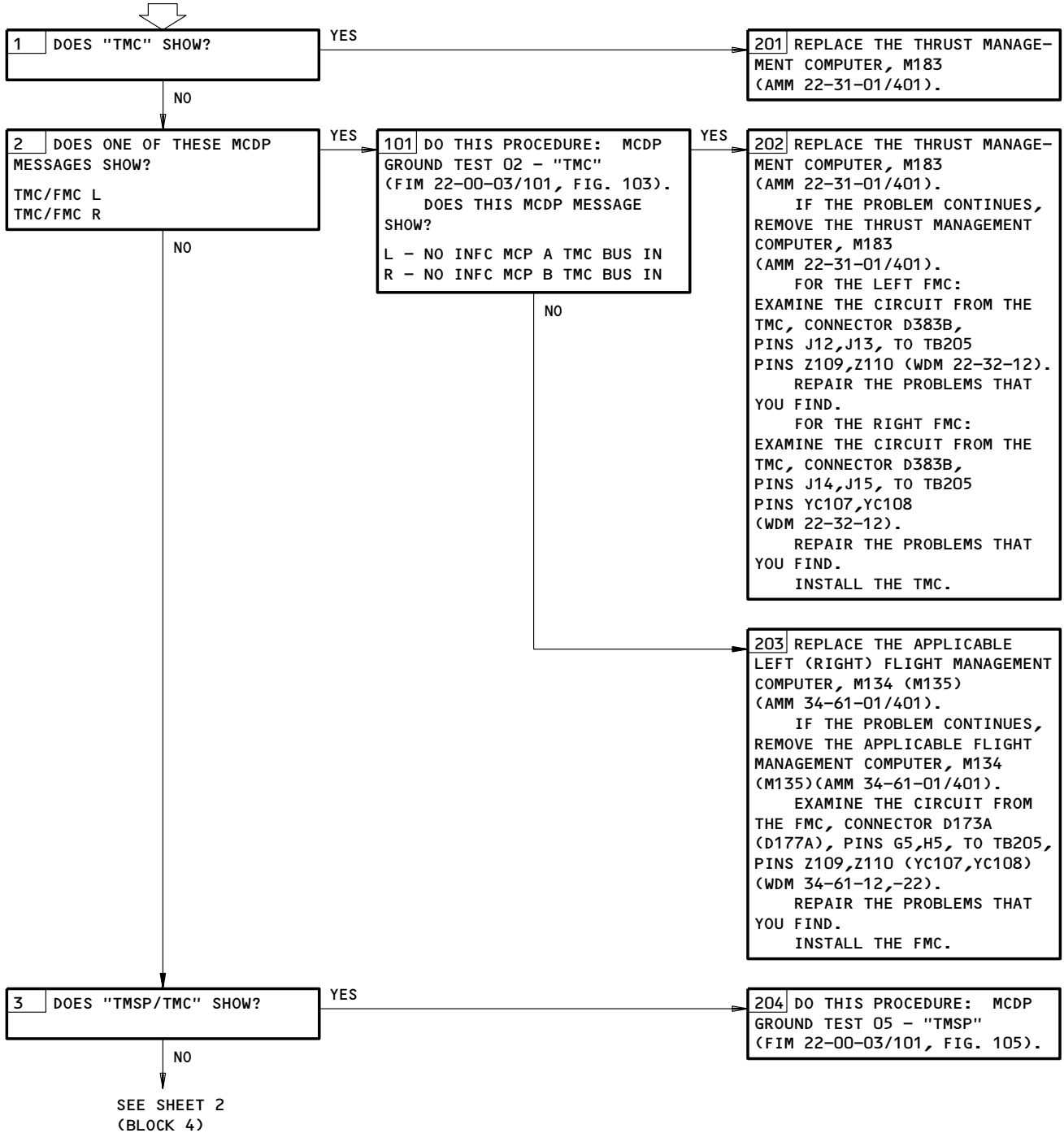
EFFECTIVITY

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22-00-02

**AUTOFLIGHT BITE
FAULT ISOLATION
PROCEDURES - "T"
MESSAGES**

PREREQUISITES
NONE

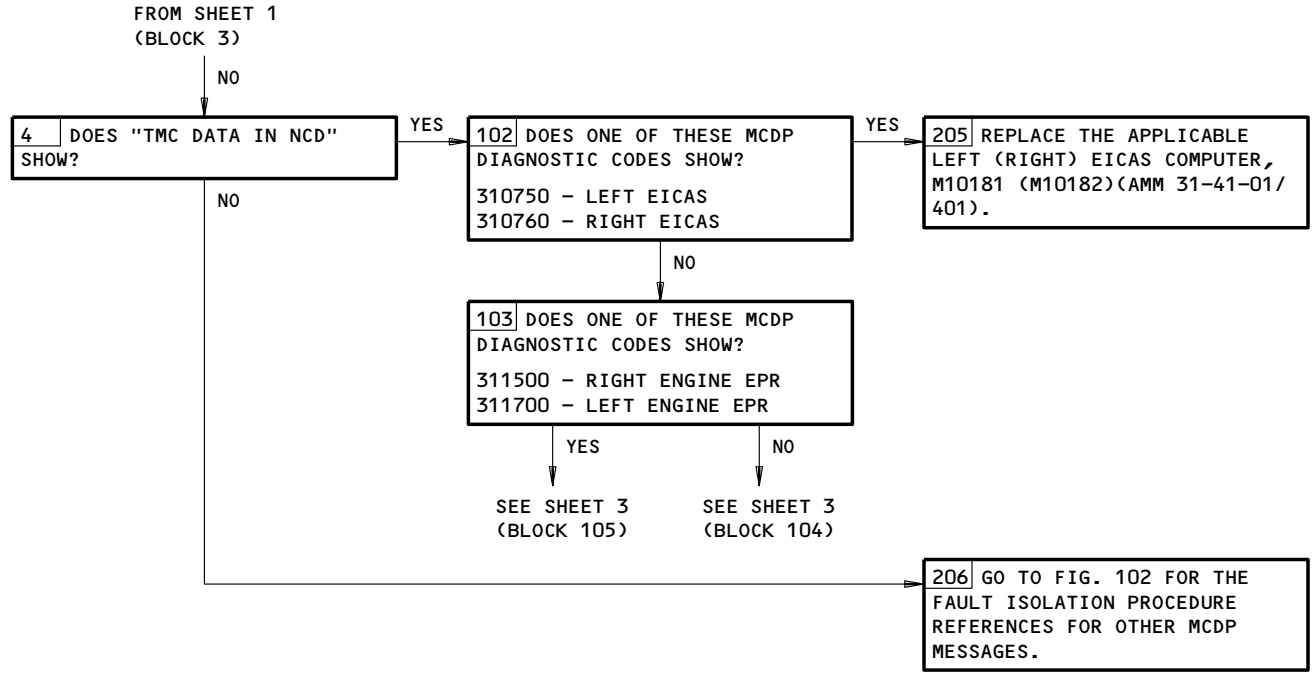


Autoflight BITE Fault Isolation Procedures - T Messages
Figure 117 (Sheet 1)

EFFECTIVITY

ALL

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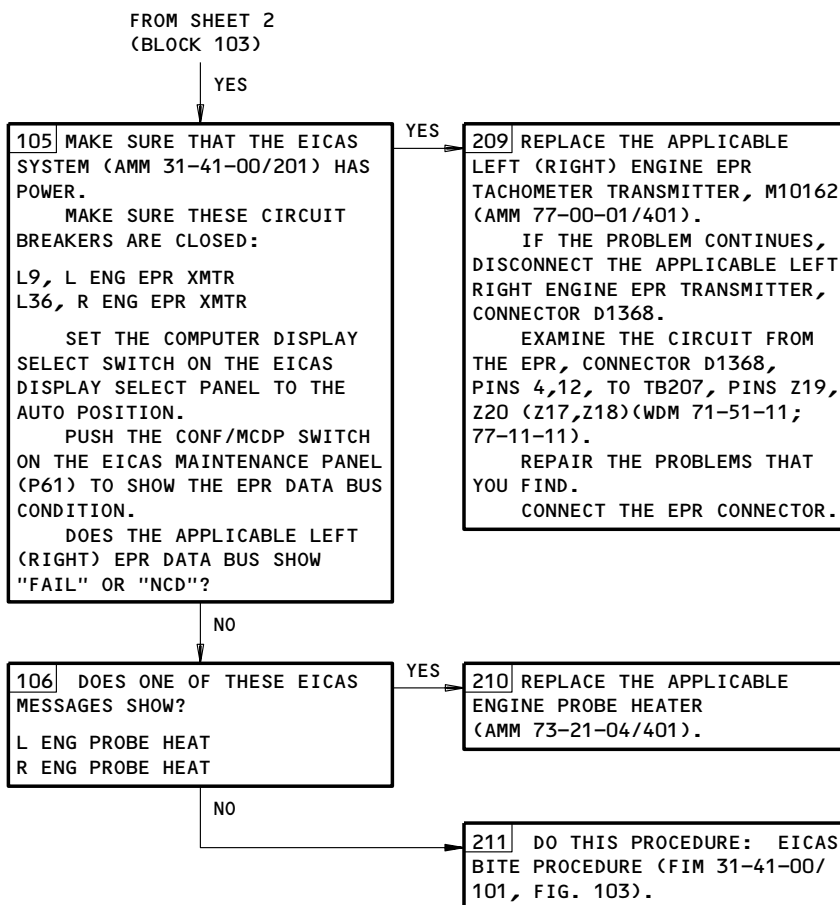
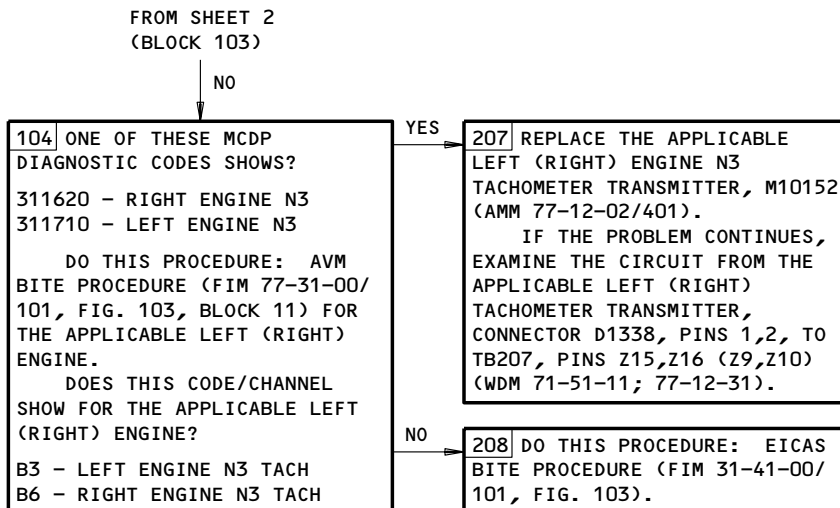
Autoflight BITE Fault Isolation Procedures - T Messages
Figure 117 (Sheet 2)

EFFECTIVITY	ALL
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FAULT ISOLATION/MAINT MANUAL



Autoflight BITE Fault Isolation Procedures - T Messages
Figure 117 (Sheet 3)

EFFECTIVITY

ALL

22-00-02

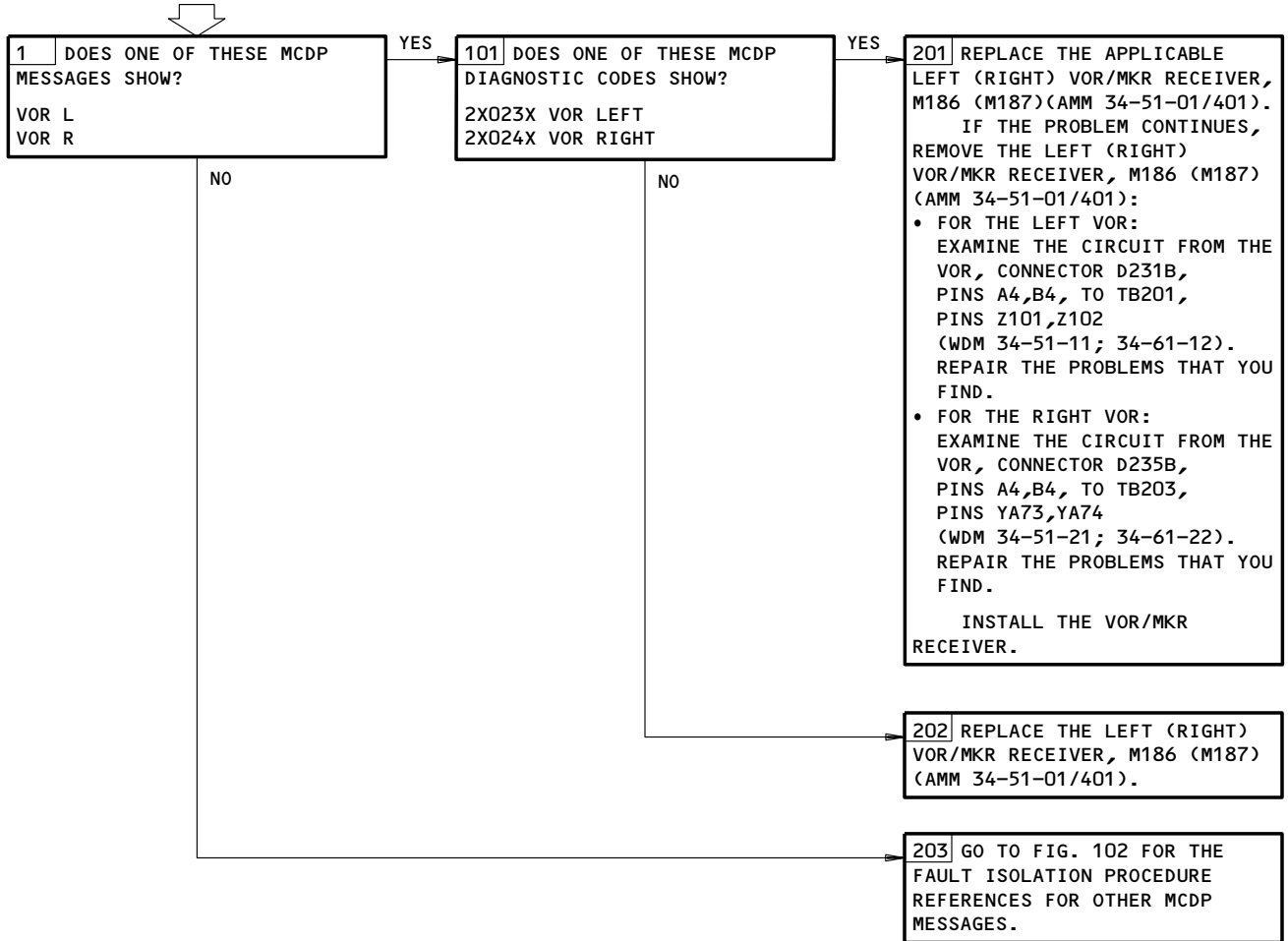
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**AUTOFLIGHT BITE
FAULT ISOLATION
PROCEDURES - "V"
MESSAGES**

PREREQUISITES
NONE



Autoflight BITE Fault Isolation Procedures - V Messages
Figure 118

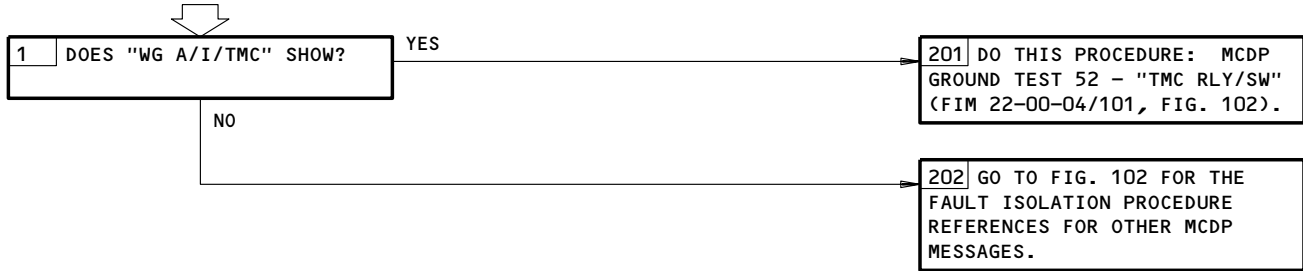
EFFECTIVITY

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AUTOFLIGHT BITE
 FAULT ISOLATION
 PROCEDURES - "W"
 MESSAGES

PREREQUISITES
 NONE



Autoflight BITE Fault Isolation Procedures - W Messages
 Figure 119

EFFECTIVITY

ALL

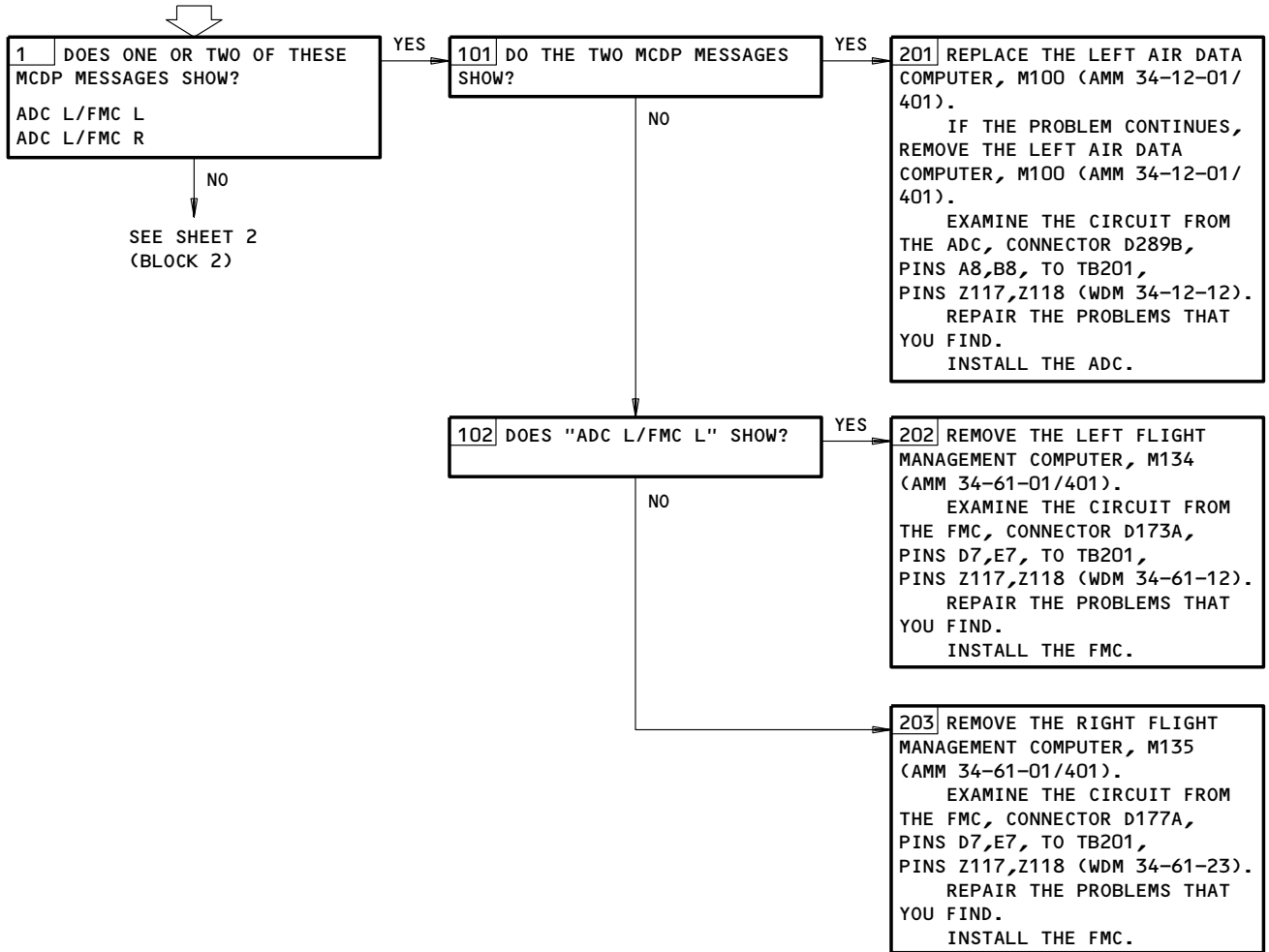
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**AUTOFLIGHT BITE
FAULT ISOLATION
PROCEDURES – FMC**

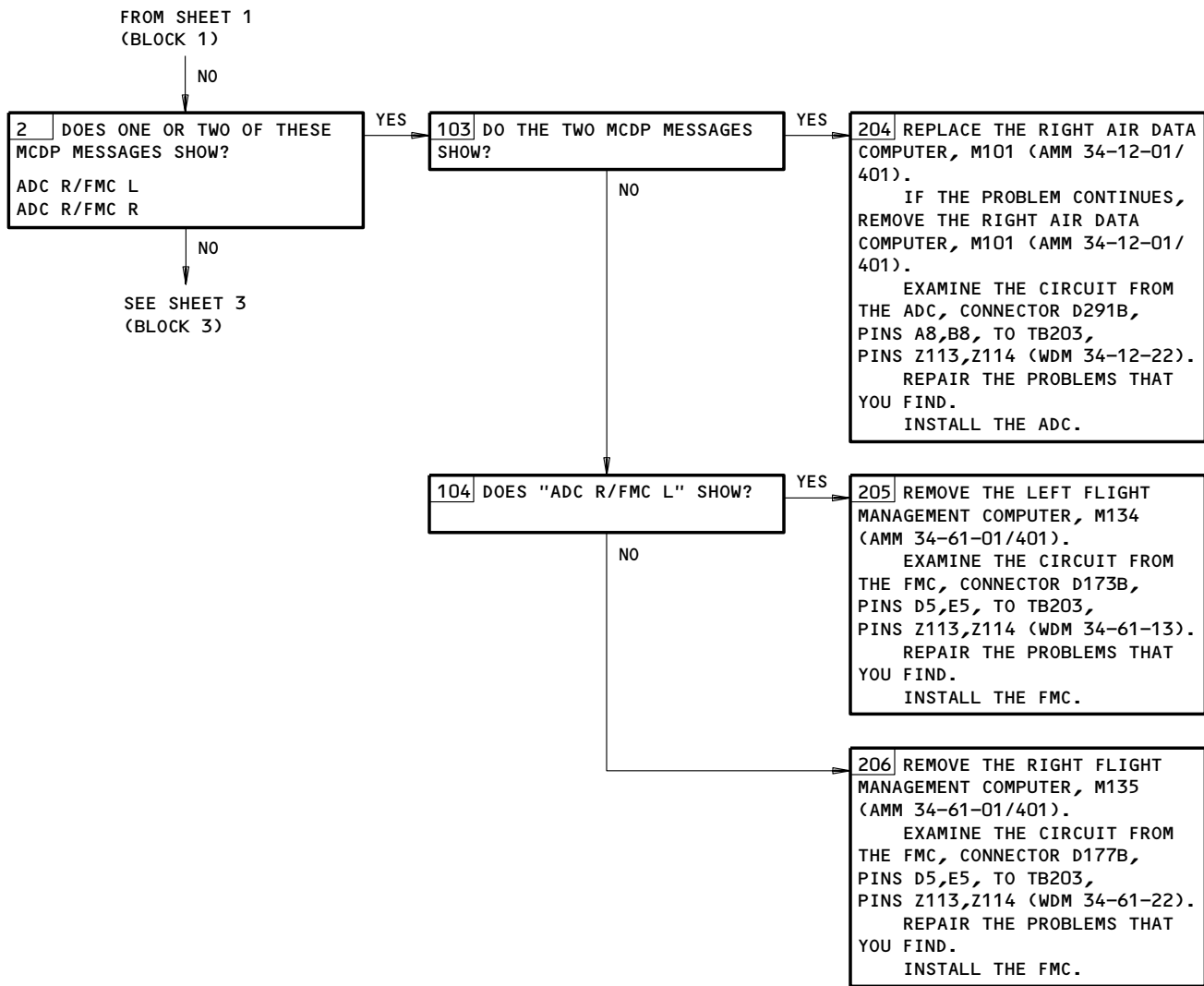
PREREQUISITES
NONE



Autoflight BITE Fault Isolation Procedures – FMC
Figure 120 (Sheet 1)

EFFECTIVITY _____
ALL

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Autoflight BITE Fault Isolation Procedures - FMC
Figure 120 (Sheet 2)

EFFECTIVITY

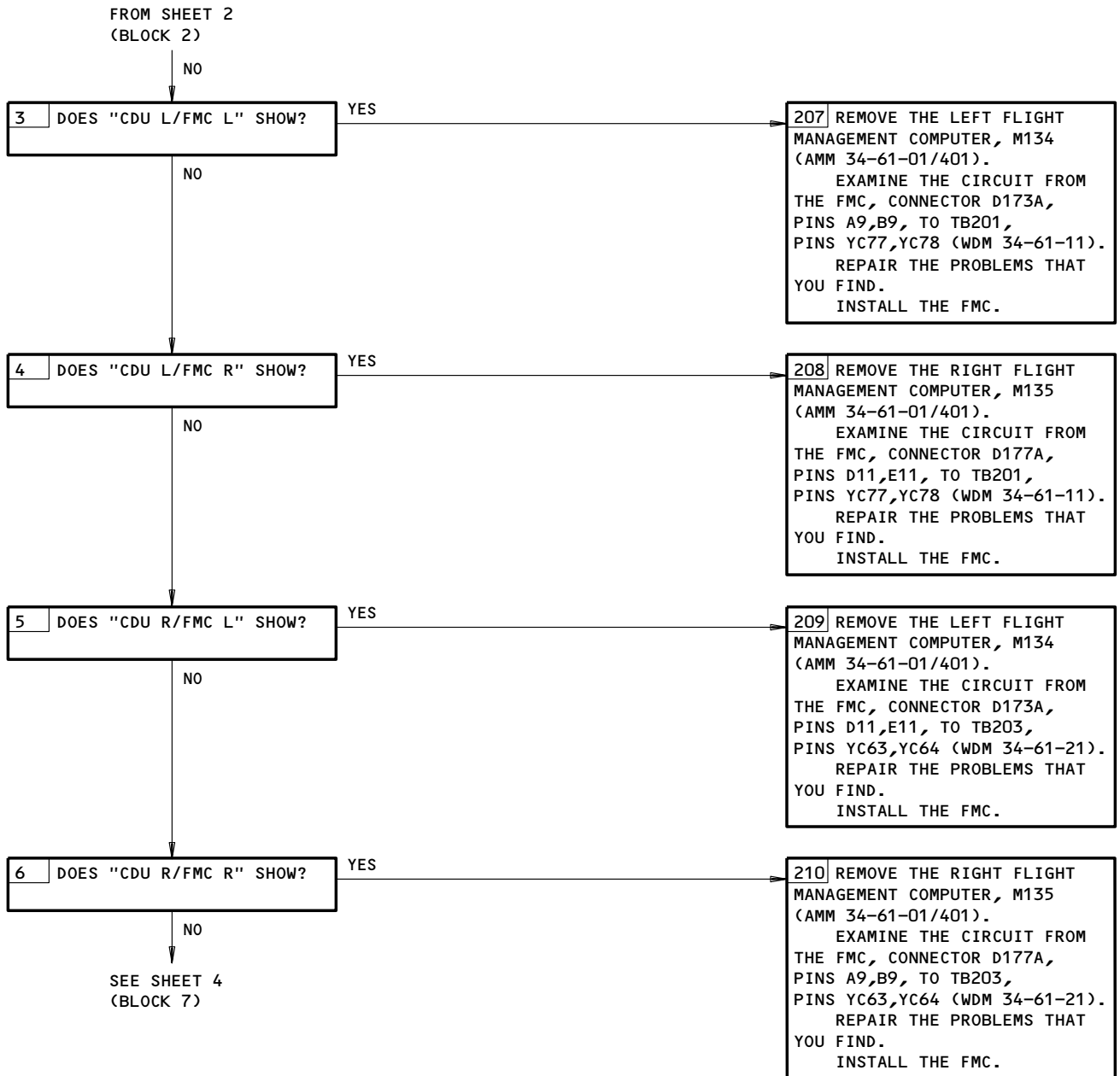
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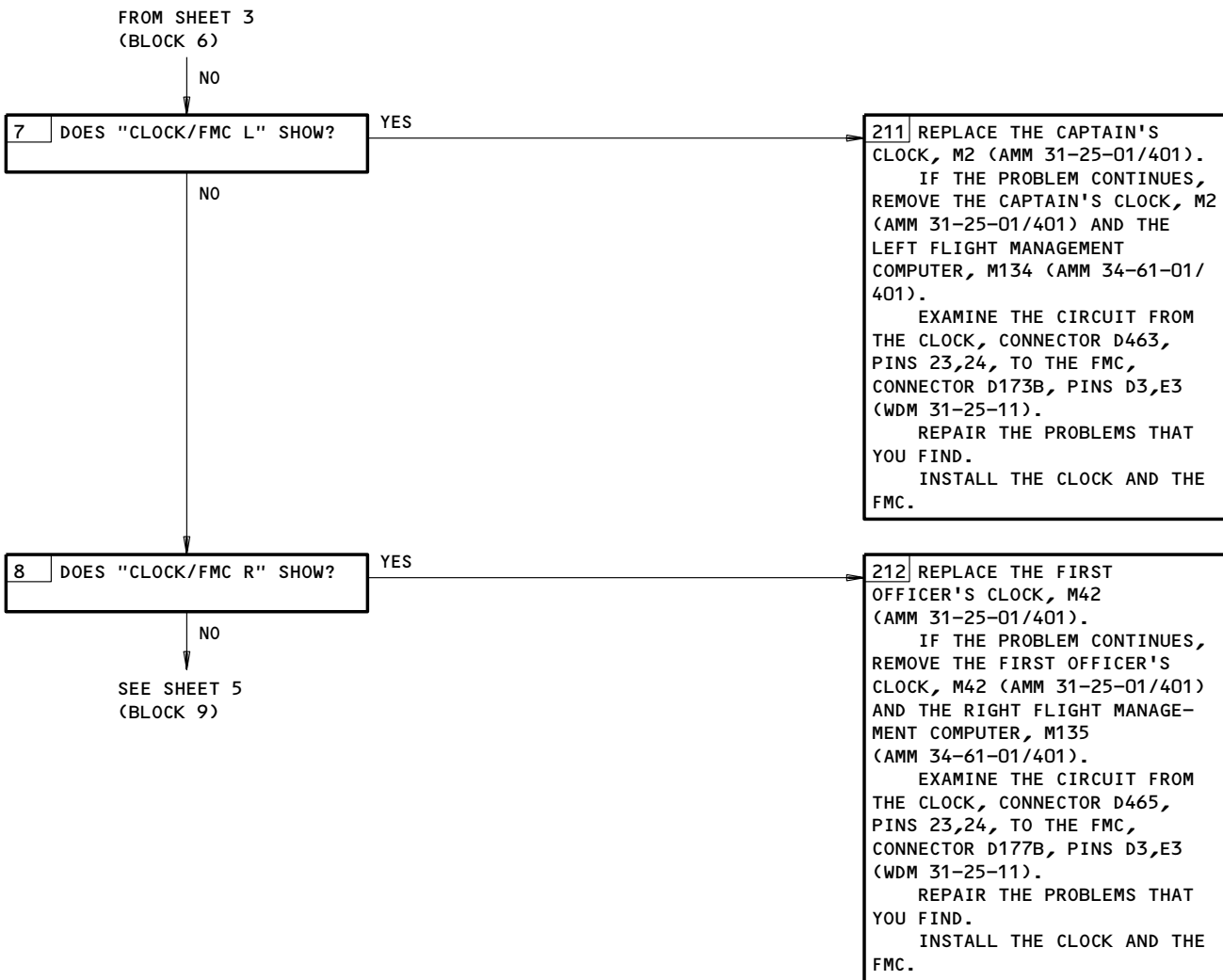


Autoflight BITE Fault Isolation Procedures - FMC
Figure 120 (Sheet 3)

EFFECTIVITY

ALL

22-00-02



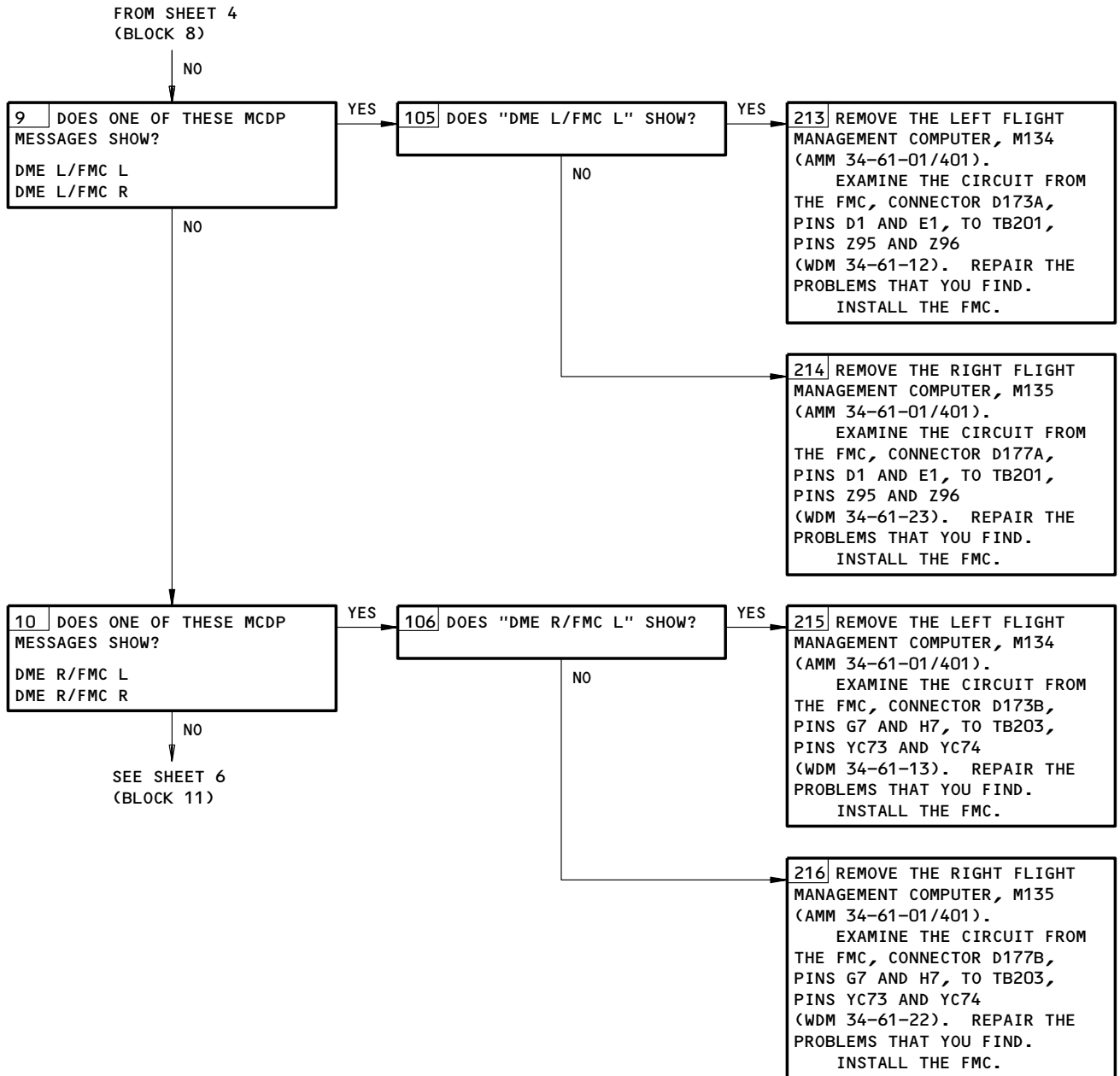
Autoflight BITE Fault Isolation Procedures - FMC
Figure 120 (Sheet 4)

EFFECTIVITY	ALL
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Autoflight BITE Fault Isolation Procedures - FMC
Figure 120 (Sheet 5)

EFFECTIVITY

ALL

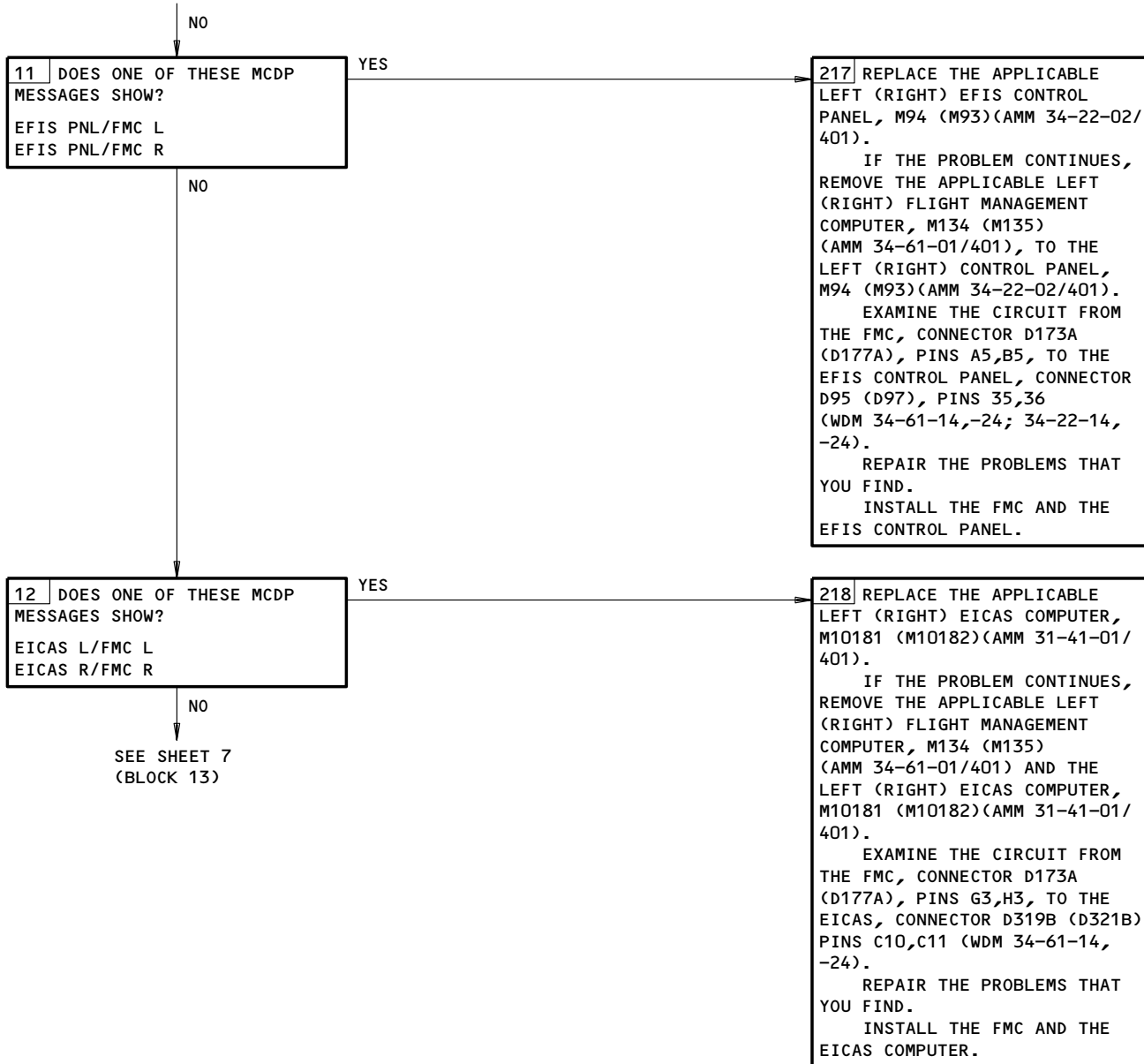
22-00-02

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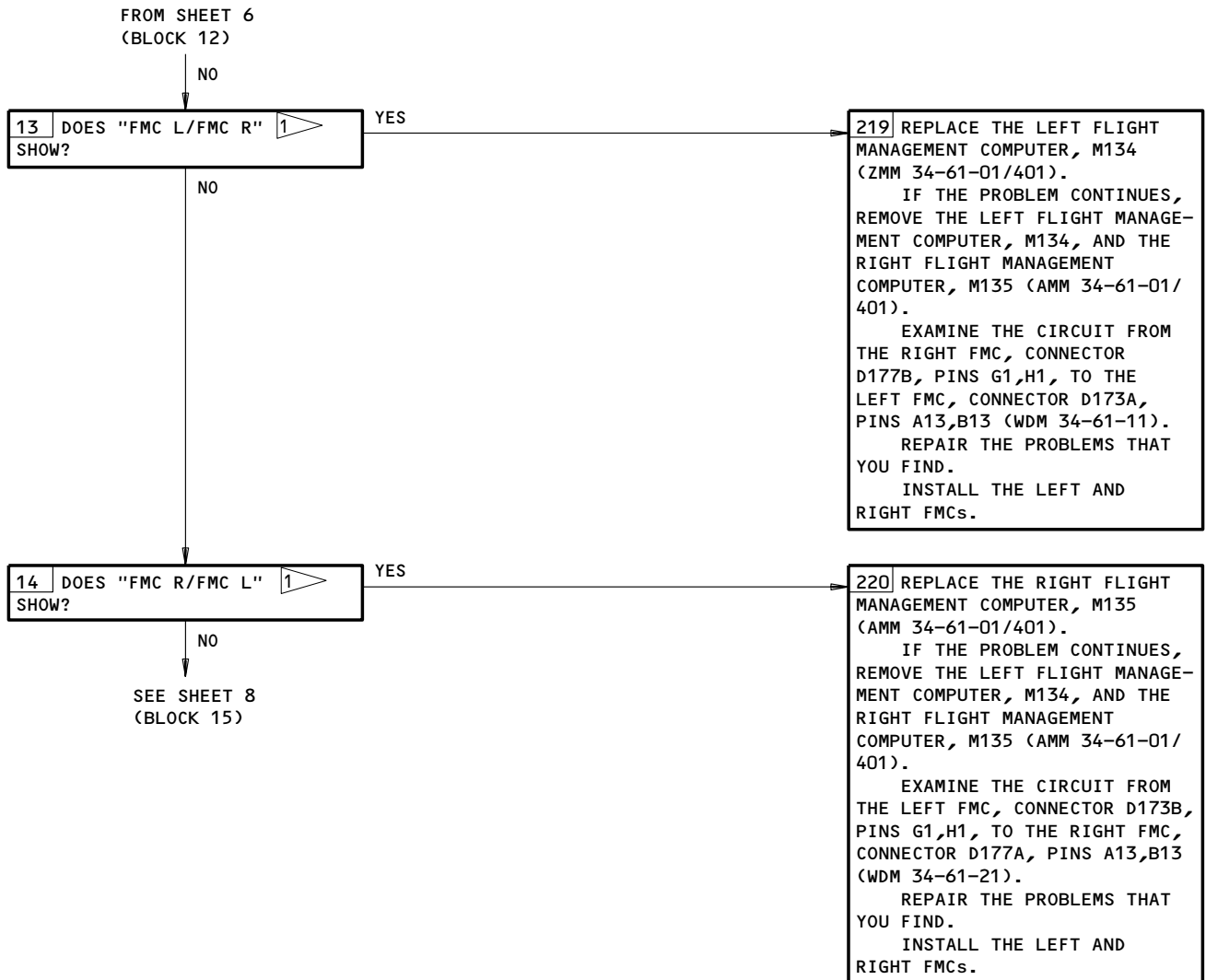
FROM SHEET 5
(BLOCK 10)



Autoflight BITE Fault Isolation Procedures - FMC
Figure 120 (Sheet 6)

EFFECTIVITY	ALL
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22-00-02



1 THE MCDP DIAGNOSTIC CODE "XX007X" OR "XX008X" WILL SHOW IF THE FMC DOES A USUAL RESYNC DURING FLIGHT. IGNORE THIS MESSAGE UNLESS THERE IS A PILOT REPORT OR A FAIL MESSAGE ON THE CDU.

Autoflight BITE Fault Isolation Procedures - FMC
Figure 120 (Sheet 7)

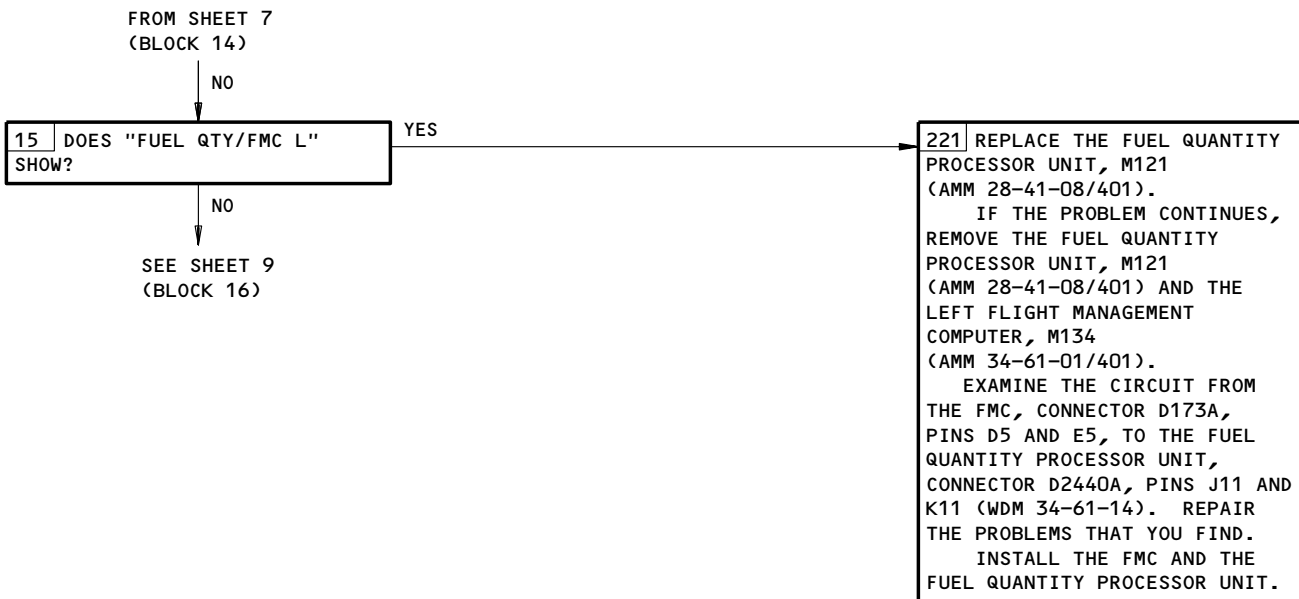
EFFECTIVITY

ALL

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Autoflight BITE Fault Isolation Procedures - FMC
Figure 120 (Sheet 8)

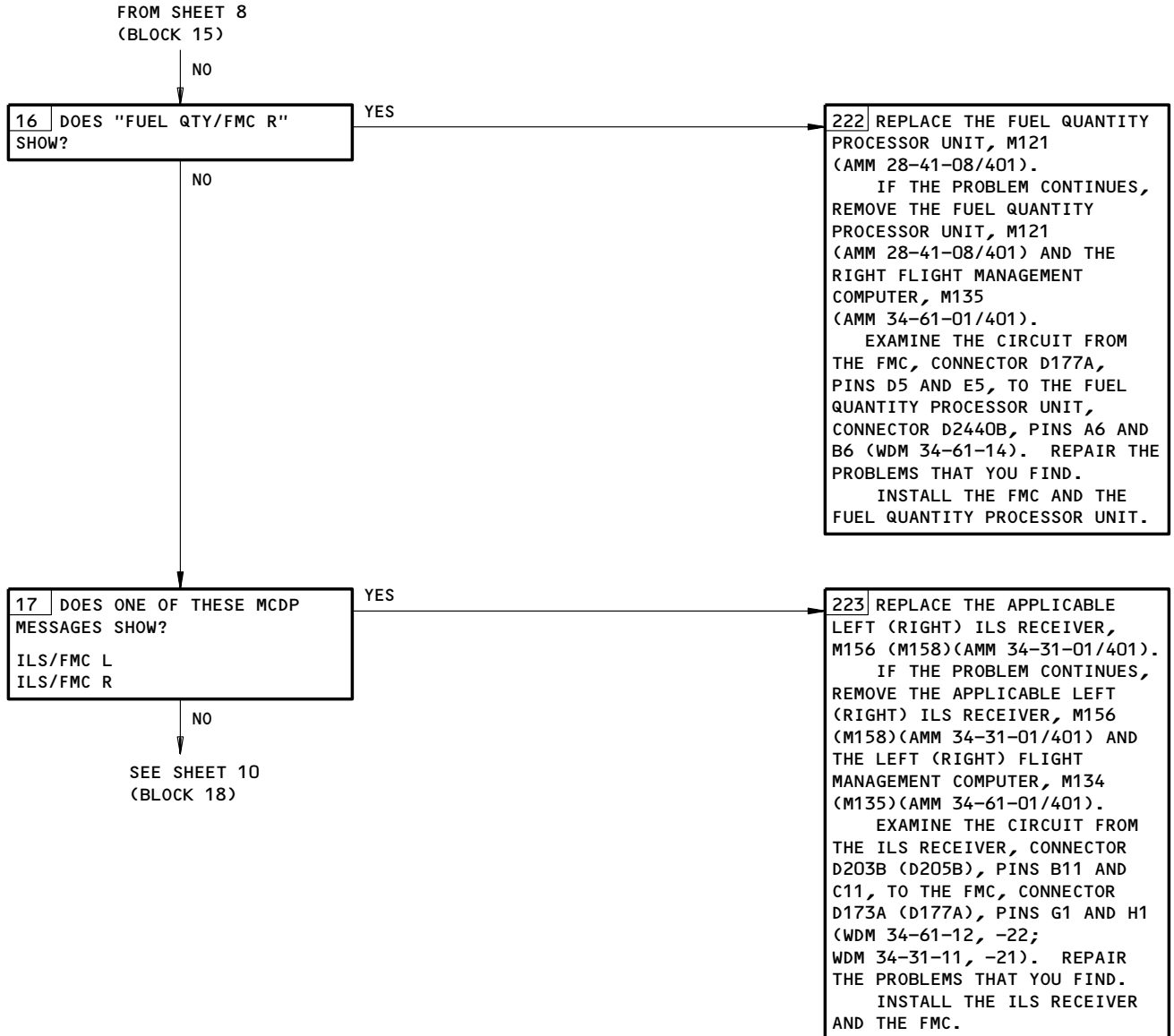
EFFECTIVITY

ALL

22-00-02

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Autoflight BITE Fault Isolation Procedures - FMC
Figure 120 (Sheet 9)

EFFECTIVITY

ALL

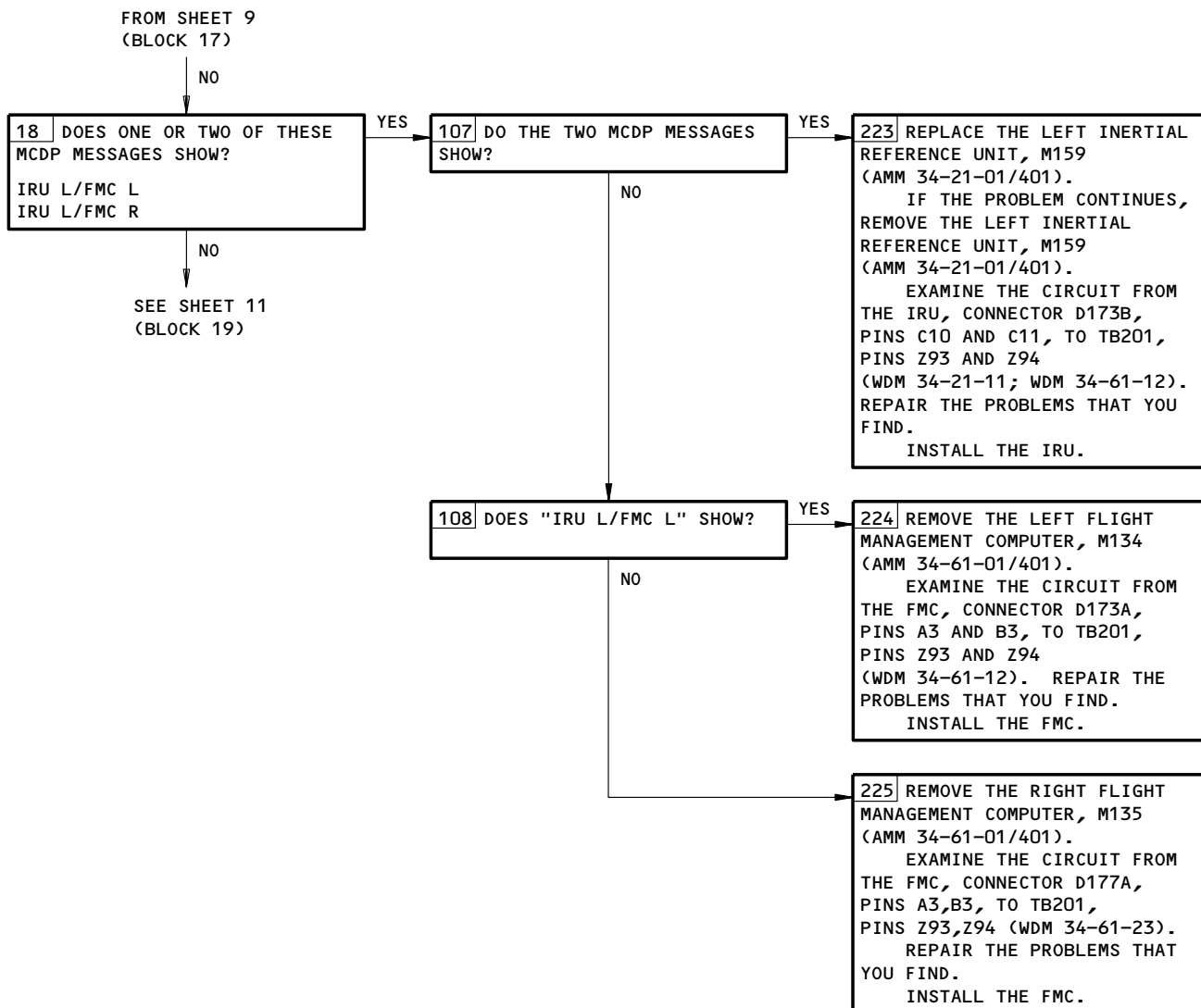
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FAULT ISOLATION/MAINT MANUAL



Autoflight BITE Fault Isolation Procedures - FMC
Figure 120 (Sheet 10)

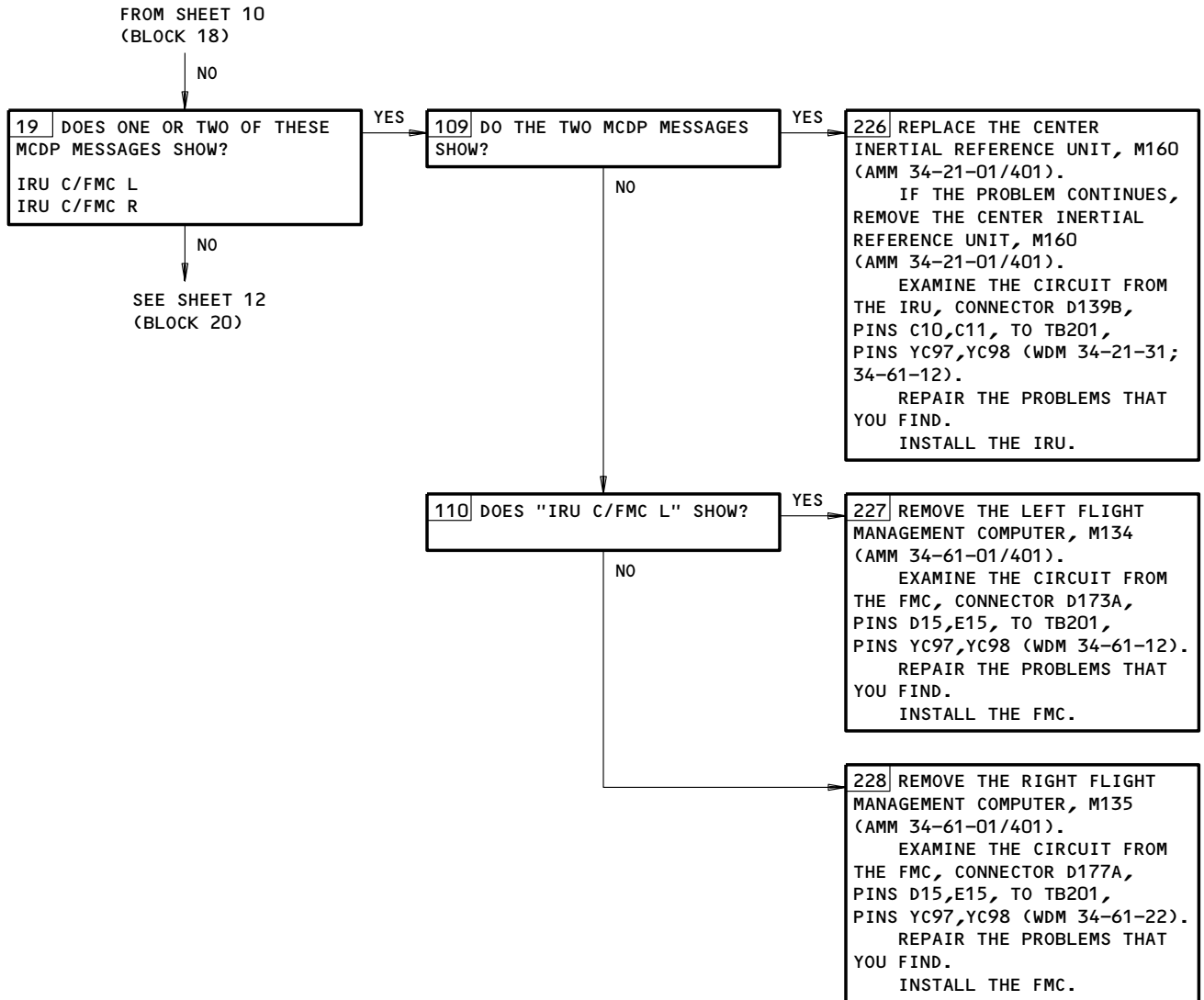
EFFECTIVITY

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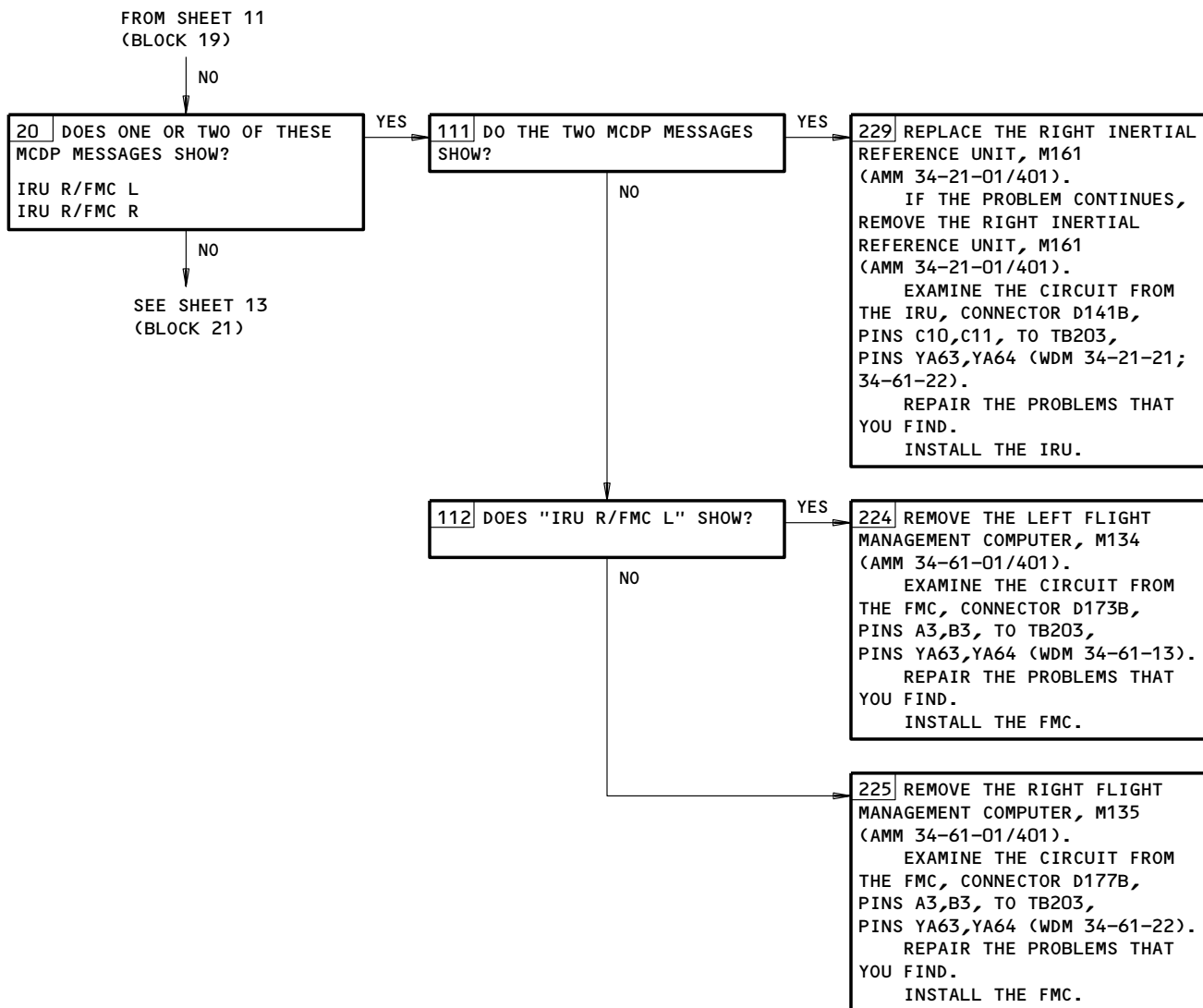


Autoflight BITE Fault Isolation Procedures - FMC
Figure 120 (Sheet 11)

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ALL

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FAULT ISOLATION/MAINT MANUAL



Autoflight BITE Fault Isolation Procedures - FMC
Figure 120 (Sheet 12)

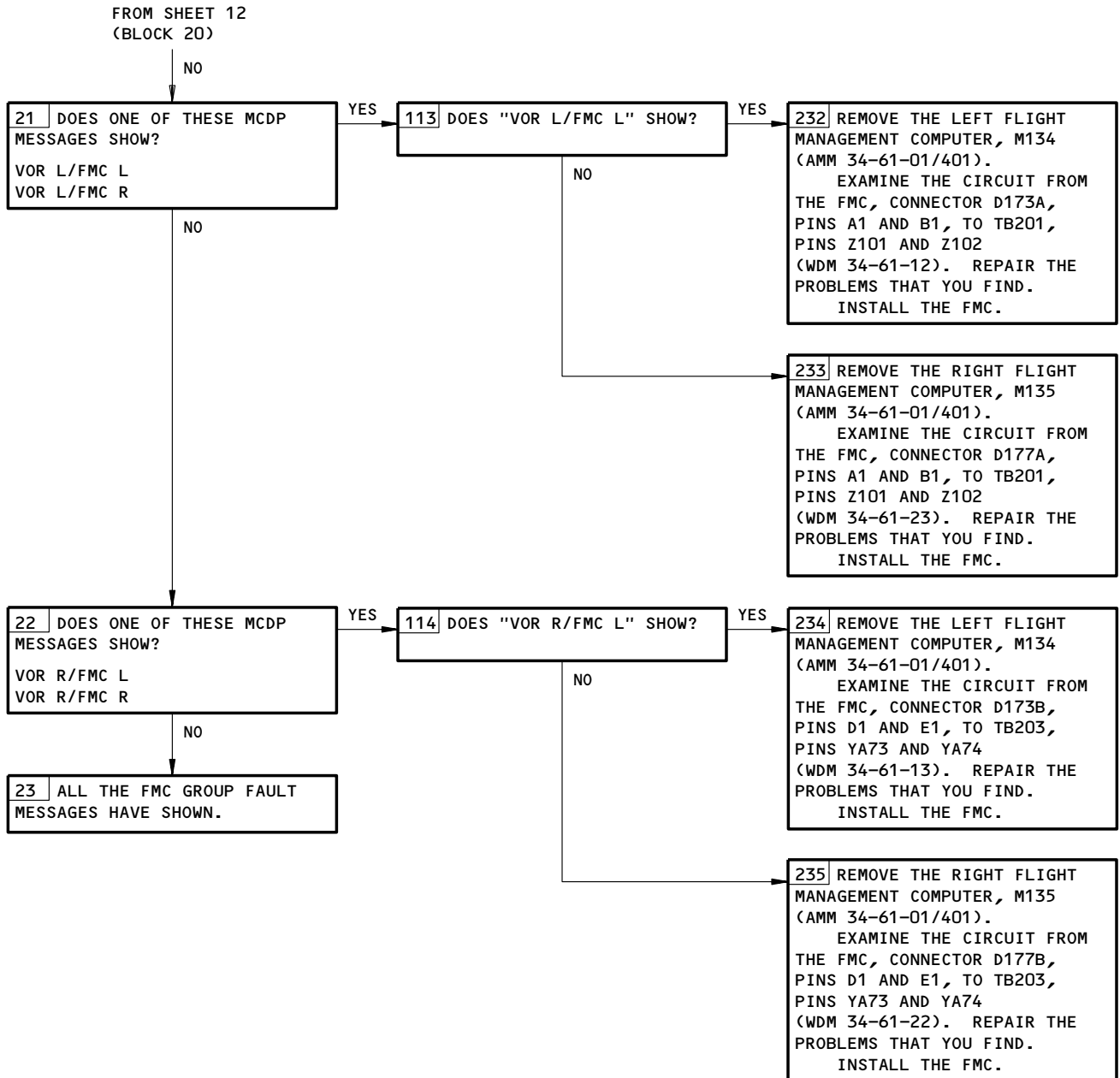
EFFECTIVITY

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Autoflight BITE Fault Isolation Procedures - FMC
Figure 120 (Sheet 13)


EFFECTIVITY

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 **BOEING**
757
FAULT ISOLATION/MAINT MANUAL

FAULT SYMPTOM	CORRECTION PROCEDURE
<p>1. THE AUTOPILOT OR A/P DISC ANNUNCIATOR IS ONLY HALF ILLUMINATED OR DOES NOT AGREE WITH THE MASTER CAUTION OR WARNING ANNUNCIATORS AND THE EICAS DISPLAY MESSAGES.</p> <p><u>NOTE:</u> THE A/P DISC ANNUNCIATOR IS ONLY HALF ILLUMINATED DURING GROUND TESTING.</p>	DO THIS PROCEDURE: MCDP GROUND TEST 30 - "CURRENT FAULT REPORT" (FIM 22-00-03/101, FIG. 117) AND SHOW THE INTERFACE FAULTS.
<p>2. THE AUTOLAND STATUS ANNUNCIATOR (REFER TO AS THE ASA) DOES NOT OPERATE CORRECTLY WHEN THE ASA TEST OR THE  SWITCH IS USED OR IT DOES NOT AGREE WITH THE OTHER ASA.</p>	DO THIS PROCEDURE: MCDP GROUND TEST 06 - "ASA" (FIM 22-00-03/101, FIG. 106).
<p>3. THE AUTOPILOT DISENGAGED OR DID NOT ENGAGE.</p>	<p>1. DO THIS PROCEDURE: MCDP GROUND TEST 30 - "CURRENT FAULT REPORT" (FIM 22-00-03/101, FIG. 117) AND SHOW THE INTERFACE FAULTS.</p> <p>2. IF THE PROBLEM CONTINUES, DO THIS PROCEDURE: MCDP GROUND TEST 04 - "MCP" (FIM 22-00-03/101, FIG. 104).</p>
<p>4. THE MODE CONTROL PANEL (MCP) DOES NOT OPERATE CORRECTLY.</p>	DO THIS PROCEDURE: MCDP GROUND TEST 04 - "MCP" (FIM 22-00-03/101, FIG. 104).
<p>5. THE AUTOTHROTTLE DOES NOT ENGAGE AFTER IT IS DISENGAGED FROM THE VNAV MODE.</p>	NO FAULT - THE MODE CONTROL PANEL (MCP) A/T ARM SWITCH MUST BE PUT TO OFF AND BACK TO ON BEFORE THE AUTOTHROTTLE WILL ENGAGE IN THE VNAV MODE.
<p>6. THE THRUST LIMIT DISPLAY DOES NOT SHOW ON THE EICAS DISPLAY.</p>	<p>1. THIS IS THE USUAL CONDITION WHEN THE REVERSE THRUST IS SET.</p> <p>2. IF THIS CONDITION OCCURS WHEN THE THRUST LEVERS ARE IN THE FORWARD THRUST POSITION, DO THIS PROCEDURE: MCDP GROUND TEST 52 - "TMC RLY/SW" (FIM 22-00-04/101, FIG. 102).</p>
<p>7. THE EPR MODE WILL NOT ENGAGE.</p> <p><u>NOTE:</u> THE EPR MODE WILL NOT ENGAGE UNLESS THESE ARE THE CONDITIONS:</p> <p>1. THE FLAPS POSITION IS GREATER THAN 1 FOR TAKEOFF.</p> <p>2. THE MODE CONTROL PANEL A/T ARM SWITCH IS IN THE ARM POSITION.</p>	<p>1. DO THIS PROCEDURE: MCDP GROUND TEST 04 - "MCP" (FIM 22-00-03/101, FIG. 104).</p> <p>2. IF THE PROBLEM CONTINUES, DO THIS PROCEDURE: MCDP GROUND TEST 64 - "SPD BK/FLAP XDCR" (FIM 22-00-04/101, FIG. 107).</p>
<p>8. THERE IS PITCH OSCILLATION (PORPOISING) WITH AN AUTOPILOT CHANNEL ENGAGED.</p>	<p>1. DO THE ELEVATOR FREEPLAY CHECK PART OF THE FLIGHT CONTROLS SURFACE INSPECTION/CHECK AND DO THE CORRECTION PROCEDURES.</p> <p>2. IF THE PROBLEM CONTINUES, DO THE ELEVATOR CONTROL SYSTEM ADJUSTMENT/TEST (AMM 27-31-00/501).</p>

 GUI 001-114,116-999;
P/RST SWITCH

GUI 115;
STATUS SWITCH

Autoflight Problems Not Shown by the MCDP
Figure 121 (Sheet 1)

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 FAULT ISOLATION/MAINT MANUAL

FAULT SYMPTOM	CORRECTION PROCEDURE														
9. THE AUTOPILOT IS NOT SMOOTH IN THE ROLL MODES WITH AN AUTOPILOT CHANNEL ENGAGED.	1. DO THE AILERON FREEPLAY CHECK PART OF THE FLIGHT CONTROLS SURFACE INSPECTION/CHECK AND DO THE CORRECTION PROCEDURES (AMM 27-02-00/601). 2. IF THE PROBLEM CONTINUES, DO THE AILERON CONTROL SYSTEM ADJUSTMENT/TEST (AMM 27-11-00/501).														
10. THE BANK ANGLE HAS A LIMIT OF 8 DEGREES IN ALL OF THE AUTOPILOT MODES OR IRREGULAR ELEVATOR MOVEMENT IN CRUISE OR OTHER MODES. THERE IS IRREGULAR ELEVATOR (OR COLUMN) MOVEMENT IN CRUISE OR OTHER AUTOPILOT MODES, OR THERE IS A FAILURE TO HOLD OR CAPTURE THE SELECTED ALTITUDE, OR THE BANK ANGLE IS LIMITED TO 8 DEGREES IN ALL AUTOPILOT MODES.	1. DO THIS PROCEDURE: RA BITE FOR EACH SYSTEM (FIM 34-33-00/101, FIG. 105A). 2. IF THE PROBLEM CONTINUES, DO THE RADIO ALTIMETER ANTENNA AND COAXIAL CABLE CHECK (AMM 20-10-32/201). <u>NOTE:</u> A FAULTY RADIO ALTIMETER TRANSCEIVER OR FAULTY ANTENNA, OR LOOSE OR CORRODED COAXIAL CONNECTORS CAN CAUSE THESE SYMPTOMS. THESE SYMPTOMS MAY BE INTERMITTANT.														
11. THE FLIGHT DIRECTOR COMMAND BARS ARE OUT OF VIEW AND THERE IS NO F/D FLAG. THE RADIO ALTIMETER DISPLAY SHOWS 40 FEET.	DO THIS PROCEDURE: RA BITE FOR EACH SYSTEM (FIM 34-33-00/101, FIG. 105A).														
12. "NO LAND 3" IS SHOWN ON THE AUTOLAND STATUS ANNUNCIATOR AND THERE ARE NO RELATED MCDP FLIGHT FAULTS SHOWN.	DO THIS PROCEDURE: MCDP GROUND TEST 40 - "AUTOLAND" (FIM 22-00-03/101, FIG. 118).														
13. "NO LAND 3" IS SHOWN ON THE AUTOLAND STATUS ANNUNCIATOR AND THERE ARE RELATED MCDP FLIGHT FAULTS SHOWN	IF THE FOLLOWING MCDP FAULT MESSAGES ARE DISPLAYED AFTER FLIGHT WITH DIAGNOSTIC CODES 110 AND 111, DO THE FOLLOWING PROCEDURE: <table style="margin-left: 40px;"> <thead> <tr> <th style="text-align: left;"><u>MESSAGE</u></th> <th style="text-align: left;"><u>AFFECTED LRU</u></th> </tr> </thead> <tbody> <tr> <td>FCC C/FCC L</td> <td>LEFT FCC</td> </tr> <tr> <td>FCC R/FCC L</td> <td>LEFT FCC</td> </tr> <tr> <td>FCC R/FCC C</td> <td>CENTER FCC</td> </tr> <tr> <td>FCC L/FCC C</td> <td>CENTER FCC</td> </tr> <tr> <td>FCC L/FCC R</td> <td>RIGHT FCC</td> </tr> <tr> <td>FCC C/FCC R</td> <td>RIGHT FCC</td> </tr> </tbody> </table> 1. CYCLE THE AC ELECTRICAL POWER TO THE FCC THAT IS IDENTIFIED ABOVE AS FAULTY. (OPEN THE CB FOR AT LEAST ONE SECOND, THEN CLOSE). LEFT FCC: P11 E17 (C514) CENTER FCC: P11 E20 (C515) RIGHT FCC: P11 E35 (C514) 2. IF THE "NO LAND 3" MESSAGES ARE NOT CLEARED AFTER CLOSING THE CB, THEN REPLACE THE APPLICABLE LEFT (CENTER, RIGHT) FCC, M139 (M140, M141), (AMM 22-11-01/401).	<u>MESSAGE</u>	<u>AFFECTED LRU</u>	FCC C/FCC L	LEFT FCC	FCC R/FCC L	LEFT FCC	FCC R/FCC C	CENTER FCC	FCC L/FCC C	CENTER FCC	FCC L/FCC R	RIGHT FCC	FCC C/FCC R	RIGHT FCC
<u>MESSAGE</u>	<u>AFFECTED LRU</u>														
FCC C/FCC L	LEFT FCC														
FCC R/FCC L	LEFT FCC														
FCC R/FCC C	CENTER FCC														
FCC L/FCC C	CENTER FCC														
FCC L/FCC R	RIGHT FCC														
FCC C/FCC R	RIGHT FCC														
14. THE CENTER AUTOPILOT CHANNEL DISCONNECTS AFTER APPROACH IS SET.	1. DO THIS PROCEDURE: MCDP GROUND TEST 40 - "AUTOLAND" (FIM 22-00-03/101, FIG. 118). 2. IF TEST 40 IS DONE WITHOUT A FAILURE, THEN DO THE STEPS THAT FOLLOW: A. ENERGIZE THE CENTER BUS TRANSFER RELAY, K107. B. MEASURE THE VOLTAGE AT THE CENTER FCC, CONNECTOR D55C, PINS 1, 2 AND 5 (WDM 22-11-32). MAKE SURE THAT THERE IS 28V DC. 3. IF ONE OF THESE PINS DOES NOT HAVE 28V DC, THEN EXAMINE THE CIRCUIT FROM THE CENTER FCC, CONNECTOR D55C, PINS 1, 2 AND 5 TO CTR BUS DC CIRCUIT BREAKER C899, PIN B (WDM 22-11-32; 24-31-11; 24-51-31). REPAIR THE PROBLEMS THAT YOU FIND.														

Autoflight Problems Not Shown by the MCDP
Figure 121 (Sheet 2)

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 FAULT ISOLATION/MAINT MANUAL

FAULT SYMPTOM	CORRECTION PROCEDURE
15. THE A/T DISC LIGHT COMES ON AFTER A POWER TRANSFER.	1. PUSH ONE OF THE TWO AUTOTHROTTLE DISENGAGE SWITCHES FOUND ON THE THROTTLES. 2. IF THE PROBLEM CONTINUES, DO THIS PROCEDURE: MCDP GROUND TEST 30 - "CURRENT FAULT REPORT" (FIM 22-00-03/101, FIG. 117).
16. THE FLIGHT DIRECTOR COMMANDS A TARGET AIRSPEED OF V2 INSTEAD OF V2 + 15	AIRPLANES WITHOUT -134 AND SUBSEQUENT FCCs; IF YOU TURN THE MCP IAS/MACH SPEED KNOB TOO QUICKLY (MORE THAN 15 KNOTS IN APPROXIMATELY 1/10 SECOND) DURING NORMAL TAKEOFF, THIS SYMPTOM CAN OCCUR. NO ACTION IS NECESSARY. THE INSTALLATION OF -134 AND SUBSEQUENT FCCs WILL CORRECT THE PROBLEM.
17. "NO LAND 3" IS SHOWN ON THE AUTOLAND STATUS ANNUNCIATOR. THE MCDP DIAGNOSTIC CODE O21 IS REPORTED BY ONE OR MORE FCCs, AND NOT REPORTED BY THE TMC OR FMC.	1. CYCLE LEFT AND RIGHT MCP CIRCUIT BREAKERS (LEAVE CIRCUIT BREAKERS OPEN FOR ABOUT 5 SECONDS.) 2. SLOWLY SLEW EACH OF THE MCP WINDOW KNOBS OVER THE ENTIRE WINDOW RANGE IN BOTH DIRECTIONS. (I.E., FOR THE HEADING WINDOW, FROM PRESENT VALUE TO PRESENT VALUE [360 DEGREES] IN ONE DIRECTION, THEN IN THE OTHER DIRECTION). <u>NOTE:</u> ROTATION SPEED SHOULD BE 3 TO 5 DETENTS PER SECOND. WHEN CHANGING DIRECTIONS, DO NOT EXCEED 2 DETENTS PER SECOND AT THE POINTS OF CHANGE. 3. RUN MCDP GROUND TEST 04 MCP. 4. IF ONE OF THE MCP WINDOWS FAILS TO INCREMENT OR DEINCREMENT, AND A "NO LAND 3" IS ANNUNCIATED CORRELATING TO MCDP DIAGNOSTIC O21 IN STEP 2, OR FAILS MCP GROUND TEST IN STEP 3, THEN REPLACE THE MCP. 5. NO FURTHER ACTION IS REQUIRED IF MCP OPERATE
18. AIRPLANE ALIGNMENT PROBLEMS DURING AUTO-LAND APPROACH.	DO THE MCDP GROUND TEST 40 - AUTO-LAND (FIM 22-00-03/101, FIG. 118, BLOCK 1) IF THE TEST PASSES, THEN THERE WAS ONE OF THESE: 1. AN INTERMITTENT FAULT. 2. CONDITIONS EXTERNAL TO THE AIRPLANE. <u>NOTE:</u> IF THE PROBLEM OCCURS ON THE NEXT FLIGHT, IT MAY BE CAUSED BY CONDITIONS EXTERNAL TO THE AIRPLANE. IF YOU THINK IT IS NECESSARY, DOWNLOAD THE DATA FROM THE FLIGHT DATA RECORDER TO EXAMINE THE PROBLEM IN MORE DETAIL. TO DOWNLOAD THE DATA FROM THE FLIGHT DATA RECORDER, (AMM 31-31-01/201).

Autoflight Problems Not Shown by the MCDP
Figure 121 (Sheet 3)

EFFECTIVITY	ALL
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PREREQUISITES

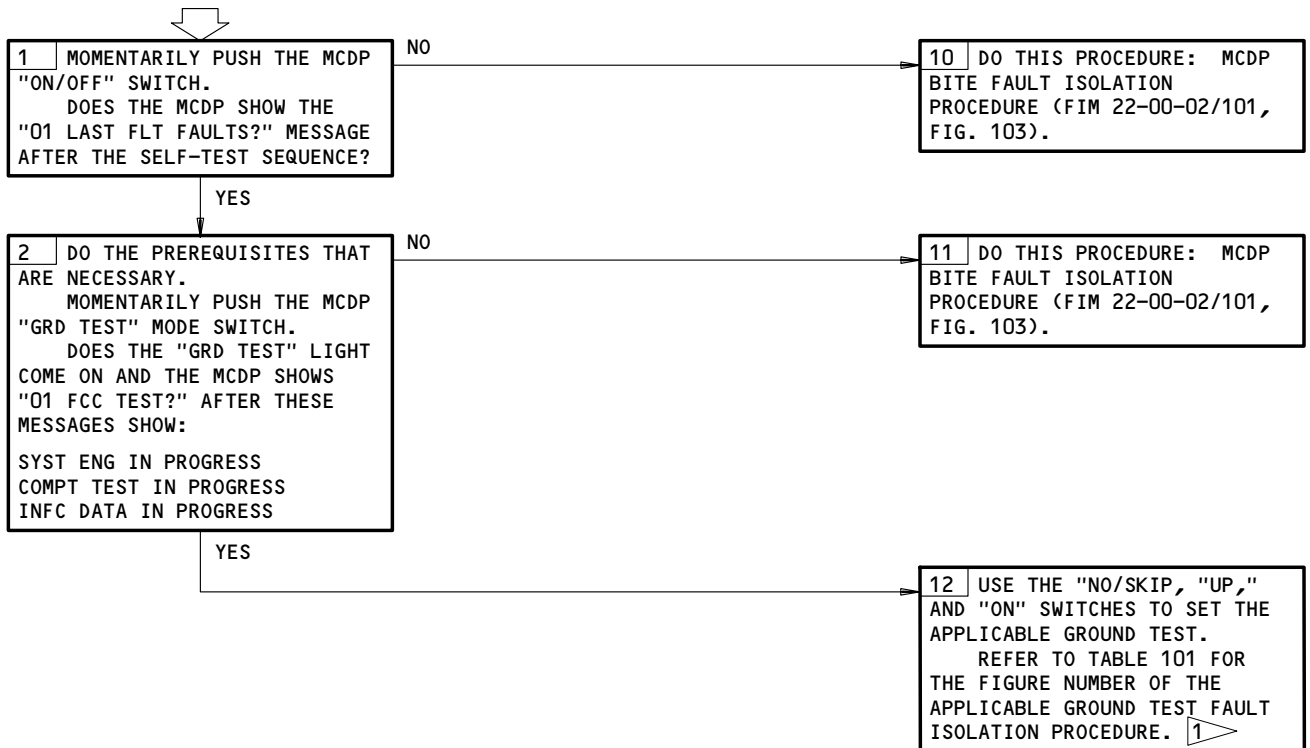
MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11SX ², REFER TO FIGURE 101A, FOR THE GROUND TEST CIRCUIT BREAKERS THAT ARE NECESSARY

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)

NOTE: TO PREVENT INCORRECT FAULT INDICATIONS, PREREQUISITES FOR THE APPLICABLE GROUND TEST MUST BE DONE BEFORE YOU SET THE "GRD TEST MODE."

REFER TO TABLE 101 FOR THE LOCATION OF THE FIGURE NUMBER FOR THE GROUND TEST FAULT ISOLATION PROCEDURE.

MCDP GROUND TEST MODE



1 **NOTE:** AFTER YOU CORRECT THE FAILURES SHOWN DURING A GROUND TEST, YOU MUST GO OUT OF THE MCDP GRD TEST MODE AND THEN GO BACK INTO IT. PUSH THE "FLT FAULTS MODE" SWITCH TO GO OUT OF GRD TEST MODE. PUSH THE "GRD TEST MODE" SWITCH TO GO BACK INTO THE GRD TEST MODE. IF THIS IS NOT DONE, THE FAILURE MESSAGE WILL SHOW ALTHOUGH THE FAILURE WAS CORRECTED.

2 WHERE X = 3,4, OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL"

MCDP Ground Test Mode
Figure 101 (Sheet 1)

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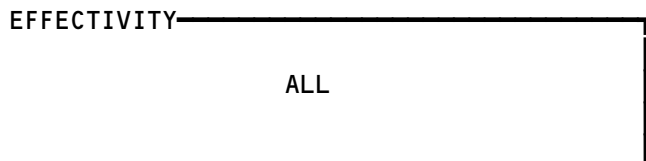
FAULT ISOLATION/MAINT MANUAL

TEST NO.	MCDP TEST	CH-SEC-SUB/FIG.	TEST NO.	MCDP TEST	CH-SEC-SUB/FIG.
01	FCC	22-00-03/102	30	CURRENT FAULT REPORT	22-00-03/117
02	TMC	22-00-03/103	40	AUTOLAND	22-00-03/118
04	MCP	22-00-03/104	51 52 56 57 59	AIR/GRD RLY	22-00-04/101
04	MCP	3		TMC RLY/SW	22-00-04/102
		4		FCC CONFIG/OPT	22-00-04/103
05	TMSP	22-00-03/105		TMC CONFIG/OPT	22-00-04/104
06	ASA	22-00-03/106	FCC INSTR	22-00-04/105	
06	ASA	3	60 64 65 66	TMC INSTR	22-00-04/106
		4		SPD BK/FLAP XDCR	22-00-04/107
				STAB TRIM	22-00-04/108
				XDCR OUTPUTS	22-00-04/109
07	SERVO AIL	22-00-03/107	67 68 69	AIL SERVO LIMIT	22-00-04/110
08	SERVO ELEV	22-00-03/108		ELEV SERVO LIMIT	22-00-04/111
09	SERVO RUD	22-00-03/109		RUD SERVO LIMIT	22-00-04/112
10	SERVO A/T	22-00-03/110			
11	SW A/P DISC	22-00-03/111			
12	SW A/T DISC	22-00-03/112			
13	SW G/A	22-00-03/113			
14	XDCR COL L	22-00-03/114			
15	XDCR COL R	22-00-03/115			
16	XDCR WHL	22-00-03/116			

MCDP GROUND TEST REFERENCE - TABLE 101

- 3 GUI 001-114,116-999
- 4 GUI 115

MCDP Ground Test Mode
Figure 101 (Sheet 2)



22-00-03

CIRCUIT BREAKER		MCDP GROUND TESTS																													
LOC	CB	NOMENCLATURE	01	02	04	05	06	07	08	09	10	11	12	13	14	15	16	30	40	51	52	56	57	59	60	64	65	66	67	68	69
11A2	C595	VOR MKR LEFT	X															X	X												
11A3	C606	ILS CENTER	X															X	X												
11A7	C622	EFIS DSP/L SW LEFT	X															X	X												
11A10	C625	AIR DATA CMPR LEFT	X															X	X												
11A11	C1	AIR DATA AOA SENSOR LEFT	X															X	X												
11A12	C2	AIR DATA BARO CORRECT LEFT	X															X	X												
11A17	C521	AUTOFLIGHT WARN	X															X	X												
11A33	C1201	INDICATOR LIGHTS 2					X											X	X												
11B2	C1338	ISOL VALVE CONT	X															X	X												
11B3	C1337	ISOL VALVE PMR	X															X	X												
11B17	C573	CLOCK IND LEFT	X															X	X												
11B18	C566	WARN ELEX B	X															X	X												
11C6	C1538	FLT CONT ELEC 1L AC	X															X	X												
11C7	C1534	FLT CONT ELEC 1L DC	X															X	X												
11C8	C1537	FLT CONT ELEC 2L AC	X															X	X												
11C9	C1535	FLT CONT ELEC 2L DC	X															X	X												
11C14	C1521	FLAP/SLAT ELEC UNIT 2 POWER	X															X	X												
11C15	C1541	FLAP/SLAT ELEC UNIT 2 CONT	X															X	X												
11C16	C1524	FLAP/SLAT ELEC UNIT 2 SENSOR	X															X	X												
11C30	C1175	LANDING GEAR POS SYS 1	X															X	X												
11C34	C1048	FUEL QTY 1	X															X	X												
11D6	C826	CAT III BUS ISOL BAT	X															X	X												
11D21	C4113	ENGINE HP BLD VLV LEFT	X															X	X												
11D22	C4114	ENGINE HP BLD VLV RIGHT	X															X	X												
11E1	C580	IAS WACH LEFT	X															X	X												
11E3	C593	ADI LEFT	X															X	X												
11E4	C653	EFIS CONT PNL LEFT	X															X	X												
11E6	C588	HSI LEFT	X															X	X												
11E8	C597	FMCS CDU LEFT	X															X	X												
11E9	C609	FMCS CMPR LEFT	X															X	X												
11E10	C603	ILS L	X															X	X												
11E11	C582	DME LEFT	X															X	X												
11E16	C516	MODE CONT PNL LEFT	X															X	X												
11E17	C513	FLT CONT COMPUTER POWER LEFT	X															X	X												
11E18	C522	FLT CONT COMPUTER SERVO LEFT	X															X	X												
11E20	C515	FLIGHT CONT CMPR PMR CENTER	X															X	X												
11E21	C524	FLIGHT CONT CMPR SERVO CENTER	X															X	X												
11E22	C581	IAS WACH RIGHT	X															X	X												
11E24	C594	ADI RIGHT	X															X	X												
11E25	C634	EFIS CONT PNL RIGHT	X															X	X												
11E29	C598	FMCS CDU RIGHT	X															X	X												
11E30	C610	FMCS CMPR RIGHT	X															X	X												
11E31	C605	ILS RIGHT	X															X	X												
11E32	C583	DME RIGHT	X															X	X												
11E33	C596	VOR RIGHT	X															X	X												
11E34	C517	MODE CONT PNL RIGHT	X															X	X												
11E35	C514	FLT CONT CMPR PMR RIGHT	X															X	X												
11E36	C523	FLT CONT CMPR SERVO RIGHT	X															X	X												

MCDP Ground Test Circuit Breaker Requirements
Figure 101A (Sheet 1)

EFFECTIVITY
GUI 001-114, 116-999

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CIRCUIT BREAKER		MCDP GROUND TESTS																																		
LOC	CB	NOMENCLATURE	01	02	04	05	06	07	08	09	10	11	12	13	14	15	16	30	40	51	52	56	57	59	60	64	65	66	67	68	69					
11F1	C661	IRS LEFT	X	X															X																	
11F5	C600	RAD ALTM LEFT	X	X															X																	
11F8	C637	EFIS SYM GEN LEFT	X	X															X																	
11F9	C639	EFIS SYM GEN CENTER	X	X															X																	
11F14	C501	TMC AC	X	X															X																	
11F15	C525	TMC DC	X	X															X																	
11F16	C512	TMC SERVO	X	X															X																	
11F19	C1525	STAB POS MOD CENTER	X	X															X																	
11F20	C602	RADIO ALTM CENTER	X	X															X																	
11F21	C613	IRS CENTER	X	X															X																	
11F22	C612	IRS RIGHT	X	X															X																	
11F24	C623	EFIS DSPN SW RIGHT	X	X															X																	
11F26	C601	RADIO ALTM RIGHT	X	X															X																	
11F29	C638	EFIS SYM GEN RIGHT	X	X															X																	
11F30	C626	AIR DATA CMPTR RIGHT	X	X															X																	
11F31	C3	AIR DATA AOA SENSOR RIGHT	X	X															X																	
11F32	C4	AIR DATA BARO CORRECT RIGHT	X	X															X																	
11G10	C1031	RUD RATIO	X	X															X																	
11G12	C1025	FLAP/SLAT ELEC UNIT 1 POWER	X	X															X																	
11G13	C1539	FLAP/SLAT ELEC UNIT 1 CONT	X	X															X																	
11G14	C1037	FLAP/SLAT ELEC UNIT 1 SENSOR	X	X															X																	
11G15	C1523	STAB POS MOD LEFT	X	X															X																	
11G17	C1536	FLT CONT ELEC 1R AC	X	X															X																	
11G18	C1531	FLT CONT ELEC 1R DC	X	X															X																	
11G21	C4210	FLAP/SLAT ELEC UNIT 3 POWER	X	X															X																	
11G22	C1540	FLAP/SLAT ELEC UNIT 3 CONT	X	X															X																	
11G23	C1038	FLAP/SLAT ELEC UNIT 3 SENSOR	X	X															X																	
11G24	C1526	STAB POS MOD RIGHT	X	X															X																	
11G27	C1535	FLT CONT ELEC 2R AC	X	X															X																	
11G28	C1532	FLT CONT ELEC 2R DC	X	X															X																	
11H10	C1002	STAB TRIM LEFT POS IND	X	X															X																	
11H11	C1017	STAB TRIM LEFT CONT	X	X															X																	
11H12	C1008	FLAP POS IND LEFT	X	X															X																	
11H13	C1522	FLAP POS IND RIGHT	X	X															X																	
11H19	C1009	STAB TRIM POS IND RIGHT	X	X															X																	
11H20	C1018	STAB TRIM CONT RIGHT	X	X															X																	
11J2	C4078	EICAS CMPTR LEFT	X	X															X																	
11J3	C4081	EICAS UPPER DISPLAY	X	X															X																	
11J13	C4101	ELEVATOR POS LEFT	X	X															X																	
11J14	C4099	AILERON POS LEFT	X	X															X																	
11J15	C1035	AILERON TRIM	X	X															X																	
11J16	C1005	RUDDER POS	X	X															X																	

MCDP Ground Tests Circuit Breaker Requirements
Figure 101A (Sheet 2)

011902

EFFECTIVITY
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CIRCUIT BREAKER		MCDP GROUND TESTS																													
LOC	CB	NOMENCLATURE	01	02	04	05	06	07	08	09	10	11	12	13	14	15	16	30	40	51	52	56	57	59	60	64	65	66	67	68	69
11J17	C1034	RUDDER TRIM POS																													
11J22	C4102	ELEV POS RIGHT																													
11J23	C4100	AILERON POS RIGHT	X	X	R	R	R	R	R	R	R	R	R	R				X	X												
11J29	C4079	ECAS CMPT R RIGHT	X	R	R	R	R	R	R	R	R	R	R	R																	
11J30	C4082	ECAS LOWER DISPLAY	X	R	R	R	R	R	R	R	R	R	R	R																	
11J31	C4189	ECAS DISPLAY SW	X	R	R	R	R	R	R	R	R	R	R	R																	
11J32	C4094	ECAS DISPLAY SELECT	X	R	R	R	R	R	R	R	R	R	R	R																	
11J33	C565	WARN ELEX A	X	R	R	R	R	R	R	R	R	R	R	R																	
11J35	C574	CLOCK IND RIGHT	X	R	R	R	R	R	R	R	R	R	R	R																	
11L4	C4119	LEFT ENGINE ELECTRONIC ENGINE CONTROL LIMITER	X																												
11L5	C4129	LEFT ENGINE ELECTRONIC ENGINE CONTROL SUPV	X																												
11L9	C4103	LEFT ENGINE EPR XMTR	X																												
11L19	C1053	FUEL QTY 2	X																												
11L31	C4127	RIGHT ENGINE ELECTRONIC ENGINE CONTROL LIMITER	X																												
11L32	C4130	RIGHT ENGINE ELECTRONIC ENGINE CONTROL SUPV	X																												
11L36	C4104	RIGHT ENGINE EPR XMTR	X																												
11P2	C1298	L IND LTS 2		X																											
11P29	C1284	R IND LTS 2		X																											
11Q10	C1339	ENG BLEED L		X																		X	X								
11Q19	C1340	R ENG BLEED		X																		X	X								
11R3	C824	CAT III BUS ISOL LEFT	X																												
11R30	C825	CAT III BUS ISOL RIGHT	X																												
11S3	C520	MAINT CONT DSPL	X		X	X	X	X	X	X	X	X	X	X																	
11S15	C1182	AIR/GND SYS 1	X	X	X	X	X	X	X	X	X	X	X	X																	
11S19	C1170	AIR/GND SYS 2	X	X	X	X	X	X	X	X	X	X	X	X																	
11S23	C4279	POS SYS 2	X	X																											
6A3	C811	DC STBY BUS OFF	X	X																											
603	C614	IRS L	X	X																											
604	C621	IRS C	X	X																											
605	C620	IRS R	X	X																											
602	C583	CLOCK TIME BASE L	X	X																											
603	C376	CLOCK TIME BASE R	X	X																											
6L11	C813	INV PWR BRT	X	X																											
6M13	C892	AC STBY BUS OFF	X	X																											

AIL = THIS CIRCUIT BREAKER MUST BE CLOSED TO DO A TEST OF THE AILERON POSITION
 ELE = THIS CIRCUIT BREAKER MUST BE CLOSED TO DO A TEST OF THE ELEVATOR POSITION
 PLA = THIS CIRCUIT BREAKER MUST BE CLOSED TO DO A TEST OF THE PLA POSITION
 R = THIS CIRCUIT BREAKER MUST BE CLOSED TO USE THE REMOTE MCDP CONTROL PANEL
 RUD = THIS CIRCUIT BREAKER MUST BE CLOSED TO DO A TEST OF THE RUDDER POSITION
 NT = THERE IS NO TEST FOR THIS A/C CONFIGURATION

MCDP Ground Test Circuit Breaker Requirements
 Figure 101A (Sheet 3)

EFFECTIVITY
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BOEING

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FAULT ISOLATION/MAINT MANUAL

CIRCUIT BREAKER		MCDP GROUND TESTS																													
LOC	CB	NOMENCLATURE	01	02	04	05	06	07	08	09	10	11	12	13	14	15	16	30	40	51	52	56	57	59	60	64	65	66	67	68	69
11A2	C595	VOR MKR LEFT	X															X	X												
11A3	G606	ILS CENTER	X															X	X												
11A10	G625	AIR DATA CMPR LEFT	X	X														X	X												
11A11	C1	AIR DATA AOA SENSOR LEFT	X	X														X	X												
11A12	C2	AIR DATA BARO CORRECT LEFT	X	X														X	X												
11A17	C521	AUTOFLIGHT WARN	X															X	X												
11A33	C1201	INDICATOR LIGHTS 2				X												X	X												
11B2	C1338	ISOL VALVE CONT				X												X	X												
11B3	C1337	ISOL VALVE PMR				X												X	X												
11B17	C573	CLOCK IND LEFT	X															X	X												
11B18	C566	WARN ELEX B	X															X	X												
11C4	C622	EFIS DSPL SW LEFT	X															X	X												
11C6	C1538	CSEU 1L AC	X															X	X												
11C7	C1534	CSEU 1L DC	X															X	X												
11C8	C1537	CSEU 2L AC	X															X	X												
11C9	C1535	CSEU 2L DC	X															X	X												
11C14	C1521	FSEU 2 PMR	X															X	X												
11C15	C1541	FSEU 2 CONT	X															X	X												
11C16	C1524	FSEU 2 SENSOR	X	X														X	X												
11C30	C1175	LANDING GEAR POS SYS 1	X	X														X	X												
11C34	C1048	FUEL QTY L	X															X	X												
11D6	C826	CAT III BUS ISOL	X															X	X												
11D21	C4113	ENGINE HP BLD VLV LEFT	X															X	X												
11D22	C4114	ENGINE HP BLD VLV RIGHT	X															X	X												
11E1	C580	IAS HACH LEFT	X	X														X	X												
11E3	C593	ADI LEFT	X	X														X	X												
11E4	G653	EFIS CONT PNL LEFT	X	X														X	X												
11E6	C588	HSI LEFT	X	X														X	X												
11E8	C597	FMCS CDU LEFT	X															X	X												
11E9	G609	FMCS CMPTR LEFT	X	X														X	X												
11E10	G603	ILS L	X	X														X	X												
11E11	C582	DME LEFT	X	X														X	X												
11E16	G516	MODE CONT PNL LEFT	X	X														X	X												
11E17	C513	FLT CONT COMPUTER POWER LEFT	X	X														X	X												
11E18	C522	FLT CONT COMPUTER SERVO LEFT	X	X														X	X												
11E20	C515	FLT CONT CMPTR PMR CENTER	X	X														X	X												
11E21	C524	FLT CONT CMPTR SERVO CENTER	X	X														X	X												
11E22	C581	IAS HACH RIGHT	X	X														X	X												
11E24	C594	ADI RIGHT	X															X	X												
11E25	G634	EFIS CONT PNL RIGHT	X	X														X	X												
11E29	C598	FMCS CDU RIGHT	X	X														X	X												
11E30	G610	FMCS CMPTR RIGHT	X	X														X	X												
11E31	G605	ILS RIGHT	X	X														X	X												
11E32	C583	DME RIGHT	X	X														X	X												
11E33	C597	VOR RIGHT	X	X														X	X												
11E34	C517	MODE CONT PNL RIGHT	X	X														X	X												
11E35	C517	FLT CONT CMPTR PMR RIGHT	X	X														X	X												
11E36	C523	FLT CONT CMPTR SERVO RIGHT	X	X														X	X												

MCDP Ground Test Circuit Breaker Requirements
Figure 101A (Sheet 4)

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CIRCUIT BREAKER		MCDP GROUND TESTS																														
LOC	CB	NOMENCLATURE	01	02	04	05	06	07	08	09	10	11	12	13	14	15	16	30	40	51	52	56	57	59	60	64	65	66	67	68	69	
11F1	C611	IRS LEFT	X	X														X	X													
11F5	C600	RADIO ALTM LEFT	X	X														X	X													
11F8	C657	EFIS SH GEN LEFT	X	X														X	X													
11F9	C659	EFIS SH GEN CENTER	X	X														X	X													
11F10	C4263	EFIS INSTR COMPARTOR	X	X														X	X													
11F14	C501	TMC AC	X	X														X	X													
11F15	C525	TMC DC	X	X														X	X													
11F16	C512	TMC SERVO	X	X														X	X													
11F19	C1525	STAB POS MOD CENTER	X	X														X	X													
11F20	C602	RAD ALTM CENTER	X	X														X	X													
11F21	C613	IRS CENTER	X	X														X	X													
11F22	C612	IRS RIGHT	X	X														X	X													
11F24	C623	EFIS DSP/L SW RIGHT	X	X														X	X													
11F26	C601	RADIO ALTM RIGHT	X	X														X	X													
11F29	C658	EFIS SH GEN RIGHT	X	X														X	X													
11F30	C626	AIR DATA CMPTR RIGHT	X	X														X	X													
11F31	C3	AIR DATA AOA SENSOR RIGHT	X	X														X	X													
11F32	C4	AIR DATA BARO CORRECT RIGHT	X	X														X	X													
11G10	C1031	RUD RATIO																X	X													
11G12	C1025	FSEU 1 PWR																X	X													
11G13	C1339	FSEU 1 CONT																X	X													
11G14	C1057	FSEU 1 SENSOR																X	X													
11G15	C1323	STAB POS MOD LEFT																X	X													
11G17	C1336	CSEU TR AC																X	X													
11G18	C1531	CSEU 1R DC																X	X													
11G21	C4210	FSEU 3 PWR																X	X													
11G22	C1540	FSEU 3 CONT																X	X													
11G23	C1038	FSEU 3 SENSOR																X	X													
11G24	C1526	STAB POS MOD RIGHT																X	X													
11G27	C1535	CSEU 2R AC																X	X													
11G28	C1532	CSEU 2R DC																X	X													
11H10	C1002	STAB TRIM POS IND L																X	X													
11H11	C1017	STAB TRIM CONT L																X	X													
11H12	C1008	FLAP POS IND LEFT																X	X													
11H13	C1522	FLAP POS IND RIGHT																X	X													
11H19	C1009	STAB TRIM POS IND RIGHT																X	X													
11H20	C1018	STAB TRIM CONT RIGHT																X	X													
11J2	C4078	EICAS CMPTR LEFT	X	X														X	X													
11J3	C4081	EICAS UPPER IND	X	X														X	X													
11J13	C4101	ELEVATOR POS LEFT																														
11J14	C4099	ALLERON POS LEFT																														
11J15	C1035	ALLERON TRIM																														
11J16	C1003	RUDER POS																														

MCDP Ground Test Circuit Breaker Requirements
Figure 101A (Sheet 5)

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CIRCUIT BREAKER		MCDP GROUND TESTS																													
LOC	CB	NOMENCLATURE	01	02	04	05	06	07	08	09	10	11	12	13	14	15	16	30	40	51	52	56	57	59	60	64	65	66	67	68	69
11J17	C1034	RUDDER TRIM POS																													
11J22	C4102	ELEV POS RIGHT																													
11J23	C4100	ALLERON POS RIGHT																													
11J29	C4079	ECAS CMPT R RIGHT	X	X	R	R	R	R	R	R	R	R	R	R	R	R	R	X	X	R	R	R	R	R	R	R	R	R	R	R	
11J30	C4082	ECAS LOWER IND	X	R	R	R	R	R	R	R	R	R	R	R	R	R	R	X	X	R	R	R	R	R	R	R	R	R	R	R	
11J31	C4189	ECAS DSP L SW	X	R	R	R	R	R	R	R	R	R	R	R	R	R	R	X	X	R	R	R	R	R	R	R	R	R	R	R	
11J32	C4094	ECAS PILOTS DSP	X	R	R	R	R	R	R	R	R	R	R	R	R	R	R	X	X	R	R	R	R	R	R	R	R	R	R	R	
11J33	C565	WARN ELEX A	X	R	R	R	R	R	R	R	R	R	R	R	R	R	R	X	X	R	R	R	R	R	R	R	R	R	R	R	
11J35	C574	CLOCK IND RIGHT	X	R	R	R	R	R	R	R	R	R	R	R	R	R	R	X	X	R	R	R	R	R	R	R	R	R	R	R	
11L4	C4119	LEFT ENGINE ELECTRONIC ENGINE CONTROL LIMITER	X																												
11L5	C4129	LEFT ENGINE ELECTRONIC ENGINE CONTROL SUPV	X																												
11L9	C4103	LEFT ENGINE EPR XMTR	X																												
11L19	C1053	FUEL QTY R	X																												
11L31	C4127	RIGHT ENGINE ELECTRONIC ENGINE CONTROL LIMITER	X																												
11L32	C4130	RIGHT ENGINE ELECTRONIC ENGINE CONTROL SUPV	X																												
11L36	C4104	RIGHT ENGINE EPR XMTR	X																												
11P2	C1298	L IND LTS 2		X																											
11P29	C1284	R IND LTS 2		X																		X	X								
11Q10	C1339	ENG BLEED L		X																		X	X								
11Q19	C1340	R ENG BLEED CONT		X																		X	X								
11R3	C824	CAT III BUS ISOL LEFT	X																												
11R30	C825	CAT III BUS ISOL RIGHT	X																												
11S6	C520	MAINT CONT DSP L	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
11S15	C1182	AIR/GND STS 1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
11S19	C1170	AIR/GND STS 2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
11S23	C4279	POS SVS 2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
6A3	C811	DC STBY BUS OFF	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
603	C614	IRS L	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
604	C621	IRS C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
605	C620	IRS R	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
602	C583	CLOCK TIME BASE L	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
603	C376	CLOCK TIME BASE R	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
6L11	C813	INV PWR BAT	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
6M15	C892	AC STBY BUS OFF	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

AIL = THIS CIRCUIT BREAKER MUST BE CLOSED TO DO A TEST OF THE ALLERON POSITION
 ELE = THIS CIRCUIT BREAKER MUST BE CLOSED TO DO A TEST OF THE ELEVATOR POSITION
 PLA = THIS CIRCUIT BREAKER MUST BE CLOSED TO DO A TEST OF THE PLA POSITION
 R = THIS CIRCUIT BREAKER MUST BE CLOSED TO USE THE REMOTE MCDP CONTROL PANEL
 RUD = THIS CIRCUIT BREAKER MUST BE CLOSED TO DO A TEST OF THE RUDDER POSITION
 NT = THERE IS NO TEST FOR THIS A/C CONFIGURATION

MCDP Ground Test Circuit Breaker Requirements
 Figure 101A (Sheet 6)

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FAULT ISOLATION/MAINT MANUAL

MCDP MESSAGE # = L, C, or R XX = DECIMAL NO.	SOURCE CMPTR(S)	GROUND TEST(S) NO.	FAULT ISOLATION PROCEDURES		
			(FIM) CH-SEC-SUB/FIG.	SHEET	BLOCK
AIL SRVO DEG ±XX.X ±XX.X ±XX.X	FCC	66	22-00-04/109	4	5
AIL SRVO # FAIL	FCC	07, 08, 09, 40	22-00-03/XXX	-	-
AIL SURF DEG ±XX.X ±XX.X ±X.XX	FCC	66	22-00-04/109	4	5
A/G PROGRAM/XX	TMC	67	22-00-04/110	3	106
A/G 1/FCC # FAIL	FCC	57	22-00-04/104	2	4
A/G 1/TMC FAIL	FCC	51	22-00-04/101	2	12
A/G 2/FCC # FAIL	TMC	51	22-00-04/101	2	24
A/P DISC FCC # FAIL	FCC	51	22-00-04/101	3	14
	FCC	11	22-00-03/111	4	6
	FCC	40	22-00-03/118	8	109, 111
A/P WARN RST FCC # FAIL	FCC	11	22-00-03/111	2, 3	103, 104
	FCC	40	22-00-03/118	8, 9	110, 112
ASA RST FCC # FAIL	FCC	06	22-00-03/106	2	102
A/T CUST OPT/XX	TMC	57	22-00-04/104	2	5
A/T DISC RST TMC FAIL	TMC	12	22-00-03/112	2, 3	12, 14
A/T DISC TMC FAIL	TMC	12	22-00-03/112	2, 3	12, 14
BUS # ISLN FAIL	FCC	40	22-00-03/118	4	104
COWL AI L/R XXX XXX (XXX = ON OR OFF)	TMC	52	22-00-04/102	9	12
CUST OPT XX	TMC	57	22-00-04/104	3	7
ECS PACK L/R/XX XX (XX = HI OR LO)	TMC	52	22-00-04/102	6	7
ELEV SRVO DEG ±XX.X ±XX.X ±XX.X	FCC	66	22-00-04/109	4	6
ELEV SRVO # FAIL	FCC	04, 07, 08, 40	22-00-03/XXX		
	FCC	65	22-00-04/108		
ELEV SURF DEG ±XX.X ±XX.X ±XX.X	FCC	66	22-00-04/109	4	6
	FCC	68	22-00-04/111	6	7
ENG FAIL #	FCC	04, 07, 08, 09, 40	22-00-03/XXX		
	FCC	67, 68, 69	22-00-04/XXX		
ENG PROGRAM/XX	TMC	57	22-00-04/104	2	3

MCDP Ground Test Messages Cross Reference
Figure 101B (Sheet 1)

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FAULT ISOLATION/MAINT MANUAL

MCDP MESSAGE # = L, C, or R XX = DECIMAL NO.	SOURCE CMPTR(S)	GROUND TEST(S) NO.	FAULT ISOLATION PROCEDURES		
			(FIM) CH-SEC-SUB/FIG.	SHEET	BLOCK
FCC CONFG LCR/XX XX XX	FCC	56	22-00-04/103	2	3
FCC INTLK LCR/XX XX XX	FCC	56	22-00-04/103	2	4
FCC OPT 1 LCR/XX XX XX	FCC	56	22-00-04/103	2	5
FCC OPT 2 LCR/XX XX XX	FCC	56	22-00-04/103	2	6
FCC OPT 3 LCR/XX XX XX	FCC	56	22-00-04/103	3	7
FCC OPT 4 LCR/XX XX XX	FCC	56	22-00-04/103	3	8
FCC # CH IDENT FAIL	FCC	FAILS GND TEST	22-00-02/103	7	113
FCC # FAIL	FCC	MODE ENTRY 01,04,06,07,08, 09,11,13,14,15, 16,30,40 51,56,59,64,65 66,67,68,69	22-00-03/XXX 22-00-04/XXX		
FEEL POS DEG ±XX.X ±XX.X ±XX.X	FCC	66	22-00-04/109	5	7
FEEL POS FAIL	FCC	08	22-00-03/108	5	8
FLAP DEG/FCC XX.X XX.X XX.X	FCC	66	22-00-04/109	7	10
FLAP DEG/TMC XX.X	TMC	66	22-00-04/109	9	11
FLAP 0 FCC # FAIL	FCC	64	22-00-04/107	6	106
FLAP 0 TMC FAIL	FCC	64	22-00-04/107	6	106
FLAP 1 FCC # FAIL	FCC	40	22-00-03/118	24	52
		64	22-00-04/107	5	214
FLAP 1 TMC FAIL	TMC	64	22-00-04/107	5	214
FLAP 15 FCC # FAIL	FCC	40	22-00-03/118	24	51
		64	22-00-04/107	5	213
FLAP 15 TMC FAIL	TMC	64	22-00-04/107	5	213
FLAP 25 FCC # FAIL	FCC	40	22-00-03/118	23	50
		64	22-00-04/107	5	212
FLAP 25 TMC FAIL	TMC	64	22-00-04/107	5	212
GA SW FCC # FAIL	FCC	13	22-00-03/113	2,3	104,107
		40	22-00-03/118	9	113,114, 115,116
GA SW TMC FAIL	TMC	13	22-00-03/113	2,3	104,107
		40	22-00-03/118	29 30	63,64 65,66
HYD VLD # FAIL	FCC	07,08,09,14,15, 16,40	22-00-03/XXX		
	FCC	64,65,67,68,69	22-00-04/XXX		

MCDP Ground Test Messages Cross Reference
Figure 101B (Sheet 2)

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FAULT ISOLATION/MAINT MANUAL

MCDP MESSAGE # = L, C, or R XX = DECIMAL NO.	SOURCE CMPTR(S)	GROUND TEST(S) NO.	FAULT ISOLATION PROCEDURES		
			(FIM) CH-SEC-SUB/FIG.	SHEET	BLOCK
ILS # TUNE INHIB FAIL	FCC	40	22-00-03/118	3	103
IN AIR-NO GRD TEST/FCC #	MCDP		22-00-02/103	6	109
IN AIR-NO GRD TEST/TMC	MCDP		22-00-02/103	6	110
IRU # EXCESS MOT	ALL	30	22-00-02/102	17	59
IRU # NO INIT	ALL	30	22-00-02/102	17	60
IRU # REALIGN	ALL	30	22-00-02/102	17	61
NO INFC FCC # ADC BUS IN	FCC	01,30	22-00-05/101	2,3	1,3
NO INFC FCC # AIL DETNT ENG	FCC	01,07,30,40,67	22-00-05/101	3	4
NO INFC FCC # AIL HYD ARM	FCC	01,07,30,40,67	22-00-05/101	4	5
NO INFC FCC # AIL SRVO CMD	FCC	01,07,30,40,67	22-00-05/101	5	6
NO INFC FCC # AIL SRVO POS	FCC	01,07,30,40,66,67	22-00-05/101	6	7
NO INFC FCC # AIL SURF POS	FCC	01,07,30,40,66,67	22-00-05/101	8	8
NO INFC FCC # ASA 1	FCC	01,06,30,40	22-00-05/101	9	9
NO INFC FCC # ASA 2	FCC	01,06,30,40	22-00-05/101	10	10
NO INFC FCC # ASA 3	FCC	01,06,30,40	22-00-05/101	10	11
NO INFC FCC # ASA 4	FCC	01,06,30,40	22-00-05/101	10	12
NO INFC FCC # AUTO TRIM ARM	FCC	01,30,40,65	22-00-05/101	11	13,14
NO INFC FCC # AUTO TRIM VLD 1	FCC	01,30,40,65	22-00-05/101	12,13	15,18
NO INFC FCC # AUTO TRIM VLD 2	FCC	01,30,40,65	22-00-05/101	12,14	15,19
NO INFC FCC # A/L BUS ISLN IN	FCC	01,30,40	22-00-05/101	17	21
NO INFC FCC # A/L BUS ISLN OUT	FCC	01,30,40	22-00-05/101	15	20
NO INFC FCC # A/P CTN-1 NRM	FCC	01,30	22-00-05/101	19	22
NO INFC FCC # A/P CTN-2 NRM	FCC	01,30	22-00-05/101	20	23
NO INFC FCC # A/P DISC SW	FCC	01,04,11,30,40	22-00-05/101	20	24
NO INFC FCC # A/P WARN-2 BAT	FCC	01,30,40	22-00-05/101	21	25
NO INFC FCC # A/P WARN-1 NRM	FCC	01,30,40	22-00-05/101	21	26
NO INFC FCC # A/P WARN-2 NRM	FCC	01,30,40	22-00-05/101	22	27
NO INFC FCC # BAT PWR/GRD	FCC	01,30,40	22-00-05/101	23	28
NO INFC FCC # CAPT F/D SEL IN	FCC	59	22-00-04/105	2,3,4	101,106,110
NO INFC FCC # ELEV DETNT ENG	FCC	01,08,30,40,68	22-00-05/101	25	30
NO INFC FCC # ELEV FEEL XDCR	FCC	01,08,30,68	22-00-05/101	23	29
NO INFC FCC # ELEV HYD ARM	FCC	01,08,30,40,68	22-00-05/101	26	31

MCDP Ground Test Messages Cross Reference
Figure 101B (Sheet 3)

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FAULT ISOLATION/MAINT MANUAL

MCDP MESSAGE # = L, C, or R XX = DECIMAL NO.	SOURCE CMPTR(S)	GROUND TEST(S) NO.	FAULT ISOLATION PROCEDURES		
			(FIM) CH-SEC-SUB/FIG.	SHEET	BLOCK
NO INFC FCC # ELEV SRVO CMD	FCC	01,08,30,40,68	22-00-05/101	27	32
NO INFC FCC # ELEV SRVO POS	FCC	01,08,30,40,66, 68	22-00-05/101	28	33
NO INFC FCC # ELEV SURF POS	FCC	01,08,30,40,66, 68	22-00-05/101	29	34
NO INFC FCC # FCC TO MCP BUS	FCC	01,04,07,08,09, 30,40,67,68,69	22-00-05/101	31,32	35,36,37
NO INFC FCC # FMC BUS IN	FCC	01,30	22-00-05/101	32,33	38,39
NO INFC FCC # FLAP POS	FCC	01,30,64,66	22-00-05/101	34	40
NO INFC FCC # F/O F/D SEL IN	FCC	59	22-00-04/105	2,3,4	101,106, 110
NO INFC FCC # GA SW	FCC	01,13,30,40	22-00-05/101	34	41
NO INFC FCC # ILS BUS IN	FCC	01,30,40	22-00-05/101	35	42
NO INFC FCC # ILS TUNE INHIB	FCC	01,30,40	22-00-05/101	35	43
NO INFC FCC # IRU BUS IN	FCC	01,30,40	22-00-05/101	36	44
NO INFC FCC # RA BUS IN	FCC	01,30,40	22-00-05/101	38	45
NO INFC FCC # RA TEST INHIB	FCC	01,30,40	22-00-05/101	39	46
NO INFC FCC # MCP A/P ARM IN	FCC	01,04,07,08,09, 30,40,67,68,69	22-00-05/101	39	47
NO INFC FCC # MCP A/P ENG DISC	FCC	01,04,07,08,09, 30,40,67,68,69	22-00-05/101	40	48
NO INFC FCC # MCP BUS IN	FCC	01,04,07,08,09, 30,40,67,68,69	22-00-05/101	41	49,50
NO INFC FCC # RUD DETENT ENG	FCC	01,09,30,40,69	22-00-05/101	42	51
NO INFC FCC # RUD HYD ARM	FCC	01,09,30,40,69	22-00-05/101	43	52
NO INFC FCC # RUD SRVO CMD	FCC	01,09,30,40,69	22-00-05/101	44	53
NO INFC FCC # RUD SERVO POS	FCC	01,09,30,40,66, 69	22-00-05/101	45	54
NO INFC FCC # RUD SURF POS	FCC	01,09,30,40,66, 69	22-00-05/101	46	55
NO INFC FCC # SHELF	FCC	01,30,40,56	22-00-05/101	48	56
NO INFC FCC # SPD BRK POS	FCC	01,30,64,66	22-00-05/101	49	57
NO INFC FCC # STAB POS	FCC	01,30,40,65,66	22-00-05/101	50	58
NO INFC FCC # X-CH DETNT L IN	FCC	01,30	22-00-05/101	50,51, 52	59,60,61
NO INFC FCC # X-CH DETNT R IN	FCC	01,30	22-00-05/101	50,51, 52	59,60,61
NO INFC FCC # ENG L IN	FCC	01,30,40	22-00-05/101	53,54	62,63,64
NO INFC FCC # ENG R IN	FCC	01,30,40	22-00-05/101	53,54	62,63,64
NO INFC FCC # X-CH L BUS IN	FCC	01,30,40	22-00-05/101	55	65
NO INFC FCC # X-CH R BUS IN	FCC	01,30,40	22-00-05/101	56	66

MCDP Ground Test Messages Cross Reference
Figure 101B (Sheet 4)

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FAULT ISOLATION/MAINT MANUAL

MCDP MESSAGE # = L, C, or R XX = DECIMAL NO.	SOURCE CMPTR(S)	GROUND TEST(S) NO.	FAULT ISOLATION PROCEDURES		
			CH-SEC-SUB/FIG.	SHEET	BLOCK
NO INFC FCC # 28V DC ARM PWR	FCC	01,07,08,09,30, 40,67,68,69	22-00-05/101	57	67
NO INFC FCC # 28V DC ENG PWR	FCC	01,07,08,09,30, 40,67,68,69	22-00-05/101	58	68
NO INFC FCC # 28V DC/WARN-1 BAT	FCC	01,30,40	22-00-05/101	58	69
NO INFC FCC C MCDP	MCDP		22-00-02/103	7	115
NO INFC FCC L MCDP	MCDP		22-00-02/103	7	115
NO INFC FCC R MCDP	MCDP		22-00-02/103	7	115
NO INFC FMC L MCDP	MCDP		22-00-02/103	9	12
NO INFC FMC R MCDP	MCDP		22-00-02/103	9	12
NO INFC MCDP SHELF	MCDP		22-00-02/103	2	204
NO INFC TMC MCDP	MCDP		22-00-02/103	8	11
NO INFC MCP A TMC BUS IN	L,C,FCC	04,30	22-00-05/103	1	1
NO INFC MCP B TMC BUS IN	R,FCC	04,30	22-00-05/103	2	12
NO INFC TMC ADC L BUS IN	TMC	02,30,40	22-00-05/102	2	1
NO INFC TMC ADC R BUS IN	TMC	02,30,40	22-00-05/102	3	2
NO INFC TMC A/T DISC SW	TMC	02,12,30	22-00-05/102	4	3
NO INFC TMC A/T WARN-1 BAT	TMC	02,30	22-00-05/102	5	4
NO INFC TMC A/T WARN-2 BAT	TMC	02,30	22-00-05/102	6	5
NO INFC TMC A/T WARN-1 NRM	TMC	02,30	22-00-05/102	6	6
NO INFC TMC A/T WARN-2 NRM	TMC	02,30	22-00-05/102	6	7
NO INFC TMC COWL AI L	TMC	02,30,40,52	22-00-05/102	7	8
NO INFC TMC COWL AI R	TMC	02,30,40,52	22-00-05/102	7	8
NO INFC TMC ECS L	TMC	02,30,40,52	22-00-05/102	7	9
NO INFC TMC ECS L H/L	TMC	02,30,40,52	22-00-05/102	8	10
NO INFC TMC ECS R	TMC	02,30,40,52	22-00-05/102	7	9
NO INFC TMC ECS R H/L	TMC	02,30,40,52	22-00-05/102	8	10
NO INFC TMC EEC L BUS IN	TMC	02,30	22-00-05/102	9	11
NO INFC TMC EEC R BUS IN	TMC	02,30	22-00-05/102	10	12
NO INFC TMC EICAS L BUS IN	TMC	02,30,40	22-00-05/102	11	13
NO INFC TMC EICAS R BUS IN	TMC	02,30,40	22-00-05/102	11	13
NO INFC TMC FMC L BUS IN	TMC	02,30	22-00-05/102	12	14
NO INFC TMC FMC R BUS IN	TMC	02,30	22-00-05/102	12	14
NO INFC TMC FLAP POS	TMC	02,30,40,64,66	22-00-05/102	13	15
NO INFC TMC GA SW	TMC	02,13,30	22-00-05/102	13	16
NO INFC TMC IRU L BUS IN	TMC	02,30,40	22-00-05/102	14	17
NO INFC TMC IRU R BUS IN	TMC	02,30,40	22-00-05/102	14	17
NO INFC TMC ISLN VLV L	TMC	02,30,40,52	22-00-05/102	15	18
NO INFC TMC MCP BUS IN	TMC	02,30,40	22-00-05/102	15	19
NO INFC TMC PLA POS L	TMC	02,30	22-00-05/102	16	20
NO INFC TMC PLA POS R	TMC	02,30	22-00-05/102	16	20

MCDP Ground Test Messages Cross Reference
Figure 101B (Sheet 5)

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FAULT ISOLATION/MAINT MANUAL

MCDP MESSAGE # = L, C, or R XX = DECIMAL NO.	SOURCE CMPTR(S)	GROUND TEST(S) NO.	FAULT ISOLATION PROCEDURES		
			(FIM) CH-SEC-SUB/FIG.	SHEET	BLOCK
NO INFC TMC REV THRST	TMC	02,30,52	22-00-05/102	17	21
NO INFC TMC SHELF	TMC	02,30,40,57	22-00-05/102	19	22
NO INFC TMC SOV L	TMC	02,30,40,52	22-00-05/102	20	23
NO INFC TMC SOV R	TMC	02,30,40,52	22-00-05/102	20	23
NO INFC TMC TACH L	TMC	02,30	22-00-05/102	21	24
NO INFC TMC TMSP	TMC	02,05,30,40	22-00-05/102	21	25
NO INFC TMC WG AI	TMC	02,30,40,52	22-00-05/102	22	157
NO TEST/ONLY 1 FCC IN CMD	MCDP	09	22-00-03/109	4	103
		69	22-00-04/112	3	208
PLA DEG L/R XXX.X XXX.X	TMC	66	22-00-04/109	9	12
PLA (L,R) FAIL-AFT	TMC	10	22-00-03/110	6	9
		40	22-00-03/118	29	61
PLA (L,R) FAIL-FWD	TMC	10	22-00-03/110	5	7
		40	22-00-03/118	28	59
PLA (L,R) FAIL-INIT	TMC	10	22-00-03/110	3	5
		40	22-00-03/118	26	57
RA # TEST INHIB FAIL	FCC	40	22-00-03/118	3	205
RUD SRVO DEG ±XX.X ±XX.X ±XX.X	FCC	66	22-00-04/109	6	8
RUD SRVO # FAIL	FCC	09	22-00-03/109	5	
RUD SURF DEG ±XX.X ±XX.X ±XX.X	FCC	66	22-00-04/109	6	8
		69	22-00-04/112	4	5,6
SPD BK ARM FCC # FAIL	FCC	64	22-00-04/107	3	207
SPD BK DN FCC # FAIL	FCC	64	22-00-04/107	3	104
SPD BK UP FCC # FAIL	FCC	64	22-00-04/107	3	206
SPD BK PCT XX.X XX.X XX.X	FCC	66	22-00-04/109	6	9
					7
SRVO ON-NO GND TEST FCC #	MCDP	FAILS GND TEST MODE ENTRY	22-00-02/103	6	111
SRVO ON-NO GND TEST TMC	MCDP	FAILS GND TEST MODE ENTRY	22-00-02/103	7	112
STAB-DEG/LCR ±XX.X ±XX.X ±XX.X	FCC	66	22-00-04/109	3	4
STAB TRIM FCC # FAIL	FCC	65	22-00-04/108	3,5	6,9
TACH # FAIL AFT	TMC	10	22-00-03/110	6	10
		40	22-00-03/118	29	62
TACH # FAIL FWD	TMC	10	22-00-03/110	5	8
		40	22-00-03/118	28	60
THRST LIM OPT/XX	TMC	57	22-00-04/104	2	6
TMC FAIL	TMC	02,04,05,10,12, 13,30,40	22-00-02/XXX	-	-
		51,52,57,60,64, 66	22-00-04/XXX	-	-

MCDP Ground Test Messages Cross Reference
Figure 101B (Sheet 6)

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PREREQUISITES

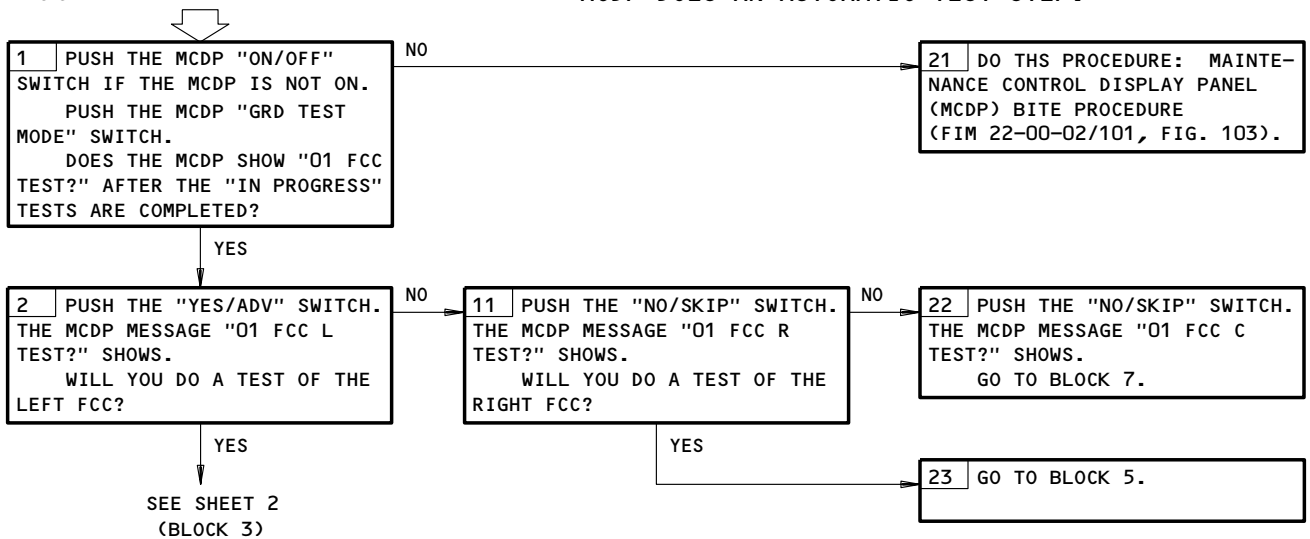
MAKE SURE THESE SYSTEMS WILL OPERATE:
 FLIGHT CONTROL SYSTEM ELECTRONICS UNIT (FSEU)
 (AMM 27-09-00/201)
 STABILIZER TRIM POSITION INDICATING SYSTEM
 (AMM 27-48-00/501)
 TRAILING EDGE FLAP POSITION INDICATING SYSTEM
 (AMM 27-58-00/501)
 ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
 (AMM 31-41-00/501)(WHEN YOU USE THE REMOTE MCDP
 CONTROL PANEL)
 AIR/GROUND RELAYS (AMM 32-09-02/201)
 AIR DATA COMPUTING SYSTEM (AMM 34-12-00/501)
 INERTIAL REFERENCE SYSTEM (AMM 34-21-00/501)
 ILS (AMM 34-31-00/501)
 RADIO ALTIMETER SYSTEM (AMM 34-33-00/501)
 FLIGHT MANAGEMENT SYSTEM (AMM 34-61-00/501)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
 11A17, 11E16, 11E17, 11E18, 11E20, 11E21, 11E34, 11E35,
 11E36; 1 ▷ 11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 ELECTRICAL POWER (AMM 24-22-00/201)

**MCDP GROUND TEST 01
FCC**

NOTE: THE "XX IN PROGRESS" MESSAGE SHOWS WHEN THE
MCDP DOES AN AUTOMATIC TEST STEP.

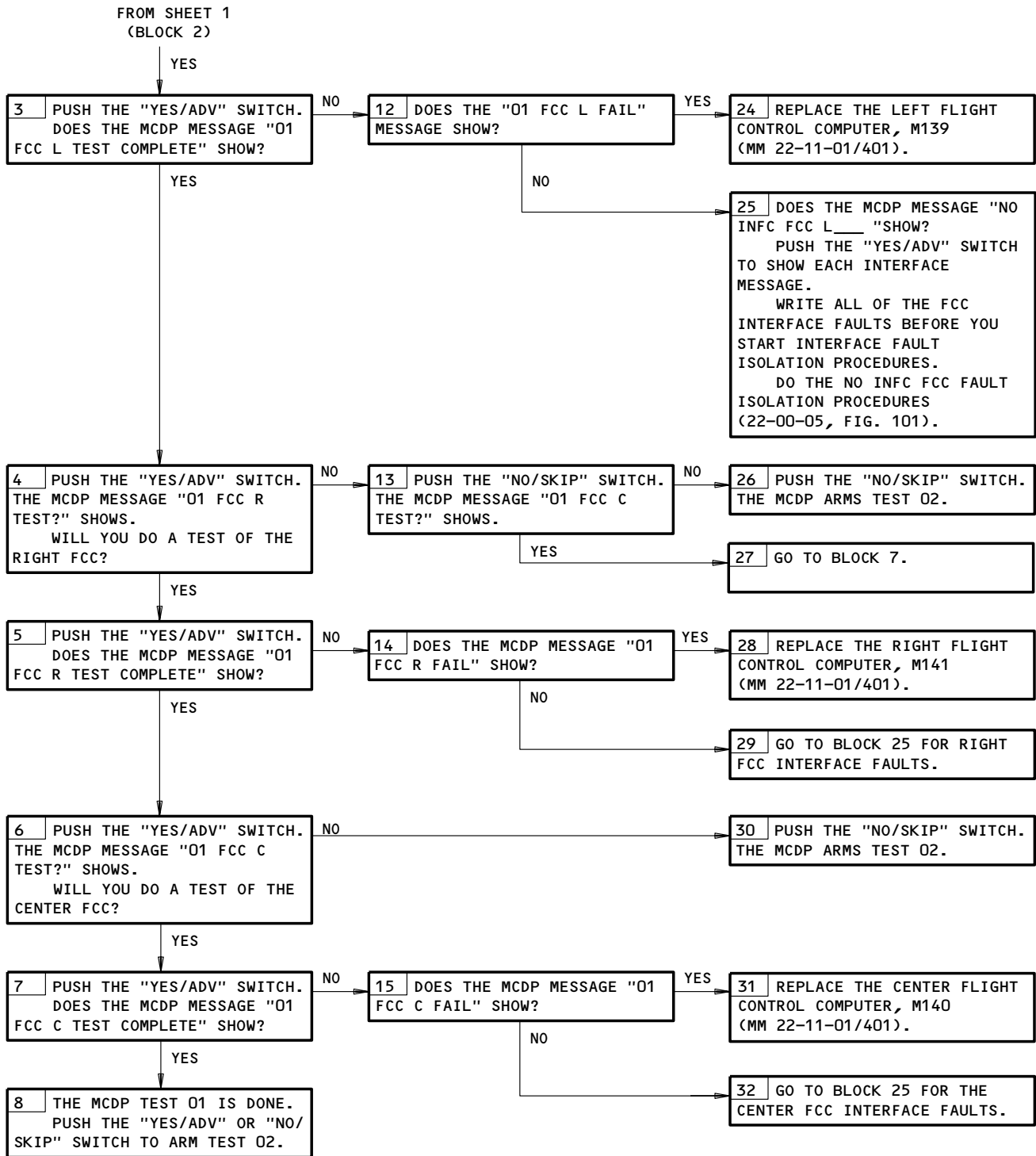


1 ▷ WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

MCDP Ground Test 01 FCC
Figure 102 (Sheet 1)

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MCDP Ground Test 01 FCC
Figure 102 (Sheet 2)

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
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PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:

- TRAILING EDGE FLAP SYSTEM (AMM 27-51-00/201)
- SPOILER/SPEEDBRAKE CONTROL SYSTEM (AMM 27-61-00/201)
- ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
(WHEN YOU USE THE REMOTE MCDP CONTROL PANEL)
(AMM 31-41-00/501)
- AIR/GROUND RELAYS (AMM 32-09-02/201)
- AIR DATA COMPUTING SYSTEM (AMM 34-12-00/501)
- STANDBY AIRSPEED INDICATOR (AMM 34-13-00/501)
- INERTIAL REFERENCE SYSTEM (AMM 34-21-00/501)
- ELECTRONIC FLIGHT INSTRUMENT SYSTEM (EFIS)
(AMM 34-22-00/201)
- FLIGHT MANAGEMENT SYSTEM (AMM 34-61-00/501)


MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:

- 11A17,11E16,11E17,11E18,11E20,11E21,11E34,11E35,
11E36,11F14,11F15,11F16,11L4,11L5,11L9,11L31,
11L32,11L36,11Q10,11Q19;  11SX

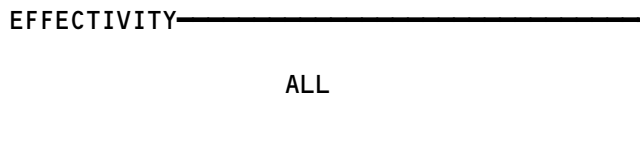
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER (AMM 24-22-00/201)

WARNING: THIS TEST INCLUDES AUTOMATIC MOVEMENT OF THE THRUST LEVERS AND THUS CAN NOT BE OPERATED WHEN AN ENGINE OPERATES.

NOTE: THE "XX IN PROGRESS" MESSAGE SHOWS WHEN THE MCDP DOES AN AUTOMATIC TEST STEP.

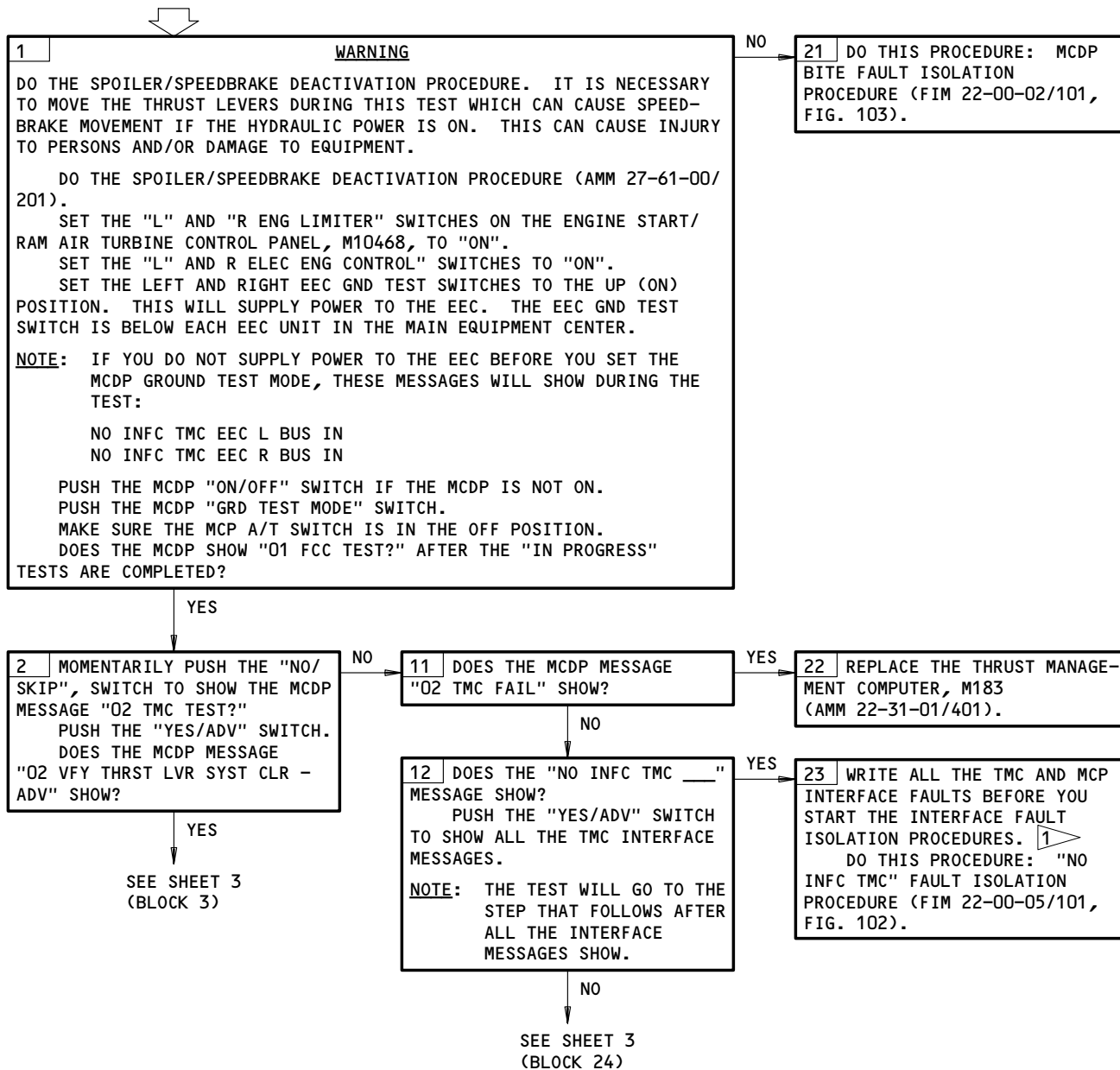
 WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE 'MAINT CONT DSPL'.

MCDP Ground Test 02 - TMC
Figure 103 (Sheet 1)



22-00-03

**MCDP GROUND TEST
02 - "TMC"**



1 IF MANY "NO INFC TMC" MESSAGES ARE SHOWN, GO OUT OF THE GROUND TEST MODE. GO BACK INTO THE GROUND TEST MODE AND DO THE GROUND TEST 02 AGAIN. IF THE MESSAGES STAY, DO THE CORRECTION PROCEDURE.

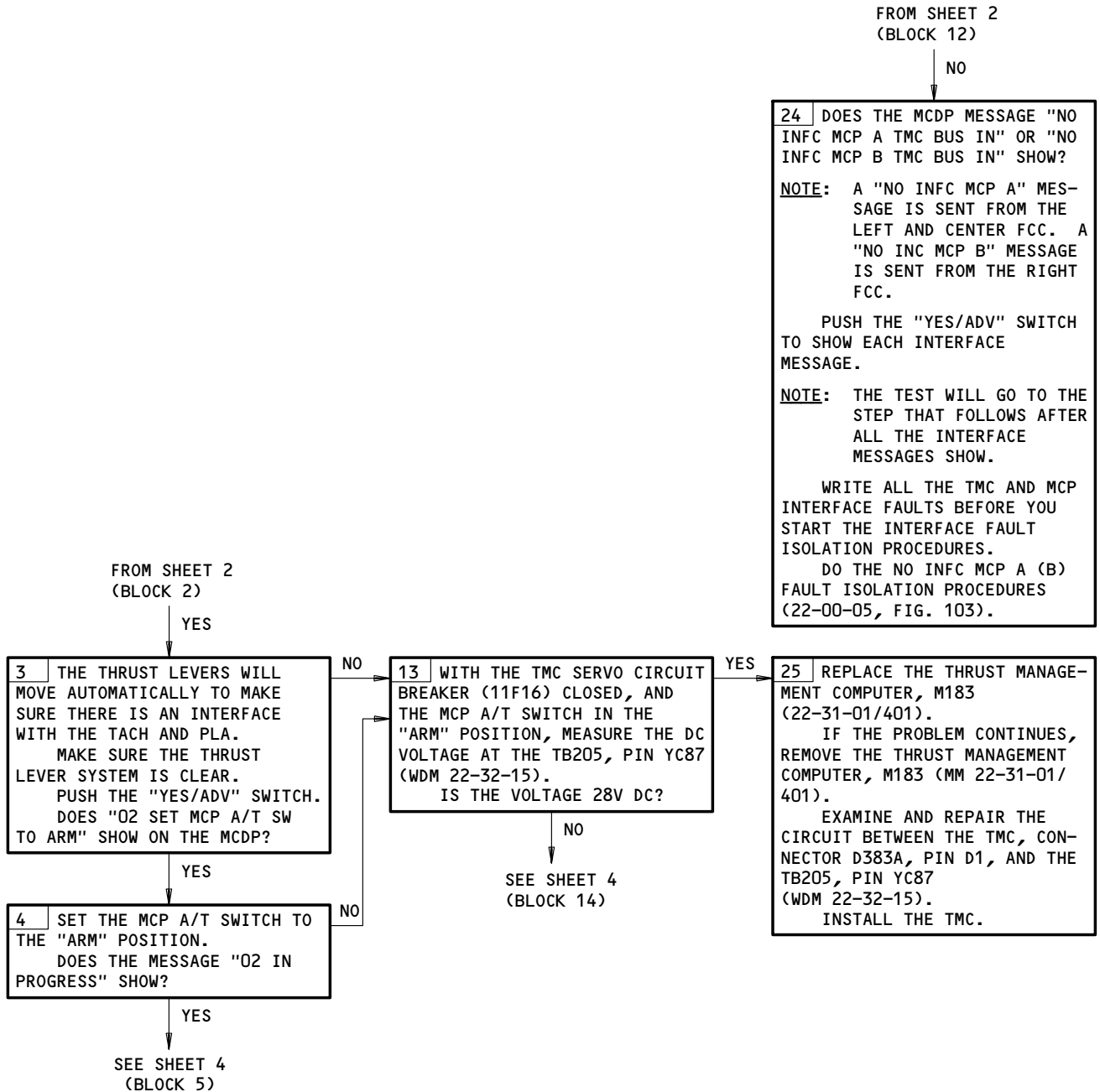
MCDP Ground Test 02 - TMC
Figure 103 (Sheet 2)

EFFECTIVITY

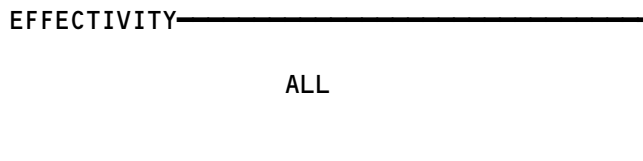
ALL

22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL

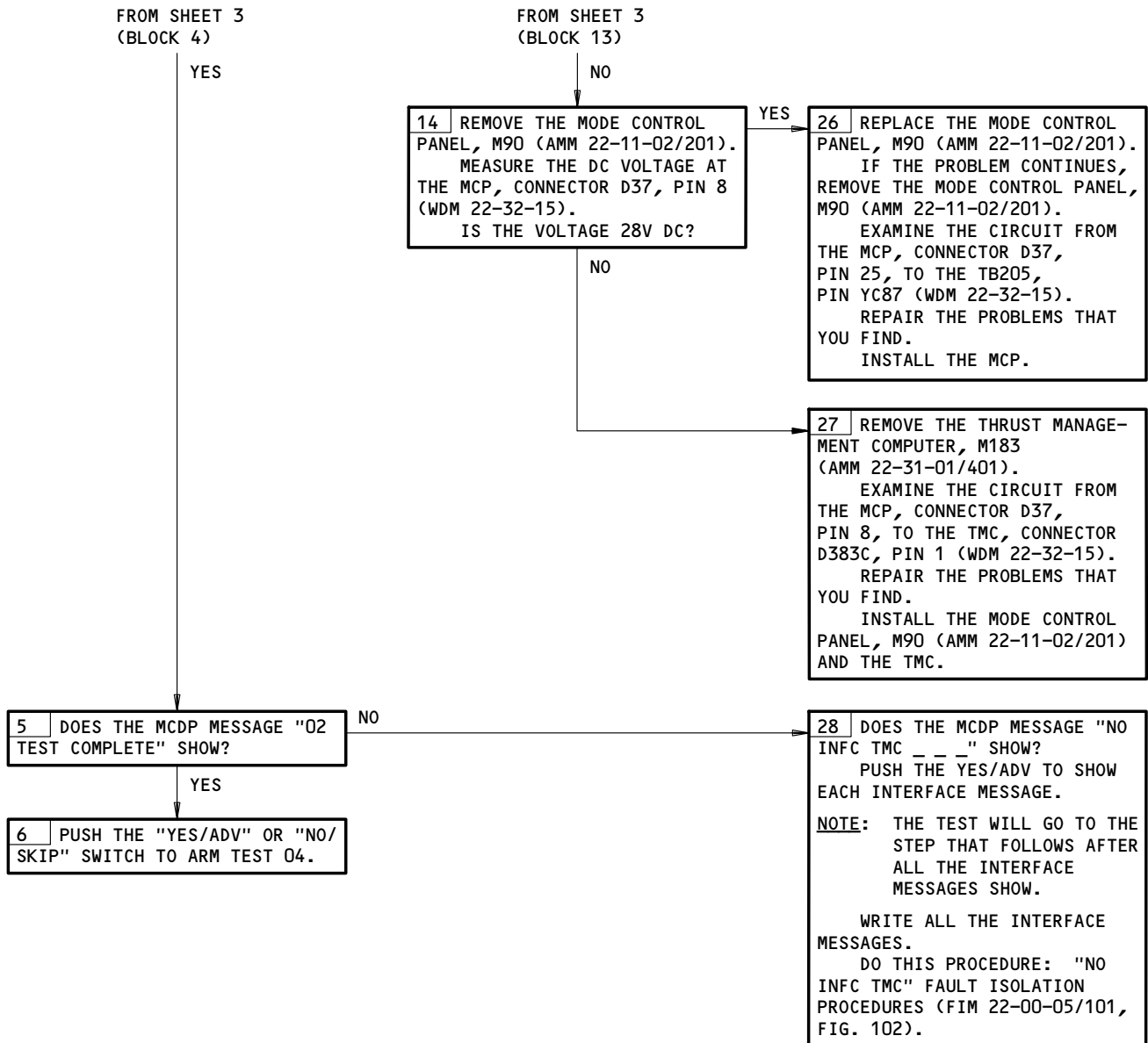


MCDP Ground Test O2 - TMC
Figure 103 (Sheet 3)



22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL



MCDP Ground Test 02 - TMC
Figure 103 (Sheet 4)

EFFECTIVITY

ALL

22-00-03

PREREQUISITES

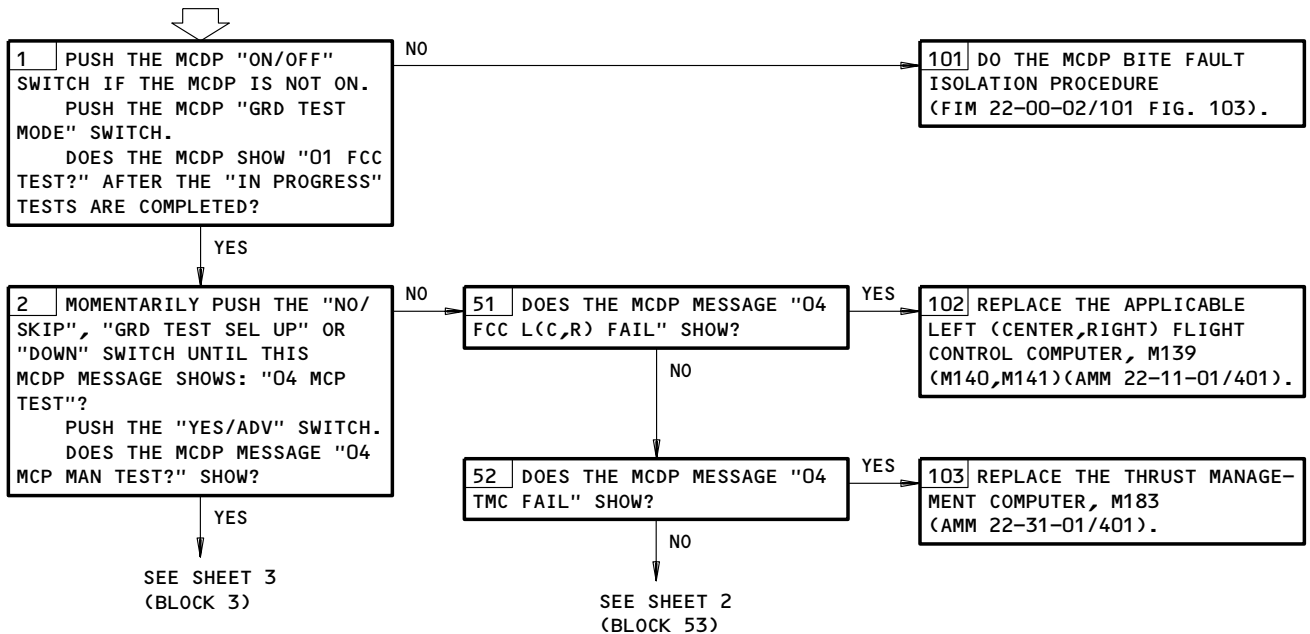
MAKE SURE THESE SYSTEMS WILL OPERATE:
ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
(AMM 31-41-00/501)(WHEN YOU USE THE REMOTE MCDP
CONTROL PANEL) AIR/GROUND RELAYS (AMM 32-09-02/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11A17,11E16,11E17,11E18,11E20,11E21,11E34,11E35,
11E36,11F14,11F15,11F16; ¹ 11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER (AMM 24-22-00/201)

NOTE: THE "XX IN PROGRESS" MESSAGE SHOWS WHEN THE MCDP
DOES AN AUTOMATIC TEST STEP.

**MCDP GROUND TEST
04 - MCP**



¹ WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

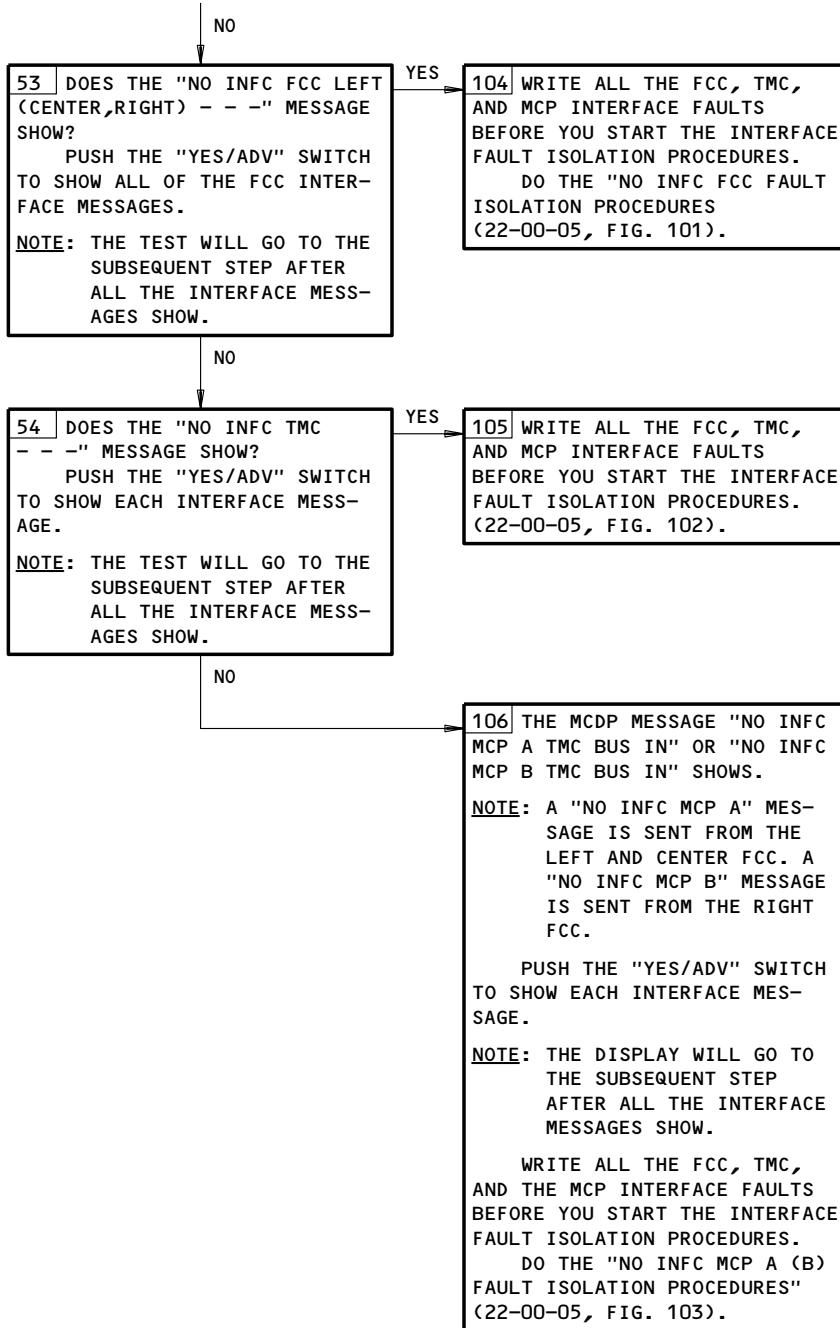
MCDP Ground Test 04 - MCP
Figure 104 (Sheet 1)

EFFECTIVITY
GUI 001-114, 116-999

22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL

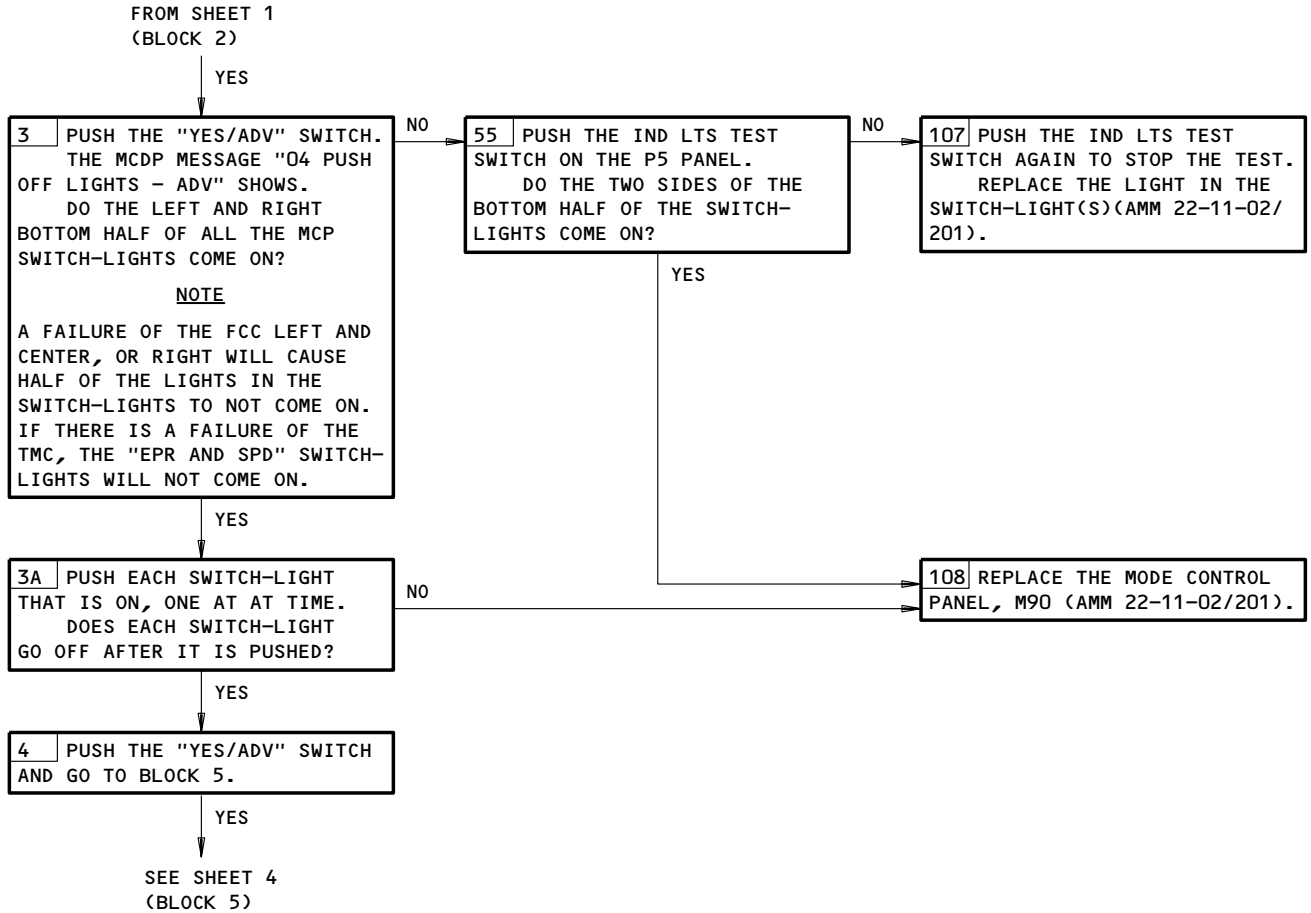
FROM SHEET 1
(BLOCK 52)



MCDP Ground Test 04 - MCP
Figure 104 (Sheet 2)

EFFECTIVITY
GUI 001-014, 116-999

22-00-03

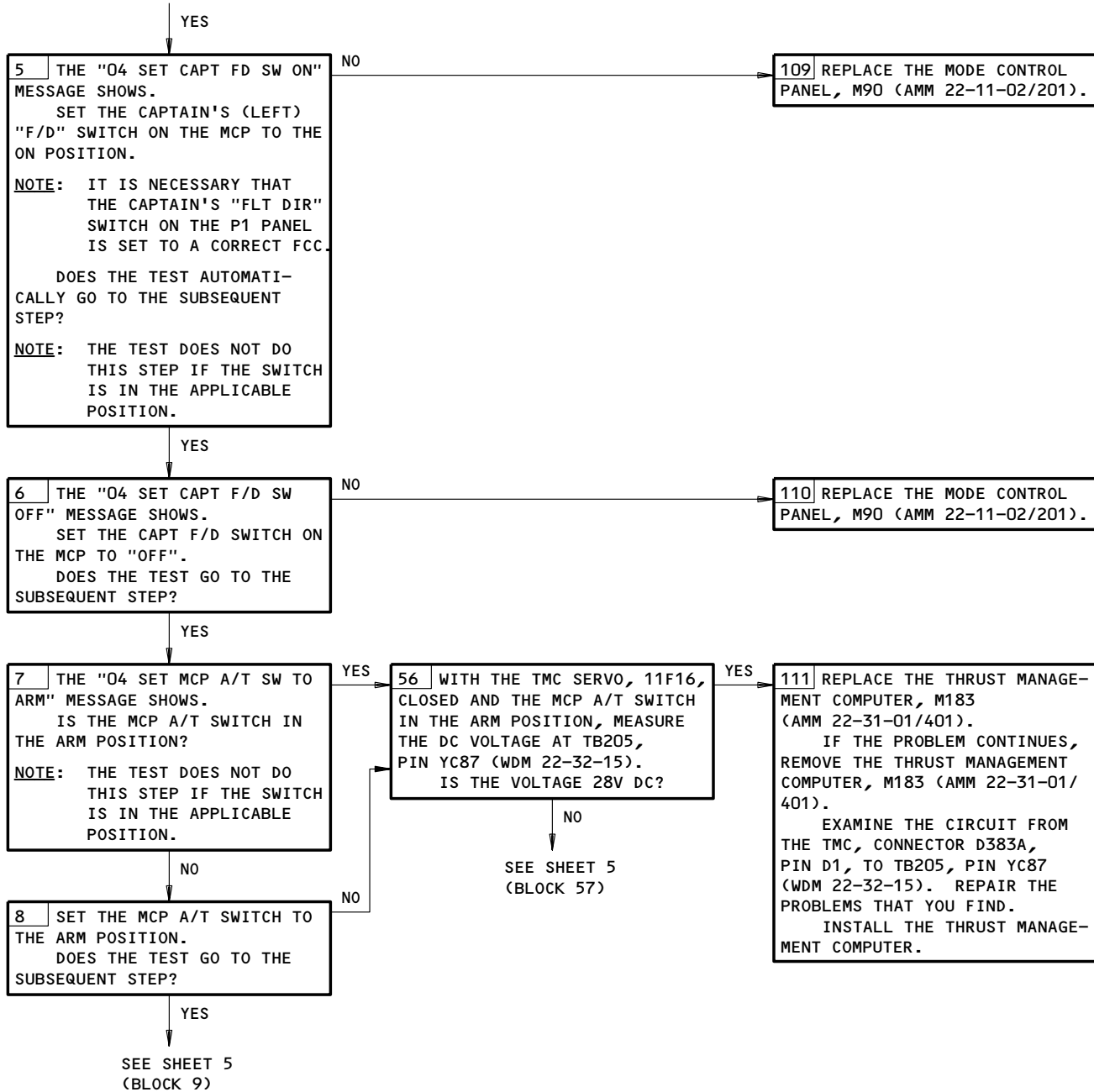


MCDP Ground Test 04 - MCP
Figure 104 (Sheet 3)

EFFECTIVITY
GUI 001-114, 116-999

22-00-03

FROM SHEET 3
(BLOCK 4)

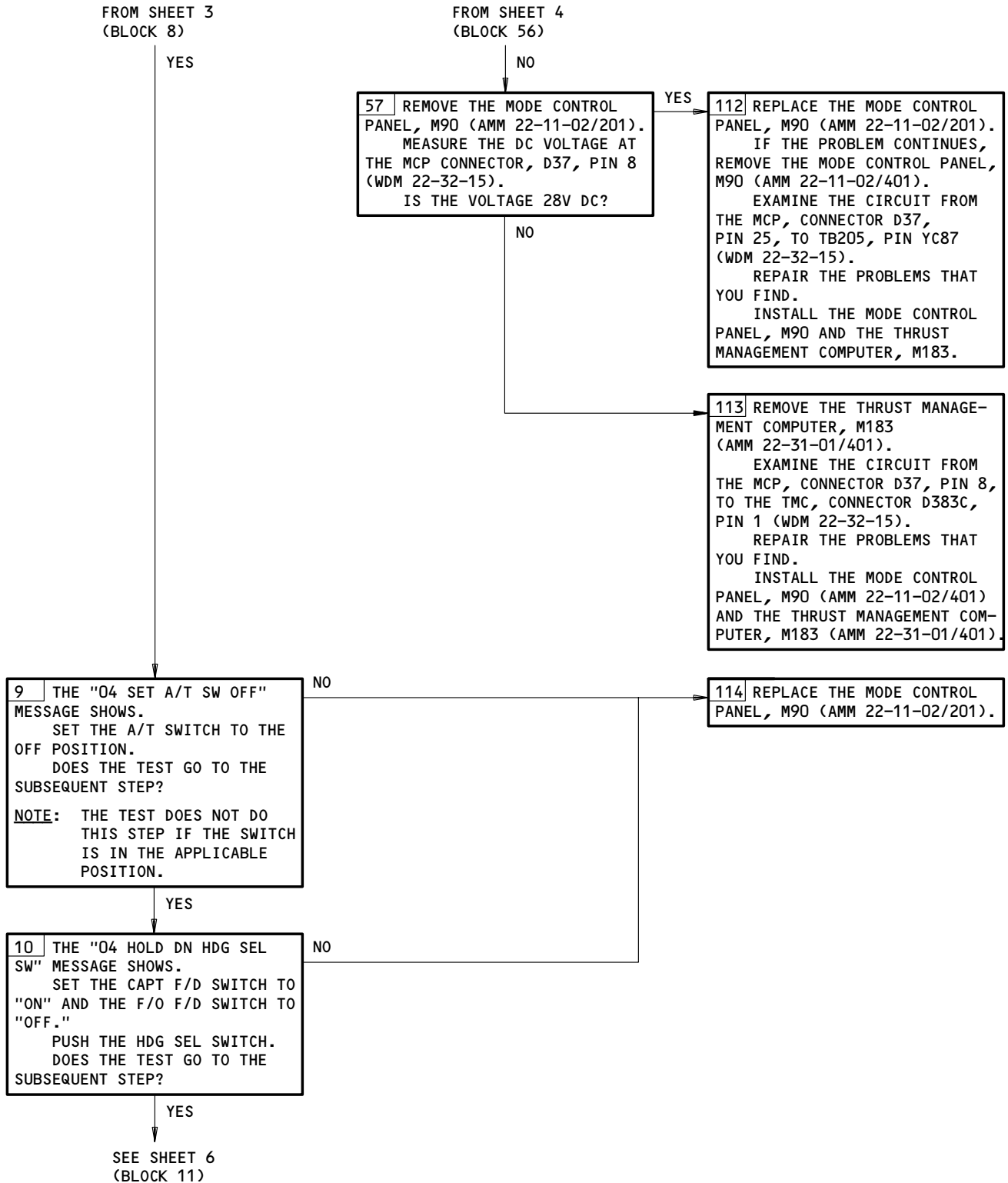


MCDP Ground Test 04 - MCP
Figure 104 (Sheet 4)

EFFECTIVITY
GUI 001-114, 116-999

22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL

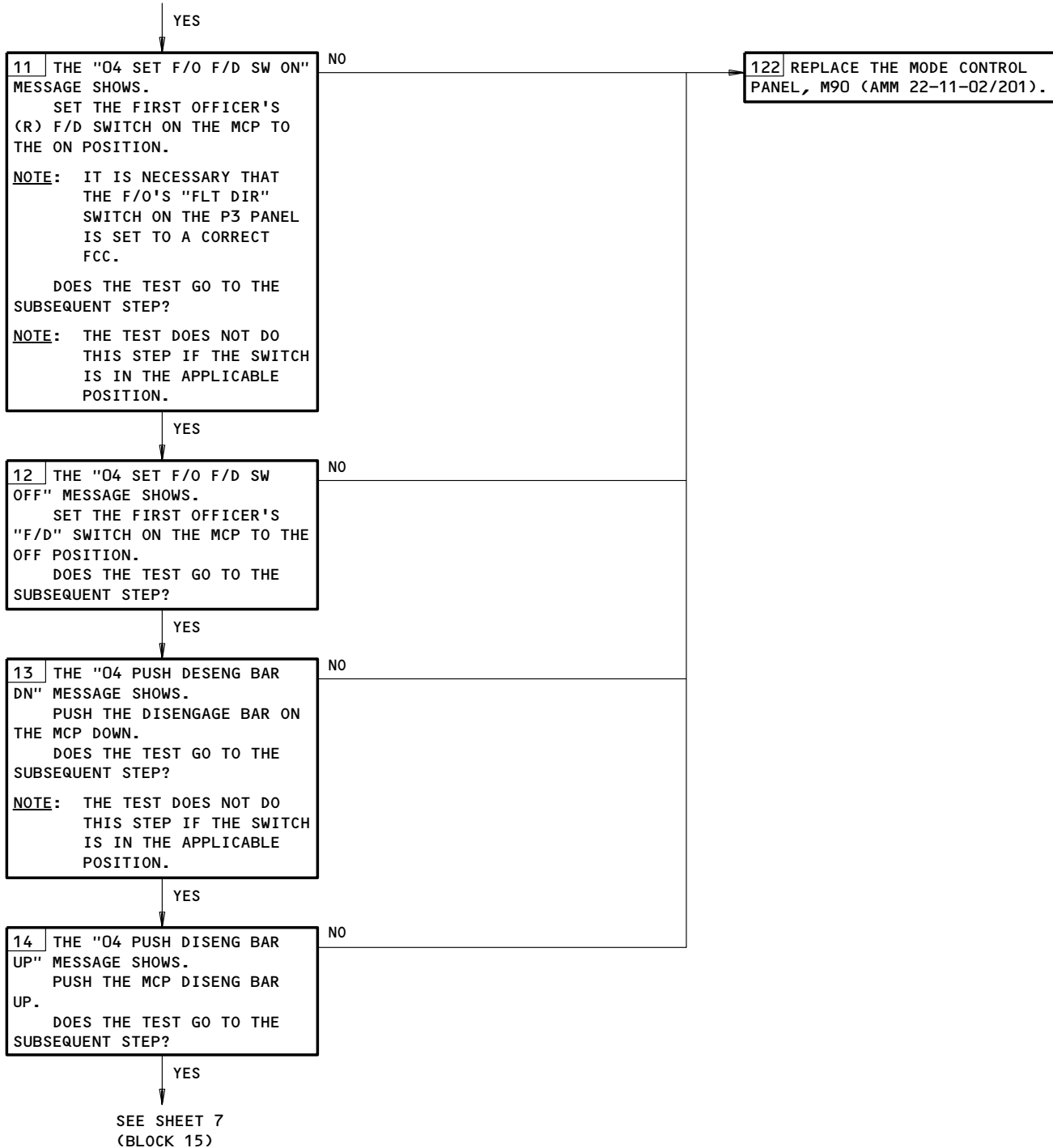


MCDP Ground Test 04 - MCP
Figure 104 (Sheet 5)

EFFECTIVITY
GUI 001-114, 116-999

22-00-03

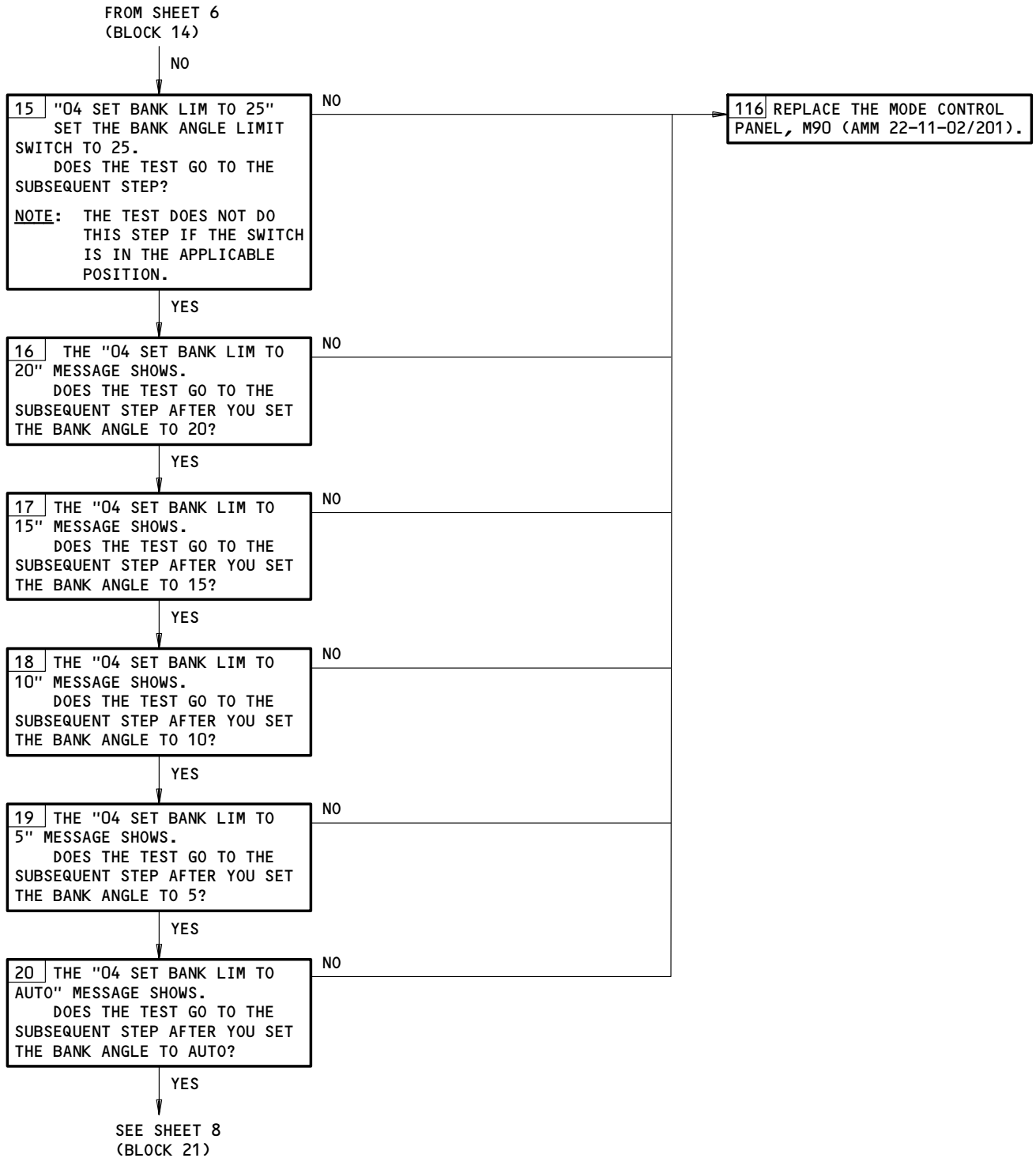
FROM SHEET 5
(BLOCK 10)



MCDP Ground Test 04 - MCP
Figure 104 (Sheet 6)

EFFECTIVITY
GUI 001-014, 016-999

22-00-03

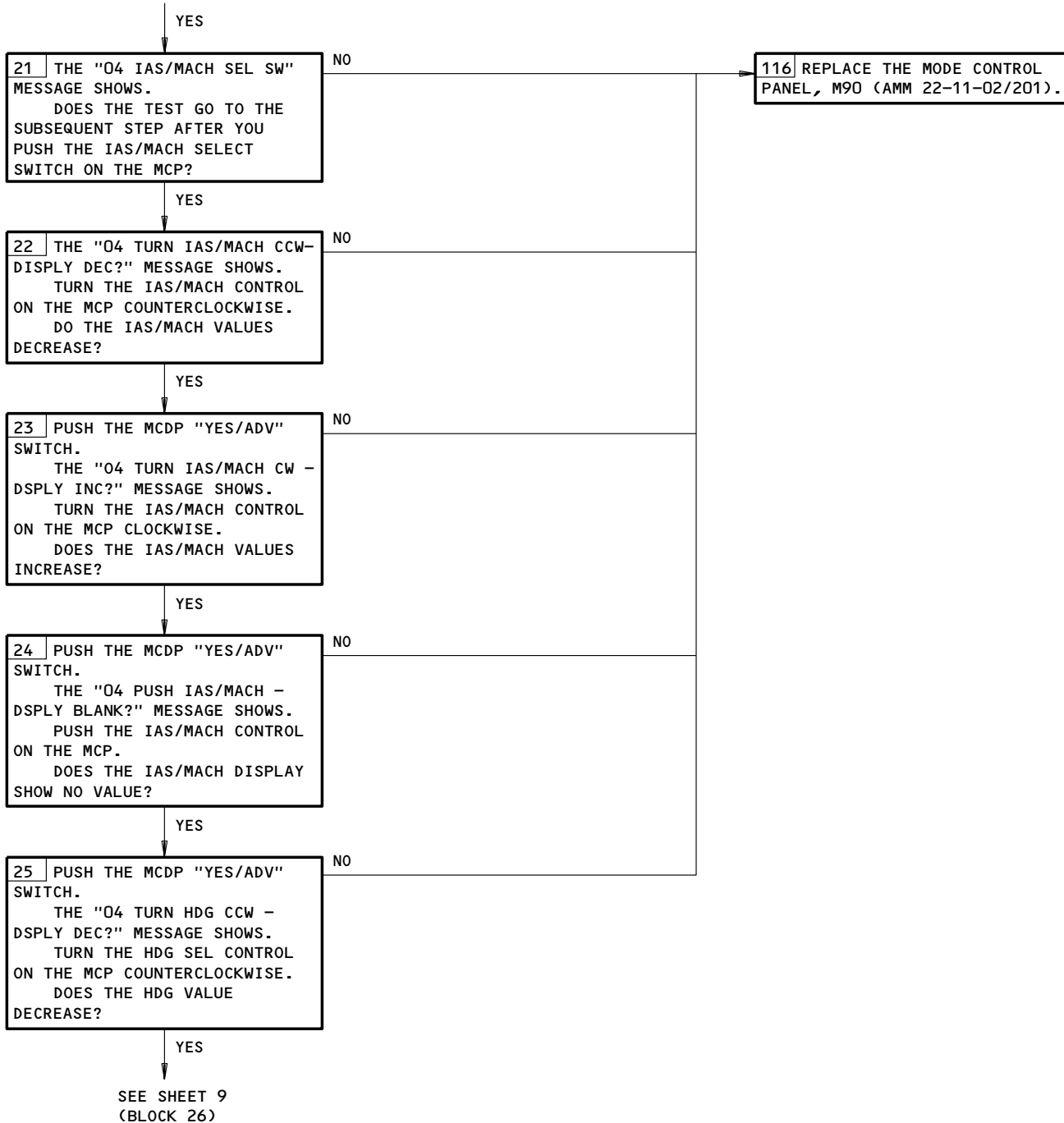


MCDP Ground Test 04 - MCP
Figure 104 (Sheet 7)

EFFECTIVITY
GUI 001-014, 016-999

22-00-03

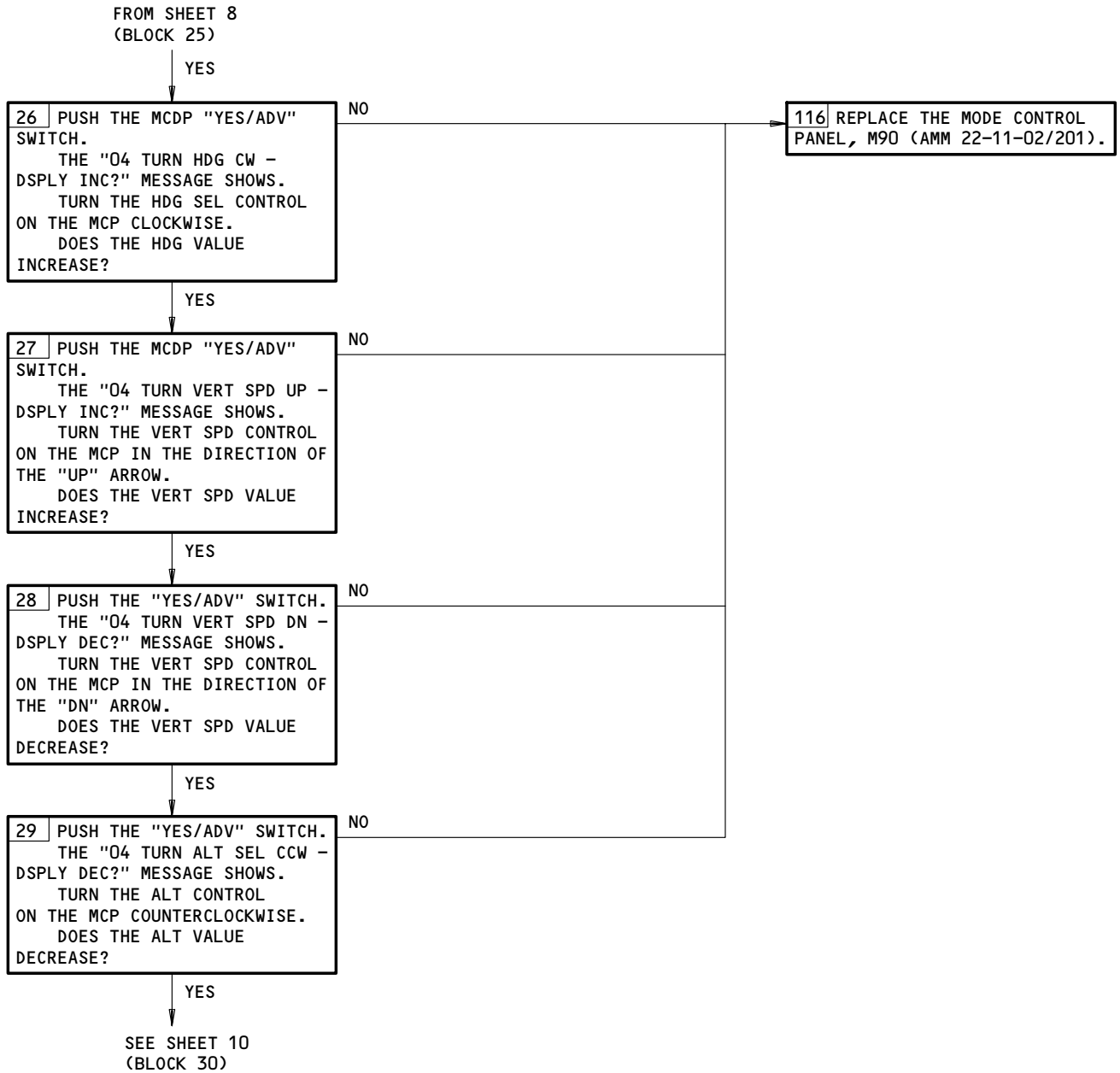
FROM SHEET 7
(BLOCK 20)



MCDP Ground Test 04 - MCP
Figure 104 (Sheet 8)

EFFECTIVITY
GUI 001-114, 116-999

22-00-03

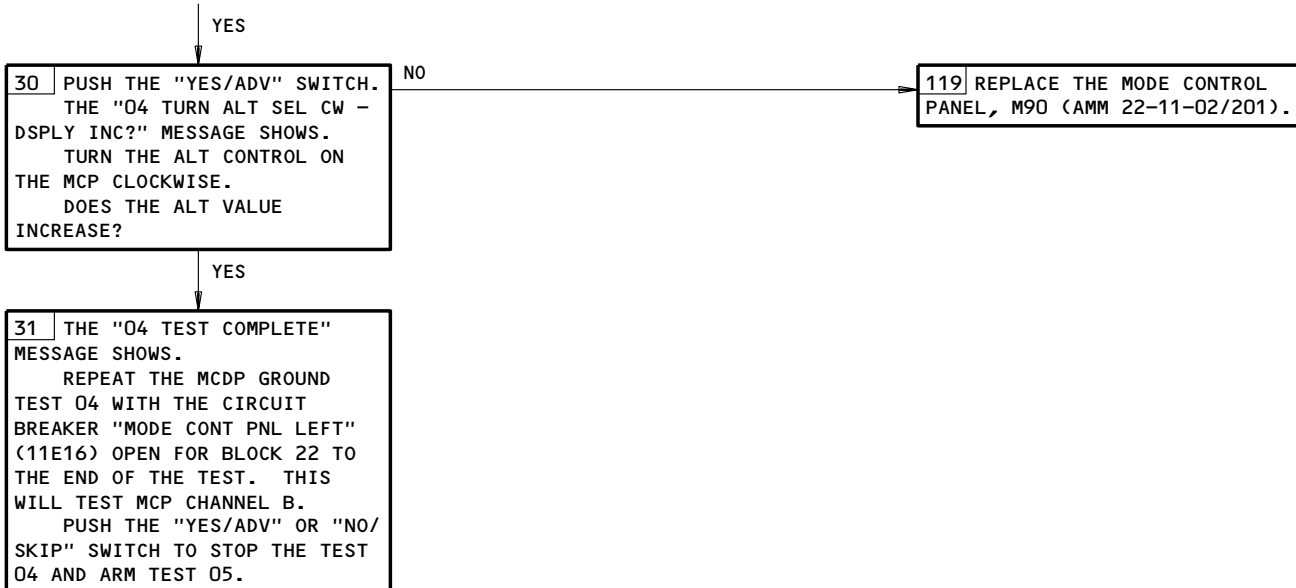


MCDP Ground Test 04 - MCP
Figure 104 (Sheet 9)

EFFECTIVITY
GUI 001-114, 116-999

22-00-03

FROM SHEET 9
(BLOCK 29)



MCDP Ground Test 04 - MCP
Figure 104 (Sheet 10)

EFFECTIVITY
GUI 001-114; 116-999

22-00-03

PREREQUISITES

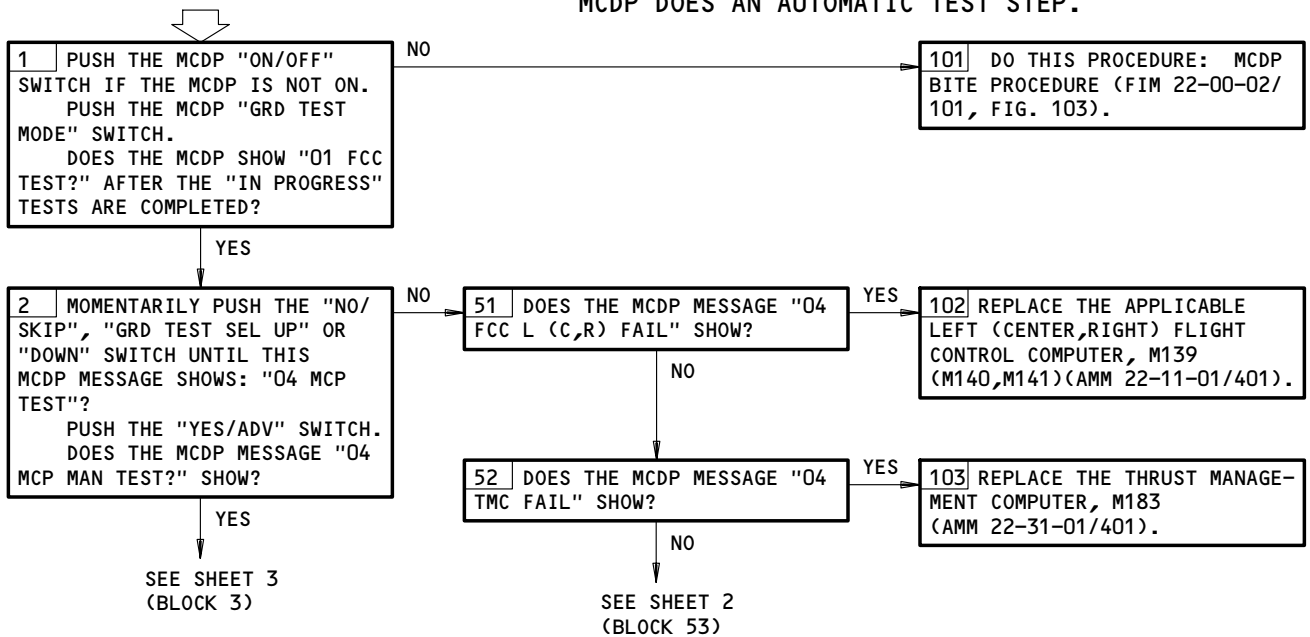
MAKE SURE THESE SYSTEMS WILL OPERATE:
ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
(AMM 31-41-00/501)(WHEN YOU USE THE REMOTE MCDP CONTROL PANEL)
AIR/GROUND RELAYS (AMM 32-09-02/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11A17,11E16,11E17,11E18,11E20,11E21,11E34,11E35,
11E36,11F14,11F15,11F16,11S6

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)

NOTE: THE "XX IN PROGRESS" MESSAGE SHOWS WHEN THE MCDP DOES AN AUTOMATIC TEST STEP.

**MCDP GROUND TEST
04 - MCP**



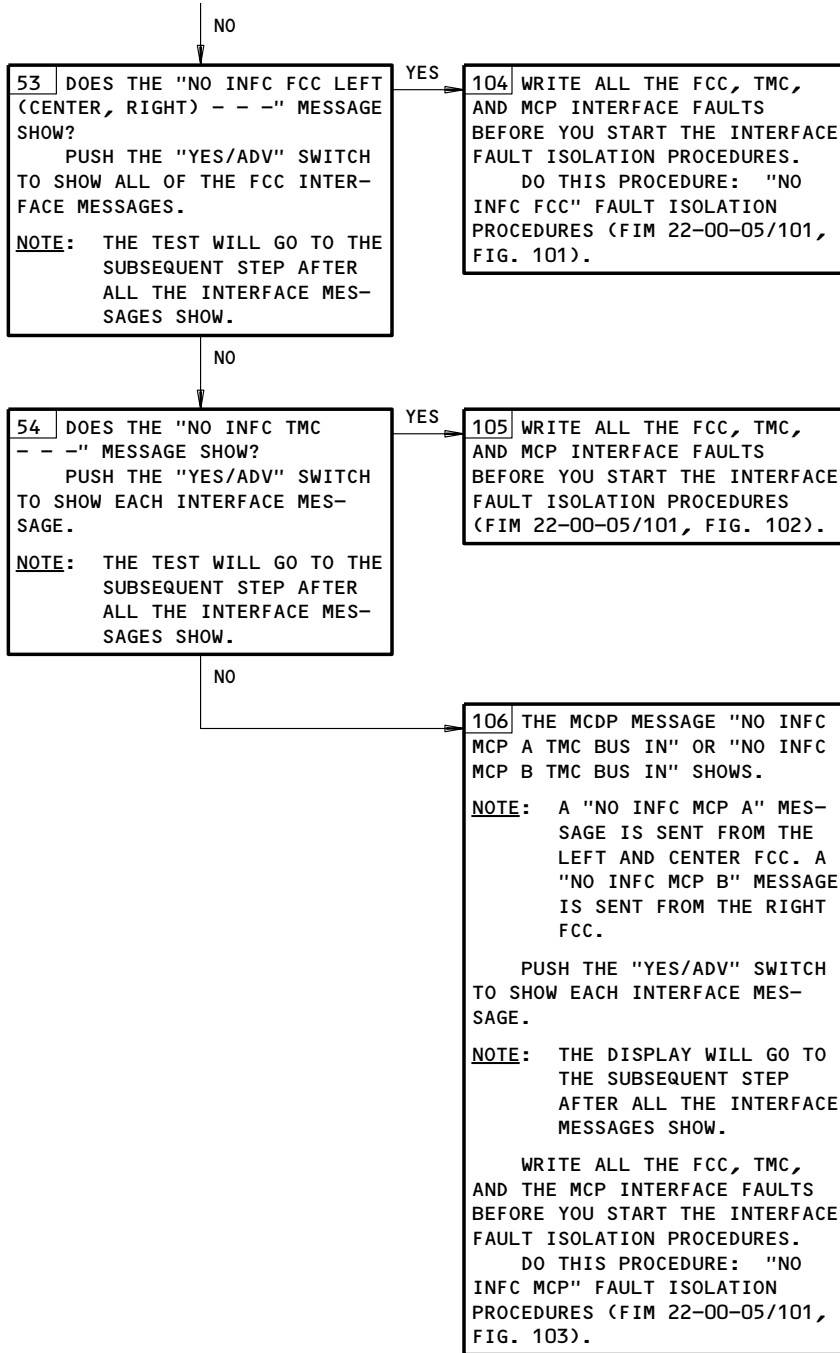
MCDP Ground Test 04 - MCP
Figure 104A (Sheet 1)

EFFECTIVITY
GUI 115

22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL

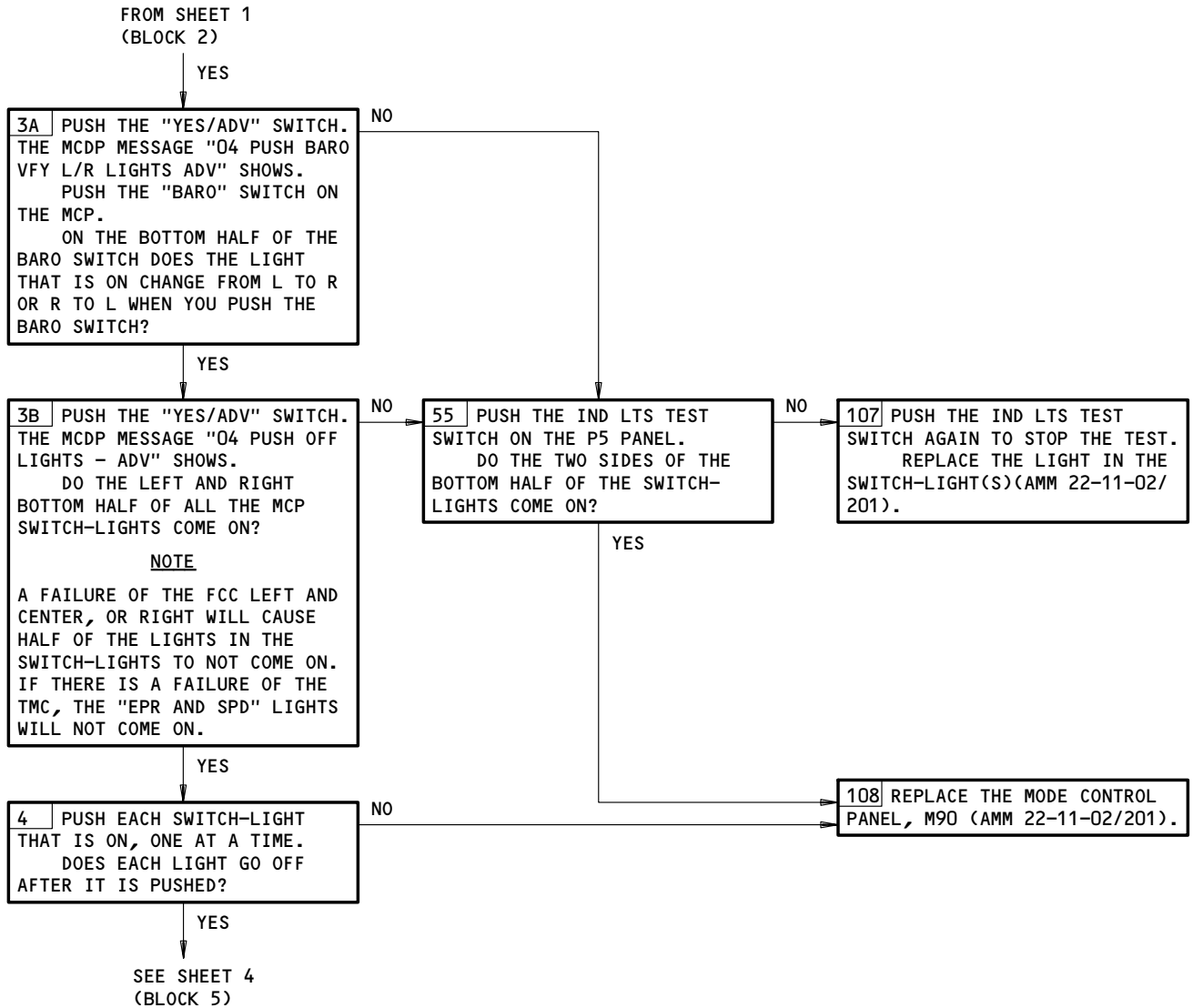
FROM SHEET 1
(BLOCK 52)



MCDP Ground Test 04 - MCP
Figure 104A (Sheet 2)

EFFECTIVITY
GUI 115

22-00-03

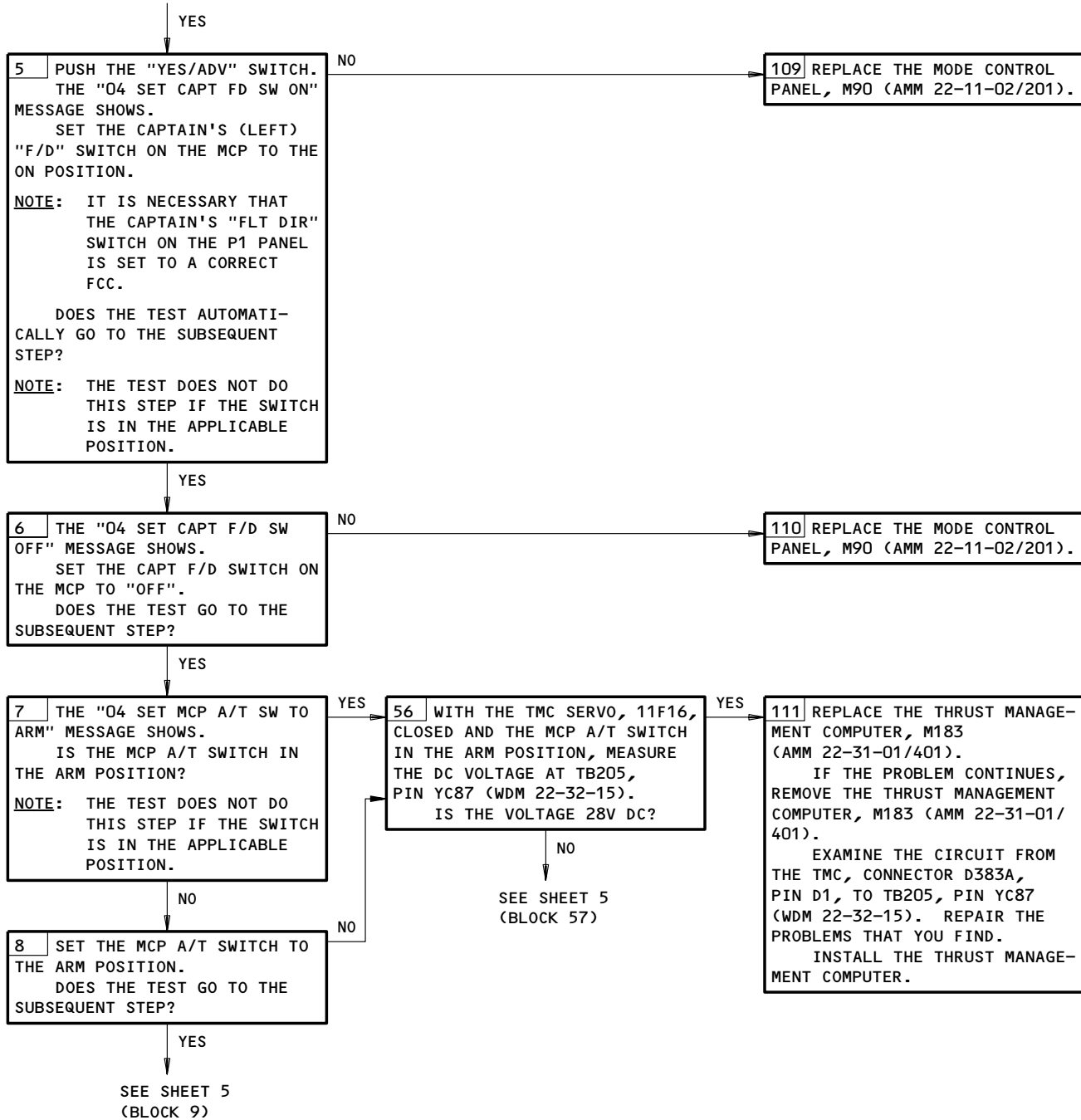


MCDP Ground Test 04 - MCP
Figure 104A (Sheet 3)

EFFECTIVITY
GUI 115

22-00-03

FROM SHEET 3
(BLOCK 4)

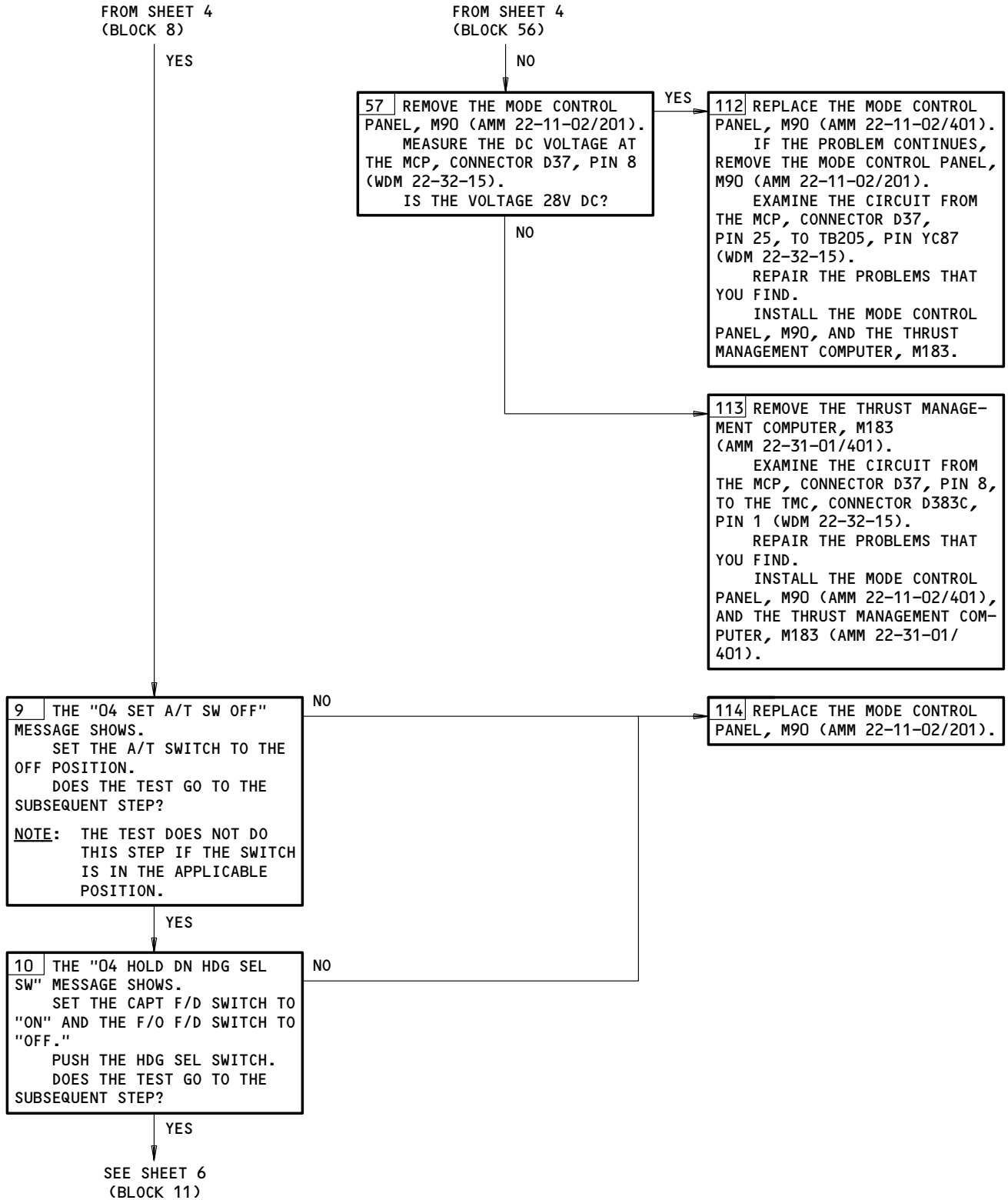


MCDP Ground Test 04 - MCP
Figure 104A (Sheet 4)

EFFECTIVITY
GUI 115

22-00-03

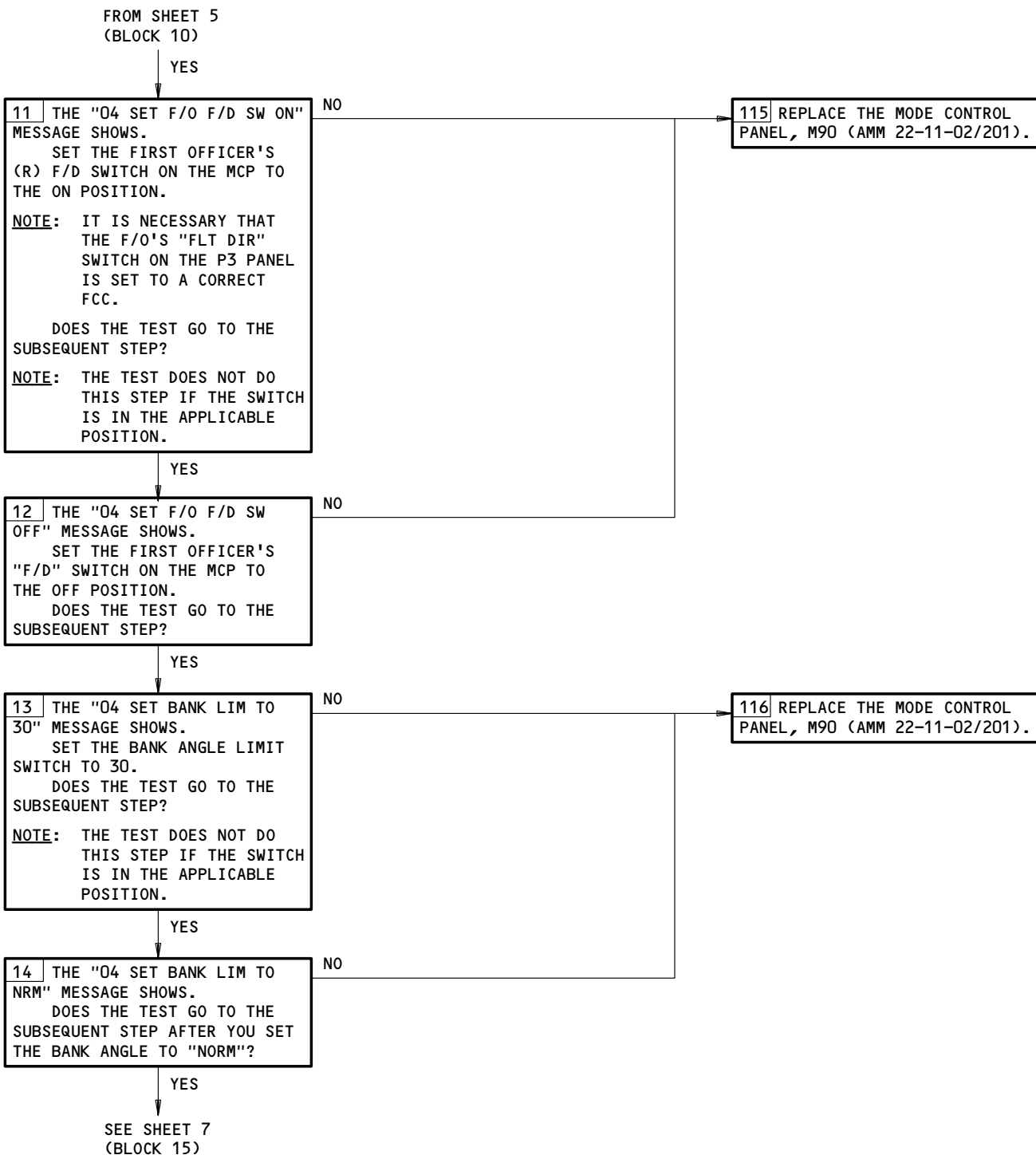
BOEING
757
FAULT ISOLATION/MAINT MANUAL



MCDP Ground Test 04 - MCP
Figure 104A (Sheet 5)

EFFECTIVITY
GUI 115

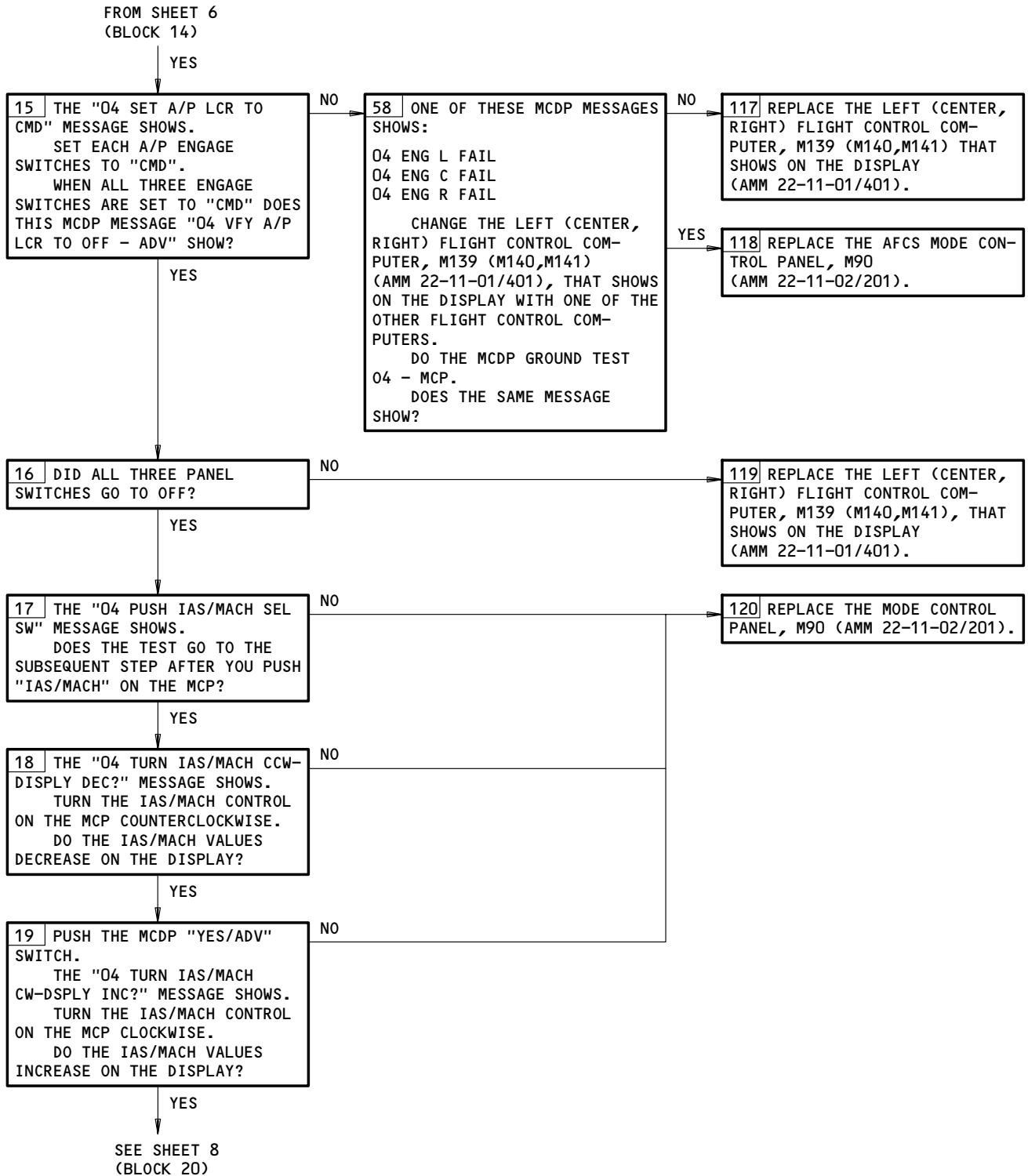
22-00-03



MCDP Ground Test 04 - MCP
Figure 104A (Sheet 6)

EFFECTIVITY
GUI 115

22-00-03

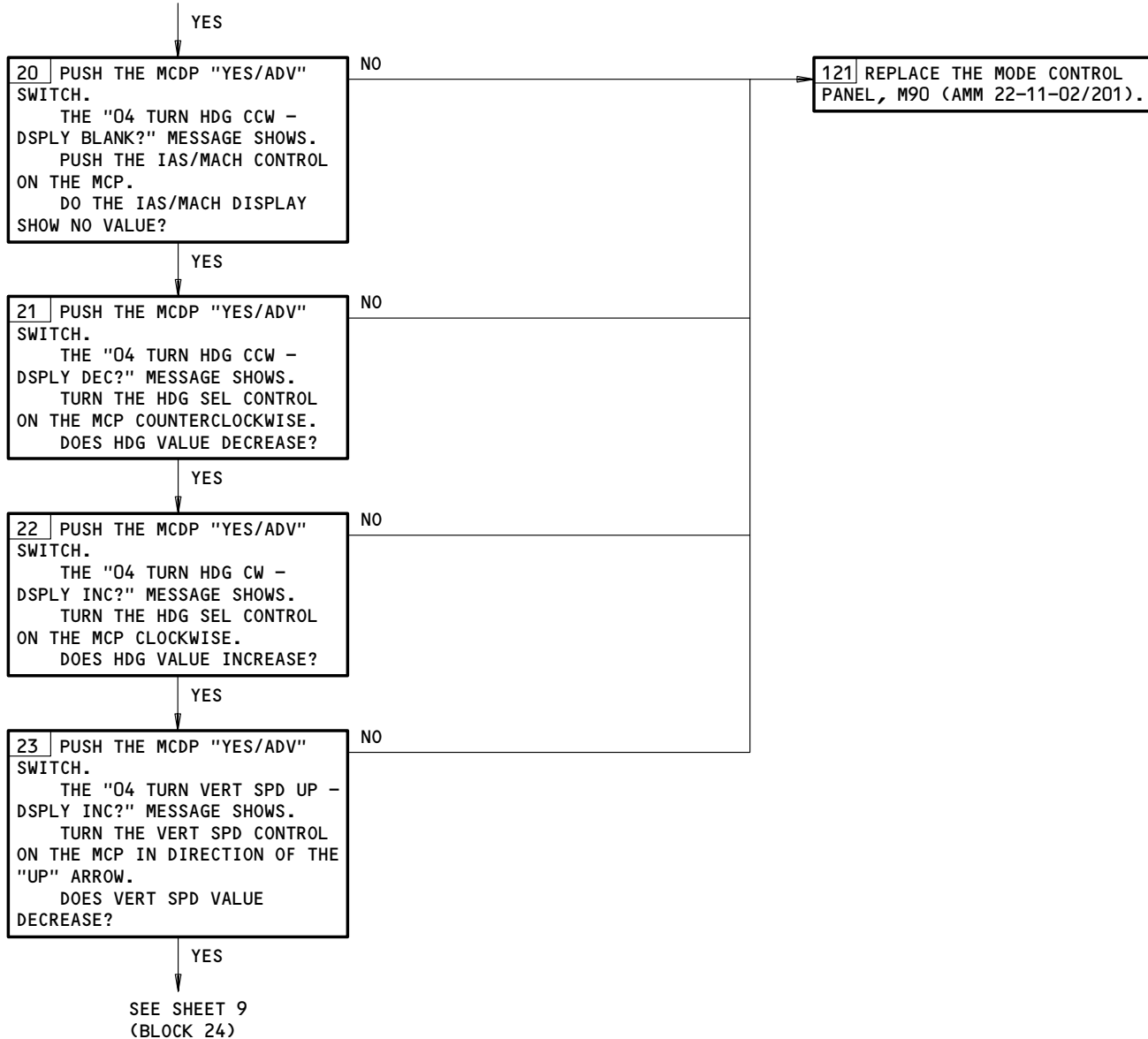


MCDP Ground Test 04 - MCP
Figure 104A (Sheet 7)

EFFECTIVITY
GUI 115

22-00-03

FROM SHEET 7
(BLOCK 19)

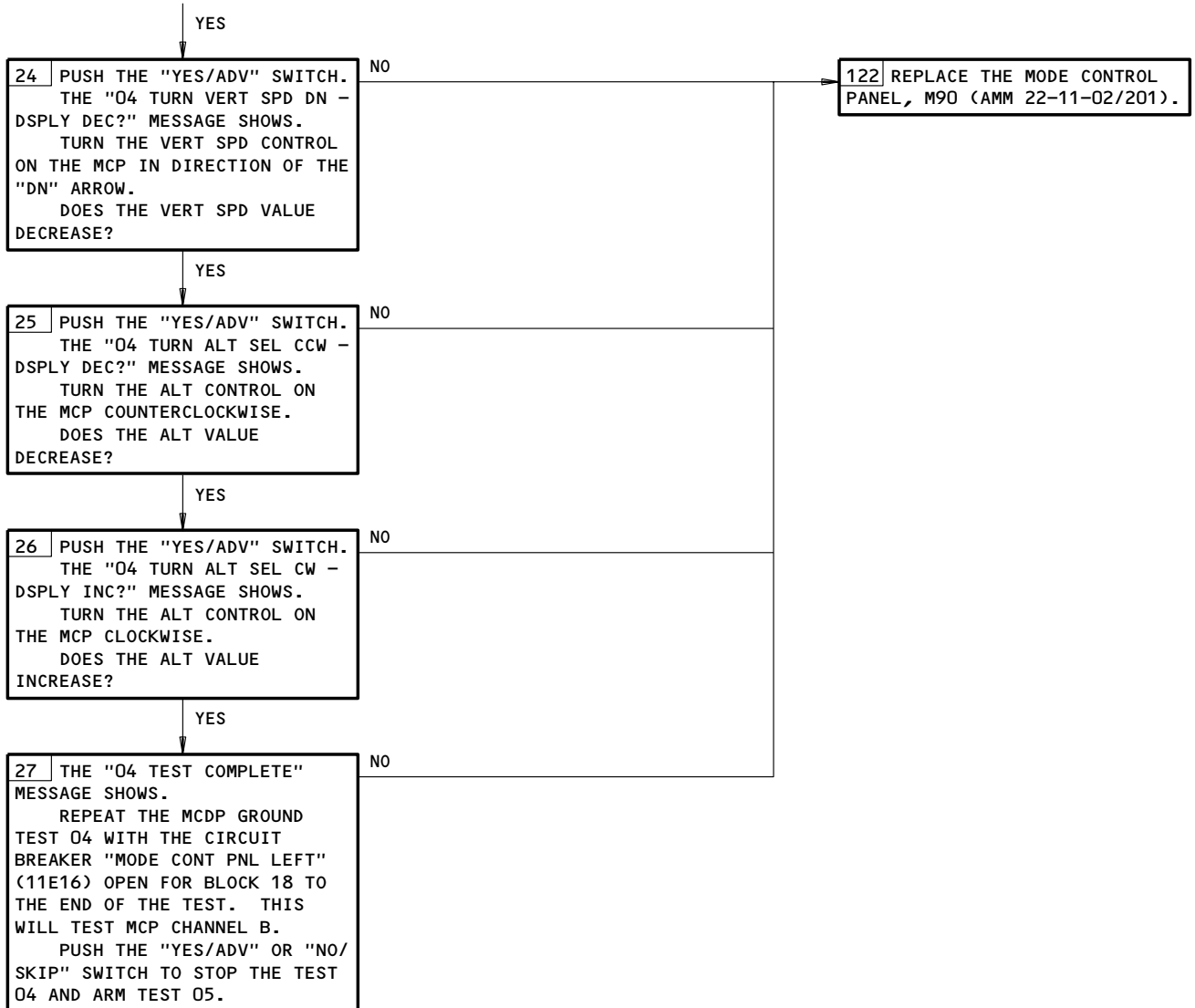


MCDP Ground Test 04 - MCP
Figure 104A (Sheet 8)

EFFECTIVITY
GUI 115

22-00-03

FROM SHEET 8
(BLOCK 23)



MCDP Ground Test 04 - MCP
Figure 104A (Sheet 9)

EFFECTIVITY
GUI 115

22-00-03

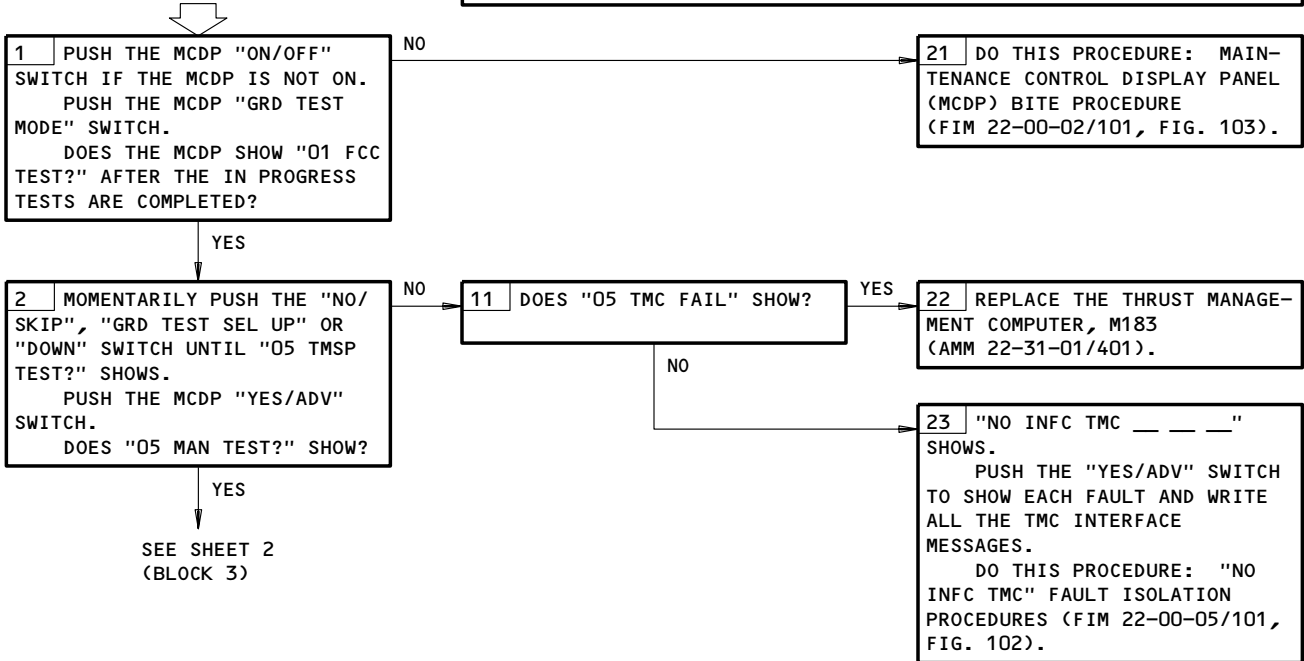
05

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May 20/98

A73224

PREREQUISITES
 MAKE SURE THESE SYSTEMS WILL OPERATE:
 ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
 (AMM 31-41-00/201)
 AIR/GROUND RELAYS (AMM 32-09-02/201)
 MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
 11F14,11F15,11F16; 1 11SX
 MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 ELECTRICAL POWER IS ON (AMM 24-22-00/201)

**MCDP GROUND TEST
05 - TMSP**



1 WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

MCDP Ground Test 05 - TMSP
Figure 105 (Sheet 1)

EFFECTIVITY	ALL
-------------	-----

22-00-03

832838

FROM SHEET 1
(BLOCK 2)

YES

3 PUSH THE "YES/ADV" SWITCH TO START THE TMSP MANUAL TEST.
 "O5 PUSH OFF SW PER MODE DSPLY" SHOWS.
 A THRUST MODE SHOWS ABOVE THE EPR DISPLAY ON THE EICAS DISPLAY.
 PUSH THE APPLICABLE THRUST MODE SWITCH ON THE TMSP. (EXAMPLE -
 THE EICAS SHOWS "TO" (TAKEOFF), PUSH THE TMSP "TO" SWITCH.
 THE EICAS SHOWS A DIFFERENT THRUST MODE AFTER YOU PUSH THE TMSP
 MODE SWITCH.
 PUSH THE APPLICABLE TMSP MODE SWITCH SHOWN ON THE EICAS
 REFERENCE THRUST MODE DISPLAY (SEE A ON SHEET 3)(FOUND ABOVE THE
 EPR DISPLAY ON THE TOP EICAS DISPLAY).
NOTE: WHEN THE EICAS SHOWS "D TO 1", PUSH THE TMSP SWITCH IDENTI-
 FIED WITH LABEL 1. WHEN THE EICAS SHOWS "D TO 2", PUSH THE
 TMSP SWITCH IDENTIFIED WITH LABEL 2.
 DOES THE EICAS SHOW A DIFFERENT THRUST MODE AFTER YOU PUSH THE
 TMSP MODE SWITCH OR DOES "O5 TURN TEMP SEL CW-DSPLY INC?"
 SHOW AFTER YOU PUSH ALL THE SWITCHES?

NO

24 REPLACE THE THRUST MODE
SELECT PANEL (TMSP), M10258
(MM 22-31-02/401).

YES

4 "O5 TURN TEMP SEL CW -
DSPLY INC?" SHOWS.
TURN TMSP "TEMP SEL"
SWITCH CLOCKWISE.
DOES THE TEMPERATURE VALUE
INCREASE?
NOTE: THE TEMPERATURE SHOWS ON
THE TOP OF THE EICAS
DISPLAY ABOVE THE REFER-
ENCE THRUST MODE
DISPLAY.

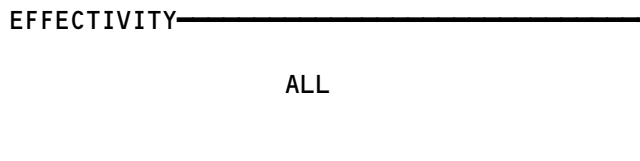
NO

25 REPLACE THE THRUST MODE
SELECT PANEL (TMSP), M10258
(MM 22-31-02/401).

YES

SEE SHEET 3
(BLOCK 5)

MCDP Ground Test 05 - TMSP
Figure 105 (Sheet 2)



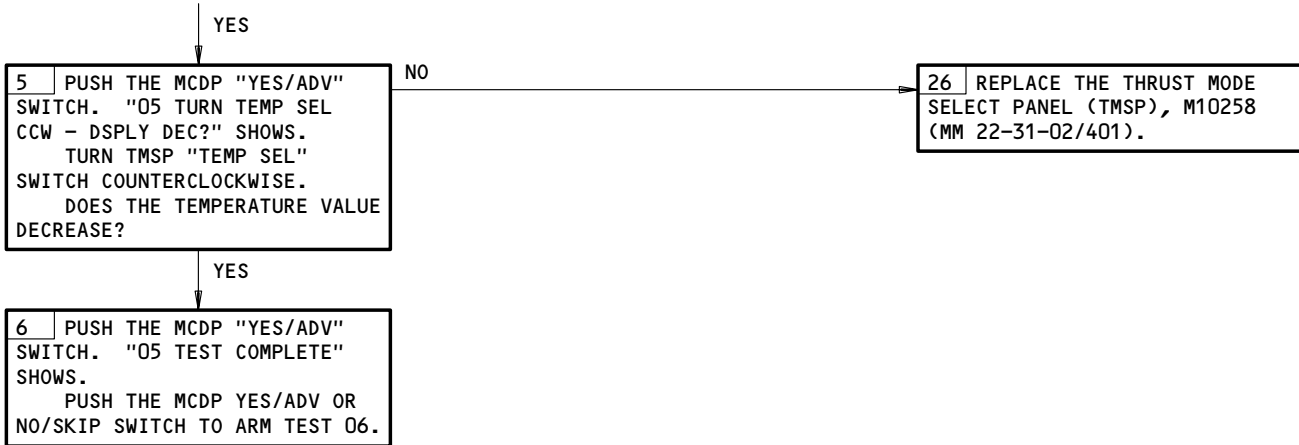
22-00-03

09

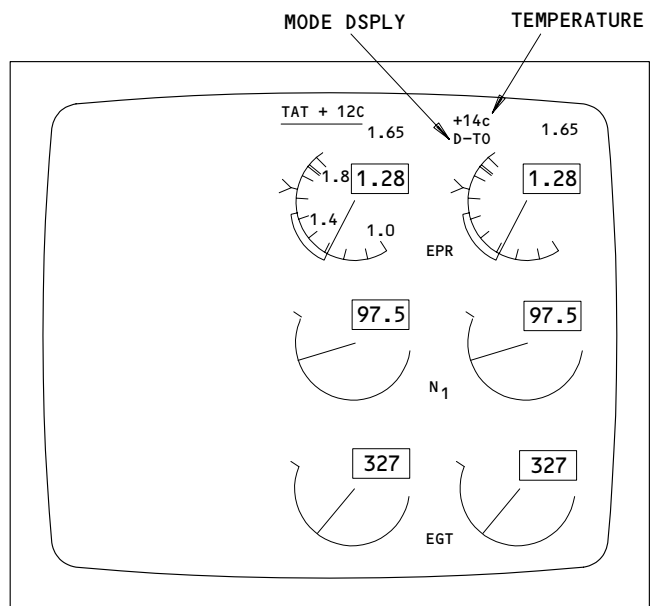
Page 141
Sep 20/92

153106

FROM SHEET 2
(BLOCK 4)



MODE DISPLAYED ON UPPER EICAS	PRESS TMSP SWITCH
TO	TO/GA
CLB	CLB
CON	CON
CR2	CR2
D-TO 1	1
D-TO 2	2



(A) **EICAS DISPLAY** YPS242-T-404-601

MCDP Ground Test 05 - TMSP
 Figure 105 (Sheet 3)

EFFECTIVITY

ALL

22-00-03

809327

PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:

EICAS (MM 31-41-00/201)(WHEN YOU USE THE REMOTE MCDP CONTROL PANEL)
AIR/GROUND RELAYS (MM 32-09-02/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:

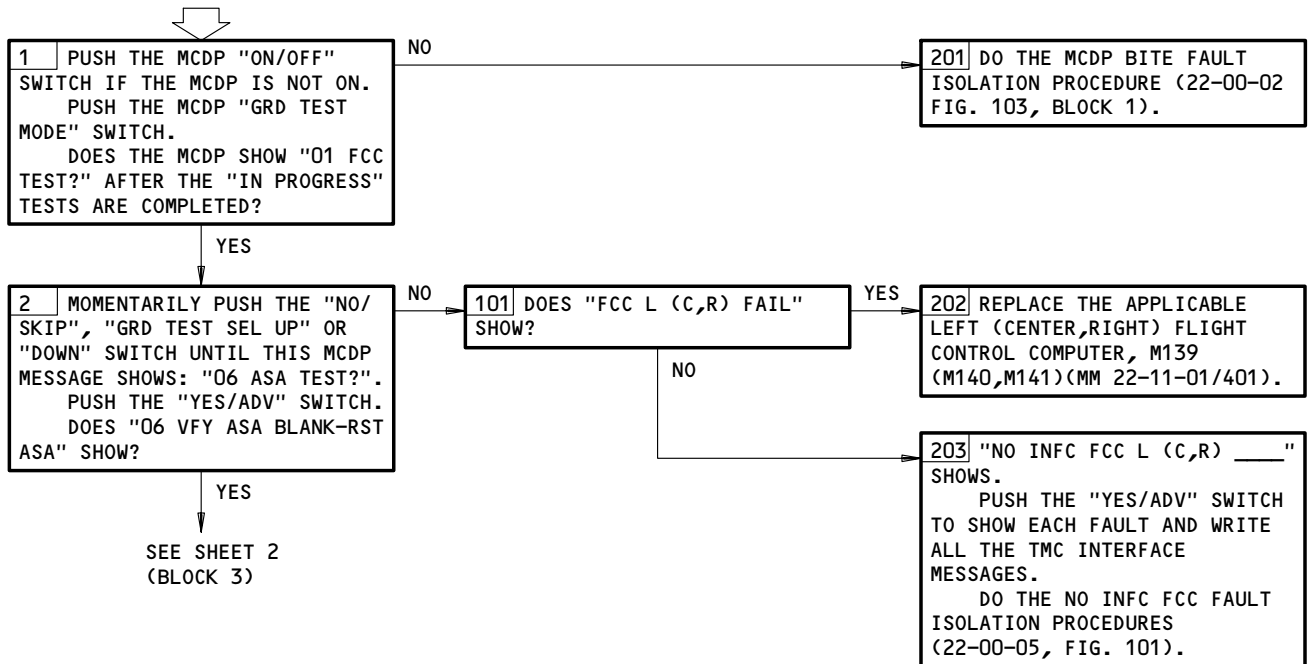
11A17,11E16,11E17,11E18,11E20,11E21,11E34,11E35, 11E36,11S3

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:

ELECTRICAL POWER IS ON (MM 24-22-00/201)

**MCDP GROUND TEST
06 - "ASA"**

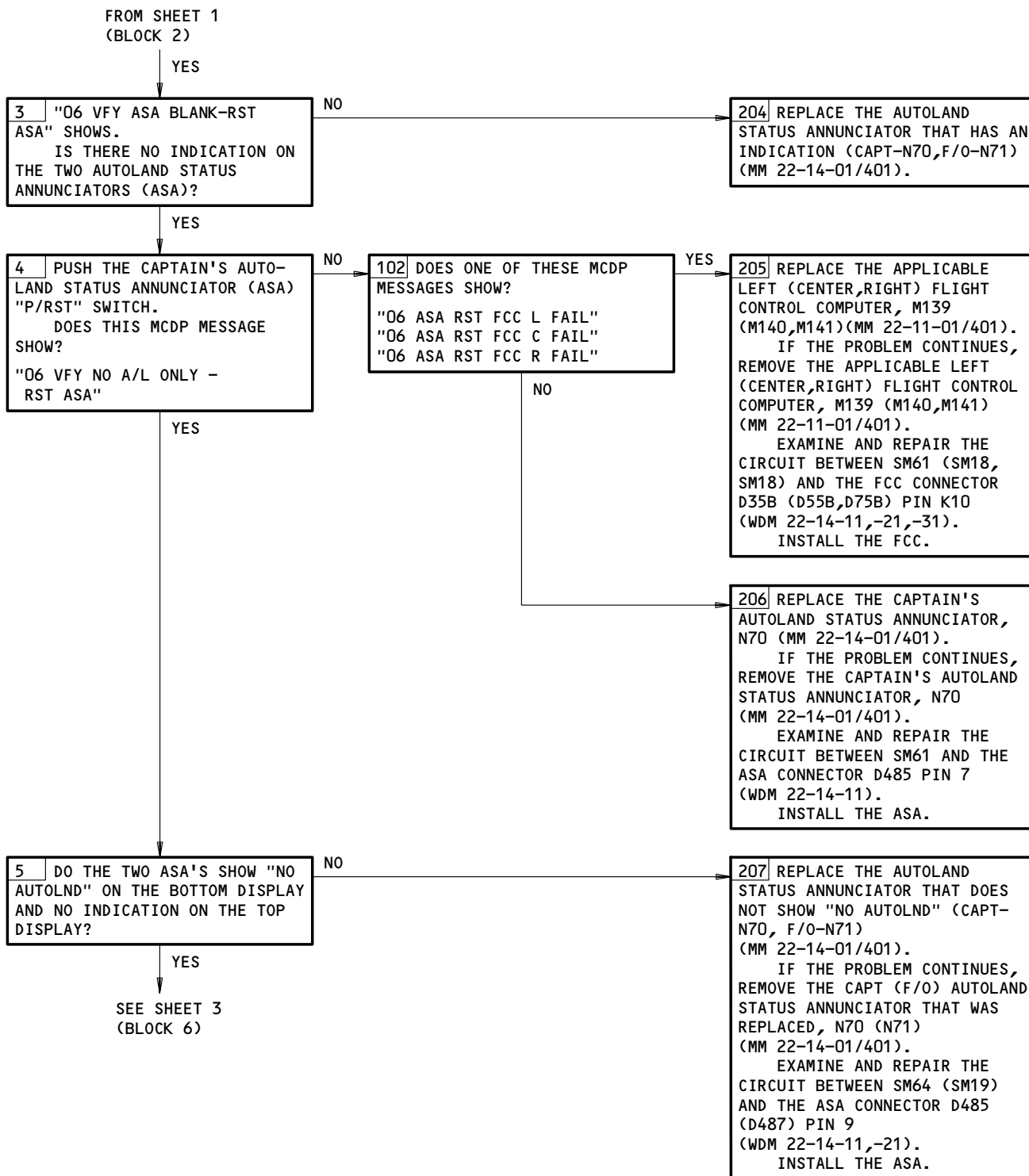
NOTE: THE "XX IN PROGRESS" MESSAGE SHOWS WHEN THE MCDP DOES AN AUTOMATIC TEST STEP.



MCDP Ground Test 06 - ASA
Figure 106 (Sheet 1)

EFFECTIVITY
GUI 001-114, 116-999

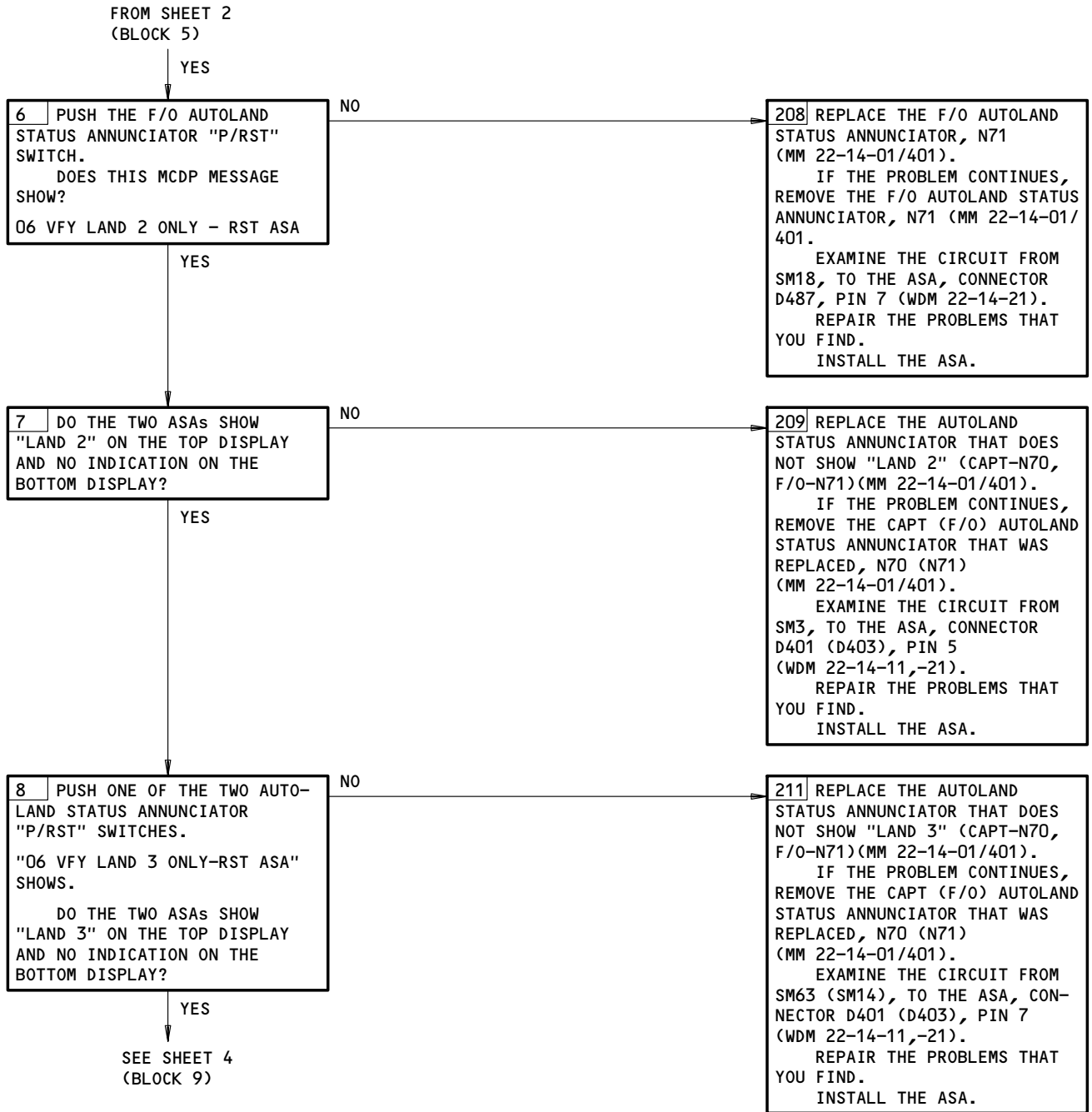
22-00-03



MCDP Ground Test 06 - ASA
Figure 106 (Sheet 2)

EFFECTIVITY
GUI 001-114, 116-999

22-00-03

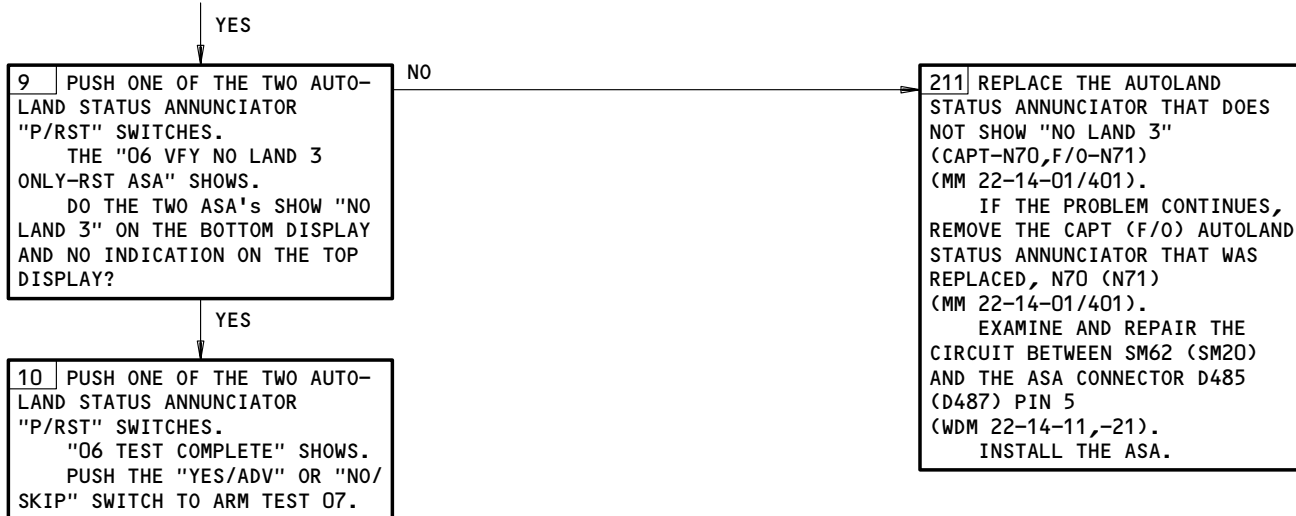


MCDP Ground Test 06 - ASA
Figure 106 (Sheet 3)

EFFECTIVITY
GUI 001-114, 116-999

22-00-03

FROM SHEET 3
(BLOCK 8)



MCDP Ground Test 06 - ASA
Figure 106 (Sheet 4)

EFFECTIVITY
GUI 001-114, 116-999

22-00-03

PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:

EICAS (MM 31-41-00/201)(WHEN YOU USE THE REMOTE MCDP CONTROL PANEL)
AIR/GROUND RELAYS (MM 32-09-02/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:

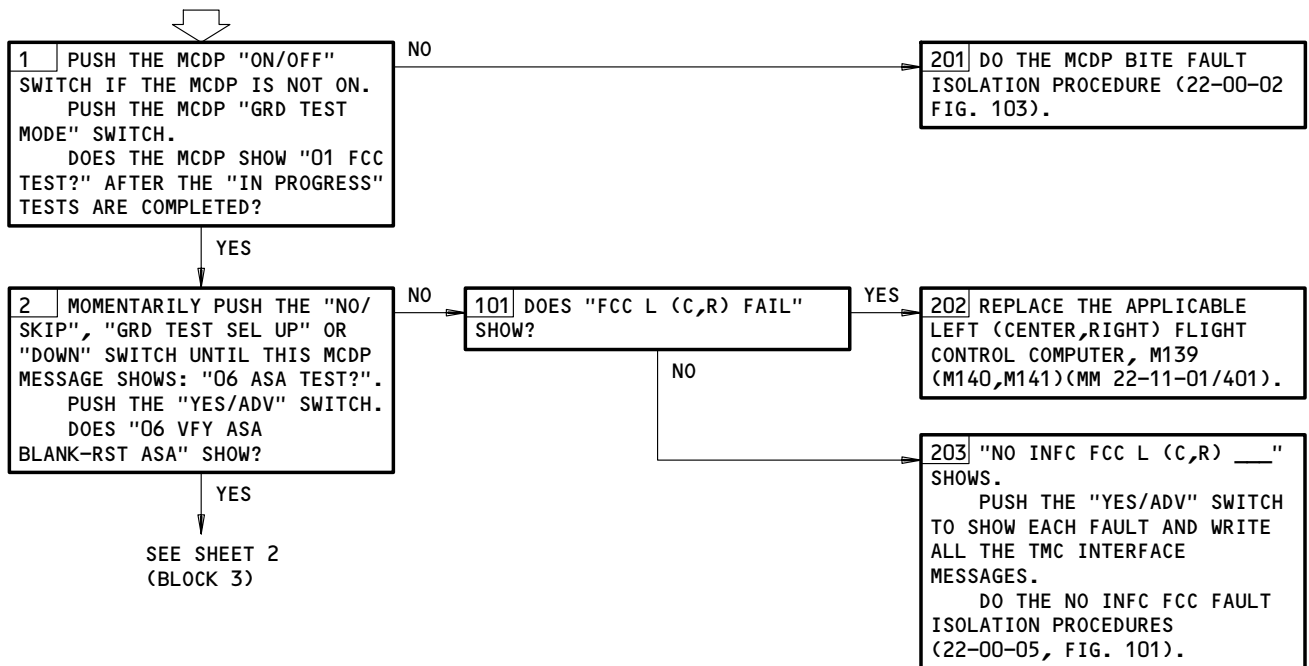
11A17,11E16,11E17,11E18,11E20,11E21,11E34,11E35, 11E36,11S6

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:

ELECTRICAL POWER IS ON (MM 24-22-00/201)

**MCDP GROUND TEST
06 - "ASA"**

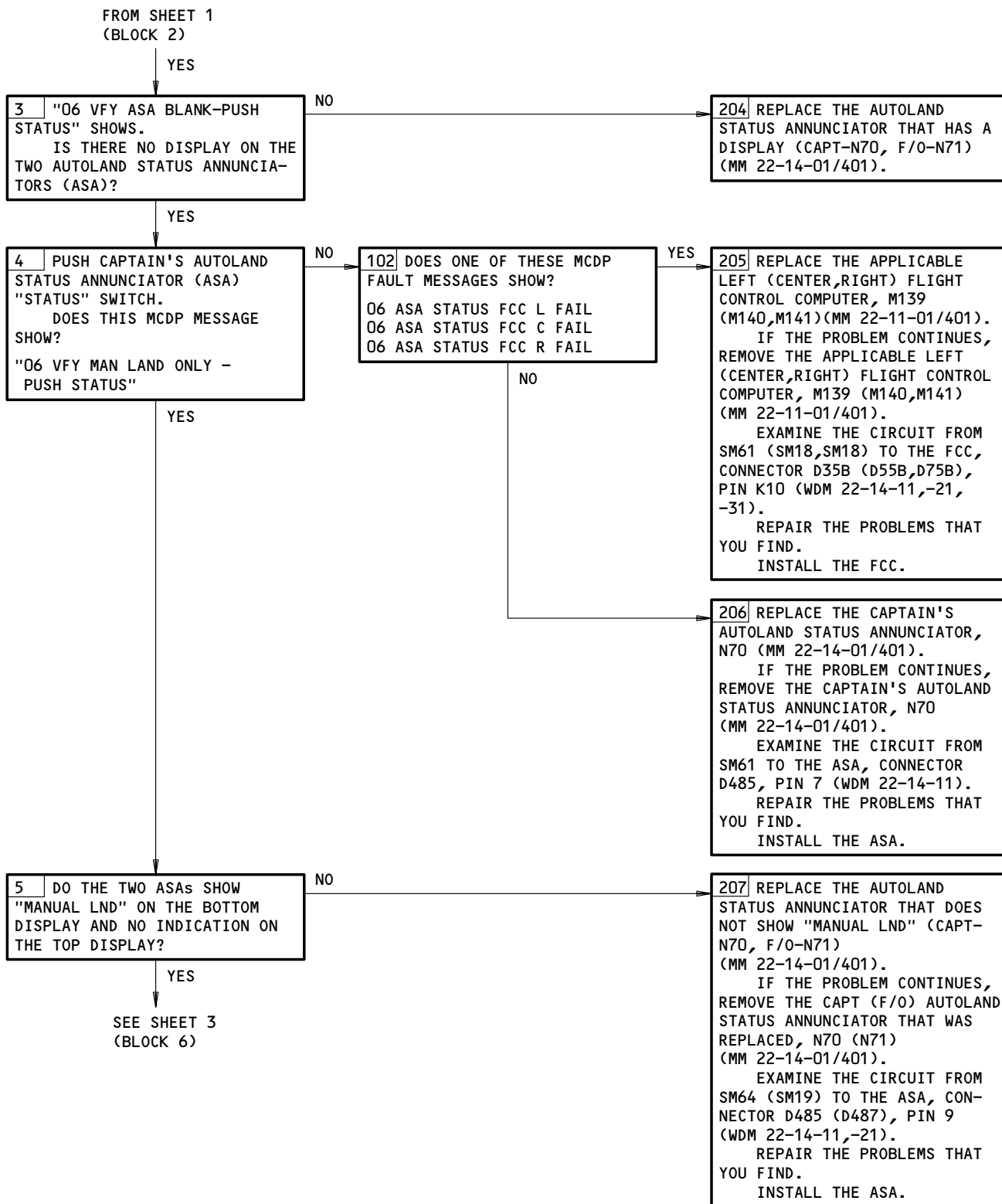
NOTE: THE "XX IN PROGRESS" MESSAGE SHOWS WHEN THE MCDP DOES AN AUTOMATIC TEST STEP.



MCDP Ground Test 06 - ASA
Figure 106A (Sheet 1)

EFFECTIVITY
GUI 115

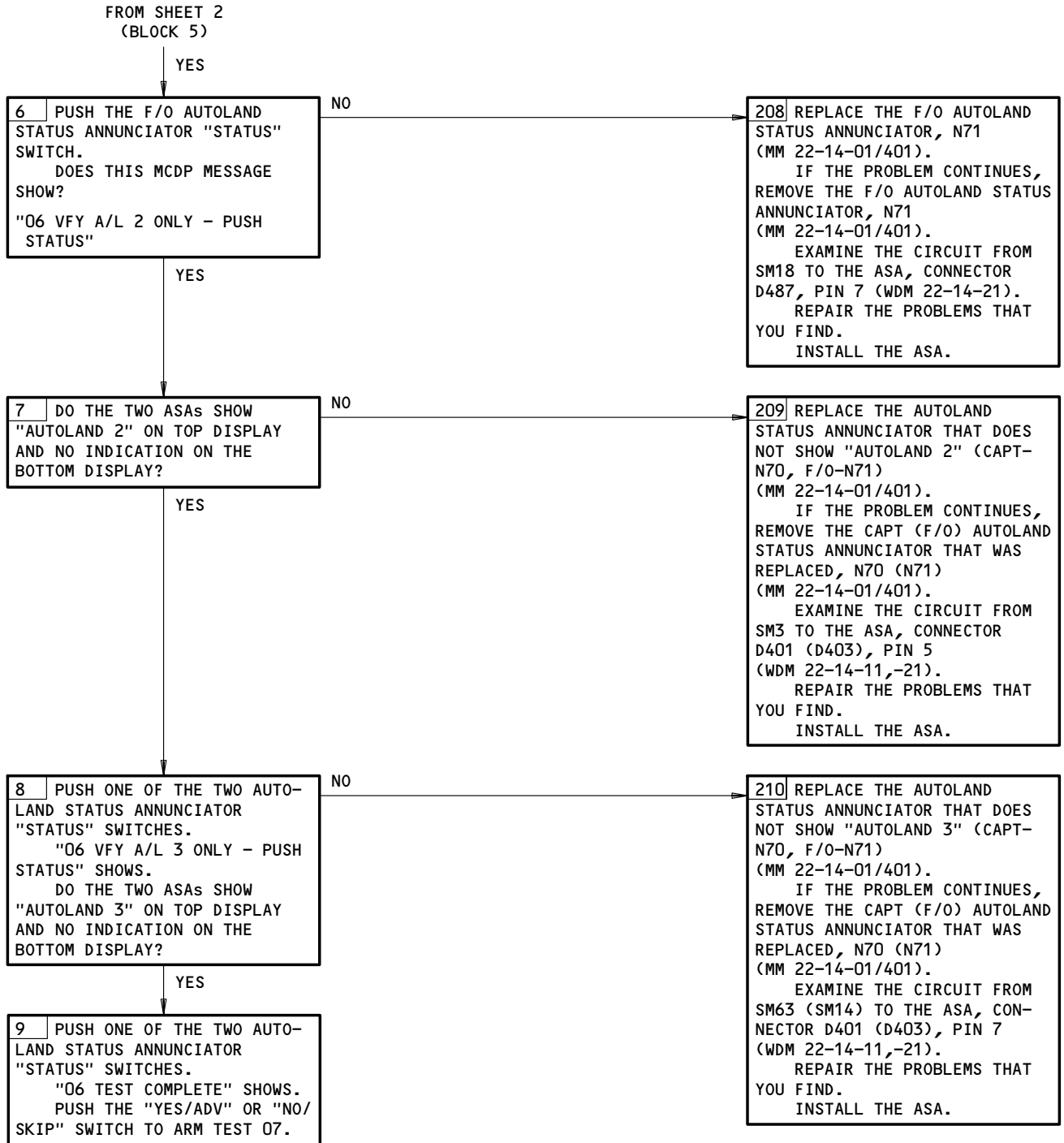
22-00-03



MCDP Ground Test 06 - ASA
Figure 106A (Sheet 2)

EFFECTIVITY
GUI 115

22-00-03



MCDP Ground Test 06 - ASA
Figure 106A (Sheet 3)

EFFECTIVITY
GUI 115

22-00-03

PREREQUISITES

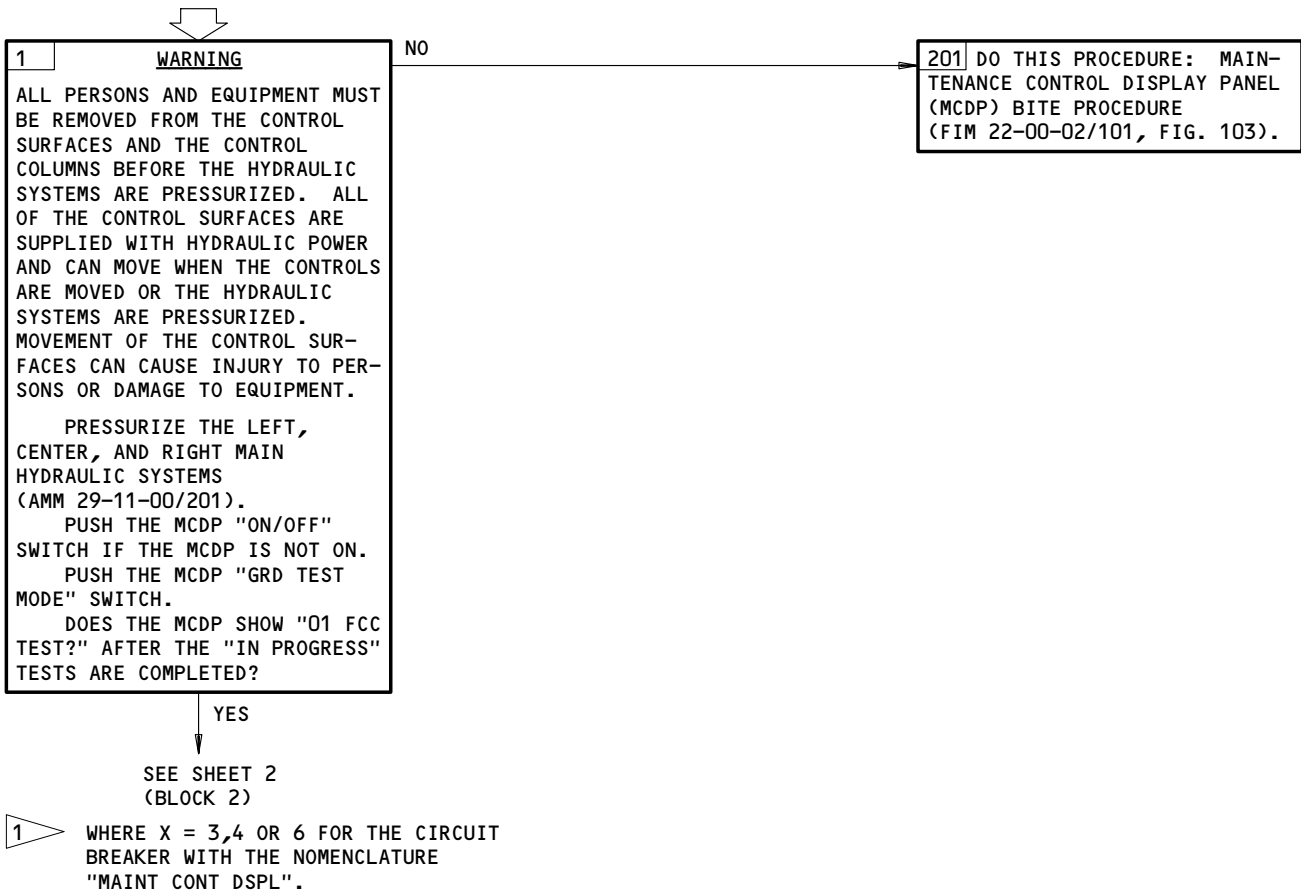
MAKE SURE THESE SYSTEMS WILL OPERATE:
 AILERON AND AILERON TRIM CONTROL SYSTEM
 (AMM 27-11-00/501)
 AILERON POSITION INDICATING SYSTEM (AMM 27-18-00/501)
 HYDRAULIC POWER (AMM 29-11-00/201)
 ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
 (AMM 34-41-00/201)(WHEN YOU USE THE REMOTE MCDP CONTROL PANEL)
 AIR/GROUND RELAYS (AMM 32-09-02/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
 11A17,11A33,11E16,11E17,11E18,11E20,11E21,11E34,11E35,11E36; 1 ▷ 11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 ELECTRICAL POWER IS ON (AMM 24-22-00/201)

NOTE: THE "XX IN PROGRESS" MESSAGE SHOWS WHEN THE MCDP DOES AN AUTOMATIC TEST.

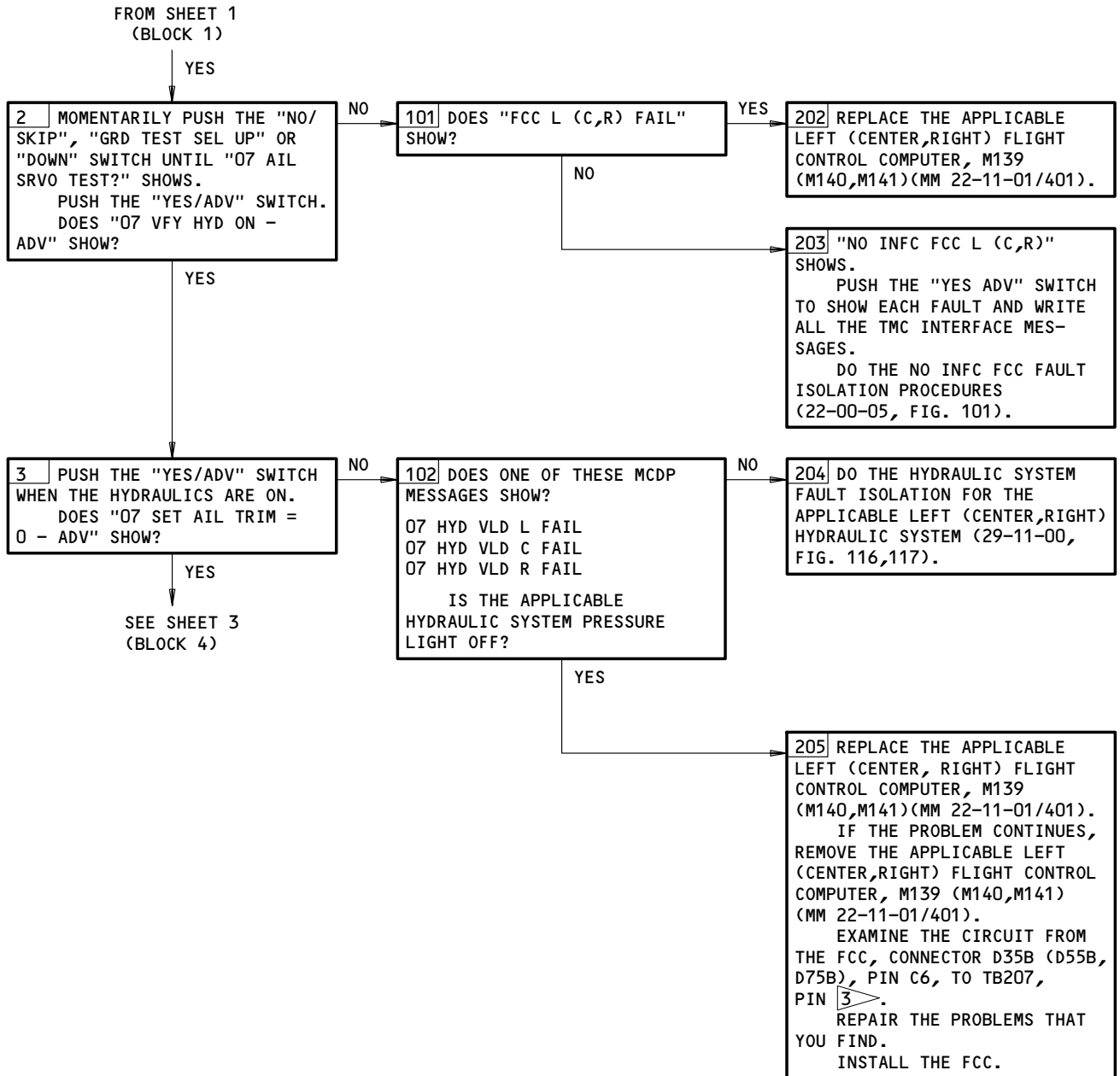
**MCDP GROUND TEST
07 - "SERVO AIL"**



MCDP Ground Test 07 - SERVO AIL
Figure 107 (Sheet 1)

EFFECTIVITY	ALL

22-00-03



3 GUI 001-114,116-999;
YA27 (Z105, YA24)
(WDM 22-41-11).

GUI 115;
Z28 (Z105, YA24)
(WDM 22-41-11).

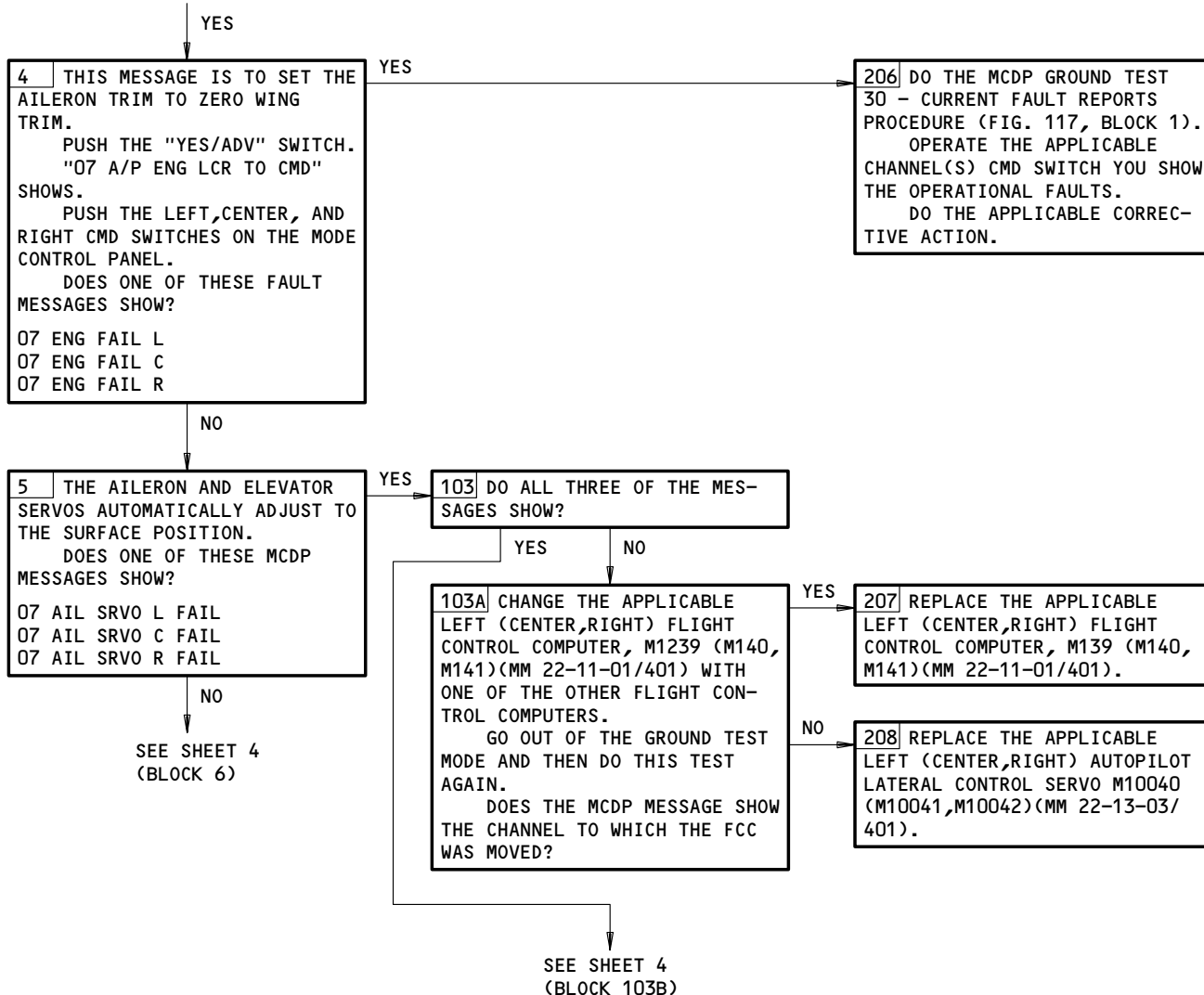
MCDP Ground Test 07 - SERVO AIL
Figure 107 (Sheet 2)

EFFECTIVITY

ALL

22-00-03

FROM SHEET 2
(BLOCK 3)

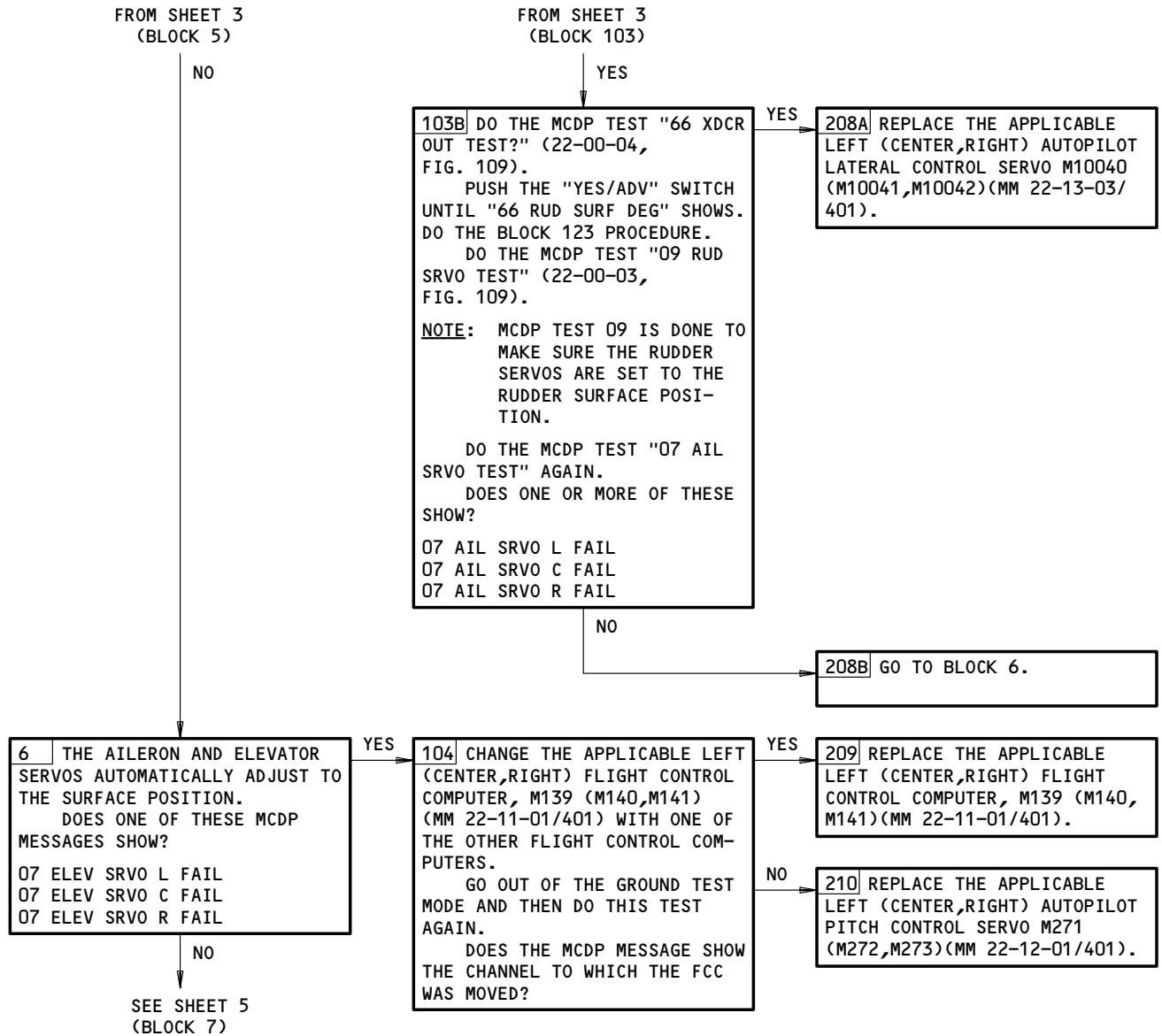


MCDP Ground Test 07 - SERVO AIL
Figure 107 (Sheet 3)

EFFECTIVITY	ALL
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22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL

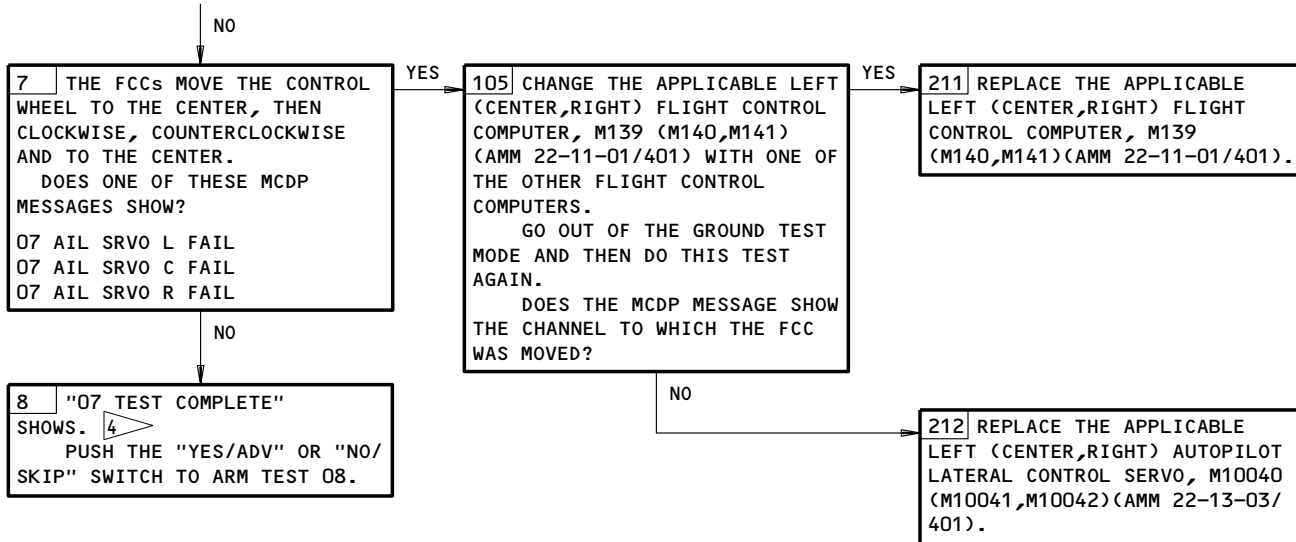


MCDP Ground Test 07 - SERVO AIL
Figure 107 (Sheet 4)

EFFECTIVITY	ALL
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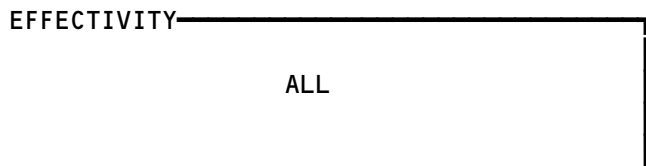
22-00-03

FROM SHEET 3
(BLOCK 6)



4 IF THIS TEST WAS DONE TO ISOLATE A PROBLEM, BUT THE TEST PASSED, REPEAT THE TEST ONLY FOR THE CHANNEL WITH A POSSIBLE FAILURE. OPEN THE APPLICABLE CIRCUIT BREAKERS (11E17, FLT CONT CMPTR PWR LEFT; 11E20, FLT CONT CMPTR PWR CENTER; OR 11E35, FLT CONT CMPTR PWR RIGHT) FOR THE TWO CHANNELS YOU WILL NOT DO THE TEST FOR.


MCDP Ground Test 07 - SERVO AIL
Figure 107 (Sheet 5)



22-00-03

PREREQUISITES

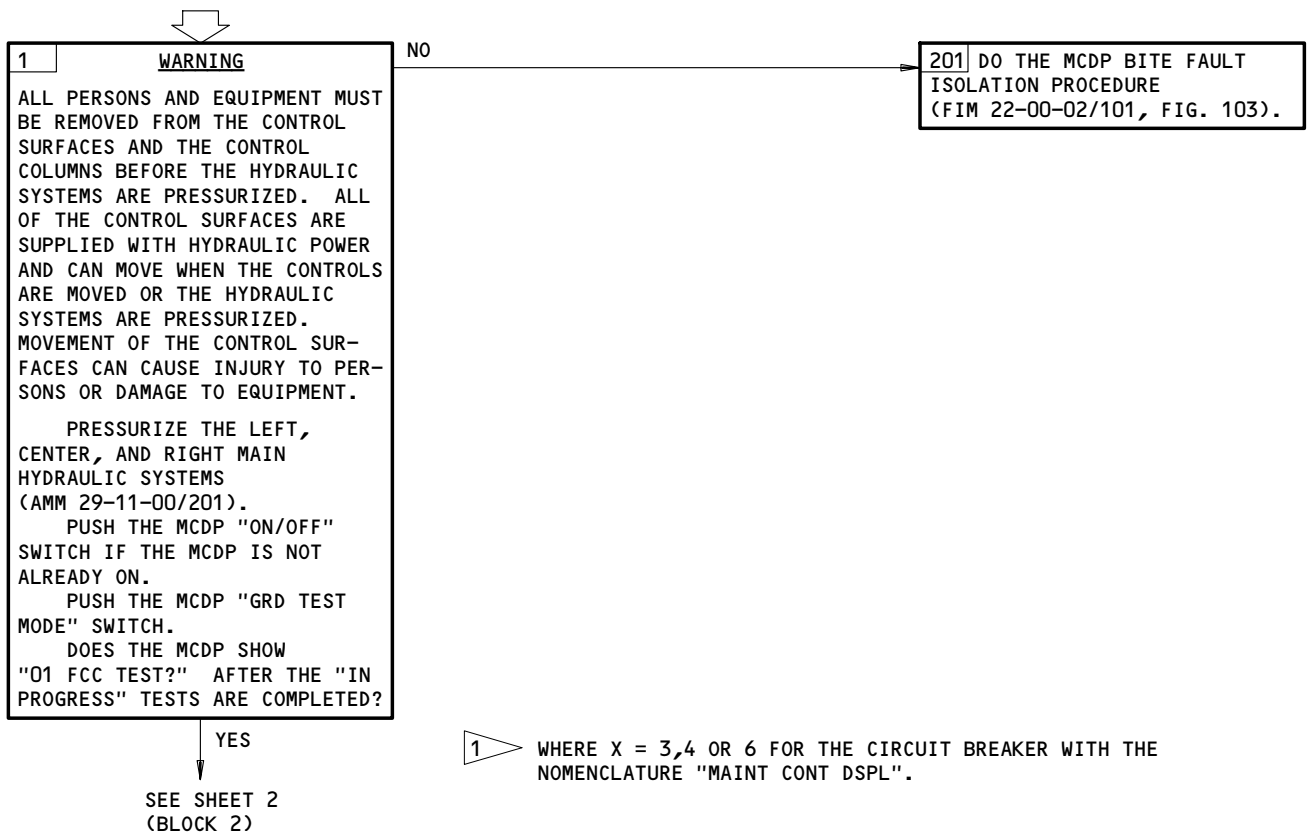
MAKE SURE THESE SYSTEMS WILL OPERATE:
 ELEVATOR POSITION INDICATING SYSTEM
 (AMM 27-38-00/501)
 HORIZONTAL STABILIZER TRIM CONTROL SYSTEM
 (AMM 27-41-00/501)
 STABILIZER TRIM POSITION INDICATING SYSTEM
 (AMM 27-48-00/501)
 HYDRAULIC POWER (AMM 29-11-00/201)
 ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
 (AMM 31-41-00/201)(WHEN YOU USE THE REMOTE MCDP
 CONTROL PANEL)
 AIR/GROUND RELAYS (AMM 32-09-02/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
 11A17,11A33,11E16,11E17,11E18,11E20,11E21,11E34,
 11E35,11E36;  11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 ELECTRICAL POWER IS ON (AMM 24-22-00/201)

**MCDP GROUND TEST
08 - "SERVO ELEV"**

NOTE: THE "XX IN PROGRESS" MESSAGE SHOWS WHEN THE
MCDP DOES AN AUTOMATIC TEST STEP.



MCDP Ground Test 08 - SERVO ELEV
Figure 108 (Sheet 1)

EFFECTIVITY

ALL

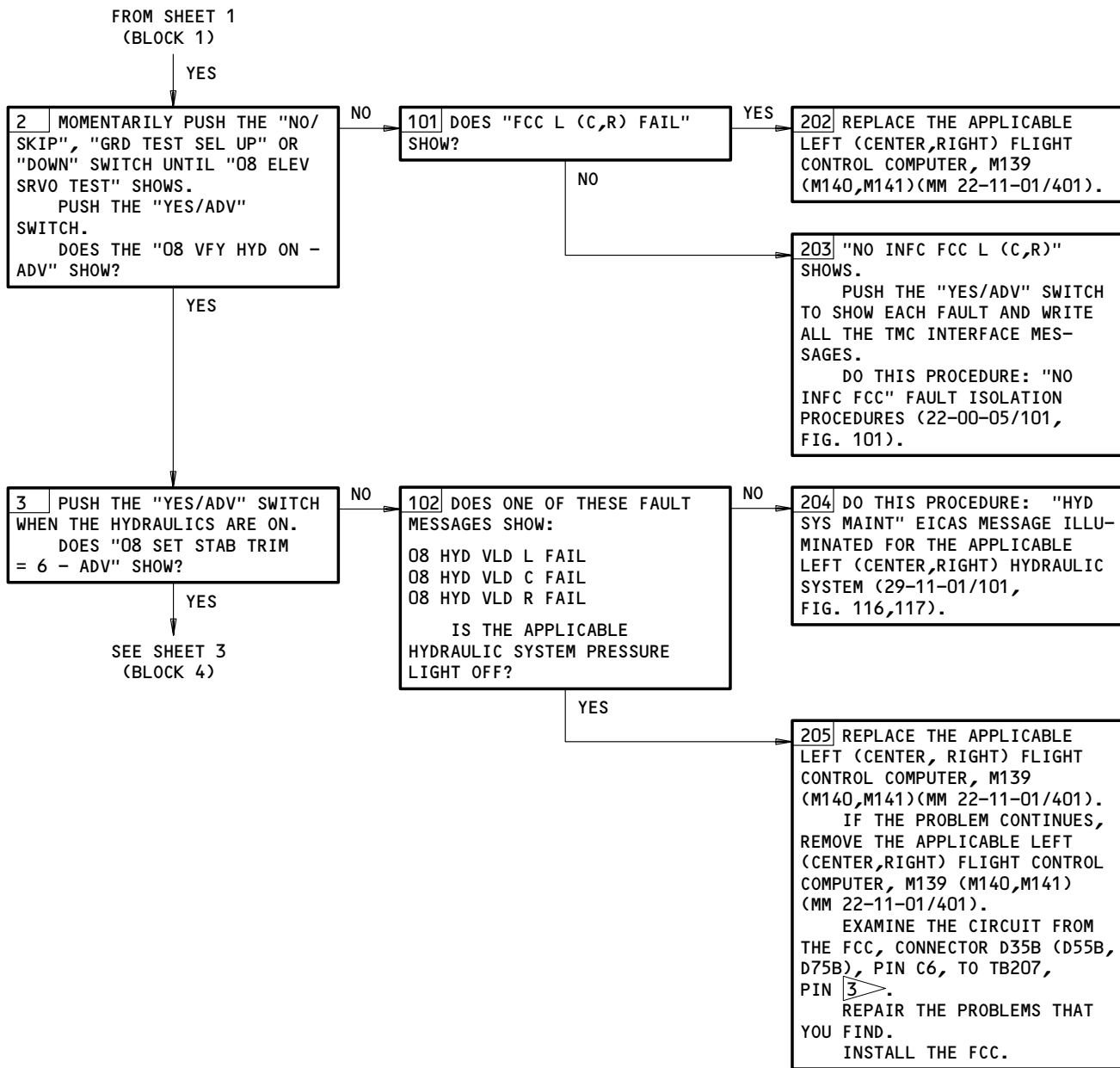
22-00-03

09

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832844

BOEING
757
FAULT ISOLATION/MAINT MANUAL



3 GUI 001-114,116-999;
YA27 (Z105,YA24)
(WDM 22-41-11).

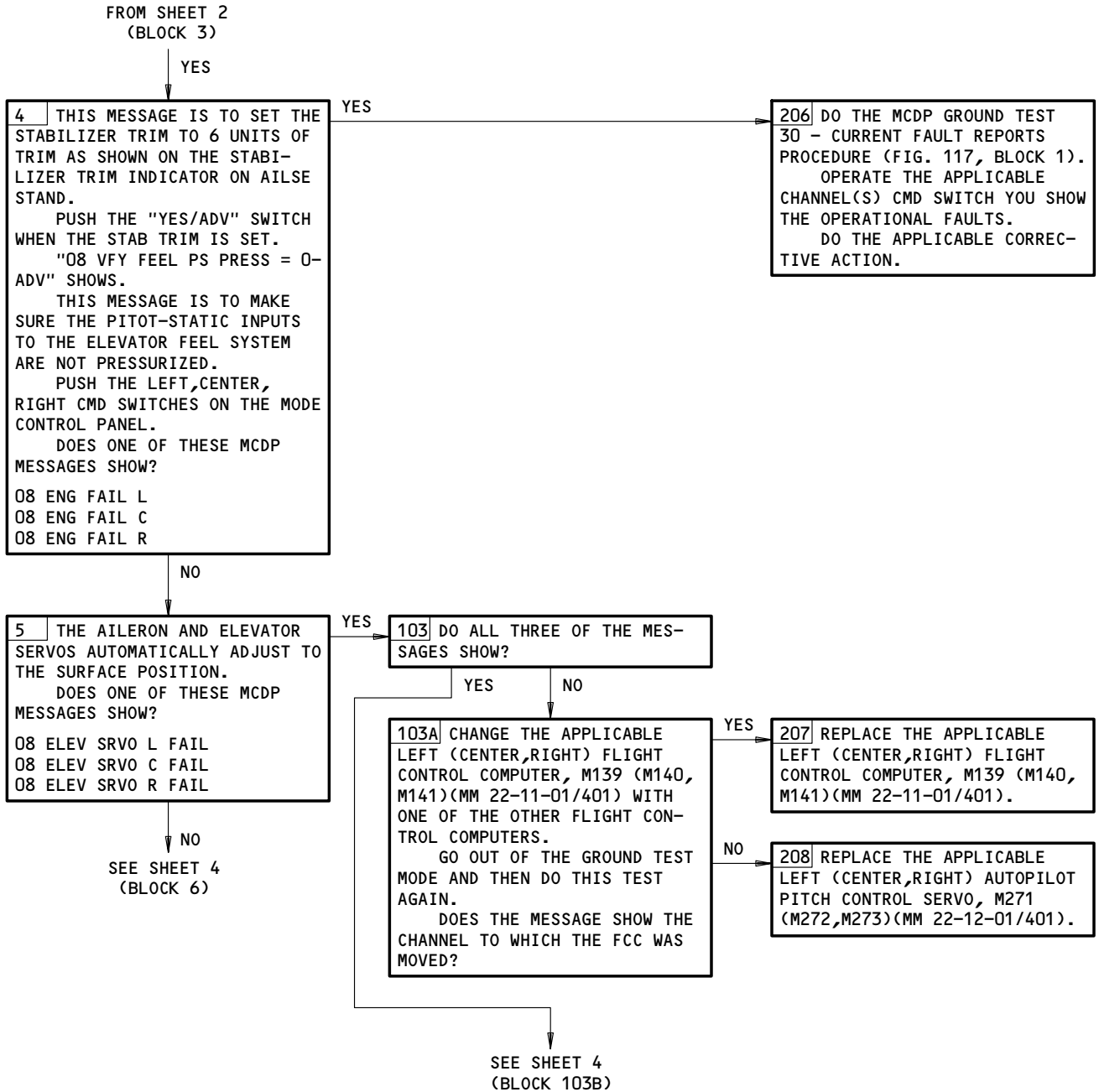
GUI 115;
Z28 (Z105,YA24)
(WDM 22-41-11).

MCDP Ground Test 08 - SERVO ELEV
Figure 108 (Sheet 2)

EFFECTIVITY

ALL

22-00-03

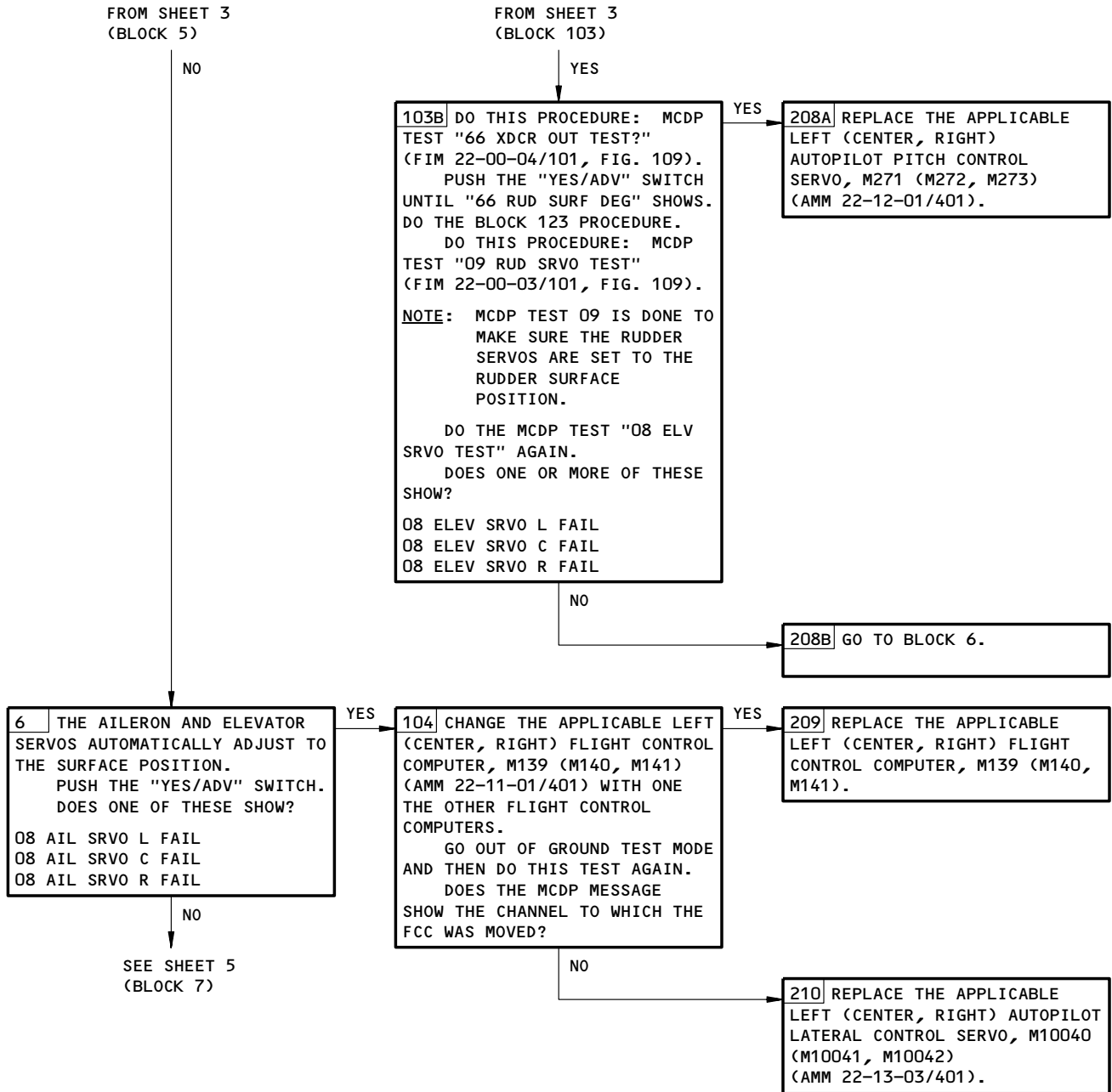


MCDP Ground Test 08 - SERVO ELEV
Figure 108 (Sheet 3)

EFFECTIVITY	ALL
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22-00-03

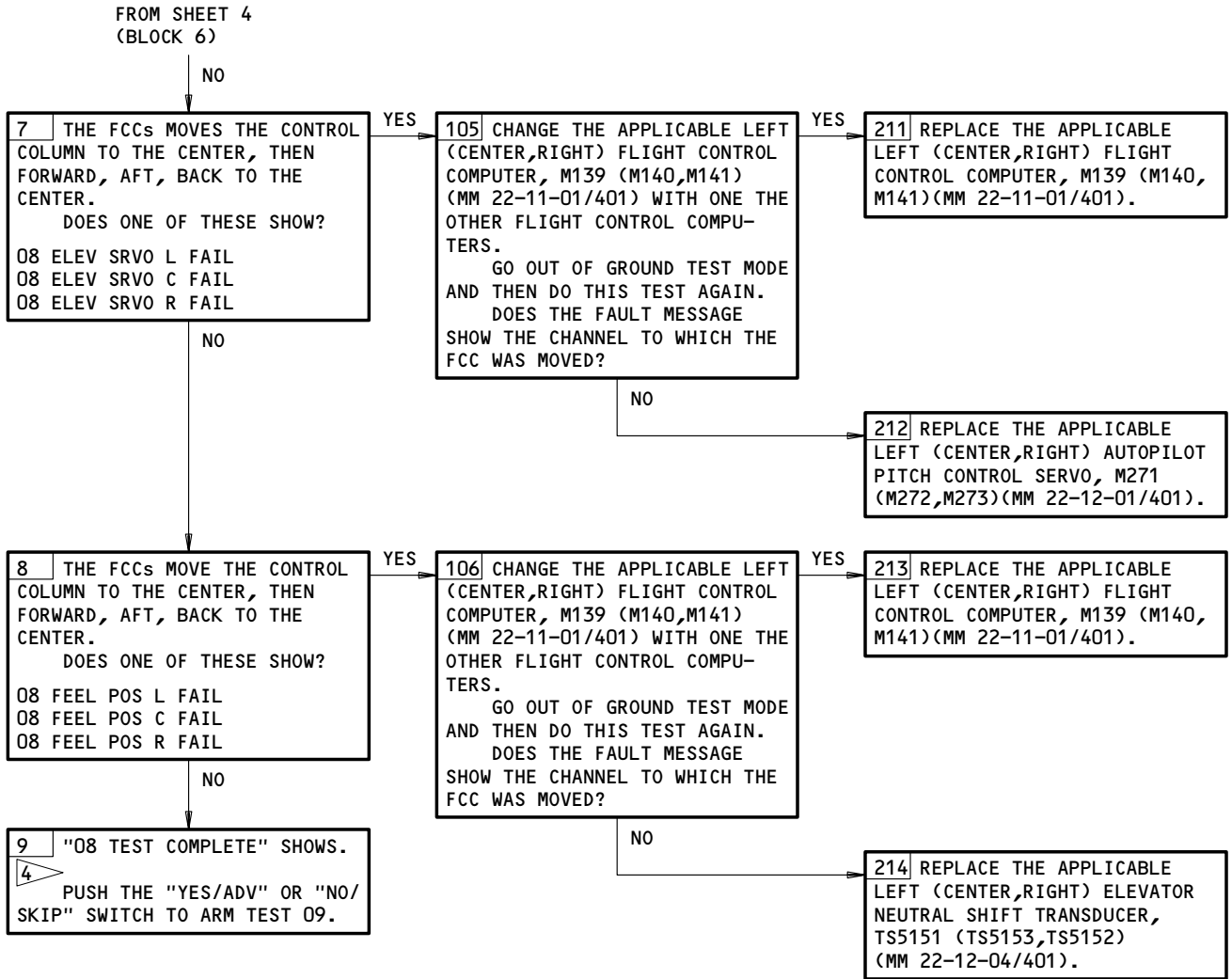
BOEING
757
FAULT ISOLATION/MAINT MANUAL



MCDP Ground Test 08 - SERVO ELEV
Figure 108 (Sheet 4)

EFFECTIVITY	ALL
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22-00-03



4 IF THIS TEST WAS DONE TO ISOLATE A PROBLEM, BUT THE TEST PASSED, REPEAT THE TEST ONLY FOR THE CHANNEL WITH A POSSIBLE FAILURE. OPEN THE APPLICABLE CIRCUIT BREAKERS (11E17, FLT CONT CMPTR PWR LEFT; 11E20, FLT CONT CMPTR PWR CENTER; OR 11E35, FLT CONT CMPTR PWR RIGHT) FOR THE TWO CHANNELS YOU WILL NOT DO THE TEST FOR.

MCDP Ground Test 08 - SERVO ELEV
Figure 108 (Sheet 5)

EFFECTIVITY

ALL

22-00-03

PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:

RUDDER AND RUDDER TRIM CONTROL SYSTEM
(AMM 27-21-00/501)


RUDDER POSITION INDICATING SYSTEM (AMM 27-28-00/
501)

HYDRAULIC POWER (AMM 29-11-00/201)

ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
(AMM 31-41-00/201)(WHEN YOU USE THE REMOTE MCDP
CONTROL PANEL)

AIR/GROUND RELAYS (AMM 32-09-02/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:


11A17,11A33,11E16,11E17,11E18,11E20,11E21,11E34,
11E35,11E36;  11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:

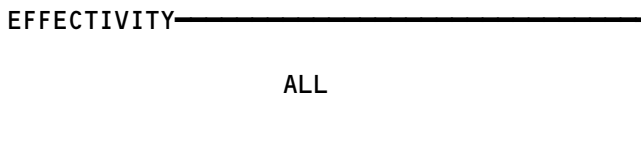
ELECTRICAL POWER IS ON (AMM 24-22-00/201)

INSTALL NOSE GEAR STEERING VALVE LOCKPIN
(AMM 09-11-00/201)

NOTE: THE "XX IN PROGRESS" MESSAGE SHOWS WHEN THE
MCDP DOES AN AUTOMATIC TEST STEP.

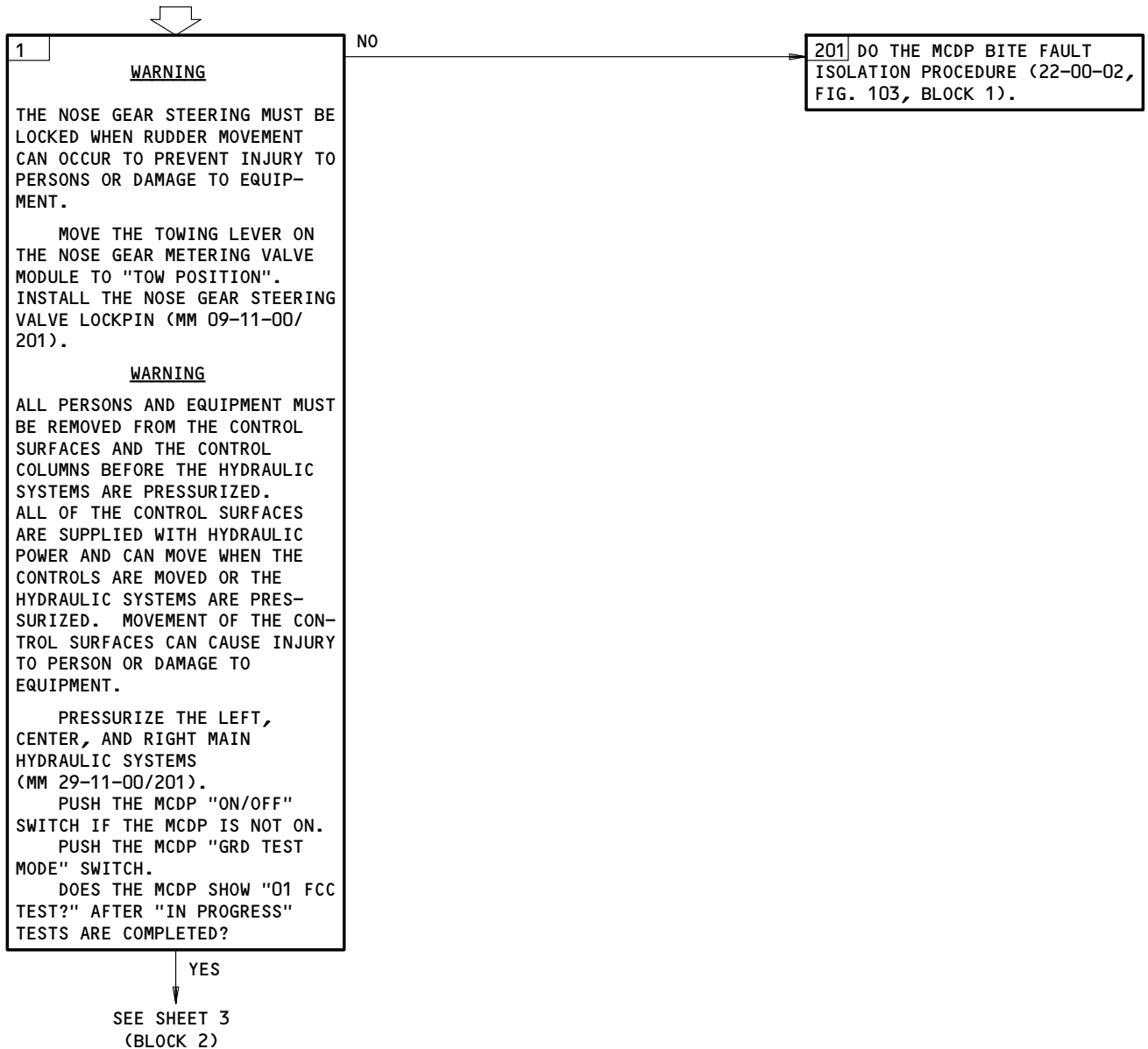
 WHERE X = 3,4 OR 6 FOR THE CIRCUIT
BREAKER WITH THE NOMENCLATURE
"MAINT CONT DSPL".

MCDP Ground Test 09 - SERVO RUD
Figure 109 (Sheet 1)

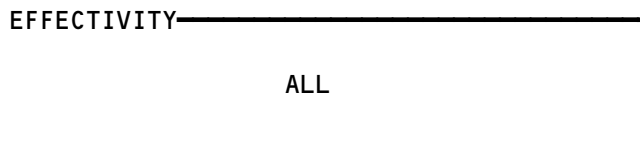


22-00-03

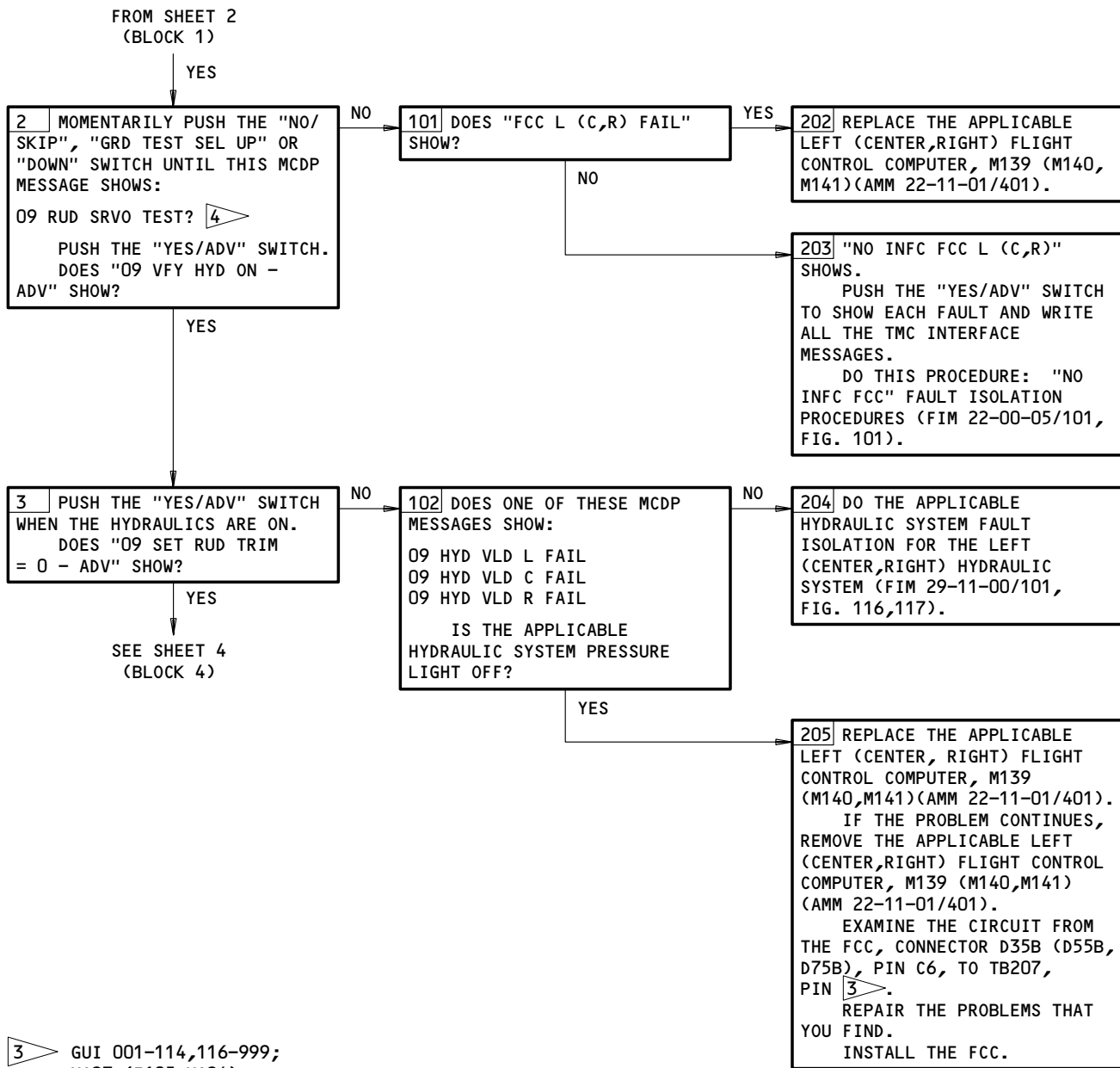
**MCDP GROUND TEST
09 - "SERVO RUD"**



MCDP Ground Test 09 - SERVO RUD
Figure 109 (Sheet 2)



22-00-03



3 GUI 001-114,116-999;
YA27 (Z105, YA24)
(WDM 22-41-11)

GUI 115;
Z28 (Z105, YA24)
(WDM 22-41-11)

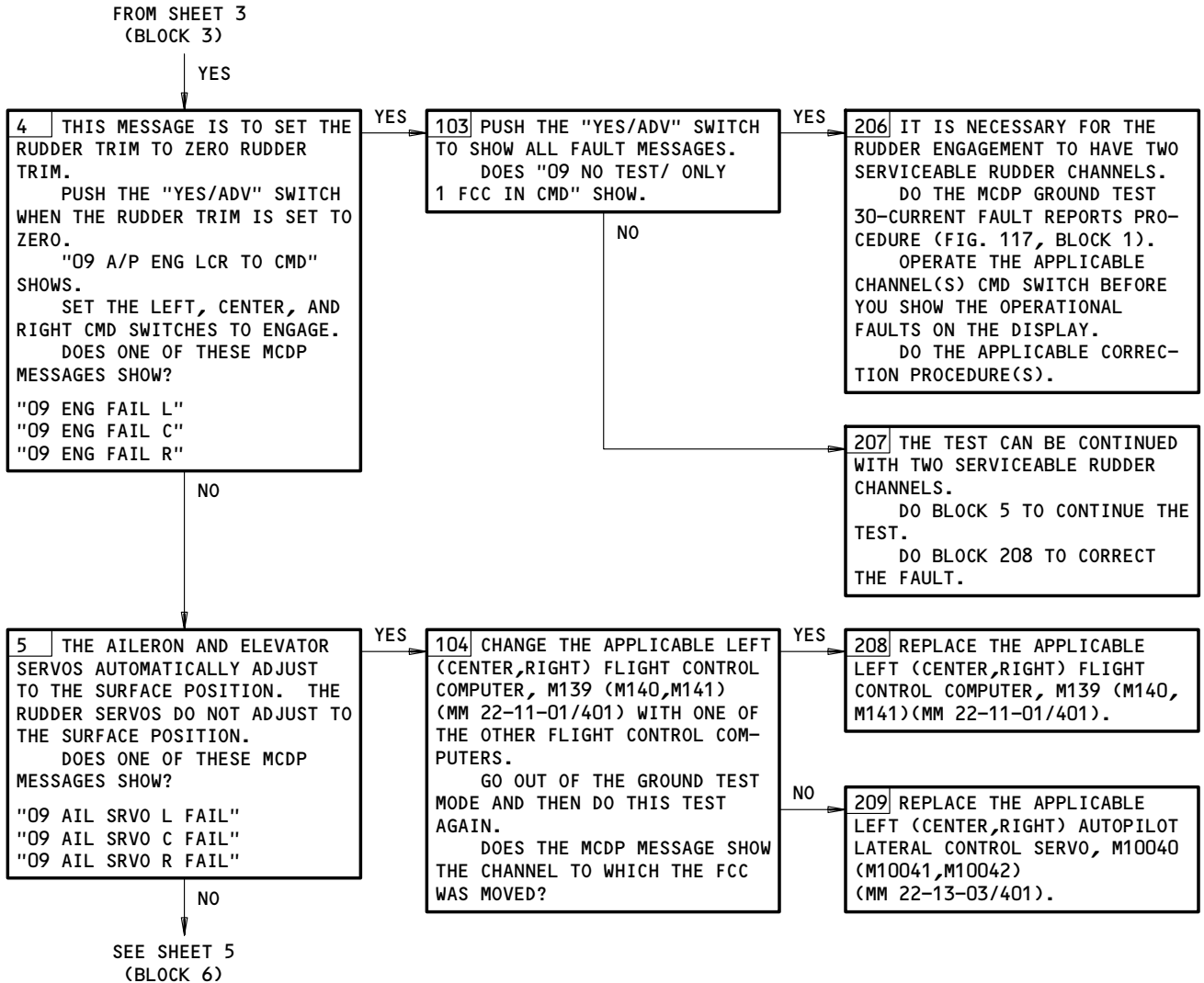
4 AIRPLANES WITH -133 FCCs AND OPTION GROUP 1 WITH A VALUE OF 6;
IF THE RUD SERVO X FAIL (X = L,C,R) MESSAGE SHOWS INTERMITTENTLY
WHEN YOU DO THIS GROUND TEST, IGNORE THIS MESSAGE UNLESS THE
RUD SERVO X FAIL (X = L,C,R) MESSAGE IS SHOWN IN THE LAST FLIGHT
FAULTS OR PREVIOUS FLIGHT FAULTS WITH THE DIAGNOSTIC CODE 206.

MCDP Ground Test 09 - SERVO RUD
Figure 109 (Sheet 3)

EFFECTIVITY	ALL
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22-00-03

A73791

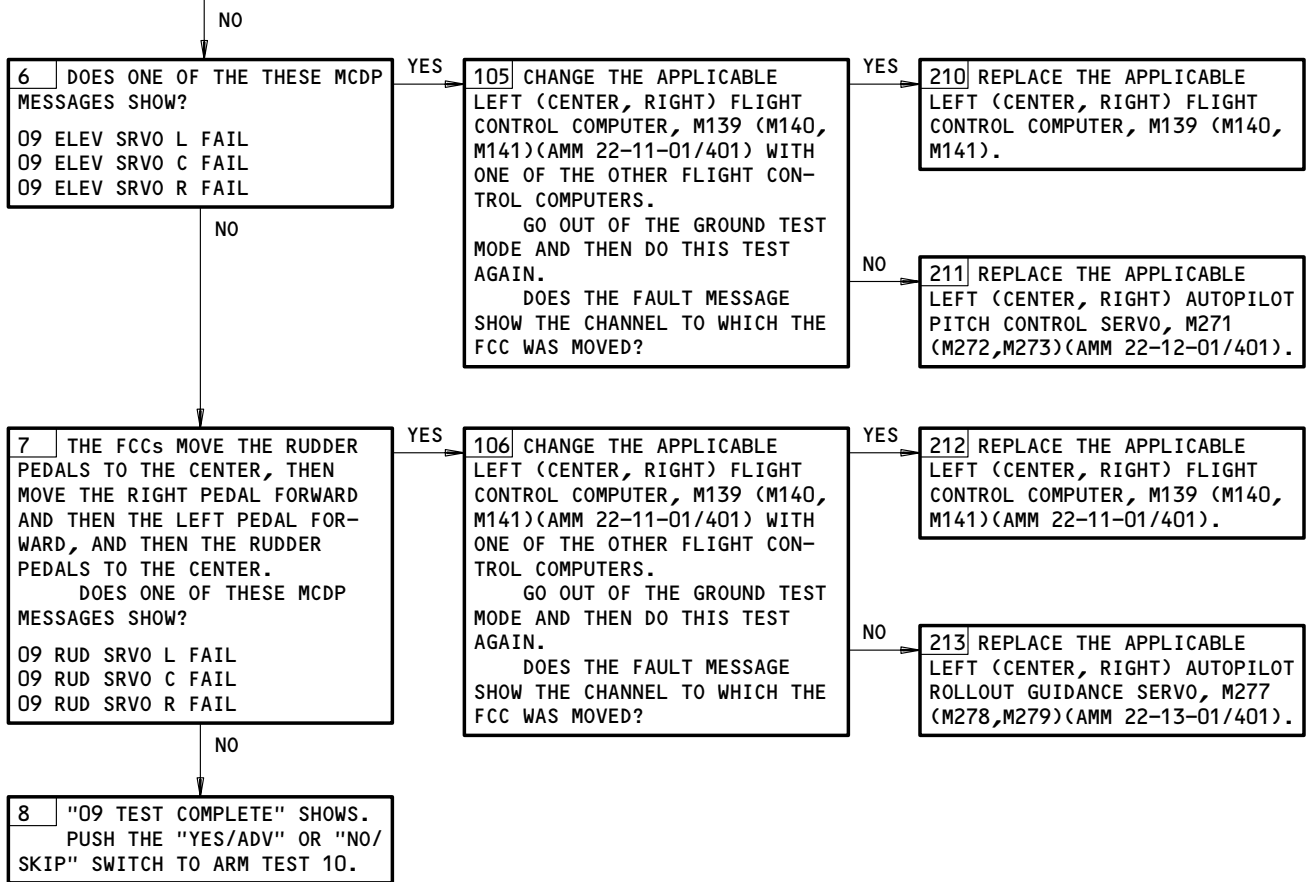


MCDP Ground Test 09 - SERVO RUD
Figure 109 (Sheet 4)

EFFECTIVITY	ALL
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22-00-03

FROM SHEET 4
(BLOCK 5)



MCDP Ground Test 09 - SERVO RUD
Figure 109 (Sheet 5)

EFFECTIVITY

ALL

22-00-03

PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:
ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
(AMM 31-41-00/201)(WHEN YOU USE THE REMOTE MCDP
CONTROL PANEL)
AIR/GROUND RELAYS (AMM 32-09-02/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11A17,11E16,11E34,11F14,11F15,11F16; 1▷11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)

WARNING: MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILERS/SPEEDBRAKES. IT IS NECESSARY TO MOVE THE THRUST LEVERS DURING THIS TEST WHICH CAN CAUSE SPEEDBRAKE MOVEMENT IF HYDRAULIC POWER IS ON. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

MAKE SURE THE ENGINES ARE NOT IN OPERATION. THIS TEST INCLUDES AUTOMATIC MOVEMENT OF THE THRUST LEVERS WHICH CAN CAUSE AIRPLANE MOVEMENT IF THE ENGINES ARE IN OPERATION. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

NOTE: THE "XX IN PROGRES" MESSAGE SHOWS WHEN THE MCDP DOES AN AUTOMATIC TEST STEP.

NOTE: IF THIS TEST FAILS, OPERATE THE ENGINES FOR 5 MINUTES OR MORE THEN REPEAT THIS TEST WITHIN 5 MINUTES AFTER ENGINE OPERATION.

**MCDP GROUND TEST
10 - "SERVO A/T"**



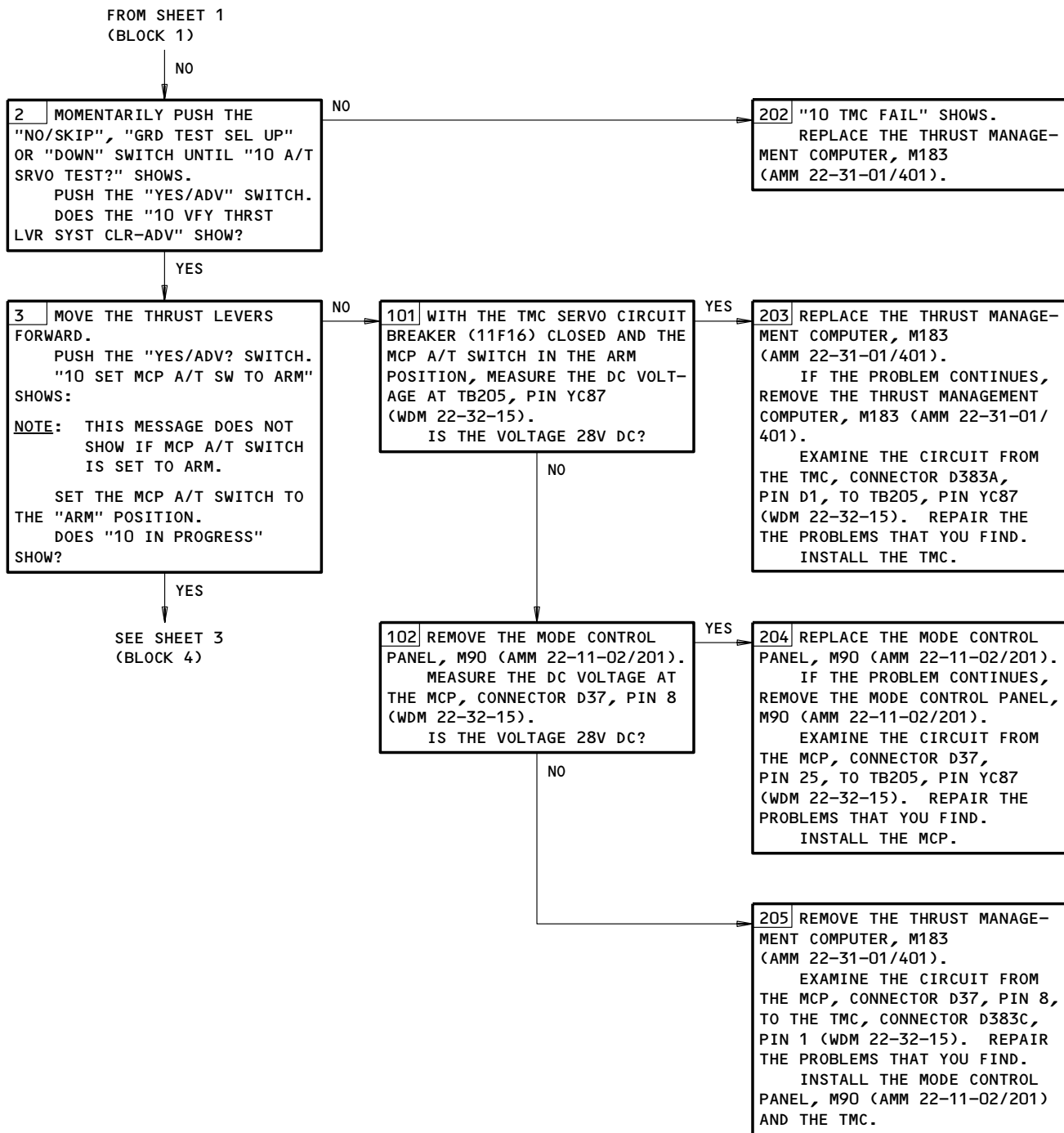
1 ▷ WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

MCDP Ground Test 10 - SERVO A/T
Figure 110 (Sheet 1)

EFFECTIVITY	ALL
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22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL



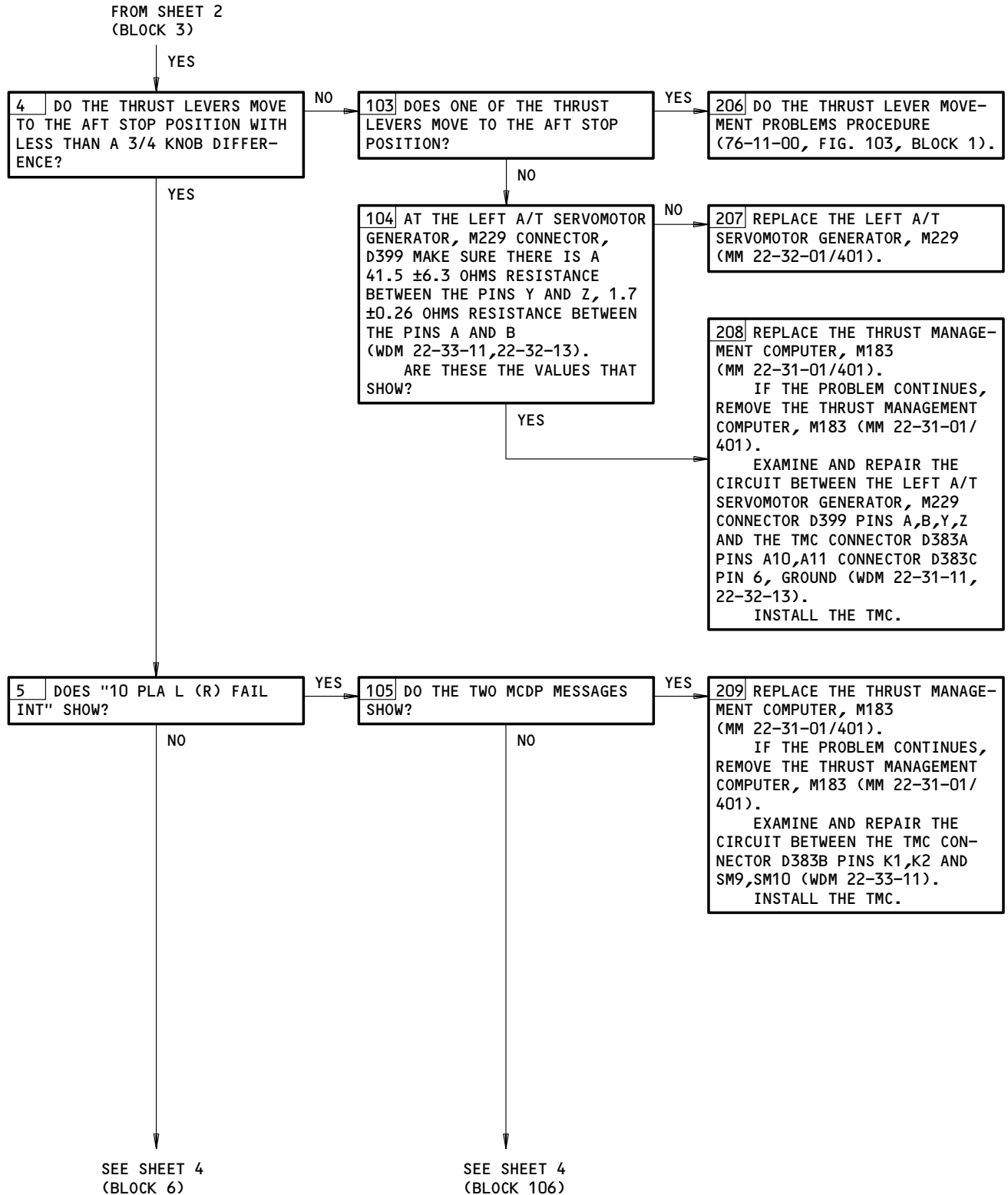
MCDP Ground Test 10 - SERVO A/T
Figure 110 (Sheet 2)

EFFECTIVITY

ALL

22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL



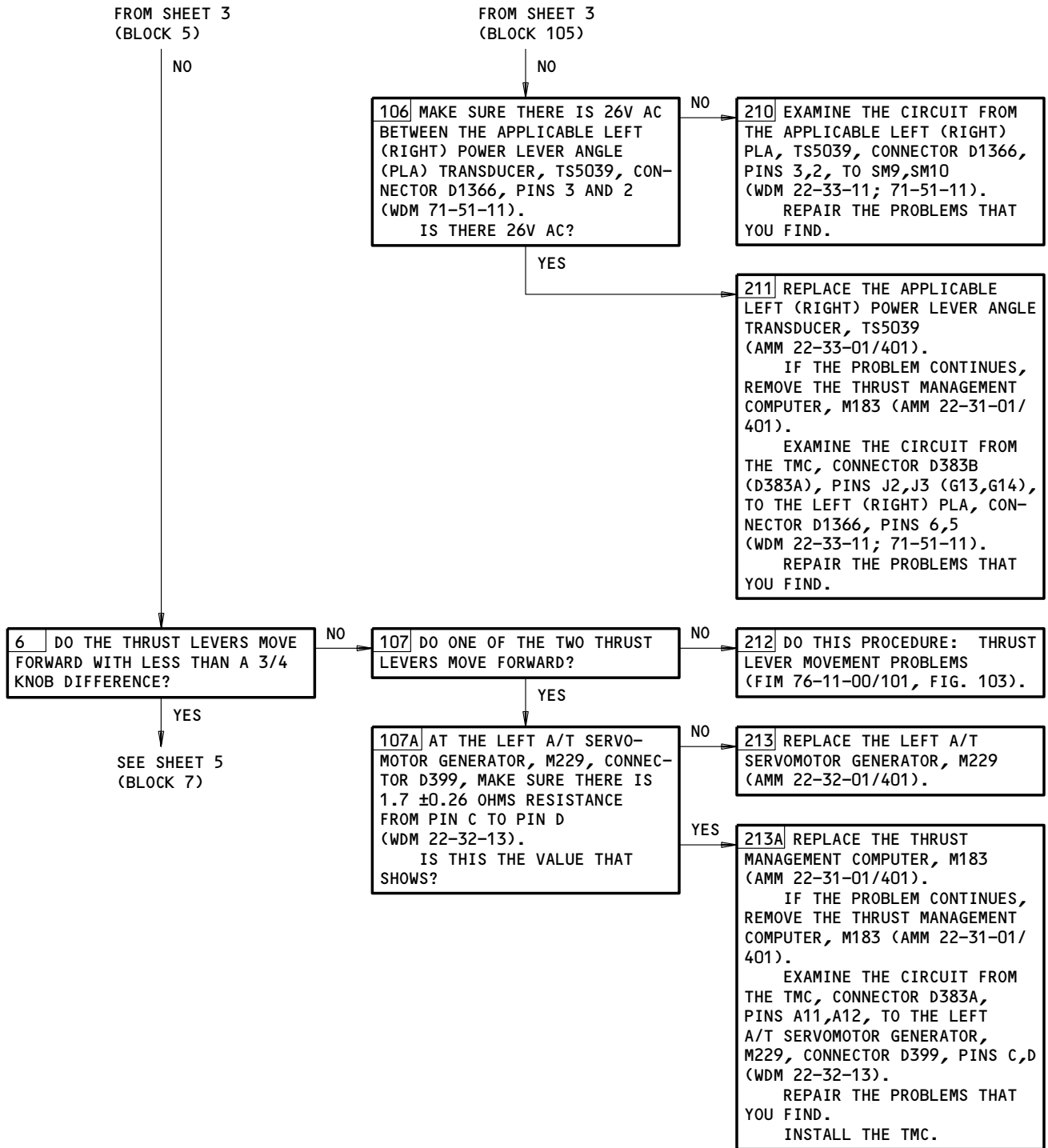
MCDP Ground Test 10 - SERVO A/T
Figure 110 (Sheet 3)

EFFECTIVITY

ALL

22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL

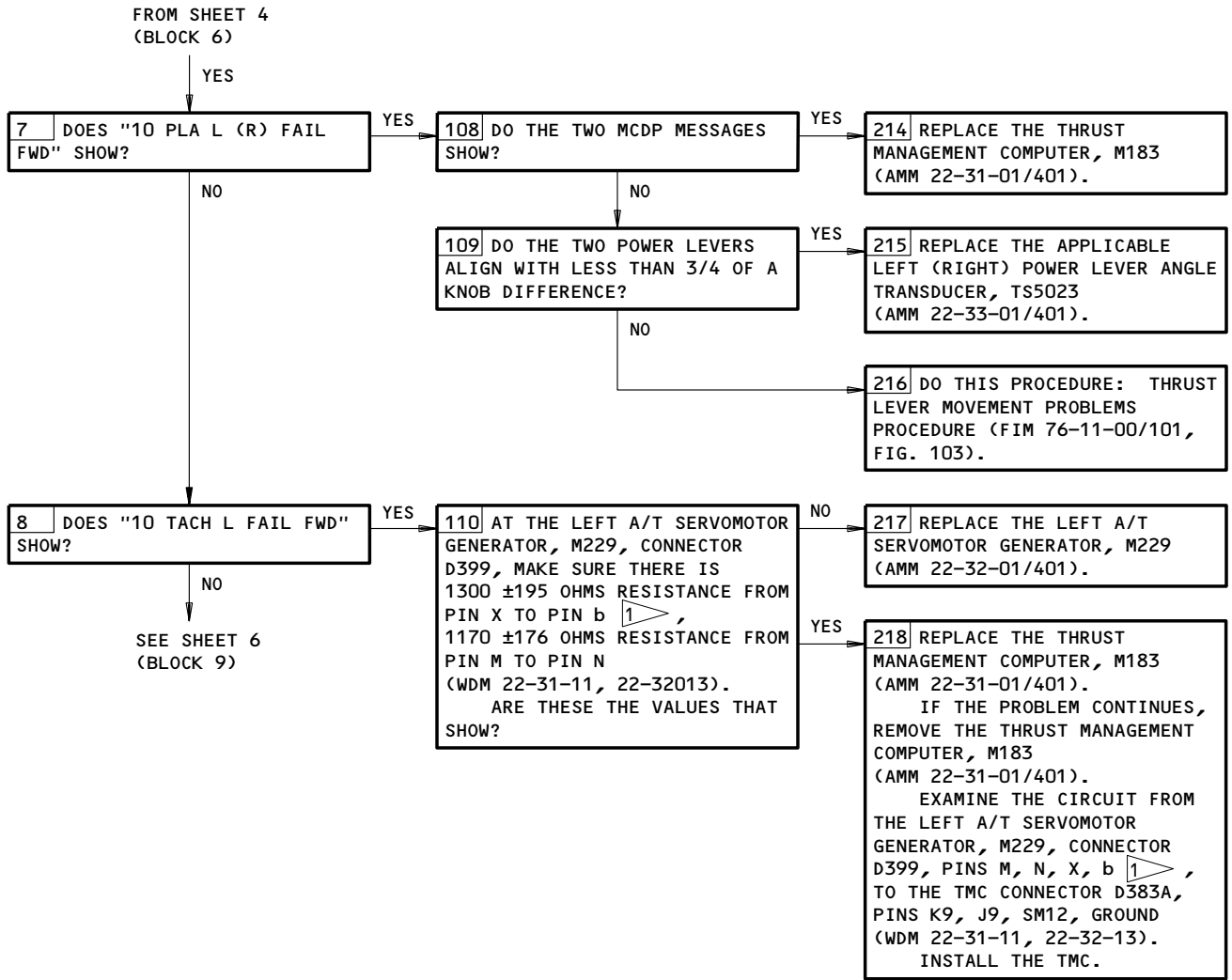


MCDP Ground Test 10 - SERVO A/T
Figure 110 (Sheet 4)

EFFECTIVITY _____
ALL

22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL



 ON WIRING DIAGRAMS "b" SHOWS AS "B--"

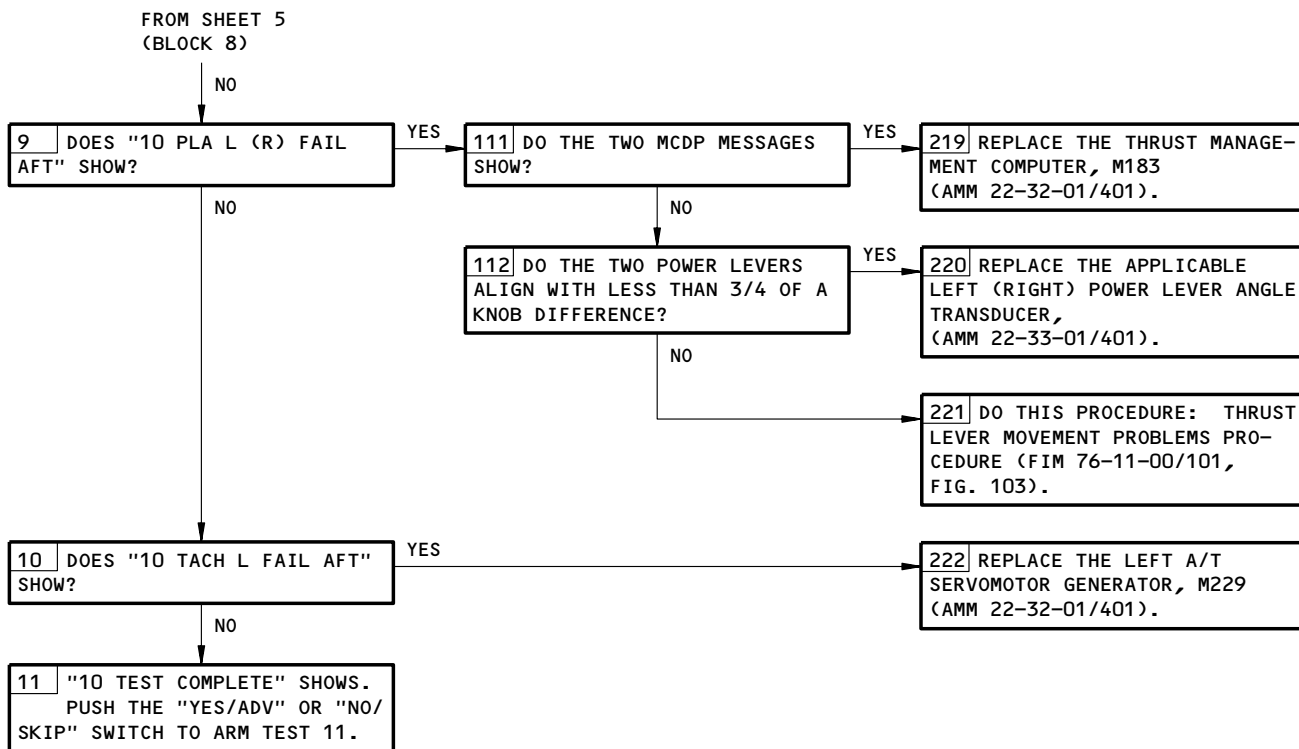
MCDP Ground Test 10 - SERVO A/T
Figure 110 (Sheet 5)

EFFECTIVITY

ALL

22-00-03


BOEING
 757
 FAULT ISOLATION/MAINT MANUAL



MCDP Ground Test 10 - SERVO A/T
Figure 110 (Sheet 6)

EFFECTIVITY

ALL

22-00-03

PREREQUISITES

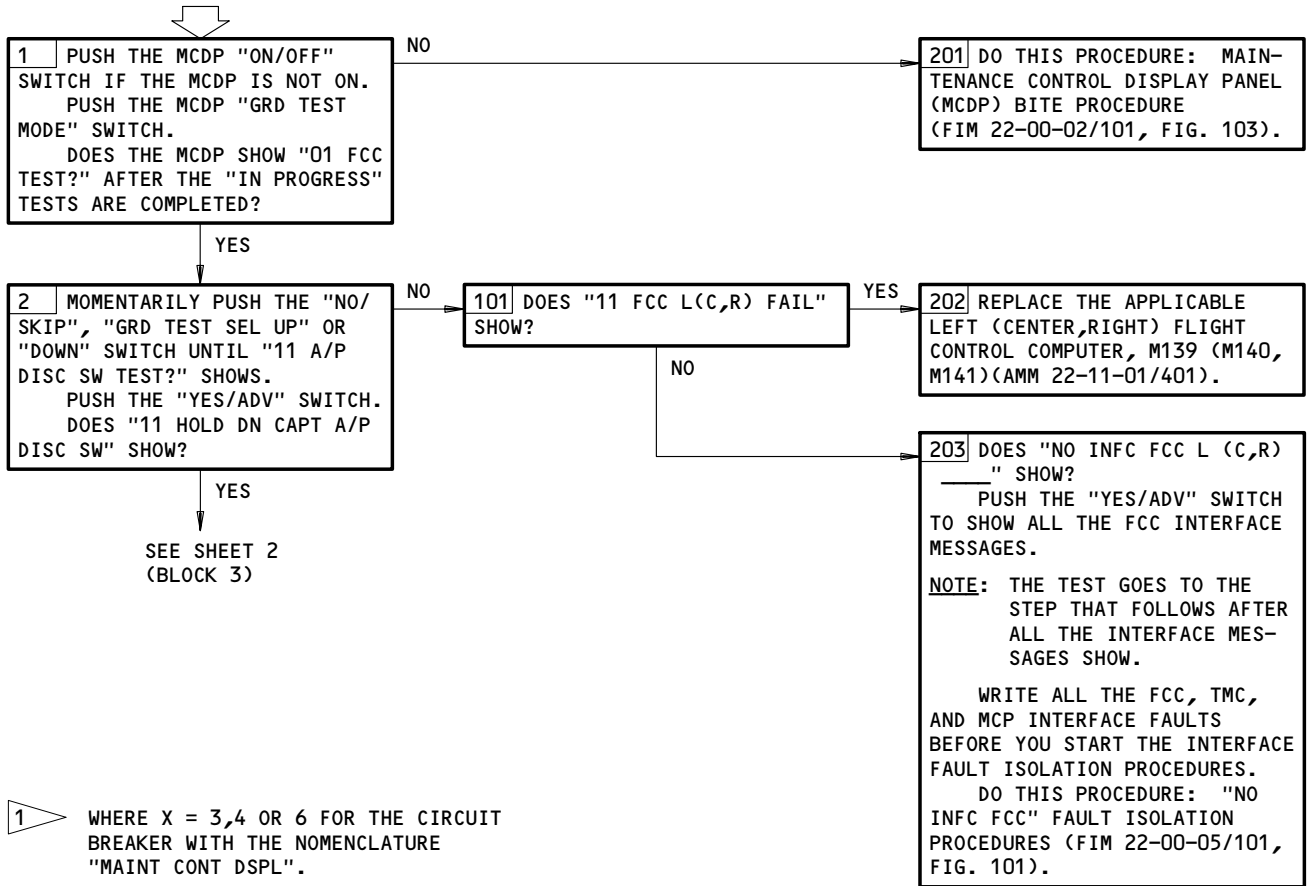
MAKE SURE THESE SYSTEMS WILL OPERATE:
ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
(AMM 31-41-00/201)(WHEN YOU USE THE REMOTE MCDP CONTROL PANEL)
AIR/GROUND RELAYS (AMM 32-09-02/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11A17,11E16,11E17,11E18,11E20,11E21,11E34,11E35, 11E36; 1 ▷ 11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 22-24-00/201)

**MCDP GROUND TEST
11 - "A/P DISC SW"**

NOTE: THE "XX IN PROGRESS" MESSAGE SHOWS WHEN THE MCDP DOES AN AUTOMATIC TEST STEP.



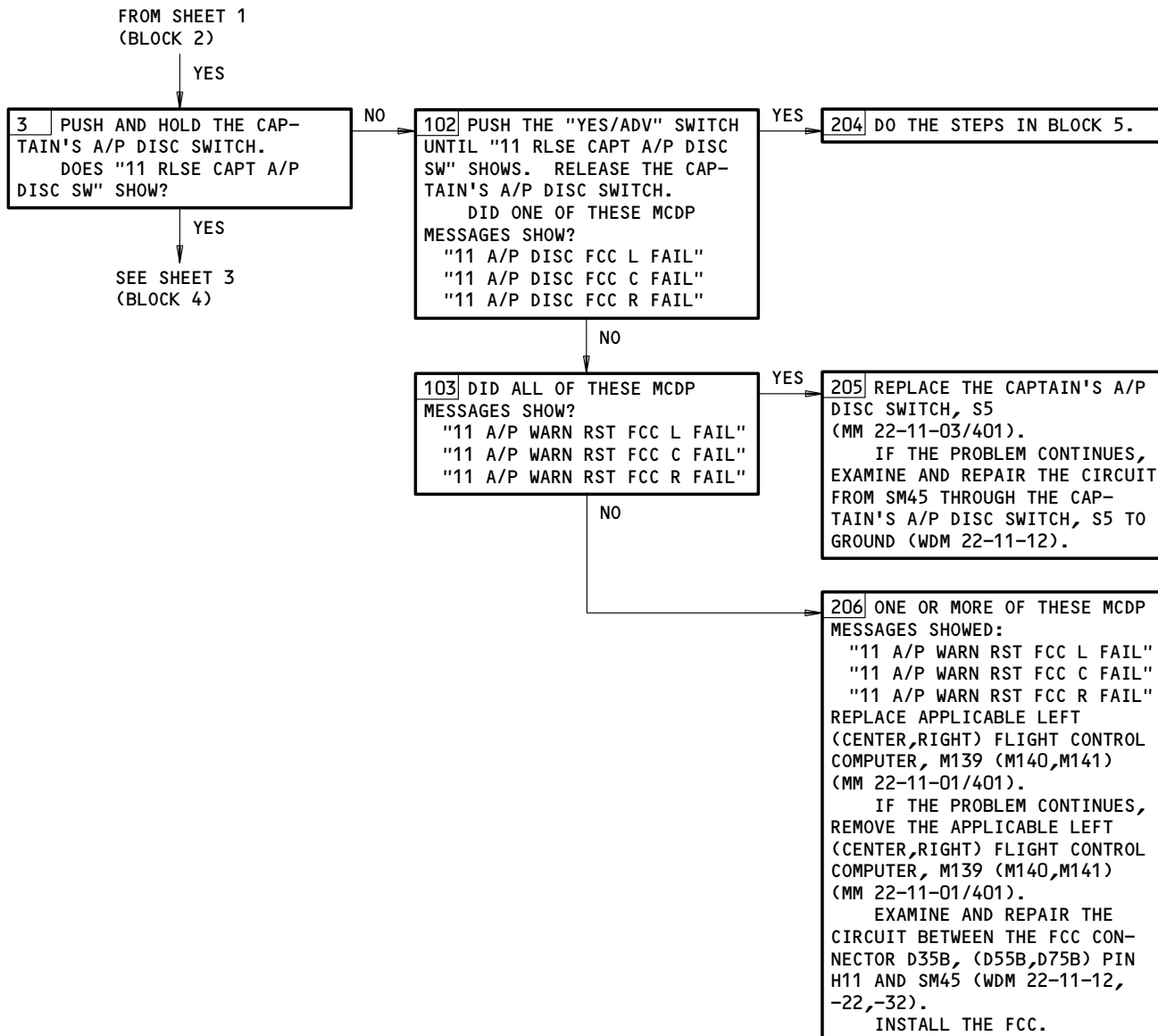
1 ▷ WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

MCDP Ground Test 11 - A/P DISC SW
Figure 111 (Sheet 1)

EFFECTIVITY	ALL
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22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL



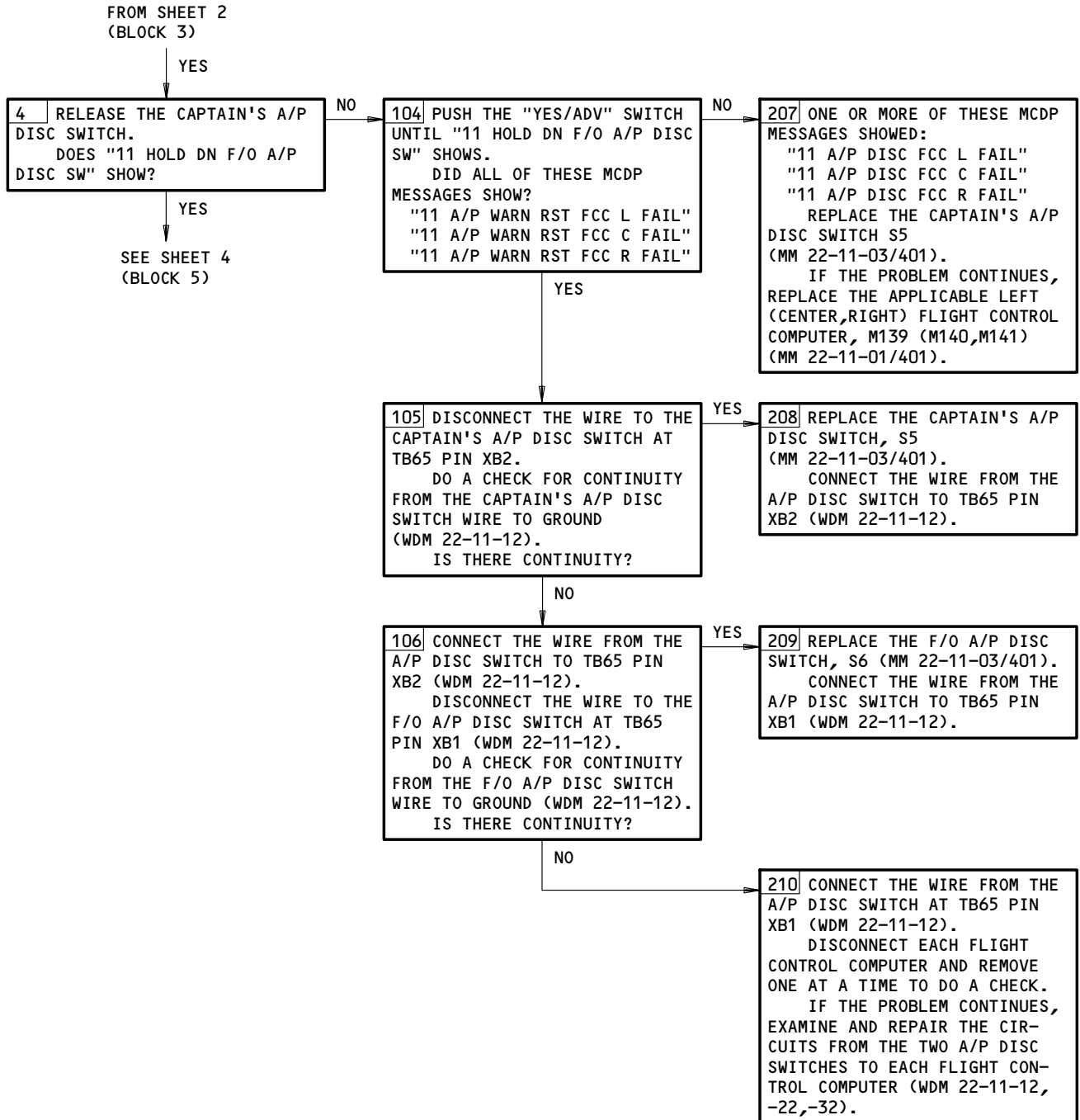
MCDP Ground Test 11 - SW A/P DISC
Figure 111 (Sheet 2)

EFFECTIVITY

ALL

22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL



MCDP Ground Test 11 - SW A/P DISC
Figure 111 (Sheet 3)

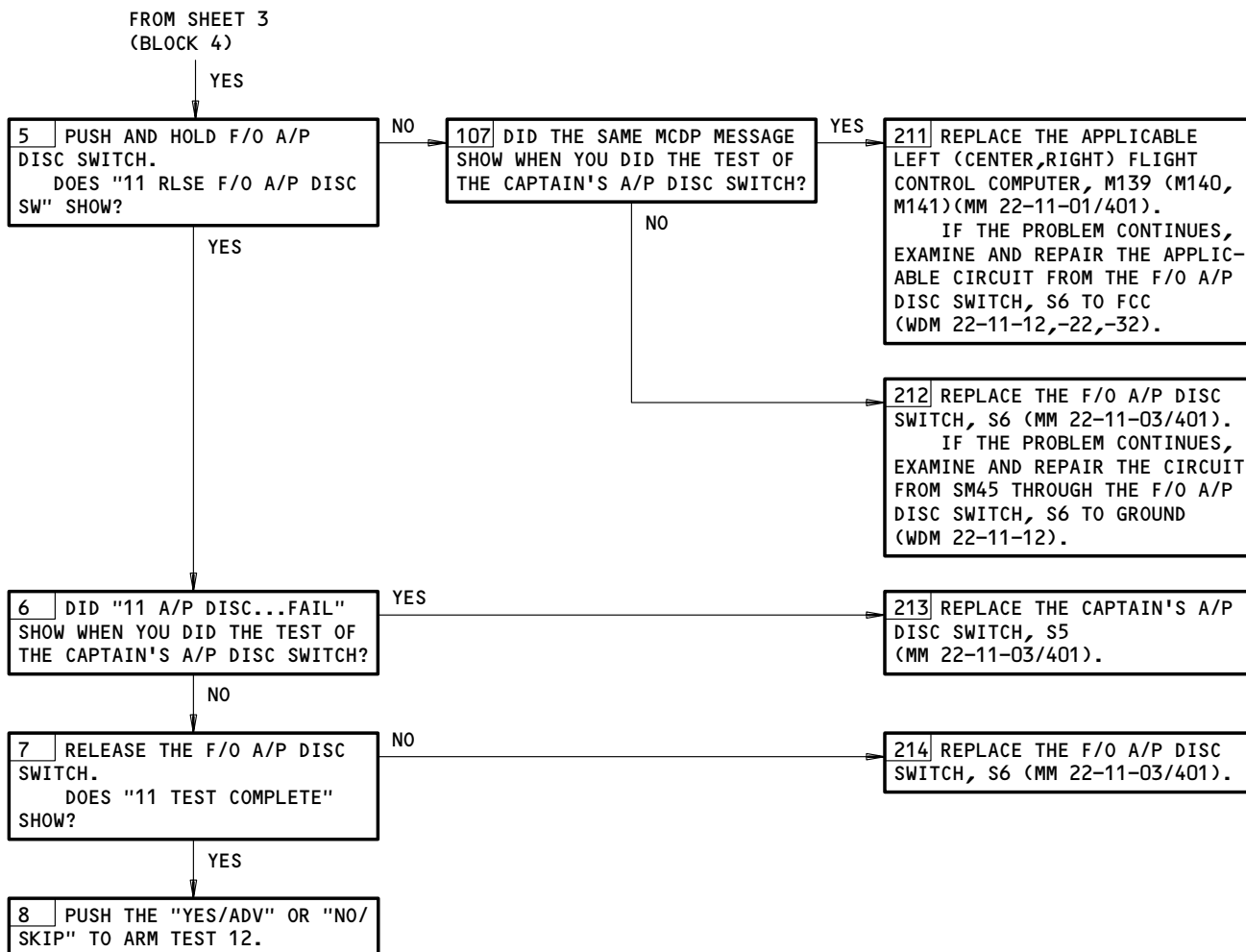
EFFECTIVITY

ALL

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MCDP Ground Test 11 - SW A/P DISC
Figure 111 (Sheet 4)

EFFECTIVITY	ALL
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22-00-03

PREREQUISITES

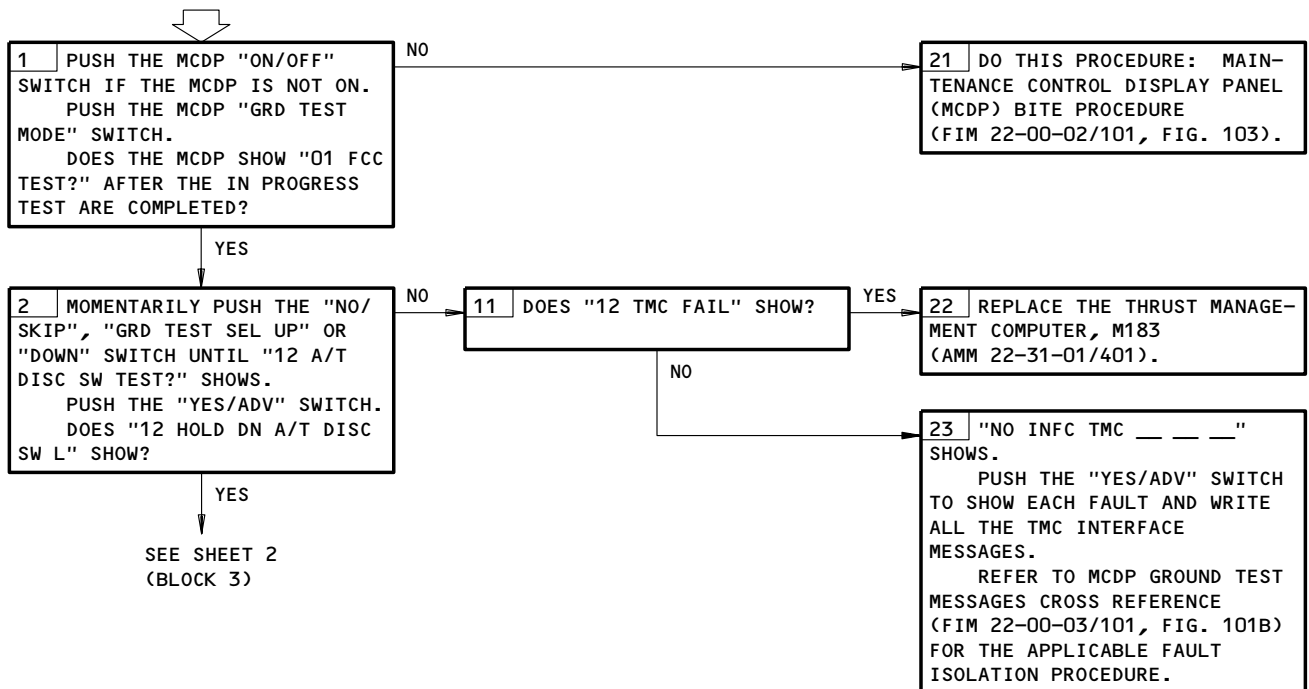
MAKE SURE THESE SYSTEMS WILL OPERATE:
ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
(AMM 31-41-00/201)(WHEN YOU USE THE REMOTE MCDP CONTROL PANEL)
AIR/GROUND RELAYS (AMM 32-09-02/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11F14,11F15,11F16; 1 11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)

**MCDP GROUND TEST
12 - "SW A/T DISC"**

NOTE: THE "XX IN PROGRESS" MESSAGE SHOWS WHEN THE MCDP DOES AN AUTOMATIC TEST STEP.



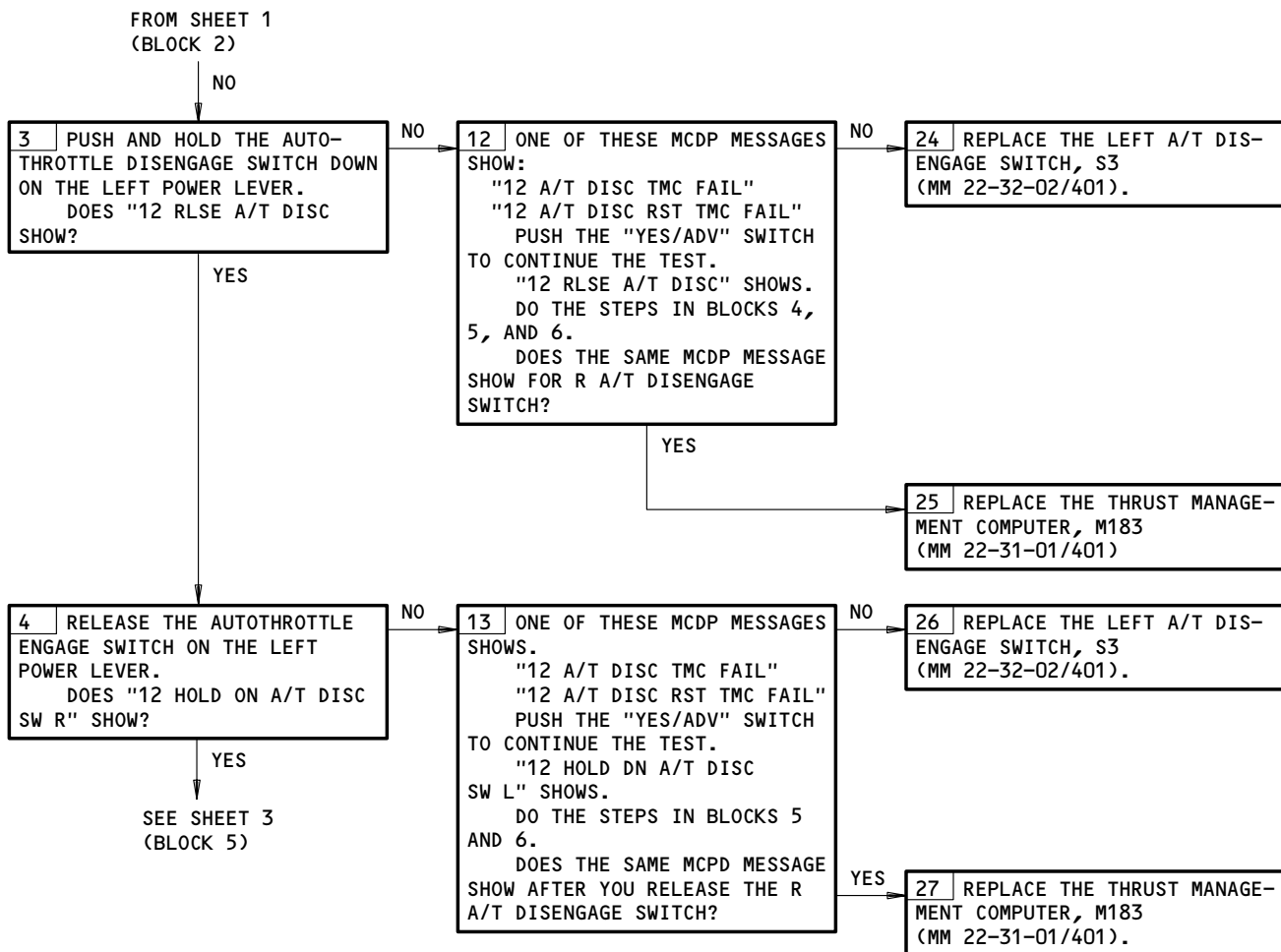
1 WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

MCDP Ground Test 12 - SW A/T DISC
Figure 112 (Sheet 1)

EFFECTIVITY

ALL

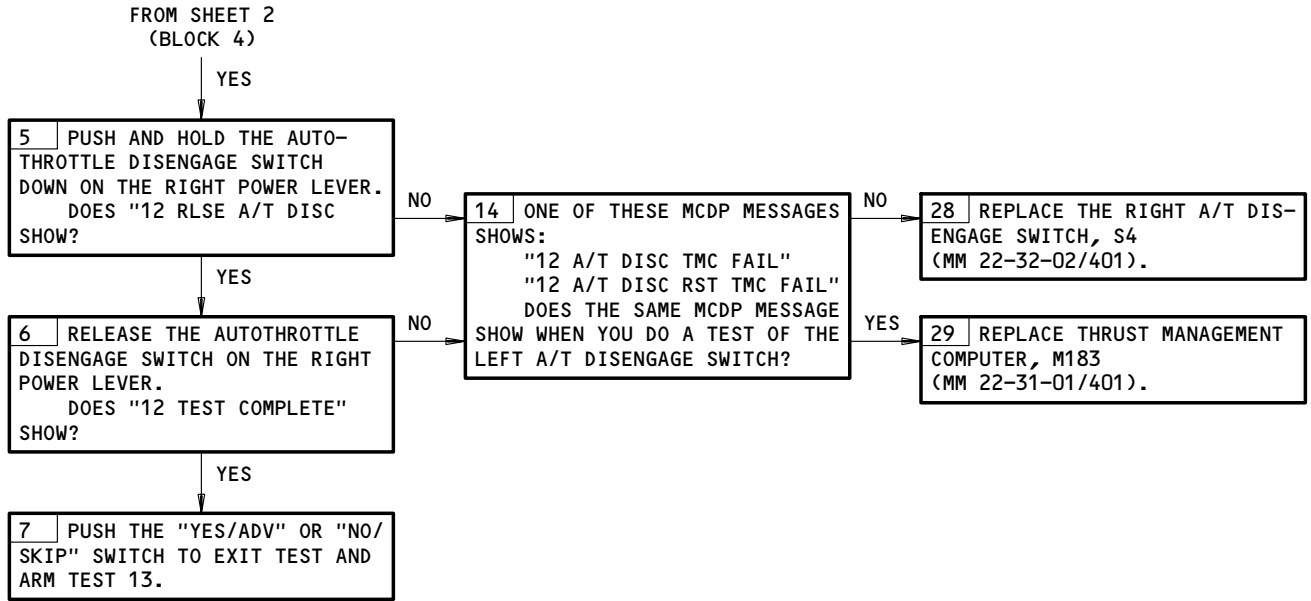
22-00-03



MCDP Ground Test 12 - SW A/T DISC
Figure 112 (Sheet 2)

EFFECTIVITY	ALL
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22-00-03



MCDP Ground Test 12 - SW A/T DISC
Figure 112 (Sheet 3)

EFFECTIVITY	ALL
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22-00-03

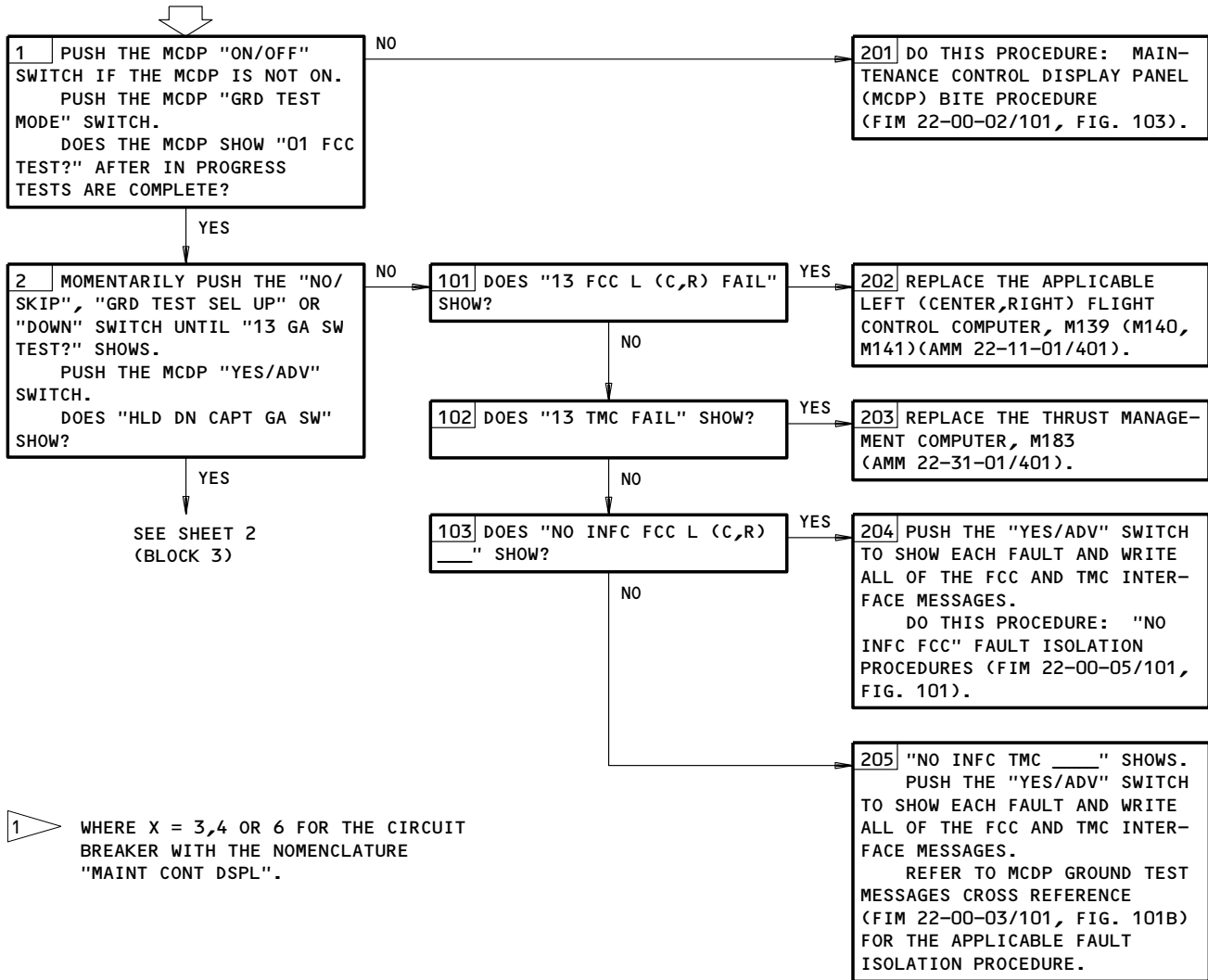
PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:
ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
(AMM 31-41-00/201)(WHEN YOU USE THE REMOTE MCDP CONTROL PANEL)
AIR/GROUND RELAYS (AMM 32-09-02/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11A17,11E16,11E17,11E18,11E20,11E21,11E34,11E35, 11E36,11F14,11F15,11F16; ¹11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)

**MCDP GROUND TEST
13 - "SW GA"**

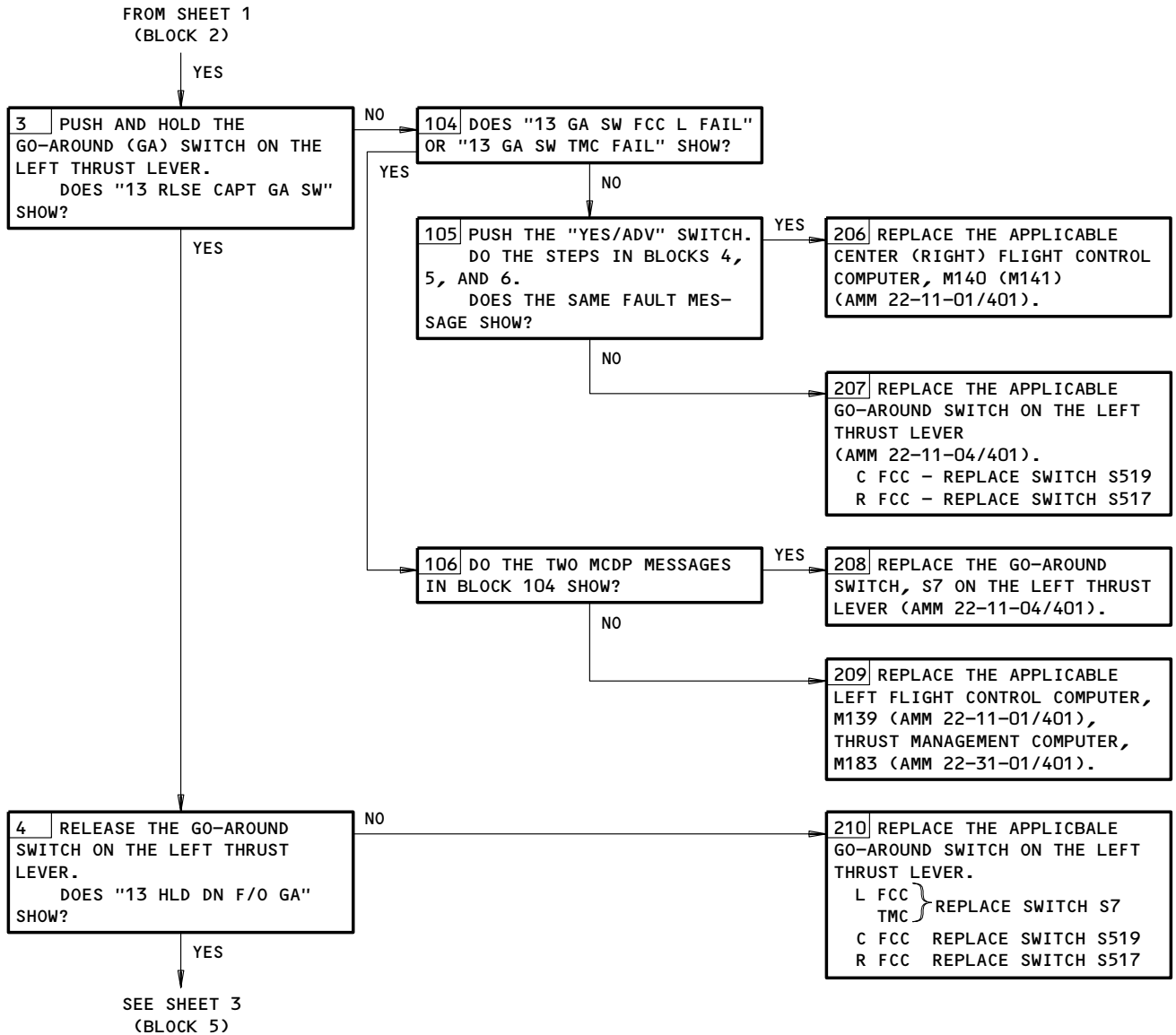


¹ WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

MCDP Ground Test 13 - SW GA
Figure 113 (Sheet 1)

EFFECTIVITY	ALL
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22-00-03



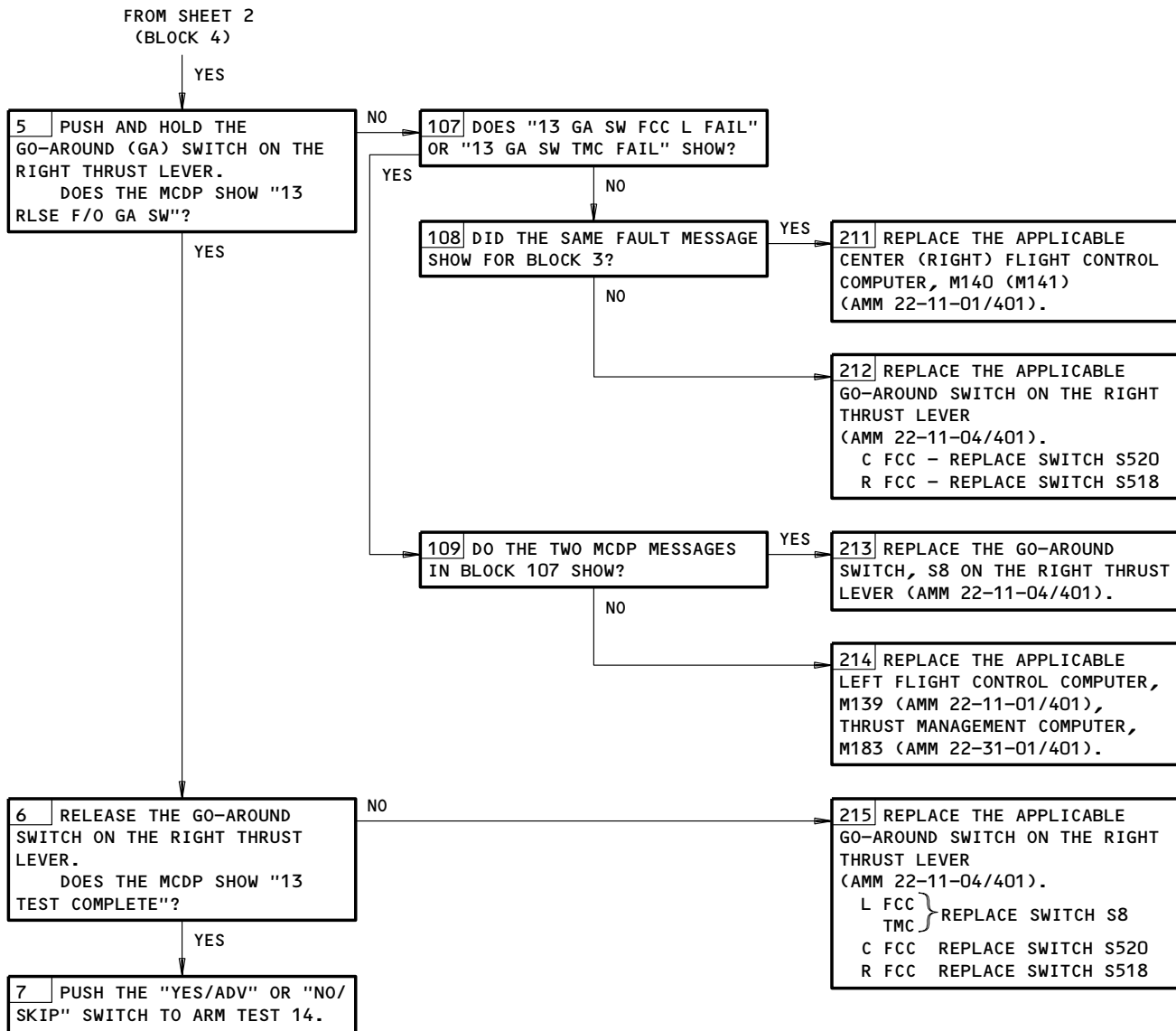
MCDP Ground Test 13 - SW GA
Figure 113 (Sheet 2)

EFFECTIVITY

ALL

22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL



MCDP Ground Test 13 - SW GA
Figure 113 (Sheet 3)

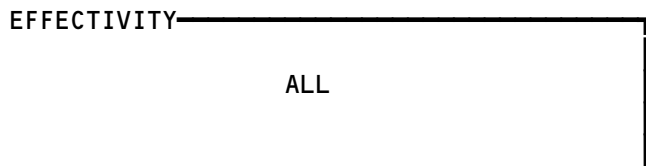
EFFECTIVITY

ALL

22-00-03

THIS TEST IS NOT USED

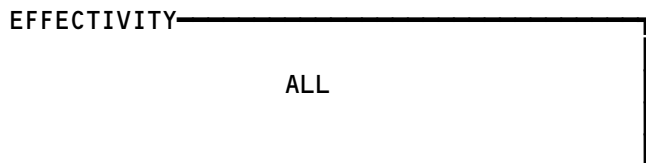
MCDP Ground Test 14 - XDCR COL L
Figure 114



153540

THIS TEST IS NOT USED

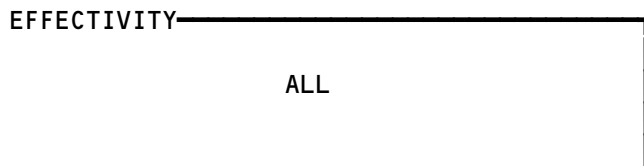
MCDP Ground Test 15 - XDCR COL R
Figure 115



22-00-03

THIS TEST IS NOT USED

MCDP Ground Test 16 - XDCR WHL
Figure 116



22-00-03

09

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154075

PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:

- AIR CONDITIONING (MM 21-00-00/201)
- FLIGHT CONTROL SYSTEM ELECTRONICS UNIT (CSEU)
(MM 27-09-00/201)
- AILERON AND AILERON TRIM CONTROL SYSTEM
(MM 27-11-00/501)
- AILERON POSITION INDICATING SYSTEM (MM 27-18-00/501)
- RUDDER AND RUDDER TRIM CONTROL SYSTEM
(MM 27-21-00/501)
- RUDDER POSITION INDICATING SYSTEM (MM 27-28-00/501)
- ELEVATOR POSITION INDICATING SYSTEM (27-38-00/501)
- HORIZONTAL STABILIZER TRIM CONTROL SYSTEM
(MM 27-41-00/501)
- STABILIZER TRIM POSITION INDICATING SYSTEM
(MM 27-48-00/501)
- TRAILING EDGE FLAP SYSTEM (MM 27-51-00/201)
- TRAILING EDGE FLAP POSITION INDICATING SYSTEM
(MM 27-58-00/501)
- SPOILER/SPEEDBRAKE CONTROL SYSTEM (MM 27-61-00/201)
- FUEL QUANTITY INDICATING SYSTEM (MM 28-41-00/501)
- HYDRAULIC POWER (MM 29-11-00/201)
- WING THERMAL ANTI-ICING (MM 30-11-00/501)
- ENGINE INLET THERMAL ANTI-ICING (MM 30-21-00/501)
- PITOT-STATIC PROBE ANTI-ICING (MM 30-31-00/501)
- ANGLE OF ATTACK PROBE HEAT (MM 30-32-00/501)
- TOTAL AIR TEMPERATURE PROBE HEAT (MM 30-33-00/501)
- ENGINE PROBE HEAT (MM 30-34-00/501)
- CLOCKS (MM 31-25-00/501)
- ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
(MM 31-41-00/201)(WHEN YOU USE THE REMOTE MCDP
CONTROL PANEL)
- WARNING SYSTEM (MM 31-51-00/501)
- AIR/GROUND RELAYS (MM 32-09-02/201)
- MASTER DIM AND TEST (MM 33-16-00/501)
- AIR DATA COMPUTING SYSTEM (MM 34-12-00/501)
- STANDBY AIRSPEED INDICATOR (MM 34-13-00/501)
- INERTIAL REFERENCE SYSTEM (MM 34-21-00/501)
- ELECTRONIC FLIGHT INSTRUMENT SYSTEM (EFIS)
(MM 34-22-00/201)
- ILS (MM 34-31-00/501)
- RADIO ALTIMETER SYSTEM (MM 34-33-00/501)
- VOR SYSTEM (MM 34-51-00/501)
- DME SYSTEM (MM 34-55-00/501)
- FLIGHT MANAGEMENT SYSTEM (MM 34-61-00/501)
- FUEL CONTROL (MM 73-21-00/001)

MCDP Ground Test 30 - CURRENT FAULT REPORT
Figure 117 (Sheet 1)

EFFECTIVITY

ALL


22-00-03

09

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156054

PREREQUISITES (CONTINUED)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11A17, 11E16, 11E17, 11E18, 11E20, 11E21, 11E34,
11E35, 11E36, 11F14, 11F15, 11F16;  11SX


MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)

WARNING: MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILERS/SPEEDBRAKES. IT IS NECESSARY TO MOVE THE THRUST LEVERS DURING THIS TEST WHICH CAN CAUSE SPEEDBRAKE MOVEMENT IF HYDRAULIC POWER IS ON. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

CAUTION: MAKE SURE THE ENGINES ARE NOT IN OPERATION. THIS TEST INCLUDES AUTOMATIC MOVEMENT OF THE THRUST LEVERS AND COULD CAUSE AIRPLANE MOVEMENT IF THE ENGINES ARE IN OPERATION. INJURY TO PERSONS COULD OCCUR.

NOTE: THE "XX IN PROGRESS" MESSAGE SHOWS WHEN THE MCDP DOES AN AUTOMATIC TEST STEP.

THE A/T DISC LIGHT WILL REMAIN ILLUMINATED DURING GROUND TESTING.

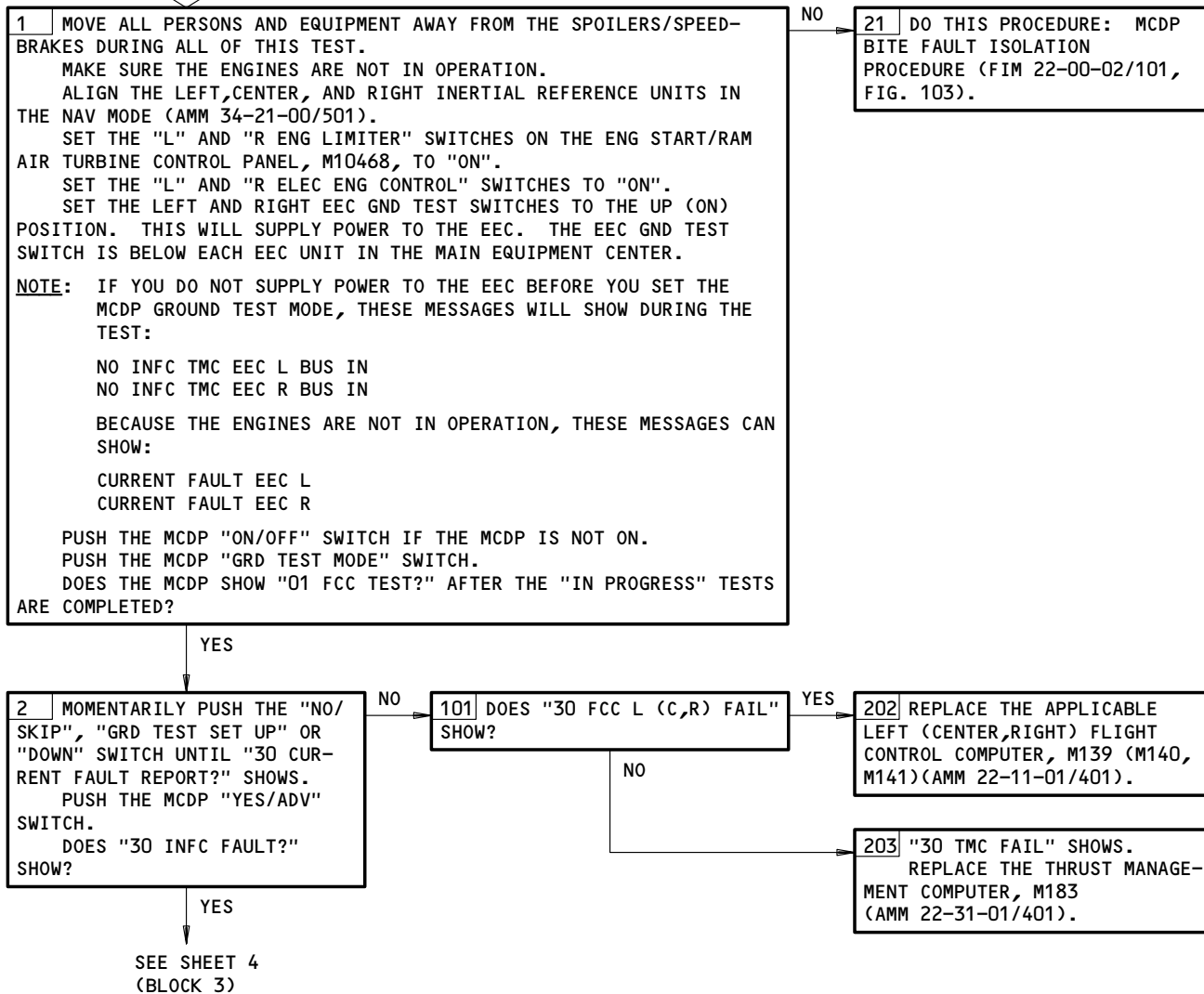
 WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

MCDP Ground Test 30 - CURRENT FAULT REPORT
Figure 117 (Sheet 2)

EFFECTIVITY	ALL
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22-00-03

**MCDP GROUND TEST
30 - "CURRENT FAULT
REPORT" 1**

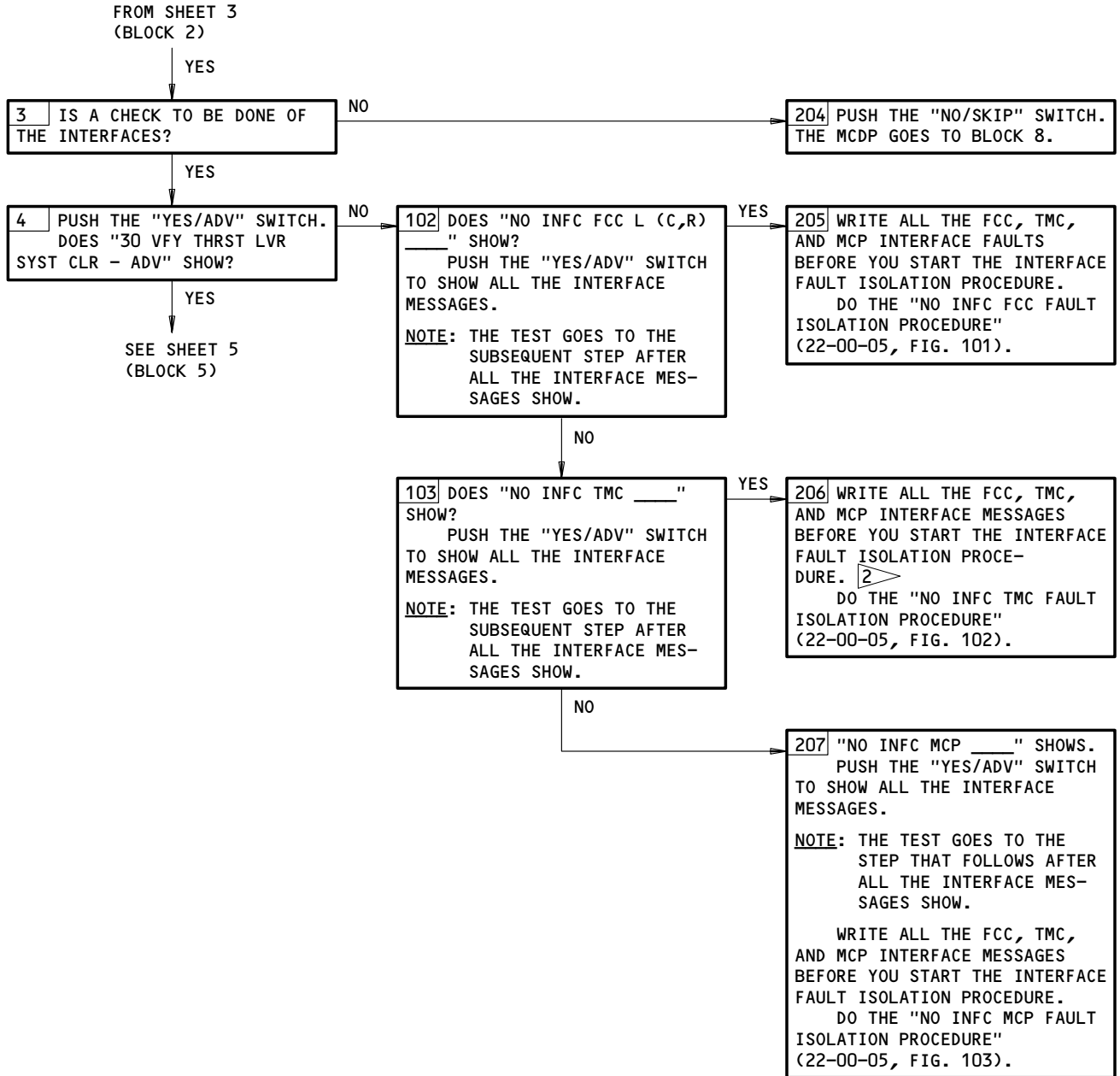


1 IF YOU DO THE MCDP GROUND TEST 30 MORE THAN ONE TIME, GO OUT OF THE GROUND TEST MODE BEFORE YOU DO THE GROUND TEST 30 AGAIN.

MCDP Ground Test 30 - CURRENT FAULT REPORT
Figure 117 (Sheet 3)

EFFECTIVITY	ALL
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22-00-03



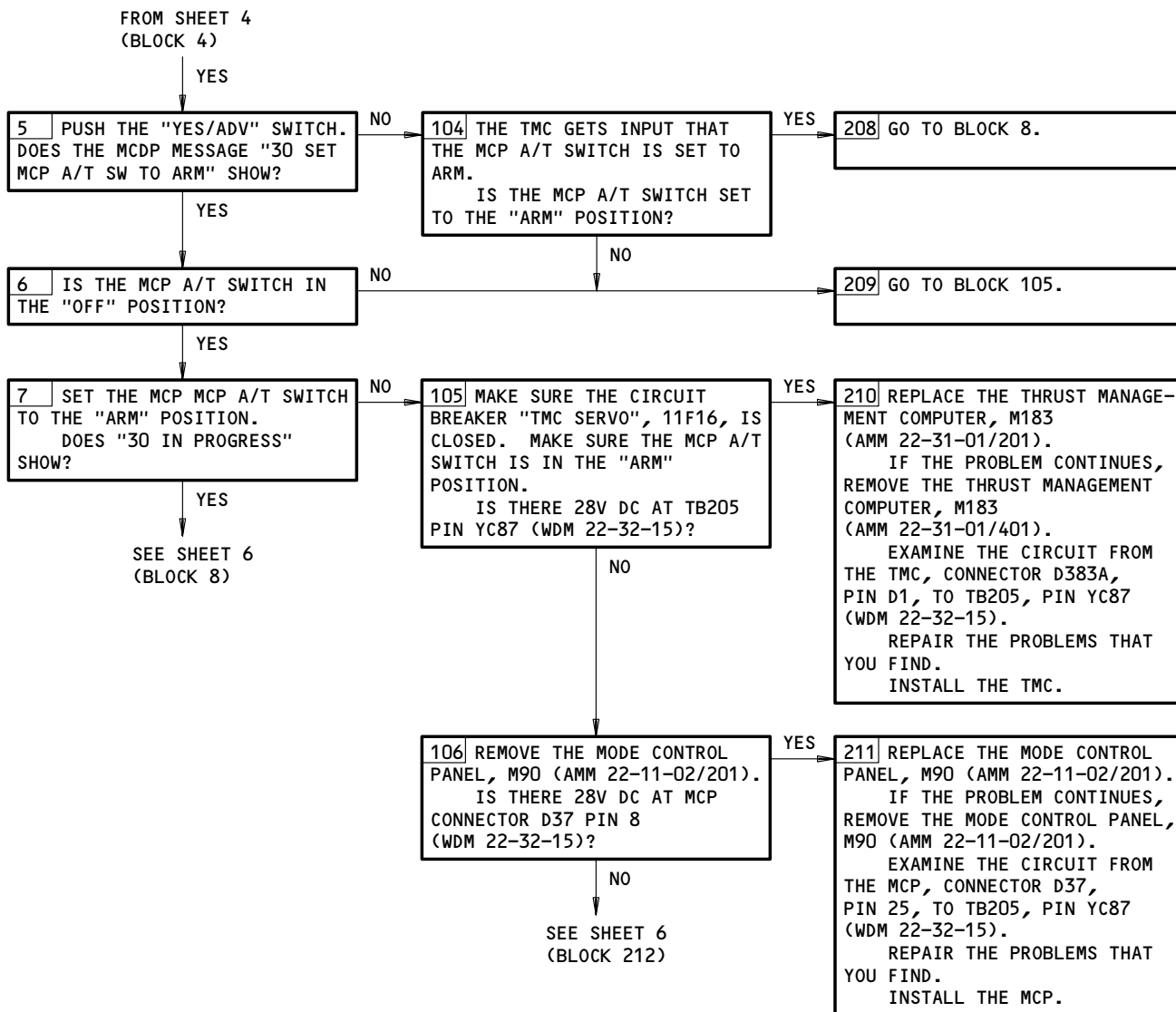
² IF MANY "NO INFC TMC" MCDP MESSAGES ARE SHOWN, GO OUT OF GROUND TEST MODE. GO BACK INTO GROUND TEST 30 AGAIN. IF MESSAGES REMAIN, DO CORRECTIVE ACTION.

MCDP Ground Test 30 - CURRENT FAULT REPORT
Figure 117 (Sheet 4)

EFFECTIVITY	ALL
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22-00-03

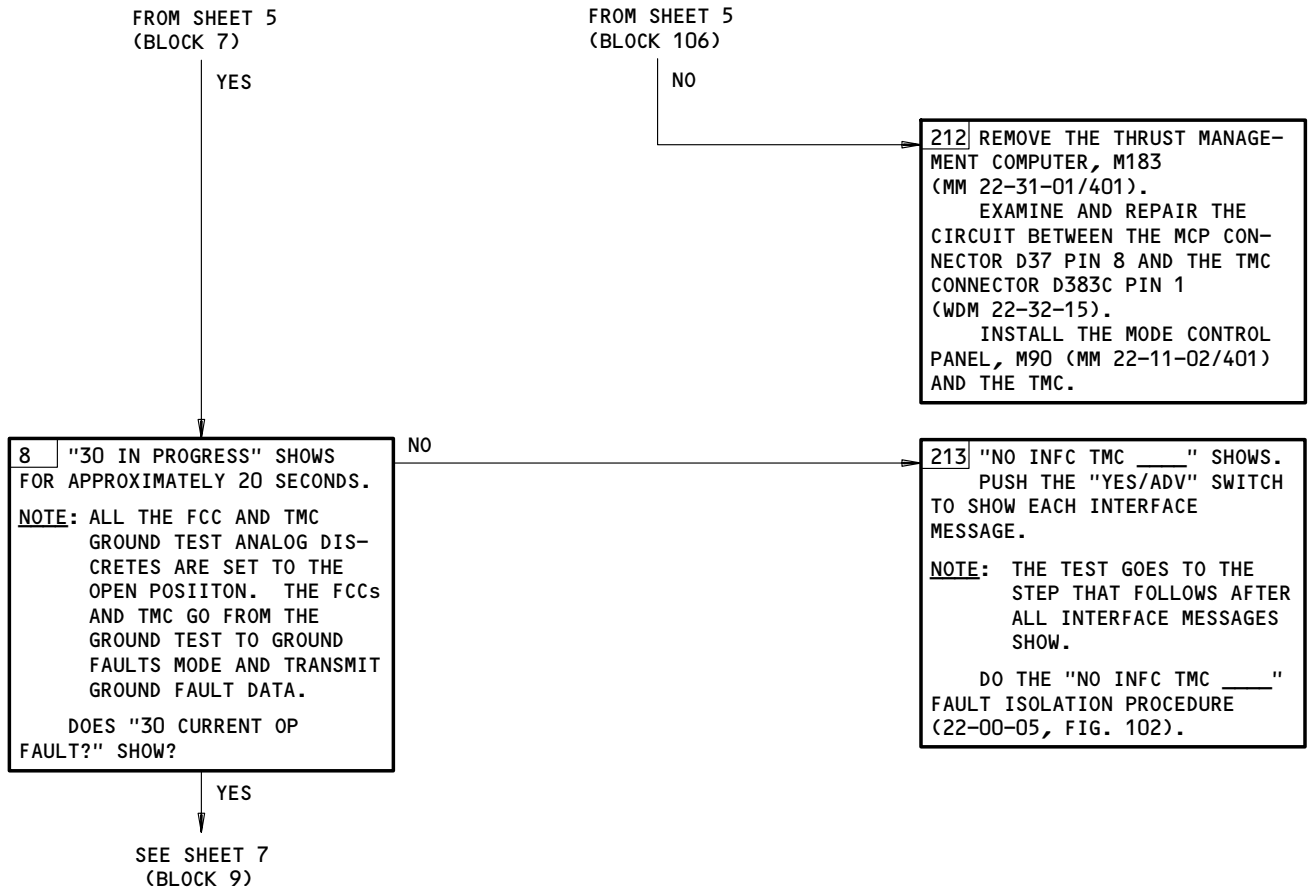
BOEING
757
FAULT ISOLATION/MAINT MANUAL



MCDP Ground Test 30 - CURRENT FAULT REPORT
Figure 117 (Sheet 5)

EFFECTIVITY _____
ALL

22-00-03

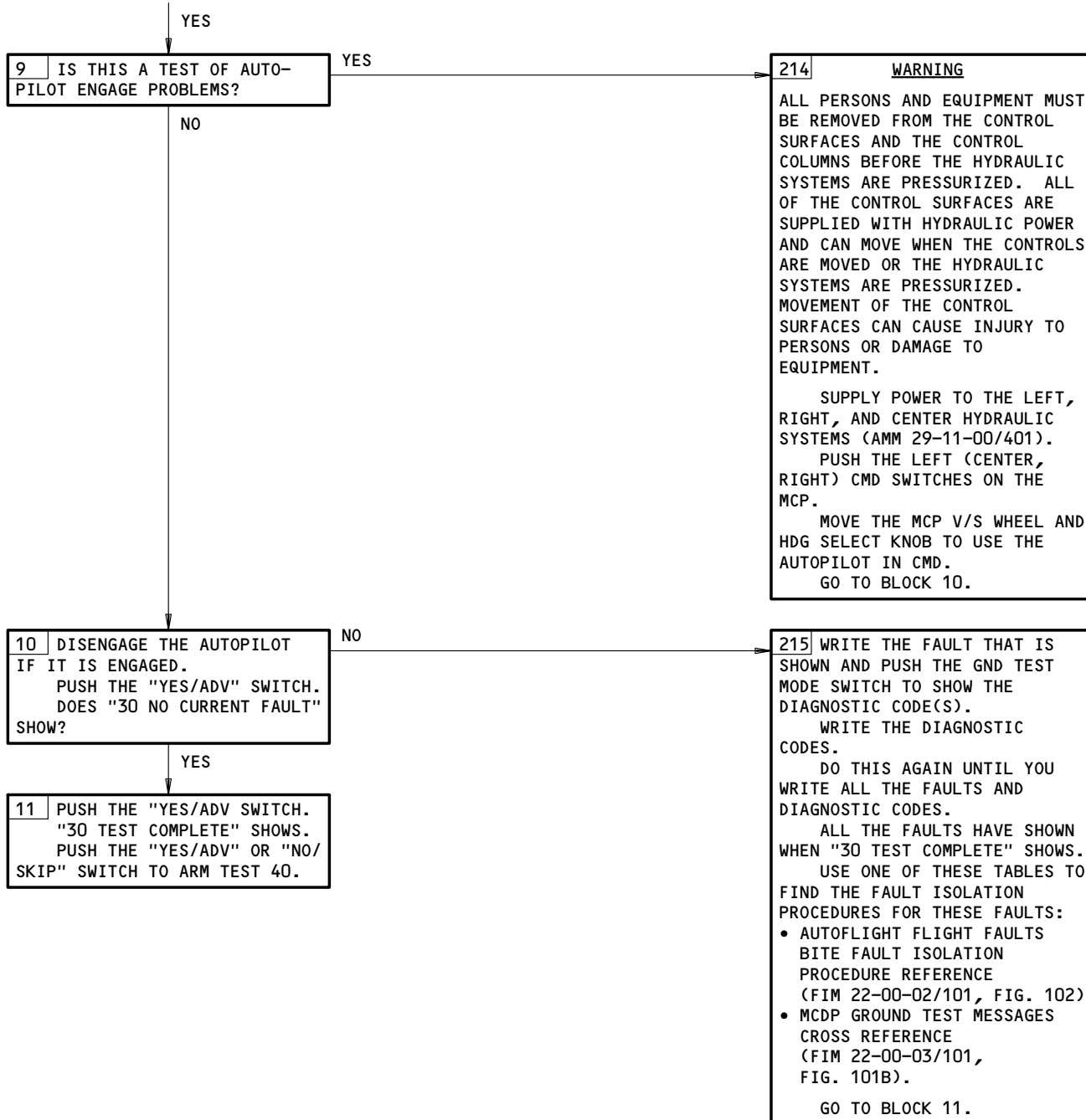


MCDP Ground Test 30 - CURRENT FAULT REPORT
Figure 117 (Sheet 6)

EFFECTIVITY	ALL
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22-00-03

FROM SHEET 6
(BLOCK 8)



MCDP Ground Test 30 - CURRENT FAULT REPORT
Figure 117 (Sheet 7)

EFFECTIVITY	ALL
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
22-00-03

PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:

- FLIGHT CONTROL SYSTEM ELECTRONICS UNITS (CSEU)(AMM 27-09-00/201)
- AILERON AND AILERON TRIM CONTROL SYSTEM (AMM 27-11-00/501)
- AILERON POSITION INDICATING SYSTEM (AMM 27-18-00/501)
- RUDDER AND RUDDER TRIM CONTROL SYSTEM (AMM 27-21-00/501)
- RUDDER POSITION INDICATING SYSTEM (AMM 27-28-00/501)
- ELEVATOR POSITION INDICATING SYSTEM (AMM 27-38-00/501)
- HORIZONTAL STABILIZER TRIM CONTROL SYSTEM (AMM 27-41-00/501)
- STABILIZER TRIM POSITION INDICATING SYSTEM (AMM 27-48-00/501)
- TRAILING EDGE FLAP SYSTEM (AMM 27-51-00/501)
- TRAILING EDGE FLAP POSITION INDICATING SYSTEM (AMM 27-58-00/501)
- HYDRAULIC POWER (AMM 29-11-00/201)
- ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)(AMM 31-41-00/201)(WHEN YOU USE THE REMOTE MCDP CONTROL PANEL)
- WARNING SYSTEM (AMM 31-51-00/501)
- AIR/GROUND RELAYS (AMM 32-09-02/201)
- INERTIAL REFERENCE SYSTEM (AMM 34-21-00/501)
- INSTRUMENT LANDING SYSTEM (ILS)(AMM 34-31-00/501)
- RADIO ALTIMETER SYSTEM (AMM 34-33-00/501)
- FUEL CONTROL (AMM 73-21-00/001)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:

- 11A17, 11E16, 11E17, 11E18, 11E20, 11E21, 11E34, 11E35, 11E36, 11F14, 11F15, 11F16;  11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:

- ELECTRICAL POWER IS ON (AMM 24-22-00/201)
- NOSE GEAR STEERING VALVE LOCKPIN INSTALLATION (AMM 09-11-00/201)

WARNING: DO THE SPOILER/SPEEDBRAKE DEACTIVATION PROCEDURE OR MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILERS/SPEEDBRAKES. IT IS NECESSARY TO MOVE THE THRUST LEVERS DURING THIS TEST WHICH CAN CAUSE SPEEDBRAKE MOVEMENT IF THE HYDRAULIC POWER IS ON. THIS CAN CAUSE INJURY TO PERSONS AND/OR DAMAGE TO EQUIPMENT.

CAUTION: MAKE SURE THE ENGINES ARE NOT IN OPERATION. THIS TEST INCLUDES AUTOMATIC MOVEMENT OF THE THRUST LEVERS AND COULD CAUSE AIRPLANE MOVEMENT IF THE ENGINES ARE IN OPERATION. INJURY TO PERSONS COULD OCCUR.

NOTE: "XX IN PROGRESS" SHOWS WHEN THE MCDP DOES AN AUTOMATIC TEST STEP. THE A/T DISC LIGHT WILL REMAIN ILLUMINATED DURING GROUND TESTING.

 WHERE X = 3,4, OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

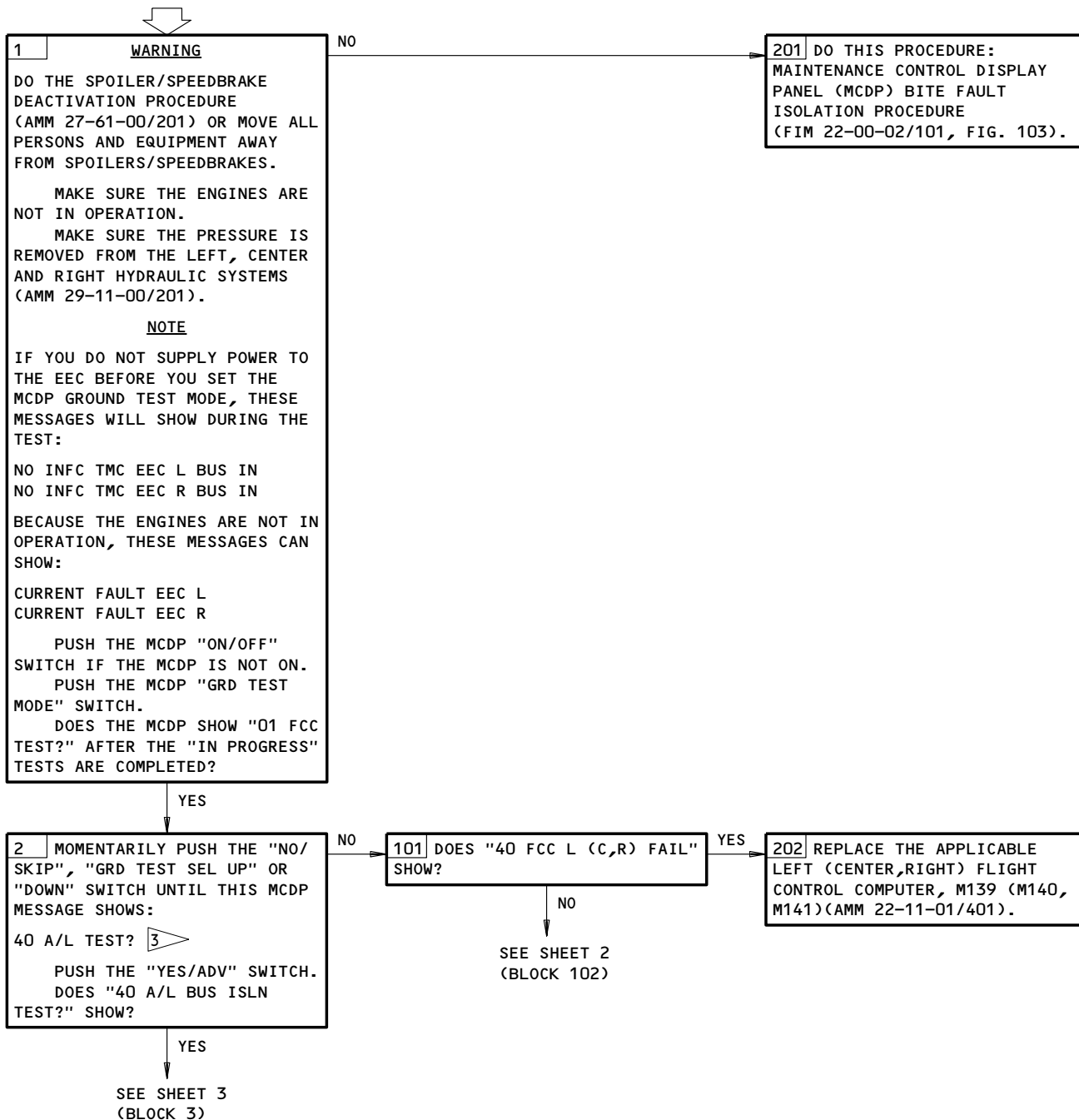
MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 1)

EFFECTIVITY

ALL

22-00-03

**MCDP GROUND TEST
40 - "AUTOLAND"**

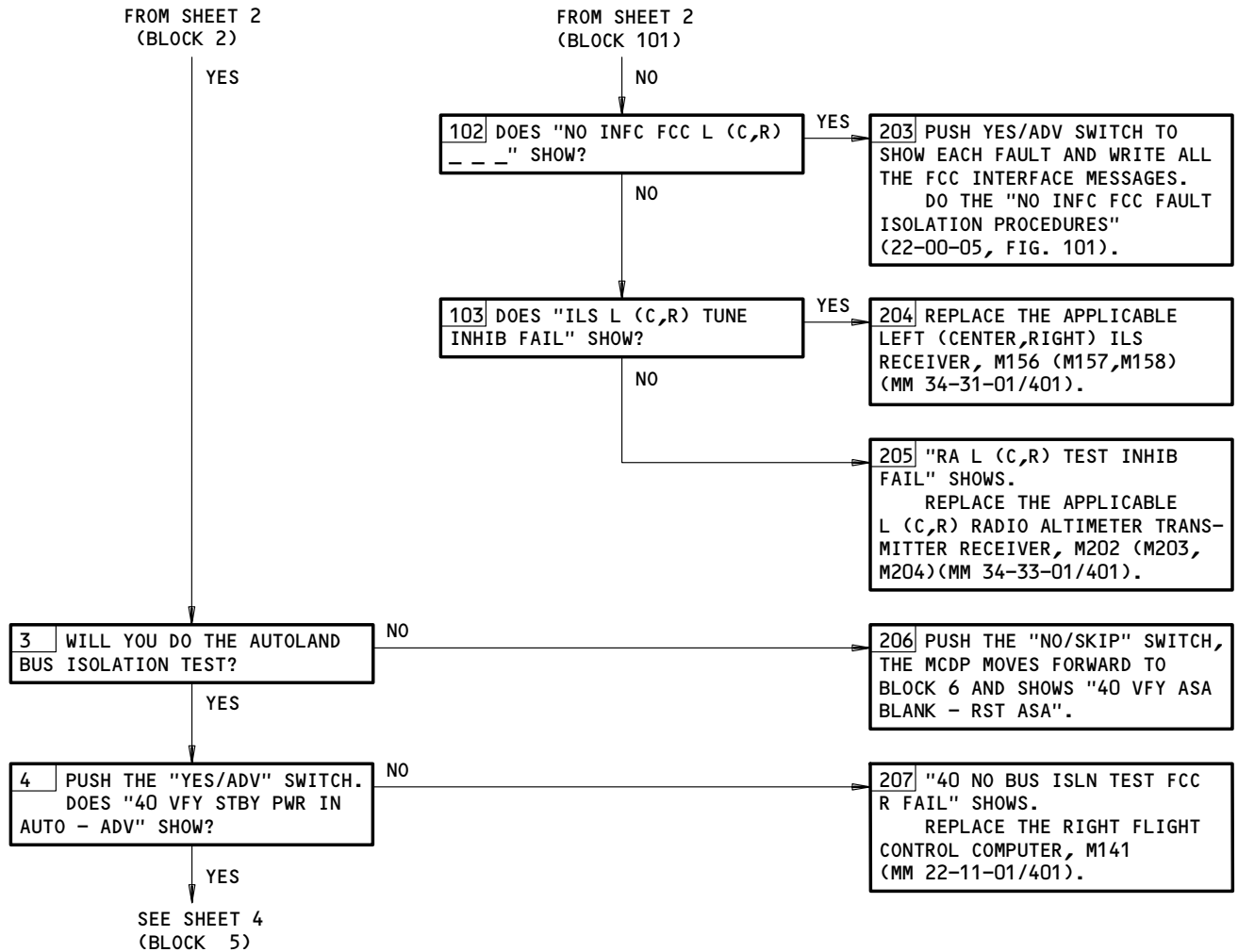


3 AIRPLANES WITH -133 FCCs AND OPTION GROUP 1 WITH A VALUE OF 6; IF THE RUD SERVO X FAIL (X = L,C,R) MESSAGE SHOWS INTERMITTENTLY WHEN YOU DO THIS GROUND TEST, IGNORE THIS MESSAGE UNLESS THE RUD SERVO X FAIL (X = L,C,R) MESSAGE IS SHOWN IN THE LAST FLIGHT FAULTS OR PREVIOUS FLIGHT FAULTS WITH THE DIAGNOSTIC CODE 206.

MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 2)

EFFECTIVITY	ALL
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22-00-03



MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 3)

EFFECTIVITY	ALL
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22-00-03

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FAULT ISOLATION/MAINT MANUAL

FROM SHEET 3
(BLOCK 4)

YES

5 SET THE STANDBY POWER SELECT SWITCH ON THE P5 OVERHEAD PANEL TO "AUTO". PUSH THE "YES/ADV" SWITCH. "40 VFY BAT SW ON - ADV" SHOWS. SET THE "BAT" SWITCH ON THE P5 OVERHEAD PANEL TO "ON". PUSH THE "YES/ADV" SWITCH. "40 VFY L BUS TIE IN AUTO - ADV" SHOWS. MAKE SURE THE LEFT BUS TIE SWITCH ON THE P5 OVERHEAD PANEL IS SET IN THE "AUTO" DO NOT OPERATE THE L BUS TIE SWITCH. PUSH THE "YES/ADV" SWITCH.

NOTE: THE MCDP AND FCC ARE AUTOMATICALLY PREPARED FOR THE RIGHT BUS SHUT-DOWN.

"40 EICAS IN-OP IN NEXT TEST-ADV" SHOWS.

NOTE: THIS MCDP MESSAGE IS TO TELL YOU THE EICAS WILL SHOW NO INDICATION WHEN THE SUBSEQUENT STEP IS DONE.

PUSH THE "YES/ADV" SWITCH. "40 SET R BUS TO ISLN FOR 15 SEC" SHOWS. SET THE RIGHT ELECTRICAL BUS TIE SWITCH ON THE P5 OVERHEAD PANEL TO THE "ISLN" POSITION FOR 15 SECONDS. AFTER 15 SECONDS, SET THE RIGHT BUS TIE SWITCH BACK TO THE "AUTO" POSITION. "40 IN PROGRESS" SHOWS ON THE MCDP DISPLAY ONLY DURING THE RIGHT BUS ISOLATION AND UNTIL THE EICAS POWERS UP AND THE MCDP/CONF SWITCH IS PUSHED.

GUI 001-114,116-999;
DOES "40 VFY ASA BLANK - RST ASA" SHOW?
GUI 115;
DOES "40 VFY ASA BLANK - PUSH STATUS" SHOW?

YES

SEE SHEET 5
(BLOCK 6)

104 ONE OR TWO OF THESE SHOW:
40 BUS L ISLN FAIL
40 BUS C ISLN FAIL

NOTE: DURING THE RIGHT ELECTRICAL BUS ISOLATION, THE R FCC IS OFF BECAUSE OF THE POWER LOSS.

DO THE TWO ABOVE MCDP MESSAGES SHOW?

YES

105 REMOVE THE RIGHT FLIGHT CONTROL COMPUTER, M141 (AMM 22-11-01/401). CONNECT A JUMPER WIRE FROM THE FCC, CONNECTOR D75B, PIN A6, TO GROUND (WDM 22-11-22). MEASURE THE VOLTAGE AT TB24, PIN YC2 (WDM 24-51-31). DO YOU MEASURE 28V DC?

YES

106 SET THE RIGHT BUS TIE SWITCH ON THE P5 OVERHEAD PANEL TO "ISLN". MEASURE THE VOLTAGE AT THE CTR BUS XFER TIME DELAY MODULE, M540, PIN B (WDM 24-51-31). DO YOU MEASURE 28V DC?

NO

SEE SHEET 5
(BLOCK 107)

208 REPLACE THE APPLICABLE LEFT (CENTER) FLIGHT CONTROL COMPUTER, M139 (M140) (AMM 22-11-01/401).

209 DISCONNECT THE JUMPER WIRE FROM THE FCC, CONNECTOR D75B, PIN A6 (WDM 22-11-22). INSTALL THE RIGHT FLIGHT CONTROL COMPUTER, M141 (AMM 22-11-01/401). REPLACE THE ISLN REQUEST RELAY, K122 (WDM 24-51-31).

210 DISCONNECT THE JUMPER WIRE FROM THE FCC, CONNECTOR D75B, PIN A6 (WDM 22-11-22). INSTALL THE RIGHT FLIGHT CONTROL COMPUTER, M141 (AMM 22-11-01/401). SET THE RIGHT BUS TIE SWITCH TO "AUTO". DO A CHECK FOR A SHORT CIRCUIT TO GROUND AT K107 PIN X2 (WDM 24-51-31). REPAIR THE PROBLEMS THAT YOU FIND. IF THE PROBLEM CONTINUES, REPLACE THE AUTOLAND BUS XFER RELAY, K107 (WDM 24-51-31).

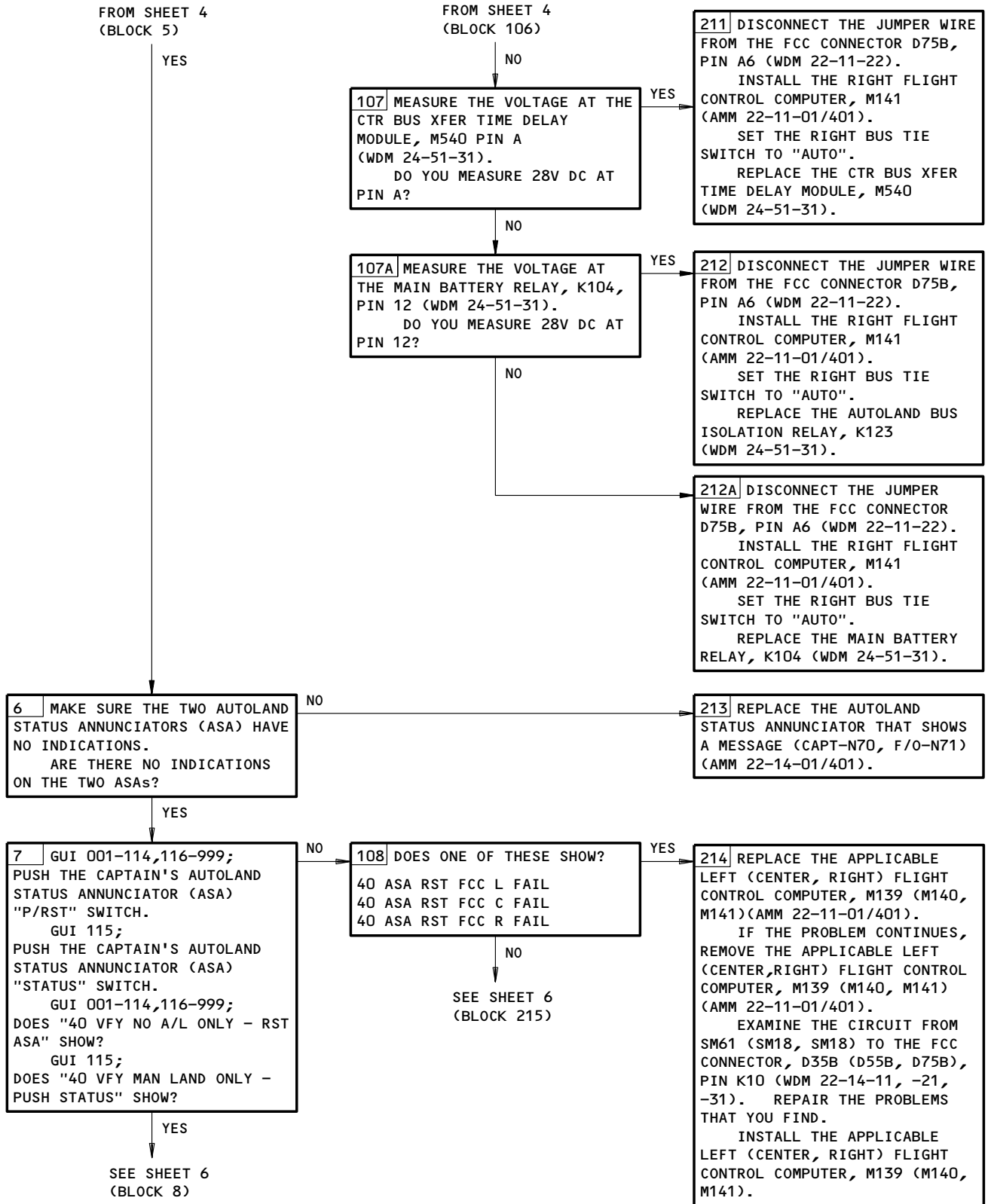
MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 4)

EFFECTIVITY

ALL

22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL

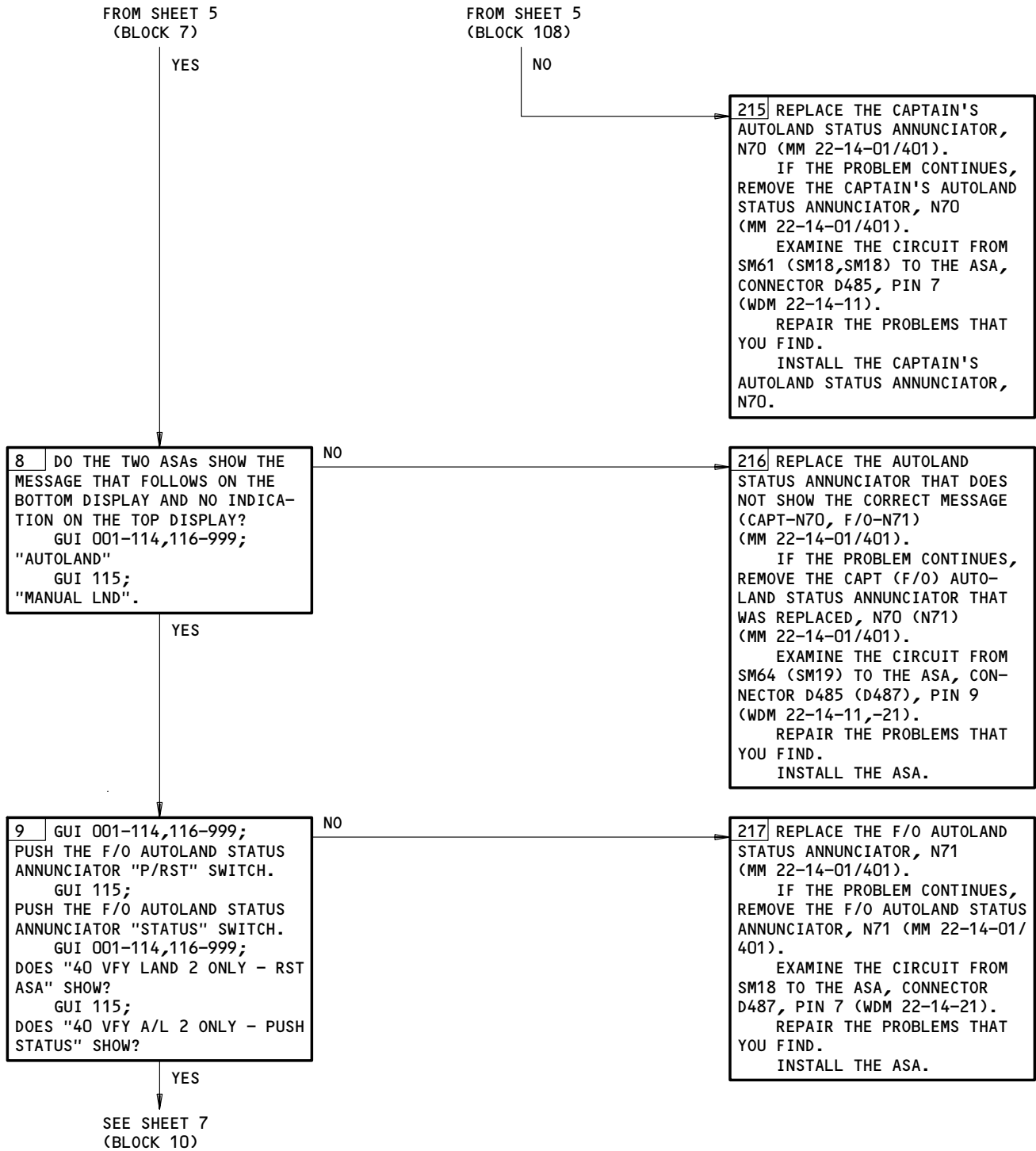


MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 5)

EFFECTIVITY

ALL

22-00-03

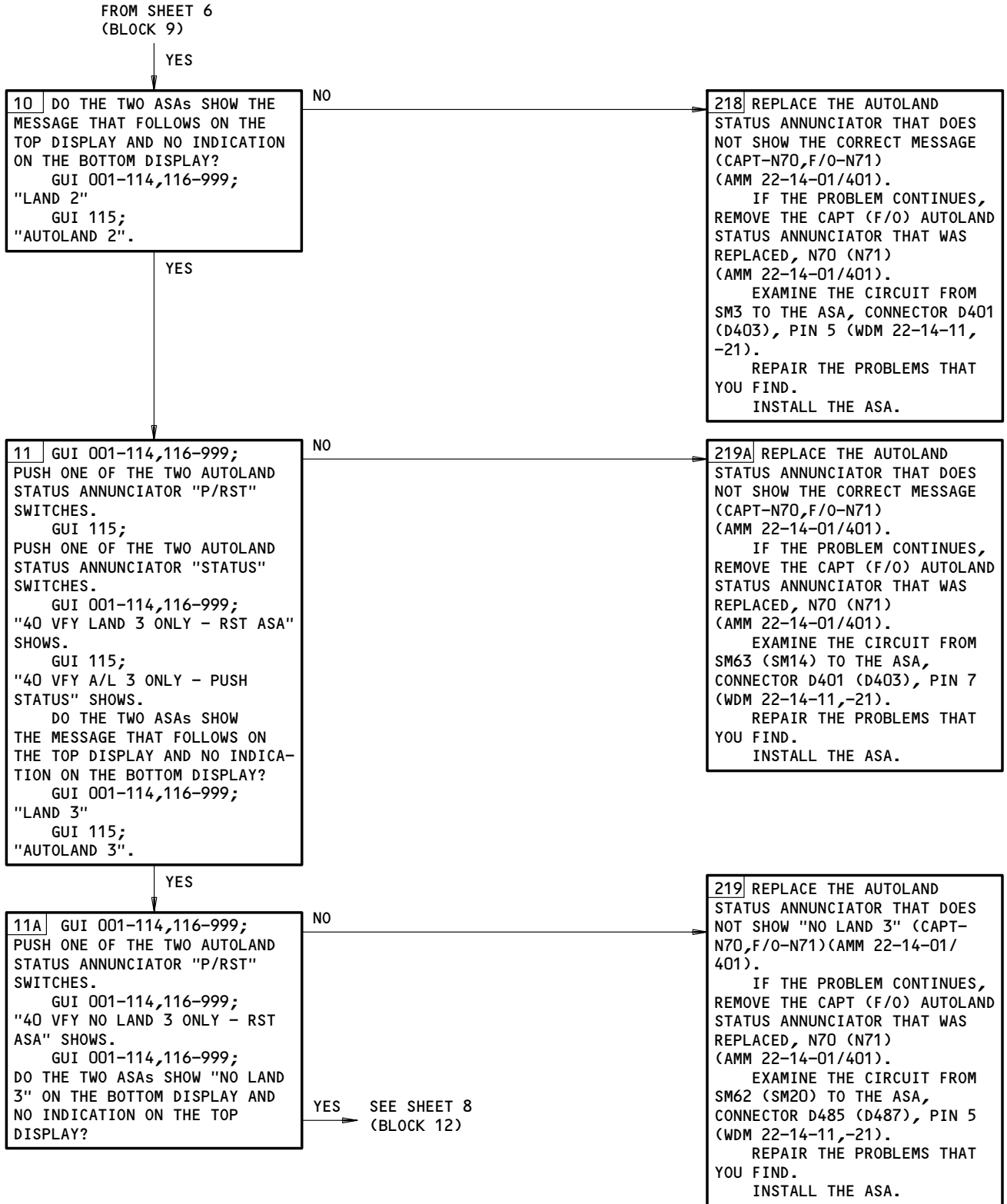


MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 6)

EFFECTIVITY

ALL

22-00-03



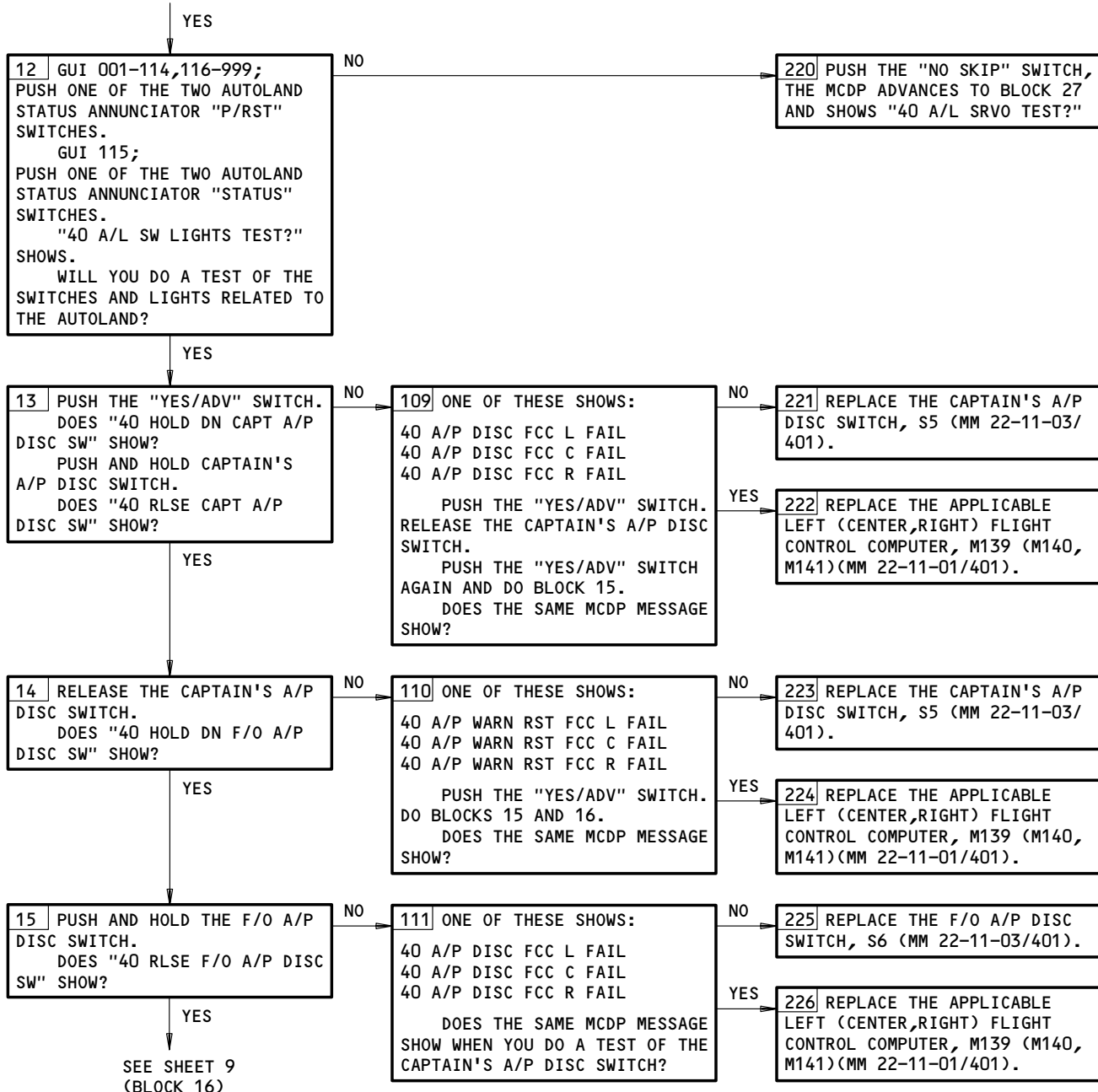
MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 7)

EFFECTIVITY	ALL
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22-00-03

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FROM SHEET 7
(BLOCK 11)

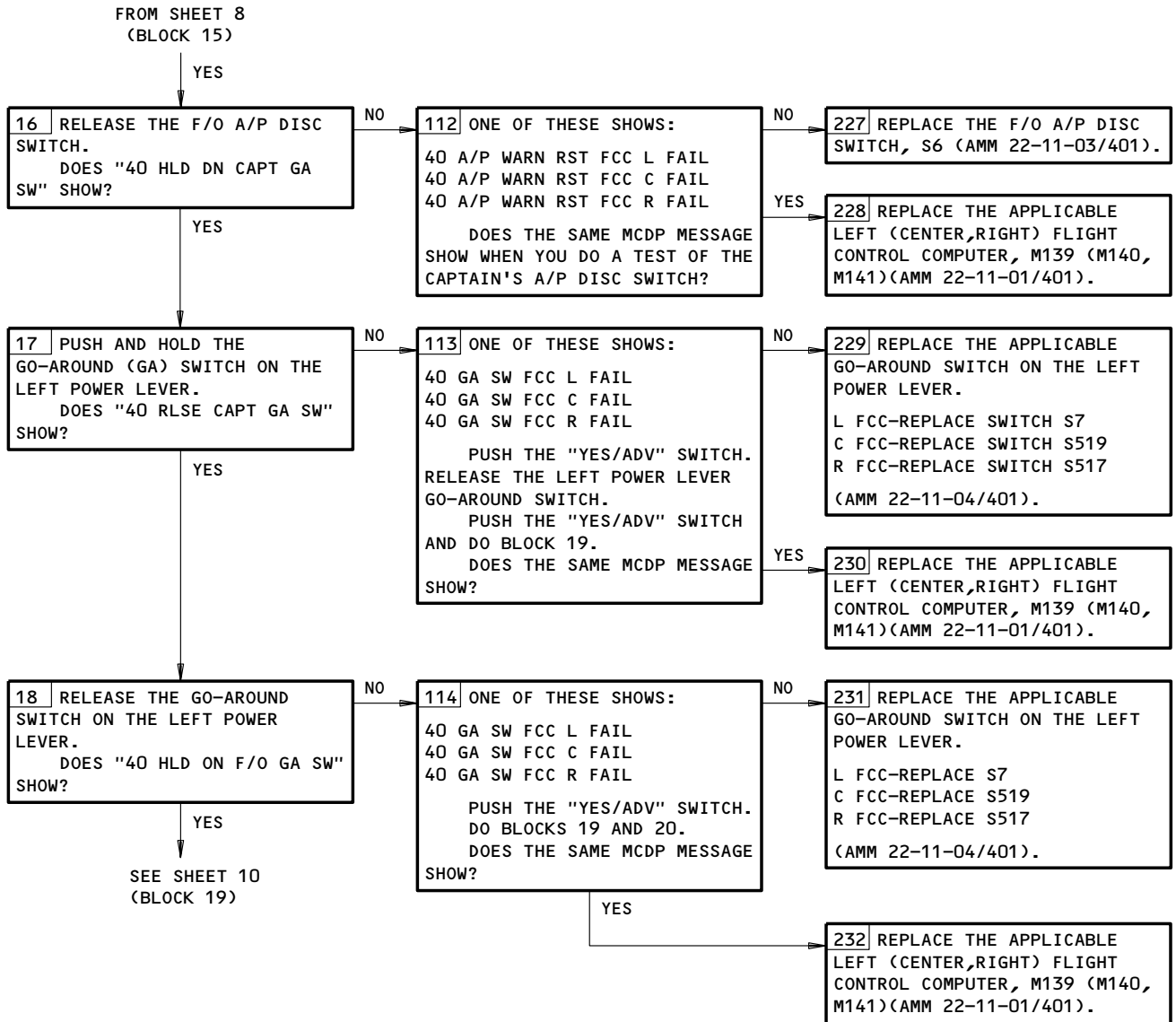


MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 8)

EFFECTIVITY

ALL

22-00-03



MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 9)

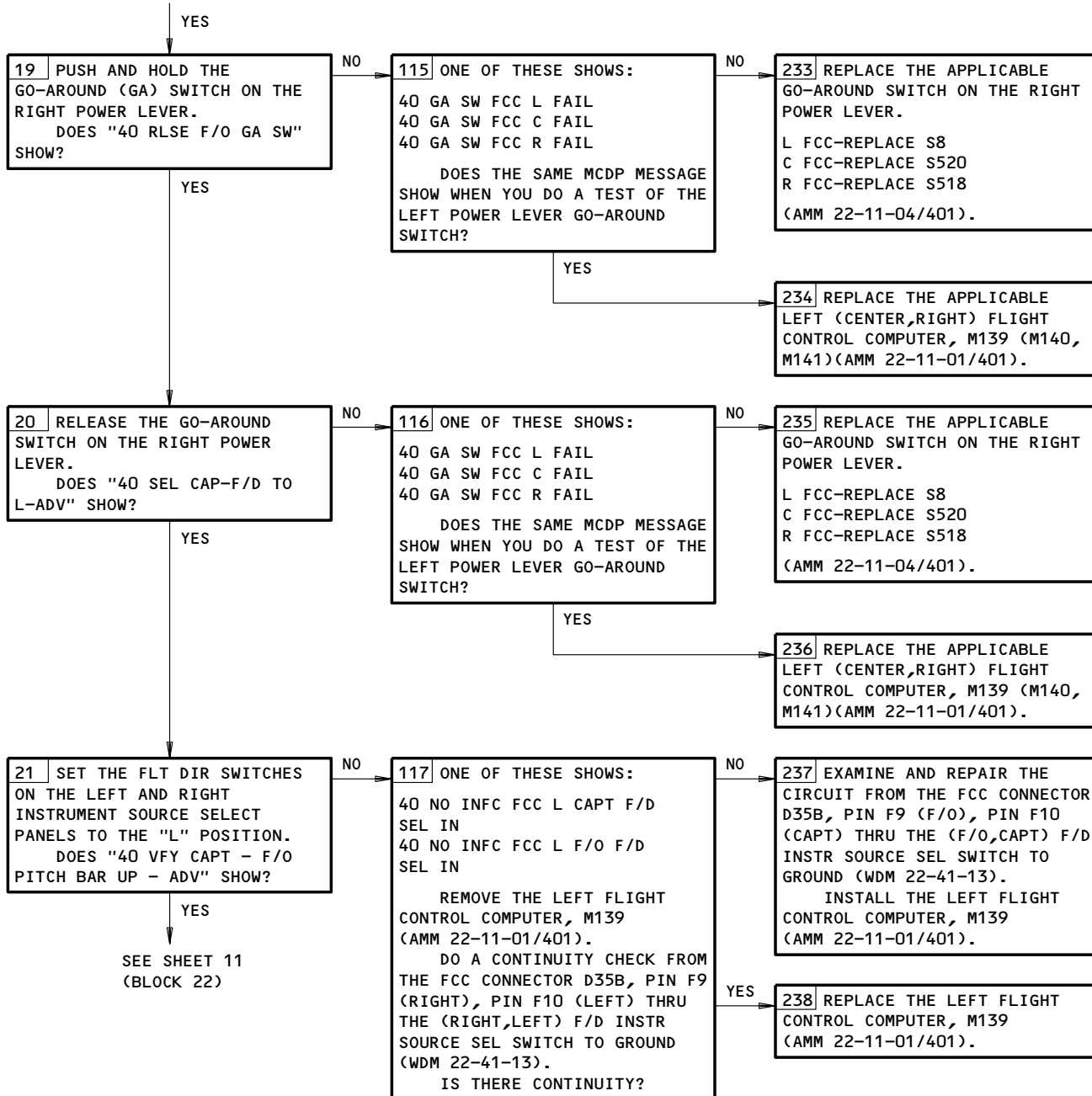
EFFECTIVITY

ALL

22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL

FROM SHEET 9
(BLOCK 18)

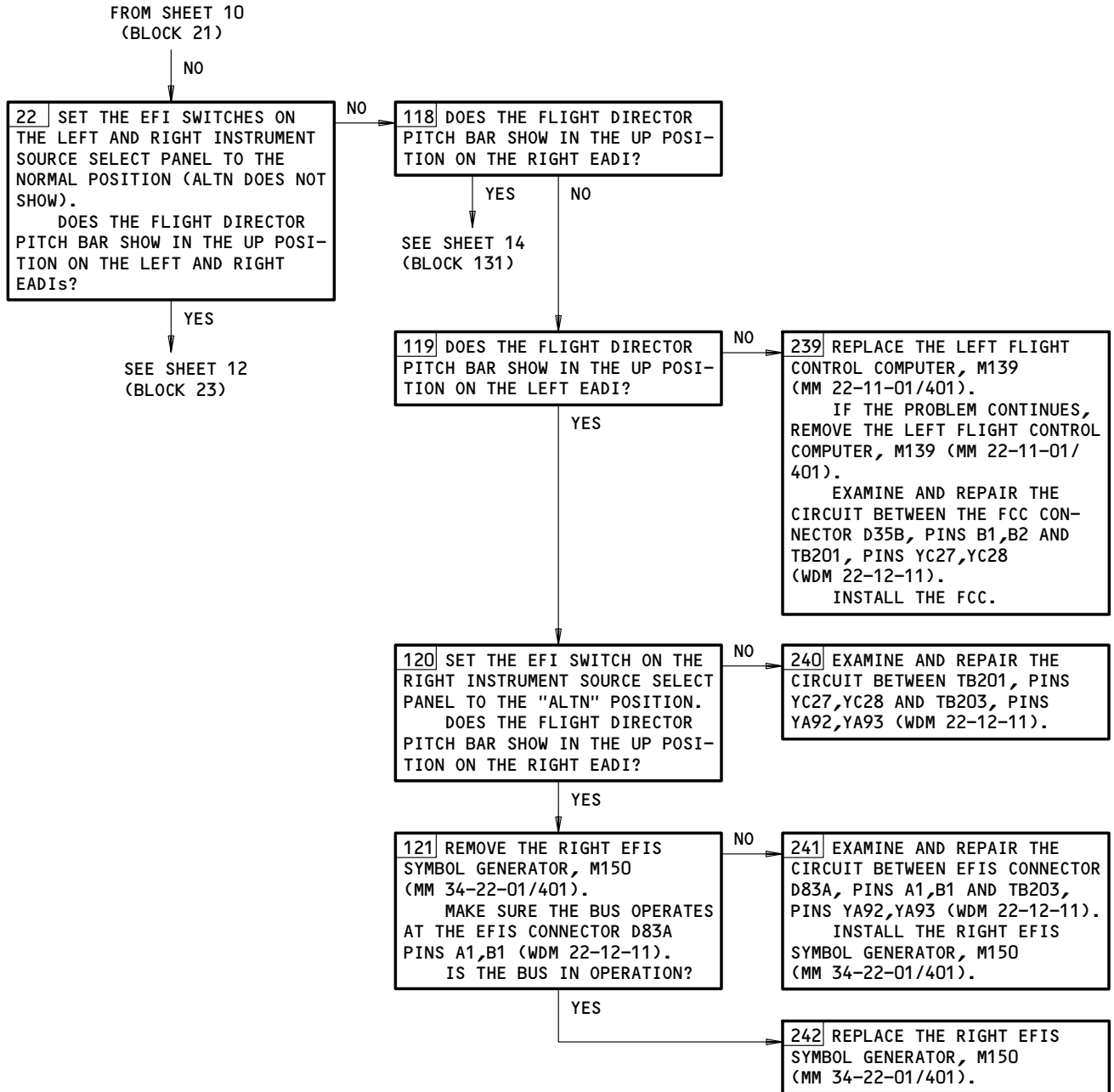


MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 10)

EFFECTIVITY

ALL

22-00-03



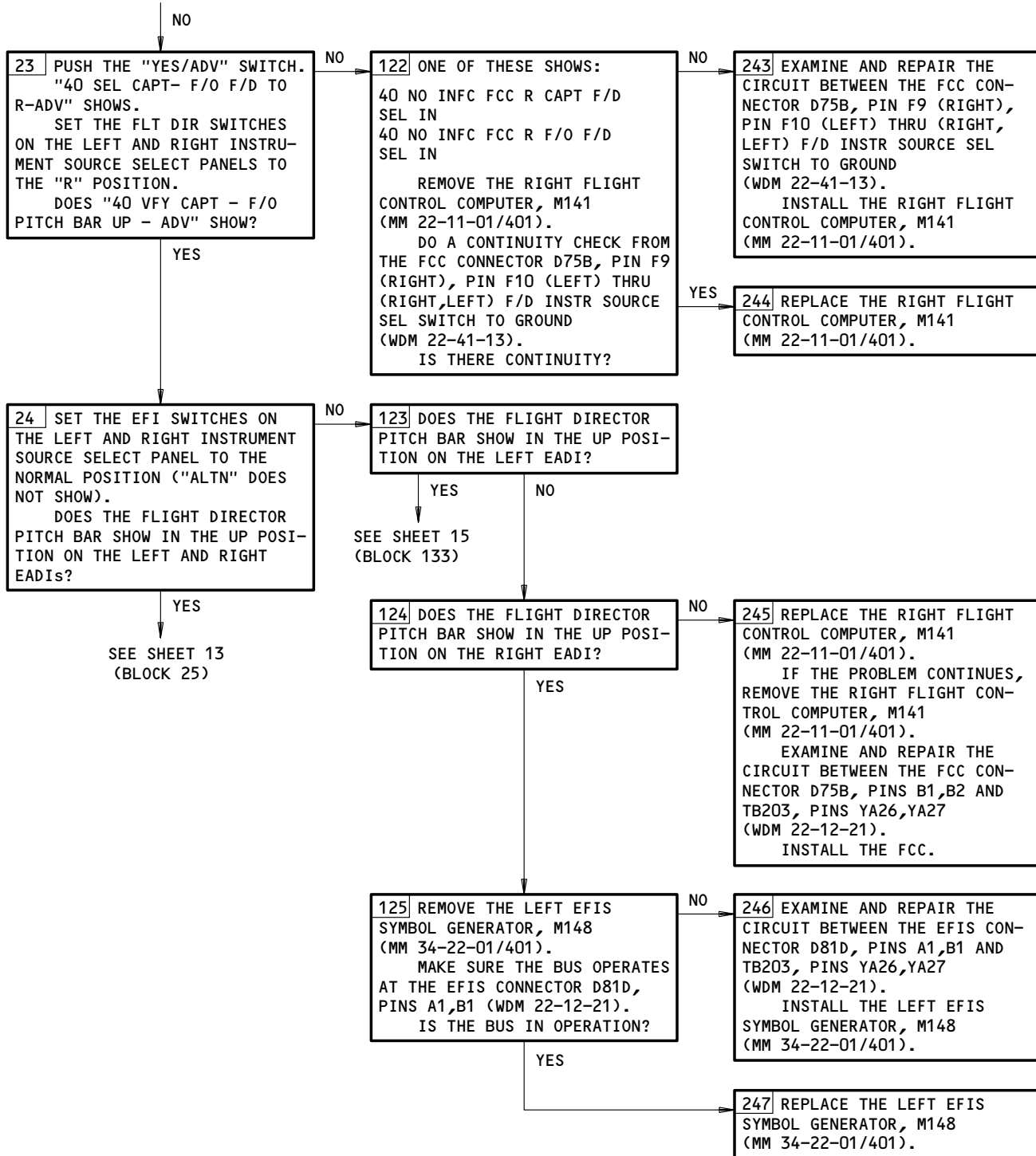
MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 11)

EFFECTIVITY	ALL
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22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL

FROM SHEET 11
(BLOCK 22)



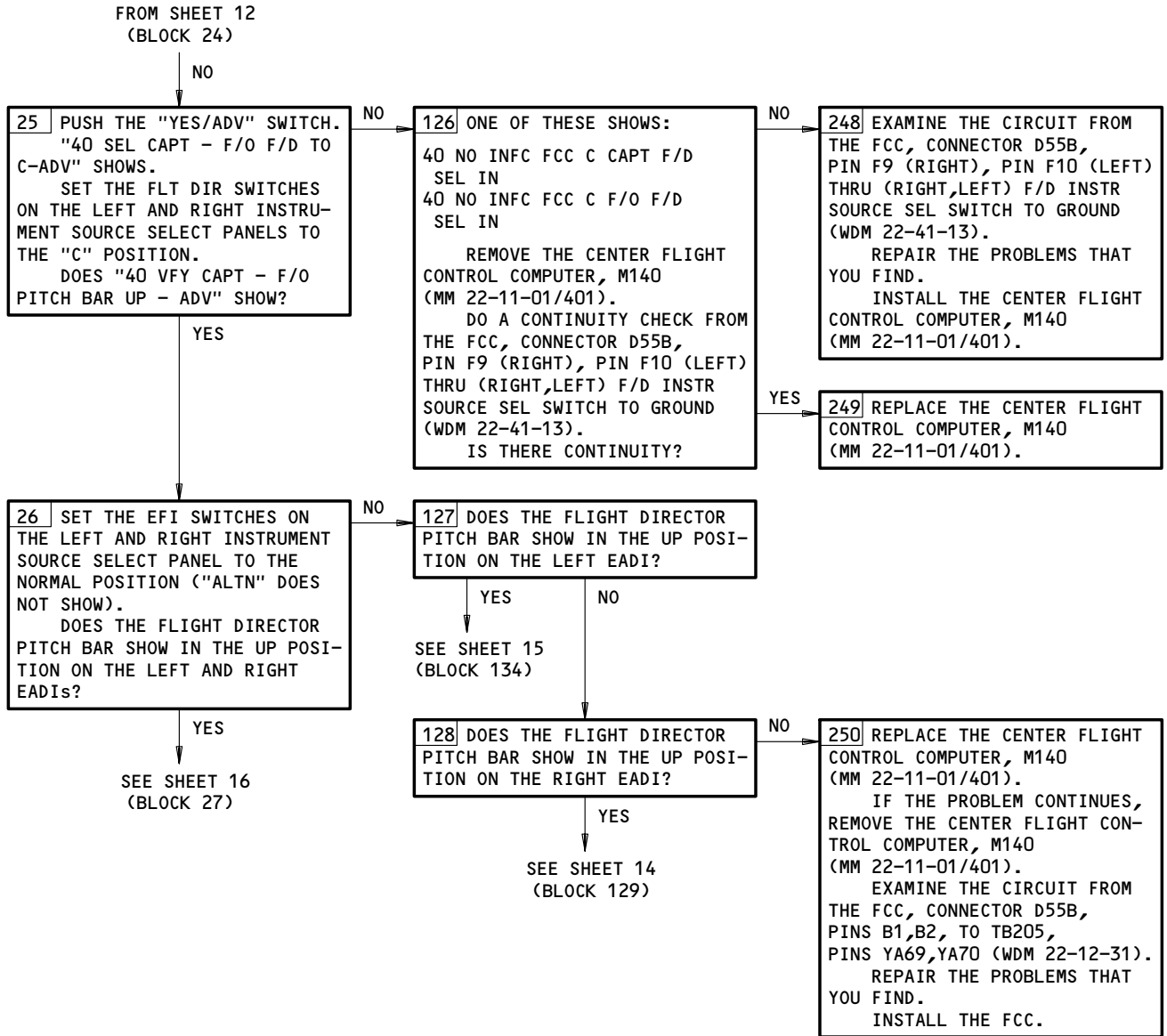
MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 12)

EFFECTIVITY

ALL

22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL



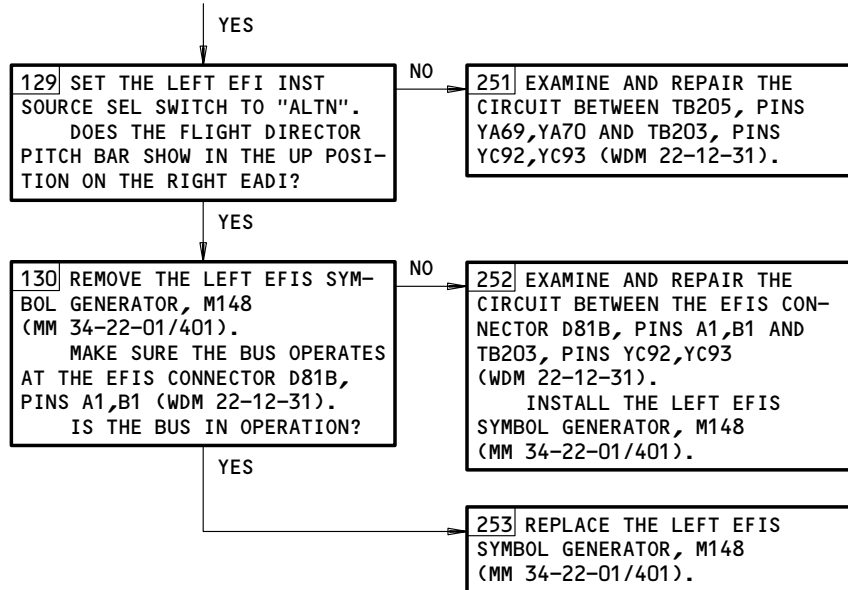
MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 13)

EFFECTIVITY _____
ALL

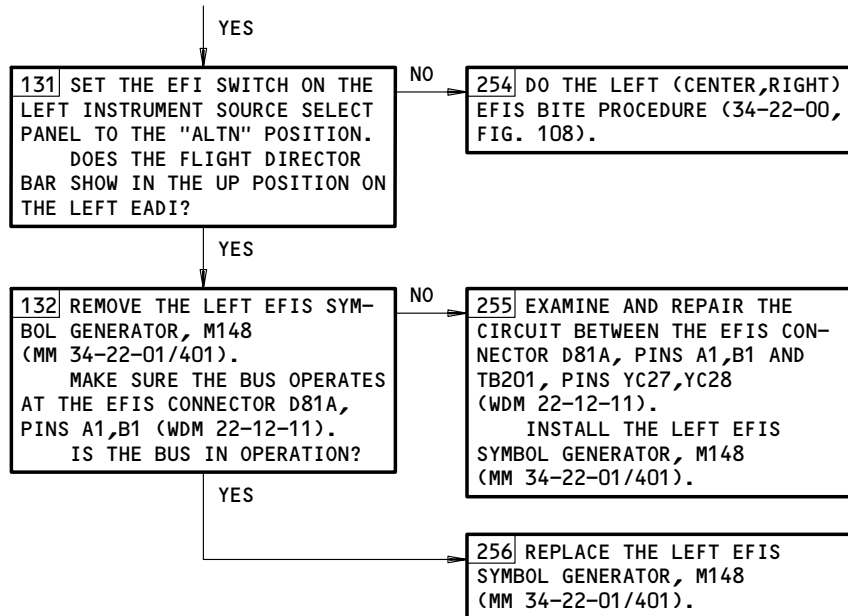
22-00-03

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757
FAULT ISOLATION/MAINT MANUAL

FROM SHEET 13
(BLOCK 128)



FROM SHEET 11
(BLOCK 118)

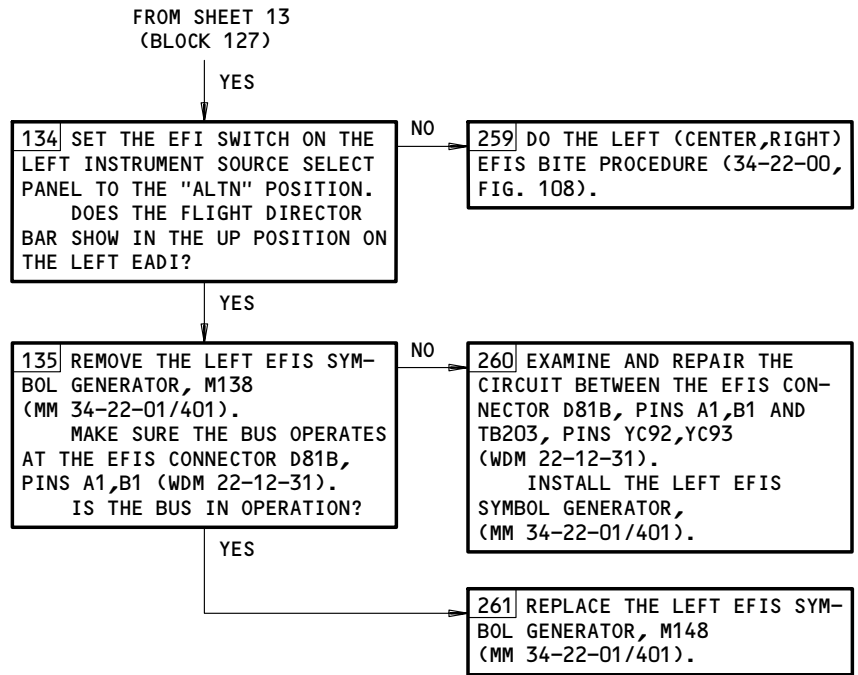
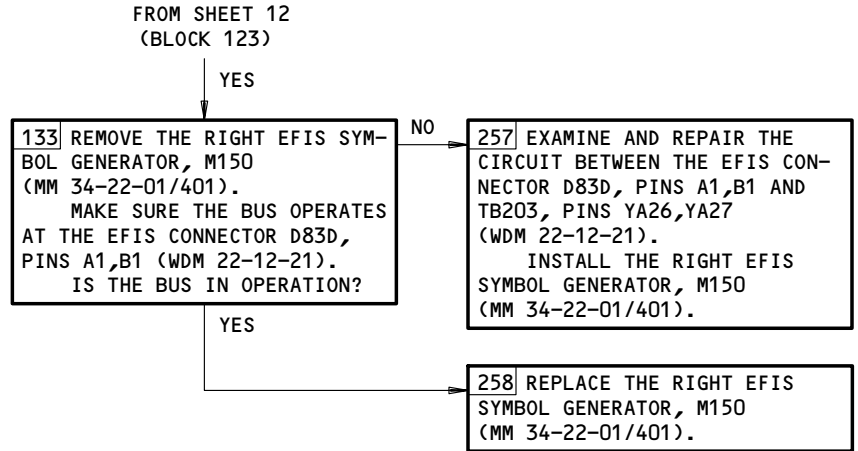


MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 14)

EFFECTIVITY	ALL
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BOEING
757
FAULT ISOLATION/MAINT MANUAL

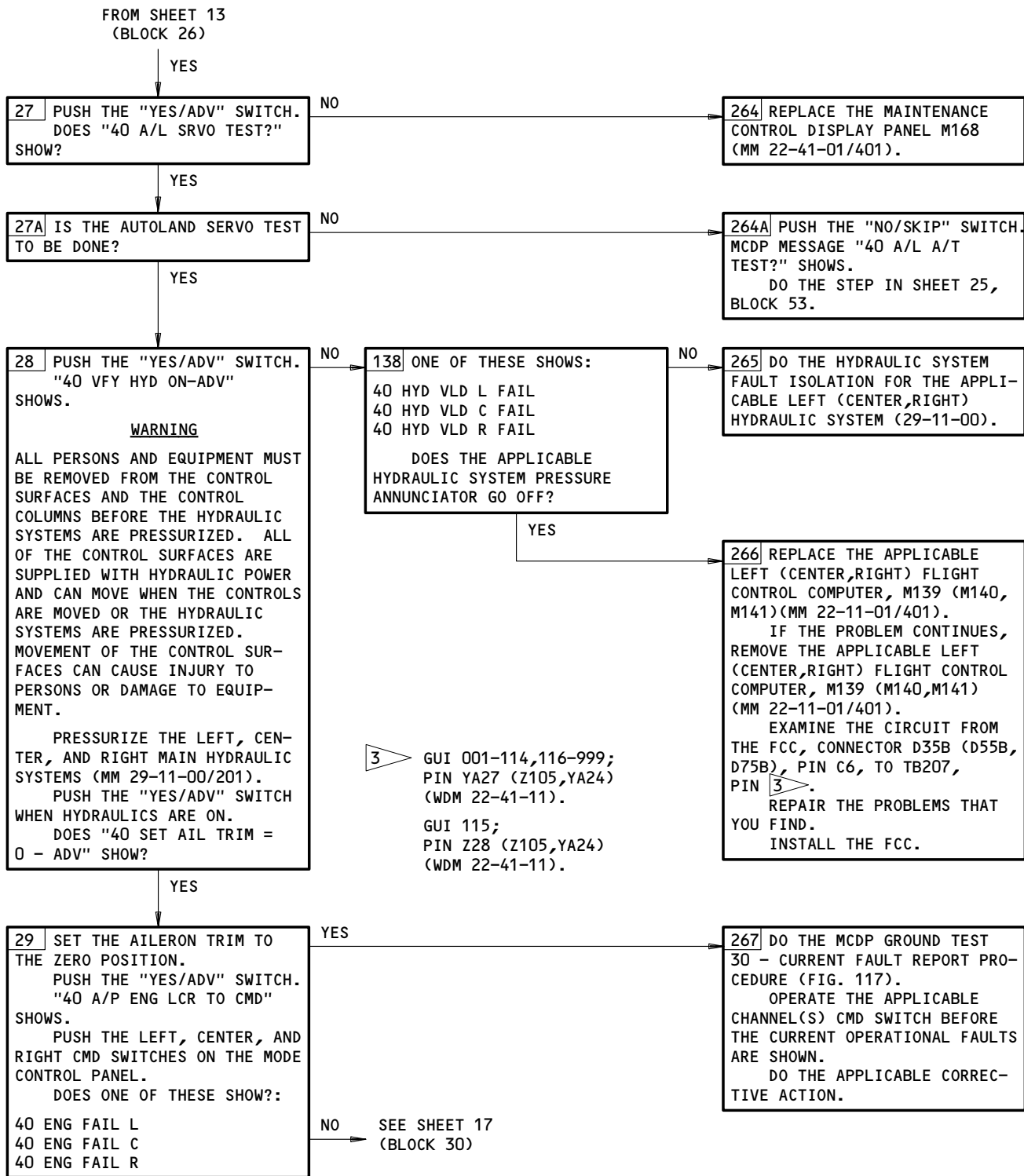


MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 15)

EFFECTIVITY	ALL
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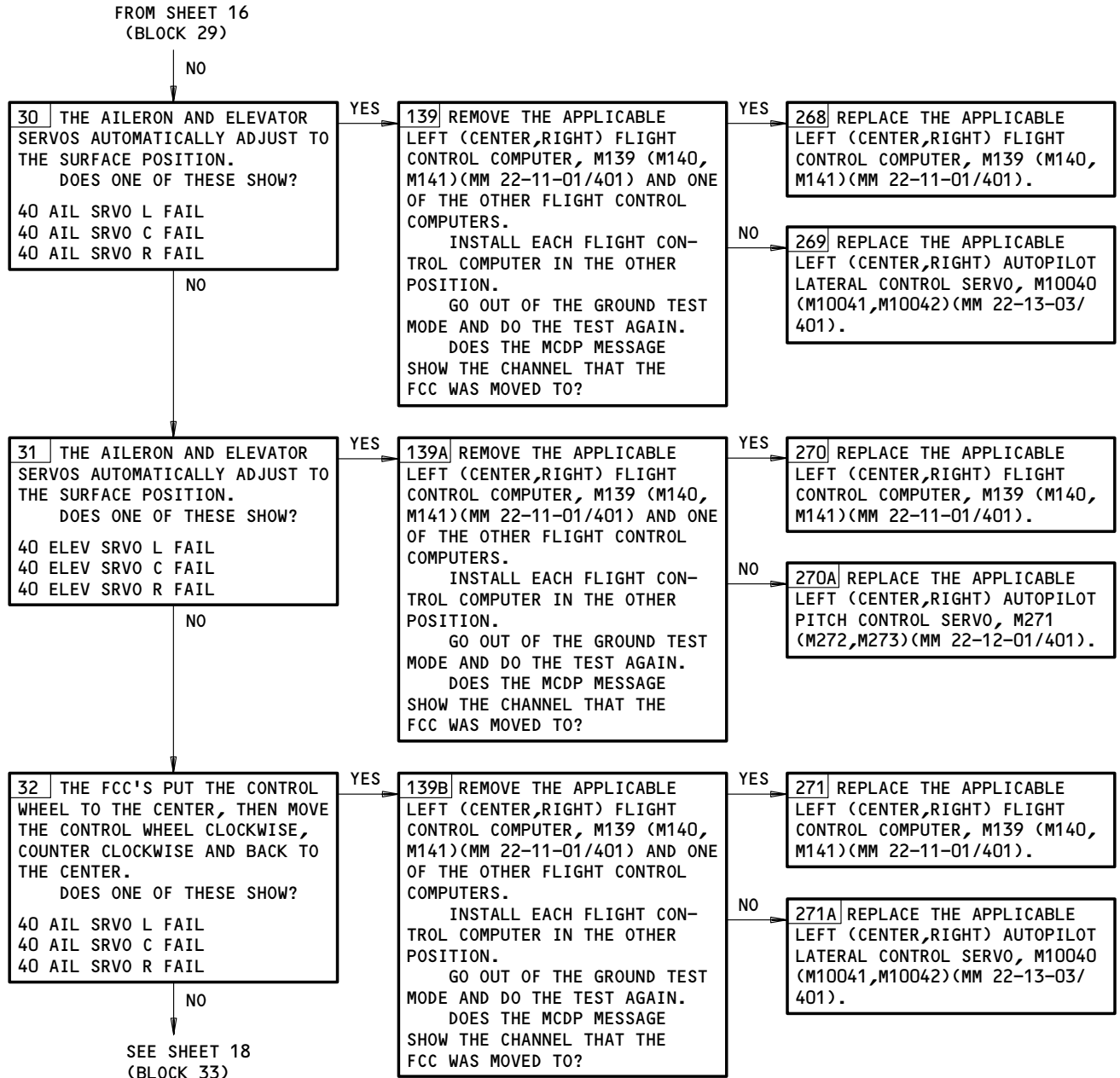


MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 16)

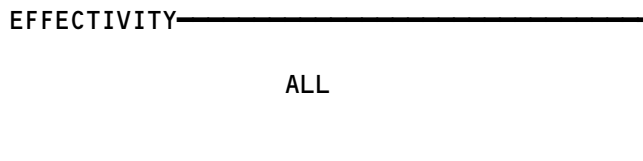
EFFECTIVITY

ALL

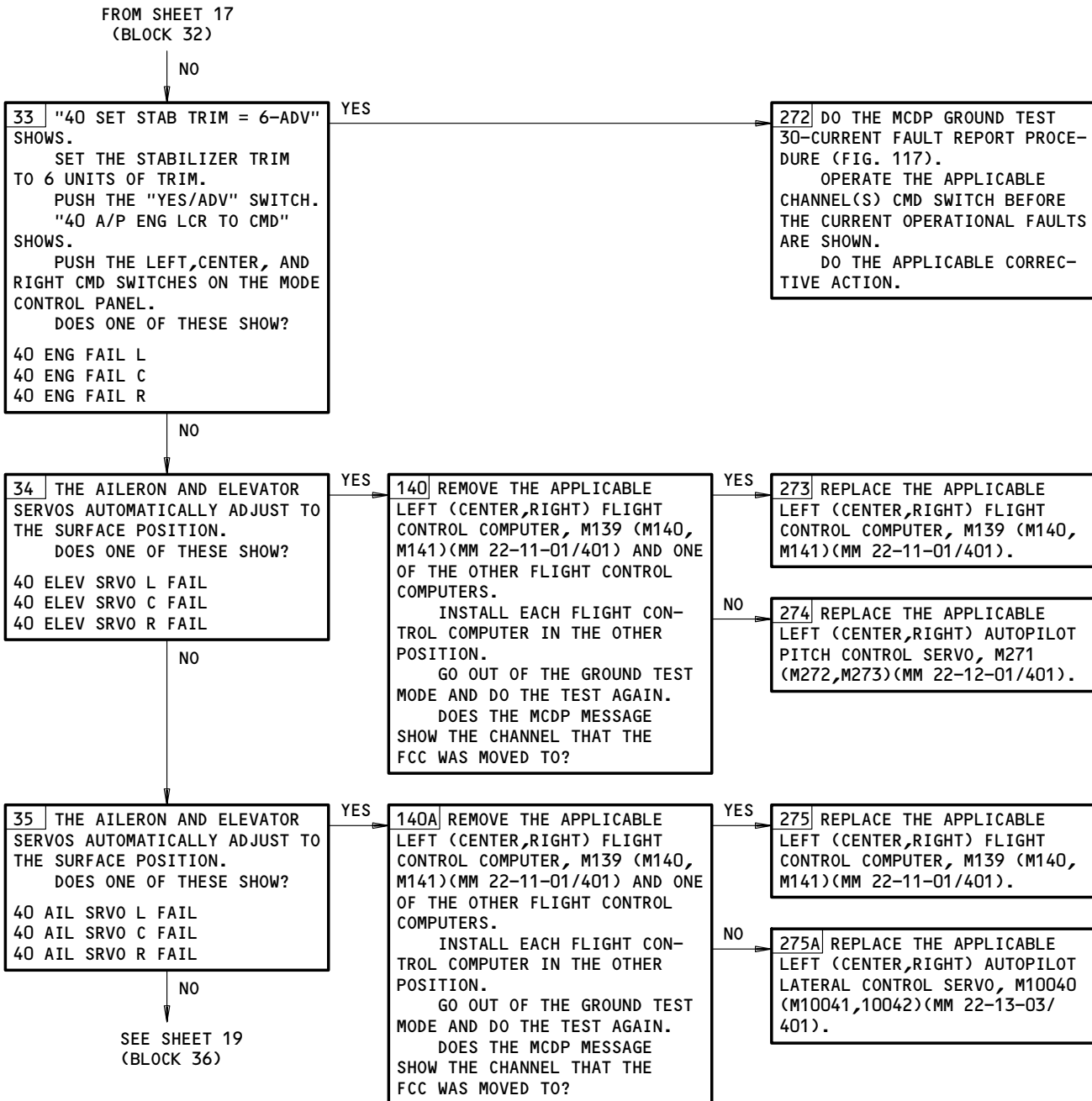
22-00-03



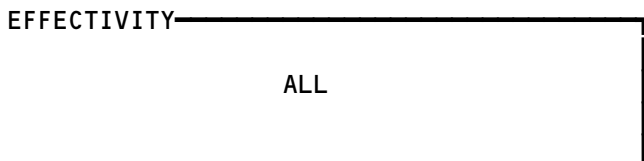
MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 17)



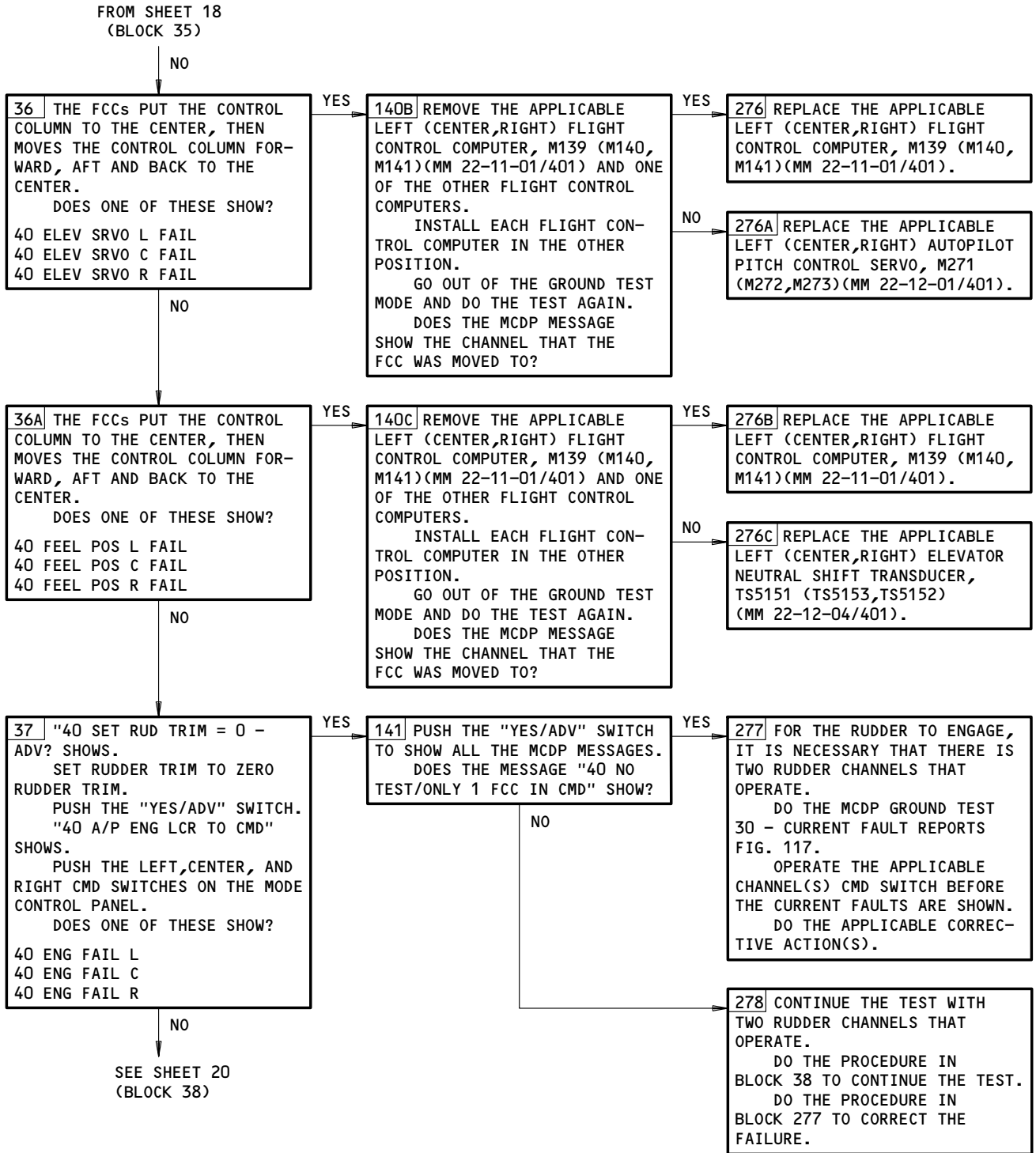
22-00-03



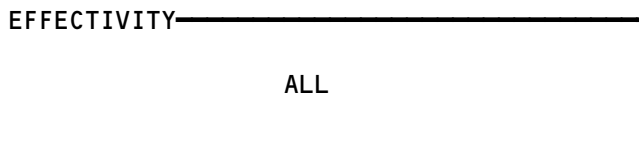
MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 18)



22-00-03

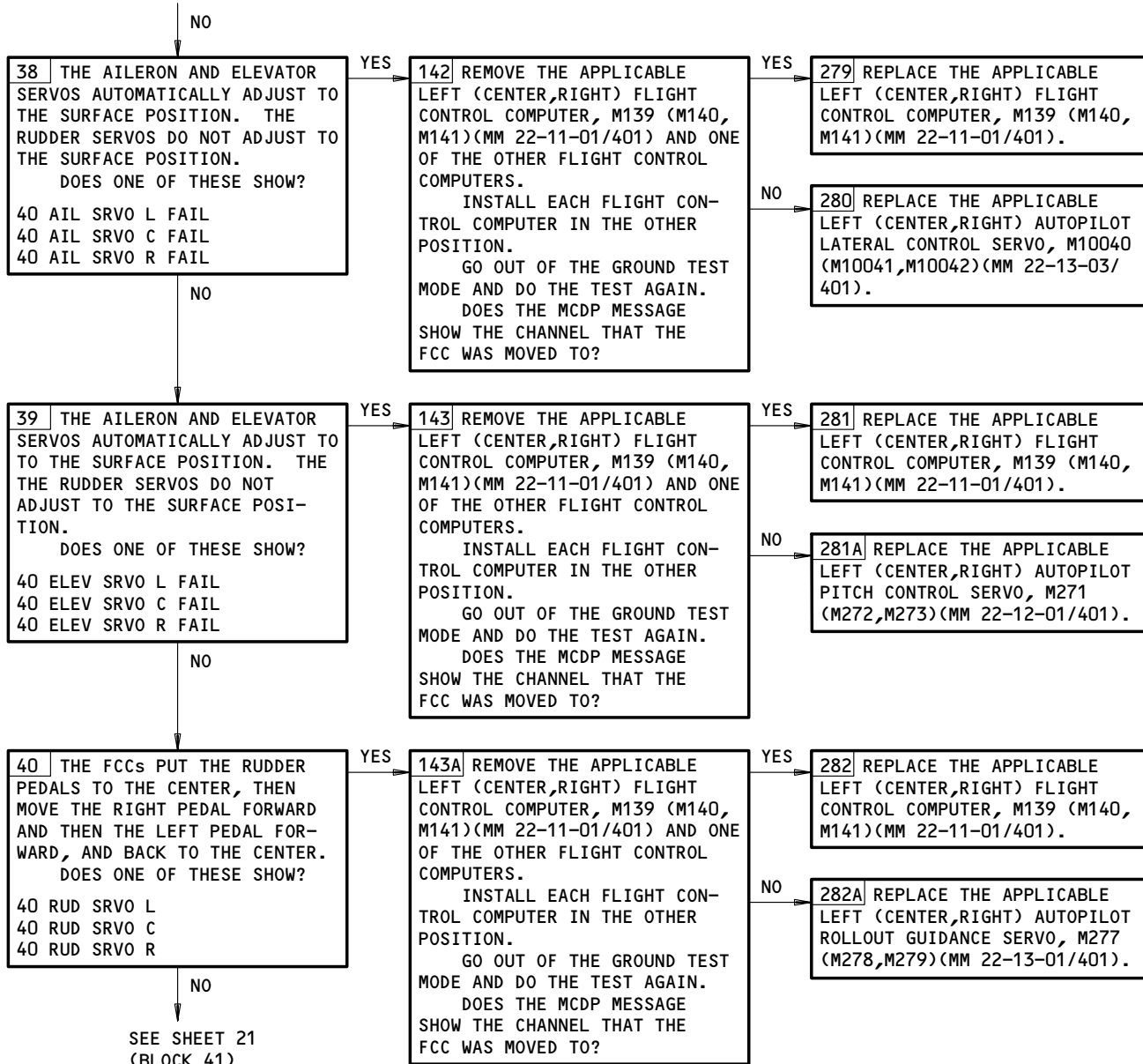


MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 19)

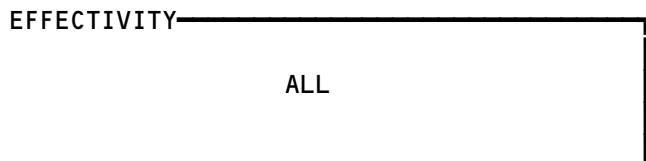


22-00-03

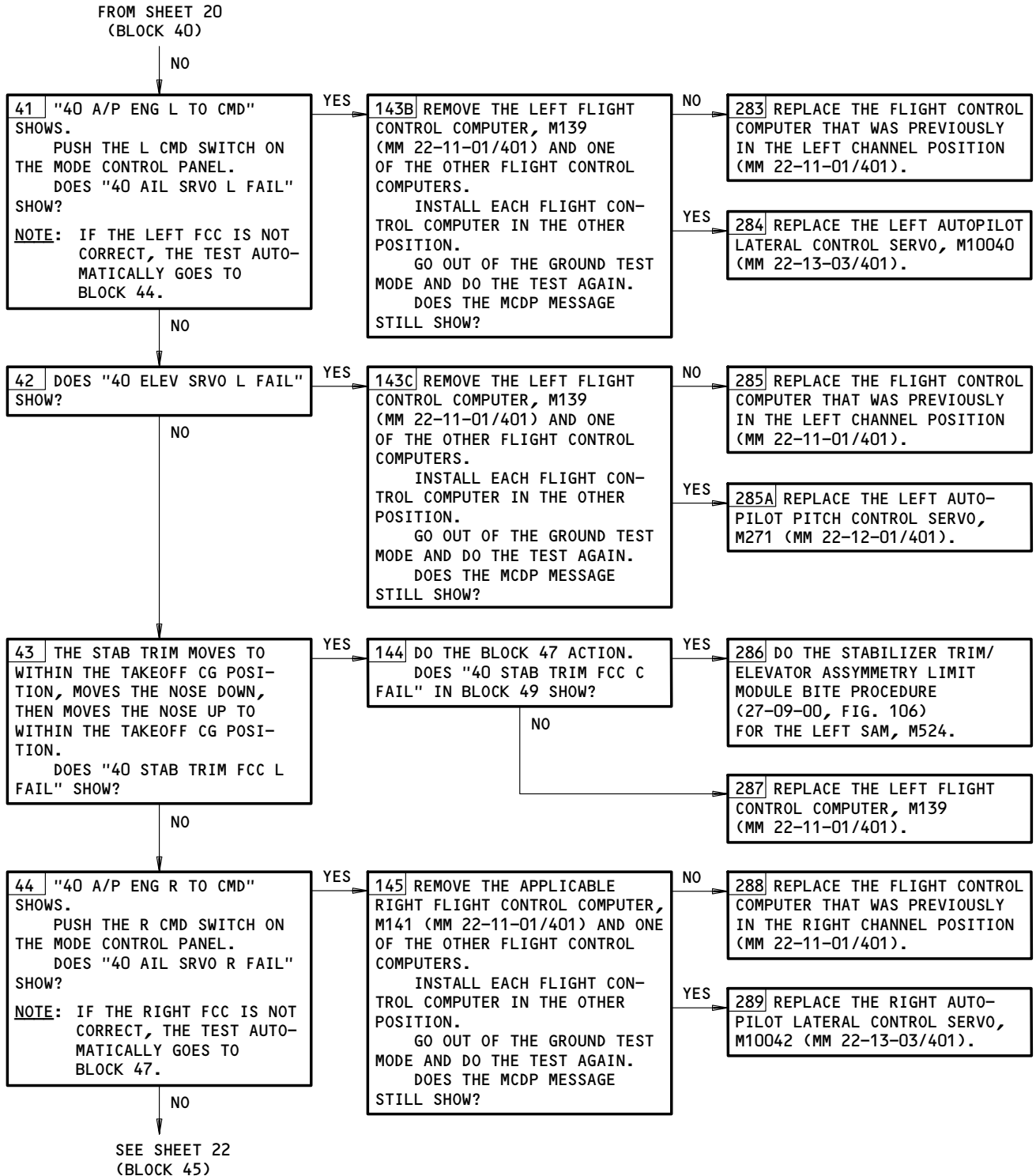
FROM SHEET 19
(BLOCK 37)



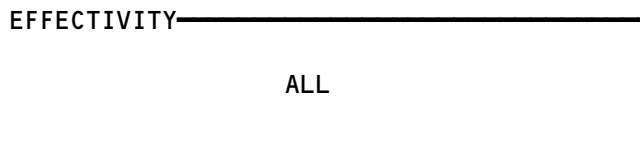
MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 20)



22-00-03

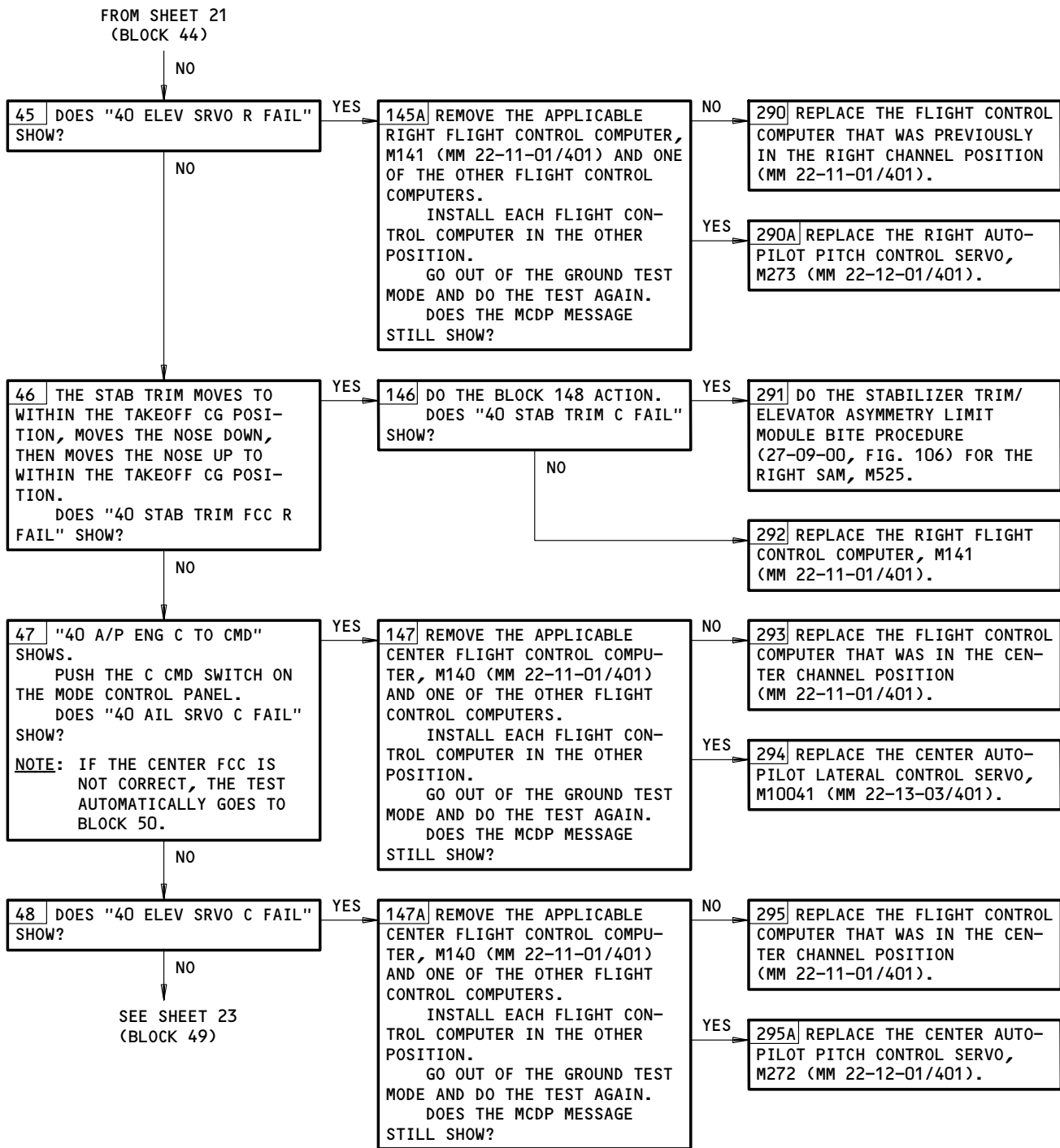


MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 21)



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FAULT ISOLATION/MAINT MANUAL



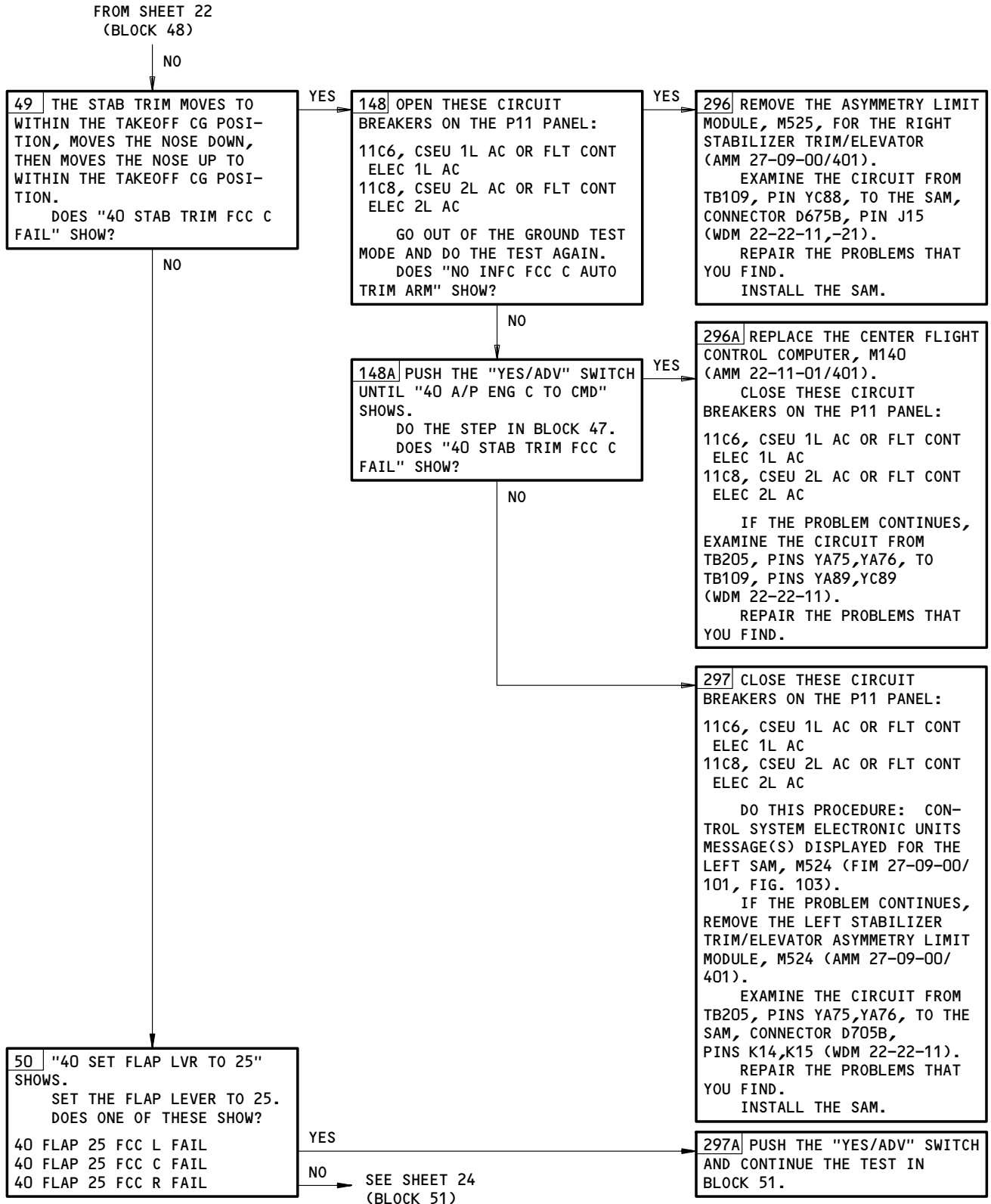
MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 22)

EFFECTIVITY

ALL

22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL



MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 23)

EFFECTIVITY

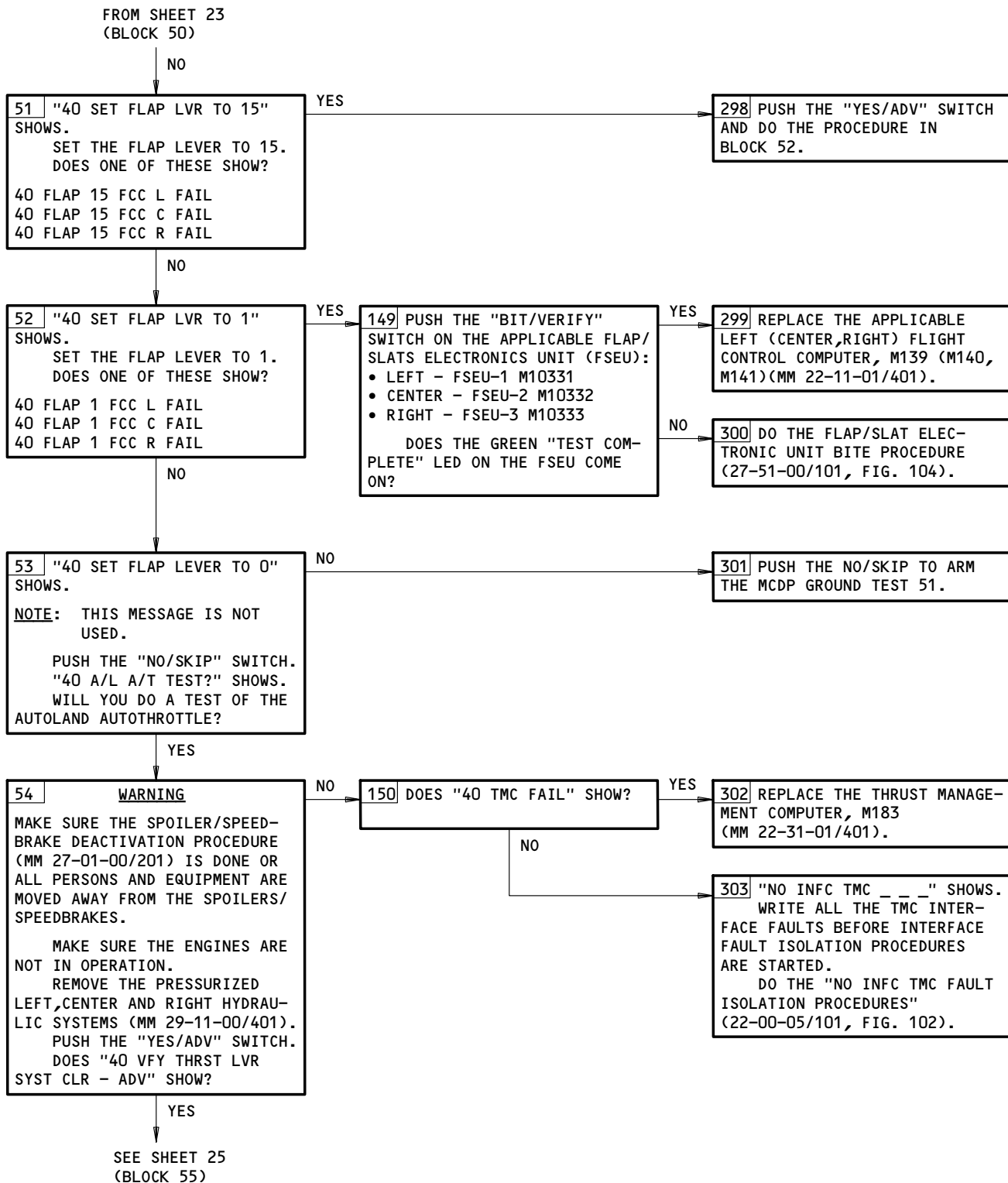
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22-00-03

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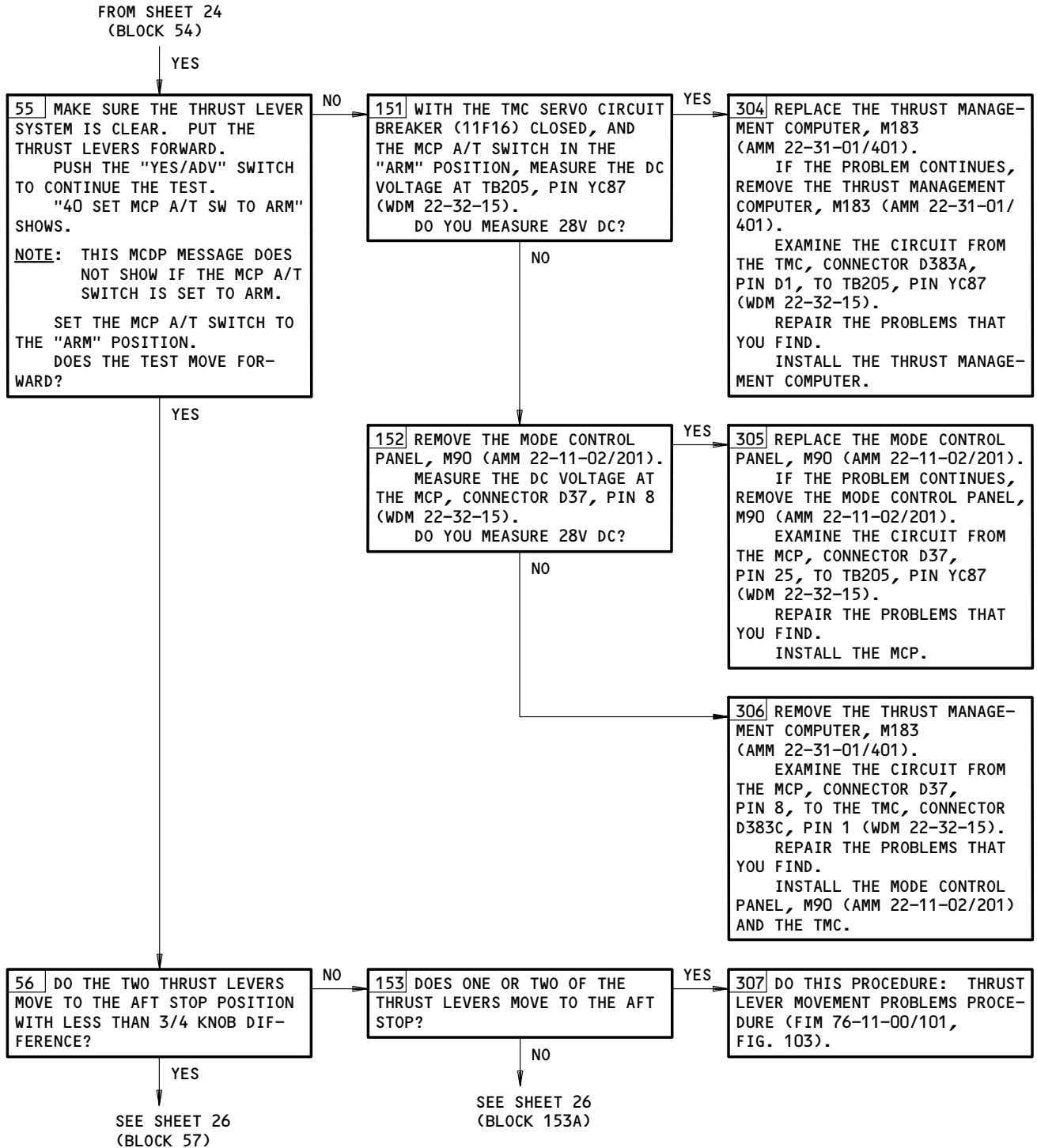


MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 24)

EFFECTIVITY

ALL

22-00-03



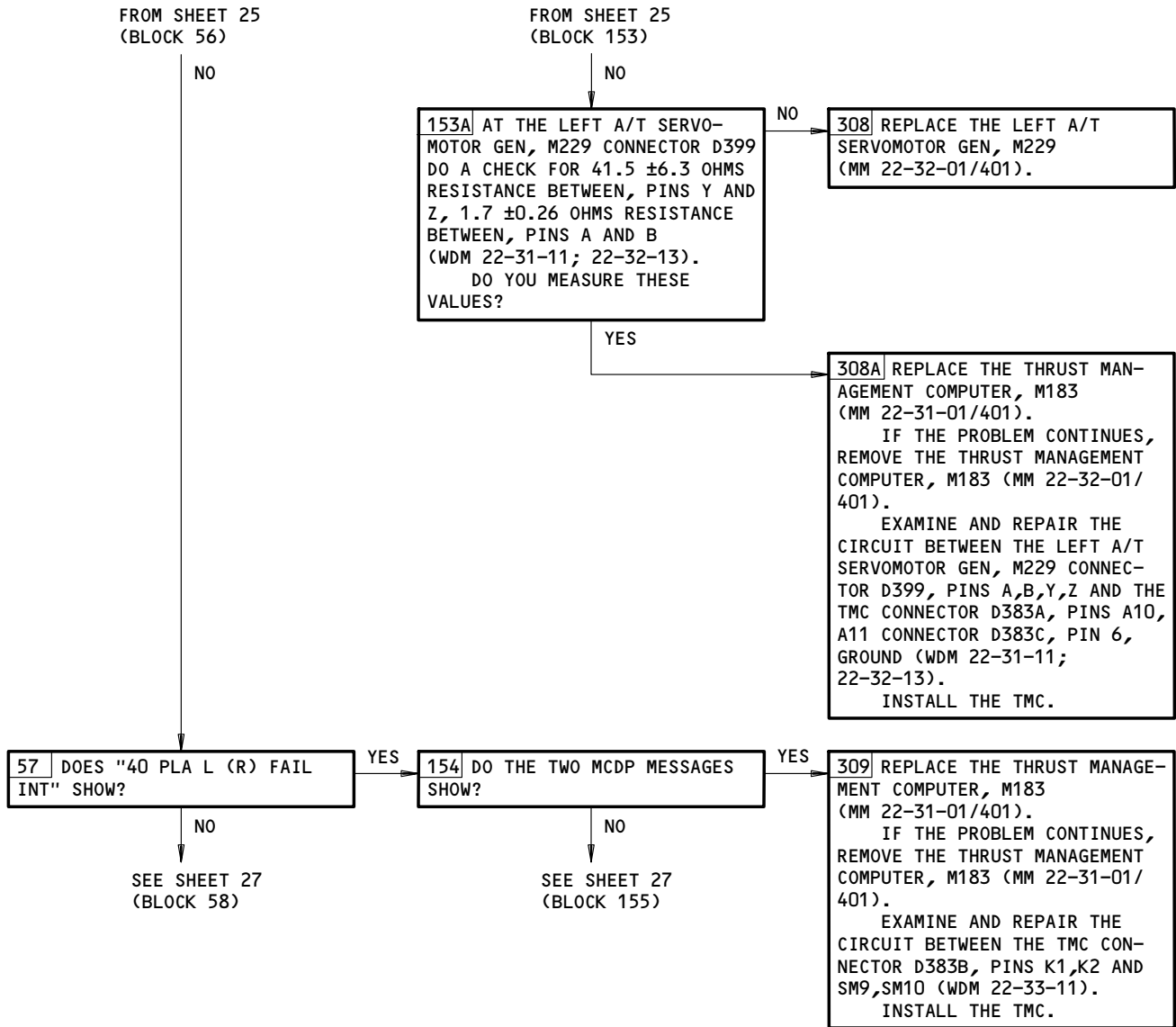
MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 25)

EFFECTIVITY

ALL

22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL



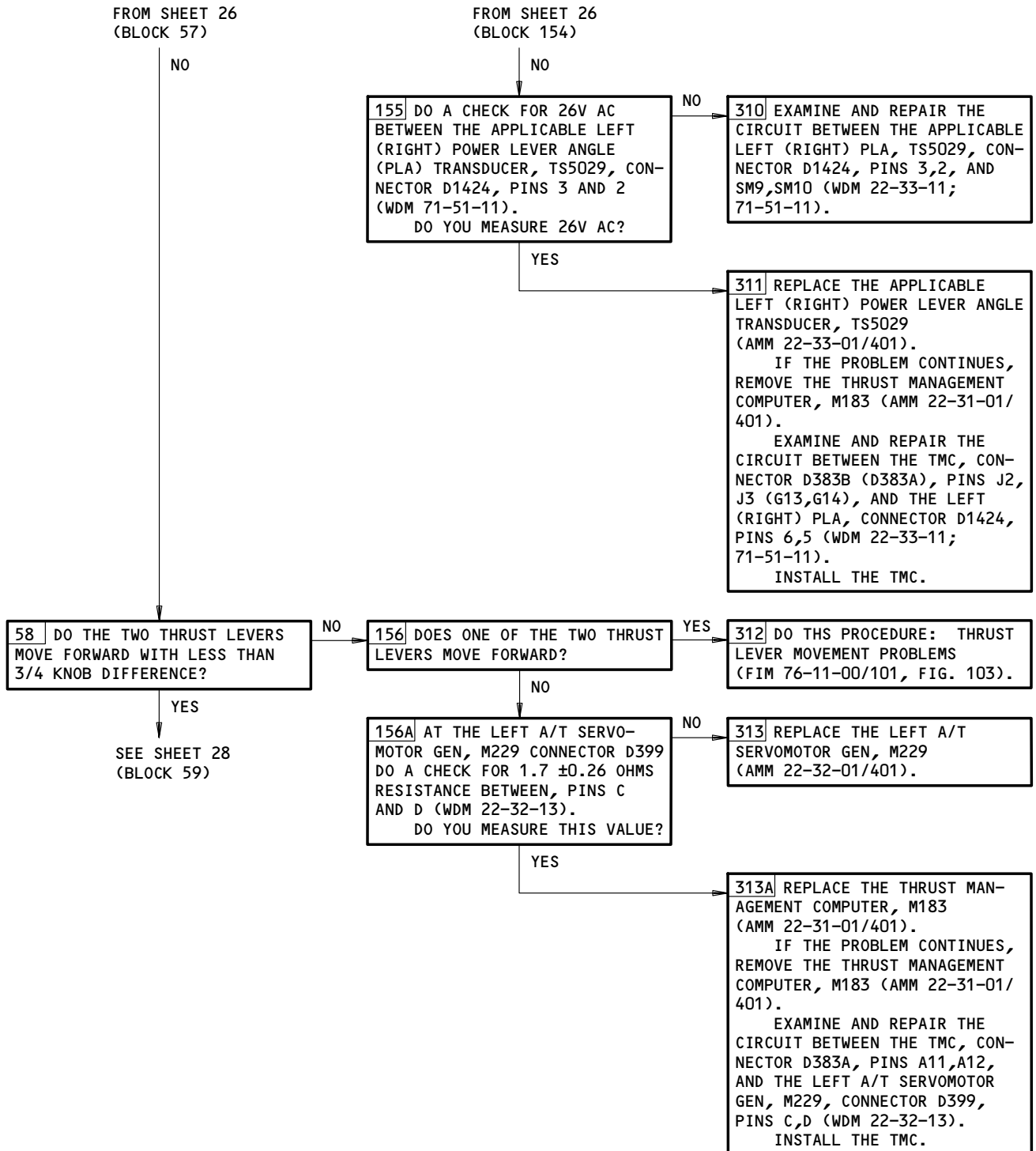
MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 26)

EFFECTIVITY

ALL

22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL

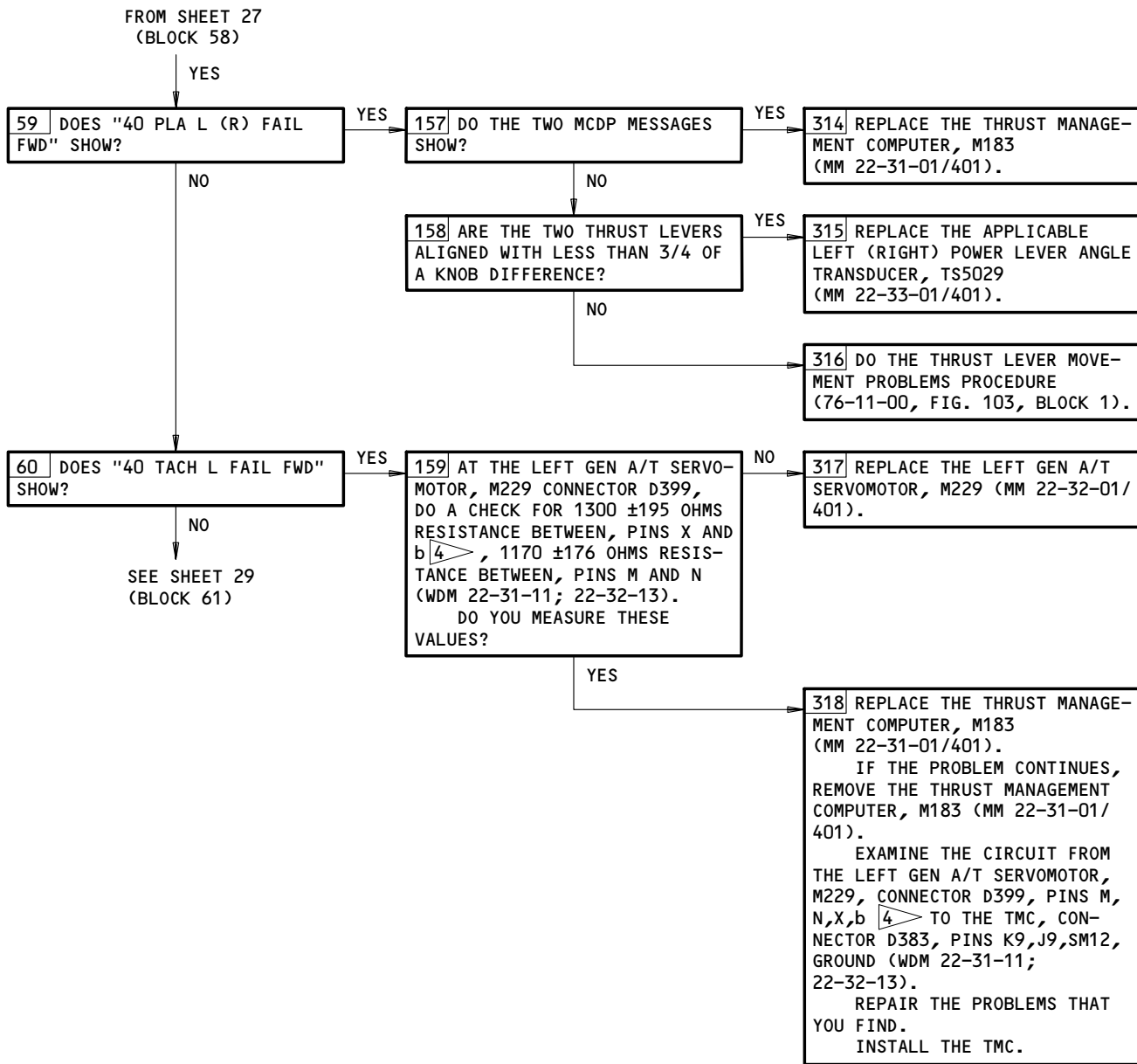


MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 27)

EFFECTIVITY	ALL
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22-00-03

BOEING
757
FAULT ISOLATION/MAINT MANUAL



4 ON WIRING DIAGRAMS, "b" SHOWS AS "B--"

MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 28)

EFFECTIVITY

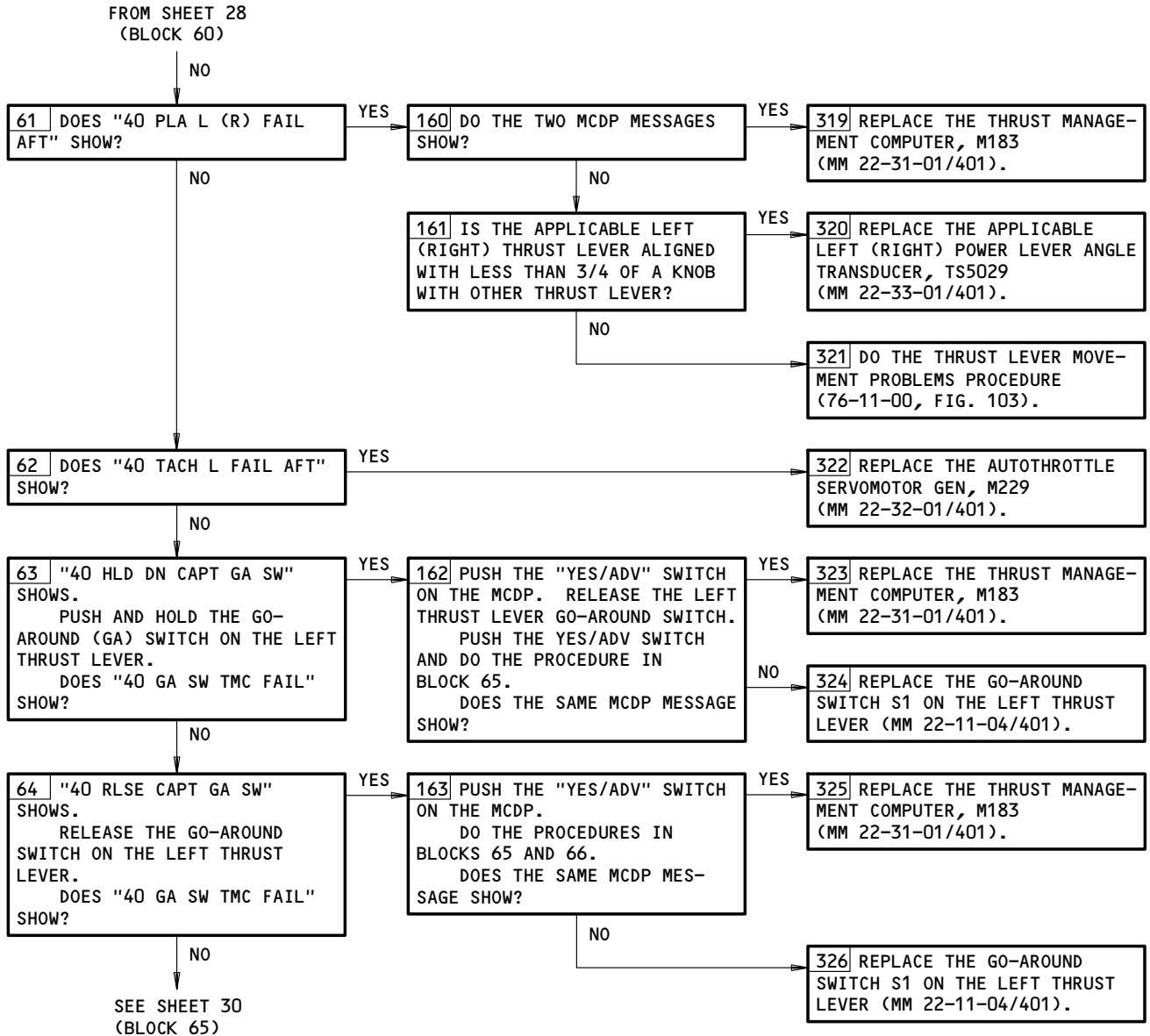
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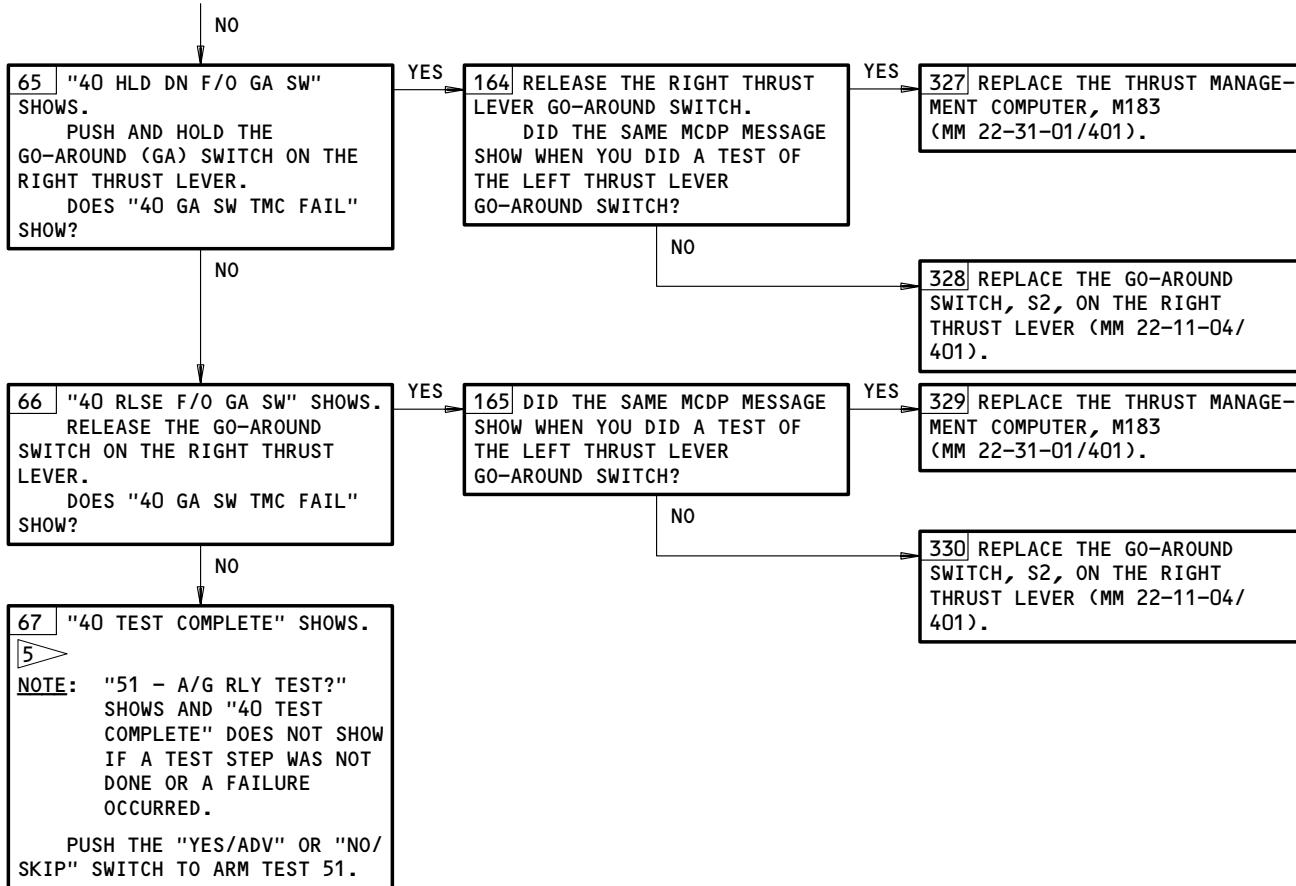


MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 29)

EFFECTIVITY	ALL
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22-00-03

FROM SHEET 29
(BLOCK 64)



5 THE AUTOLAND BUS ISOLATION TEST (BLOCK 3) CAN CAUSE THE "STAB TRIM" OR "YAW DAMPER" EICAS MAINTENANCE MESSAGE TO SHOW. DO THE STEP THAT FOLLOWS TO REMOVE THESE EICAS MESSAGES.

WARNING

DO THE DEACTIVATION PROCEDURE FOR THE SPOILERS (MM 27-61-00/201) OR MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILERS WHEN YOU OPEN THE CIRCUIT BREAKERS THAT FOLLOW. ACCIDENTAL SPOILER MOVEMENT CAN OCCUR AND CAUSE INJURY OR DAMAGE.

OPEN ALL CIRCUIT BREAKERS THAT FOLLOW THEN CLOSE THEM WITHIN 25 SECONDS:

- 11C6 CSEU 1L AC OR FLT CONT ELEC 1L AC
- 11C8 CSEU 2L AC OR FLT CONT ELEC 2L AC
- 11G17 CSEU 1R AC OR FLT CONT ELEC 1R AC
- 11G27 CSEU 2R AC OR FLT CONT ELEC 2R AC

NOTE: MAKE SURE THE INDICATIONS THAT FOLLOW DO NOT SHOW AFTER YOU OPEN AND THEN CLOSE THE ABOVE CIRCUIT BREAKERS:

"ELEV ASY L ACT" FAULTBALL SET ON A SAM
"ELEV ASYM" SHOWS ON THE EICAS

IF THESE INDICATIONS SHOW, DO THE FAULTBALL RESET (27-09-00, FIG. 106, BLOCK 2) AND THE EICAS MESSAGE ERASE PROCEDURE (31-41-00, FIG. 109).

MCDP Ground Test 40 - AUTOLAND
Figure 118 (Sheet 30)

EFFECTIVITY

ALL

22-00-03

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PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:

- EICAS (AMM 31-41-00/501)(IF A REMOTE MCDP CONTROL PANEL IS USED)
- AIR/GROUND RELAY SYSTEM (AMM 32-09-02/501)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:

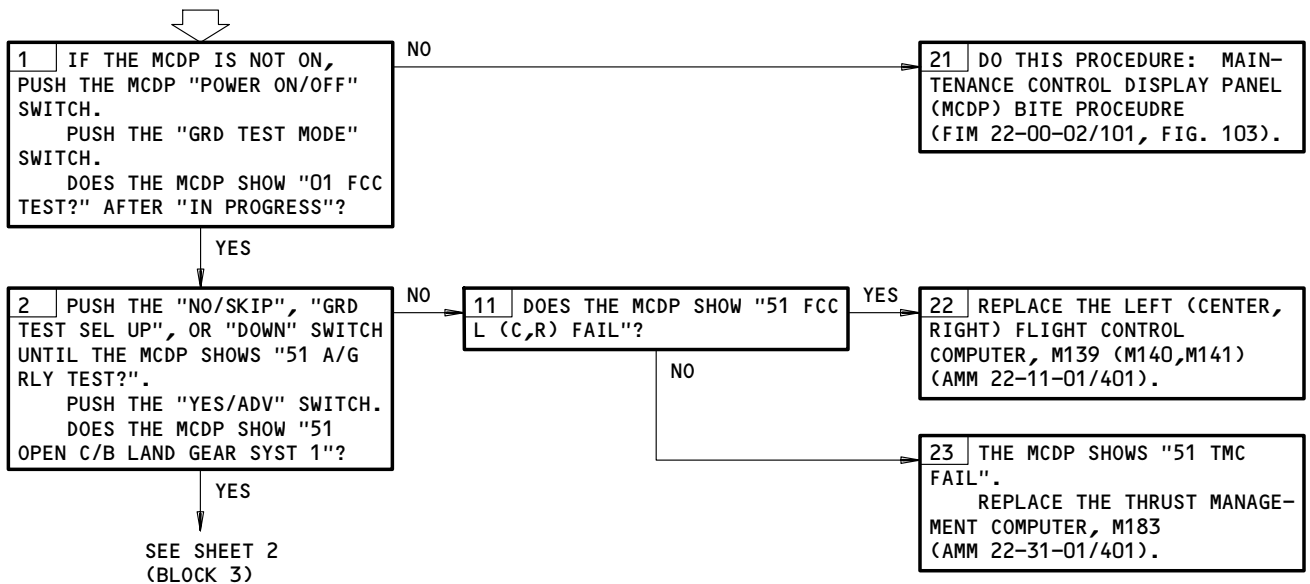
- 11A17,11E16,11E17,11E18,11E20,11E21,11E34,11E35,11E36,11F14,11F15,11F16; 1 ▷ 11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:

- ELECTRICAL POWER IS ON (AMM 24-22-00/201)

NOTE: THE MCDP SHOWS "XX IN PROGRESS" WHILE AN AUTOMATIC TEST STEP IS DONE.

**MCDP GROUND TEST
51 - "AIR/GRD RLY"**



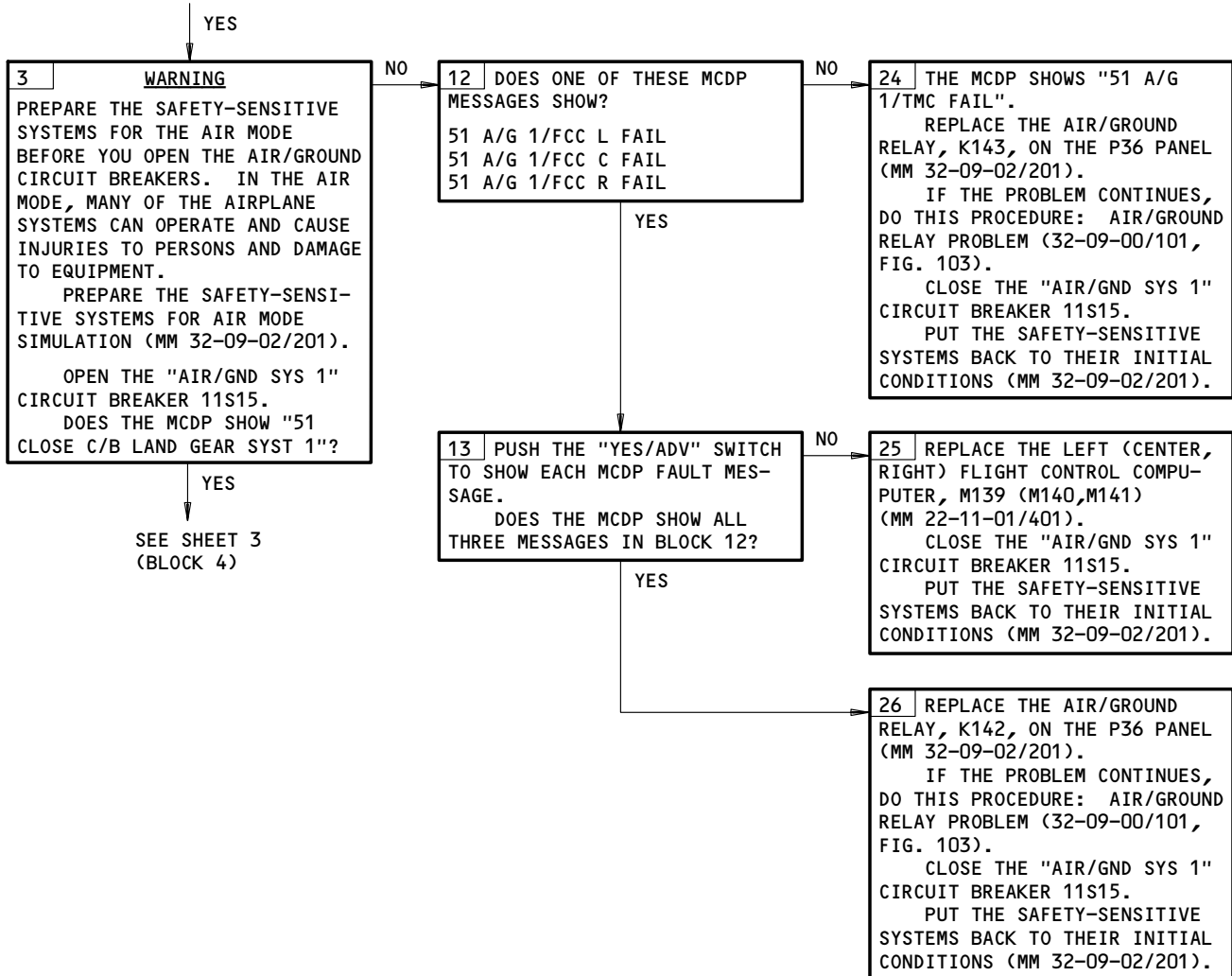
1 ▷ WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

MCDP Ground Test 51 - AIR/GRD RLY
Figure 101 (Sheet 1)

EFFECTIVITY	ALL
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22-00-04

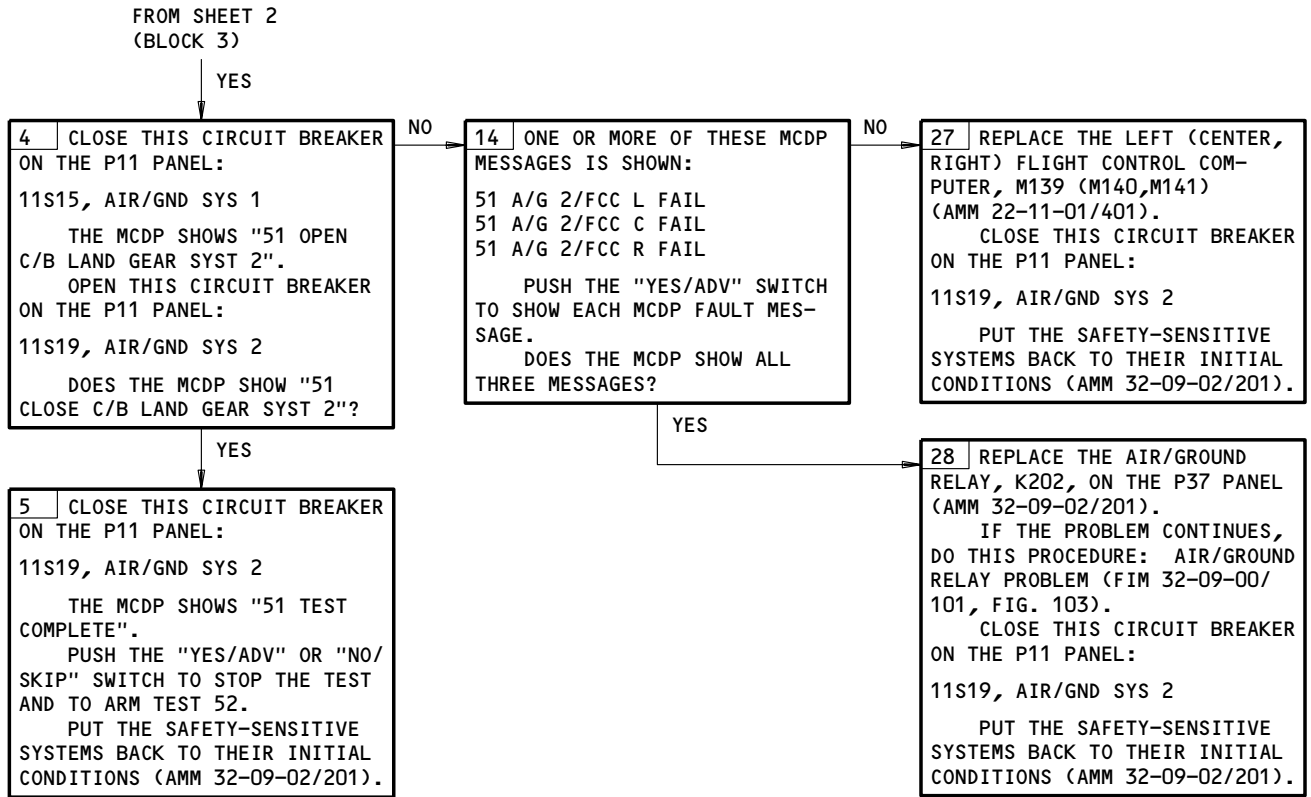
FROM SHEET 1
(BLOCK 2)



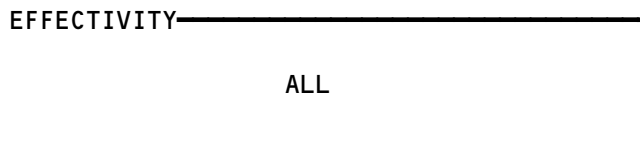
MCDP Ground Test 51 - AIR/GRD RLY
Figure 101 (Sheet 2)

EFFECTIVITY _____
ALL

22-00-04



MCDP Ground Test 51 - AIR/GRD RLY
Figure 101 (Sheet 3)



22-00-04

PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:

- AIR CONDITIONING (AMM 21-00-00/201)
- SPOILER SPEEDBRAKE CONTROL SYSTEM (AMM 27-61-00/201)
- WING THERMAL ANTI-ICING (AMM 30-11-00/501)
- ENGINE INLET THERMAL ANTI-ICING (AMM 30-21-00/501)
- EICAS (AMM 31-41-00/501)(IF A REMOTE MCDP CONTROL PANEL IS USED)
- AIR/GROUND RELAY SYSTEM (AMM 32-09-02/501)
- FLIGHT MANAGEMENT COMPUTER SYSTEM (AMM 34-61-00/501)
- PNEUMATIC (AMM 36-00-00/201)
- AIR SUPPLY DISTRIBUTION SYSTEM (AMM 36-11-00/501)
- FUEL CONTROL (AMM 73-21-00/1)
- THRUST REVERSER SYSTEM (AMM 78-31-00/501)


MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:

11F14,11F15,11F16;  11SX

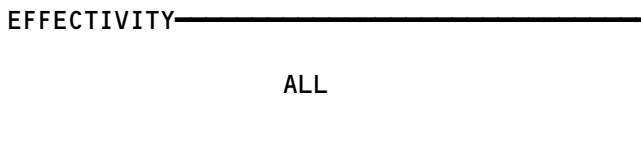
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:

ELECTRICAL POWER IS ON (AMM 24-22-00/201)

NOTE: THE MCDP SHOWS "XX IN PROGRESS" WHILE AN AUTOMATIC TEST STEP IS DONE.

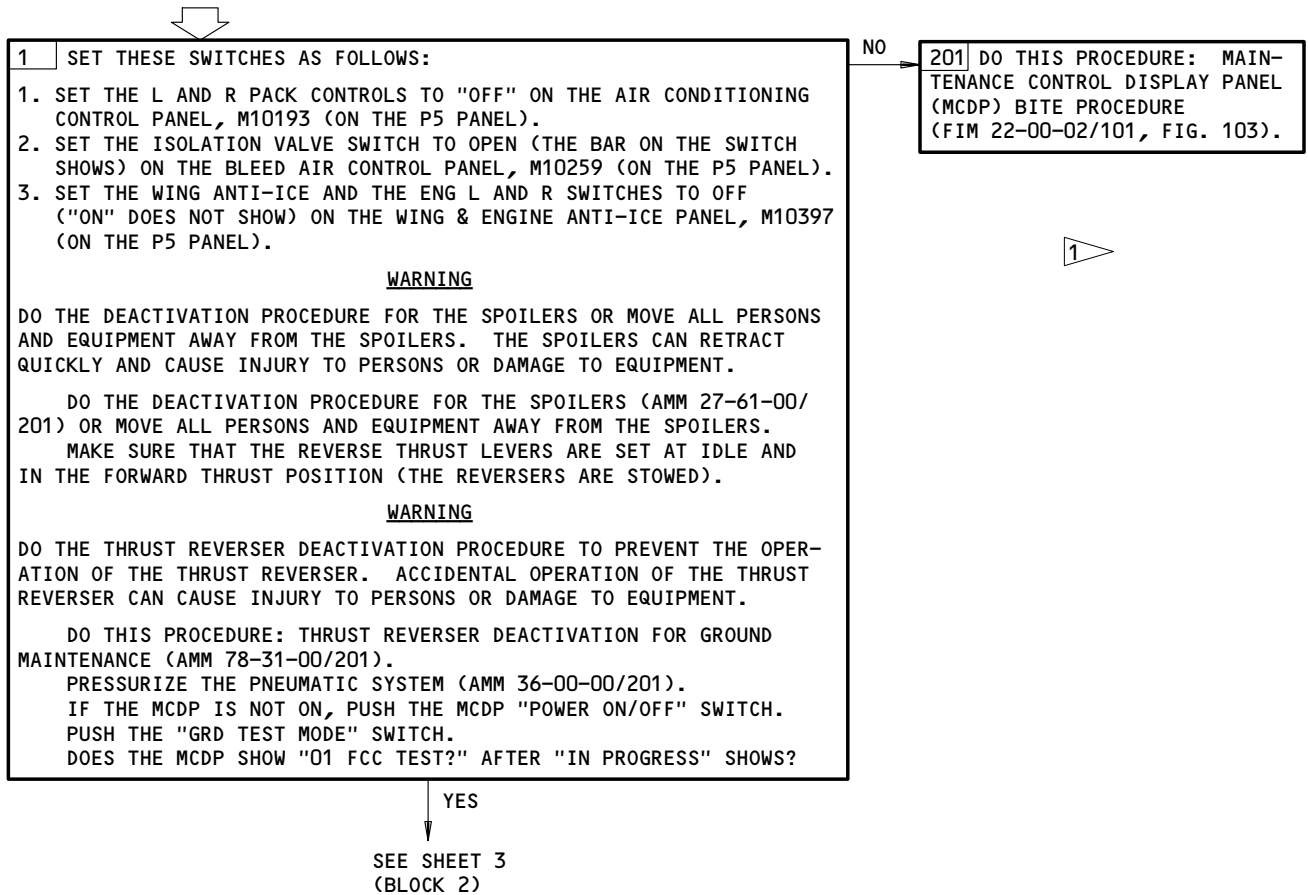
 WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

MCDP Ground Test 52 - TMC RLY/SW
Figure 102 (Sheet 1)



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**MCDP GROUND TEST
52 – TMC RLY/SW**

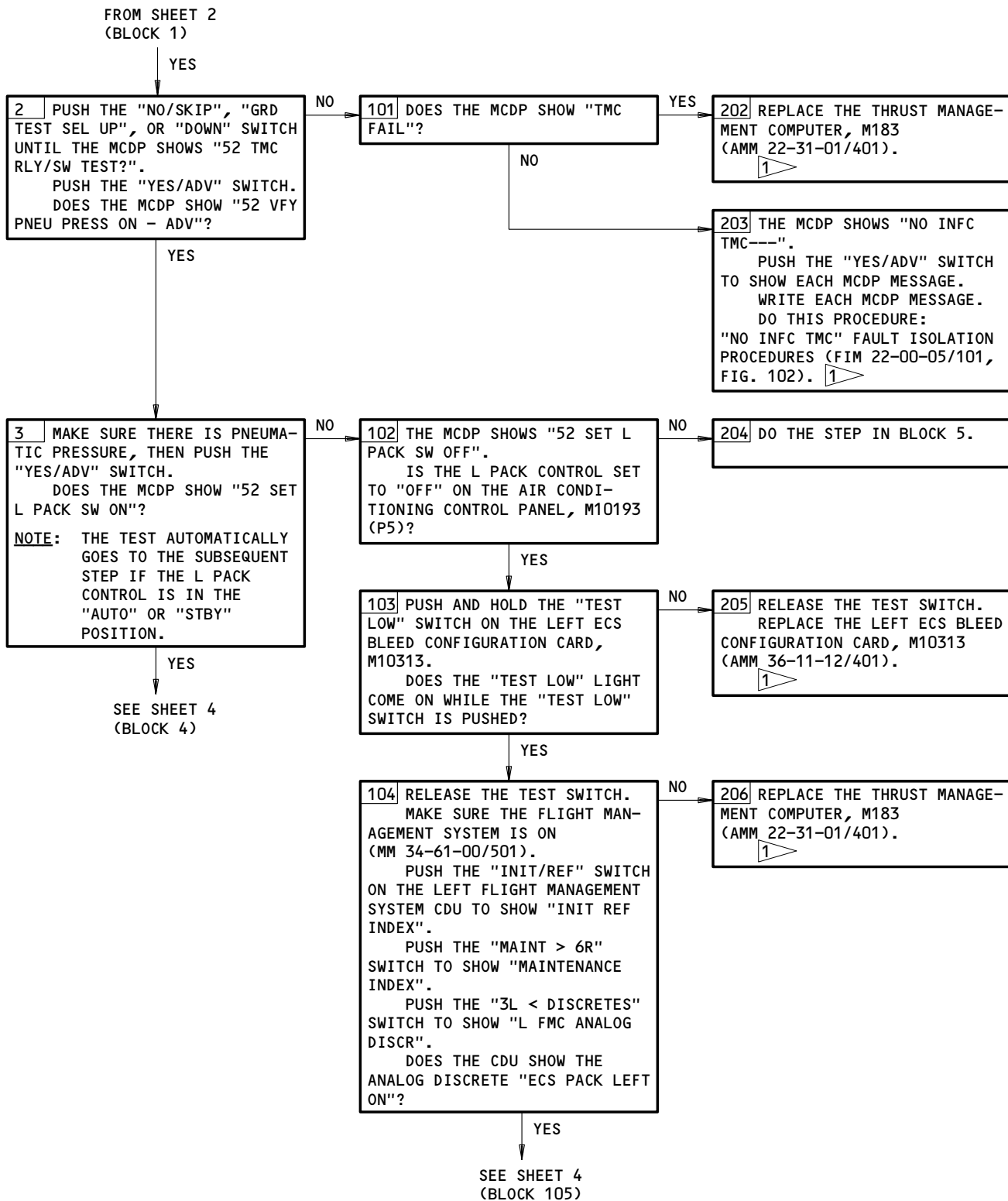


- 1 WHEN THE TEST IS COMPLETE, DO AS FOLLOWS:
- DO THE ACTIVATION PROCEDURE FOR THE THRUST REVERSER (AMM 78-31-00/201)
 - DO THE ACTIVATION PROCEDURE FOR THE SPOILERS IF YOU DID THE DEACTIVATION PROCEDURE (AMM 27-61-00/201).

MCDP Ground Test 52 – TMC RLY/SW
Figure 102 (Sheet 2)

EFFECTIVITY	ALL
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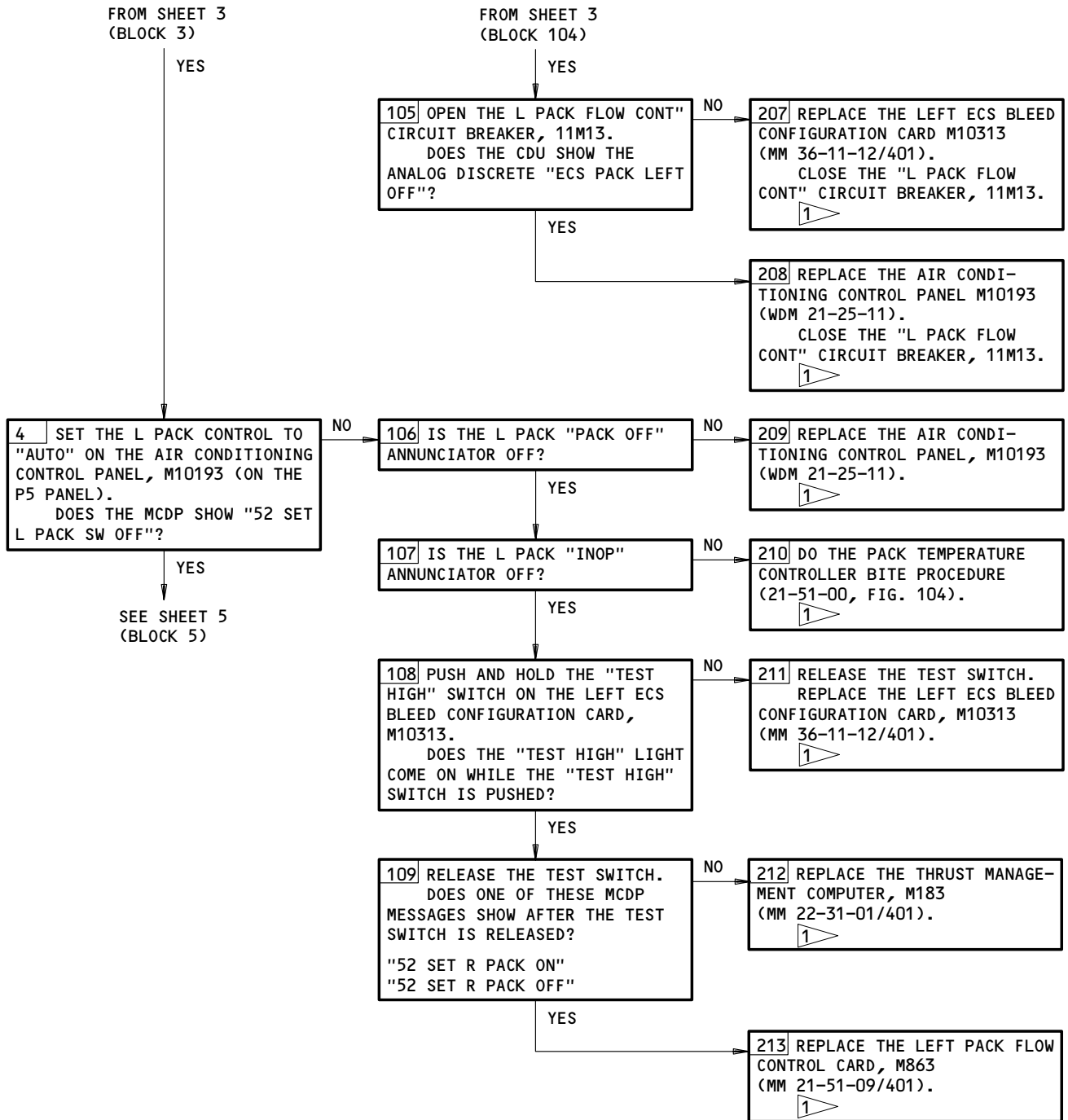


MCDP Ground Test 52 - TMC RLY/SW
Figure 102 (Sheet 3)

EFFECTIVITY	ALL
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FAULT ISOLATION/MAINT MANUAL

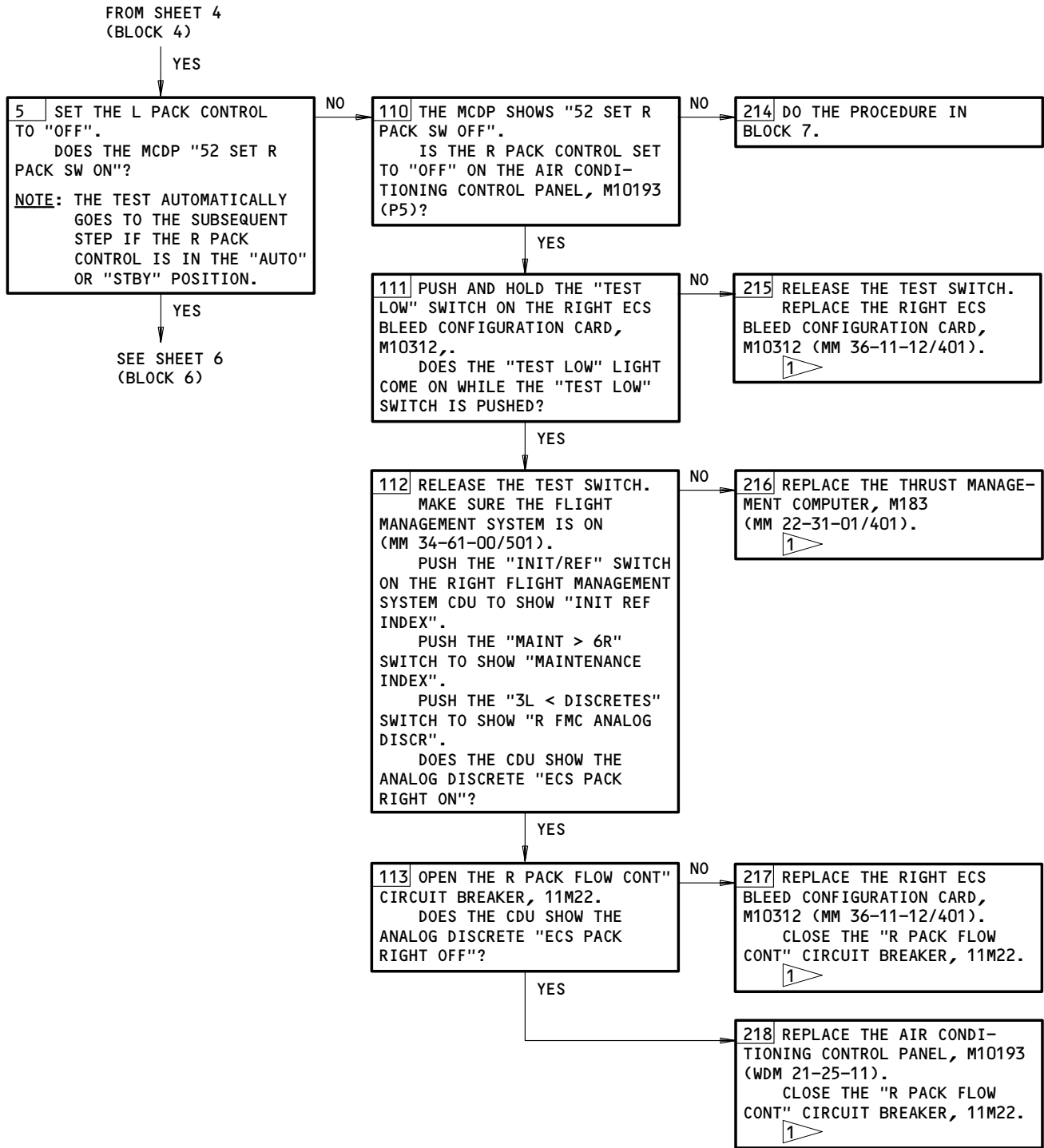


MCDP Ground Test 52 - TMC RLY/SW
Figure 102 (Sheet 4)

EFFECTIVITY

ALL

22-00-04

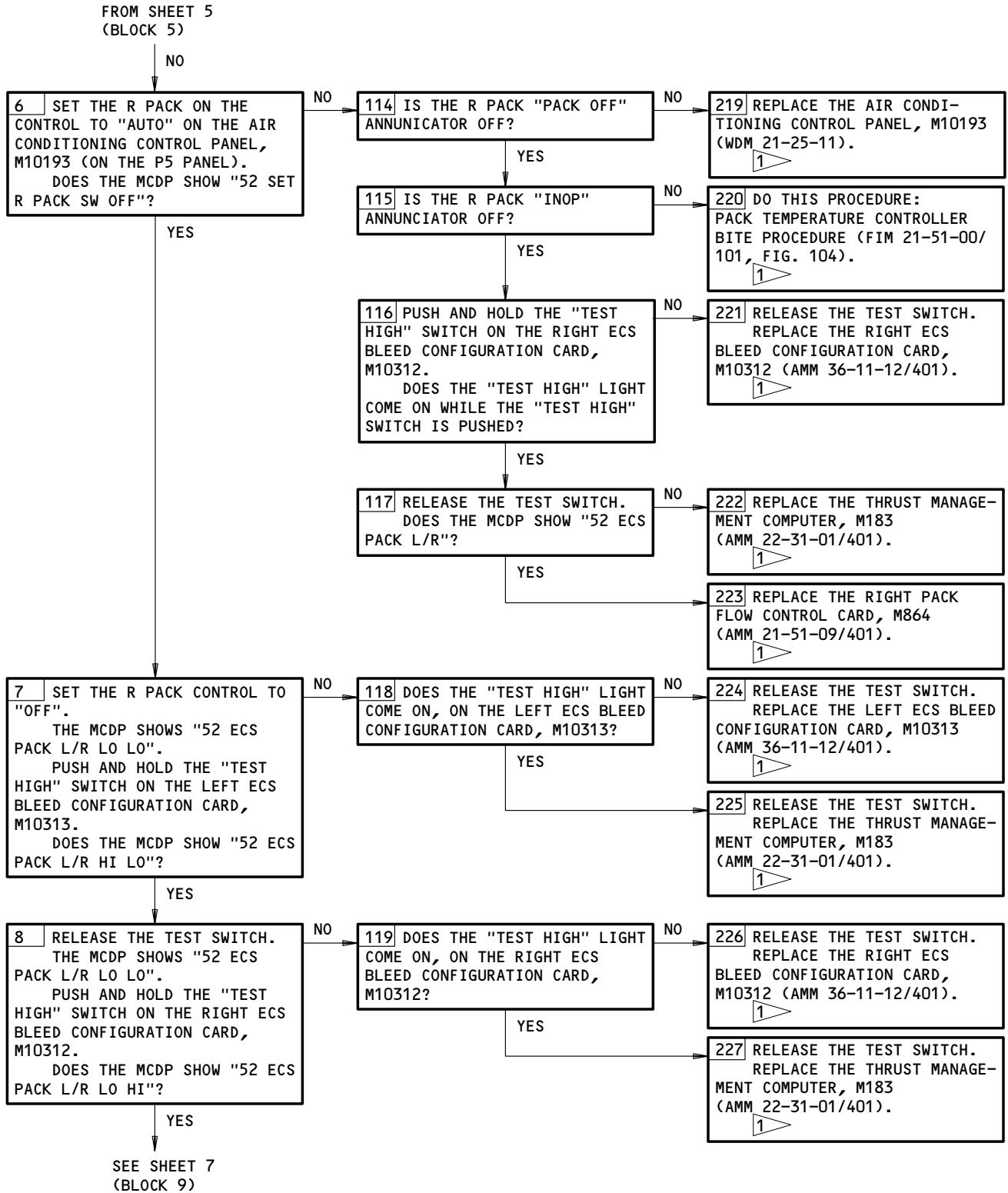


MCDP Ground Test 52 - TMC RLY/SW
Figure 102 (Sheet 5)

EFFECTIVITY

ALL

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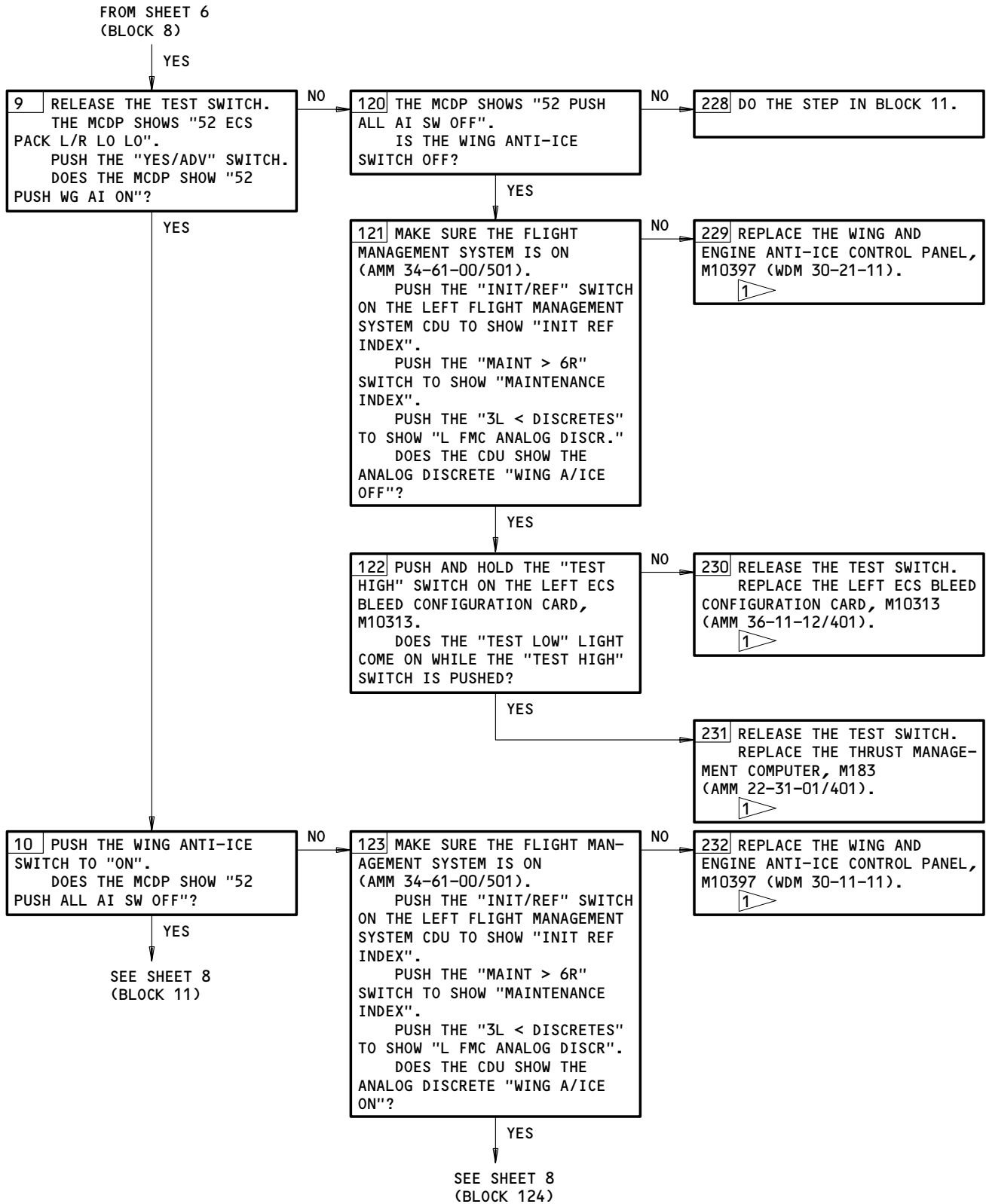


MCDP Ground Test 52 - TMC RLY/SW
Figure 102 (Sheet 6)

EFFECTIVITY	ALL
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FAULT ISOLATION/MAINT MANUAL



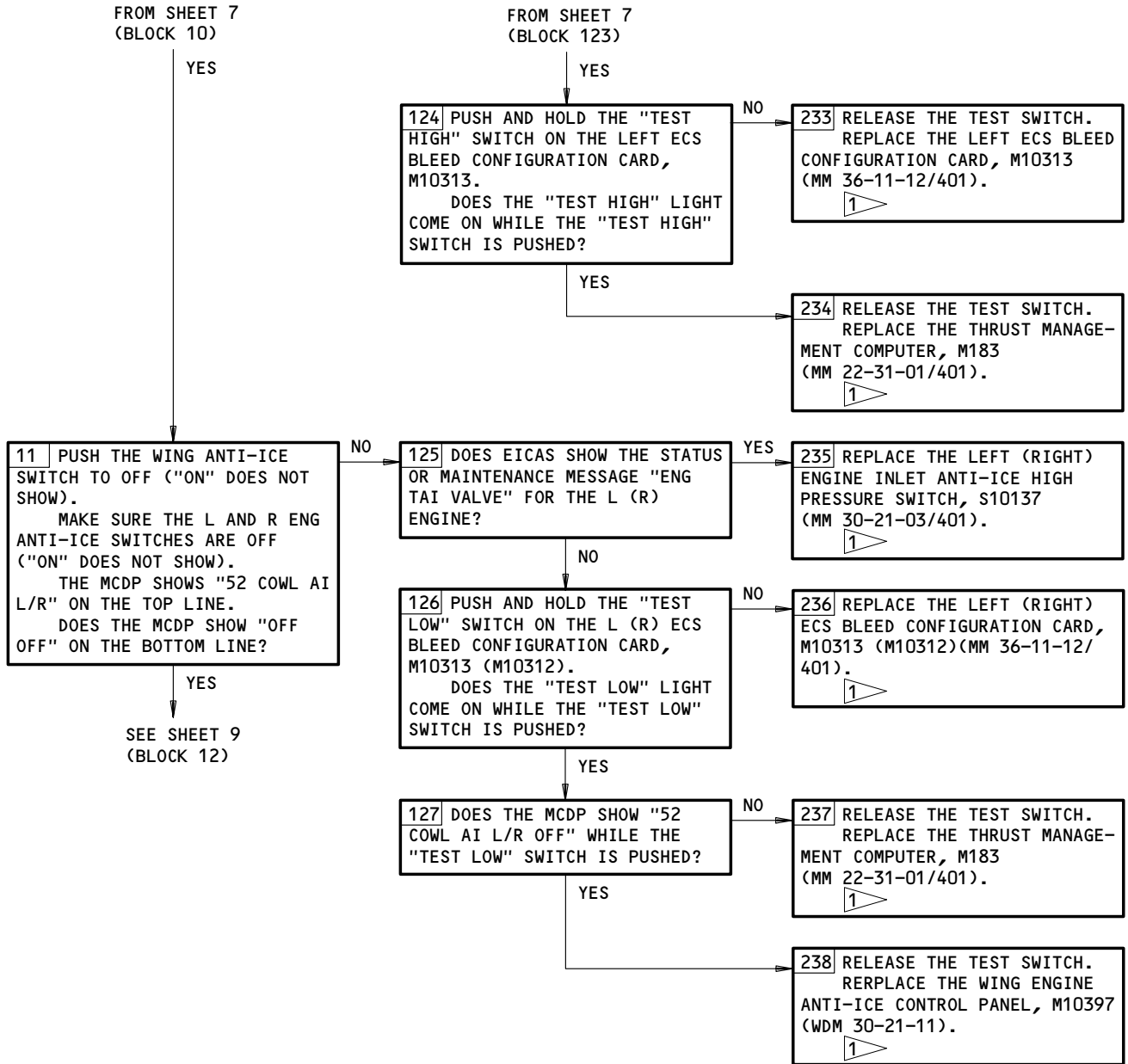
MCDP Ground Test 52 - TMC RLY/SW
Figure 102 (Sheet 7)

EFFECTIVITY

ALL

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FAULT ISOLATION/MAINT MANUAL

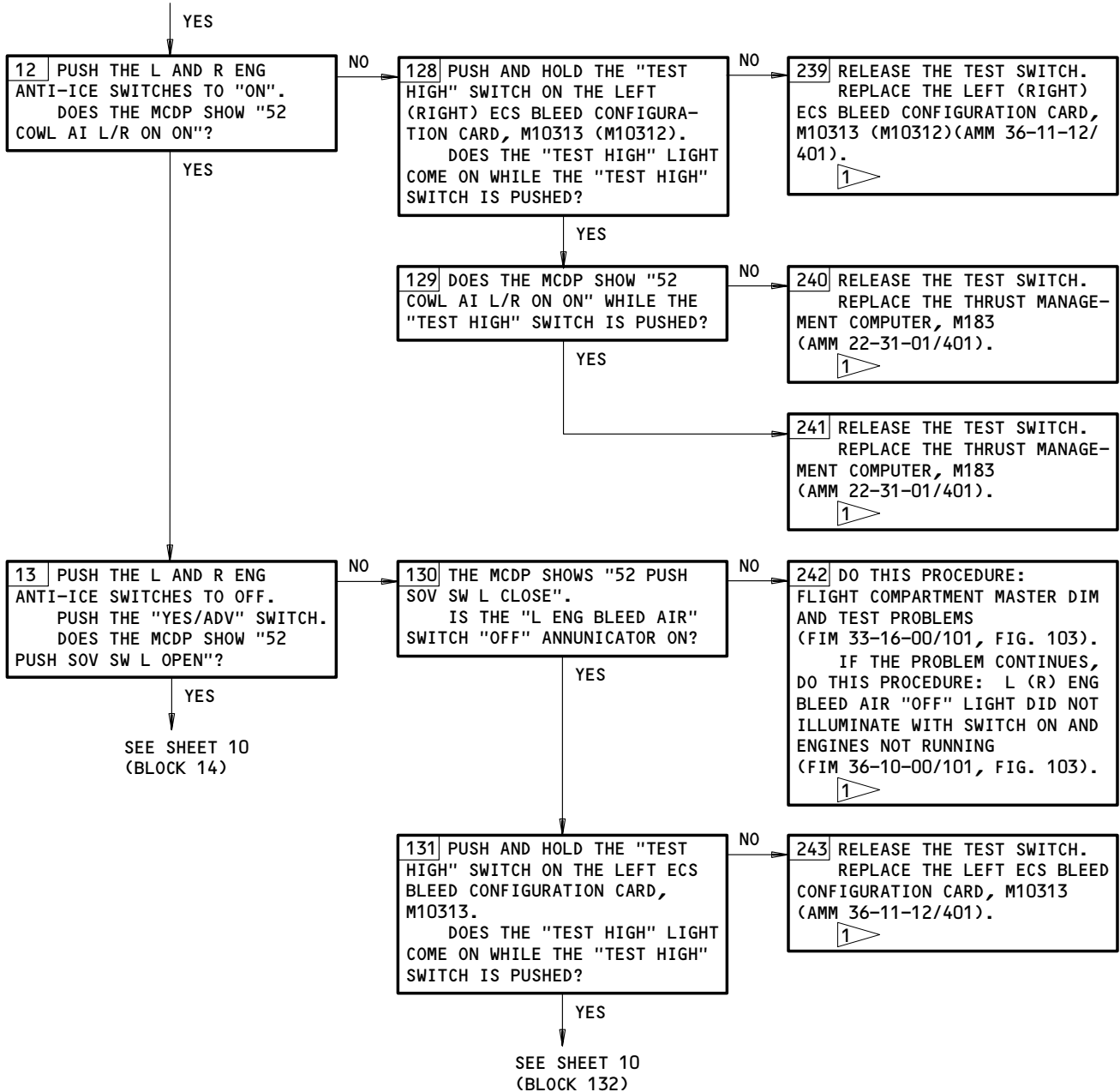


MCDP Ground Test 52 - TMC RLY/SW
Figure 102 (Sheet 8)

EFFECTIVITY	ALL
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22-00-04

FROM SHEET 8
(BLOCK 11)



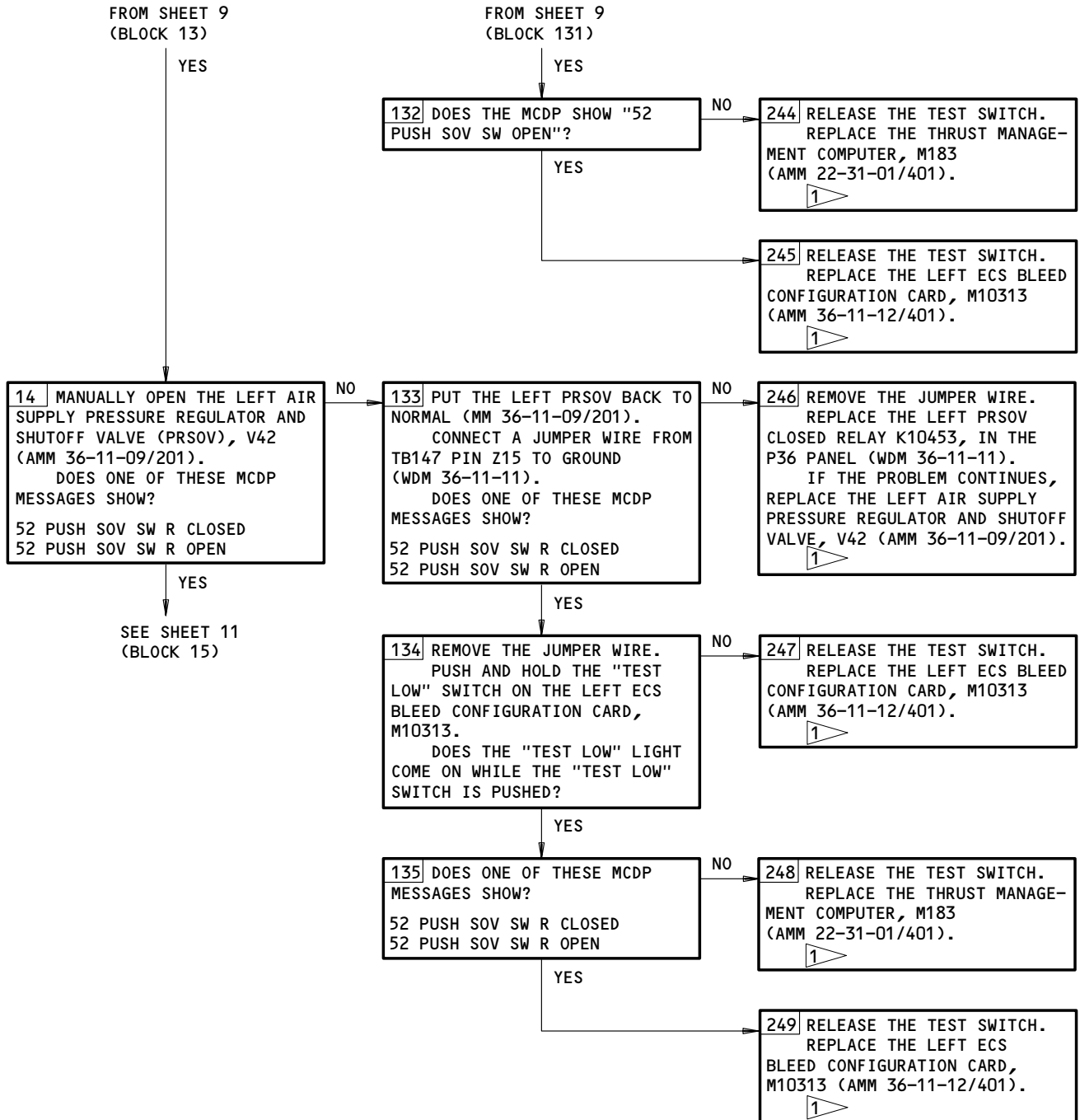
MCDP Ground Test 52 - TMC RLY/SW
Figure 102 (Sheet 9)

EFFECTIVITY

ALL

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FAULT ISOLATION/MAINT MANUAL

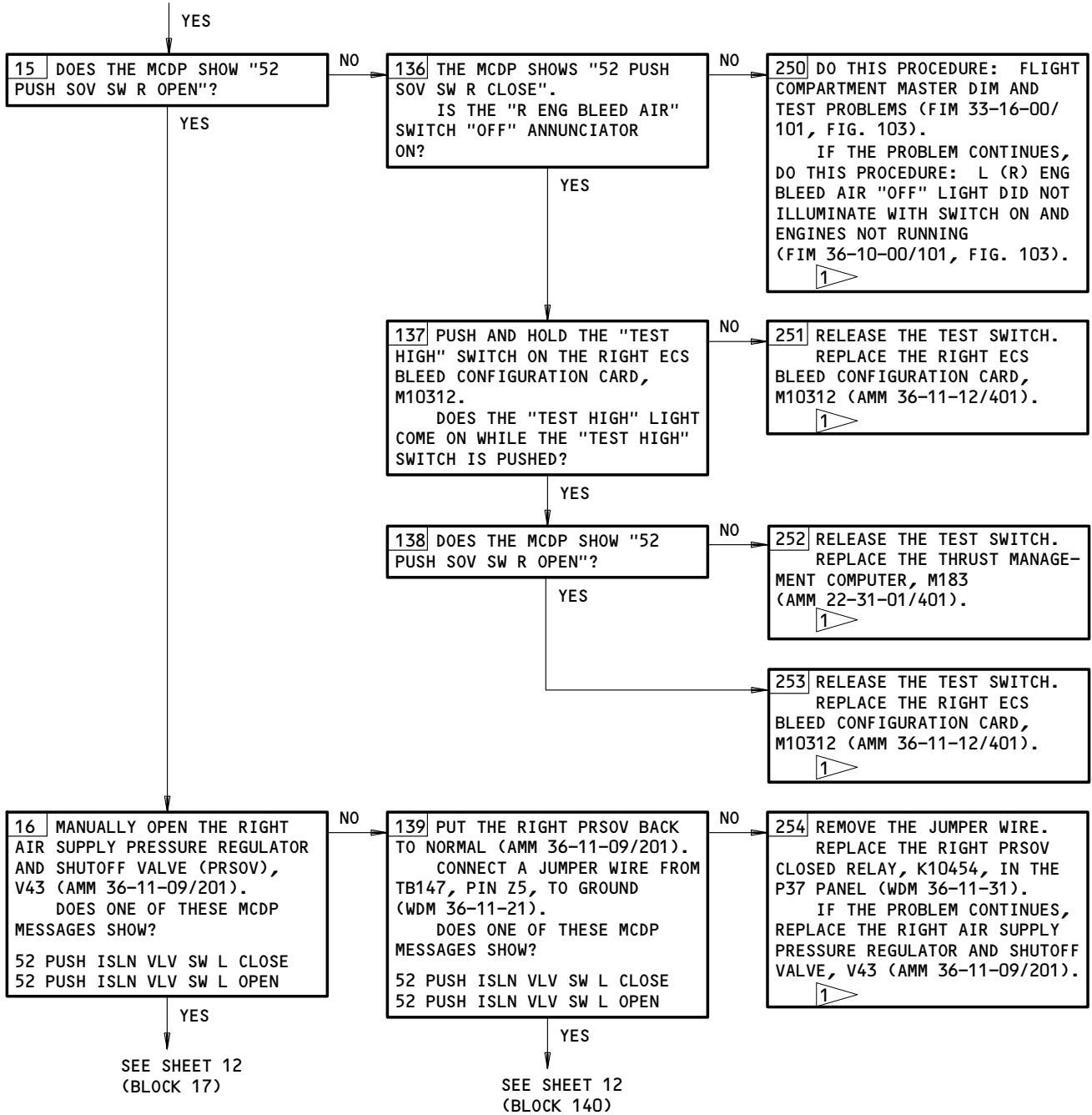


MCDP Ground Test 52 - TMC RLY/SW
Figure 102 (Sheet 10)

EFFECTIVITY	ALL
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22-00-04

FROM SHEET 10
(BLOCK 14)



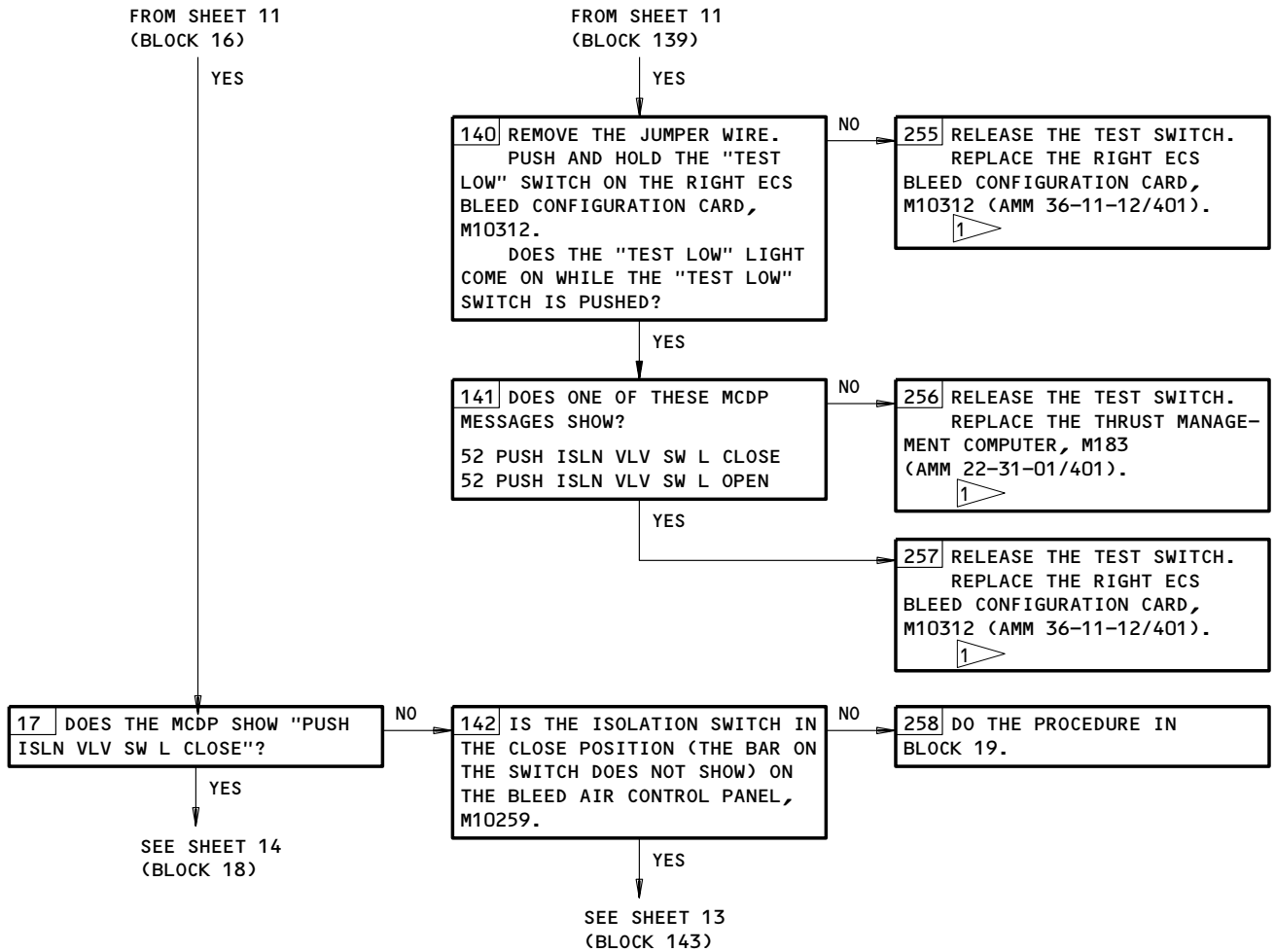
MCDP Ground Test 52 - TMC RLY/SW
Figure 102 (Sheet 11)

EFFECTIVITY

ALL

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FAULT ISOLATION/MAINT MANUAL

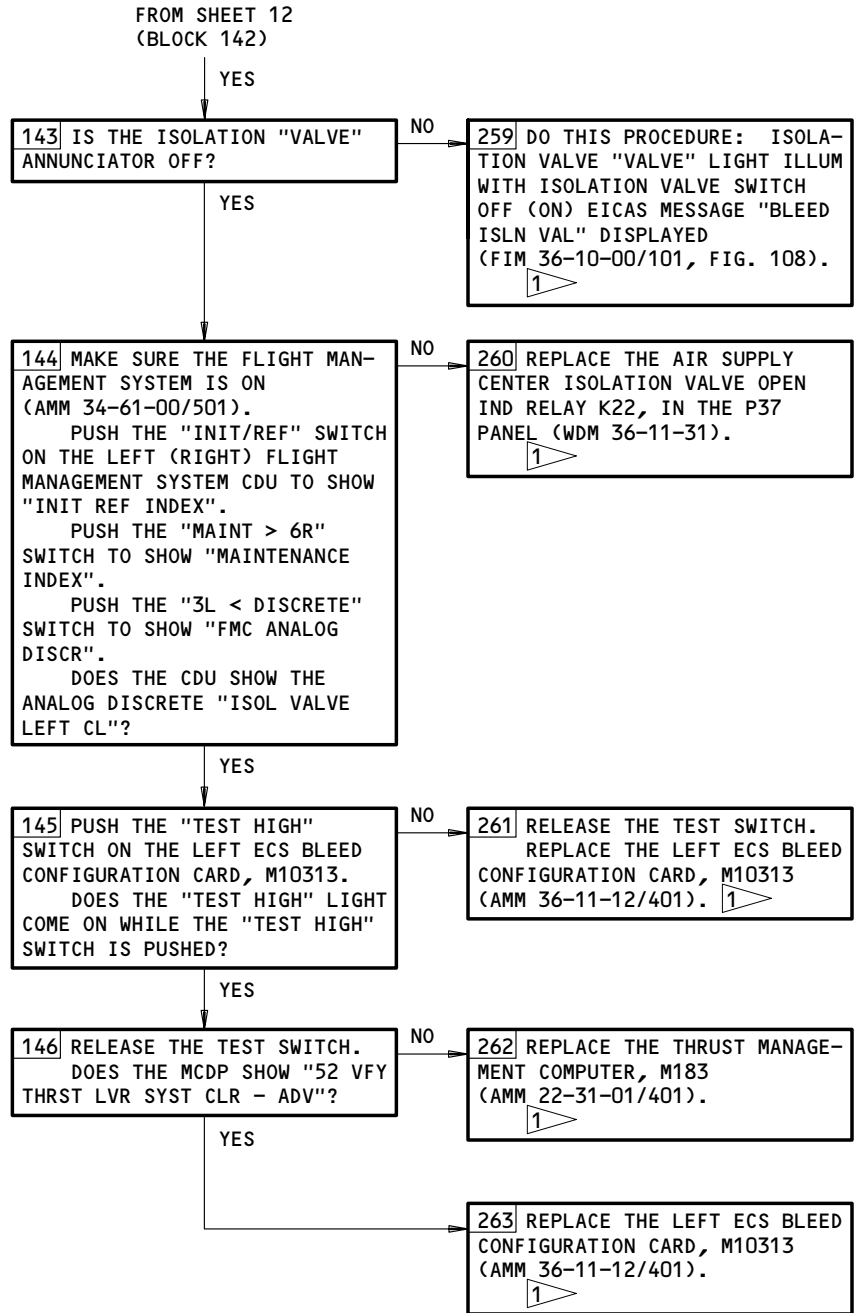


MCDP Ground Test 52 - TMC RLY/SW
Figure 102 (Sheet 12)

EFFECTIVITY _____
ALL

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FAULT ISOLATION/MAINT MANUAL

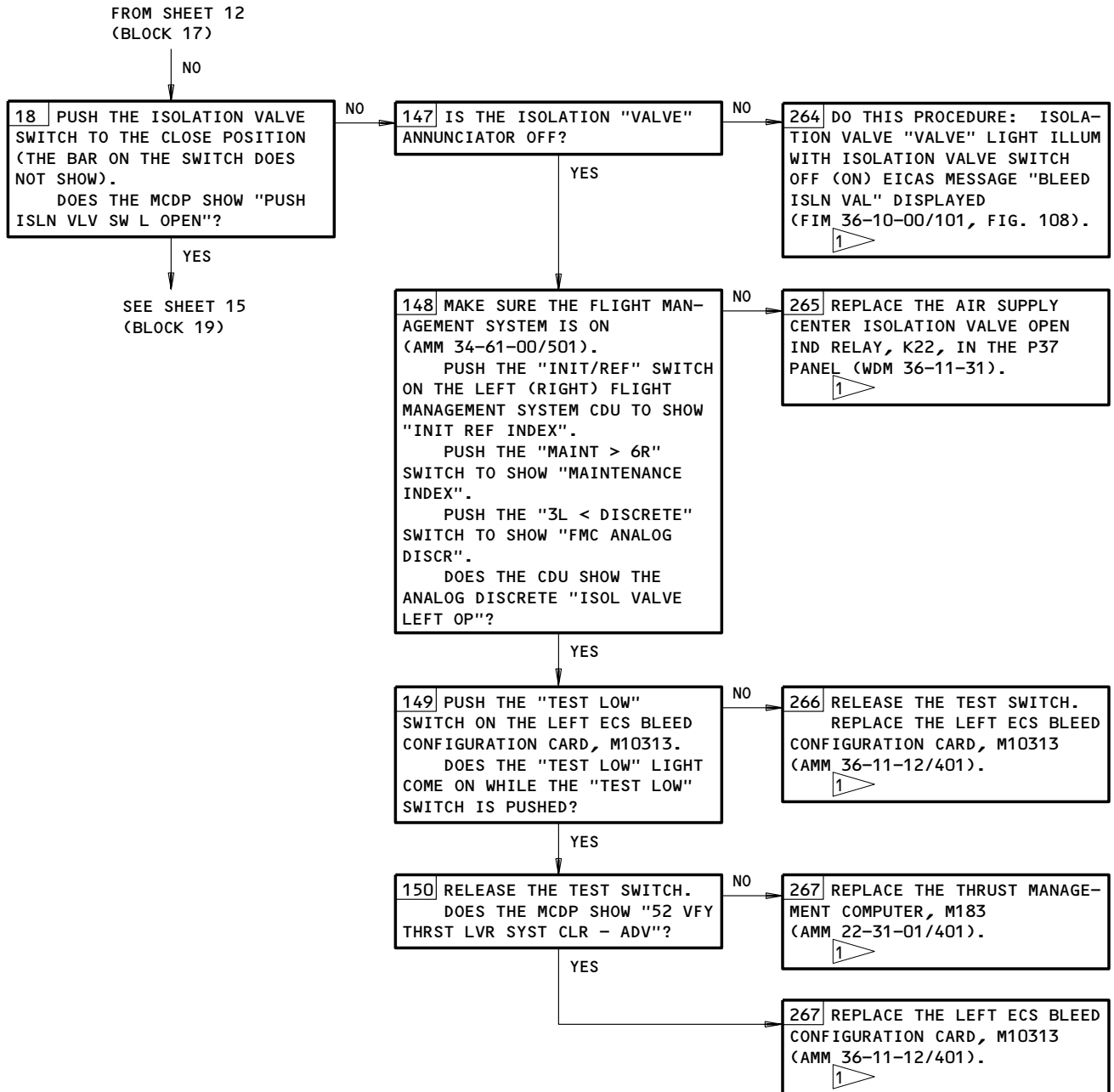


MCDP Ground Test 52 - TMC RLY/SW
Figure 102 (Sheet 13)

EFFECTIVITY	ALL
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22-00-04

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FAULT ISOLATION/MAINT MANUAL



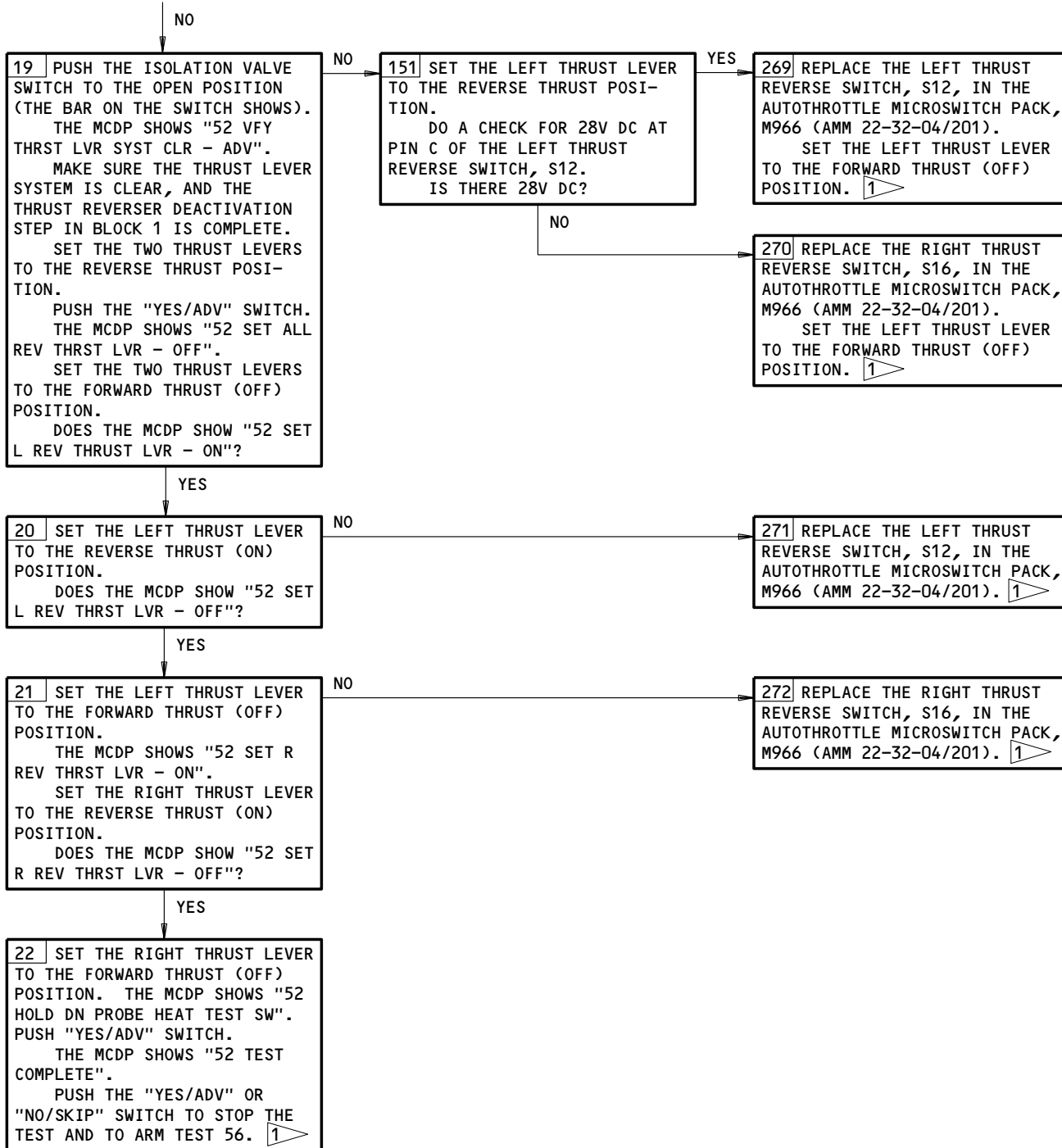
MCDP Ground Test 52 - TMC RLY/SW
Figure 102 (Sheet 14)

EFFECTIVITY

ALL

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FROM SHEET 14
(BLOCK 18)



MCDP Ground Test 52 - TMC RLY/SW
Figure 102 (Sheet 15)

EFFECTIVITY

ALL

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PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:
ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
(AMM 31-41-00/201)(WHEN USING REMOTE MCDP CONTROL
PANEL)

AIR/GROUND RELAYS (AMM 32-09-02/201)

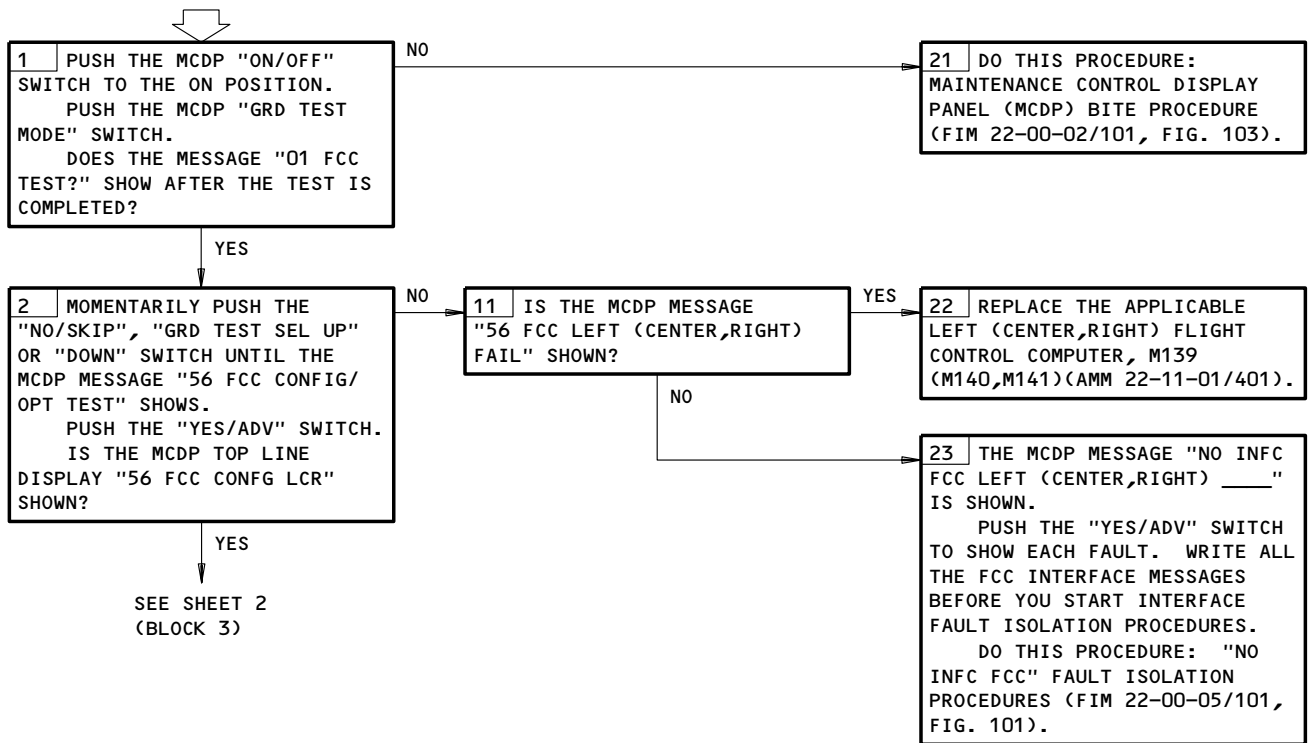
MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:

11E16,11E17,11E18,11E20,11E21,11E34,11E35,11E36;
A 11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)

NOTE: WHEN AN AUTOMATIC TEST STEP IS BEING DONE,
"XX IN PROGRESS" WILL SHOW ON THE DISPLAY.

**MCDP GROUND TEST
56 - "FCC CONFIG/
OPT"**



A WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

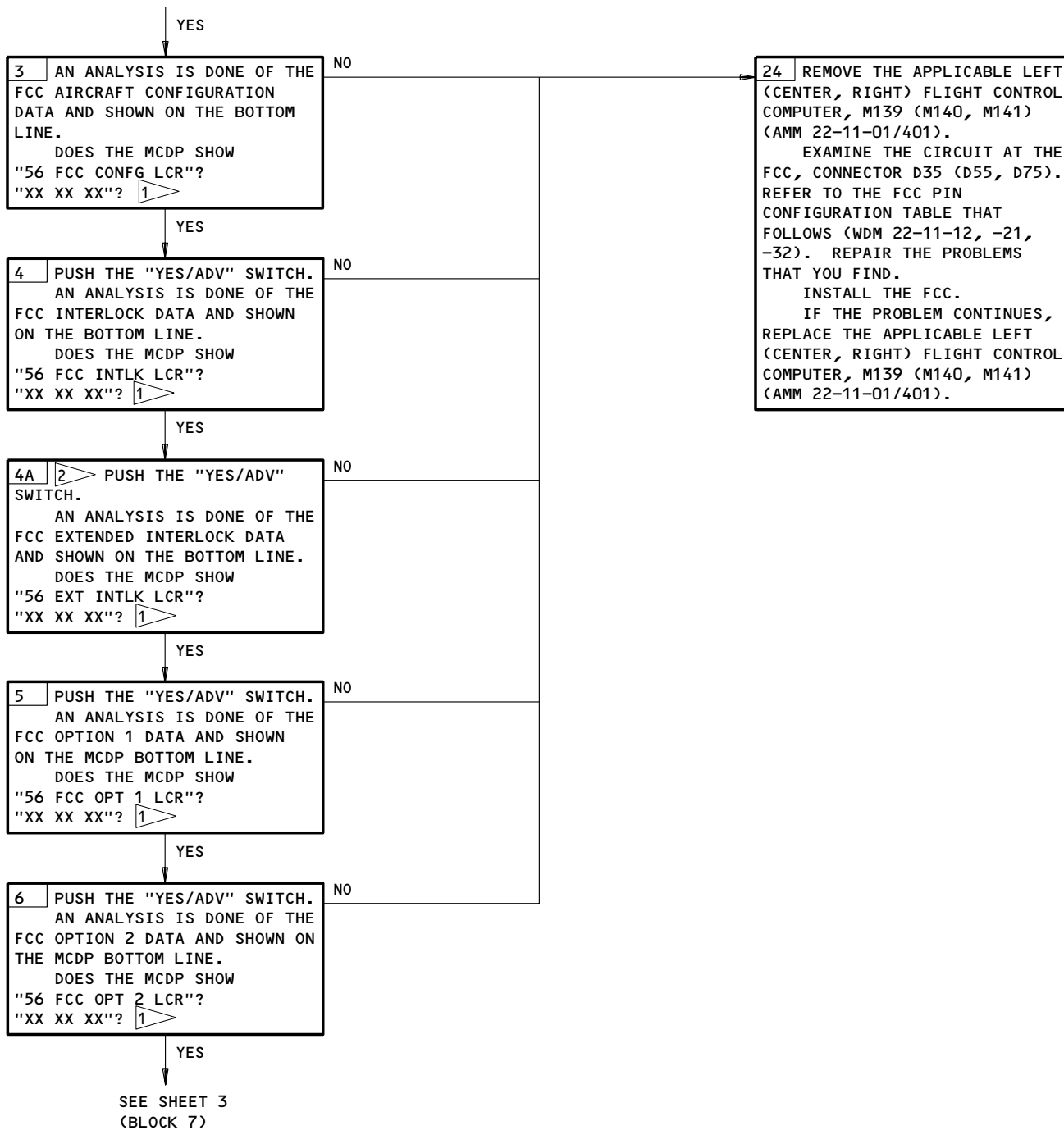
MCDP Ground Test 56 - FCC CONFIG/OPT
Figure 103 (Sheet 1)

EFFECTIVITY	ALL
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FAULT ISOLATION/MAINT MANUAL

FROM SHEET 1
(BLOCK 2)



1 REFER TO THE FCC PIN CONFIGURATION TABLE THAT FOLLOWS FOR APPLICABLE DISPLAY VALUE (XX)

2 AIRPLANES WITH -151 AND SUBSEQUENT FCCs

MCDP Ground Test 56 - FCC CONFIG/OPT
Figure 103 (Sheet 2)

EFFECTIVITY

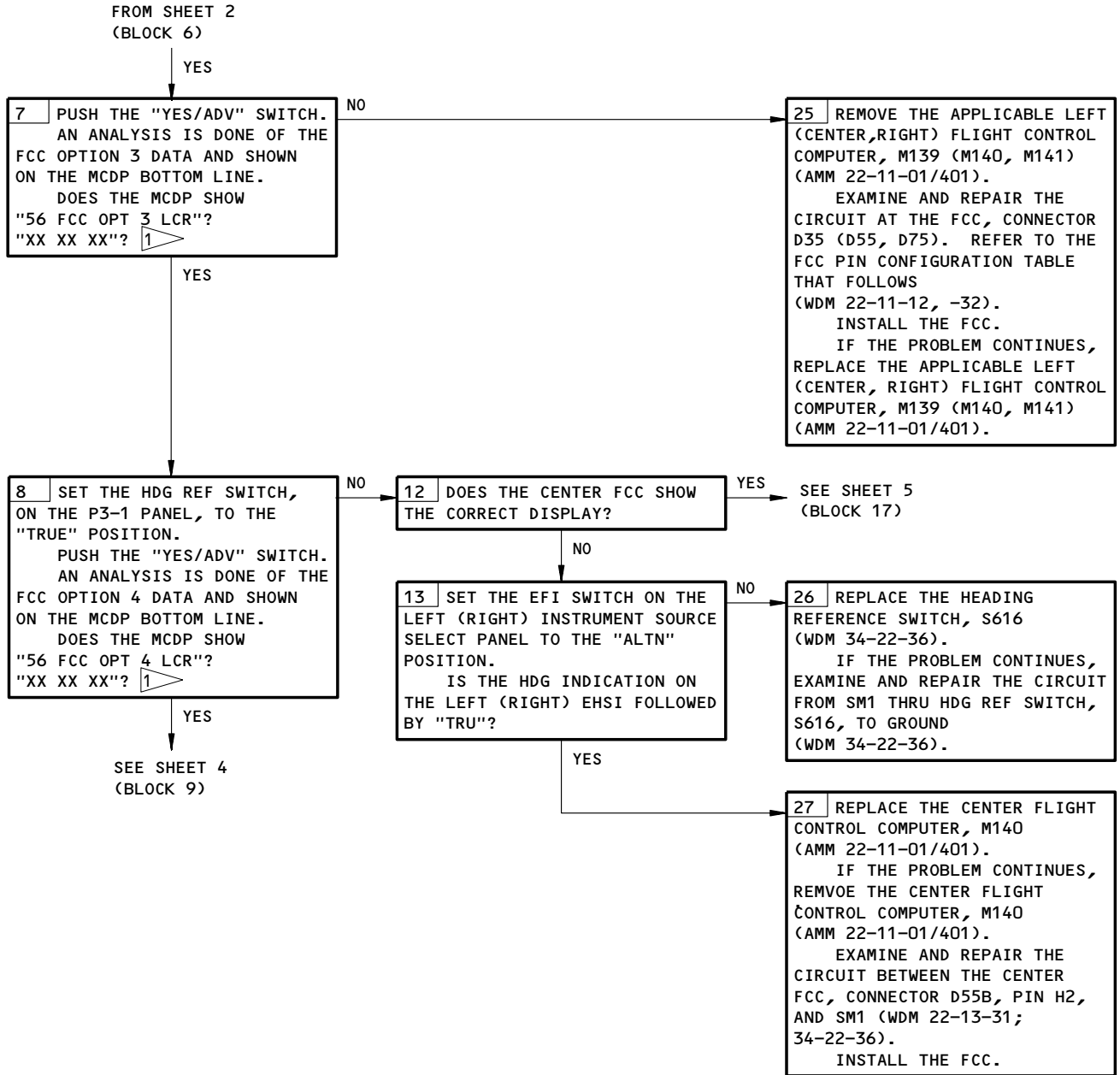
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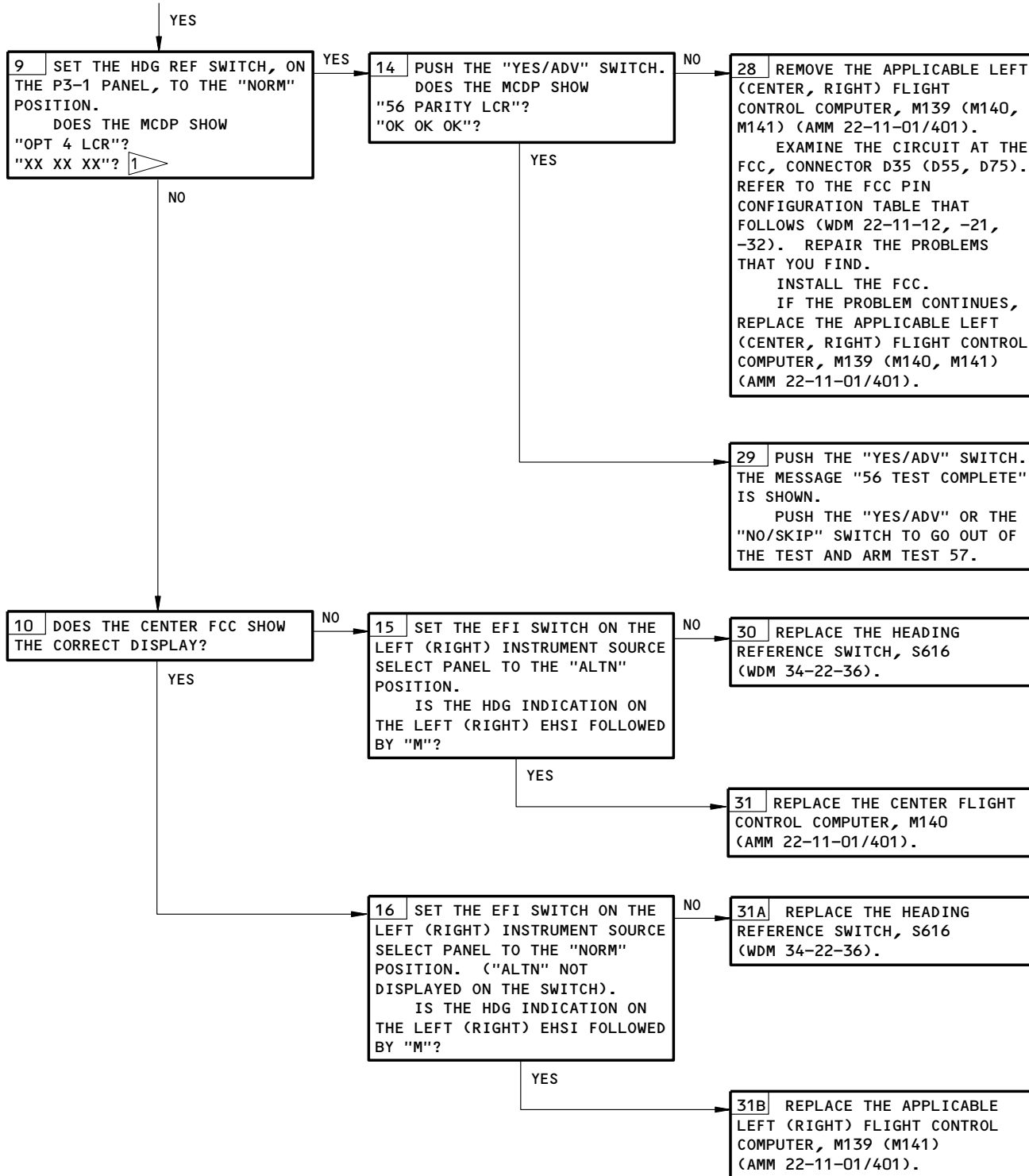


MCDP Ground Test 56 - FCC CONFIG/OPT
Figure 103 (Sheet 3)

EFFECTIVITY _____
ALL

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FROM SHEET 3
(BLOCK 8)



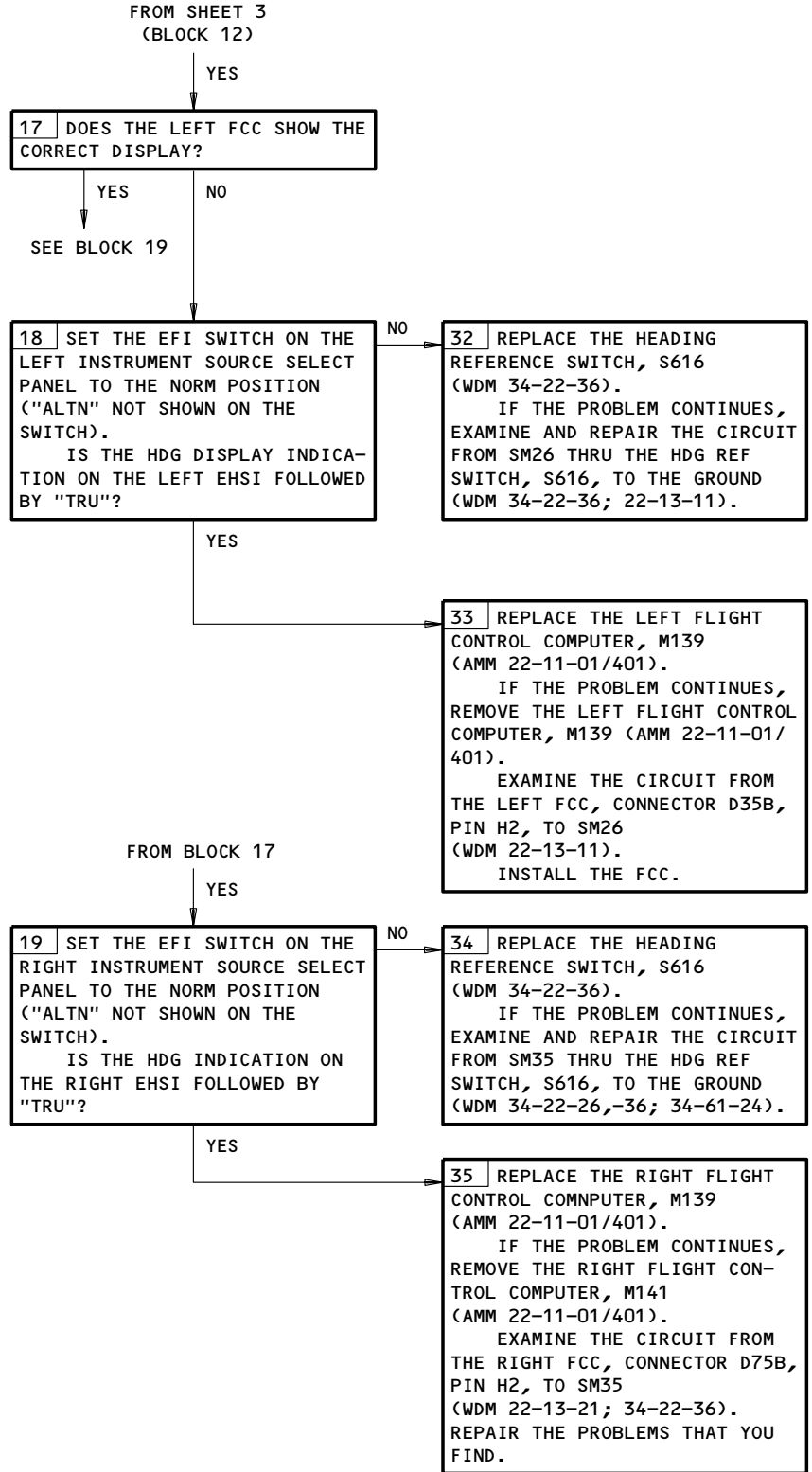
MCDP Ground Test 56 - FCC CONFIG/OPT
Figure 103 (Sheet 4)

EFFECTIVITY

ALL

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FAULT ISOLATION/MAINT MANUAL



MCDP Ground Test 56 - FCC CONFIG/OPT
Figure 103 (Sheet 5)

EFFECTIVITY

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FAULT ISOLATION/MAINT MANUAL

FCC PIN CONFIGURATION			
OPTION DESCRIPTION	BARRIER GROUND CONNECTIONS		PIN CONNECTION CODE 1 = CONN 0 = OPEN
		INSERT-PIN TO INSERT-PIN	
<u>FCC CONFIGURATION</u> - PIN 1 PIN 2 PIN 3 PIN 4 PIN 5	A-A12 -B12 -C12 B-A11 -B11	A-A11 -B11 -C11 B-G8 -H8	SEE WDM 22-11-12, 22-11-22, 22-11-32, OR WDM 22-11-13, 22-11-23, 22-11-33 SEE BINARY TABLE
<u>FCC INTERLOCK</u> - PIN 1 PIN 2 PIN 3 PIN 4 PIN 5	B-C11 -F11 -D12 -F12 -H12	B-J8 -K9 -D15 -K7 -J15	
<u>FCC OPTION 1</u> CUSTOMER OPTION PIN 1 CUSTOMER OPTION PIN 2 CUSTOMER OPTION PIN 3 CUSTOMER OPTION PIN 4 CUSTOMER OPTION PIN 5	B-A12 -B12 -C12 -A13 -B13	B-B15 -D15 -E5 -A14 -B14	
<u>FCC OPTION 2</u> A/P MODE ENGAGE DOUBLE/SINGLE PUSH GS CAP INHIBIT FULL TIME NO LAND METHOD 1/METHOD 2 AUTOLAND STATUS ANNUNCIATOR LATERAL COMMAND ENGAGE	B-A3 -H13 -H13 -K13 -G13 -C8 -C10	B-E4 -J14 -J14 -K14 -H14 -E8 -C14	
<u>FCC OPTION 3</u> F/D BAR BIAS/CWS INHIBIT FULL TIME F/D F/D AUTOMATIC ON F/D DISPLAY ON ROLLOUT OPT SPARE 5 OPT SPARE 6	B-J2 -D3 -A4 -D4 -G1 -H1	B-J4 -K4 A-D4 B-H4 A-G2 -H2	
<u>FCC OPTION 3</u> CWS INHIBIT FULL TIME F/D F/D AUTOMATIC ON ILS ANOM DLY A/P ENG TO/GA OPT SYS ARCHITECTURE	B-J2 -D3 -A4 -D4 -G1 -H1	B-J4 -K4 A-D4 B-H4 A-G2 -H2	

- PIN GROUNDED - SINGLE PUSH
- PIN GROUNDED - METHOD 2
- CONNECTED TO THE MAG/TRUE HDG SWITCH ON THE P3-1 PANEL;
PIN GROUNDED - TRUE HEADING,
PIN OPEN - MAG HEADING
- AIRPLANES WITH FCC -103 THRU -109
- AIRPLANES WITH FCC -133 THRU -999

MCDP Ground Test 56 - FCC CONFIG/OPT
Figure 103 (Sheet 6)

EFFECTIVITY

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FAULT ISOLATION/MAINT MANUAL

OPTION DESCRIPTION	BARRIER GROUND CONNECTIONS		PIN CONNECTION CODE 9 1 = CONN 0 = OPEN	MCDP TEST 56 READOUT	
	INSERT-PIN	TO INSERT-PIN			
FCC OPTION 4 OPT SPARE 7 MAG/TRUE IN OPT SPARE 10 OPT SPARE 13	B-G2 -H2 -D7 -G10	A-G4 B-G4 A-G8	SEE WDM 22-11-12, 22-11-22, 22-11-32, OR 22-11-13, 22-11-23, 22-11-33	SEE BINARY TABLE	
FCC OPTION 4 GS RELAY STATUS MAG/TRUE IN LOC RELAY STATUS EO A/L INHIBIT SINGLE SOURCE A/P	B-G2 -H2 -D7 -G10 -J10	A-G4 B-G4 A-G8 -E10			
PARITY (ODD) THE SUM OF THE GROUNDED PINS (TOGETHER WITH THE PARITY PIN) MUST BE EQUAL TO AN ODD NUMBER. YOU MUST GROUND THE PARITY PIN OR KEEP IT OPEN TO GET ODD PARITY.	B-C13	B-F4			

FCC PIN CONFIGURATION

FCC	CH IDENT 1 (PIN 1A-A13)	CH IDENT 2 (PIN 1A-B13)
LEFT	GROUND	OPEN
CENTER	GROUND	GROUND
RIGHT	OPEN	GROUND

CHANNEL IDENTIFICATION TABLE

P/N	PIN CONNECTION CODES (BINARY-LOW AT TOP)															
	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0
1	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	
2	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	
3	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
MCDP READ OUT "XX"	00	01	02	03	04	05	06	07	08	16	32					

BINARY TABLE

- 6** FCC's -103 THRU -109;
FCC OPTION 4 GROUP IS NOT IN THE PARITY CHECK
FCC's -133 THRU -999;
GS RELAY STATUS, MAG/TRUE IN AND LOG RELAY STATUS ARE NOT INCLUDED IN THE PARITY CHECK
- 7** FCC's -103 THRU -109;
"NO INFC FCC (L,C,R) SHELF" IF THE PARITY IS NOT CORRECT
FCC's -133 THRU -999;
THE PARITY SHOWS ON THE DISPLAY. IF THE PARITY IS INCORRECT, THE STATUS WILL BE SHOWN
AS "ADD" OR "DEL" FOR THE ASSOCIATED CHANNEL.
- 8** IF THE PARITY IS INCORRECT, CHECK THE CH IDENT PINS.
- 9** FIND THE PIN CONNECTION (CODE 0 OR 1) FROM WDM 22-11-XX FOR EACH
PIN IN THE SAME ORDER AS THE "BARRIER GROUND CONNECTIONS" COLUMN
SHOWN ON THE FCC PIN CONFIGURATION TABLE. USE THE BINARY TABLE TO
FIND THE MCDP READOUT VALVE "XX".


MCDP Ground Test 56 - FCC CONFIG/OPT
Figure 103 (Sheet 7)

EFFECTIVITY ALL

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PREREQUISITES

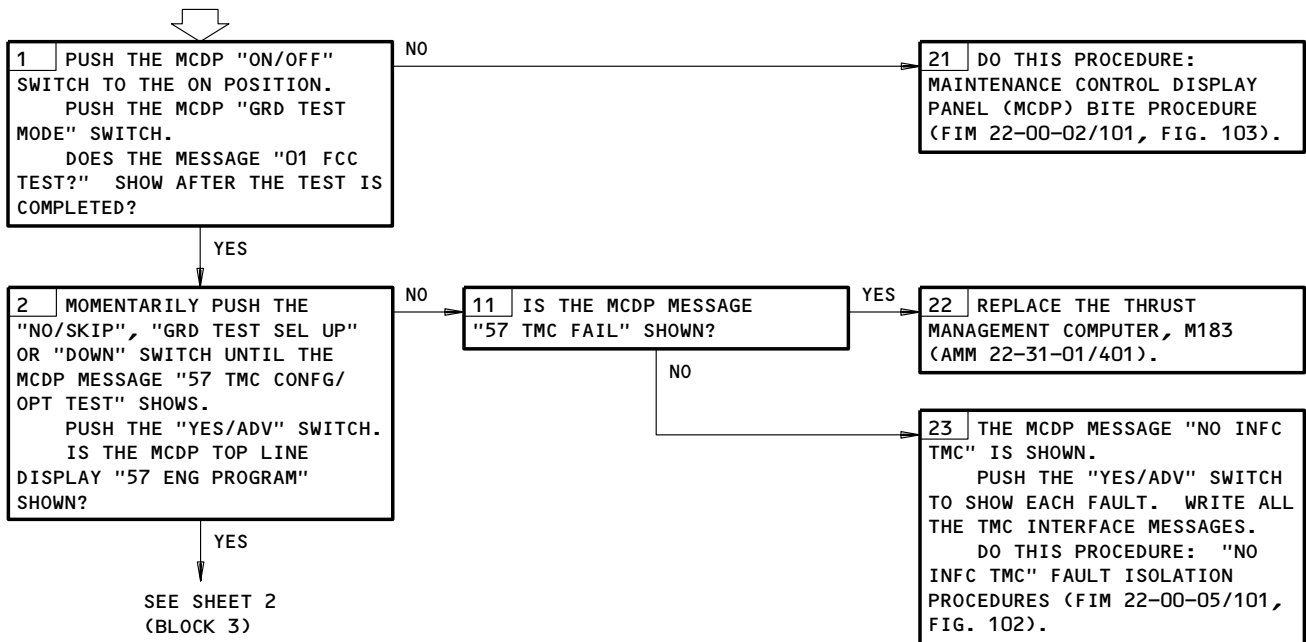
MAKE SURE THESE SYSTEMS WILL OPERATE:
 ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
 (AMM 31-41-00/201)(WHEN USING REMOTE MCDP CONTROL
 PANEL)
 AIR/GROUND RELAYS (AMM 32-09-02/201)


MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
 11F14,11F15,11F16;  11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 ELECTRICAL POWER IS ON (AMM 24-22-00/201)

**MCDP GROUND TEST
 57 - "TMC CONFIG/
 OPT"**

NOTE: WHEN AN AUTOMATIC TEST STEP IS BEING DONE,
 "XX IN PROGRESS" WILL SHOW ON THE DISPLAY.

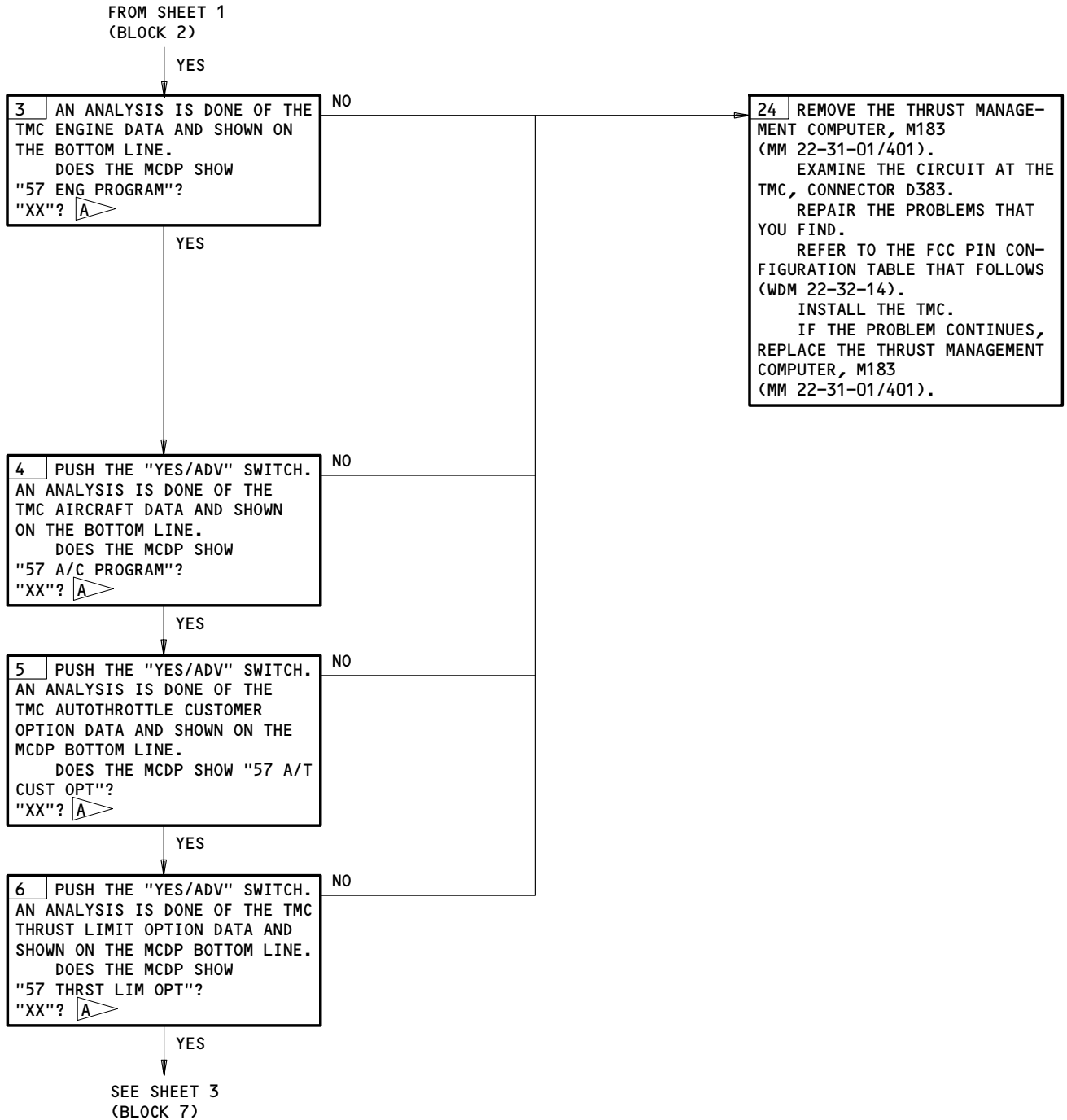


 WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

MCDP Ground Test 57 - TMC CONFIG/OPT
 Figure 104 (Sheet 1)

EFFECTIVITY	ALL
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A REFER TO THE TMC PIN CONFIGURATION TABLE THAT FOLLOWS FOR THE APPLICABLE DISPLAY VALUE (XX)

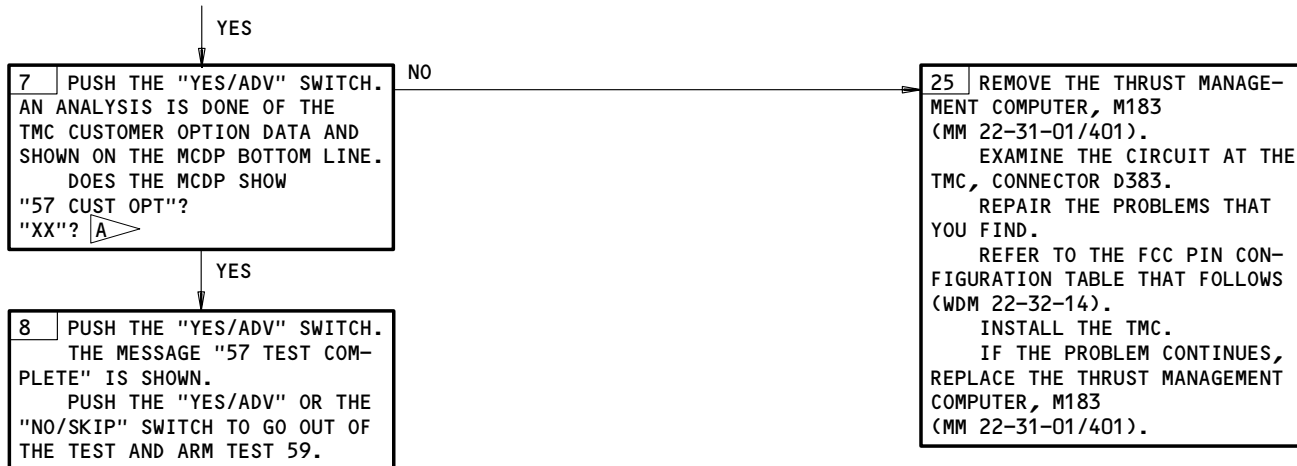
MCDP Ground Test 57 - TMC CONFIG/OPT
Figure 104 (Sheet 2)

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FROM SHEET 2
(BLOCK 6)



MCDP Ground Test 57 - TMC CONFIG/OPT
Figure 104 (Sheet 3)

EFFECTIVITY

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 FAULT ISOLATION/MAINT MANUAL

CONFIGURATION/OPTION	PLUG NUMBER	PIN NUMBER	PIN CONNECTION CODE			MCDP READOUT
			GND=0	OPEN=1	+28V DC=1	
<u>ENGINE PROGRAM</u> 1 2 3 4 5	D383B	D10	SEE WDM 22-32-14 FOR PIN CONNECTION			57 ENG PROGRAM
		F6				
		G11				
		C1				
	D383A	E15				
<u>AIRCRAFT PROGRAM</u> 1 2 3 4	D383B	F2	SEE WDM 22-32-14 FOR PIN CONNECTION			57 A/C PROGRAM
		F4				
	D383A	B11				
		E14				
<u>AUTOTHROTTLE CUSTOMER OPTION</u> 1 2 3 4	D383A	J10	SEE WDM 22-32-14 FOR PIN CONNECTION			57 A/T CUST OPT
		H6				
		F3				
		J12				
<u>THRUST LIMIT OPTION</u> 1 2 3 4	D383A	F7	SEE WDM 22-32-14 FOR PIN CONNECTION			57 THRUST LIM OPT
		F9				
		K5				
	D383B	H10				
<u>CUSTOMER OPTION</u> 1 5 4 3 2 1	D383A	C11	SEE WDM 22-32-14 FOR PIN CONNECTION			57 CUST OPT
		D11				
		G8				
		D10				
		D12				
PARITY THE SUM OF THE GROUND PINS (TOGETHER WITH PARITY PINS) MUST BE EQUAL TO AN ODD NUMBER.	D383A	D13	SEE WDM 22-32-14 FOR PIN CONNECTION			4
		3				
		H15				
		2				

TMC PIN CONFIGURATION TABLE

- 1 IS NOT COVERED BY PARITY
- 2 PARITY FOR THE AIRCRAFT PROGRAM AND THE AUTOTHROTTLE CUSTOMER OPTION
- 3 PARITY FOR THE ENGINE PROGRAM AND THE THRUST LIMIT OPTION
- 4 "NO INFC TMC SHELF" WILL SHOW IF THE PARITY IS NOT CORRECT

MCDP Ground Test 57 - TMC CONFIG/OPT
Figure 104 (Sheet 4)

EFFECTIVITY


ALL

22-00-04


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 757
 FAULT ISOLATION/MAINT MANUAL

P/N	PIN CONNECTION CODES (BINARY-LOW AT TOP)										
	0	1	0	1	0	1	0	1	0	0	0
1	0	1	0	1	0	1	0	1	0	0	0
2	0	0	1	1	0	0	1	1	0	0	0
3	0	0	0	0	1	1	1	1	0	0	0
4	0	0	0	0	0	0	0	0	1	0	1
5	0	0	0	0	0	0	0	0	0	1	1
MCDP READ OUT "XX"	00	01	02	03	04	05	06	07	08	16	24

BINARY TABLE 

 FIND THE PIN CONNECTION (CODE 0 OR 1) FROM WDM 22-32-14 FOR EACH PIN IN THE SAME ORDER AS THE "PIN NUMBER" COLUMN SHOWN ON THE TMC PIN CONFIGURATION TABLE. USE THE BINARY TABLE TO FIND THE MCDP READOUT DISPLAY VALUE "XX".

MCDP Ground Test 57 - TMC CONFIG/OPT
Figure 104 (Sheet 5)

EFFECTIVITY ALL

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PREREQUISITES

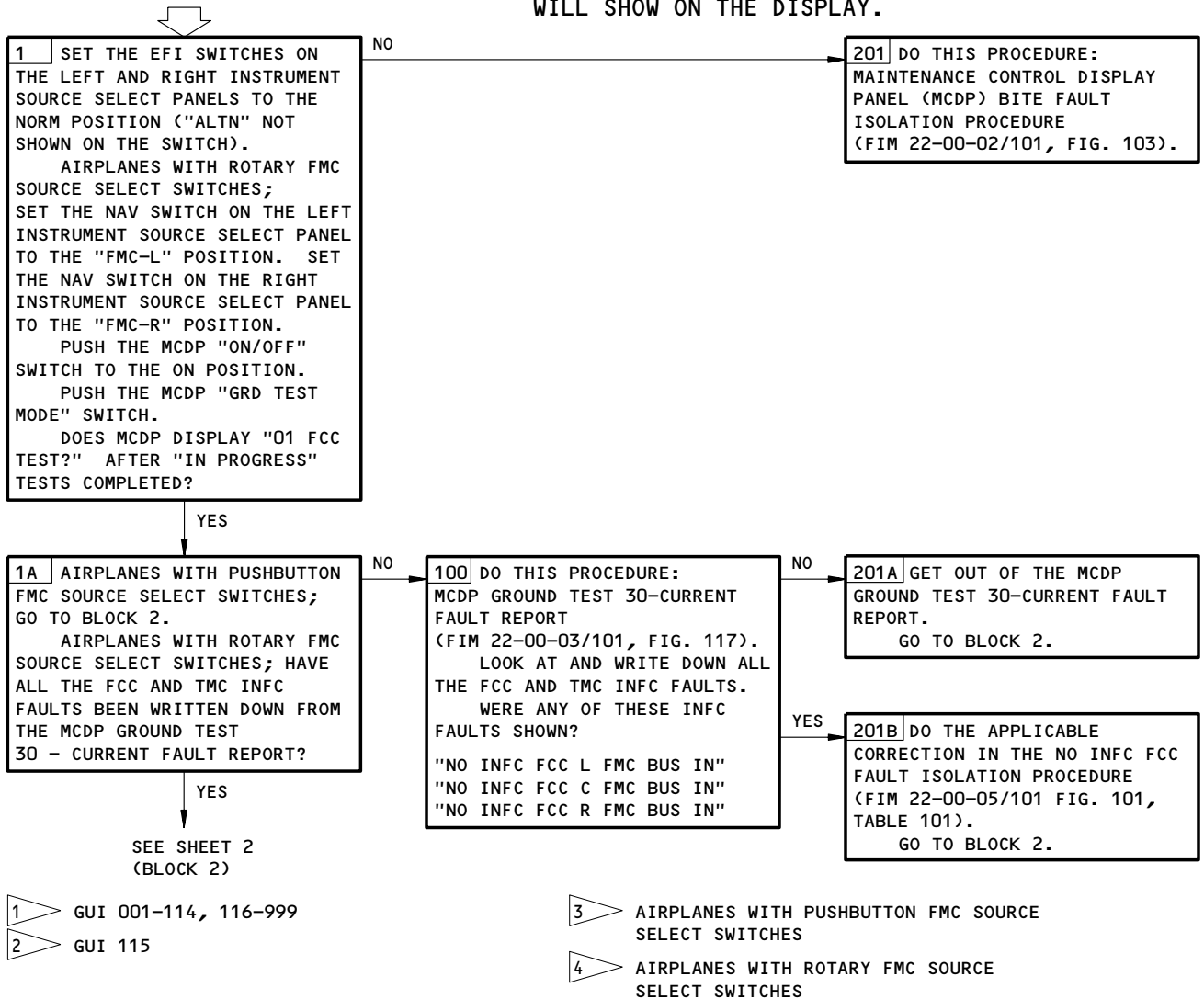
MAKE SURE THESE SYSTEMS WILL OPERATE:
ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
(AMM 31-41-00/201)(WHEN USING REMOTE MCDP CONTROL
PANEL)
AIR/GROUND RELAYS (AMM 32-09-02/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11A17, 11E16, 11E17, 11E18, 11E20, 11E21, 11E34,
11E35, 11E36; 1 ▷ 11S3; 2 ▷ 11S6

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)

**MCDP GROUND TEST
59 - "FCC INSTR"**

NOTE: WHEN AN AUTOMATIC TEST STEP IS BEING DONE, "XX
WILL SHOW ON THE DISPLAY.



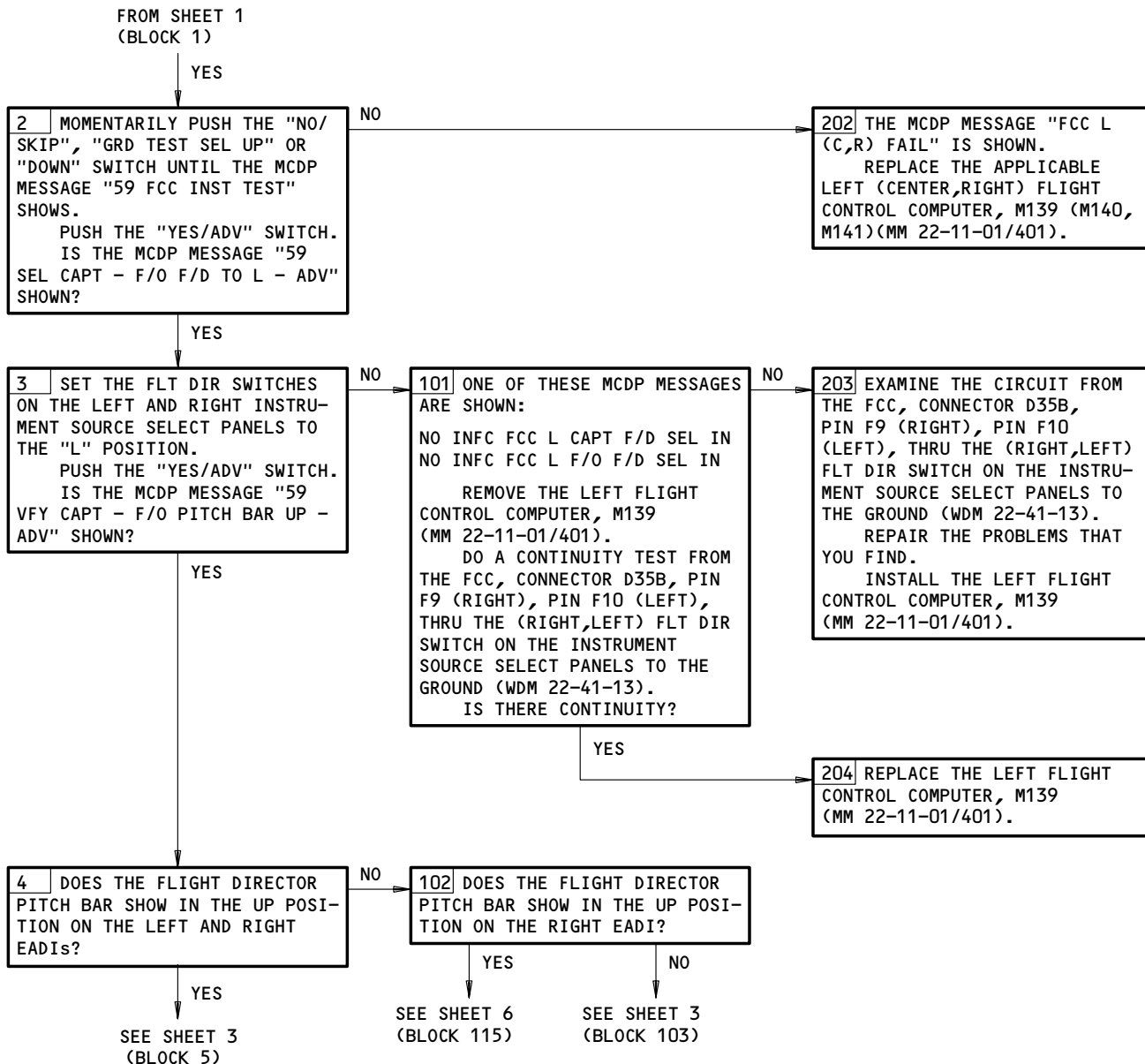
MCDP Ground Test 59 - FCC INSTR
Figure 105 (Sheet 1)

EFFECTIVITY

ALL

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BOEING
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FAULT ISOLATION/MAINT MANUAL



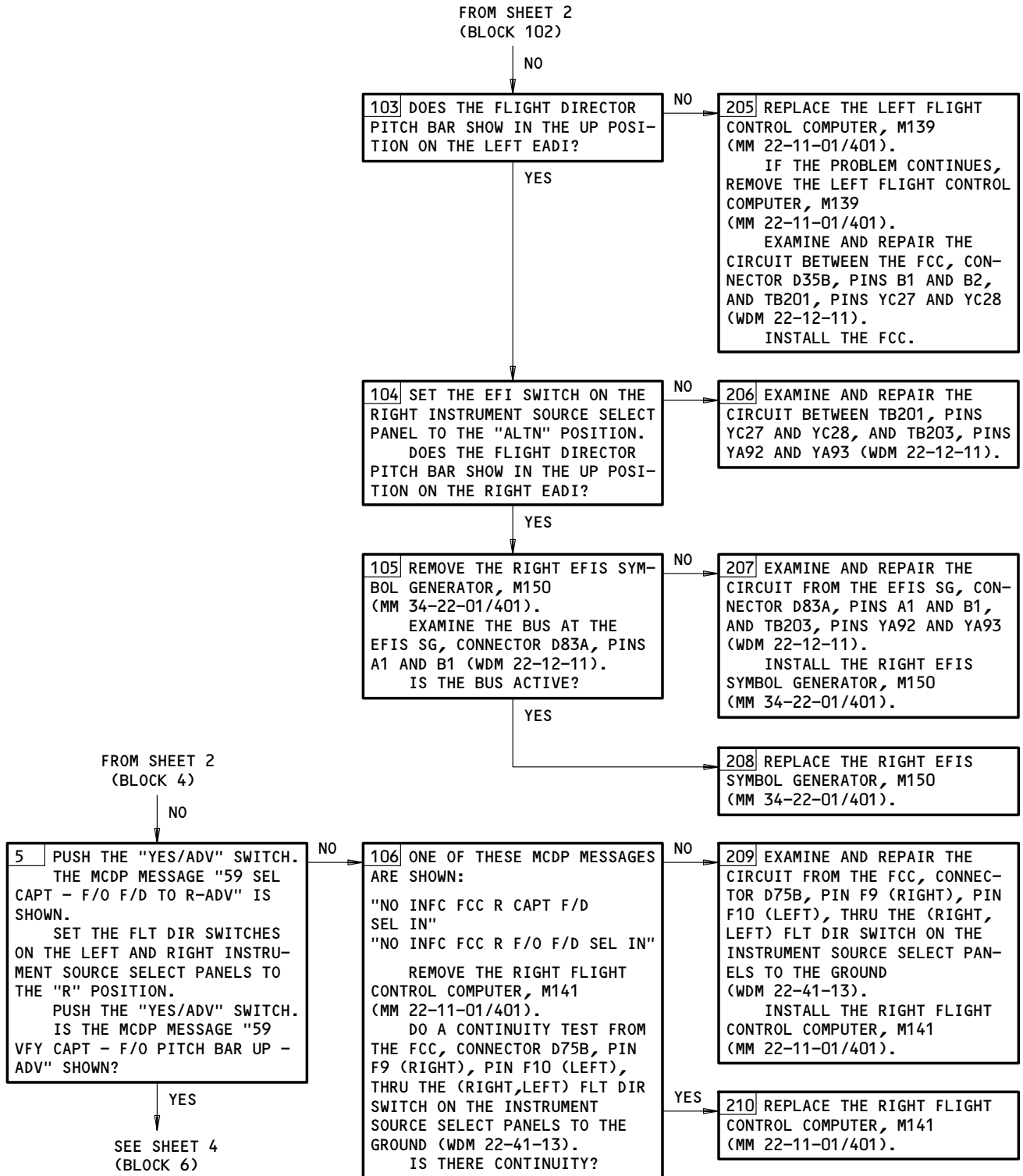
MCDP Ground Test 59 - FCC INSTR
Figure 105 (Sheet 2)

EFFECTIVITY

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757
FAULT ISOLATION/MAINT MANUAL



MCDP Ground Test 59 - FCC INSTR
Figure 105 (Sheet 3)

EFFECTIVITY

ALL

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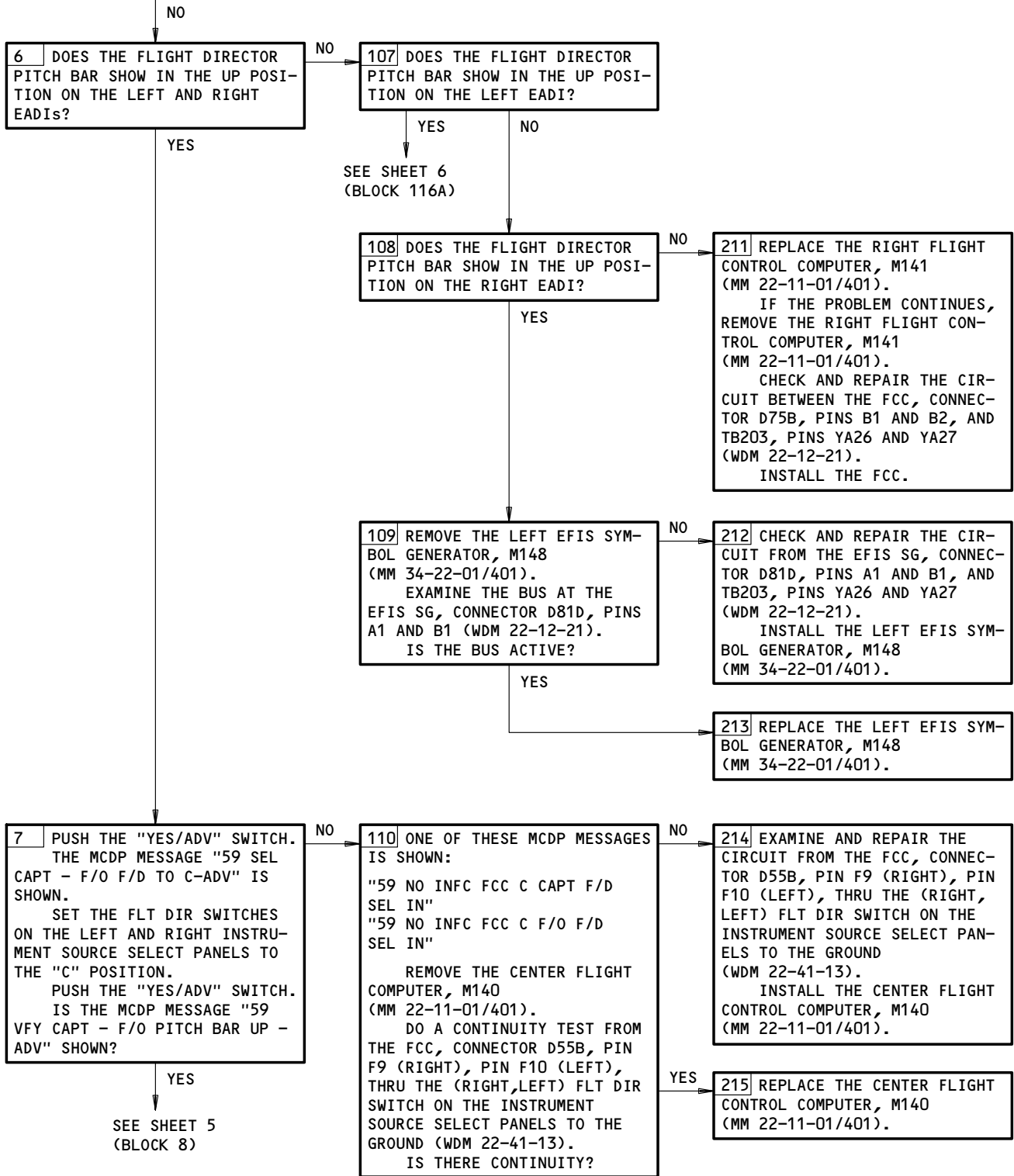
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FAULT ISOLATION/MAINT MANUAL

FROM SHEET 3
(BLOCK 5)



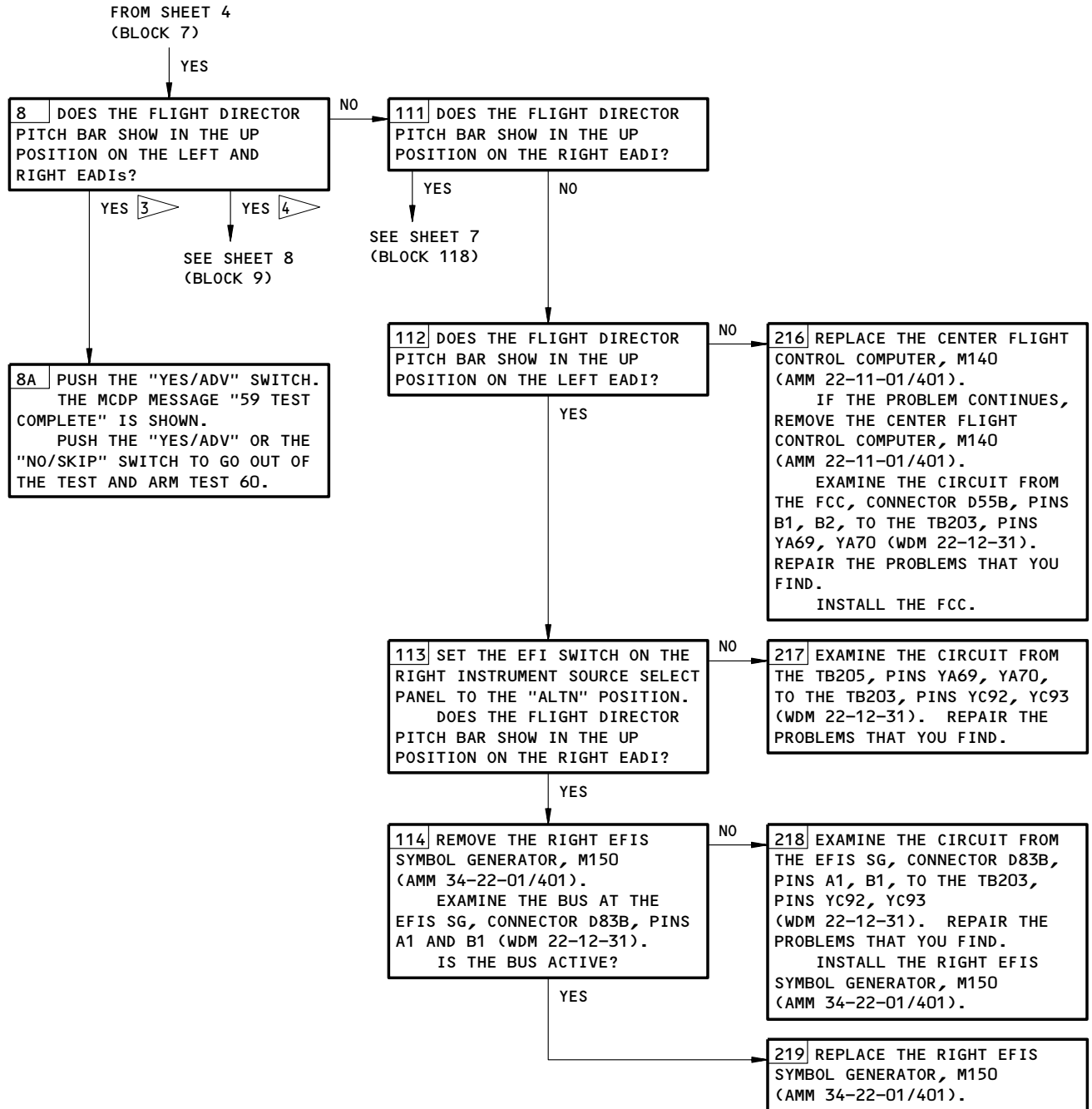
MCDP Ground Test 59 - FCC INSTR
Figure 105 (Sheet 4)

EFFECTIVITY

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757
FAULT ISOLATION/MAINT MANUAL



MCDP Ground Test 59 - FCC INSTR
Figure 105 (Sheet 5)

EFFECTIVITY

ALL

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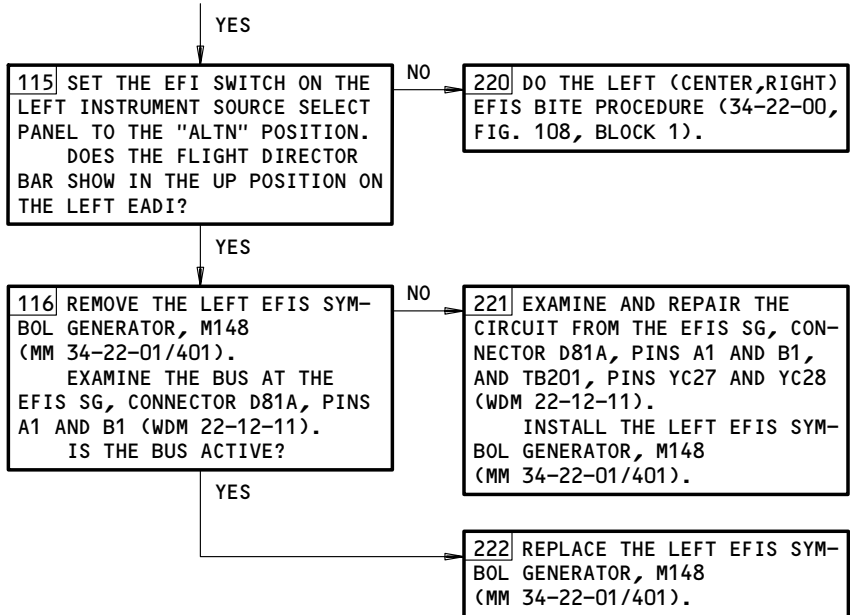
1632866



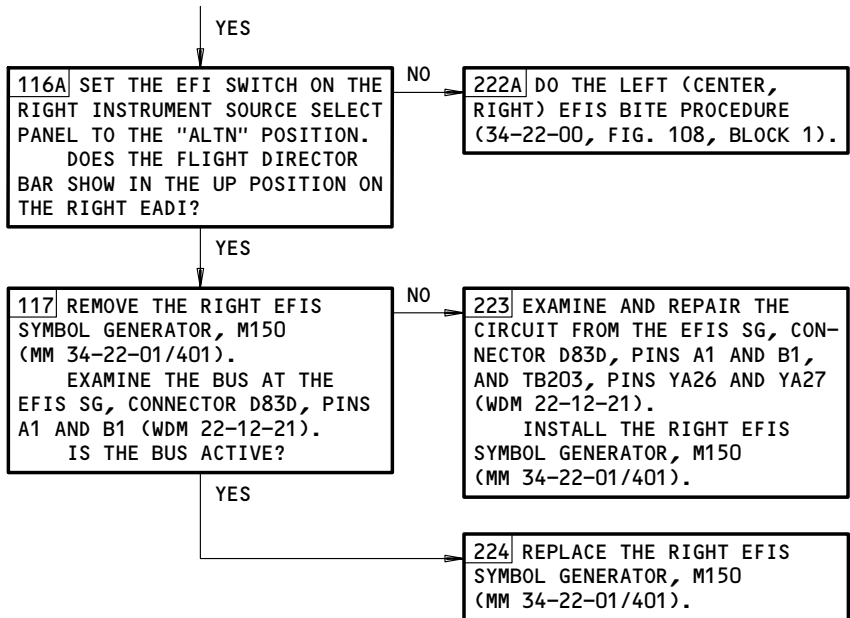
757

FAULT ISOLATION/MAINT MANUAL

FROM SHEET 2
(BLOCK 102)



FROM SHEET 4
(BLOCK 107)

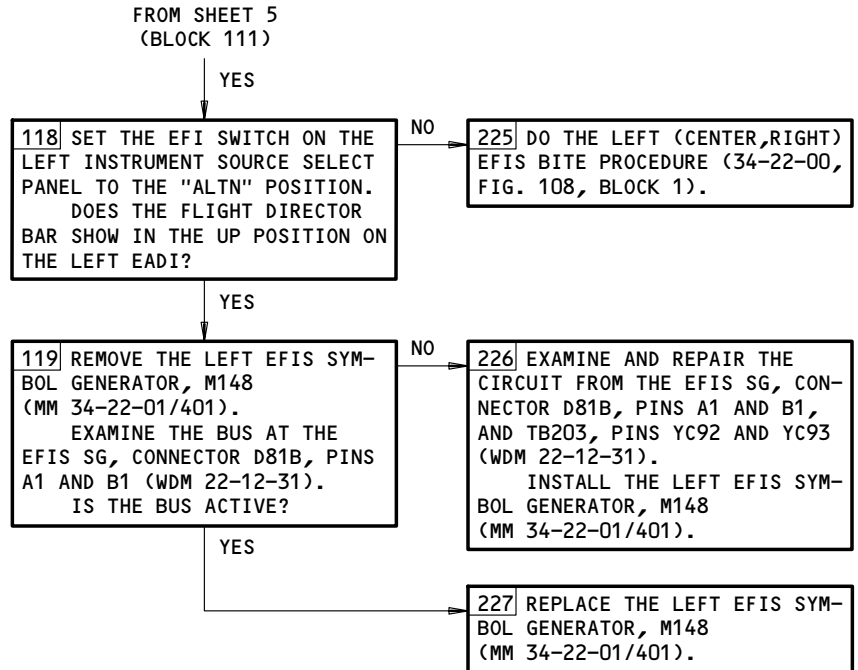


MCDP Ground Test 59 - FCC INSTR
Figure 105 (Sheet 6)

EFFECTIVITY	ALL
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 FAULT ISOLATION/MAINT MANUAL



MCDP Ground Test 59 - FCC INSTR
Figure 105 (Sheet 7)

EFFECTIVITY

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FROM SHEET 5
(BLOCK 8)

YES 4

9 SET THE NAV SWITCH ON THE LEFT INSTRUMENT SOURCE SELECT PANEL TO THE "FMC-L" POSITION. SET THE NAV SWITCH ON THE RIGHT INSTRUMENT SOURCE SELECT PANEL TO THE "FMC-R" POSITION. PUSH THE "YES/ADV" SWITCH. THE MCDP MESSAGE "59 SET CAPT NAV SW TO FMC-R-ADV" IS SHOWN.
SET THE NAV SWITCH ON THE LEFT INSTRUMENT SOURCE SELECT PANEL TO THE "FMC-R" POSITION. PUSH THE "YES/ADV" SWITCH. IS THE MCDP MESSAGE "59 SET CAPT NAV SW TO CDU-L-ADV" SHOWN?

YES
SEE SHEET 9
(BLOCK 10)

NO 120 PUSH THE "YES/ADV" SWITCH UNTIL THE MCDP MESSAGE "59 SET CAPT NAV SW TO CDU-L-ADV" SHOWS.
WERE THESE MCDP MESSAGES SHOWN?
"59 FCC L/NAV SEL SW FAIL"
"59 FCC C/NAV SEL SW FAIL"

NO 228 ONE OF THESE MCDP MESSAGES IS SHOWN:
"59 FCC L/NAV SEL SW FAIL"
"59 FCC C/NAV SEL SW FAIL"
REPLACE THE APPLICABLE LEFT (CENTER) FLIGHT CONTROL COMPUTER, M139 (M140) (AMM 22-11-01/401).

YES 121 PUSH THE CONF/MCDP SWITCH ON THE EICAS MAINTENANCE PANEL.
IS THE ENGINE CONFIGURATION FOR THE RIGHT FMC SHOWN?

NO 229 REPLACE THE RIGHT FLIGHT MANAGEMENT COMPUTER, M135 (AMM 34-61-01/401).
IF THE PROBLEM CONTINUES, REMOVE THE RIGHT FLIGHT MANAGEMENT COMPUTER, M135 (AMM 34-61-01/401).
EXAMINE THE CIRCUIT FROM THE FMC, CONNECTOR D177B, PINS D7, E7, TO THE TB203, PINS Z79, Z80 (WDM 34-61-25). REPAIR THE PROBLEMS THAT YOU FIND.
INSTALL THE FMC.

YES 122 SET THE NAV SWITCH ON THE LEFT INSTRUMENT SOURCE SELECT PANEL TO THE "CDU-L" POSITION. PUSH THE "YES/ADV" SWITCH. IS THE MCDP MESSAGE "59 SET CAPT NAV SW TO FMC-L" SHOWN?

YES 230 REPLACE THE LEFT NAV SWITCH, S2 (WDM 34-61-16).

NO 123 PUSH THE "YES/ADV" SWITCH UNTIL THE MCDP MESSAGE "59 SET CAPT NAV SW TO FMC-L" SHOWS.
SET THE NAV SWITCH ON THE LEFT INSTRUMENT SOURCE SELECT PANEL TO THE "FMC-L" POSITION. IS THE MCDP MESSAGE "59 SET F/O NAV SW TO FMC-L-ADV" SHOWN?

NO 231 REPLACE THE LEFT FCC SOURCE SEL RELAY, K2067 (WDM 34-61-16).
IF THE PROBLEM CONTINUES, REPLACE THE LEFT NAV SWITCH, S2 (WDM 34-61-16).

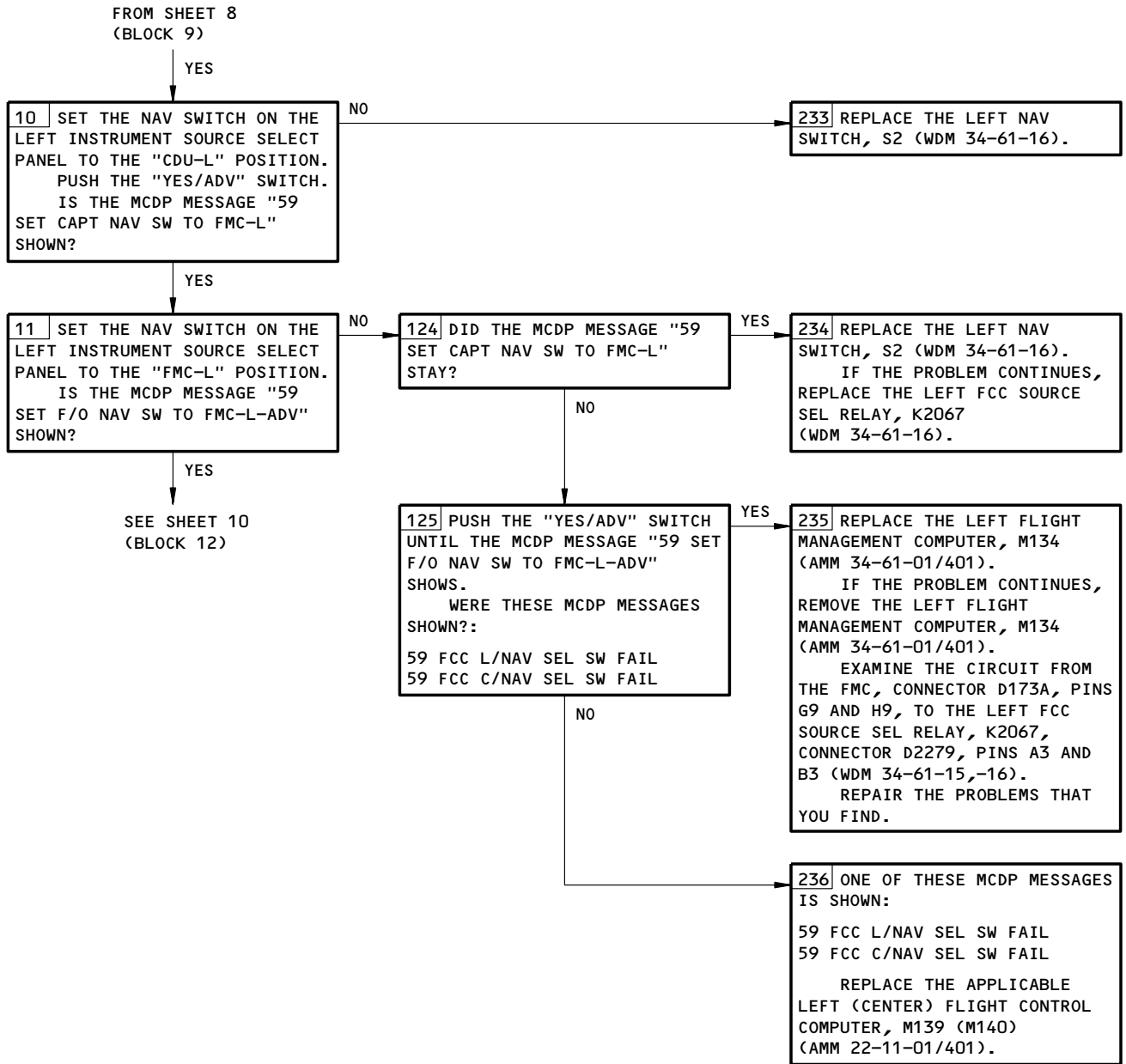
YES 232 EXAMINE THE CIRCUIT FROM THE L FCC SOURCE SEL RELAY, K2067, CONNECTOR D2279, PINS A1, B1, TO THE TB203, PINS Z79, Z80 (WDM 34-61-16). REPAIR THE PROBLEMS THAT YOU FIND.
IF THE PROBLEM CONTINUES, REPLACE THE LEFT FCC SOURCE SEL RELAY, K2067 (WDM 34-61-16).
IF THE PROBLEM CONTINUES, REPLACE THE LEFT NAV SWITCH, S2 (WDM 34-61-16).

MCDP Ground Test 59 - FCC INSTR
Figure 105 (Sheet 8)

EFFECTIVITY

ALL

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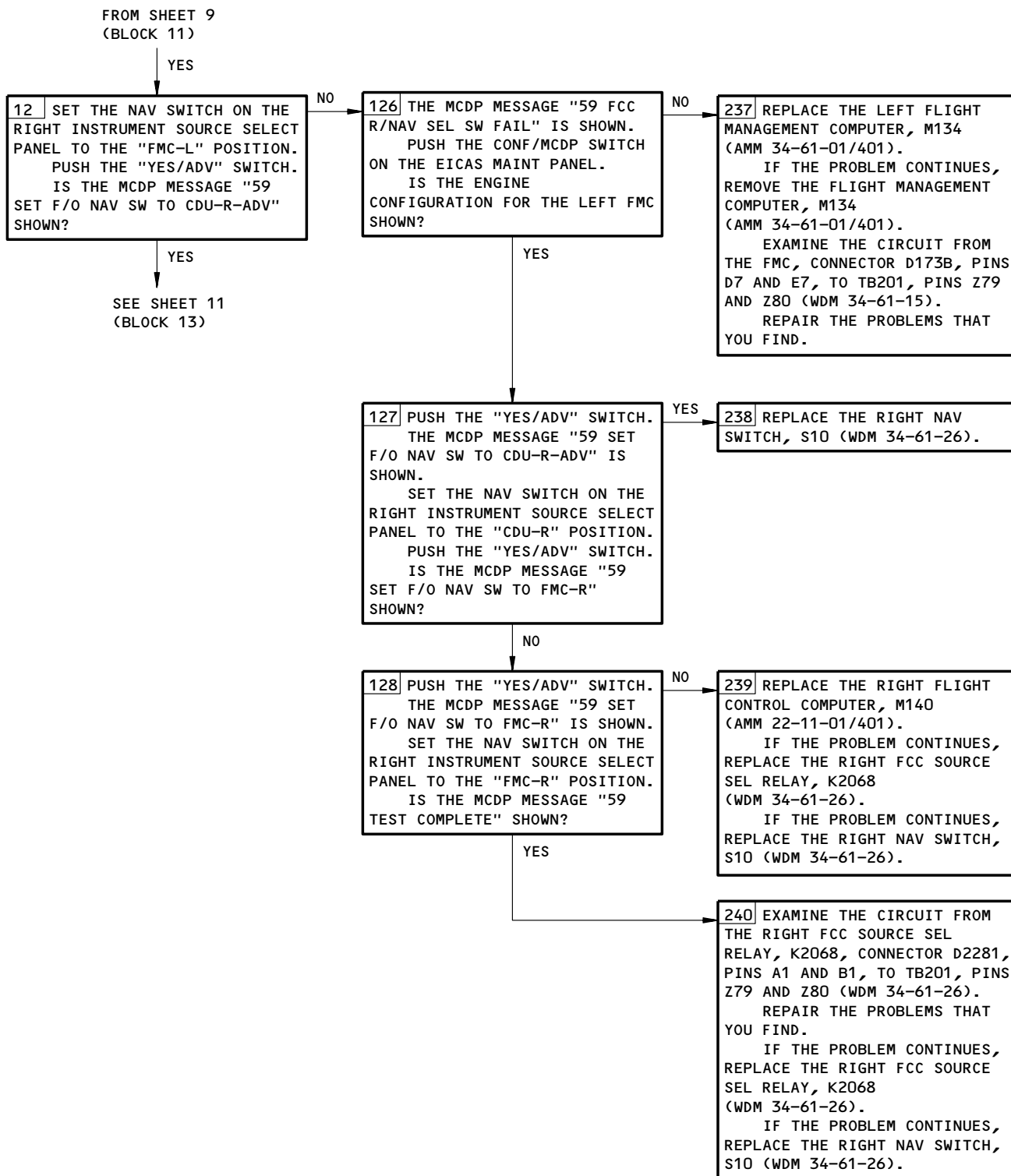


MCDP Ground Test 59 - FCC INSTR
Figure 105 (Sheet 9)

EFFECTIVITY

ALL

22-00-04

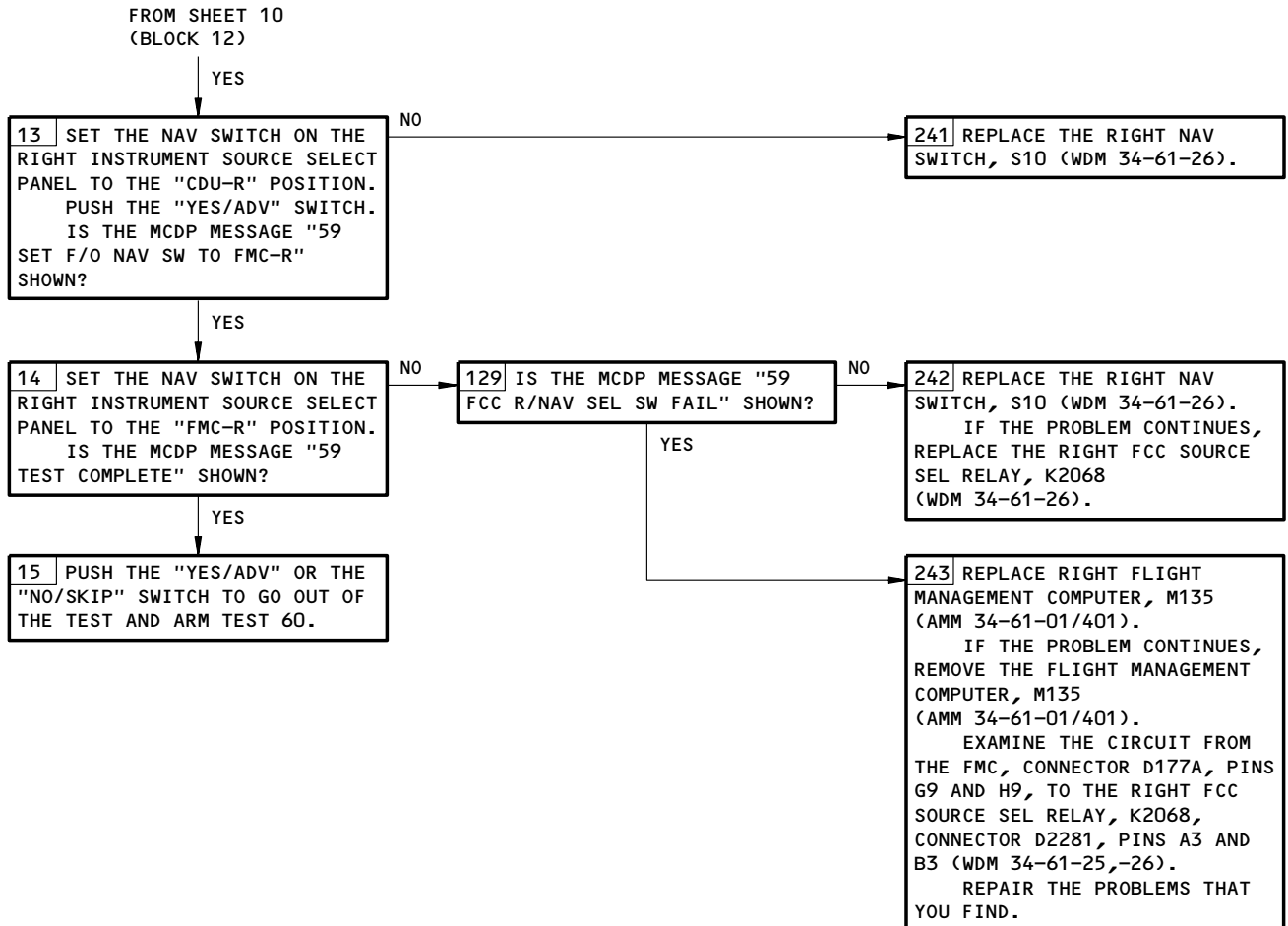


MCDP Ground Test 59 - FCC INSTR
Figure 105 (Sheet 10)

EFFECTIVITY

ALL

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MCDP Ground Test 59 - FCC INSTR
Figure 105 (Sheet 11)

EFFECTIVITY

ALL

22-00-04

PREREQUISITES

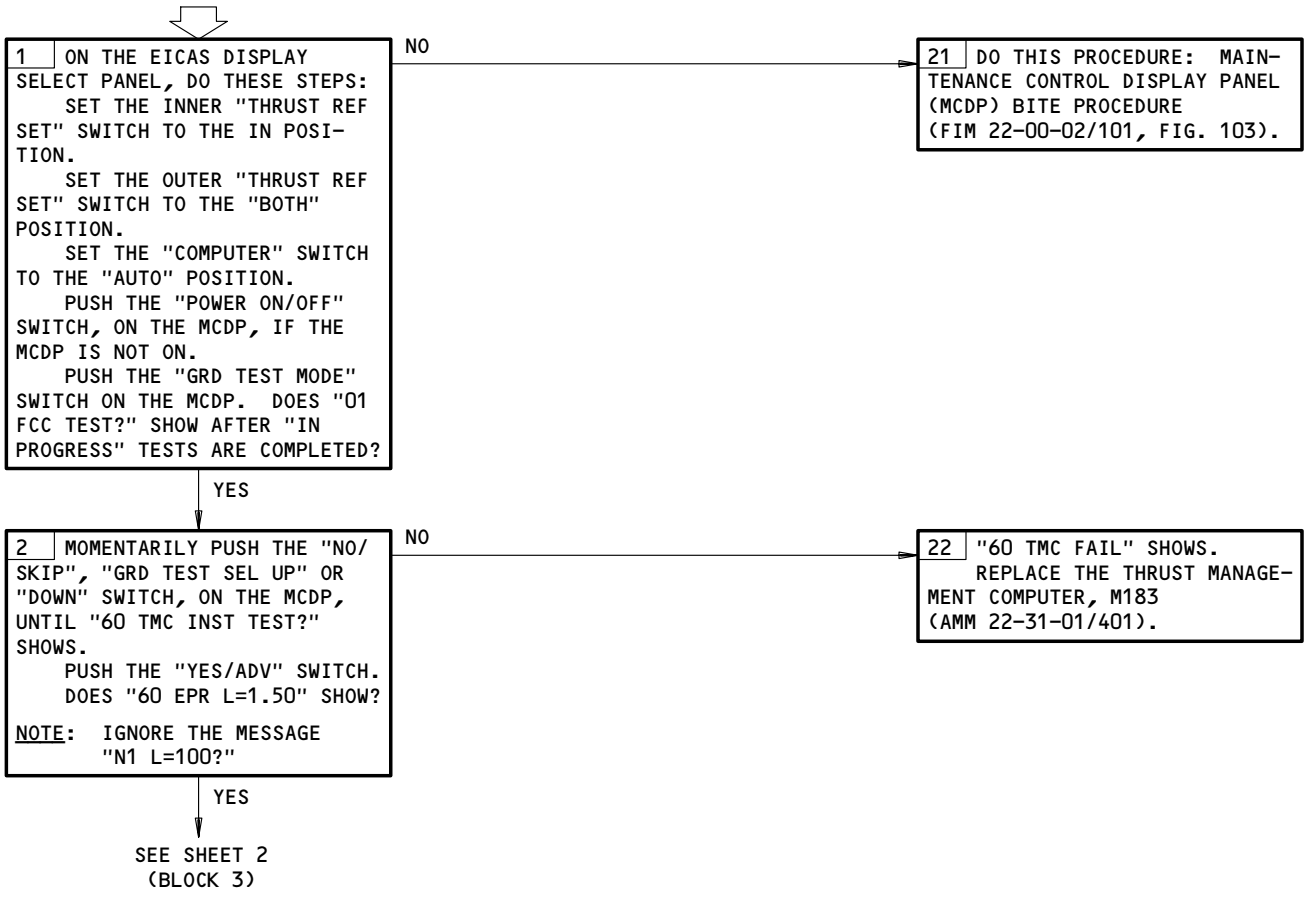
MAKE SURE THIS SYSTEM WILL OPERATE:
 ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
 (AMM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
 11F14,11F15,11F16; ¹ 11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 ELECTRICAL POWER IS ON (AMM 24-22-00/201)

**MCDP GROUND TEST
 60 - "TMC INSTR"**

NOTE: "XX IN PROGRESS" MESSAGE SHOWS WHEN THE MCDP DOES AN AUTOMATIC TEST STEP.



¹ WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

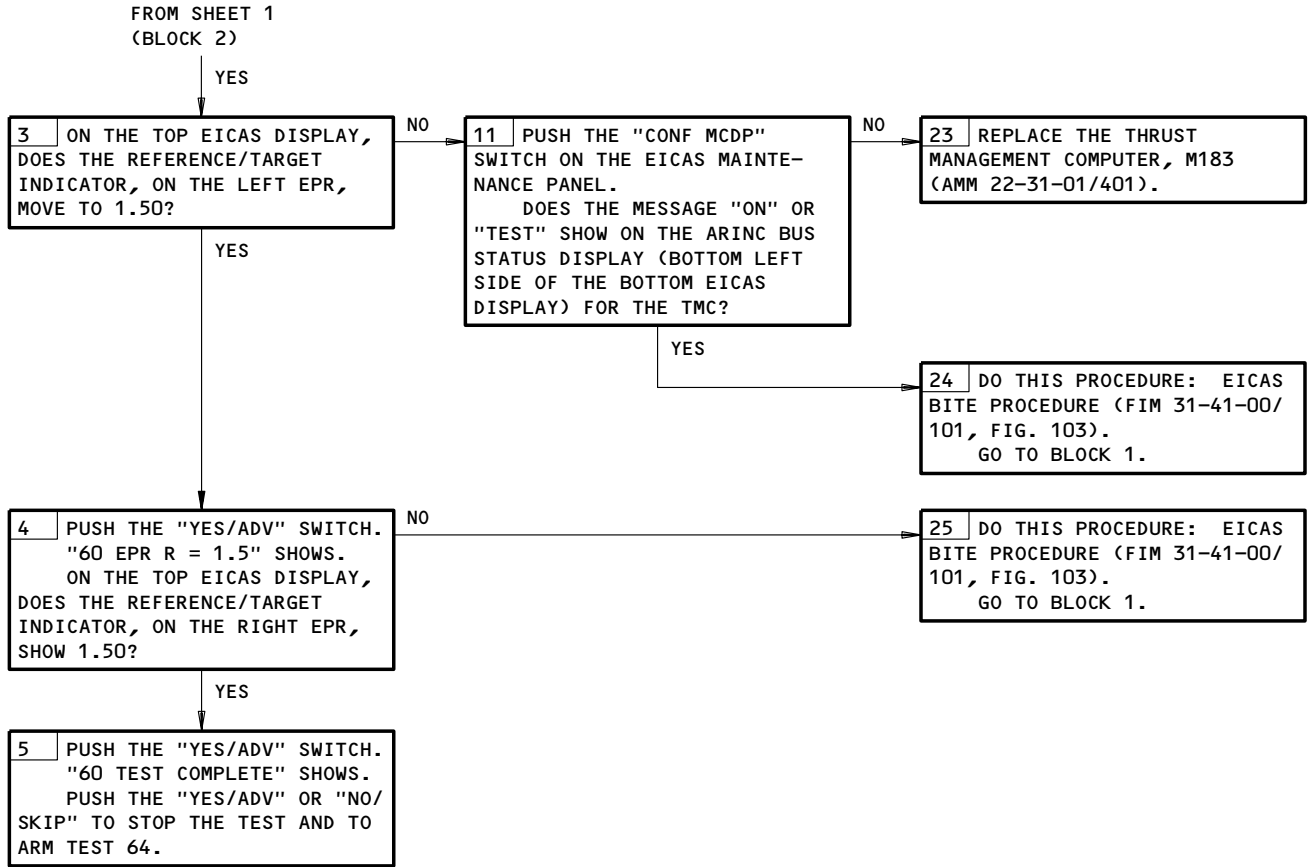
MCDP Ground Test 60 - TMC INSTR
 Figure 106 (Sheet 1)

EFFECTIVITY

ALL

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MCDP Ground Test 60 - TMC INSTR
Figure 106 (Sheet 2)

EFFECTIVITY

ALL

22-00-04

PREREQUISITES

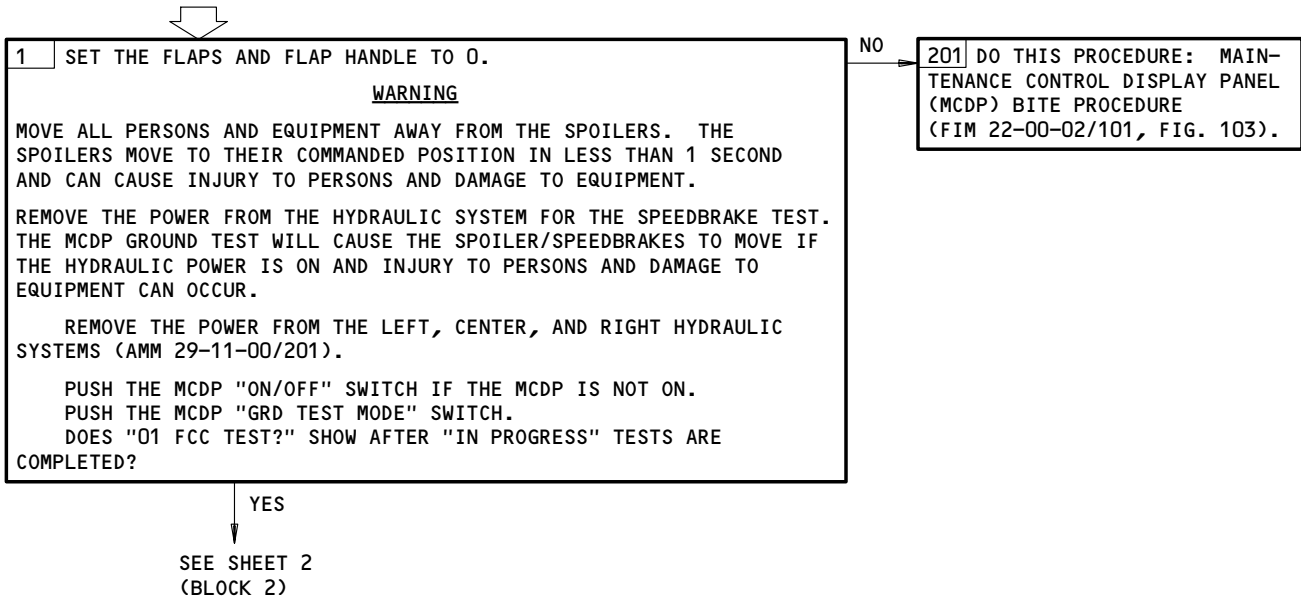
MAKE SURE THESE SYSTEMS WILL OPERATE:
 TRAILING EDGE FLAP SYSTEM (AMM 27-51-00/201)
 TRAILING EDGE FLAP POSITION INDICATING SYSTEM
 (AMM 27-58-00/501)
 SPOILER/SPEEDBRAKE CONTROL SYSTEM (AMM 27-61-00/201)
 HYDRAULIC POWER (AMM 29-11-00/201)
 ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
 (AMM 31-41-00/201)(WHEN USING REMOTE MCDP CONTROL
 PANEL)
 AIR/GROUND RELAYS (AMM 32-09-02/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
 11A17,11A33,11E16,11E17,11E18,11E20,11E21,11E34,
 11E35,11E36,11F14,11F15,11F16; 1 11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 ELECTRICAL POWER IS ON (AMM 24-22-00/201)

NOTE: "XX IN PROGRESS" MESSAGE SHOWS WHEN THE MCDP
 DOES AN AUTOMATIC TEST STEP.

**MCDP GROUND TEST
 64 - "SPD BK/FLAP
 XDCR"**

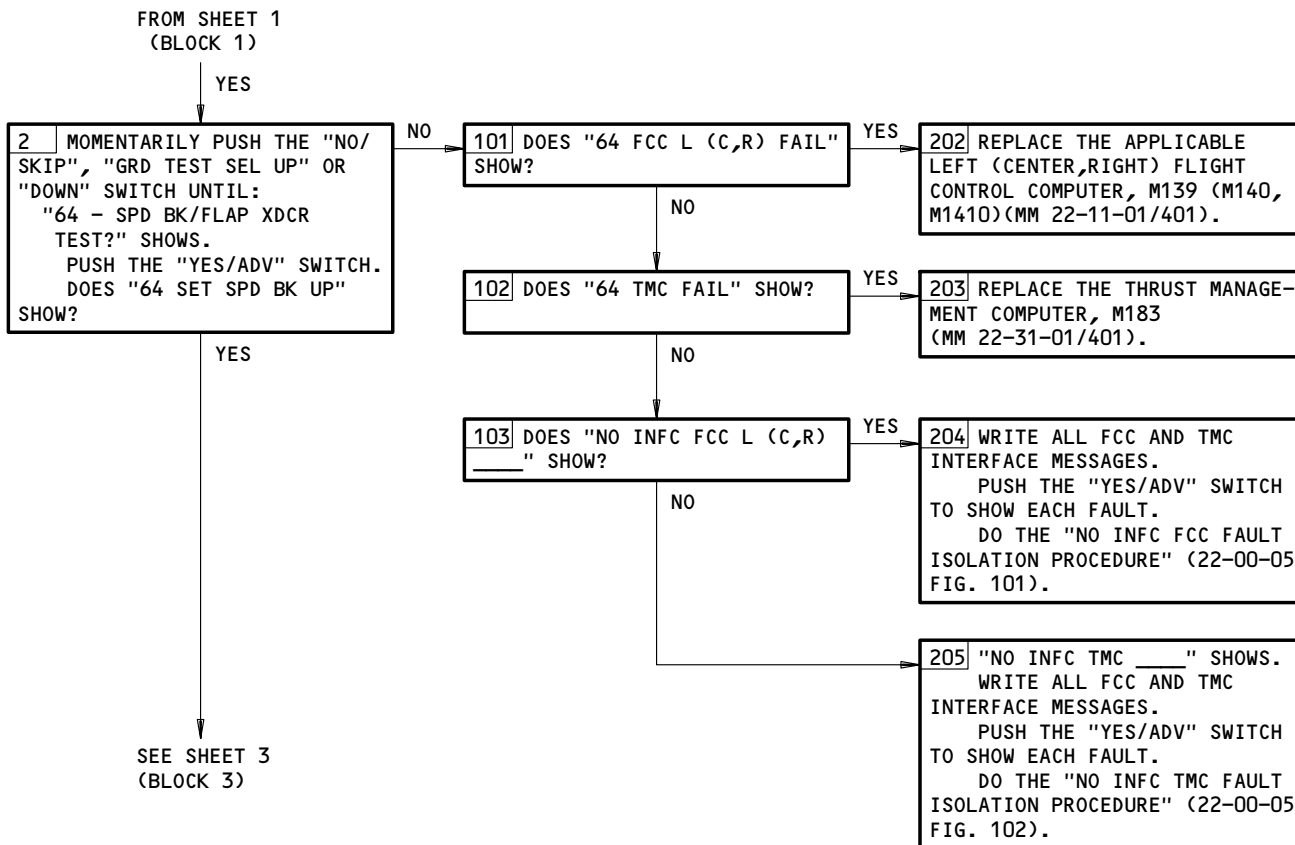


1 WHERE X = 3,4 OR 6 FOR THE CIRCUIT
 BREAKER WITH THE NOMENCLATURE
 "MAINT CONT DSPL".

MCDP Ground Test 64 - SPD BK/FLAP XDCR
 Figure 107 (Sheet 1)

EFFECTIVITY	ALL
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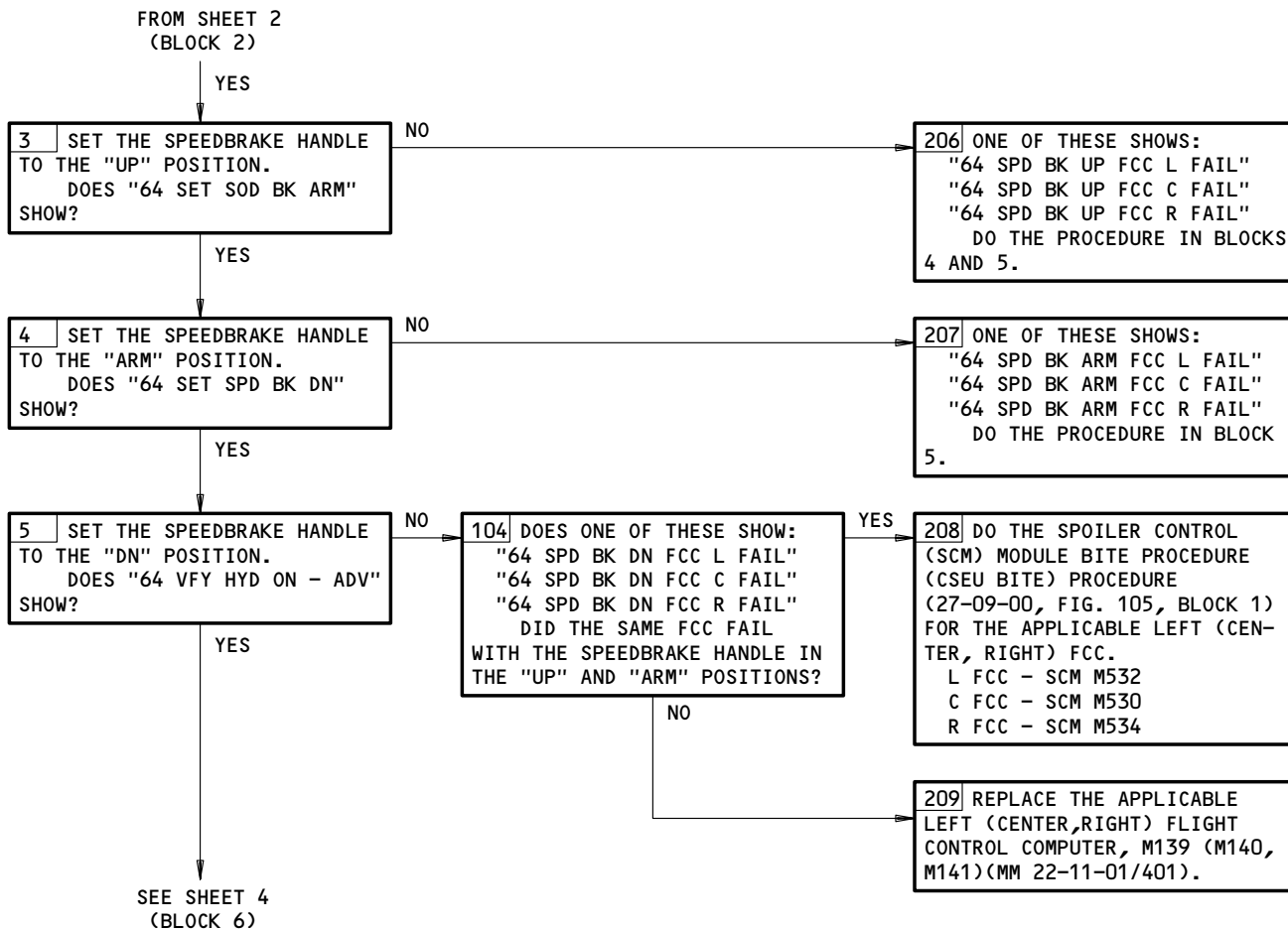


MCDP Ground Test 64 - SPD BK/FLAP XDCR
Figure 107 (Sheet 2)

EFFECTIVITY

ALL

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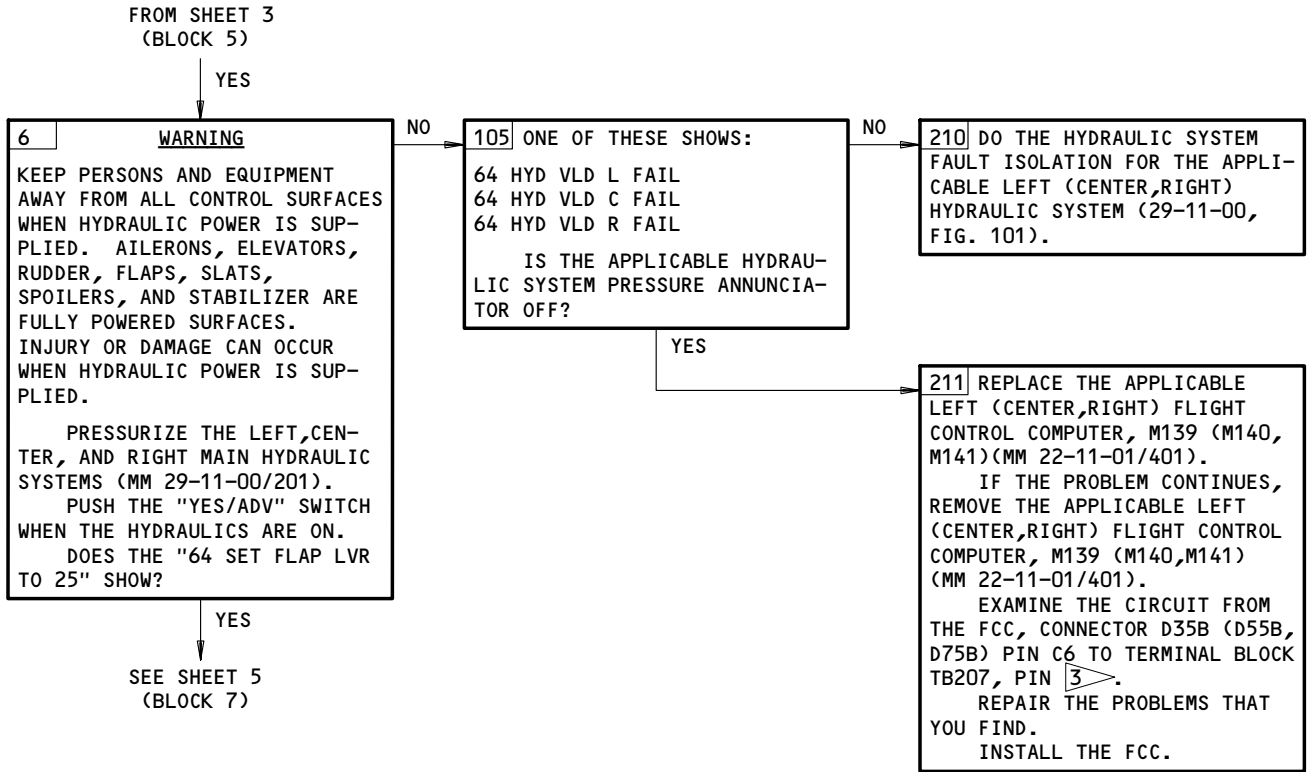
MCDP Ground Test 64 - SPD BK/FLAP XDCR
Figure 107 (Sheet 3)

EFFECTIVITY

ALL

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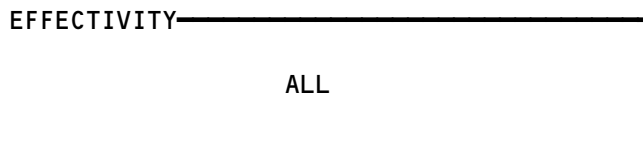
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3 GUI 001-114,116-999;
YA27 (Z105,YA24)(WDM 22-41-11).

GUI 115;
Z28 (Z105,YA24)(WDM 22-41-11).

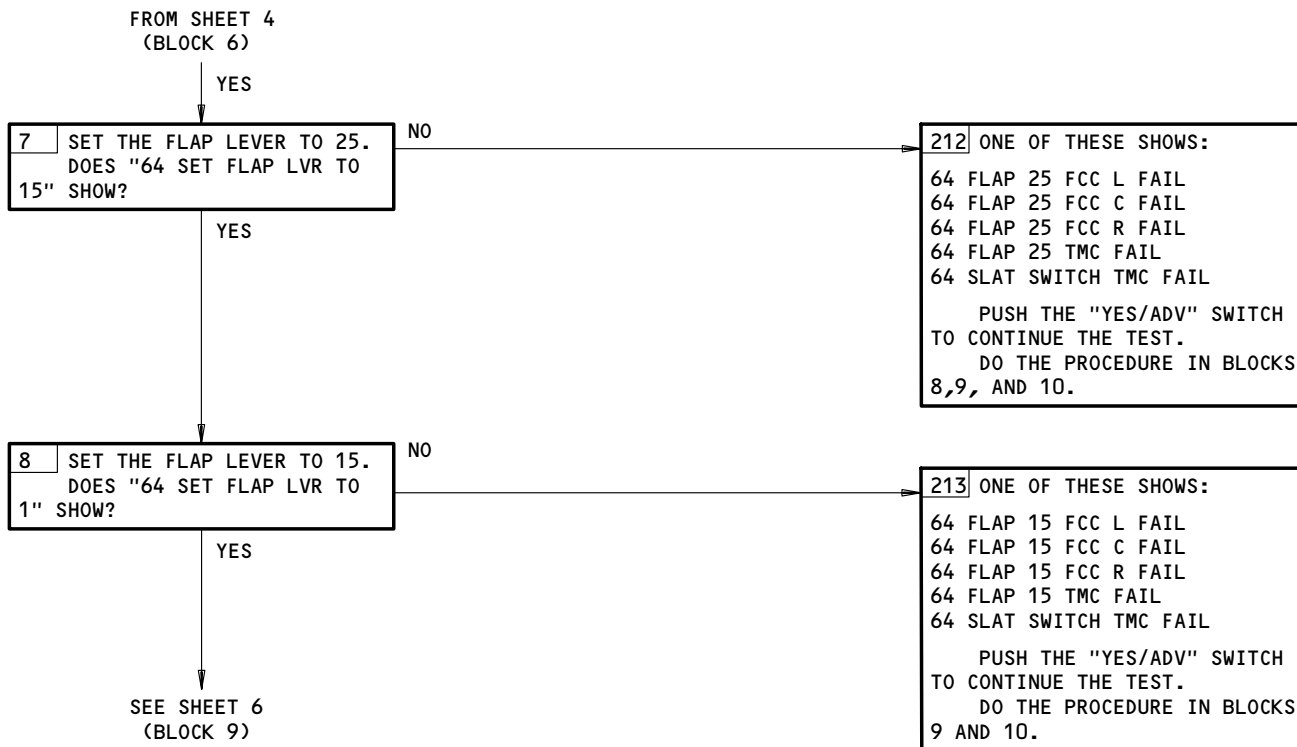
MCDP Ground Test 64 - SPD BK/FLAP XDCR
Figure 107 (Sheet 4)



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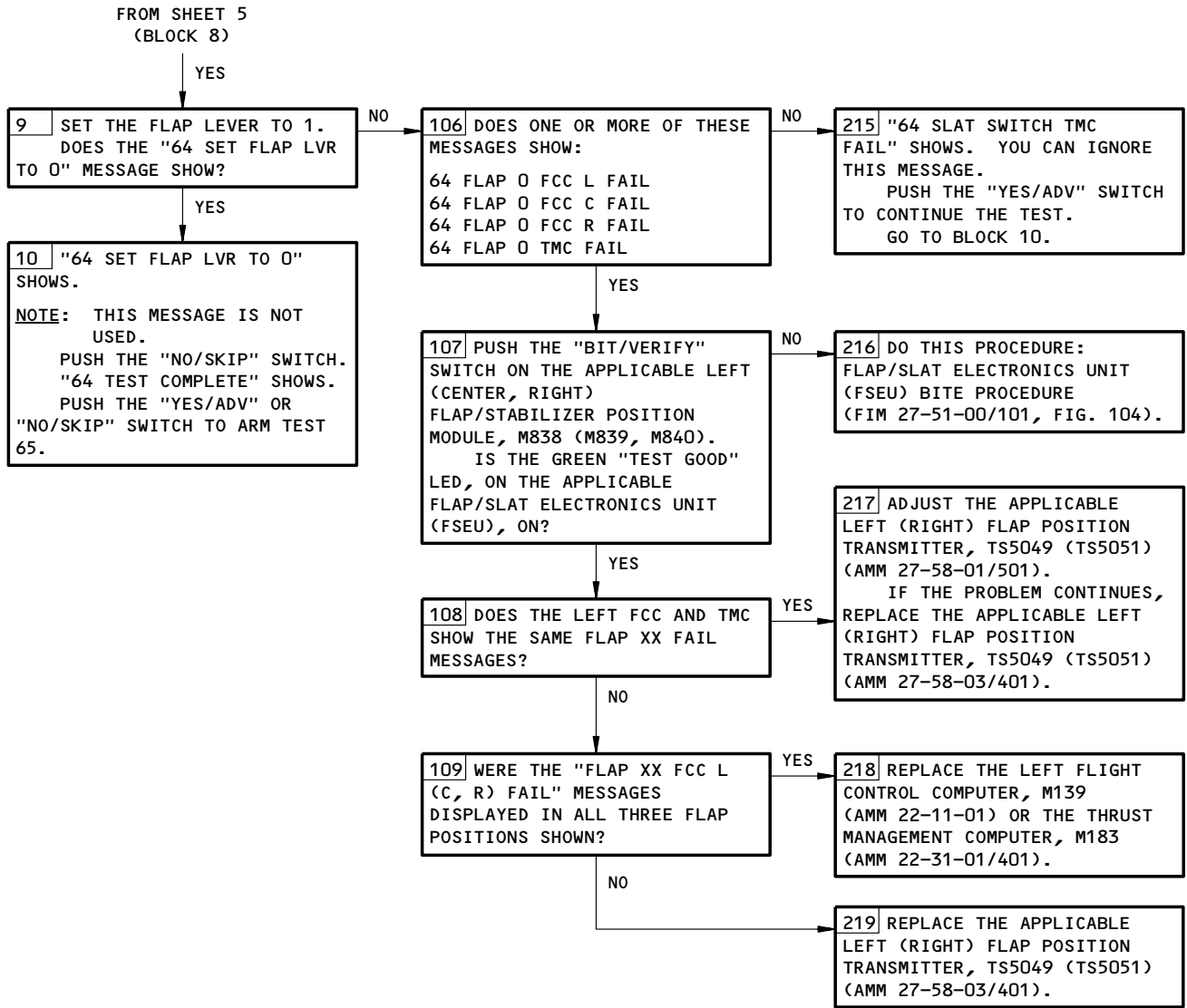


MCDP Ground Test 64 - SPD BK/FLAP XDCR
Figure 107 (Sheet 5)

EFFECTIVITY

ALL

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MCDP Ground Test 64 - SPD BK/FLAP XDCR
Figure 107 (Sheet 6)

EFFECTIVITY

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PREREQUISITES

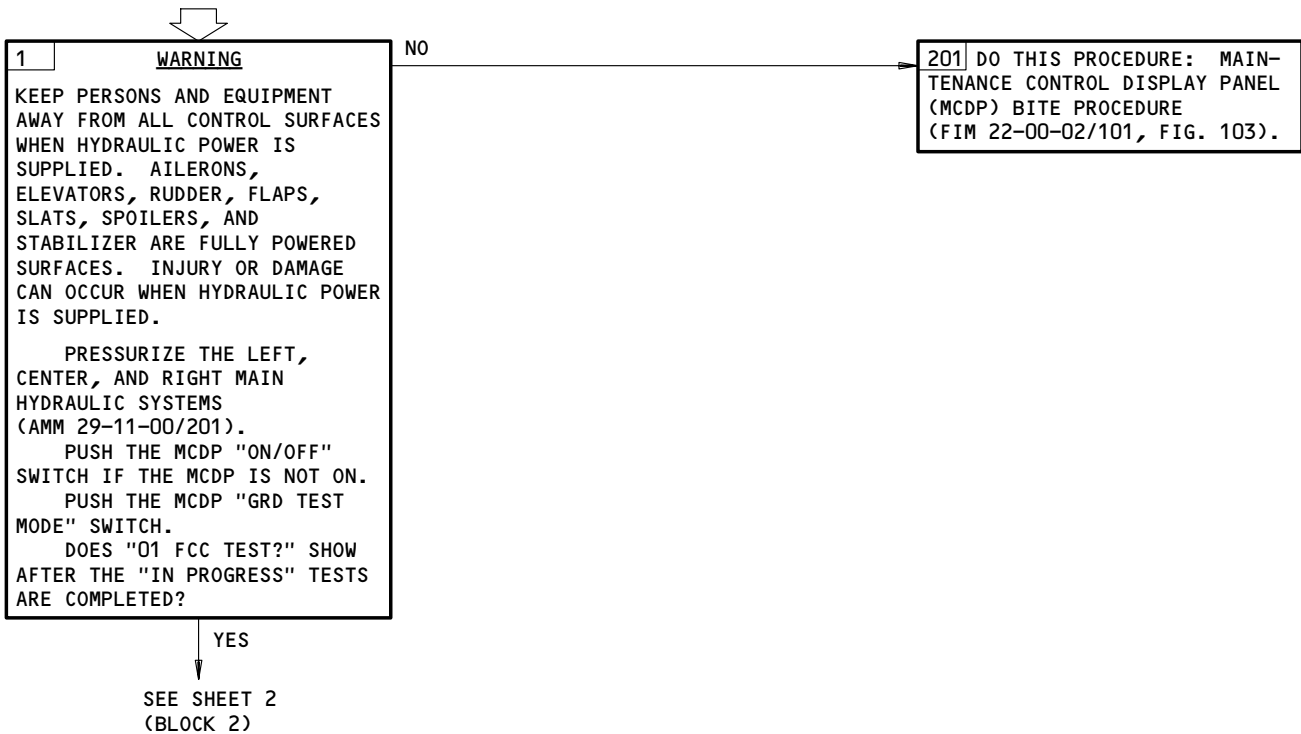
MAKE SURE THESE SYSTEMS WILL OPERATE:
 FLIGHT CONTROL SYSTEM ELECTRONICS UNIT (FSEU)
 (AMM 27-09-00/201)
 HORIZONTAL STABILIZER TRIM CONTROL SYSTEM
 (AMM 27-41-00/201)
 STABILIZER TRIM POSITION INDICATING SYSTEM
 (AMM 27-48-00/201)
 HYDRAULIC POWER (AMM 29-11-00/201)
 ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
 (AMM 31-41-00/201)(WHEN USING REMOTE MCDP CONTROL
 PANEL
 AIR/GROUND RELAYS (AMM 32-09-02/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
 11A17,11A33,11E16,11E17,11E18,11E20,11E21,11E34,
 11E35,11E36; 1 ▷ 11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 ELECTRICAL POWER IS ON (AMM 24-22-00/201)

**MCDP GROUND TEST
65 - "STAB TRIM"**

NOTE: "XX IN PROGRESS" MESSAGE SHOWS WHEN THE MCDP
DOES AN AUTOMATIC TEST STEP.

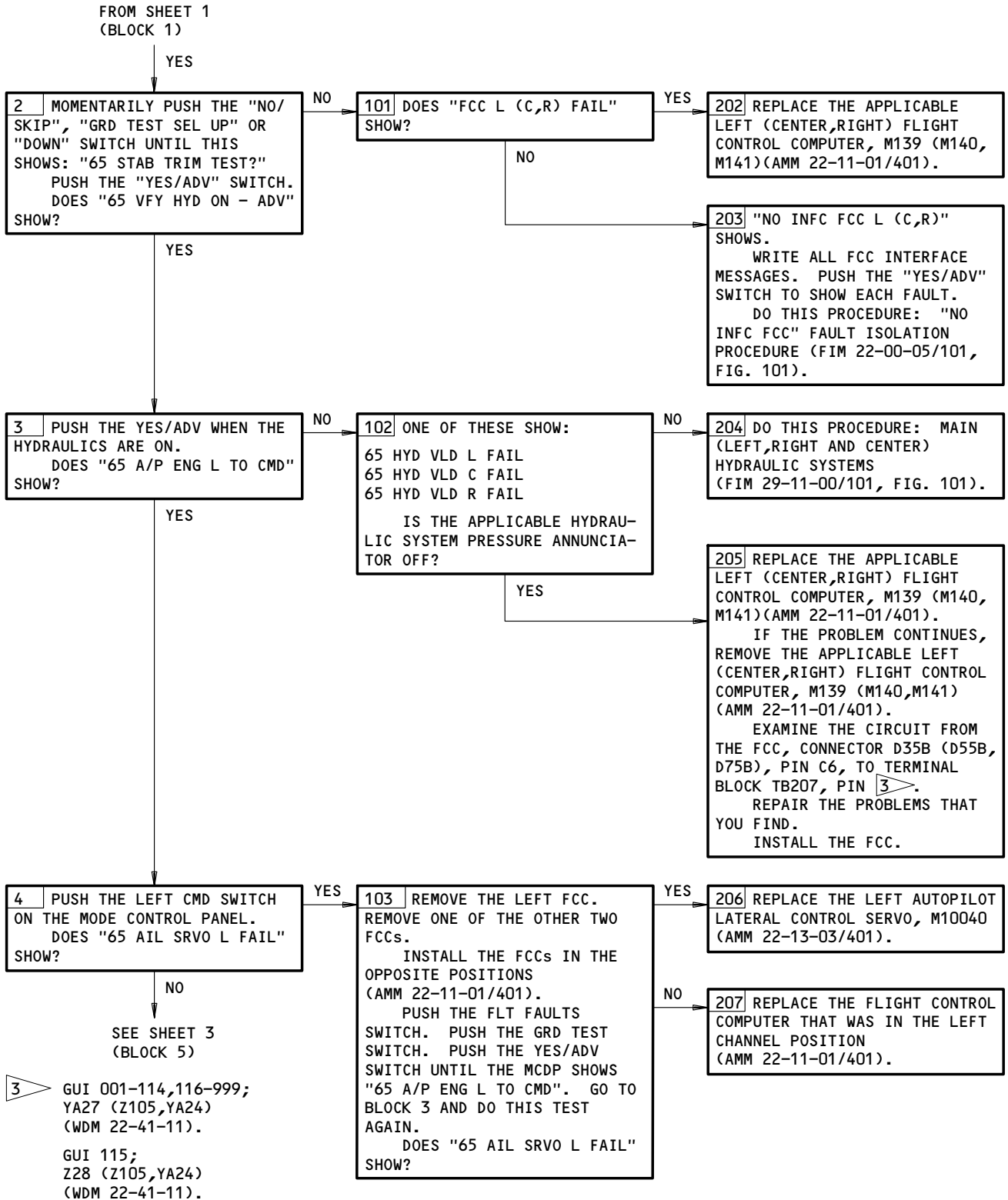


1 ▷ WHERE X = 3,4 OR 6 FOR THE CIRCUIT
BREAKER WITH THE NOMENCLATURE
"MAINT CONT DSPL".

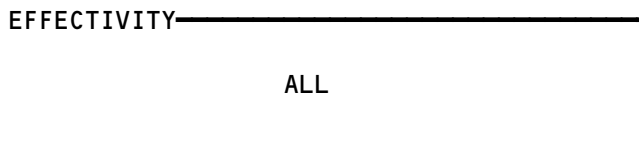
MCDP Ground Test 65 - STAB TRIM
Figure 108 (Sheet 1)

EFFECTIVITY	ALL
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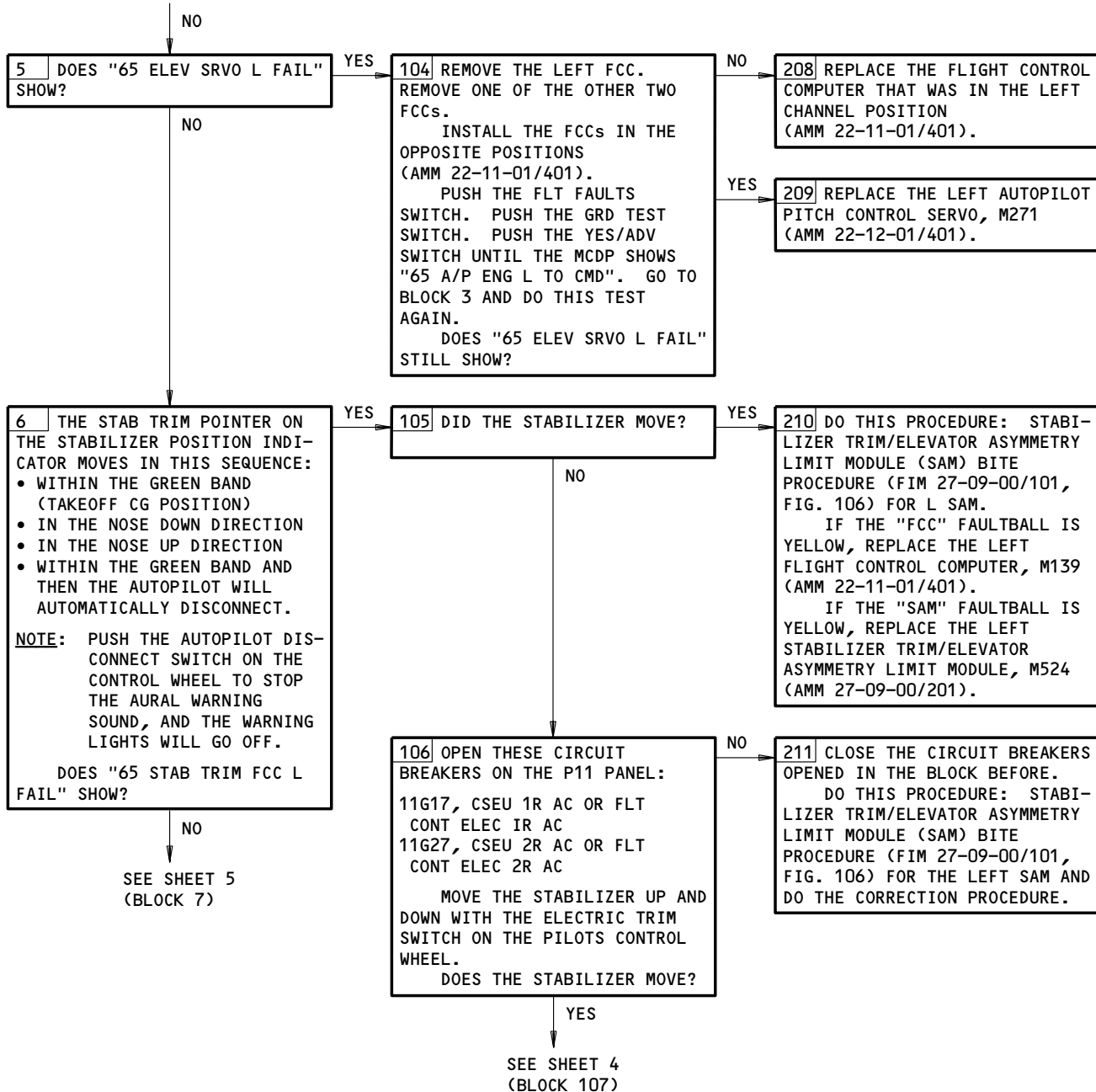


MCDP Ground Test 65 - STAB TRIM
Figure 108 (Sheet 2)



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FROM SHEET 2
(BLOCK 4)



MCDP Ground Test 65 - STAB TRIM
Figure 108 (Sheet 3)

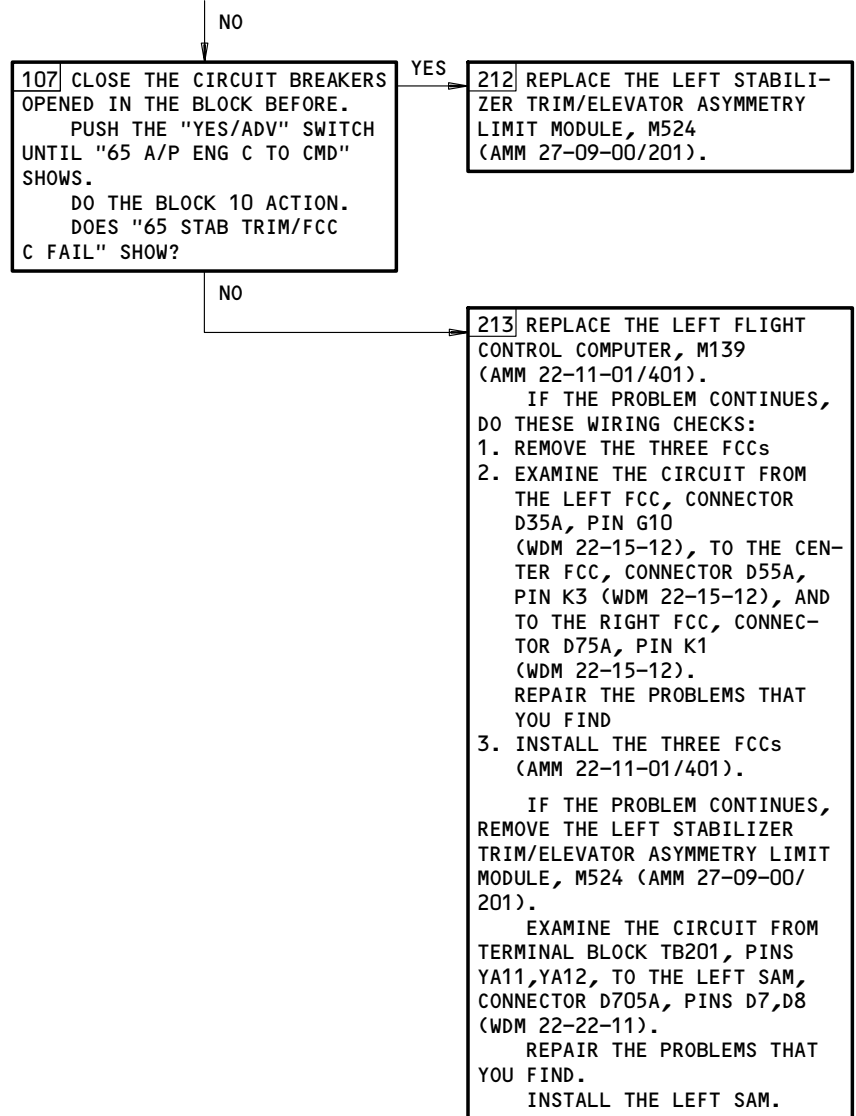
EFFECTIVITY

ALL

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FROM SHEET 3
(BLOCK 106)



MCDP Ground Test 65 - STAB TRIM
Figure 108 (Sheet 4)

EFFECTIVITY _____
ALL

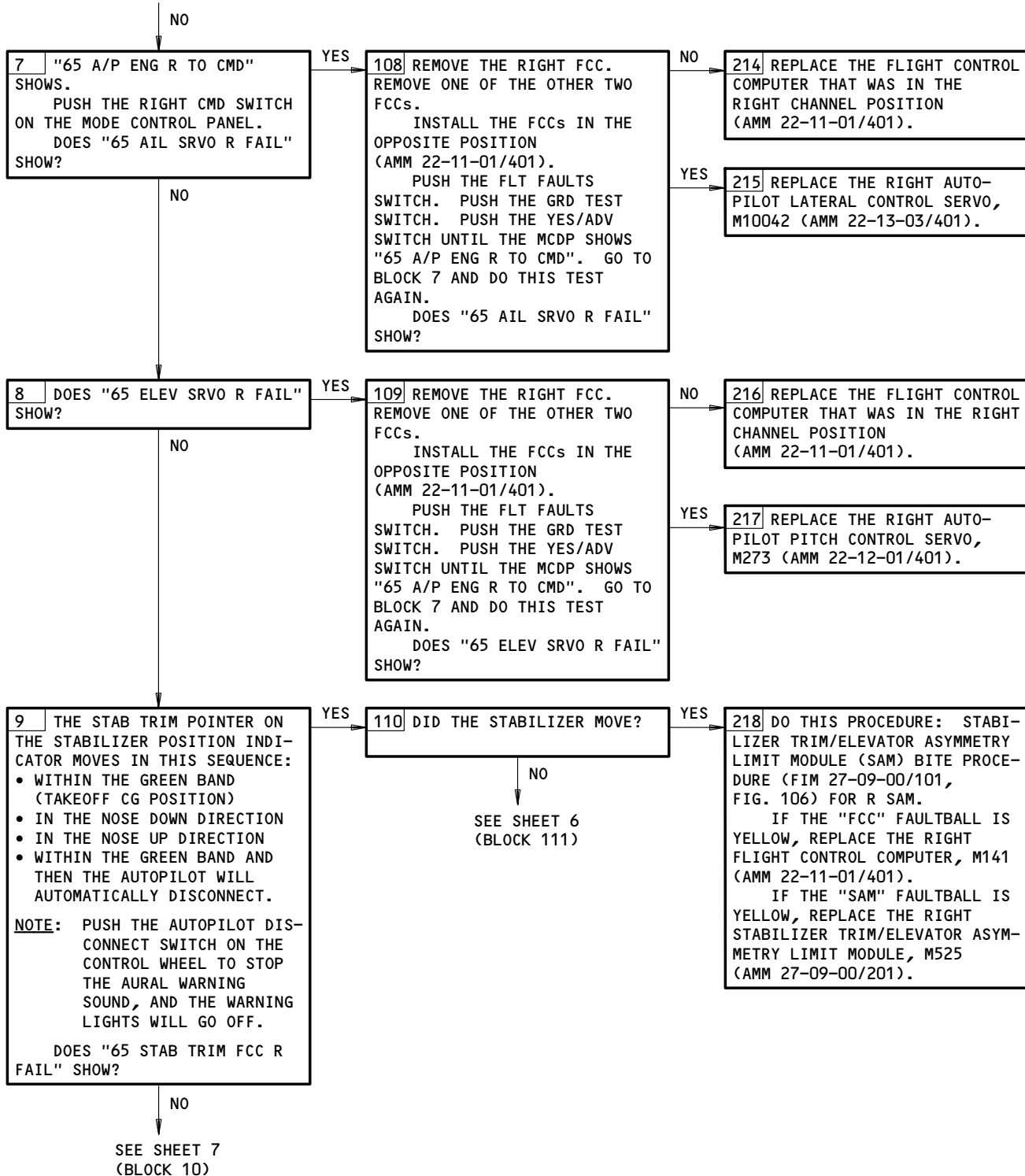
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230648

FROM SHEET 3
(BLOCK 6)



MCDP Ground Test 65 - STAB TRIM
Figure 108 (Sheet 5)

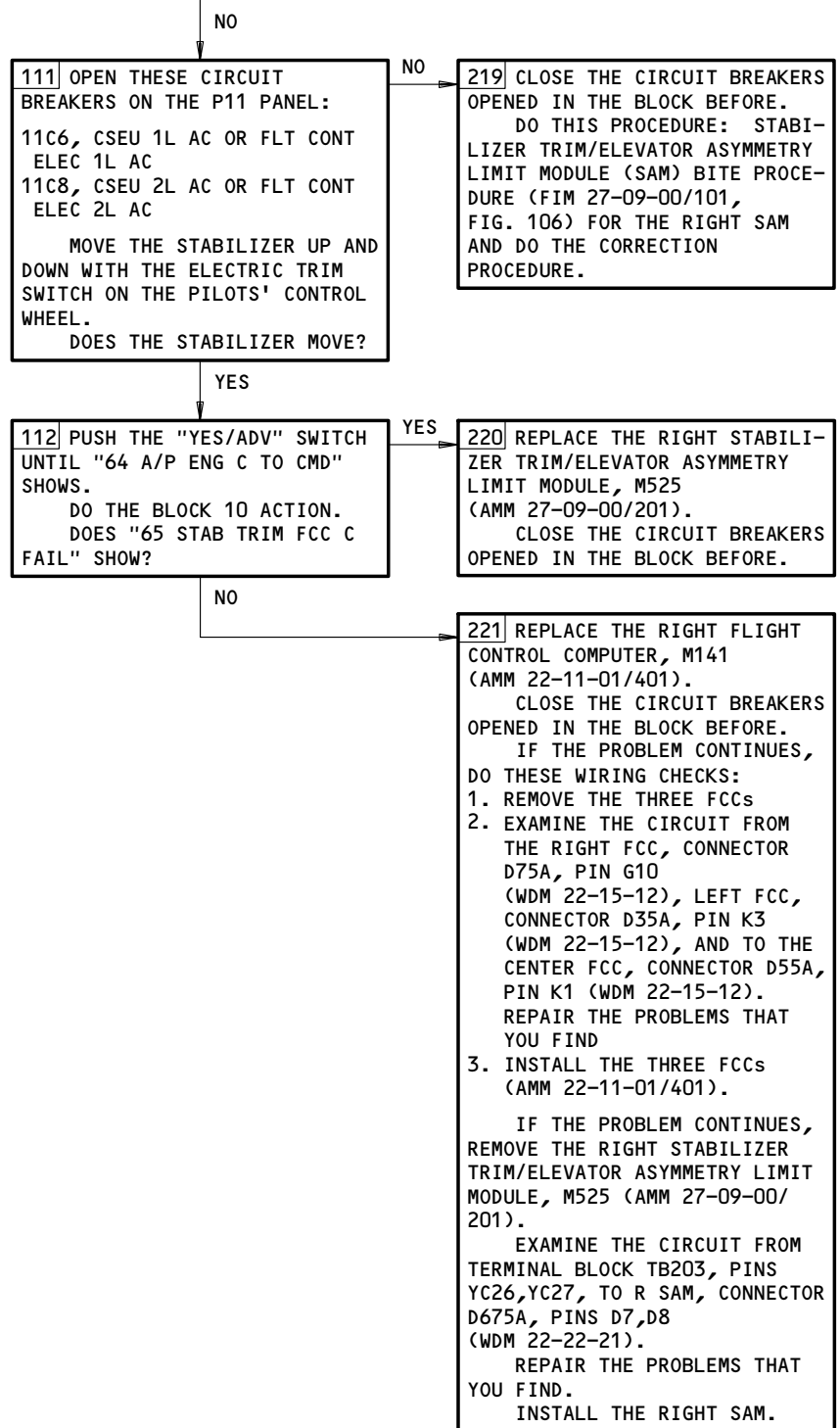
EFFECTIVITY

ALL

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FAULT ISOLATION/MAINT MANUAL

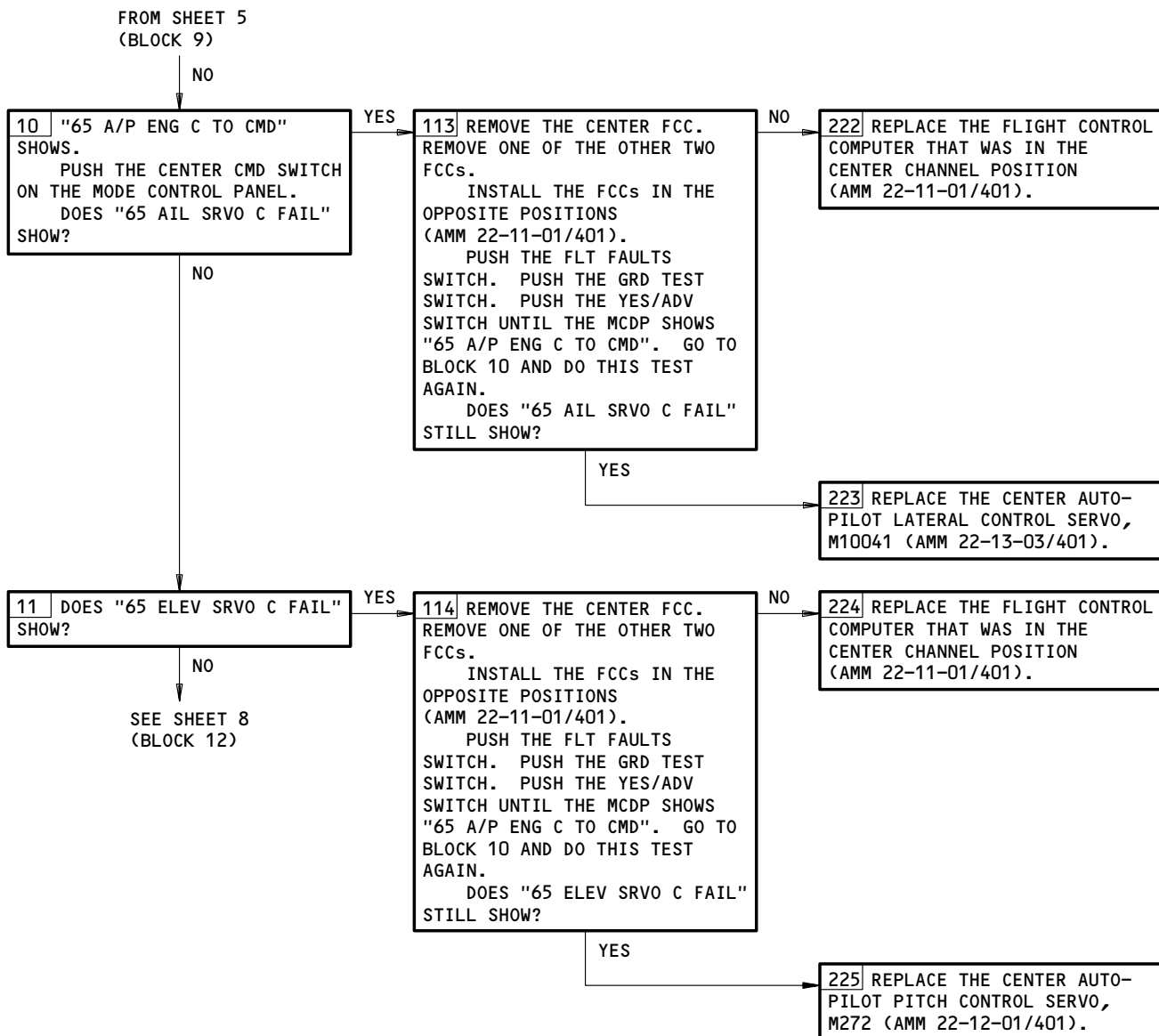
FROM SHEET 5
(BLOCK 110)



MCDP Ground Test 65 - STAB TRIM
Figure 108 (Sheet 6)

EFFECTIVITY	_____
ALL	

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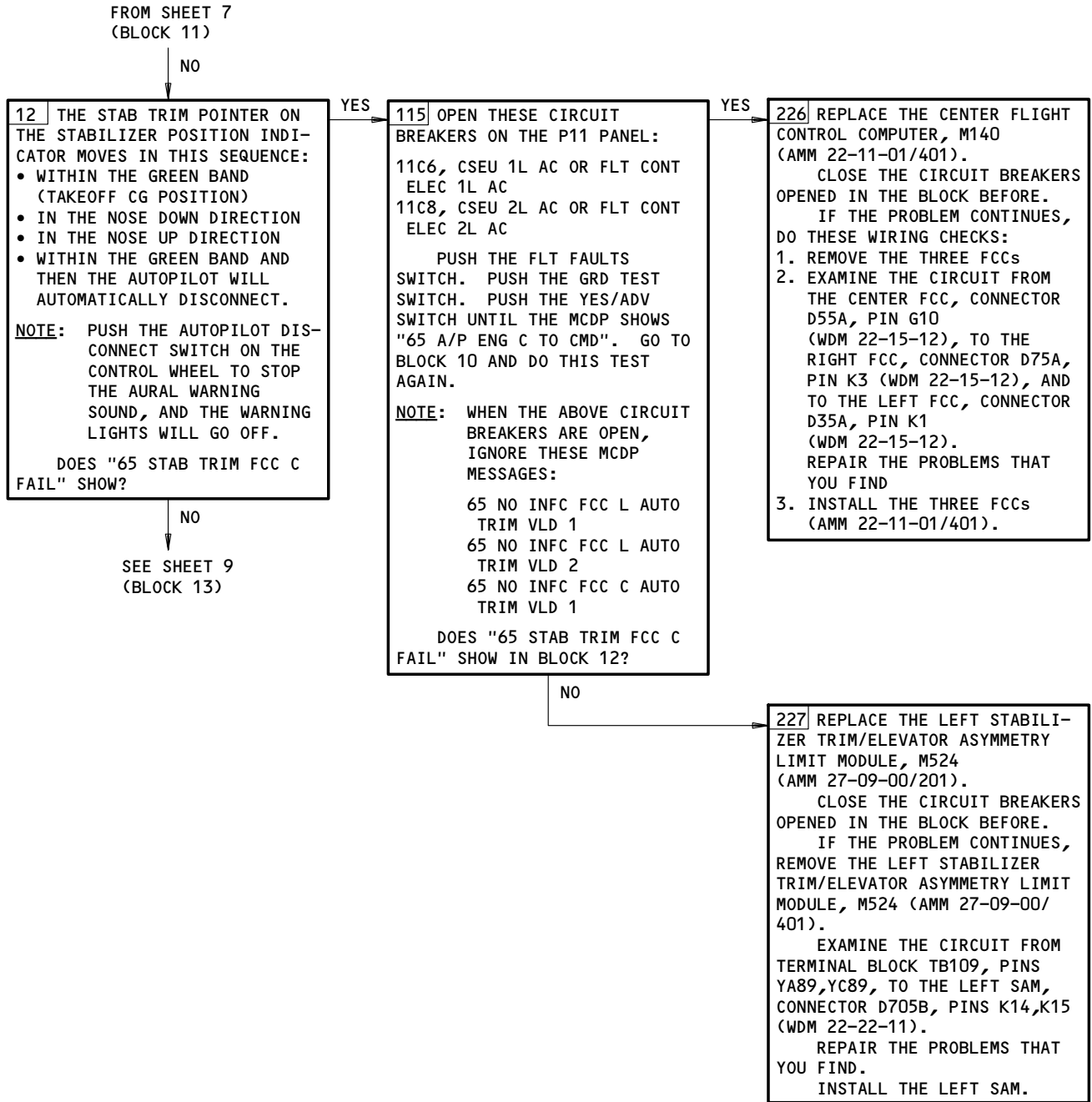


MCDP Ground Test 65 - STAB TRIM
Figure 108 (Sheet 7)

EFFECTIVITY

ALL

22-00-04



MCDP Ground Test 65 - STAB TRIM
Figure 108 (Sheet 8)

EFFECTIVITY	ALL
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FROM SHEET 8
(BLOCK 12)

NO

13 OPEN THESE CIRCUIT BREAKERS ON THE P11 PANEL:
 11C6, CSEU 1L AC OR FLT CONT ELEC 1L AC
 11C8, CSEU 2L AC OR FLT CONT ELEC 2L AC

PUSH THE FLT FAULTS SWITCH. PUSH THE GRD TEST SWITCH. PUSH THE YES/ADV SWITCH UNTIL THE MCDP SHOWS "65 A/P ENG C TO CMD". GO TO BLOCK 10 AND DO THIS TEST AGAIN.

NOTE: WHEN THE ABOVE CIRCUIT BREAKERS ARE OPEN, IGNORE THESE MCDP MESSAGES:

65 NO INFC FCC L AUTO TRIM VLD 1
 65 NO INFC FCC L AUTO TRIM VLD 2
 65 NO INFC FCC C AUTO TRIM VLD 1

DOES "65 STAB TRIM FCC C FAIL" SHOW IN BLOCK 12?

YES

228 REPLACE THE RIGHT STABILIZER TRIM/ELEVATOR ASYMMETRY LIMIT MODULE, M525 (AMM 27-09-00/401).
 IF THE PROBLEM CONTINUES, REMOVE THE RIGHT STABILIZER TRIM/ELEVATOR ASYMMETRY LIMIT MODULE, M525 (AMM 27-09-00/201).
 EXAMINE THE CIRCUIT FROM TERMINAL BLOCK TB109, PINS YA89, YC89, TO THE RIGHT SAM, CONNECTOR D675B, PINS K14, K15 (WDM 22-22-11,-21).
 REPAIR THE PROBLEMS THAT YOU FIND.
 INSTALL THE RIGHT SAM.
 CLOSE THE CIRCUIT BREAKERS OPENED IN THE BLOCK BEFORE.

NO

14 "65 TEST COMPLETE" SHOWS. PUSH THE "YES/ADV" OR "NO/SKIP" TO ARM THE TEST 66. CLOSE THE CIRCUIT BREAKERS OPENED IN THE BLOCK BEFORE.

MCDP Ground Test 65 - STAB TRIM
Figure 108 (Sheet 9)

EFFECTIVITY

ALL


22-00-04

PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:

- FLIGHT CONTROL SYSTEM ELECTRONICS UNIT (FSEU)
(AMM 27-09-00/201)
- AILERON AND AILERON TRIM CONTROL SYSTEM
(AMM 27-11-00/501)
- AILERON POSITION INDICATING SYSTEM
(AMM 27-11-00/501)
- RUDDER AND RUDDER TRIM CONTROL SYSTEM
(AMM 27-21-00/401)
- RUDDER POSITION INDICATING SYSTEM (AMM 27-28-00/501)
- ELEVATOR POSITION INDICATING SYSTEM
(AMM 27-38-00/501)
- HORIZONTAL STABILIZER TRIM CONTROL SYSTEM
(AMM 27-41-00/501)
- STABILIZER TRIM POSITION INDICATING SYSTEM
(AMM 27-48-00/501)
- TRAILING EDGE FLAP SYSTEM (AMM 27-51-00/201)
- TRAILING EDGE FLAP POSITION INDICATING SYSTEM
(AMM 27-58-00/501)
- HYDRAULIC POWER (AMM 29-11-00/201)
- ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
(AMM 31-41-00/201)(WHEN THE REMOTE MCDP CONTROL
PANEL IS USED)
- AIR/GROUND RELAYS (AMM 32-09-02/201)
- FUEL CONTROL (AMM 73-21-00/001)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:

- 11E16,11E17,11E18,11E20,11E21,11E34,11E35,11E36,
11F14,11F15,11F16;  11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:

- ELECTRICAL POWER IS ON (AMM 24-22-00/201)
- TOWING (AMM 09-11-00/201) - NOSE GEAR STEERING
VALVE LOCKPIN INSTALLATION

NOTE: "XX IN PROGRESS" MESSAGE IS DISPLAYED WHEN AN
AUTOMATIC TEST STEP IS BEING CONDUCTED.

 WHERE X = 3,4, OR 6 FOR THE CIRCUIT BREAKER
WITH THE NOMENCLATURE "MAINT CONT DSPL".

MCDP Ground Test 66 - XDCR OUTPUTS
Figure 109 (Sheet 1)

EFFECTIVITY

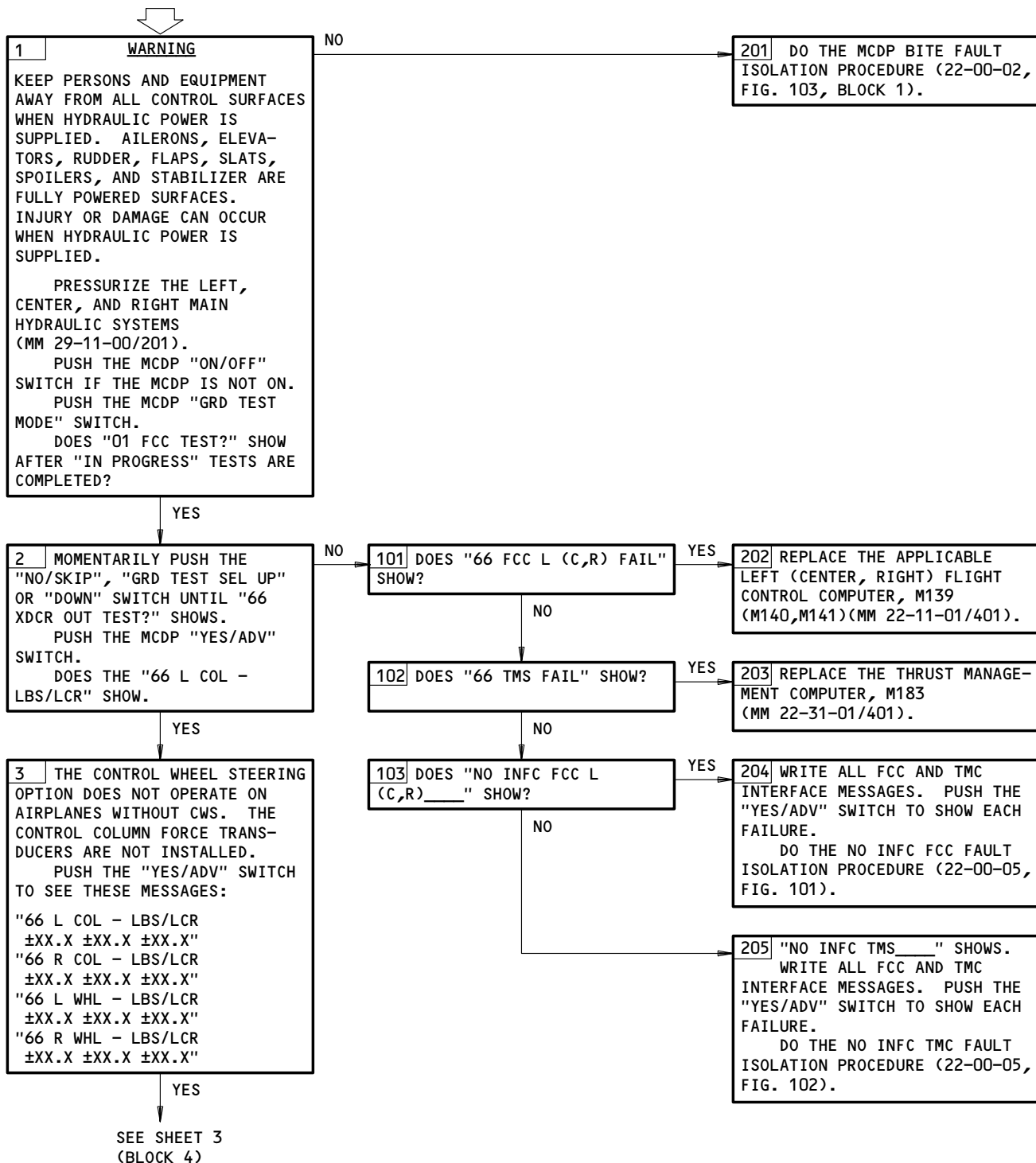
ALL

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**MCDP GROUND TEST
66 - "XDCR OUTPUTS"**

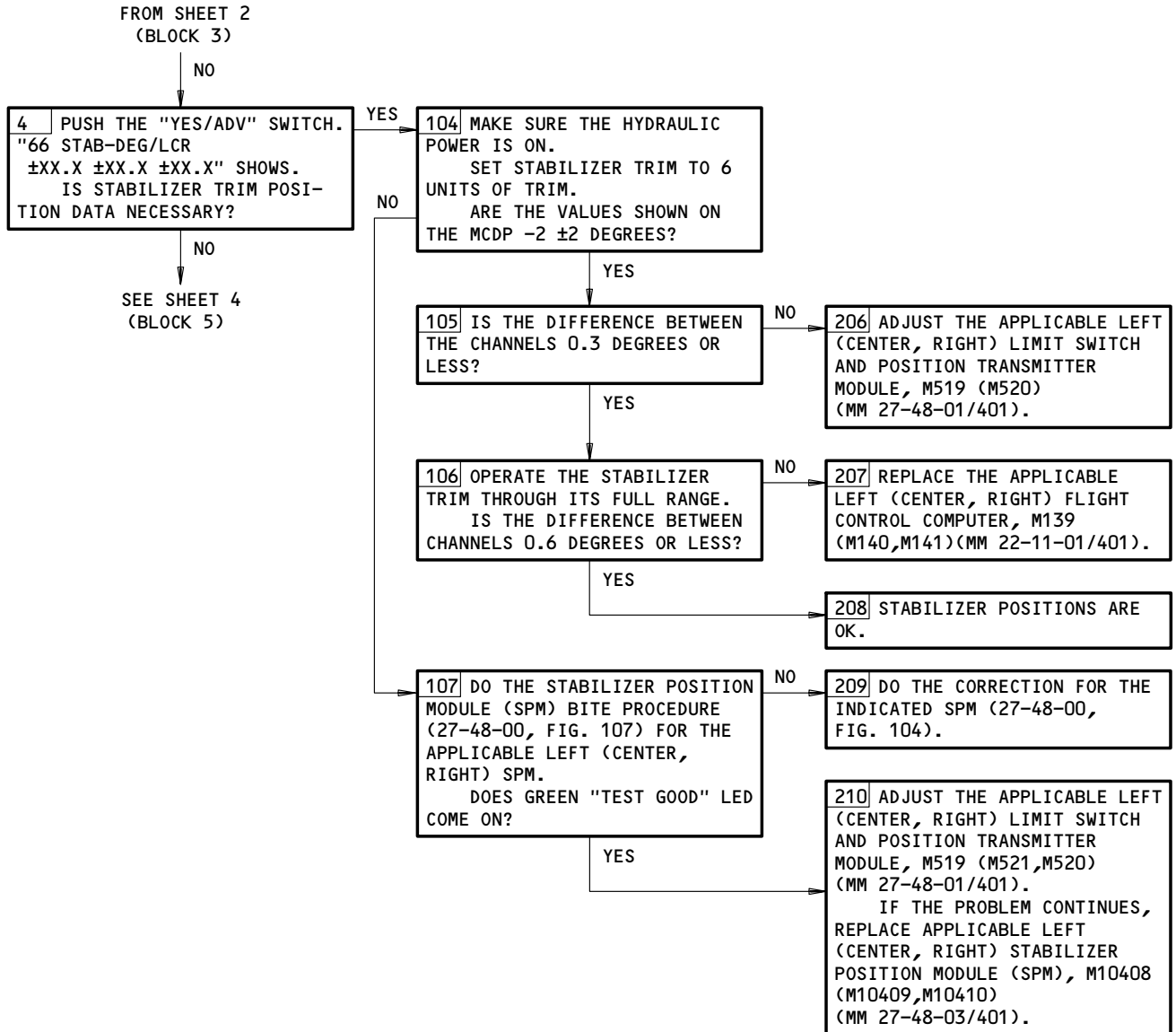


MCDP Ground Test 66 - XDCR OUTPUTS
Figure 109 (Sheet 2)

EFFECTIVITY

ALL

22-00-04



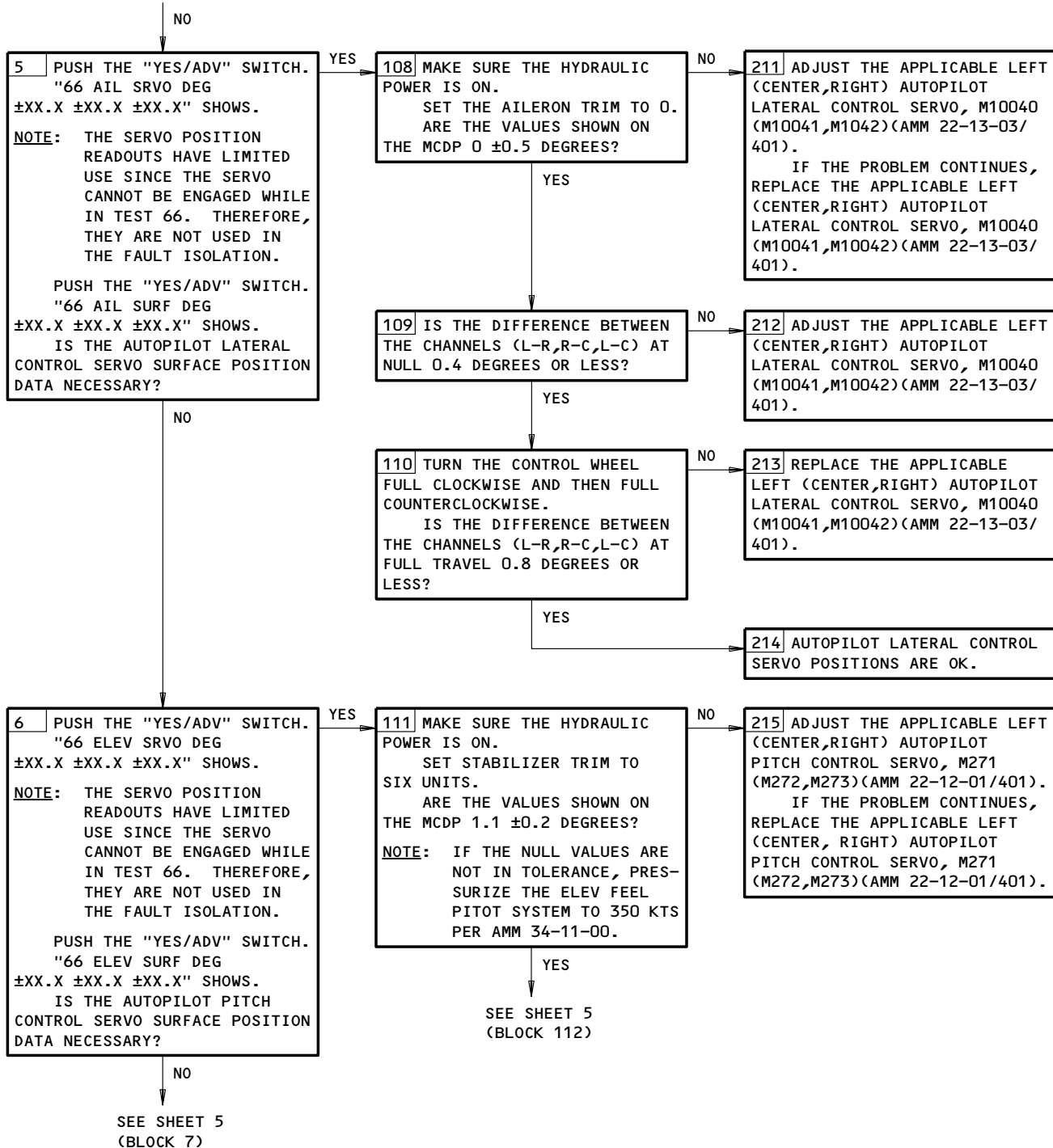
MCDP Ground Test 66 - XDCR OUTPUTS
Figure 109 (Sheet 3)

EFFECTIVITY

ALL

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FROM SHEET 3
(BLOCK 4)



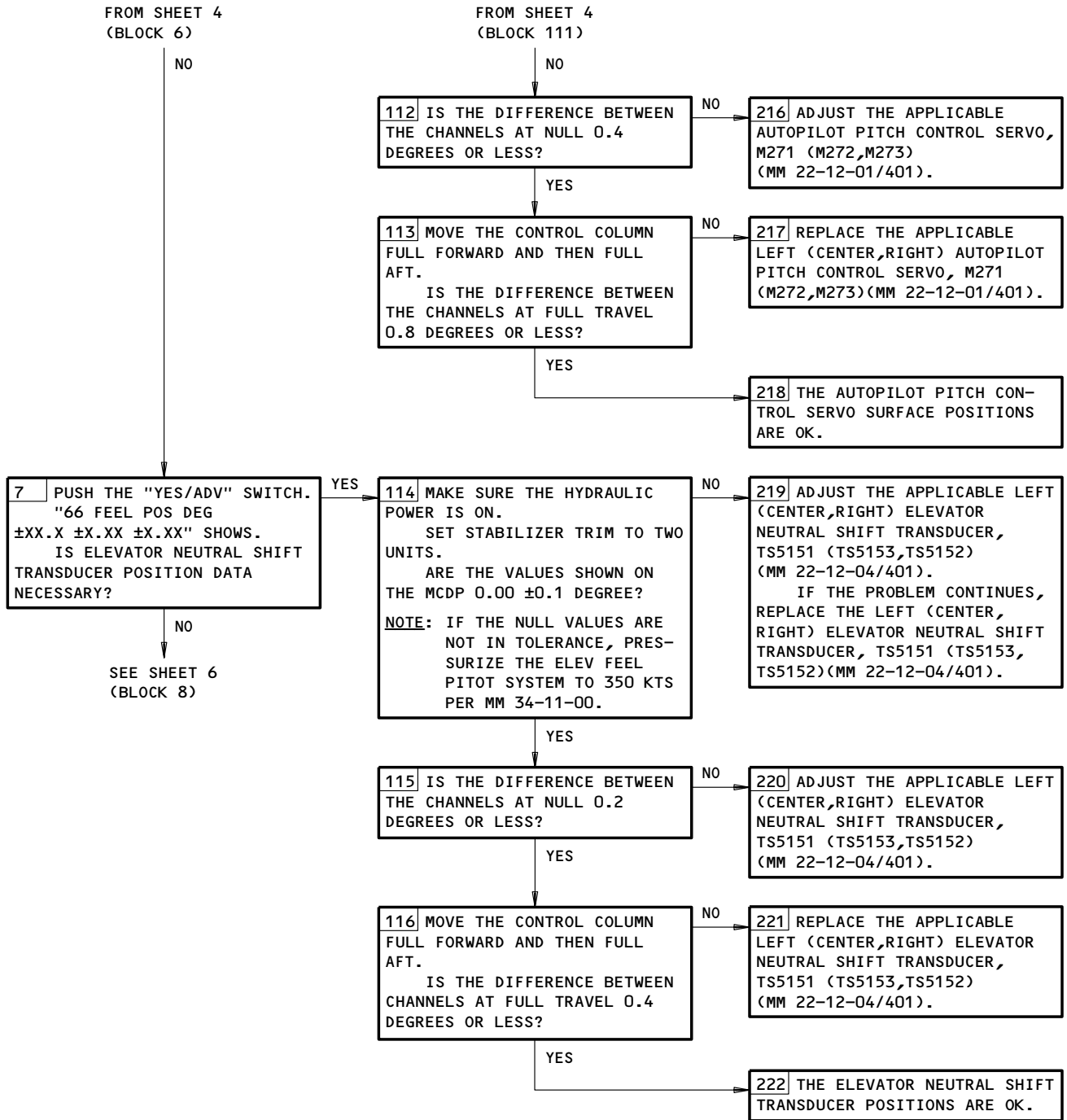
MCDP Ground Test 66 - XDCR OUTPUTS
Figure 109 (Sheet 4)

EFFECTIVITY

ALL

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MCDP Ground Test 66 - XDCR OUTPUTS
Figure 109 (Sheet 5)

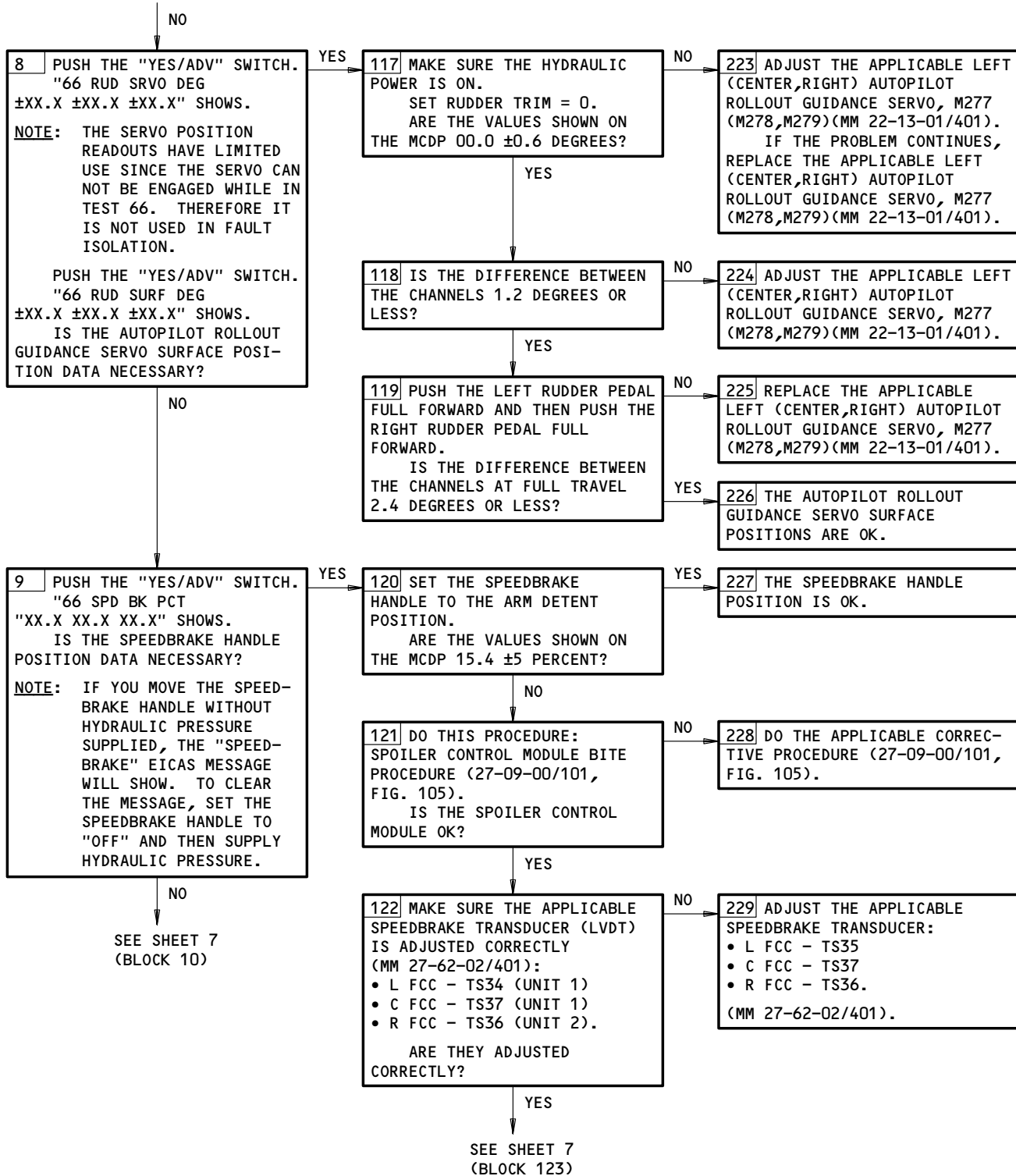
EFFECTIVITY

ALL

22-00-04

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FAULT ISOLATION/MAINT MANUAL

FROM SHEET 5
(BLOCK 7)



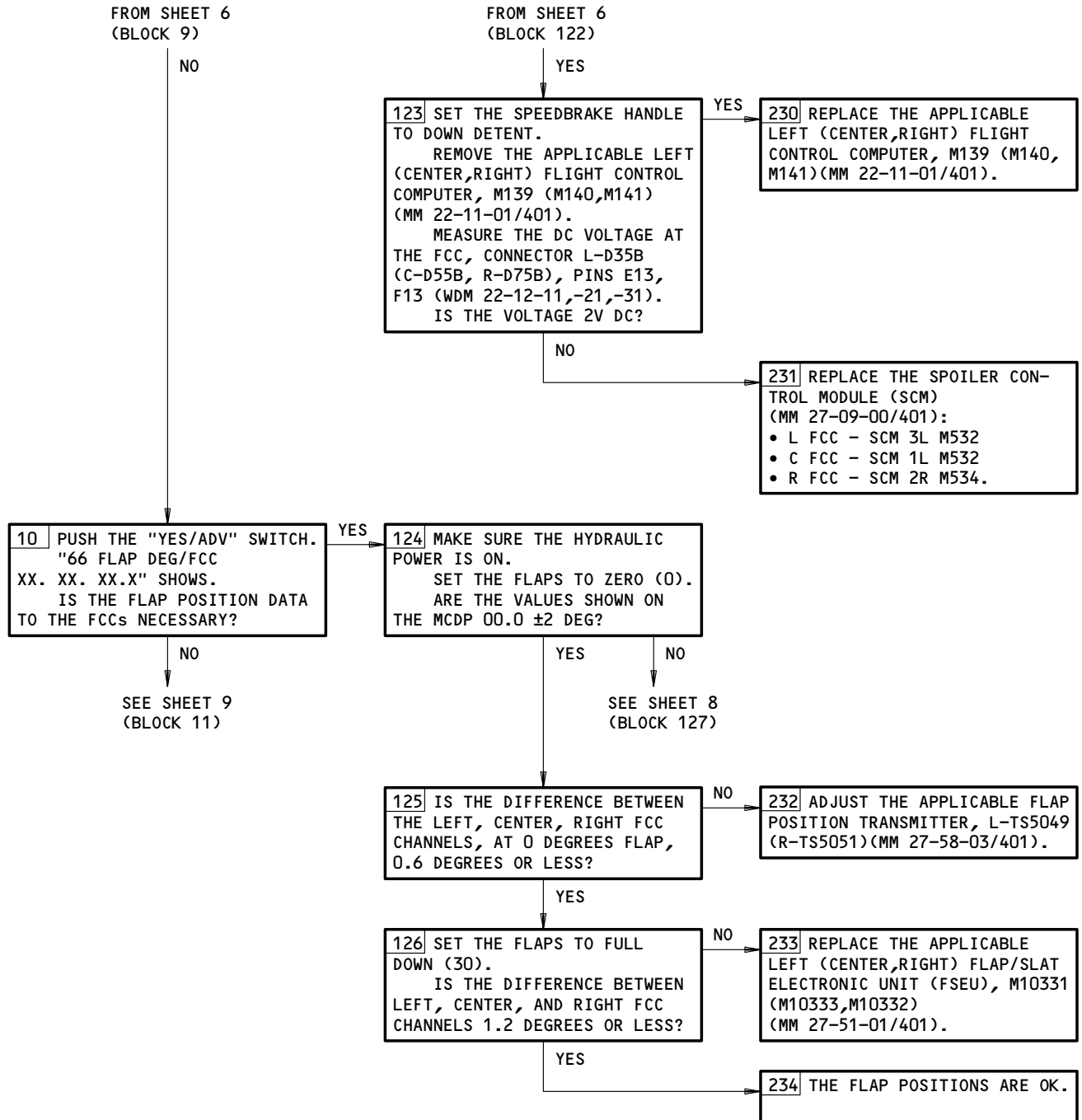
MCDP Ground Test 66 - XDCR OUTPUTS
Figure 109 (Sheet 6)

EFFECTIVITY

ALL

22-00-04

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FAULT ISOLATION/MAINT MANUAL



MCDP Ground Test 66 - XDCR OUTPUTS
Figure 109 (Sheet 7)

EFFECTIVITY _____
ALL

22-00-04

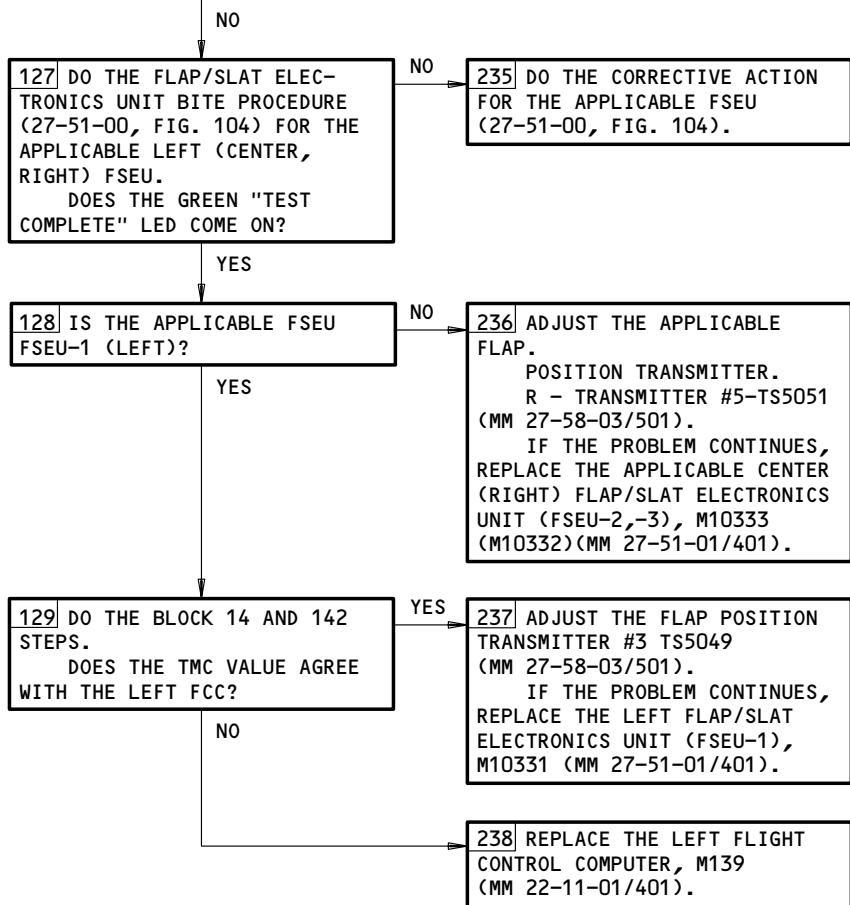
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FAULT ISOLATION/MAINT MANUAL

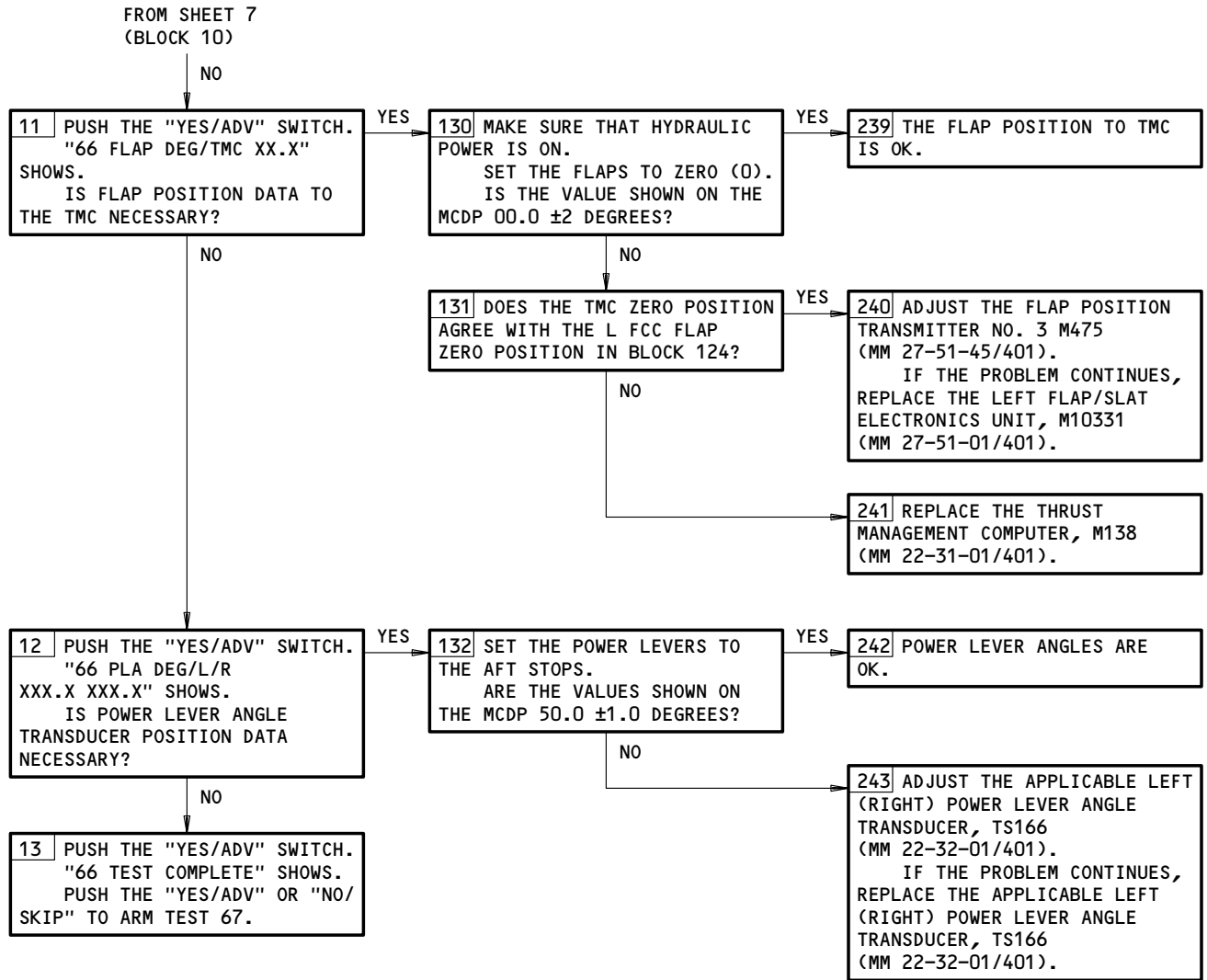
FROM SHEET 7
(BLOCK 124)



MCDP Ground Test 66 - XDCR OUTPUTS
Figure 109 (Sheet 8)

EFFECTIVITY	ALL
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MCDP Ground Test 66 - XDCR OUTPUTS
Figure 109 (Sheet 9)


EFFECTIVITY

ALL

22-00-04

PREREQUISITES

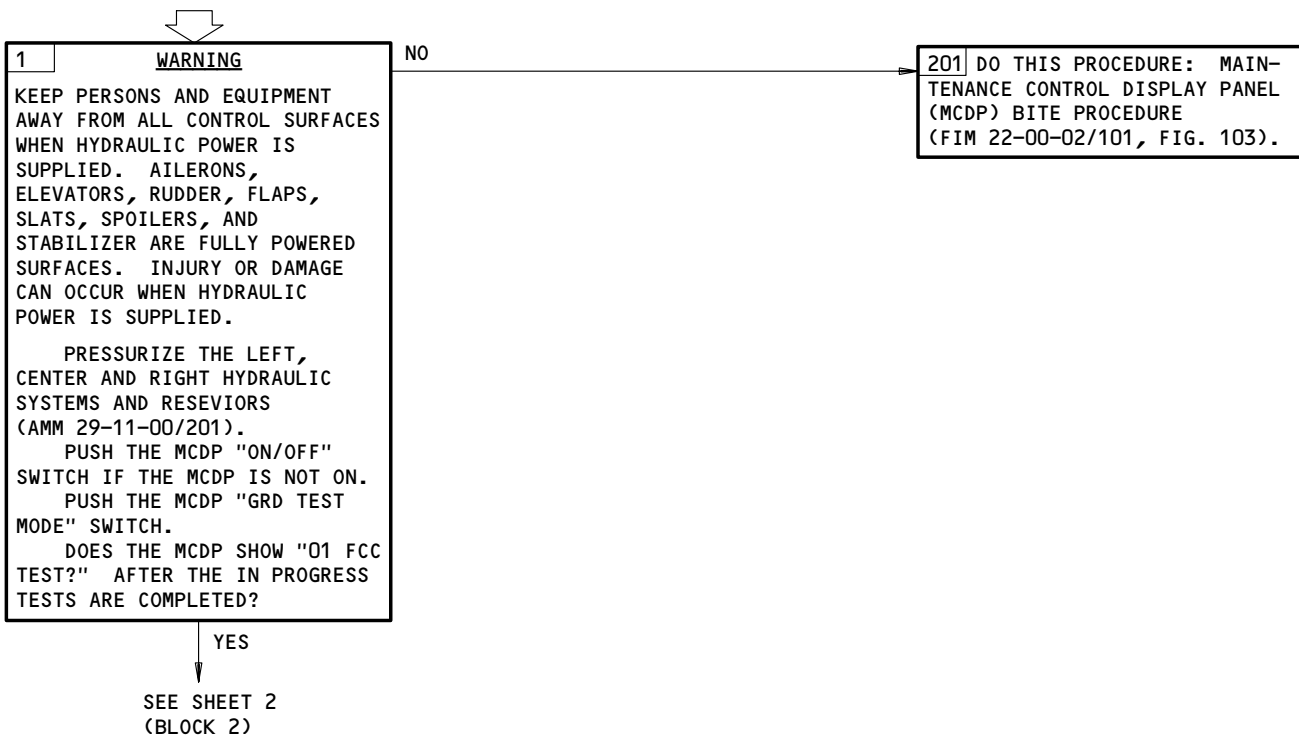
MAKE SURE THESE SYSTEMS WILL OPERATE:
 AILERON AND AILERON TRIM CONTROL SYSTEM
 (AMM 27-11-00/501)
 AILERON POSITION INDICATING SYSTEM
 (AMM 27-18-00/501)
 HYDRAULIC POWER (AMM 29-11-00/201)
 ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
 (AMM 31-41-00/501)(WHEN YOU USE REMOTE MCDP
 CONTROL PANEL)
 AIR/GROUND RELAYS (AMM 32-09-02/201)


MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
 11A17, 11E16, 11E17, 11E18, 11E20, 11E21, 11E34, 11E35,
 11E36;  11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 ELECTRICAL POWER IS ON (AMM 24-22-00/201)

NOTE: "XX IN PROGRESS" MESSAGE SHOWS DURING AN
 AUTOMATIC TEST STEP.

**MCDP GROUND TEST
 67 - "AIL SERVO
 LIMIT"**

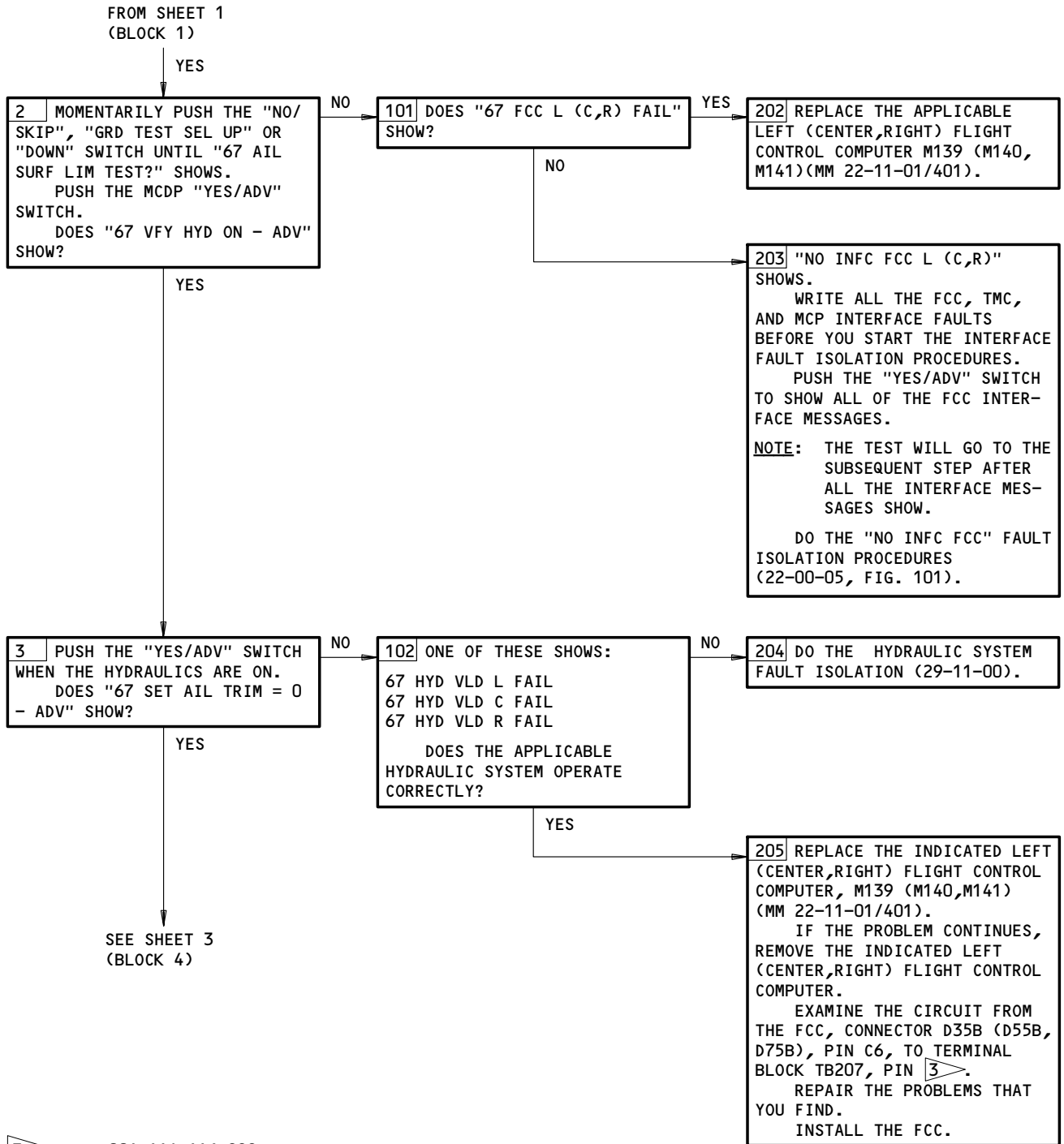


 WHERE X = 3,4 OR 6 FOR THE CIRCUIT
 BREAKER WITH THE NOMENCLATURE
 "MAINT CONT DSPL".

MCDP Ground Test 67 - AIL SERVO LIMIT
 Figure 110 (Sheet 1)

EFFECTIVITY	ALL
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22-00-04



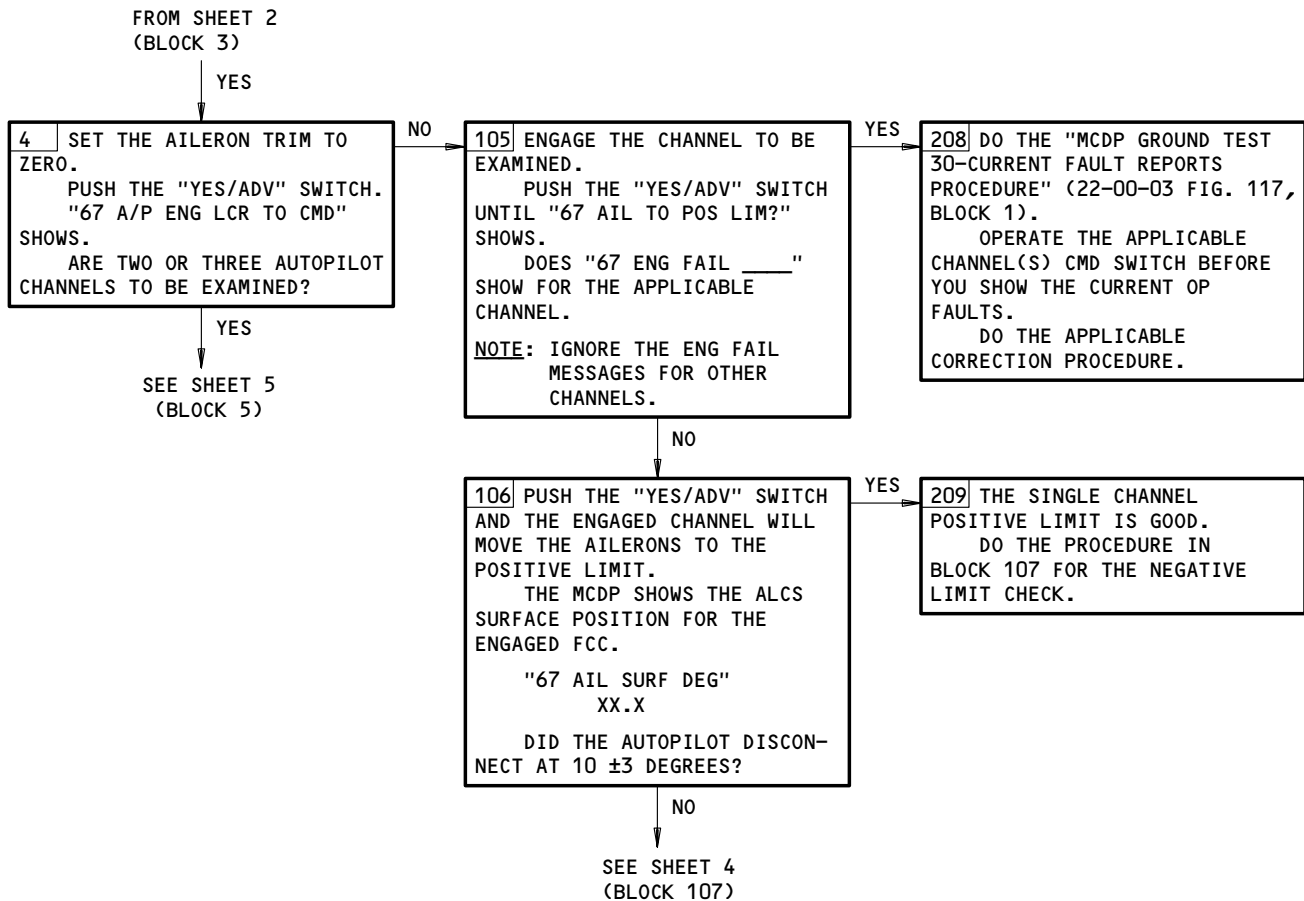
3 GUI 001-114,116-999;
YA27 (Z105,YA24)(WDM 22-41-11).
GUI 115;
Z28 (Z105,YA24)(WDM 22-41-11).

MCDP Ground Test 67 - AIL SERVO LIMIT
Figure 110 (Sheet 2)

EFFECTIVITY

ALL

22-00-04



MCDP Ground Test 67 – AIL SERVO LIMIT
Figure 110 (Sheet 3)

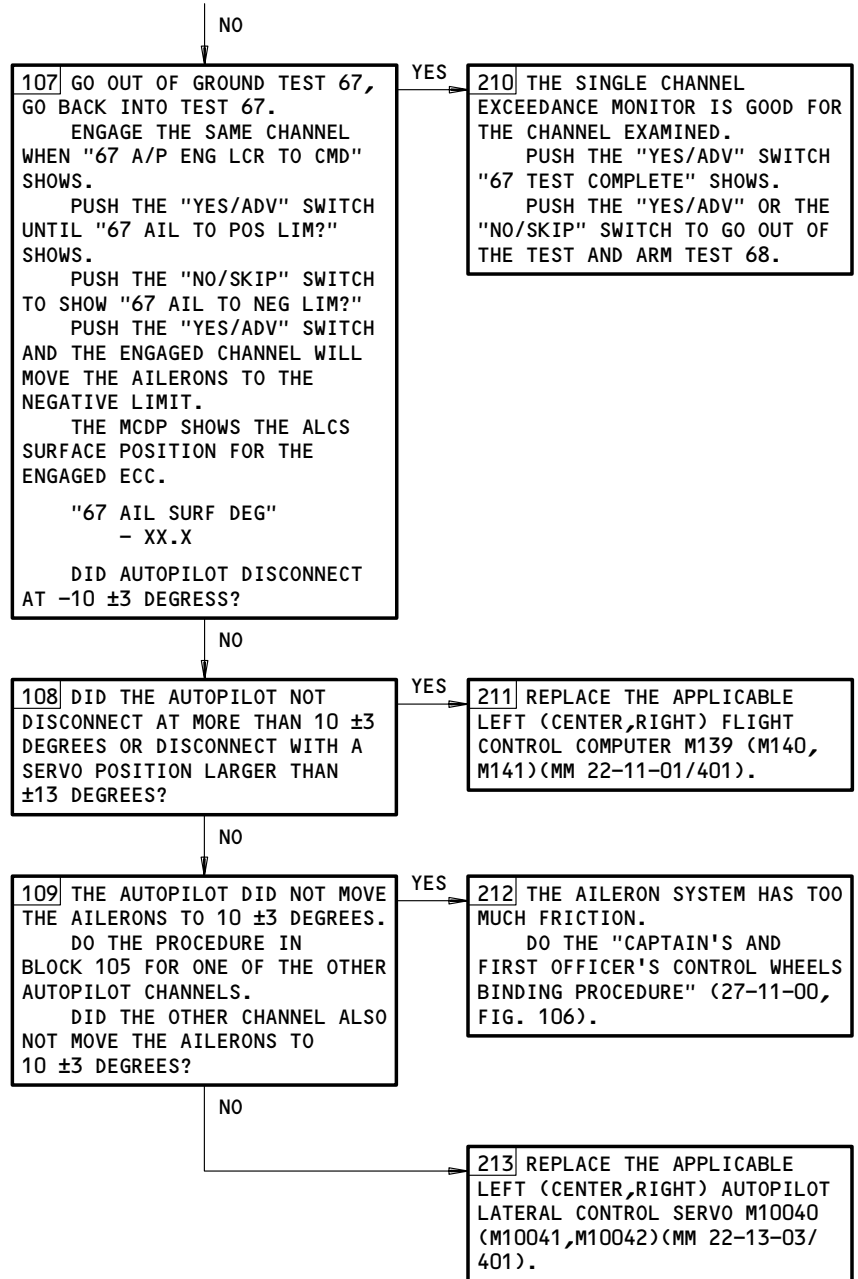
EFFECTIVITY

ALL

22-00-04

BOEING
757
FAULT ISOLATION/MAINT MANUAL

FROM SHEET 3
(BLOCK 106)



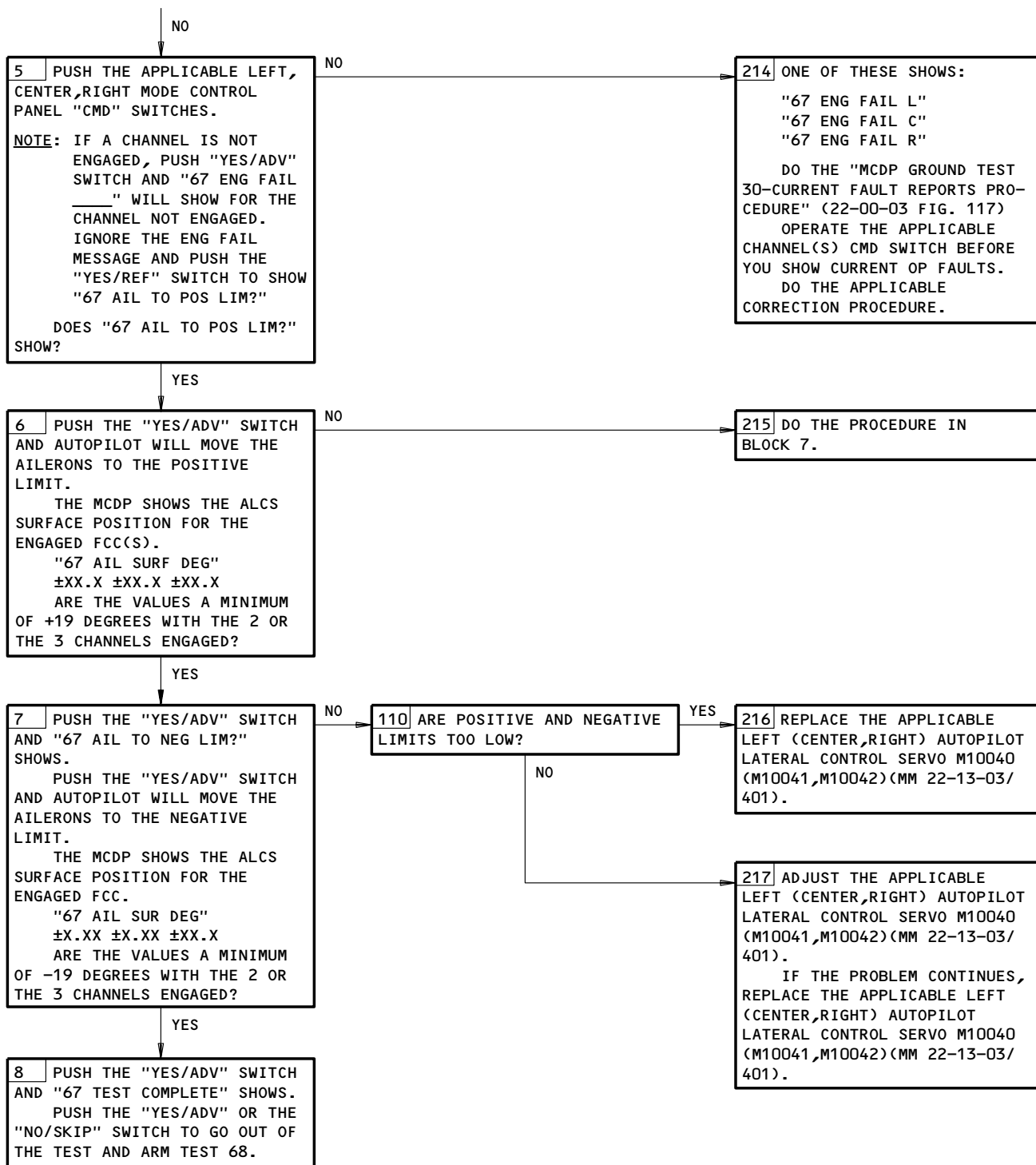
MCDP Ground Test 67 - AIL SERVO LIMIT
Figure 110 (Sheet 4)

EFFECTIVITY	ALL
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22-00-04

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FROM SHEET 3
(BLOCK 4)



MCDP Ground Test 67 - AIL SERVO LIMIT
Figure 110 (Sheet 5)


EFFECTIVITY

ALL

22-00-04

PREREQUISITES

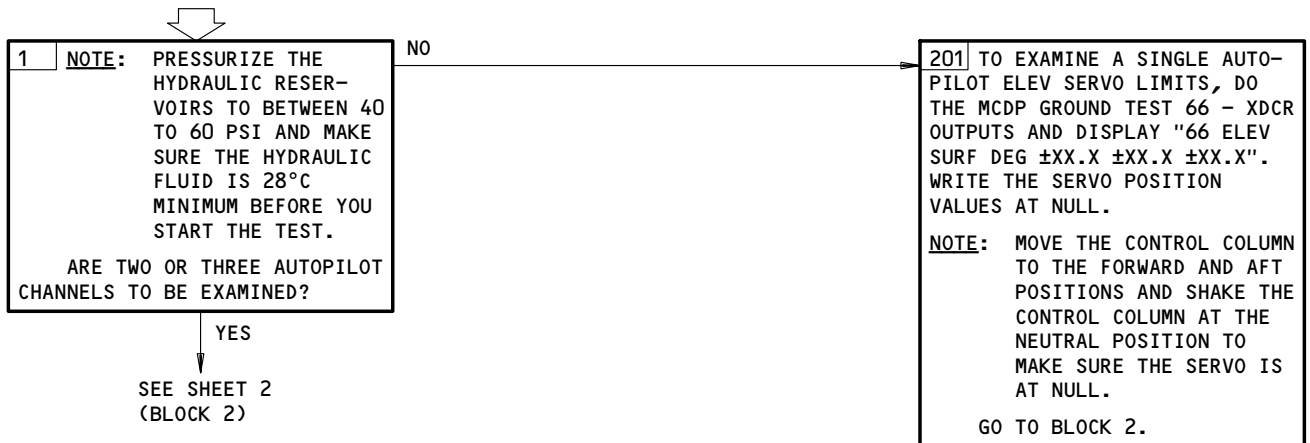
MAKE SURE THESE SYSTEMS WILL OPERATE:
 AILERON AND AILERON TRIM CONTROL SYSTEM
 (AMM 27-11-00/501)
 AILERON POSITION INDICATING SYSTEM
 (AMM 27-18-00/501)
 HYDRAULIC POWER (AMM 29-11-00/201)
 ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
 (AMM 31-41-00/501)(WHEN YOU USE REMOTE MCDP
 CONTROL PANEL)
 AIR/GROUND RELAYS (AMM 32-09-02/201)


MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
 11A17, 11E16, 11E17, 11E18, 11E20, 11E21, 11E34, 11E35,
 11E36;  11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 ELECTRICAL POWER IS ON (AMM 24-22-00/201)

NOTE: "XX IN PROGRESS" MESSAGE SHOWS DURING AN
 AUTOMATIC TEST STEP.

**MCDP GROUND TEST
 68 - "ELEV SERVO
 LIMIT"**



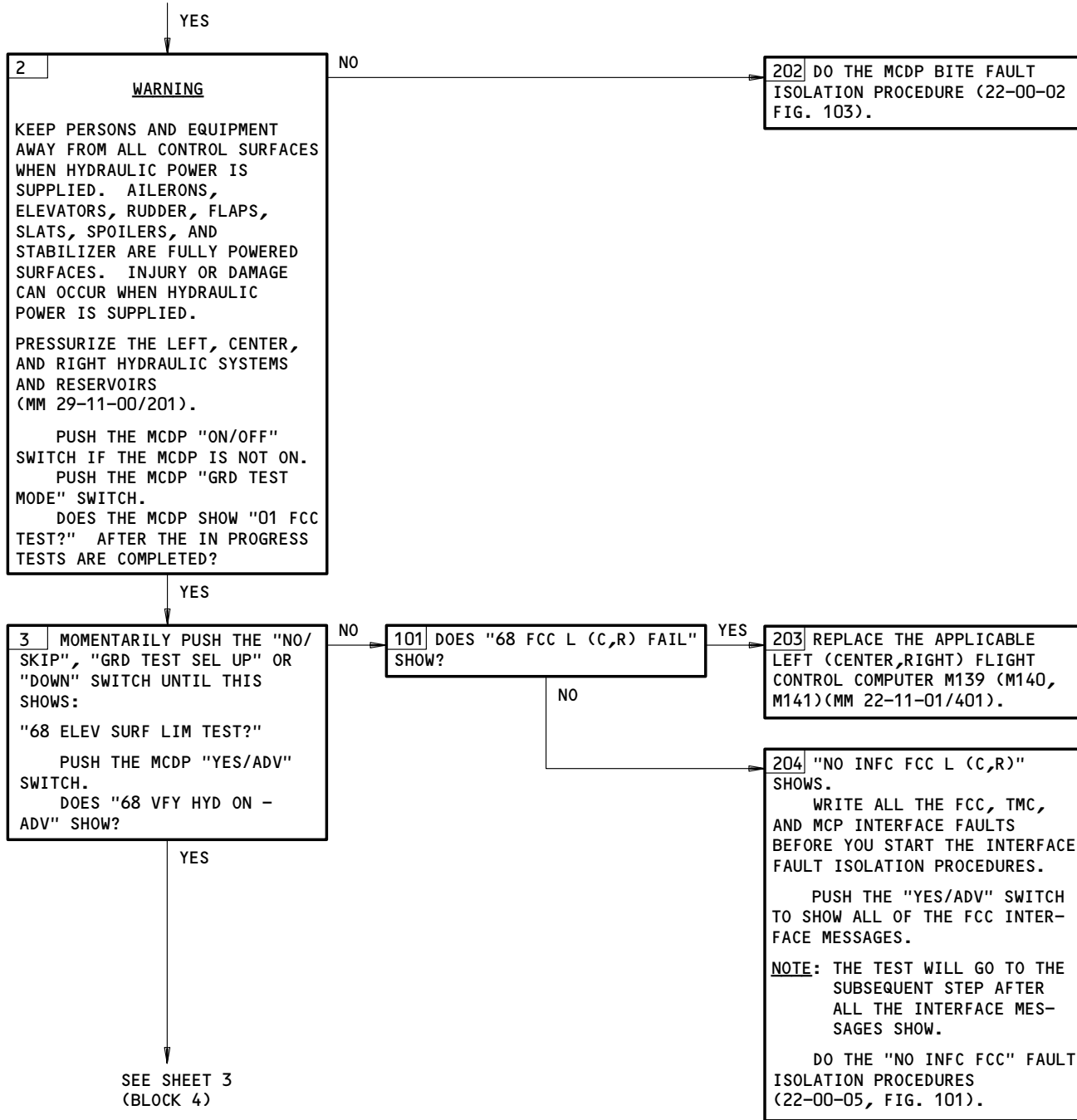
 WHERE X = 3,4 OR 6 FOR THE CIRCUIT BREAKER WITH THE NOMENCLATURE "MAINT CONT DSPL".

MCDP Ground Test 68 - ELEV SERVO LIMIT
 Figure 111 (Sheet 1)

EFFECTIVITY	ALL
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22-00-04

FROM SHEET 1
(BLOCK 1)



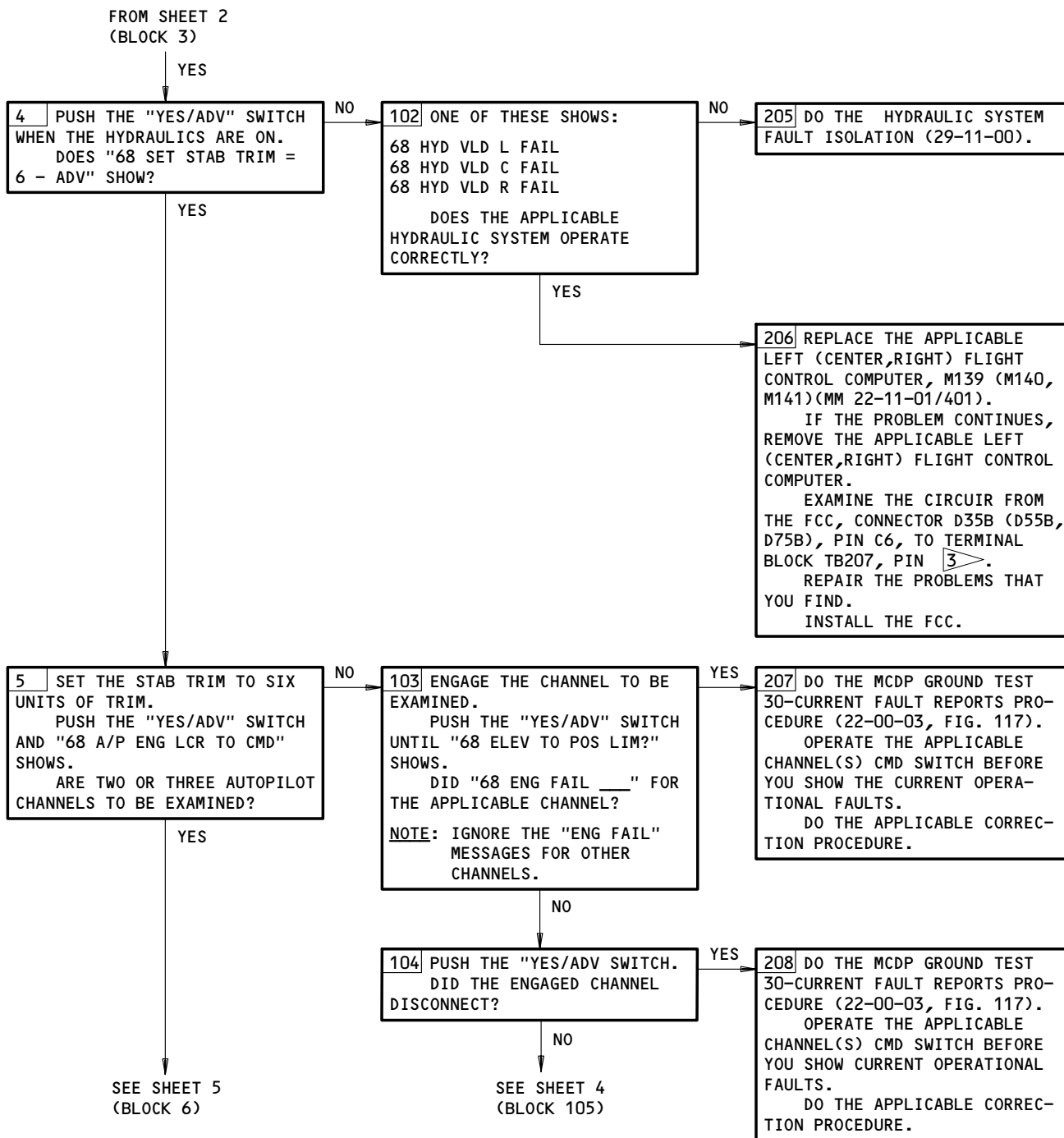
MCDP Ground Test 68 - ELEV SERVO LIMIT
Figure 111 (Sheet 2)

EFFECTIVITY

ALL

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FAULT ISOLATION/MAINT MANUAL



3 GUI 001-114,116-999;
YA27 (Z105,YA24)(WDM 22-41-11).

GUI 115;
Z28 (Z105,YA24)(WDM 22-41-11).

MCDP Ground Test 68 - ELEV SERVO LIMIT
Figure 111 (Sheet 3)

EFFECTIVITY

ALL

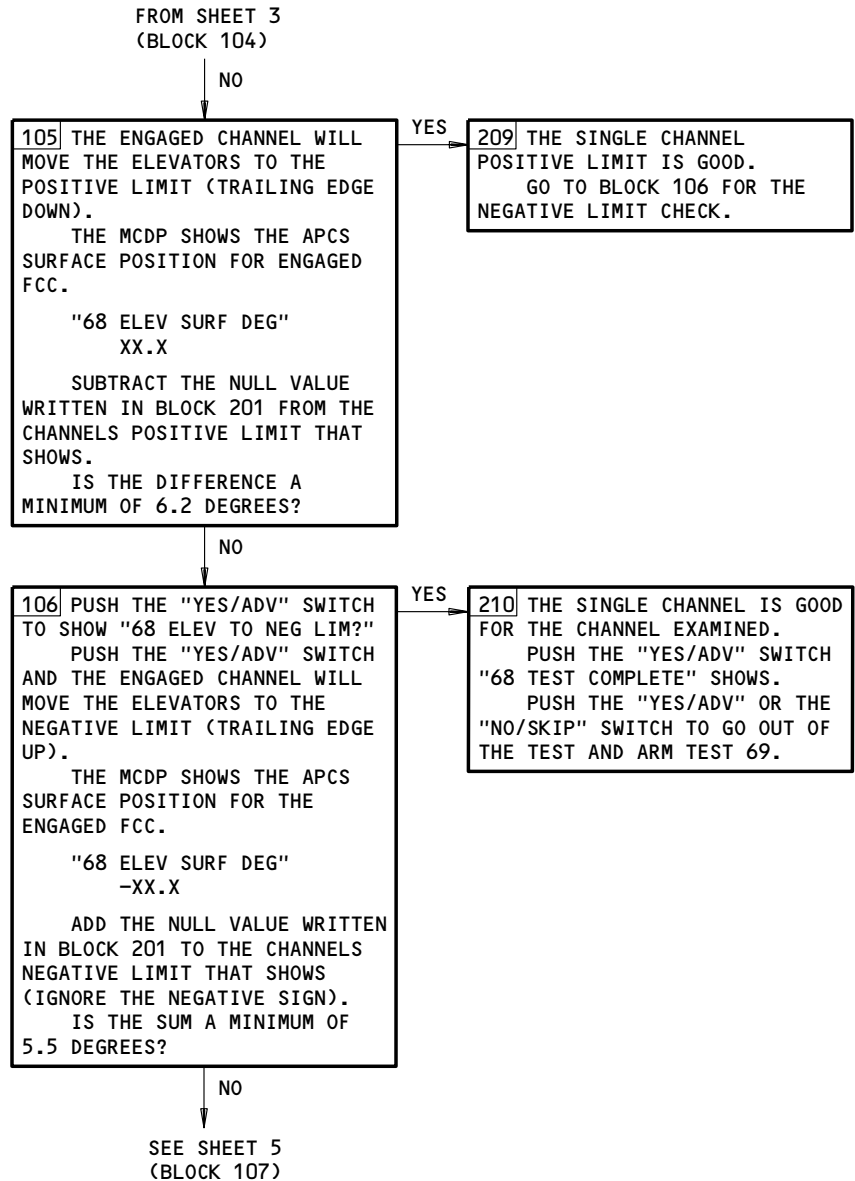
22-00-04

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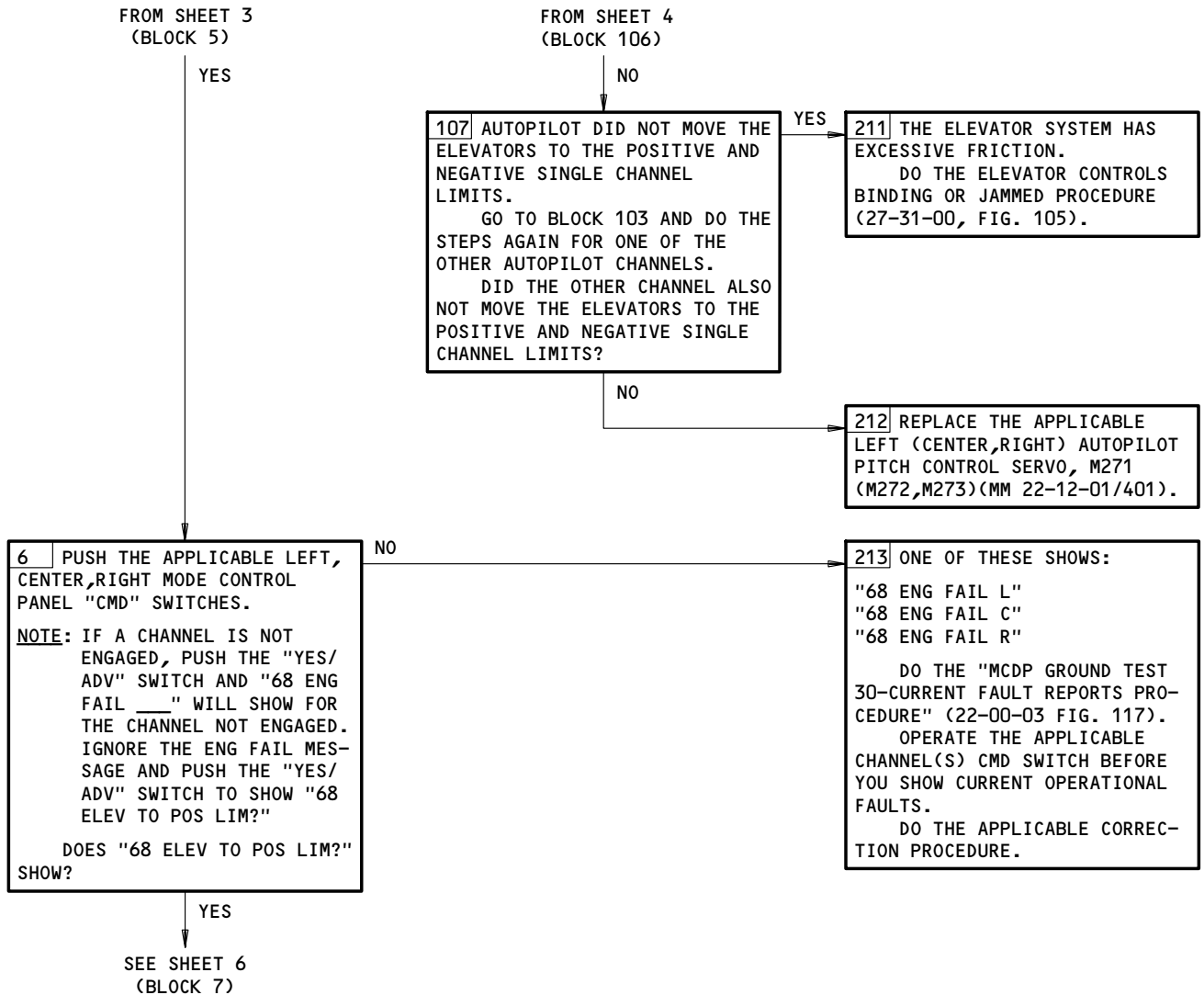
BOEING
757
FAULT ISOLATION/MAINT MANUAL



MCDP Ground Test 68 – ELEV SERVO LIMIT
Figure 111 (Sheet 4)

EFFECTIVITY _____
ALL

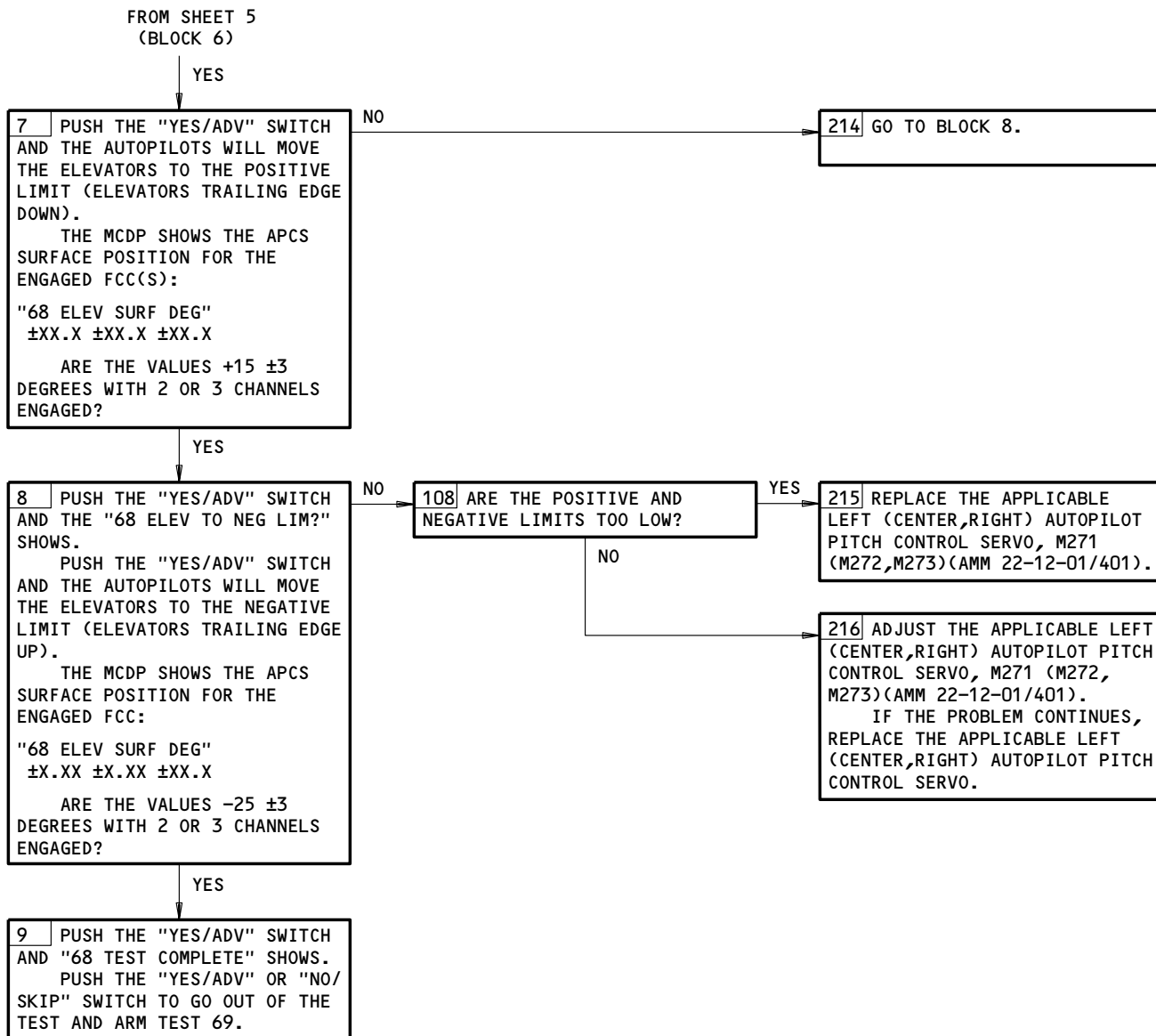
22-00-04



MCDP Ground Test 68 - ELEV SERVO LIMIT
Figure 111 (Sheet 5)

EFFECTIVITY	ALL
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22-00-04



MCDP Ground Test 68 – ELEV SERVO LIMIT
Figure 111 (Sheet 6)

EFFECTIVITY	ALL
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22-00-04

PREREQUISITES

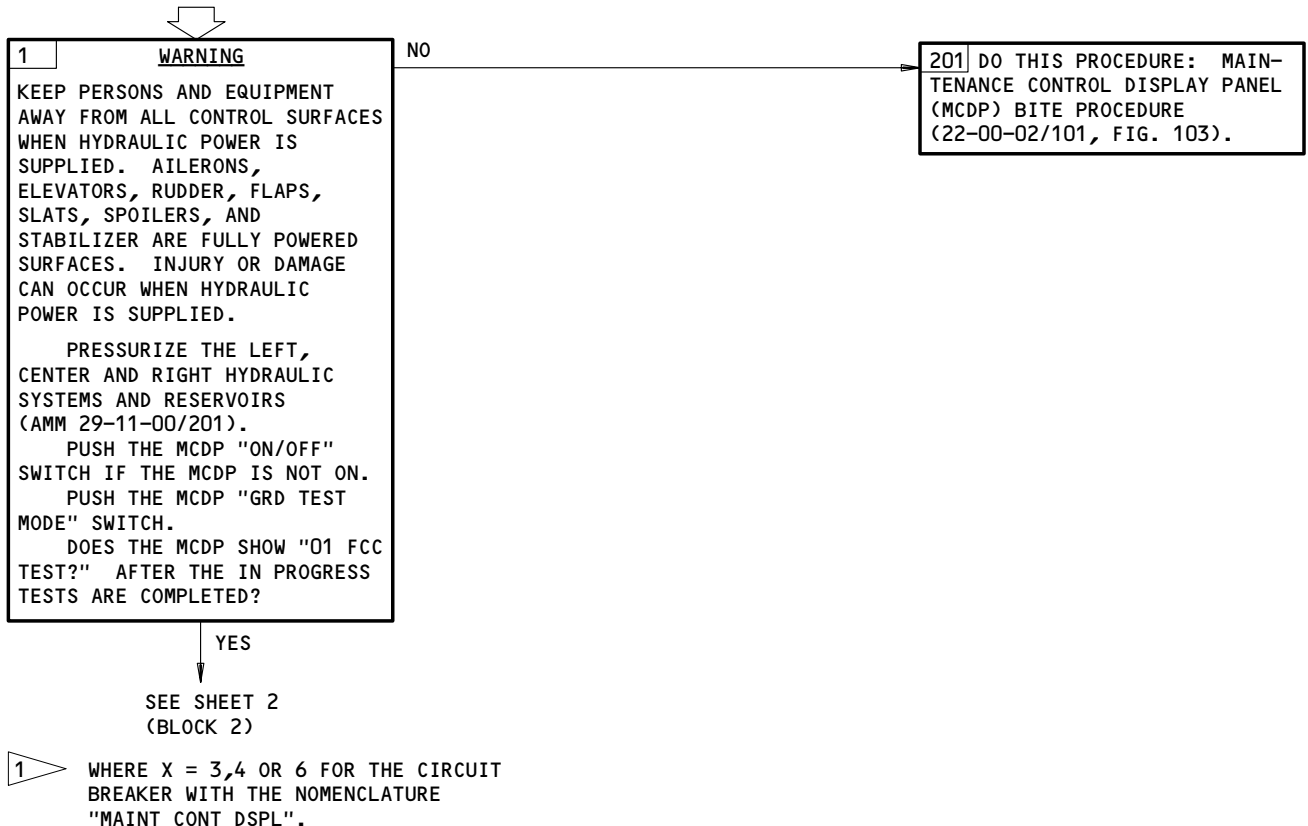
MAKE SURE THESE SYSTEMS WILL OPERATE:
 RUDDER AND RUDDER TRIM CONTROL SYSTEM
 (AMM 27-21-00/501)
 RUDDER POSITION INDICATING SYSTEM (AMM 27-28-00/501)
 HYDRAULIC POWER (AMM 29-11-00/201)
 ENGINE INDICATING AND CREW ALERTING SYSTEM (EICAS)
 (AMM 31-41-00/501)(WHEN YOU USE REMOTE MCDP
 CONTROL PANEL)
 AIR/GROUND RELAYS (AMM 32-09-02/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
 11A17, 11E16, 11E17, 11E18, 11E20, 11E21, 11E34, 11E35,
 11E36; 1 ▷ 11SX

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 ELECTRICAL POWER IS ON (AMM 24-22-00/201)
 INSTALL NOSE GEAR STEERING VALVE LOCKPIN
 (AMM 09-11-00/201)

NOTE: "XX IN PROGRESS" MESSAGE SHOWS DURING AN
 AUTOMATIC TEST STEP.

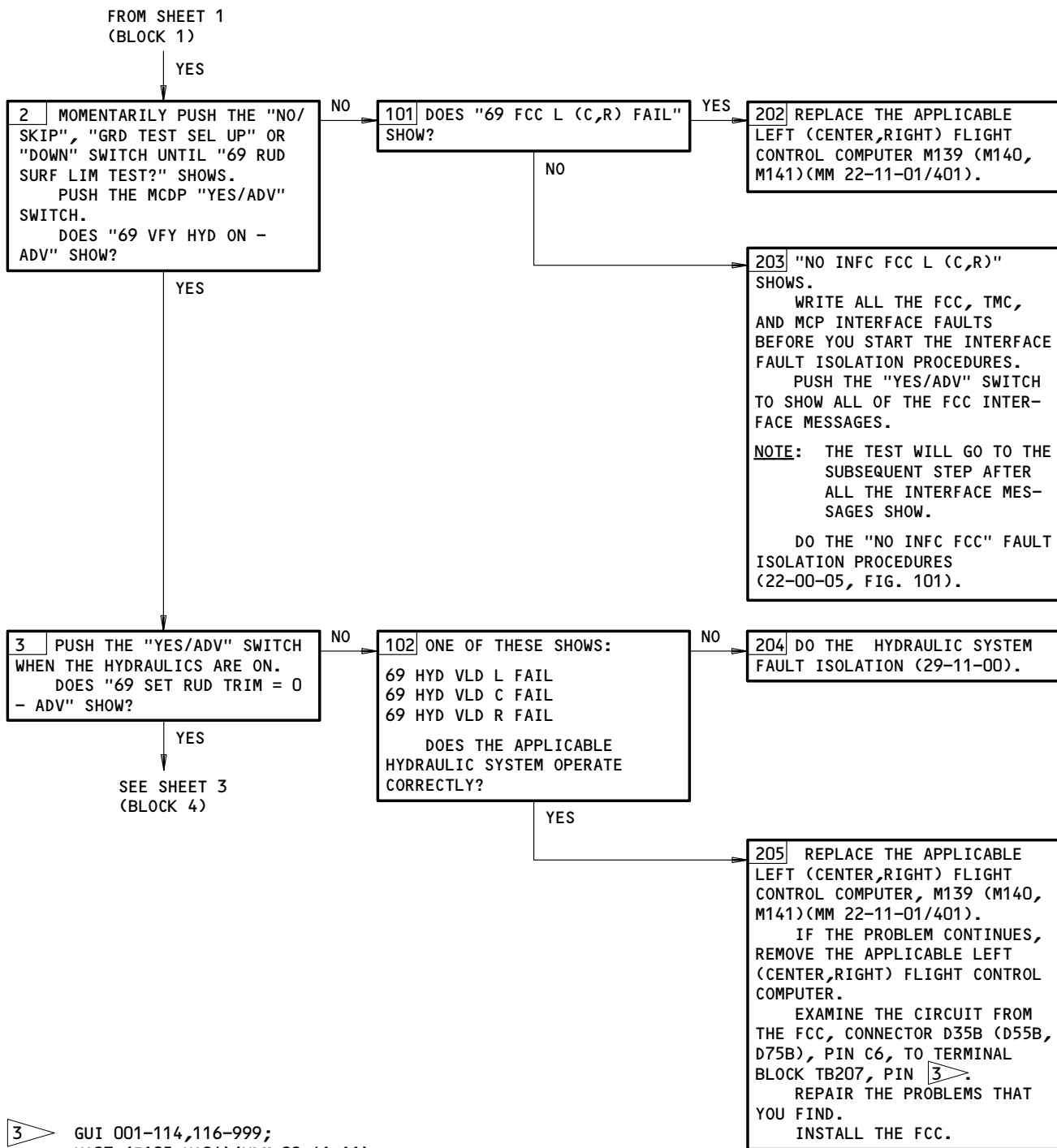
**MCDP GROUND TEST
 69 - "RUD SERVO
 LIMIT"**



MCDP Ground Test 69 - RUD SERVO LIMIT
 Figure 112 (Sheet 1)

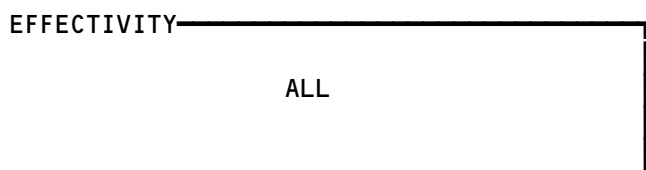
EFFECTIVITY	ALL
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22-00-04



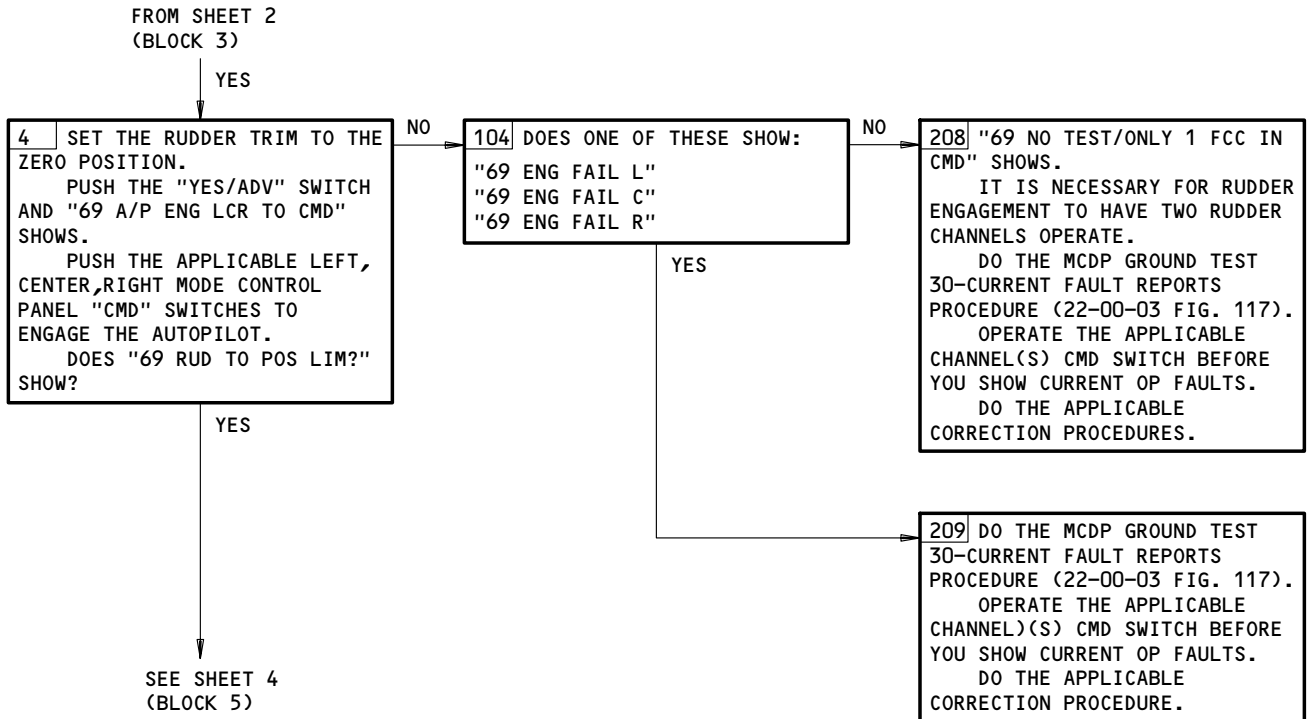
3 GUI 001-114,116-999;
YA27 (Z105,YA24)(WDM 22-41-11).
GUI 115;
Z28 (Z105,YA24)(WDM 22-41-11).

MCDP Ground Test 69 - RUD SERVO LIMIT
Figure 112 (Sheet 2)

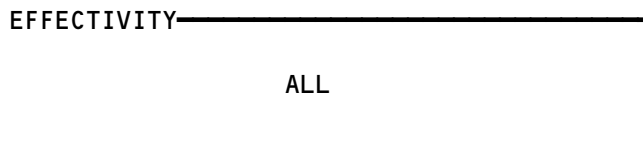


22-00-04

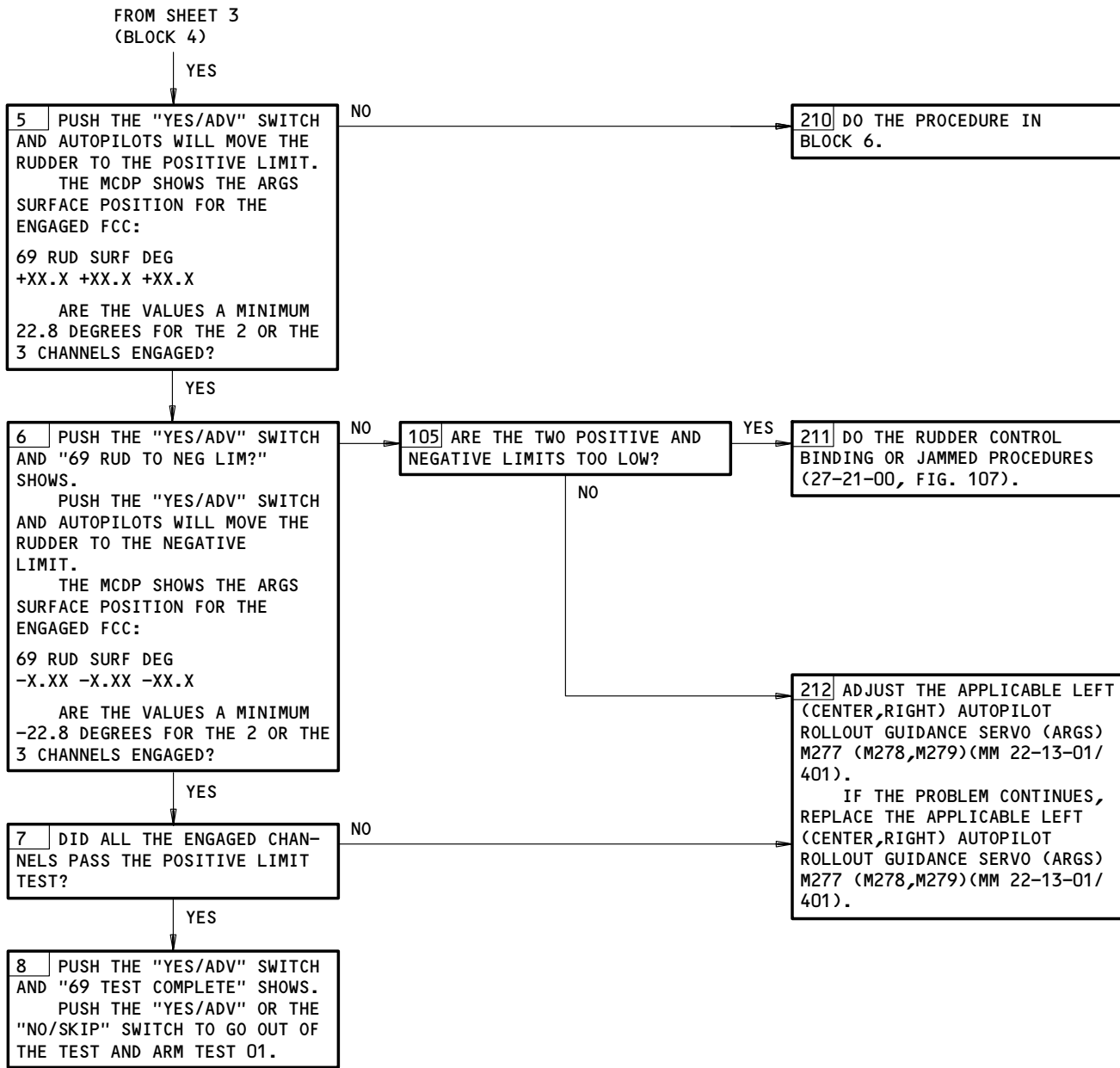
A71072



MCDP Ground Test 69 – RUD SERVO LIMIT
Figure 112 (Sheet 3)



22-00-04



MCDP Ground Test 69 – RUD SERVO LIMIT
Figure 112 (Sheet 4)

EFFECTIVITY

ALL









22-00-04



177431

NOTE: TABLE 101 GIVES THE SHEET-BLOCK REFERENCES TO WHERE THE FAULT ISOLATION AND CORRECTION PROCEDURE FOR EACH FCC INTERFACE FAULT CAN BE FOUND. THE PREREQUISITES FOR EACH FAILURE IS THE SAME AS THE GROUND TEST WHICH SHOWED THE FAILURE.

"NO INFC FCC" FAULT ISOLATION PROCEDURES



FCC INFC CORRECTION PROCEDURE REFERENCE TABLE 101			
FCC INFC MESSAGE 	CORRECTION PROCEDURE SHT-BLK	FCC INFC MESSAGE 	CORRECTION PROCEDURE SHT-BLK
NO INFC FCC C ADC BUS IN	2-1	NO INFC FCC L,C, OR R FLAP POS 	34-40
NO INFC FCC L ADC BUS IN } 	2-1	NO INFC FCC L,C, OR R GA SW 	34-41
NO INFC FCC R ADC BUS IN	3-3	NO INFC FCC L,C, OR R ILS BUS IN	35-42
NO INFC FCC L,C, OR R AIL DETNT ENG	3-4	NO INFC FCC L,C, OR R ILS TUNE INHIB	35-43
NO INFC FCC L,C, OR R AIL HYD ARM	4-5	NO INFC FCC L,C, OR R IRU BUS IN 	36-44
NO INFC FCC L,C, OR R AIL SRVO CMD	5-6	NO INFC FCC L,C, OR R RA BUS IN	38-45
NO INFC FCC L,C, OR R AIL SRVO POS	6-7	NO INFC FCC L,C, OR R RA TEST INHIB	39-46
NO INFC FCC L,C, OR R AIL SURF POS	8-8	NO INFC FCC L,C, OR R MCP A/P ARM IN	39-47
NO INFC FCC L,C, OR R ASA 1	9-9	NO INFC FCC L,C, OR R MCP A/P ENG DISC	40-48
NO INFC FCC L,C, OR R ASA 2	10-10	NO INFC FCC C MCP BUS IN	41-49
NO INFC FCC L,C, OR R ASA 3	10-11	NO INFC FCC L MCP BUS IN } 	41-49
NO INFC FCC L,C, OR R ASA 4	10-12	NO INFC FCC R MCP BUS IN	41-50
NO INFC FCC C AUTO TRIM ARM	11-14	NO INFC FCC L,C, OR R RUD DETNT ENG	42-51
NO INFC FCC L AUTO TRIM ARM	11-13	NO INFC FCC L,C, OR R RUD HYD ARM	43-52
NO INFC FCC R AUTO TRIM ARM	11-13	NO INFC FCC L,C, OR R RUD SRVO CMD	44-53
NO INFC FCC C AUTO TRIM VLD 1	13-18	NO INFC FCC L,C, OR R RUD SRVO POS	45-54
NO INFC FCC L AUTO TRIM VLD 1	12-15	NO INFC FCC L,C, OR R RUD SURF POS	46-55
NO INFC FCC R AUTO TRIM VLD 1	12-15	NO INFC FCC L,C, OR R SHELF	48-56
NO INFC FCC C AUTO TRIM VLD 2	14-19	NO INFC FCC L,C, OR R SPD BK POS	49-57
NO INFC FCC L AUTO TRIM VLD 2	12-15	NO INFC FCC L,C, OR R STAB POS	50-58
NO INFC FCC R AUTO TRIM VLD 2	12-15	NO INFC FCC C X-CH DETNT L IN	51-60
NO INFC FCC L,C, OR R A/L BUS ISLN OUT	15-20	NO INFC FCC L X-CH DETNT L IN	52-61
NO INFC FCC L,C, OR R A/L BUS ISLN IN	17-21	NO INFC FCC R X-CH DETNT L IN	50-59
NO INFC FCC L,C, OR R A/P CTN-1	19-22	NO INFC FCC C X-CH DETNT R IN	52-61
NO INFC FCC L,C, OR R A/P CTN-2	20-23	NO INFC FCC L X-CH DETNT R IN	50-59
NO INFC FCC L,C, OR R A/P DISC SW	20-24	NO INFC FCC R X-CH DETNT R IN	51-60
NO INFC FCC L,C, OR R A/P WARN-2 BAT	21-25	NO INFC FCC C X-CH ENG L IN	53-63
NO INFC FCC L,C, OR R A/P WARN-1 NRM	21-26	NO INFC FCC L X-CH ENG L IN	54-64
NO INFC FCC L,C, OR R A/P WARN-2 NRM	22-27	NO INFC FCC R X-CH ENG L IN	53-62
NO INFC FCC L,C, OR R BAT PWR/GRD	23-28	NO INFC FCC C X-CH ENG R IN	54-64
NO INFC FCC L,C, OR R ELEV DETNT ENG	25-30	NO INFC FCC L X-CH ENG R IN	53-62
NO INFC FCC L,C, OR R ELEV FEEL XDCR	23-29	NO INFC FCC R X-CH ENG R IN	53-63
NO INFC FCC L,C, OR R ELEV HYD ARM	26-31	NO INFC FCC L,C, OR R X-CH L BUS IN	55-65
NO INFC FCC L,C, OR R ELEV SRVO CMD	27-32	NO INFC FCC L,C, OR R X-CH R BUS IN	56-66
NO INFC FCC L,C, OR R ELEV SRVO POS	28-33	NO INFC FCC L,C, OR R 28 VDC ARM PWR	57-67
NO INFC FCC L,C, OR R ELEV SURF POS	29-34	NO INFC FCC L,C, OR R 28 VDC ENG PWR	58-68
NO INFC FCC C FCC TO MCP BUS	31-36	NO INFC FCC L,C, OR R 28V DC/WARN-1 BAT	58-69
NO INFC FCC L FCC TO MCP BUS	31-35		
NO INFC FCC R FCC TO MCP BUS	32-37		
NO INFC FCC C FMC BUS IN	32-38		
NO INFC FCC L FMC BUS IN } 	32-38		
NO INFC FCC R FMC BUS IN	33-39		

-  BEFORE THE START OF THE INTERFACE FAULT ISOLATION PROCEDURES, DO THE MCDP GROUND TEST 30 - CURRENT FAULT REPORT (FIM 22-00-03/101, FIG. 117, BLOCK 1) AND WRITE ALL THE FCC AND THE TMC INTERFACE FAULTS.
-  **NOTE:** YOU MUST GO OUT OF THE MCDP GRD TEST MODE AND THEN GO BACK INTO IT AFTER FAILURES SHOWN DURING A GROUND TEST ARE CORRECTED. PUSH THE "FLT FAULTS MODE" SWITCH TO GO OUT OF GRD TEST MODE. PUSH THE "GRD TEST MODE" SWITCH TO GO BACK INTO THE GRD TEST MODE. IF THIS IS NOT DONE, THE FAILURE MESSAGE WILL SHOW ALTHOUGH THE FAILURE WAS CORRECTED.

NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 1)

EFFECTIVITY

ALL

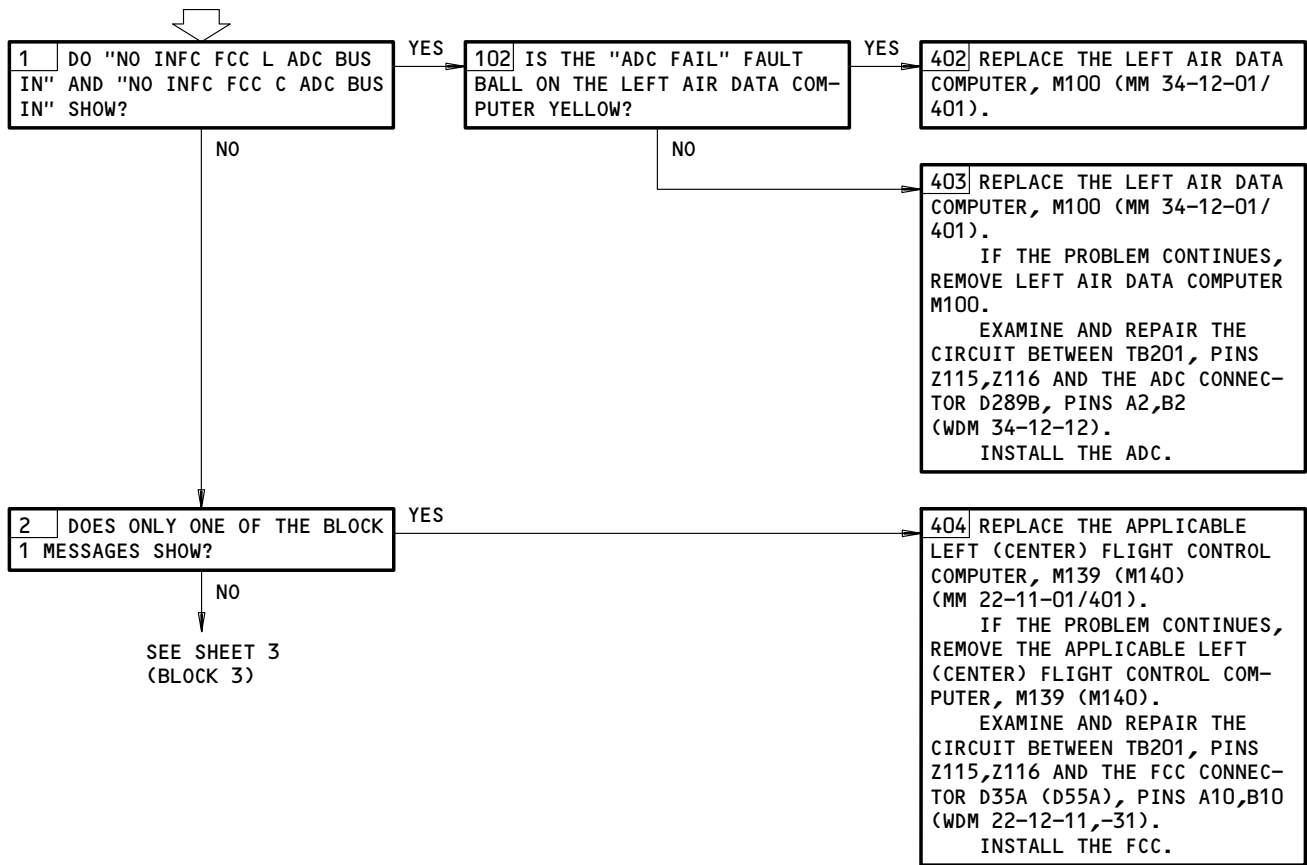
22-00-05

**"NO INFC FCC"
FAULT ISOLATION
PROCEDURES**

PREREQUISITES

MAKE SURE THE MCDP GROUND TEST PREREQUISITES ARE COMPLETED

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (MM 24-22-00/201)

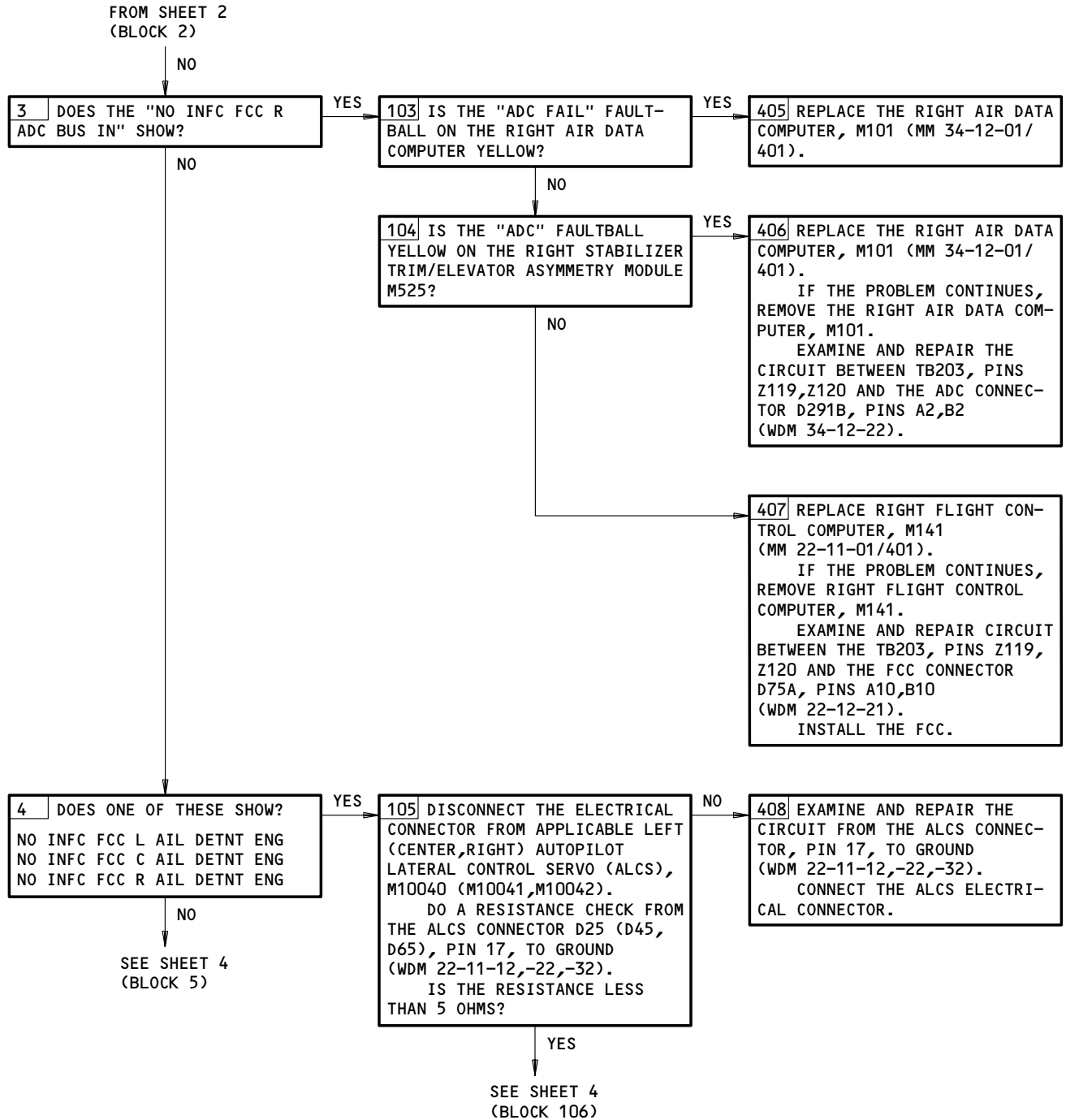


NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 2)

EFFECTIVITY

ALL

22-00-05



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 3)

EFFECTIVITY

ALL

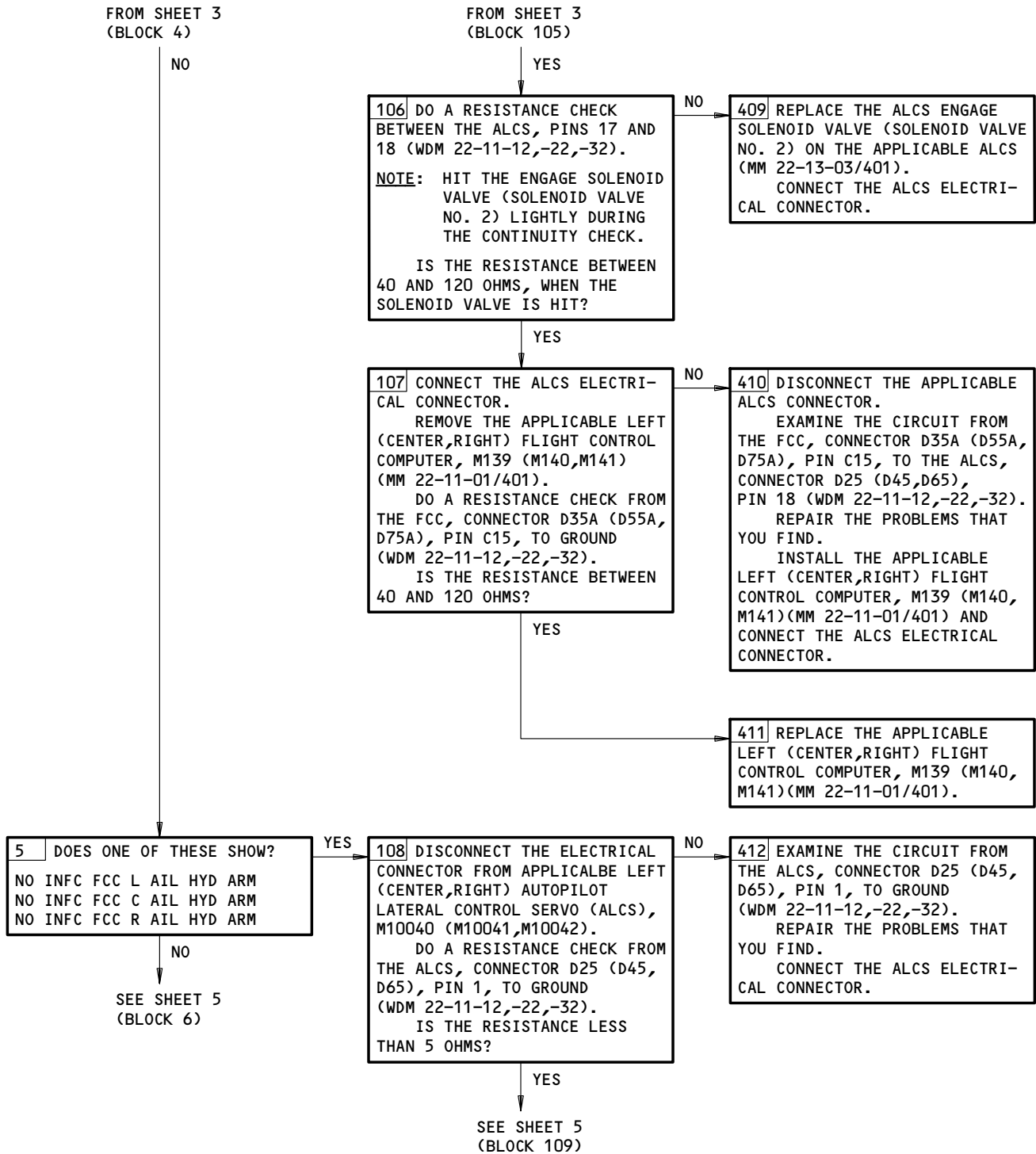
22-00-05

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757
FAULT ISOLATION/MAINT MANUAL



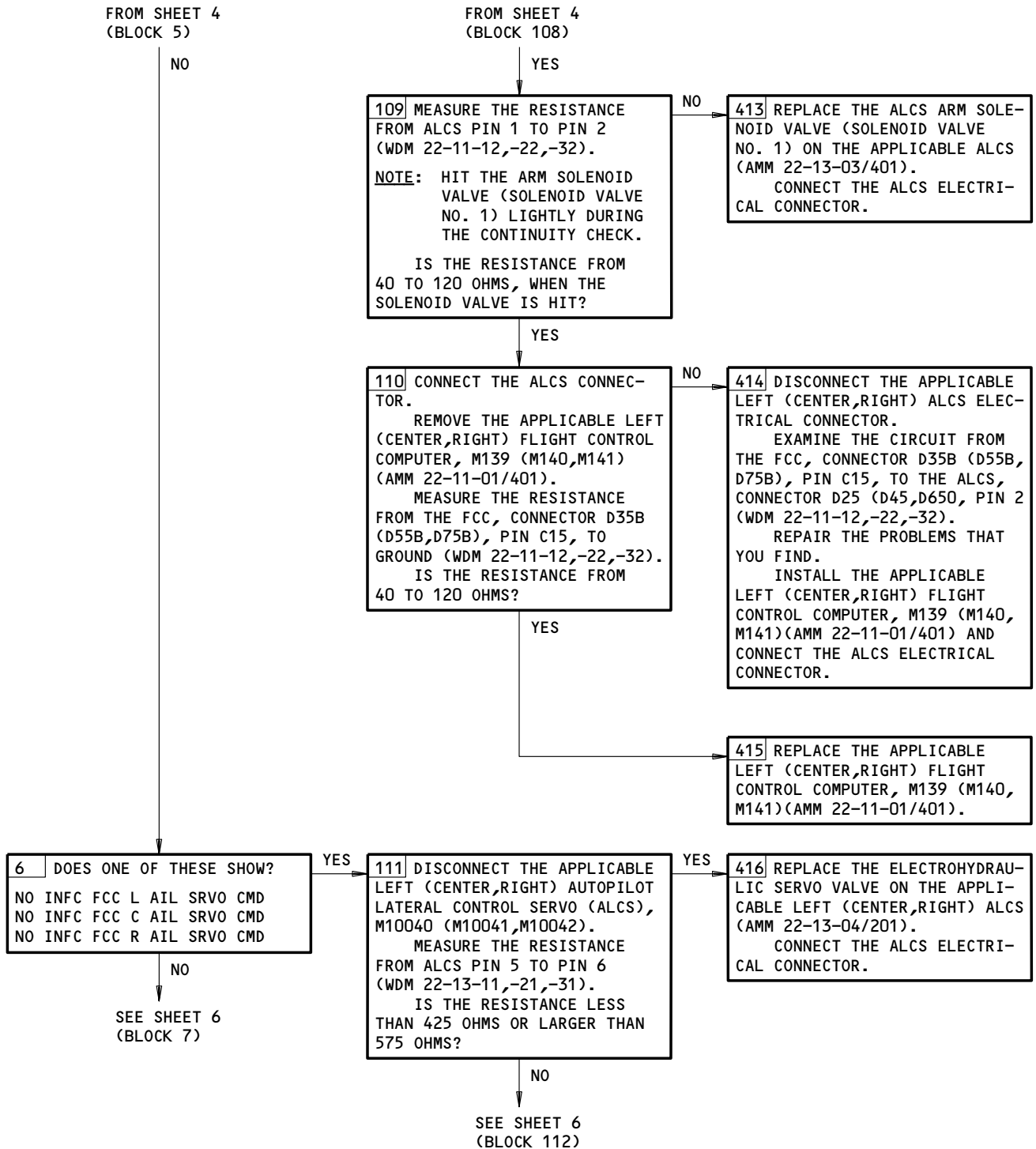
NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 4)

EFFECTIVITY

ALL

22-00-05

BOEING
757
FAULT ISOLATION/MAINT MANUAL

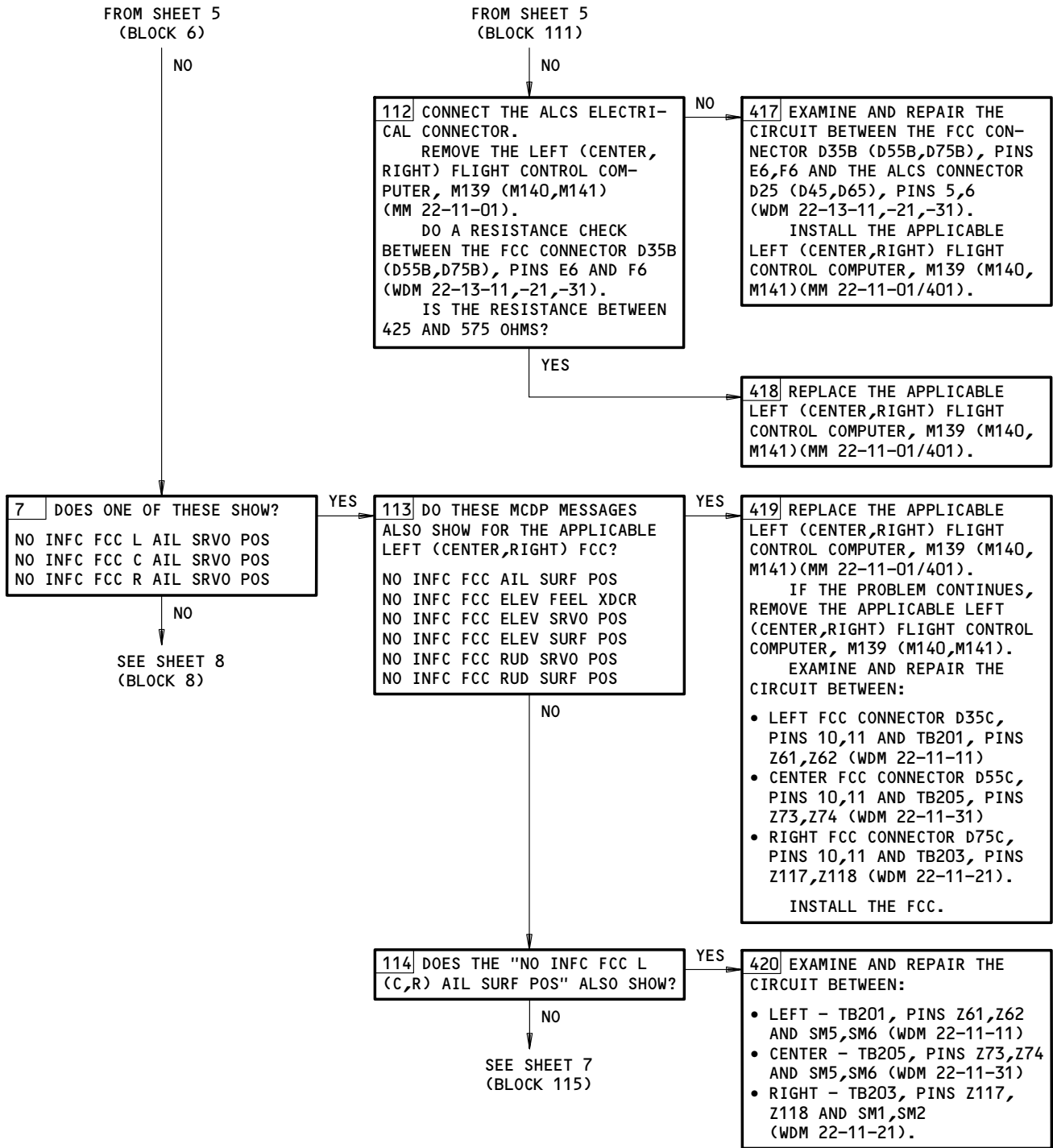


NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 5)

EFFECTIVITY	ALL
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BOEING
 757
 FAULT ISOLATION/MAINT MANUAL



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 6)

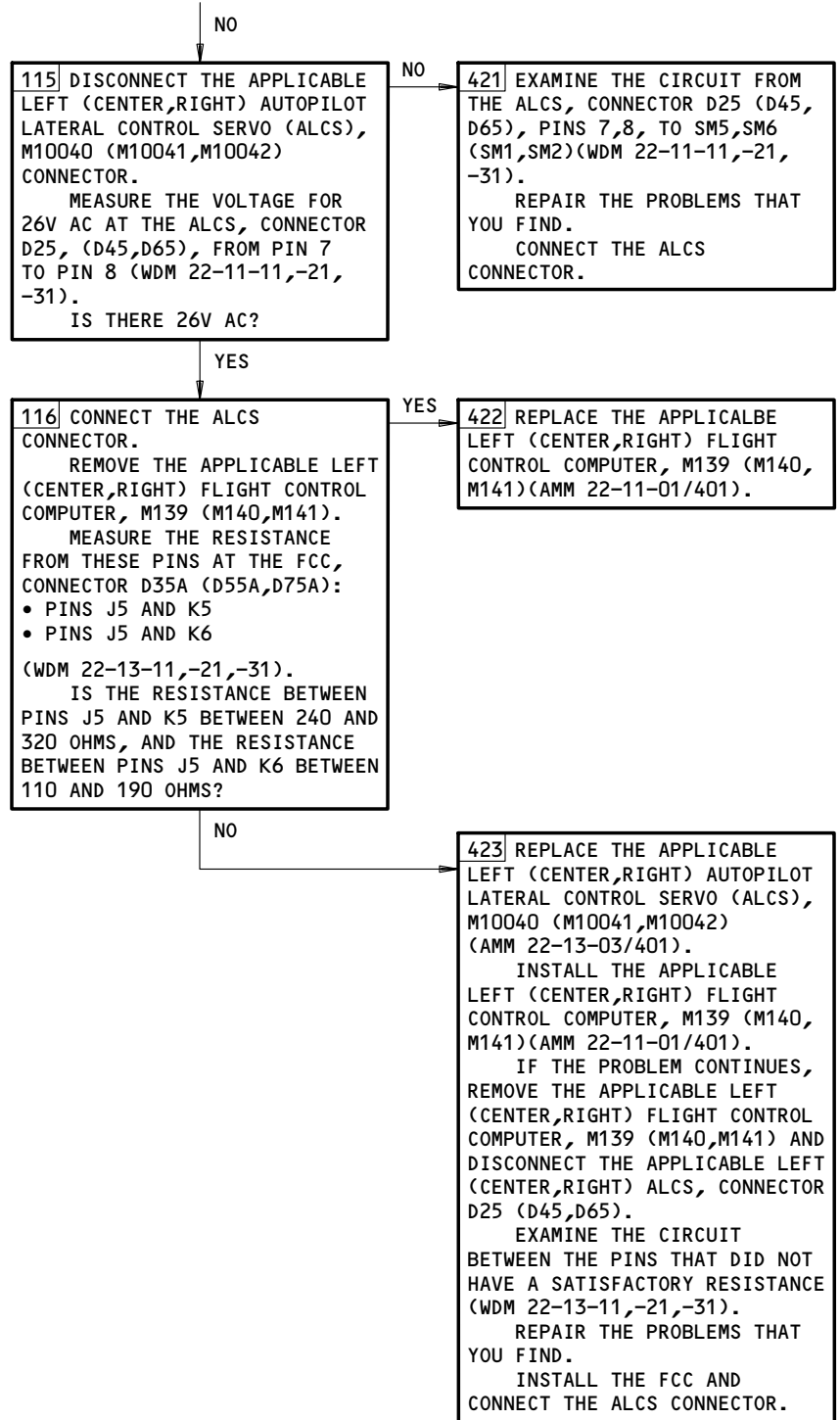
EFFECTIVITY

ALL

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BOEING
757
FAULT ISOLATION/MAINT MANUAL

FROM SHEET 6
(BLOCK 114)



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 7)

EFFECTIVITY

ALL

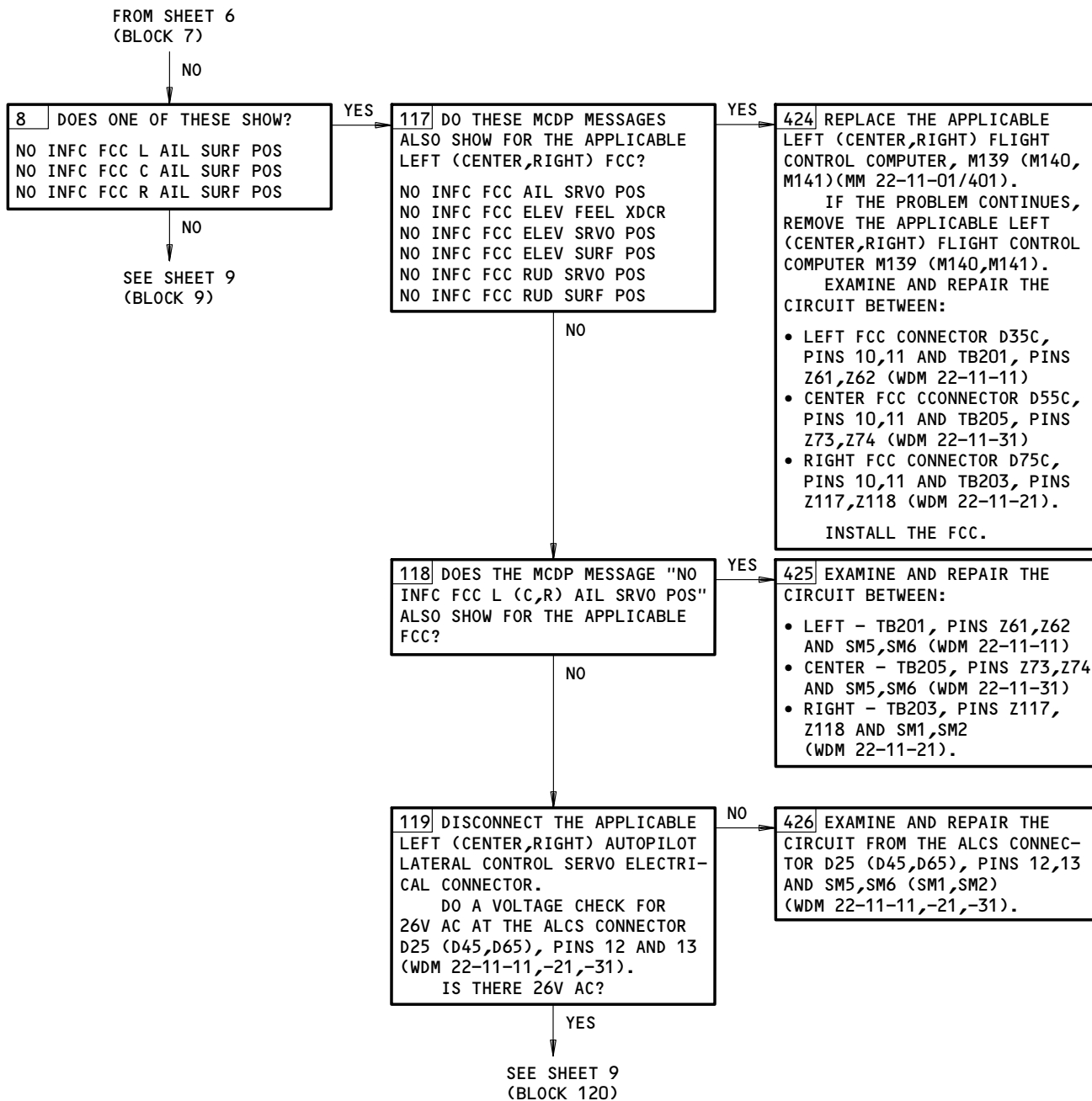
22-00-05

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757
FAULT ISOLATION/MAINT MANUAL



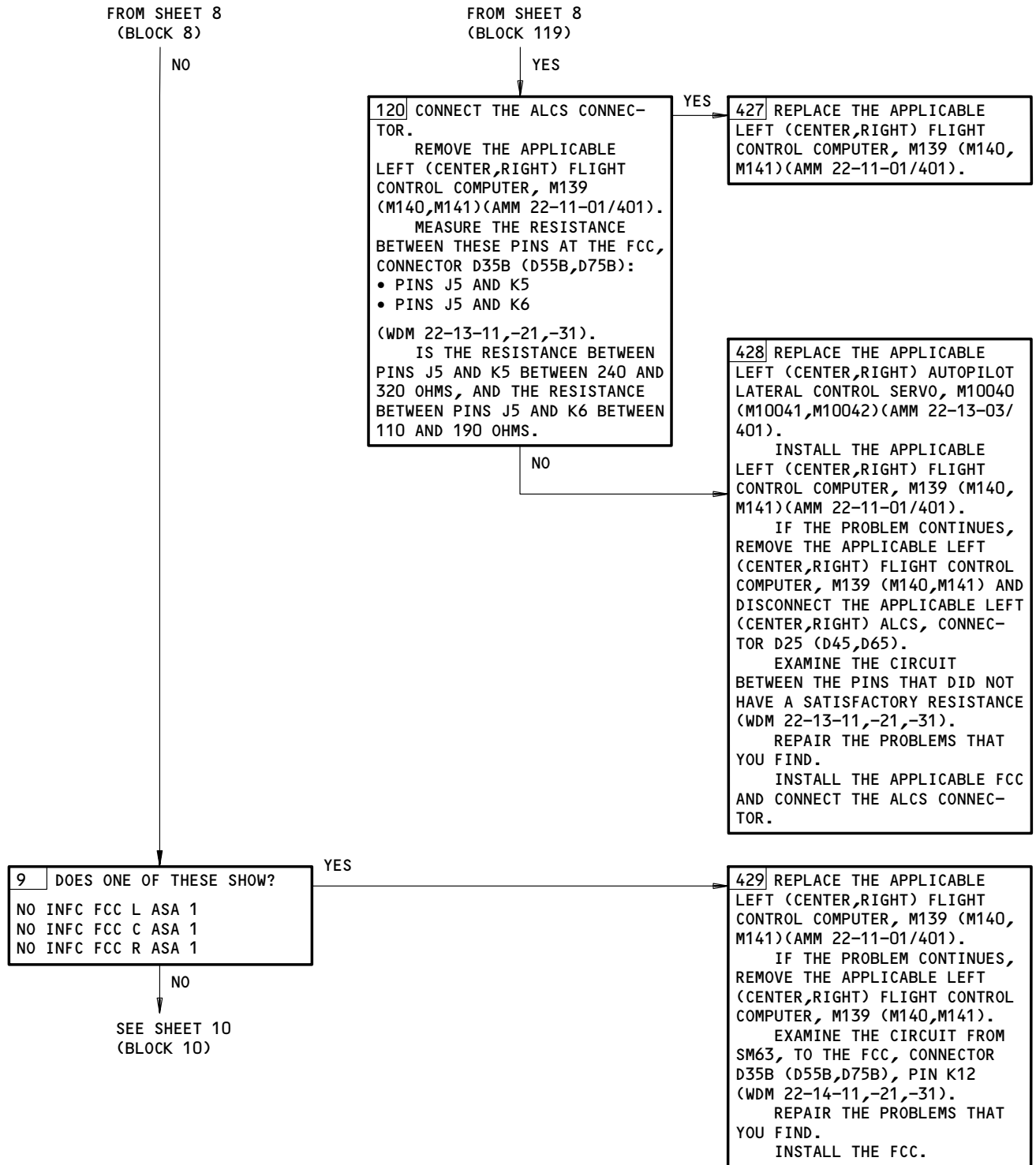
NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 8)

EFFECTIVITY

ALL

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BOEING
757
FAULT ISOLATION/MAINT MANUAL



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 9)

EFFECTIVITY

ALL

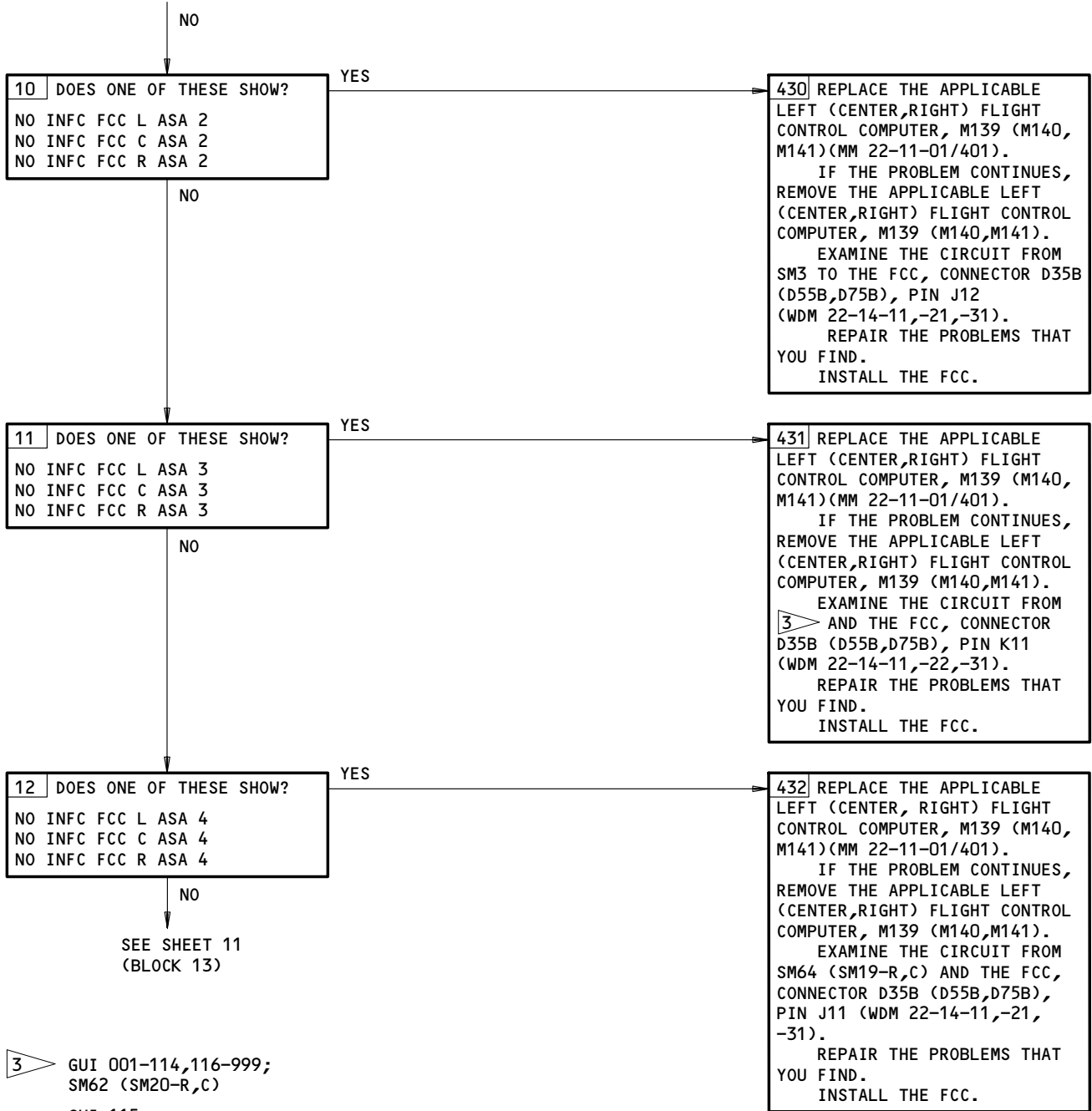
22-00-05

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FROM SHEET 9
(BLOCK 9)



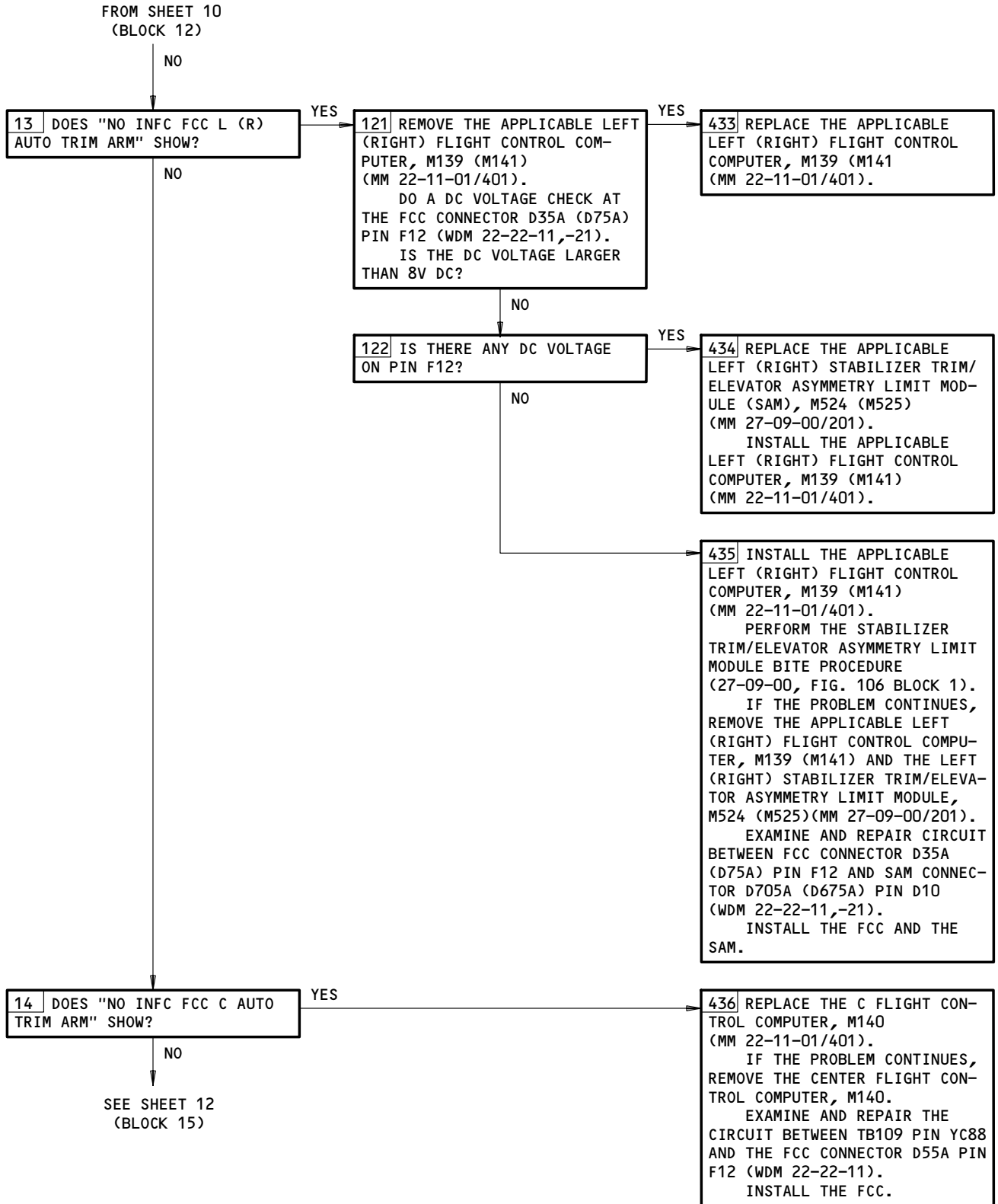
NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 10)

EFFECTIVITY

ALL

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757
FAULT ISOLATION/MAINT MANUAL



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 11)

EFFECTIVITY

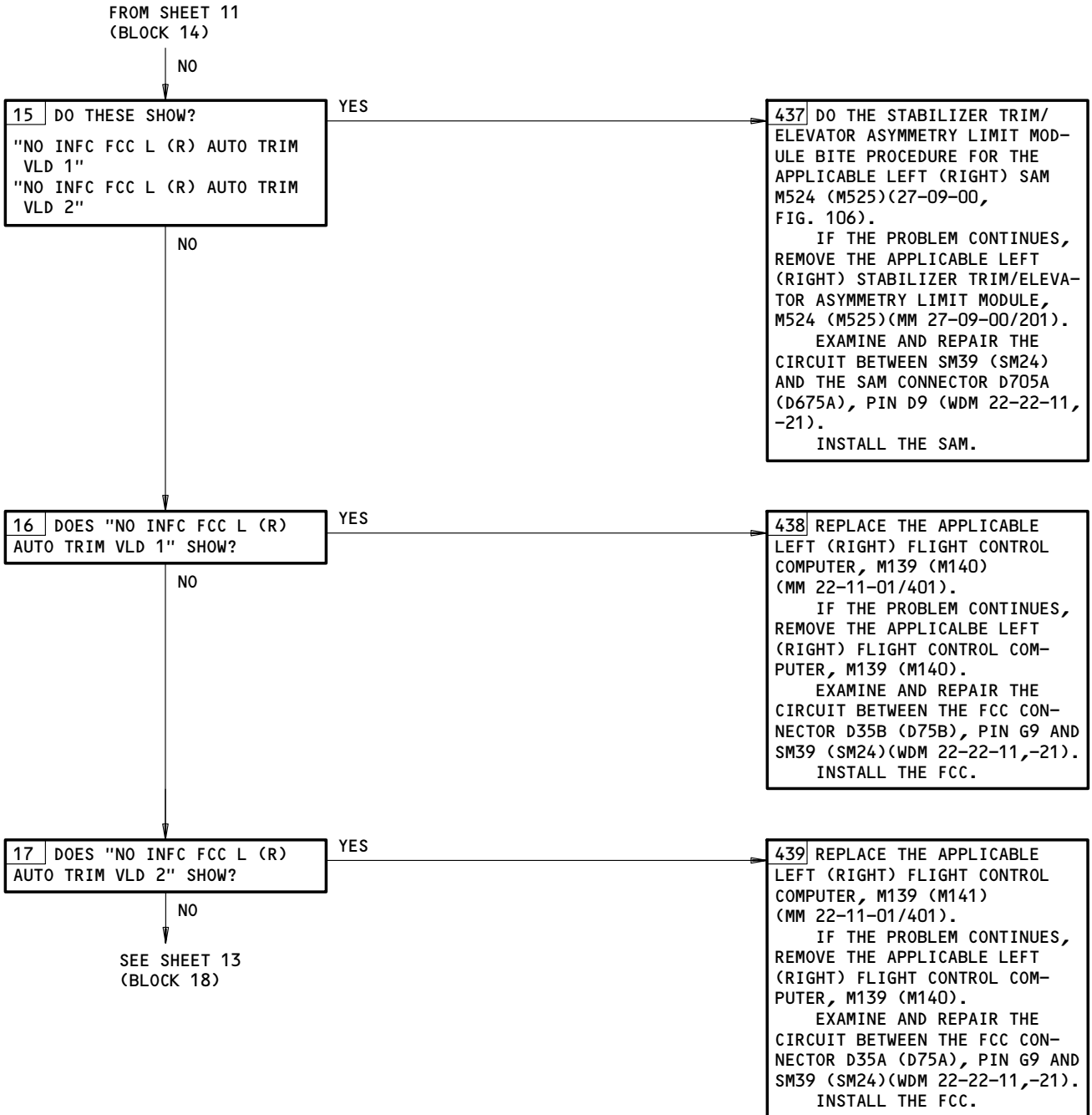
ALL

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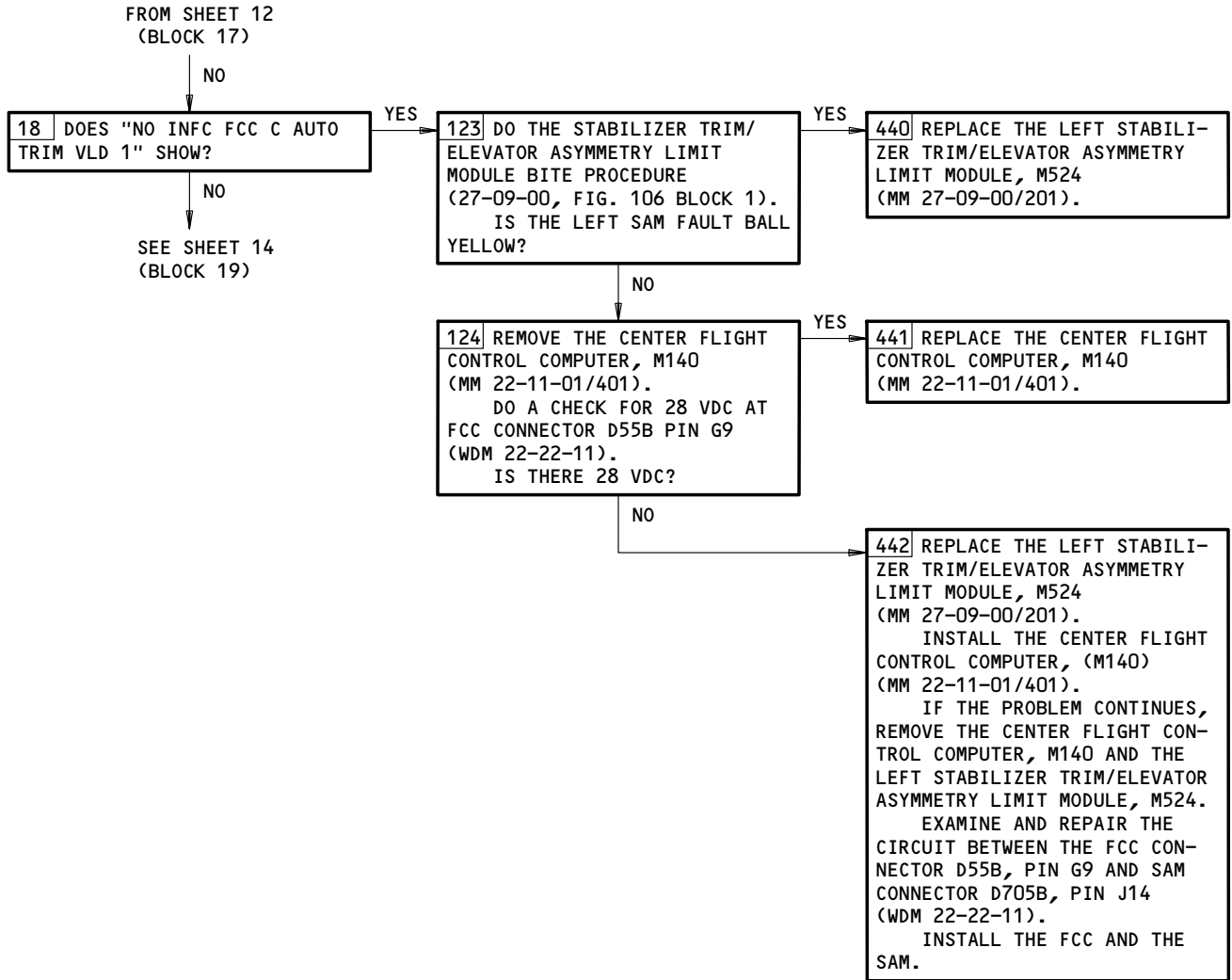
NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 12)

EFFECTIVITY

ALL

22-00-05

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FAULT ISOLATION/MAINT MANUAL



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 13)

EFFECTIVITY

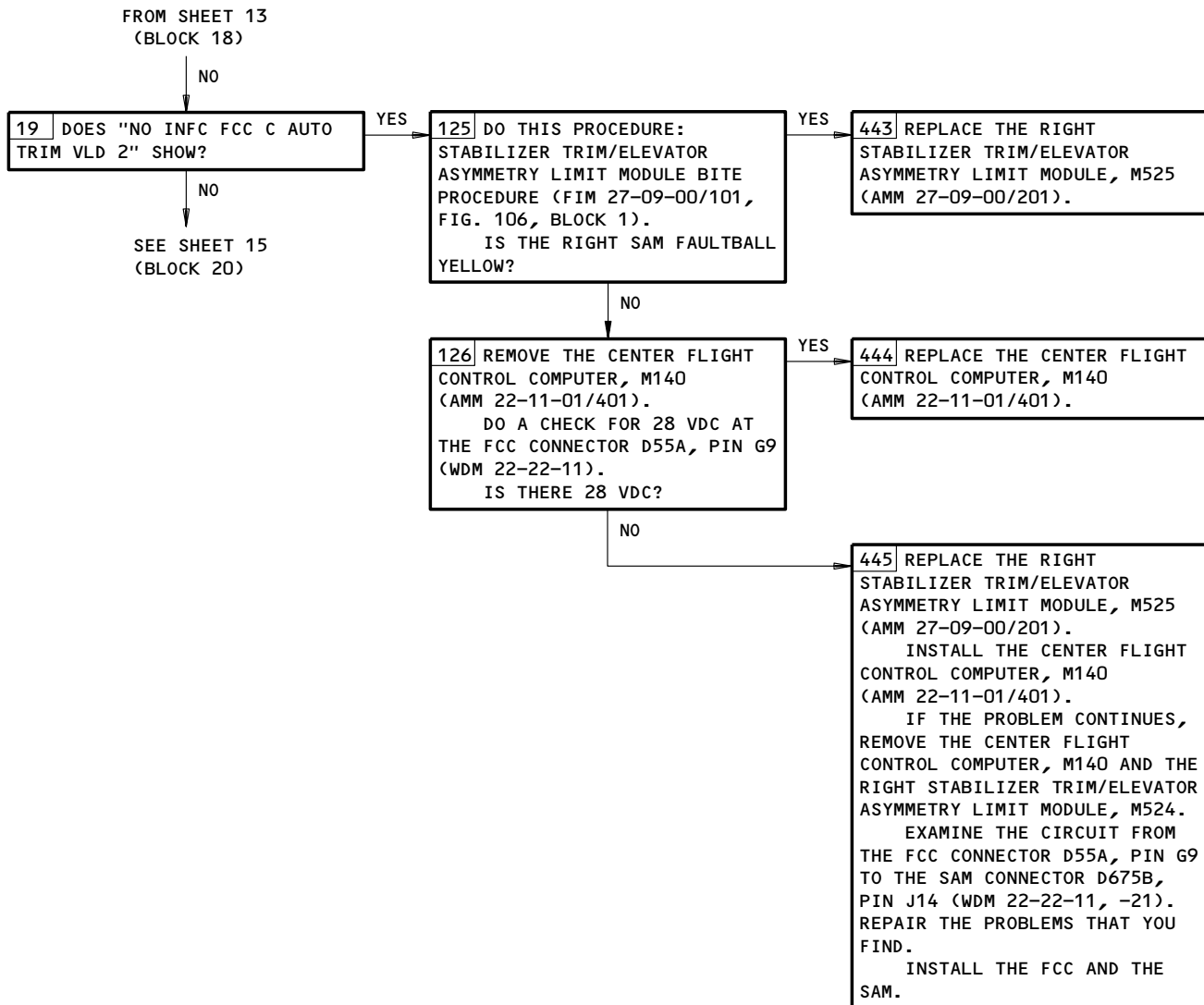
ALL

22-00-05

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FAULT ISOLATION/MAINT MANUAL

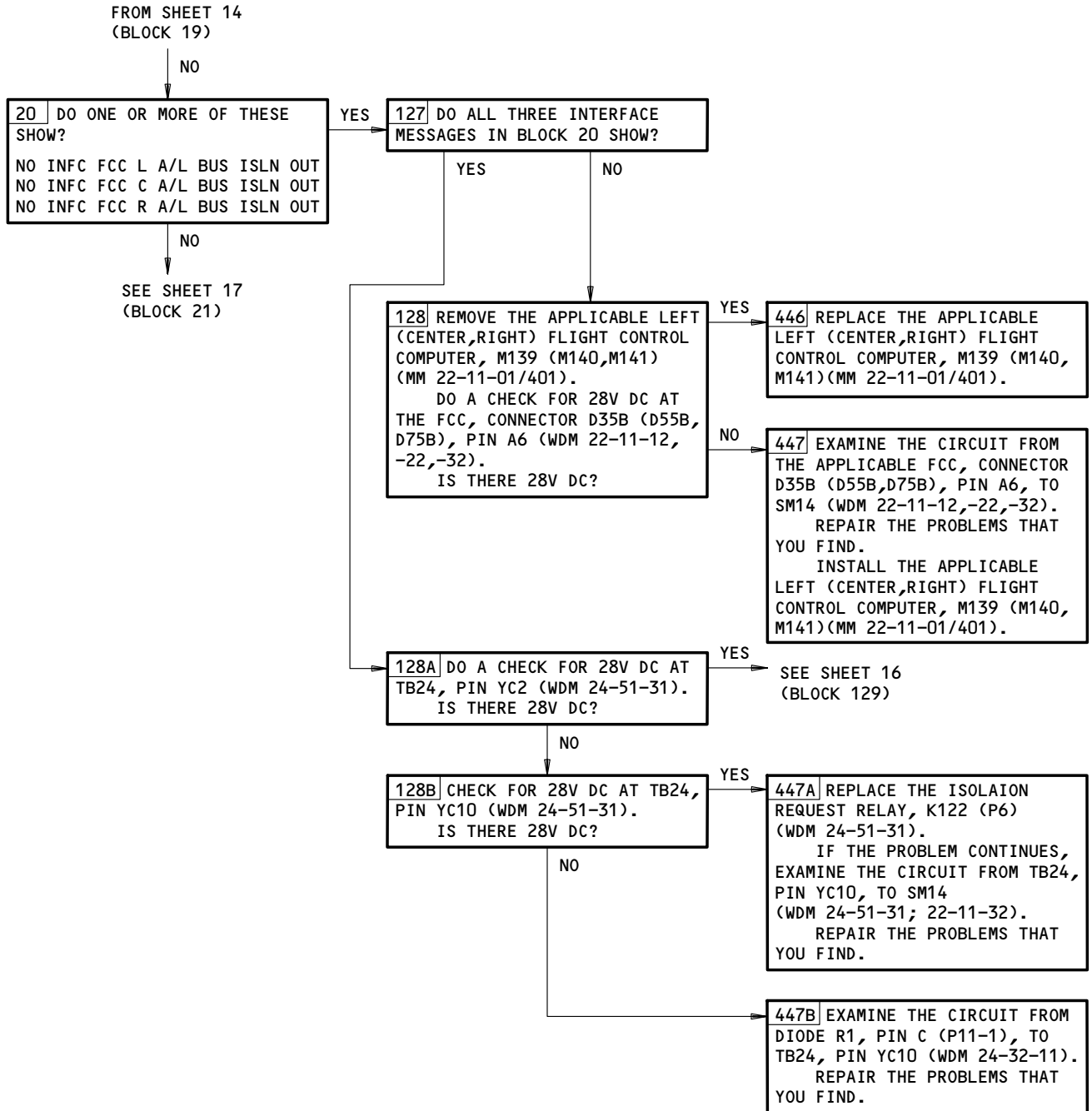


NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 14)

EFFECTIVITY _____
ALL

22-00-05

BOEING
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FAULT ISOLATION/MAINT MANUAL

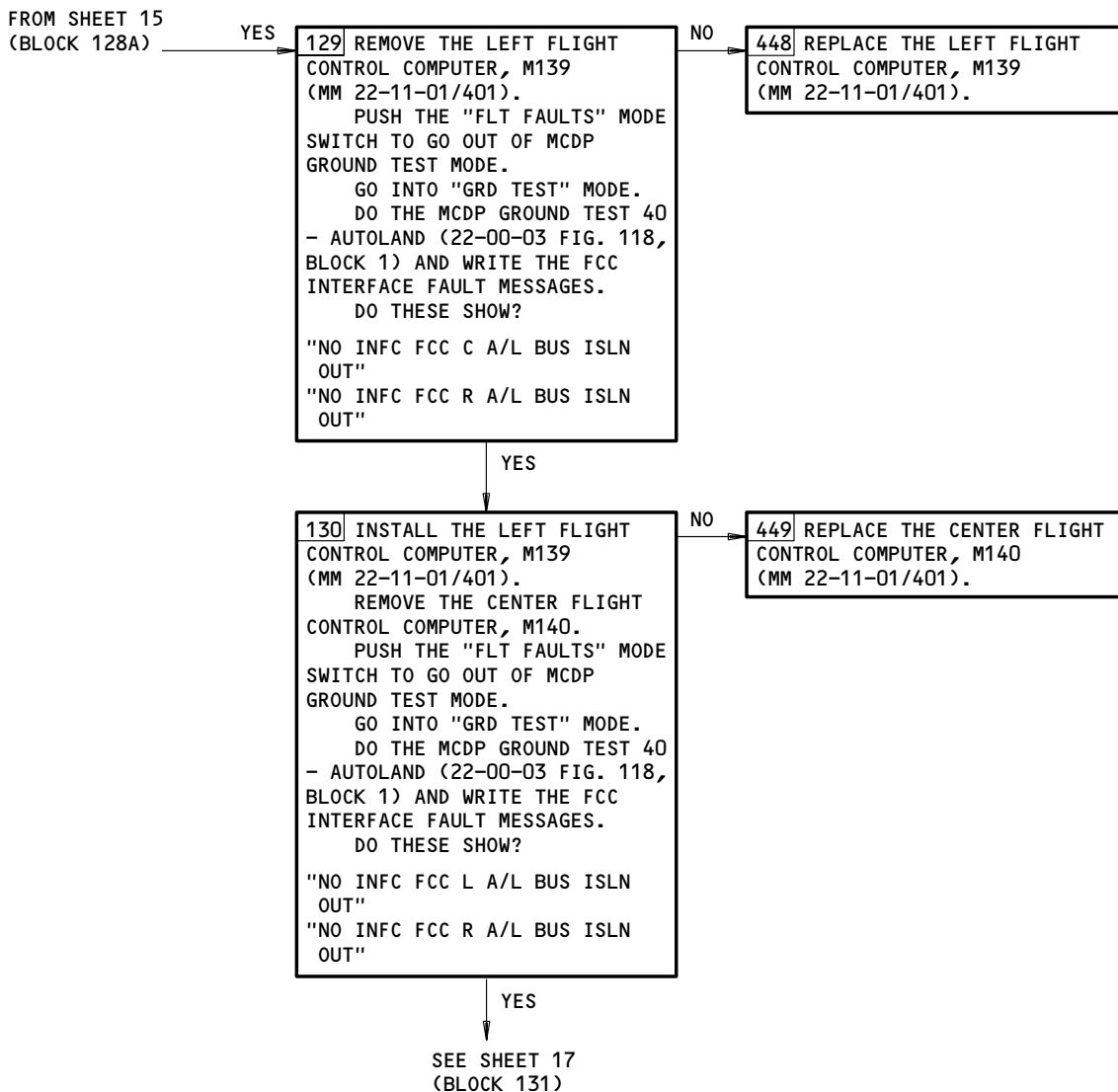


NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 15)

EFFECTIVITY	ALL
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22-00-05

BOEING
757
FAULT ISOLATION/MAINT MANUAL

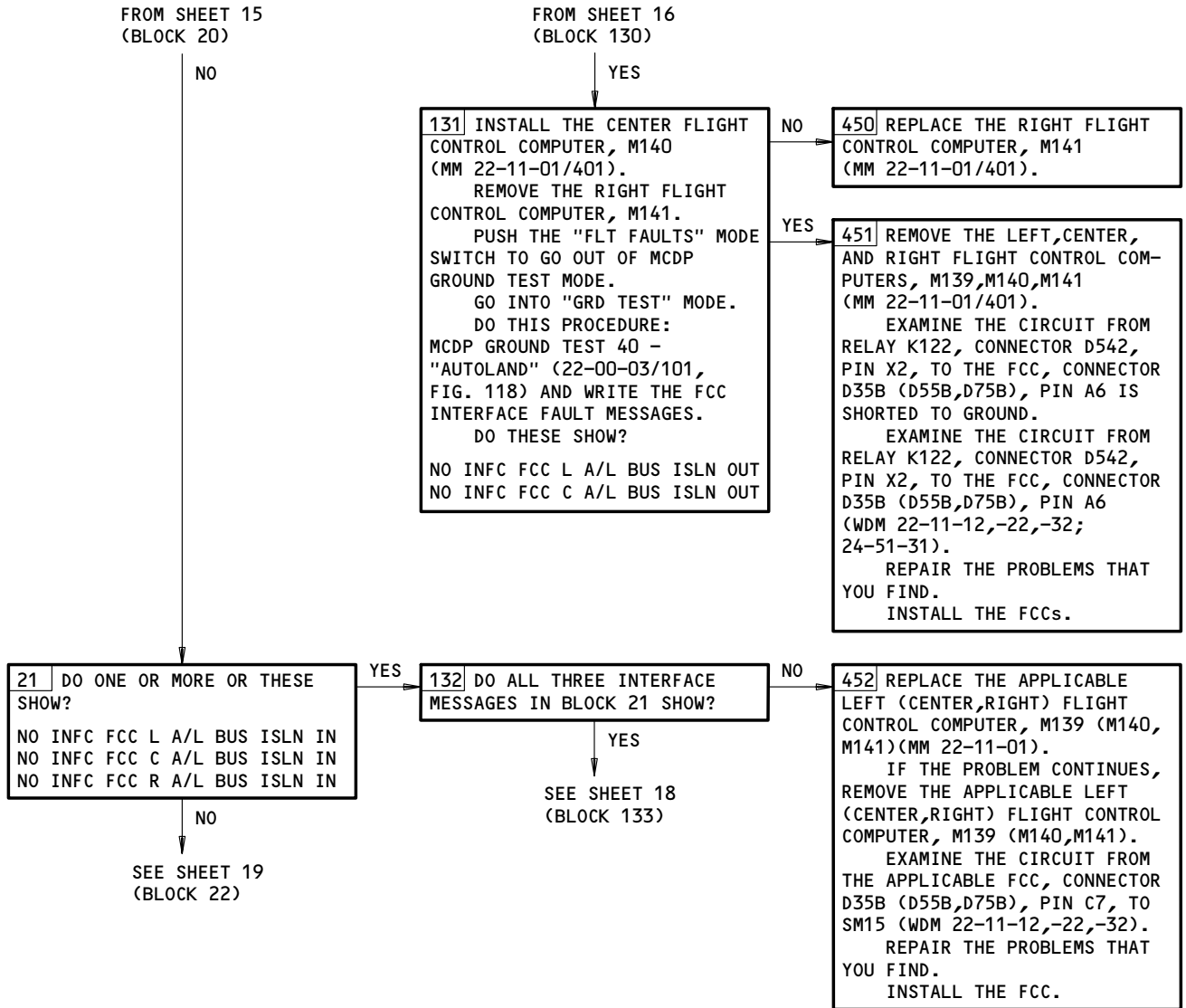


NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 16)

EFFECTIVITY	ALL
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22-00-05

BOEING
757
FAULT ISOLATION/MAINT MANUAL



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 17)

EFFECTIVITY

ALL

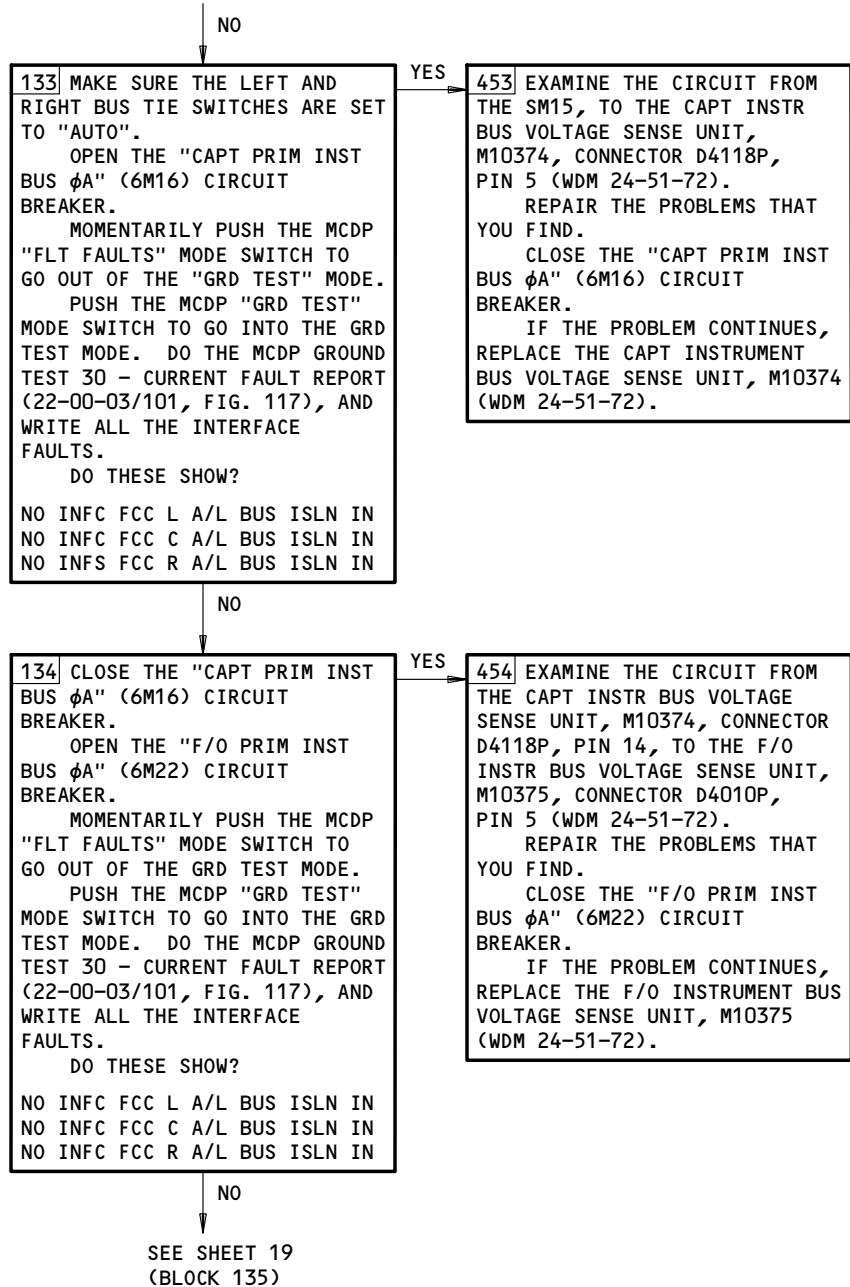
22-00-05

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NO INFC FCC Fault Isolation Procedures
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EFFECTIVITY

ALL

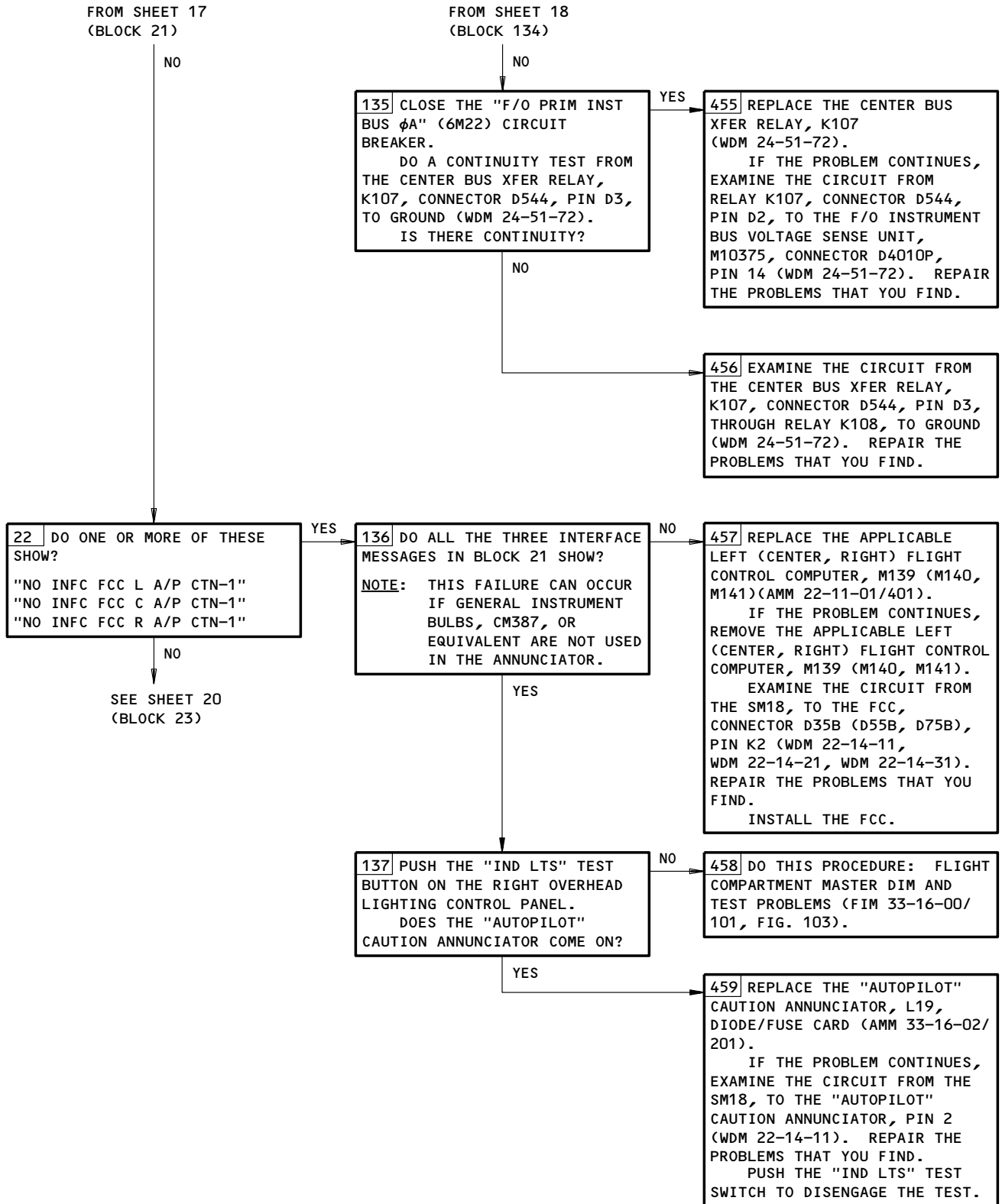
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NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 19)

EFFECTIVITY

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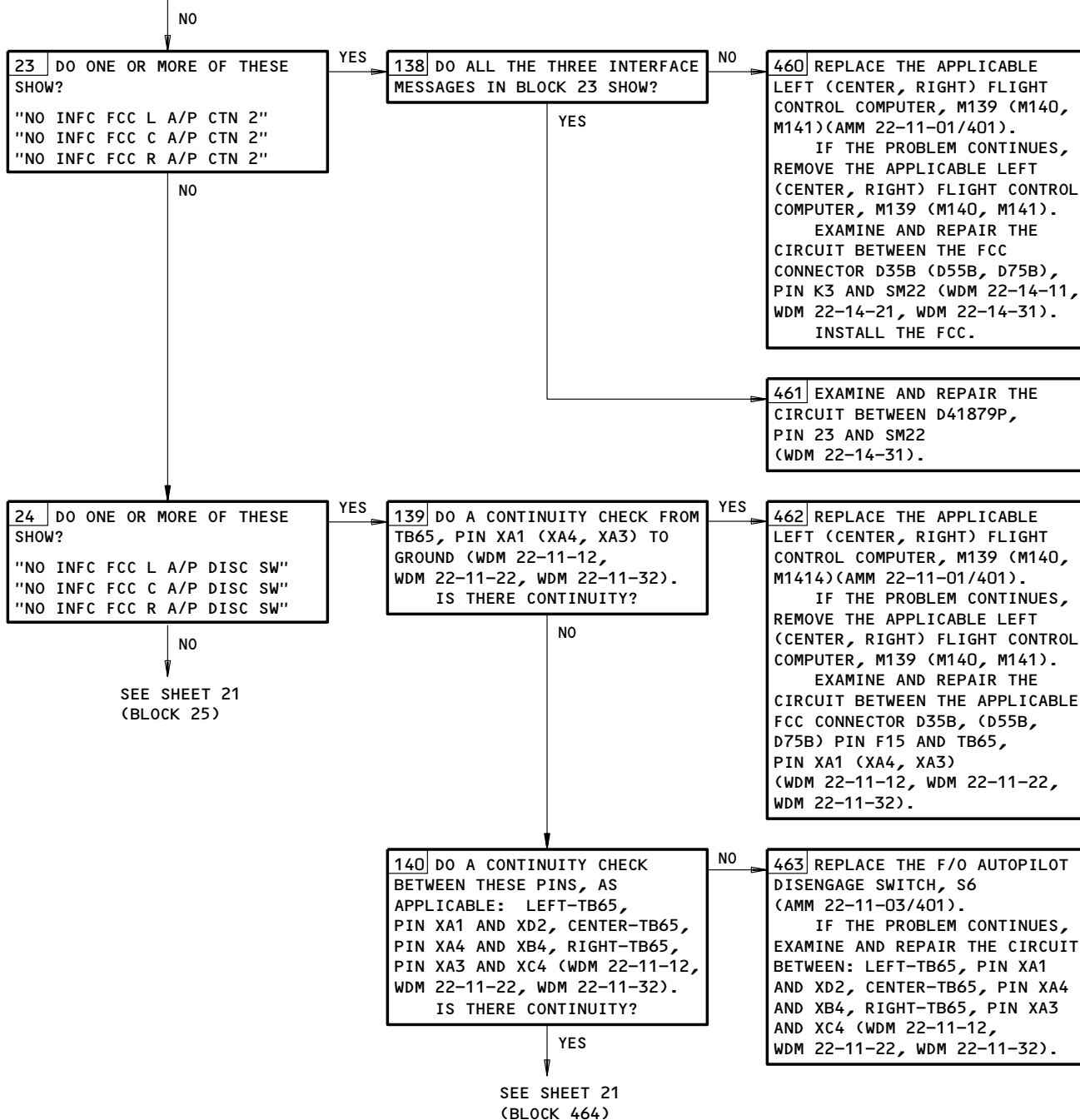
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(BLOCK 22)



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 20)

EFFECTIVITY

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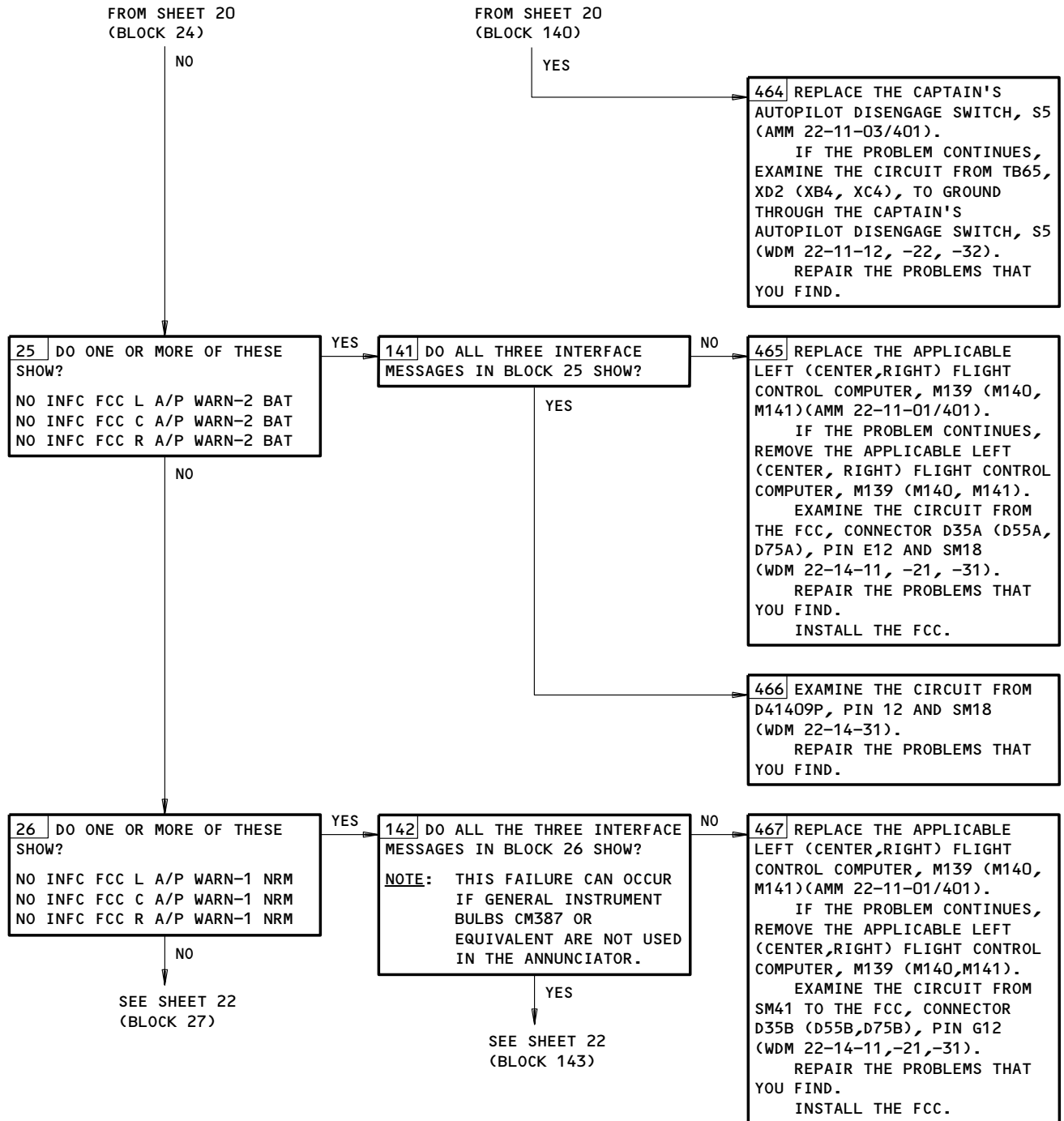
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Figure 101 (Sheet 21)

EFFECTIVITY

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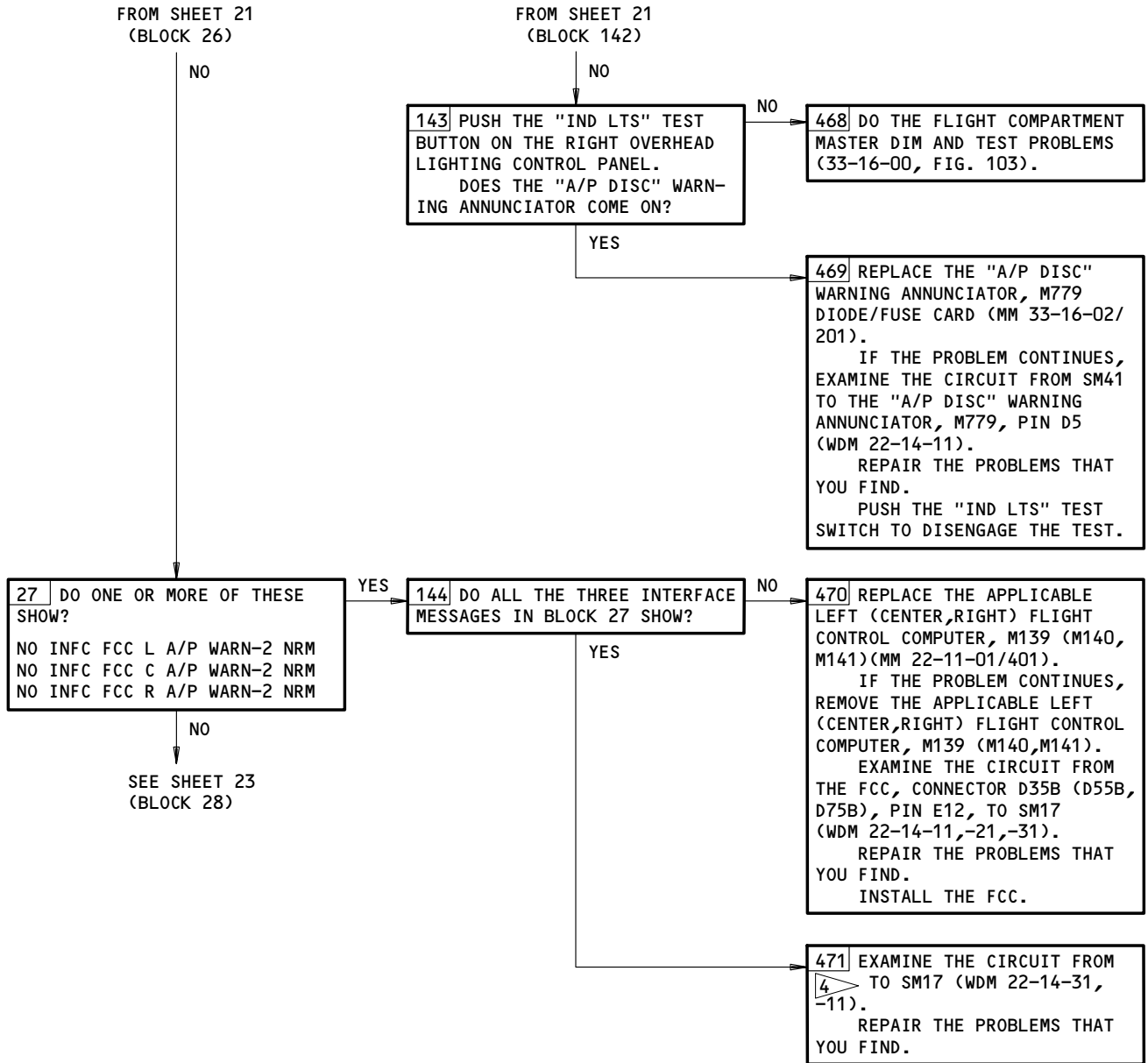
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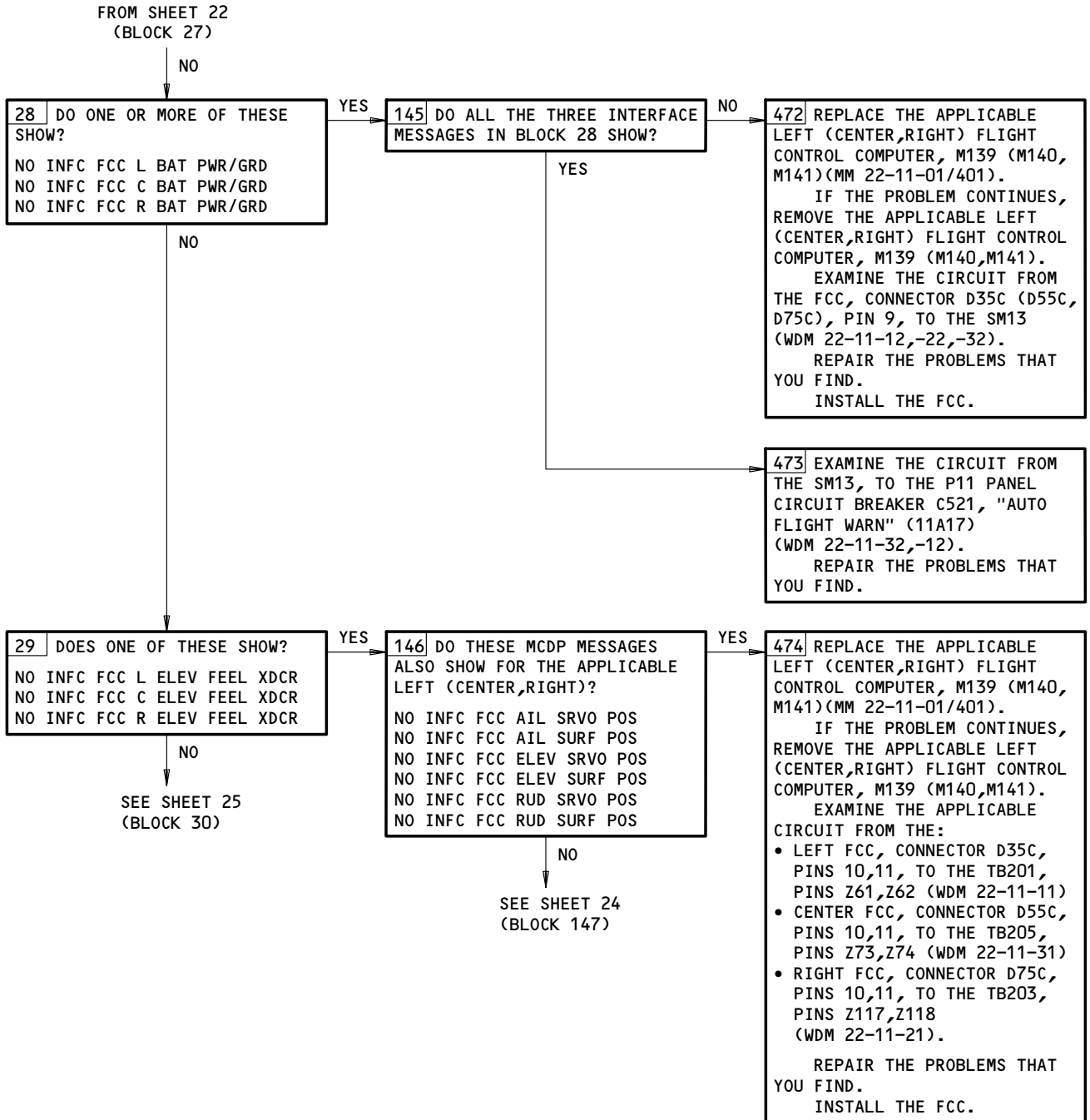


4 GUI 001-114,116-999;
 SM36
 GUI 115;
 D41879P, PIN 19

NO INFC FCC Fault Isolation Procedures
 Figure 101 (Sheet 22)

EFFECTIVITY _____
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NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 23)

EFFECTIVITY

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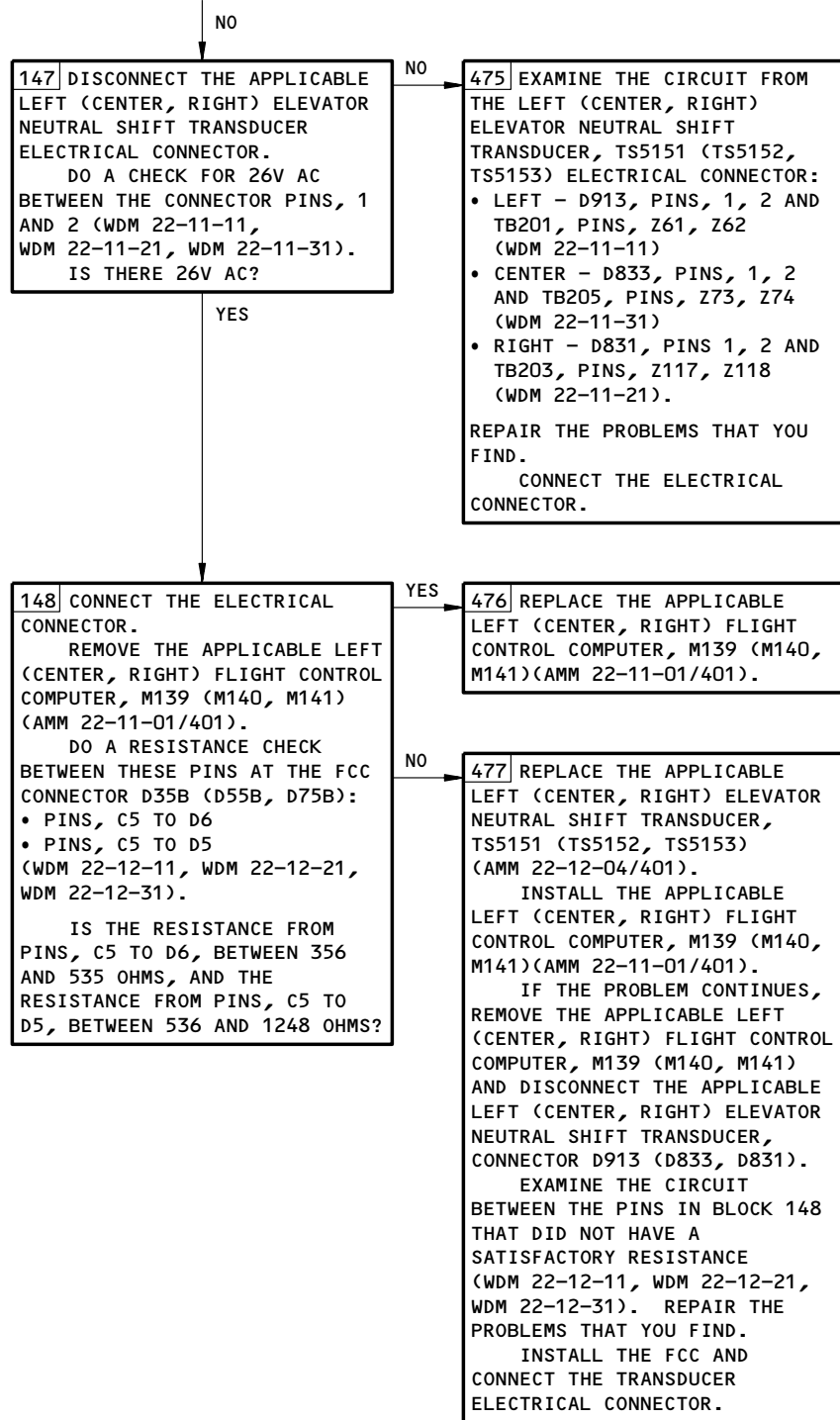
22-00-05

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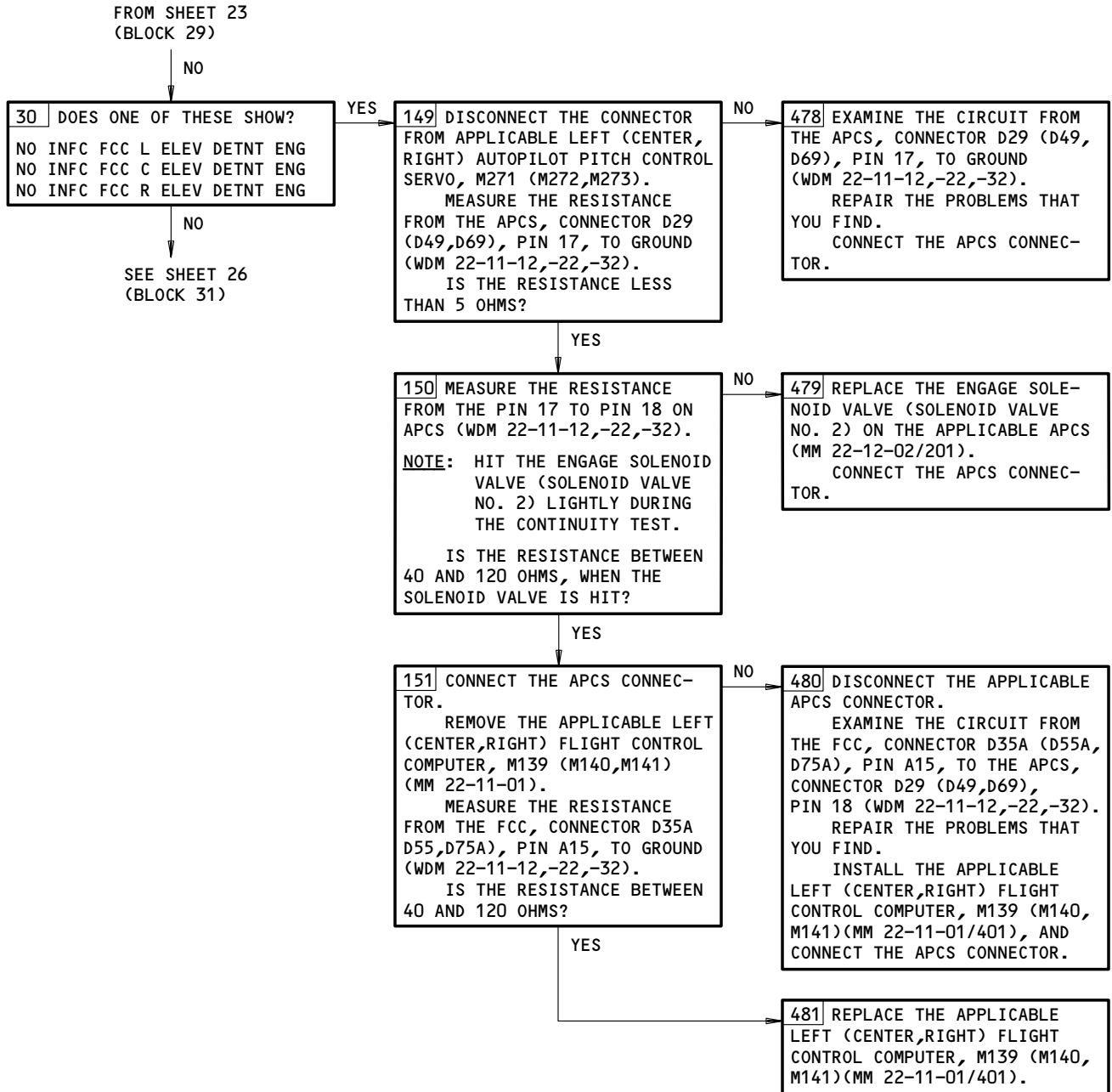
FROM SHEET 23
(BLOCK 146)



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 24)

EFFECTIVITY	ALL
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NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 25)

EFFECTIVITY

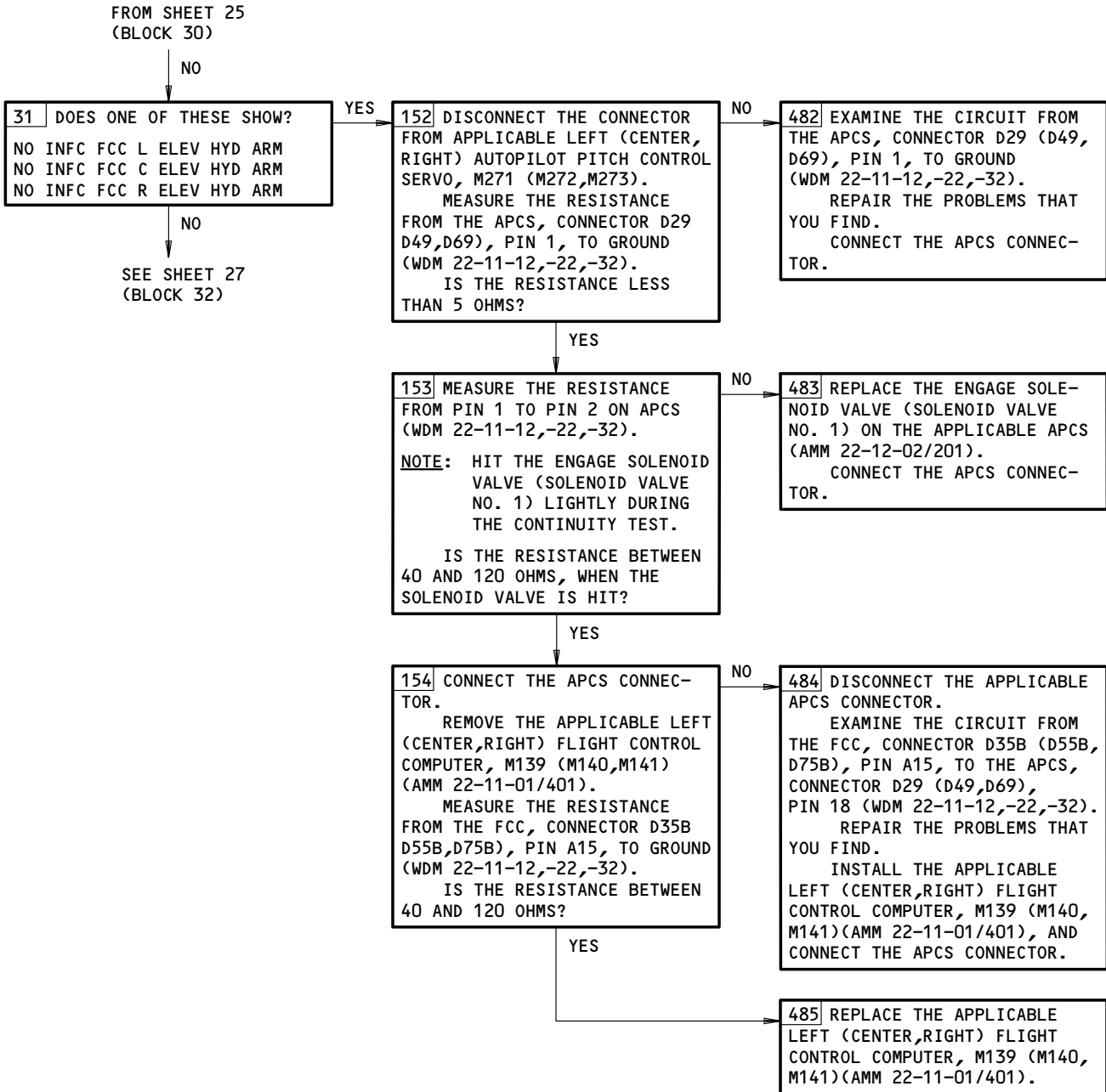
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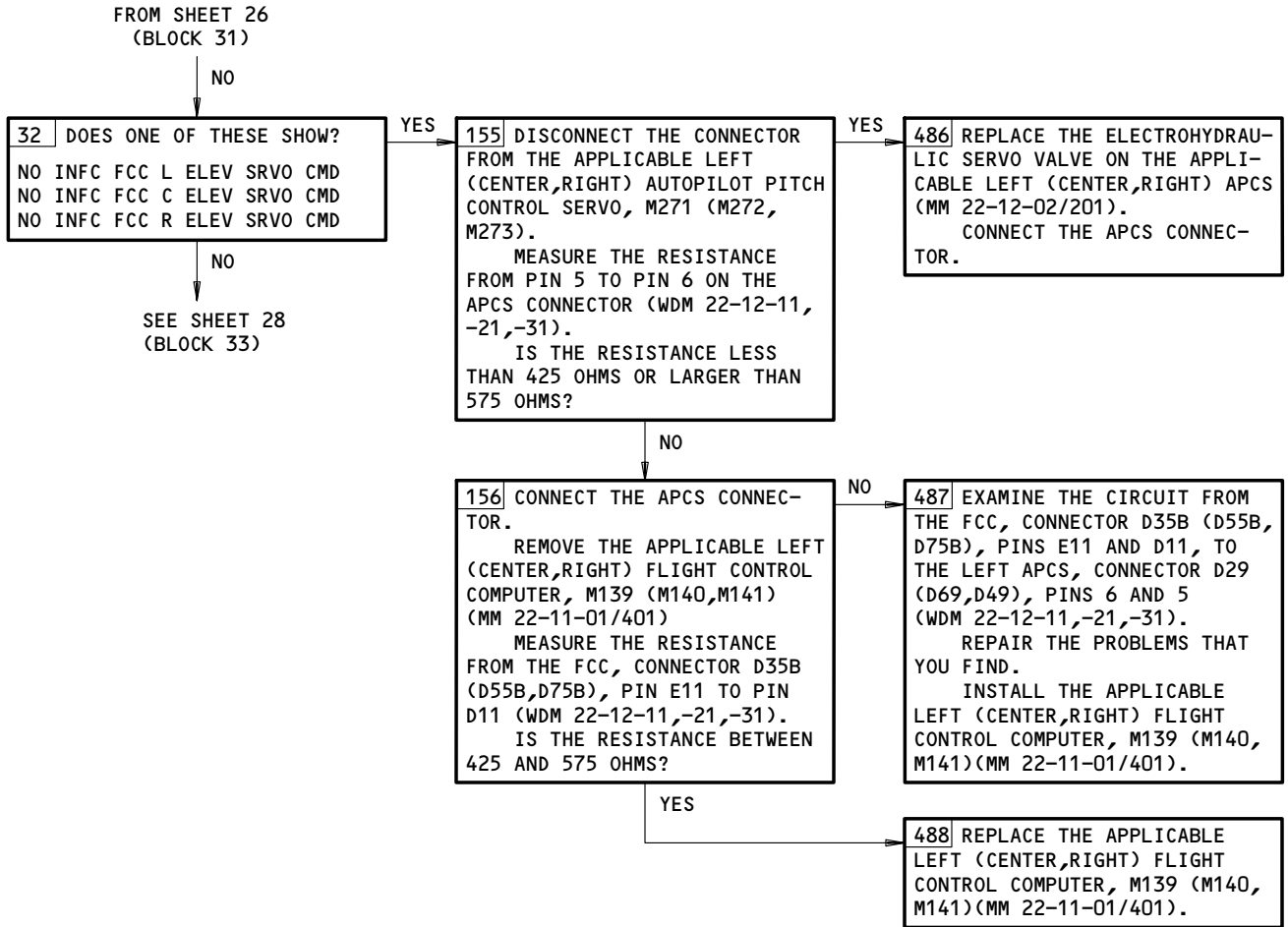


NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 26)

EFFECTIVITY

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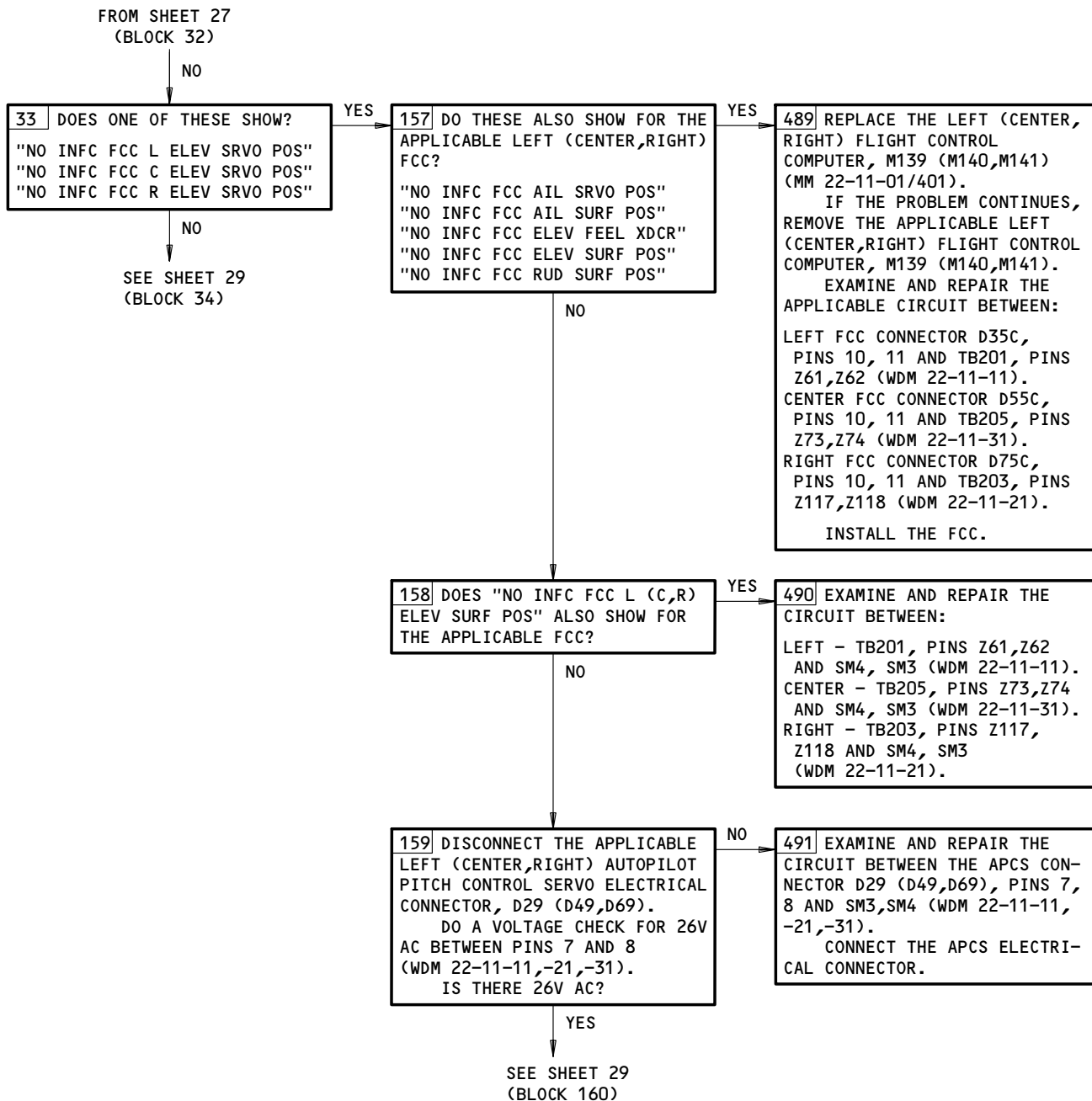
NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 27)

EFFECTIVITY

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FAULT ISOLATION/MAINT MANUAL



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 28)

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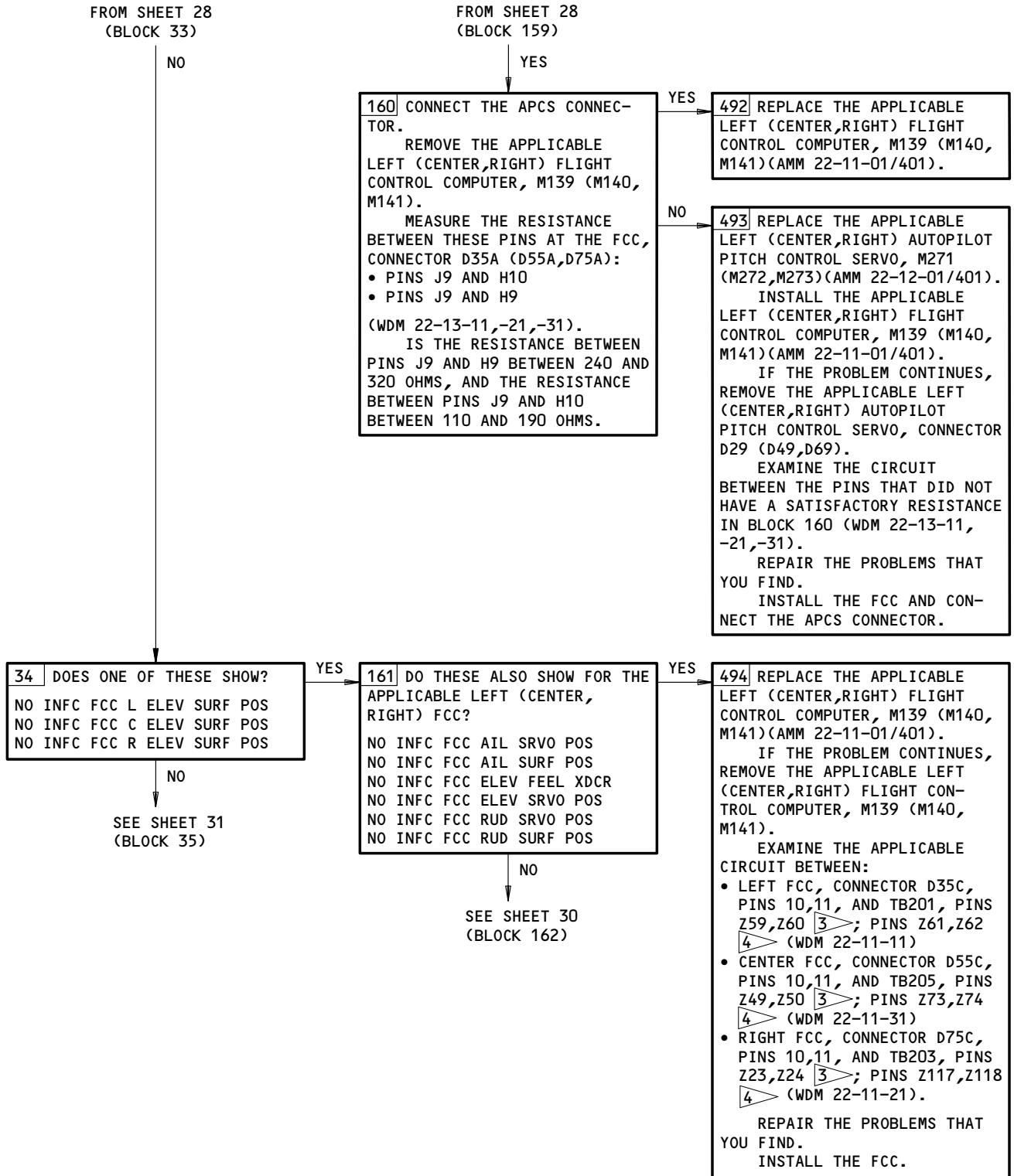
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NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 29)

EFFECTIVITY

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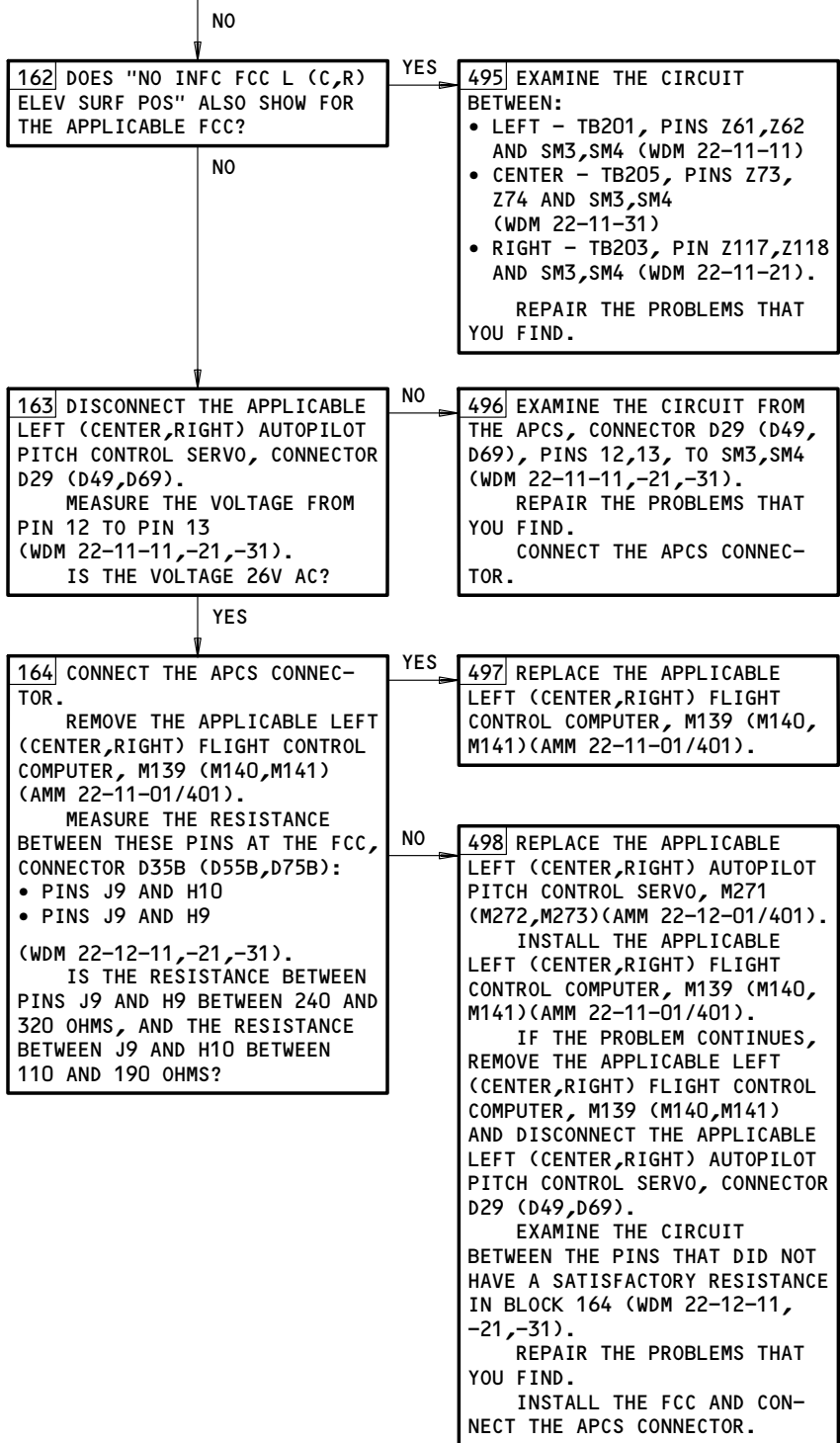
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FAULT ISOLATION/MAINT MANUAL

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(BLOCK 161)



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 30)

EFFECTIVITY

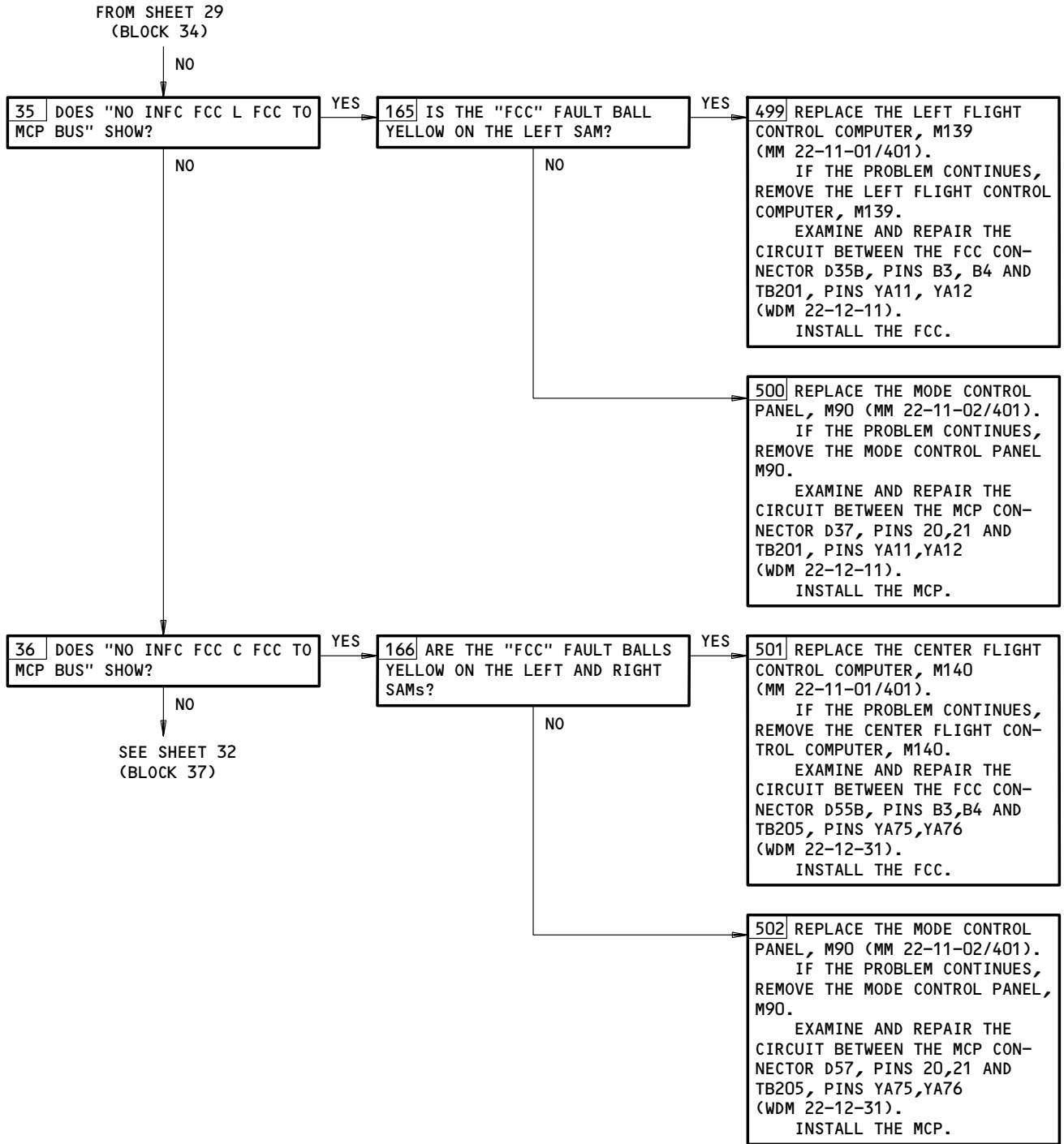
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NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 31)

EFFECTIVITY

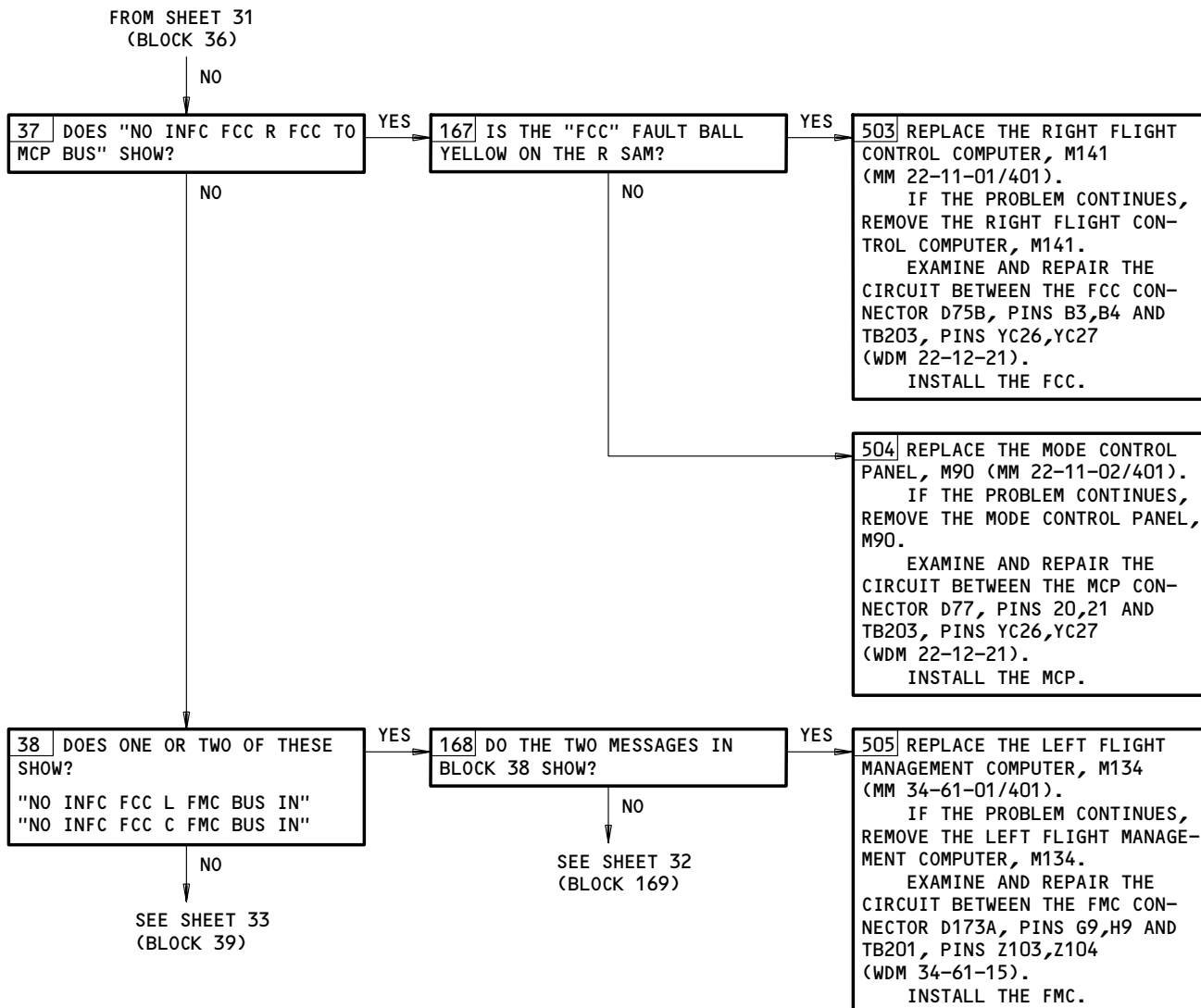
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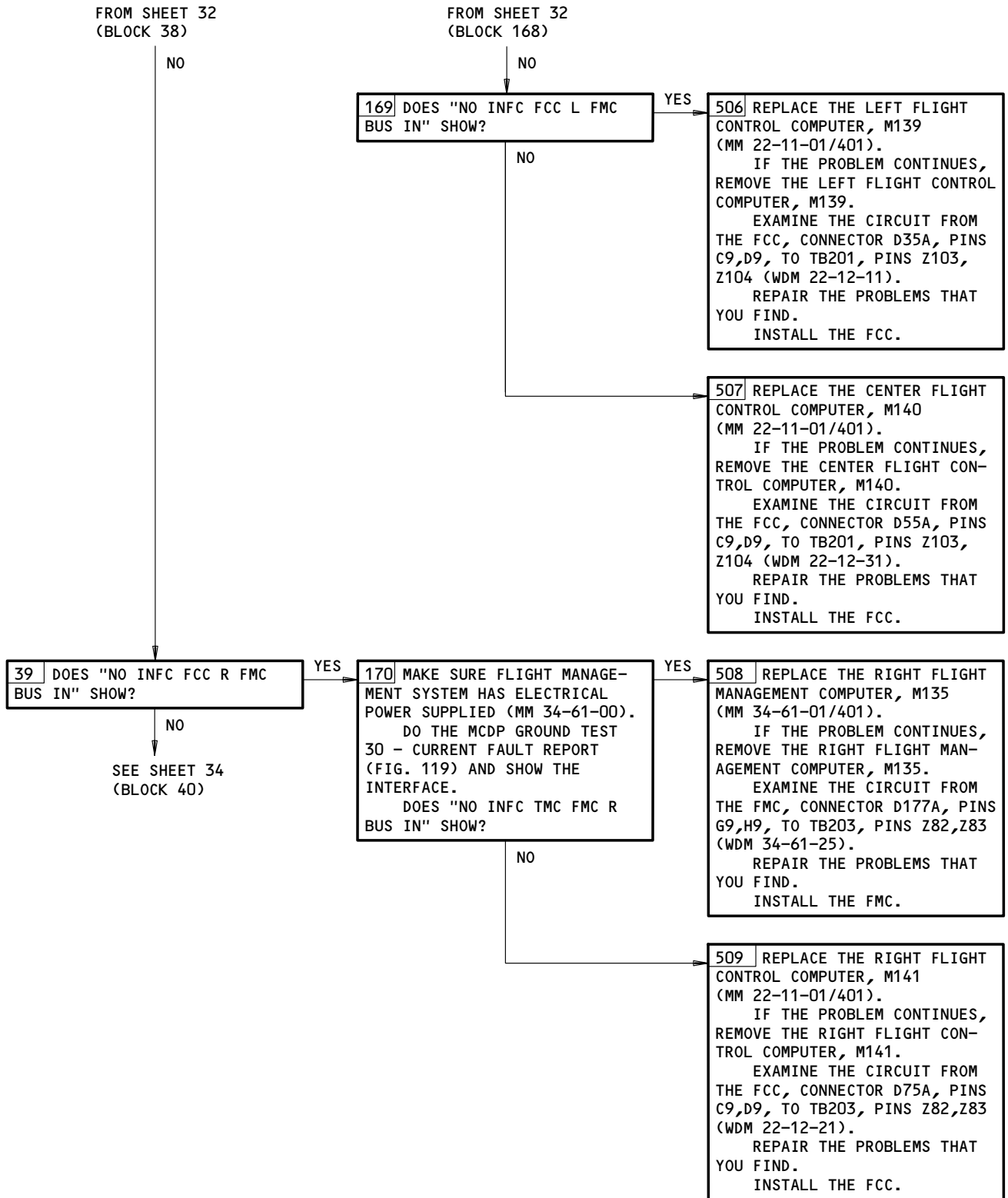


NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 32)

EFFECTIVITY _____
ALL

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FAULT ISOLATION/MAINT MANUAL



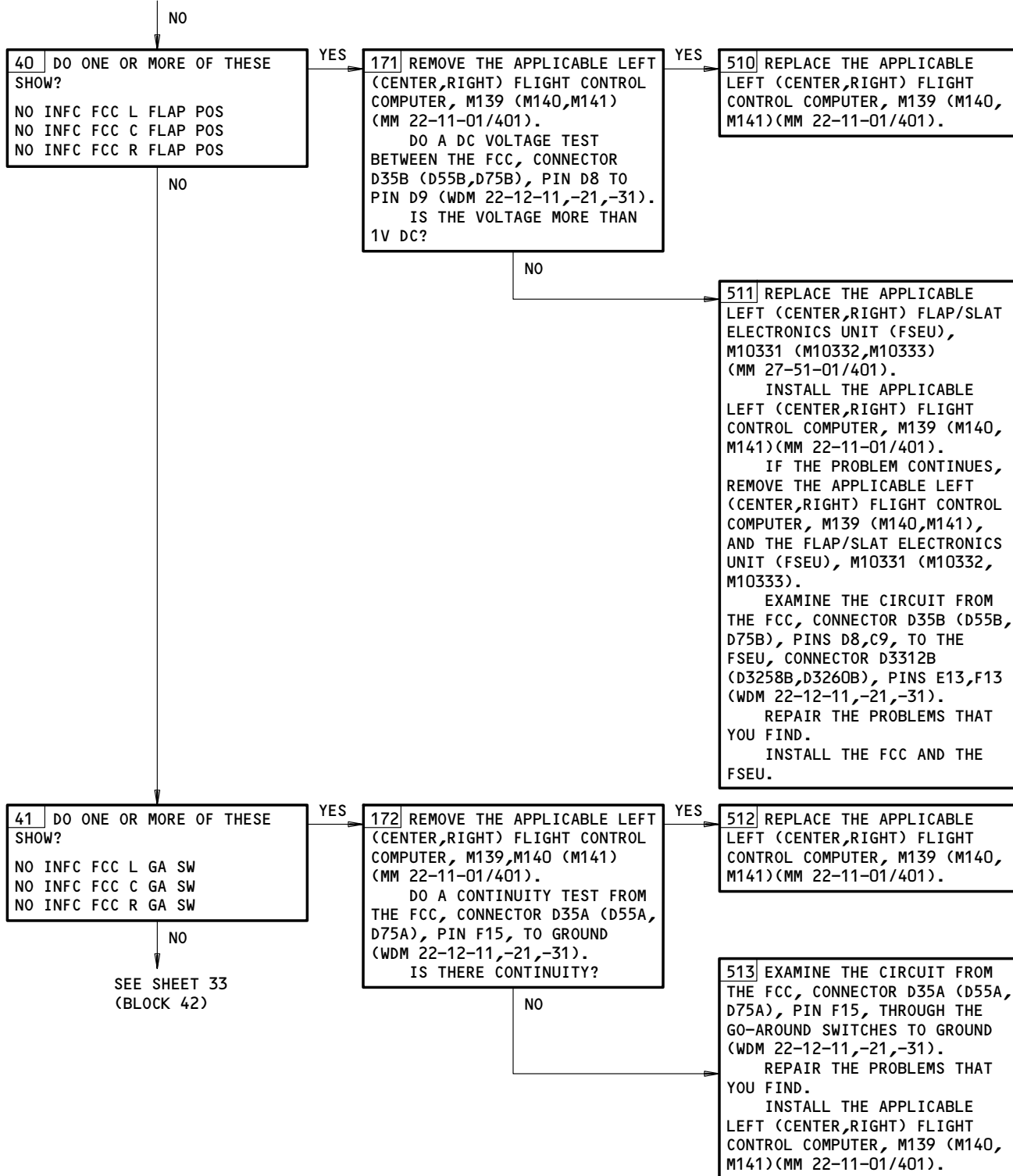
NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 33)

EFFECTIVITY _____
ALL

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FAULT ISOLATION/MAINT MANUAL

FROM SHEET 33
(BLOCK 39)



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 34)

EFFECTIVITY

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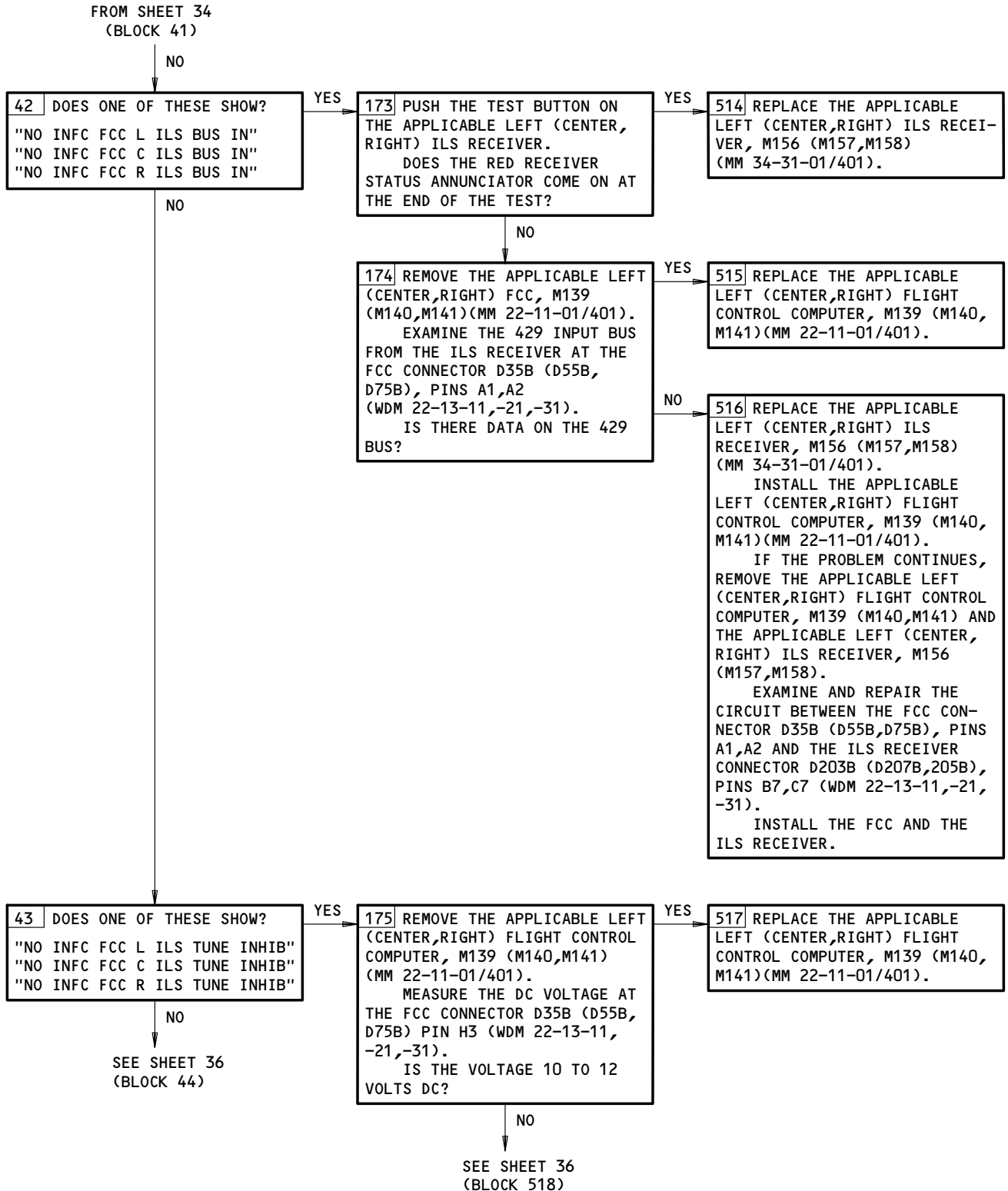
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 FAULT ISOLATION/MAINT MANUAL



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 35)

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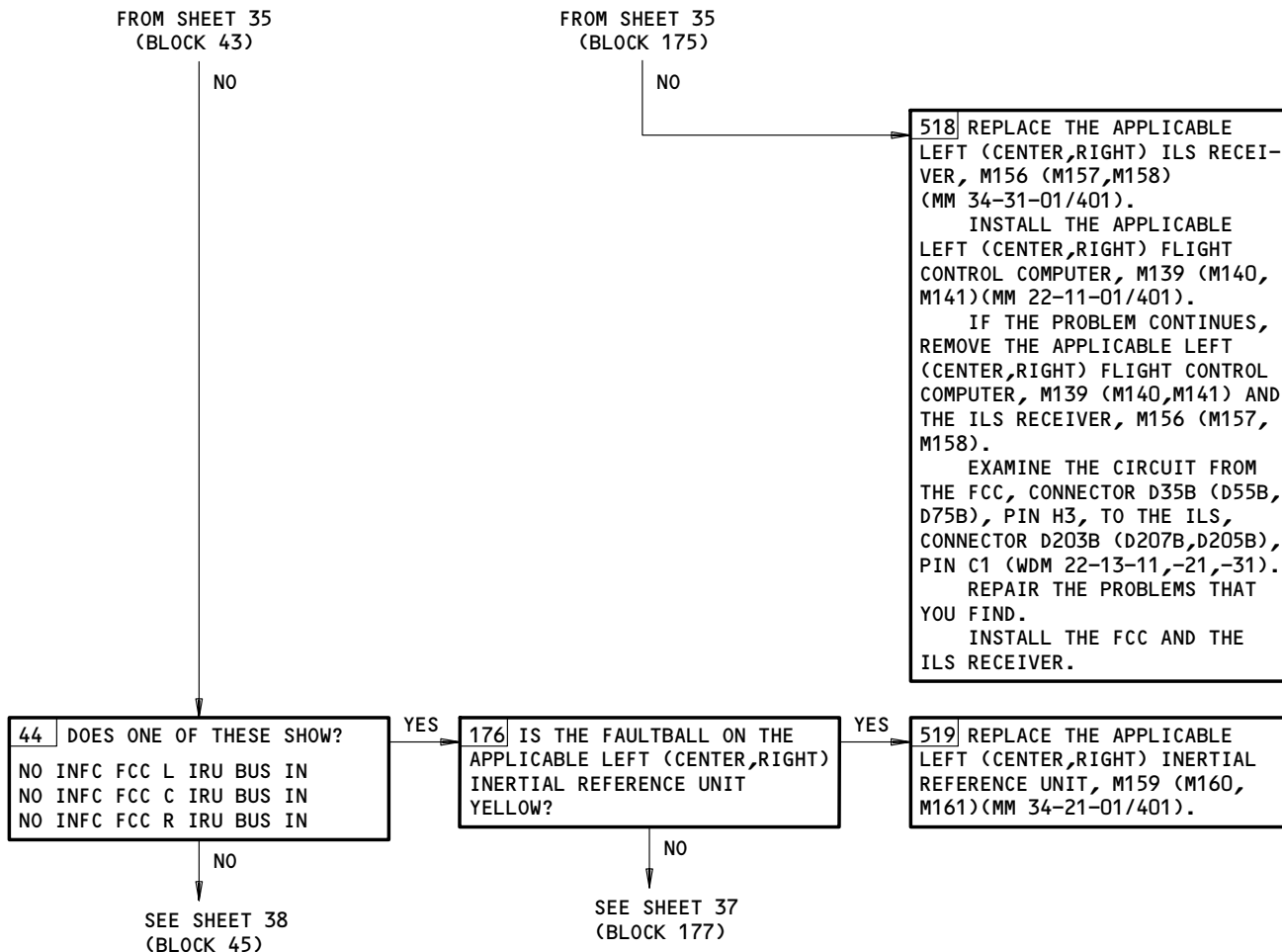
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NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 36)

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FAULT ISOLATION/MAINT MANUAL

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(BLOCK 176)

NO

177 REMOVE THE LEFT (CENTER, RIGHT) FCC, M139 (M140, M141) (AMM 22-11-01/401).
EXAMINE THE 429 INPUT BUS FROM THE IRU TO THE FCC CONNECTOR D35B (D55B, D75B), PINS E1, E2 (WDM 22-13-11, -21, -31).
IS THERE DATA ON THE 429 BUS?

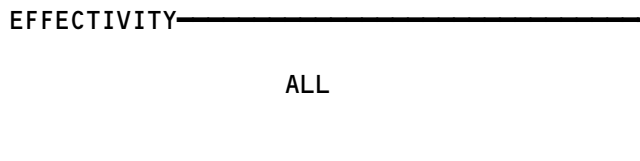
YES

520 REPLACE THE APPLICABLE LEFT (CENTER, RIGHT) FLIGHT CONTROL COMPUTER, M139 (M140, M141) (AMM 22-11-01/401).

NO

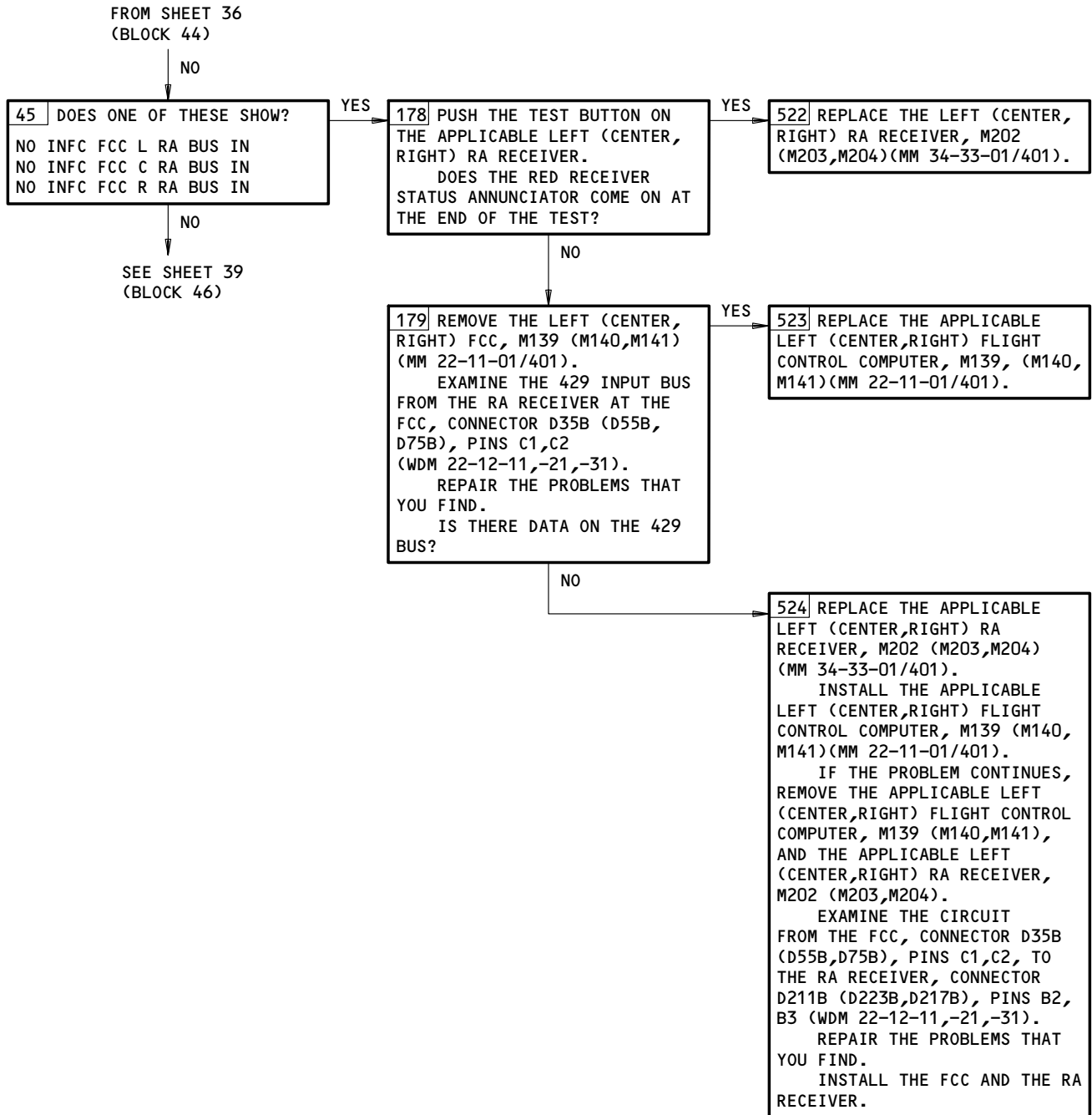
521 REPLACE THE APPLICABLE LEFT (CENTER, RIGHT) INERTIAL REFERENCE UNIT, M159 (M160, M161) (AMM 34-21-01/401).
INSTALL THE APPLICABLE LEFT (CENTER, RIGHT) FLIGHT CONTROL COMPUTER, M139 (M140, M141) (AMM 22-11-01/401).
IF THE PROBLEM CONTINUES, REMOVE THE APPLICABLE LEFT (CENTER, RIGHT) FLIGHT CONTROL COMPUTER, M139 (M140, M141) AND THE APPLICABLE LEFT (CENTER, RIGHT) INERTIAL REFERENCE UNIT, M159 (M160, M161).
EXAMINE AND REPAIR THE CIRCUIT BETWEEN THE FCC CONNECTOR D35B (D55B, D75B), PINS E1, E2 AND THE IRU CONNECTOR D137B (D139B, D141B), PINS E5, E6 (WDM 22-13-11, -21, -31).
INSTALL THE FCC AND THE IRU.

NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 37)



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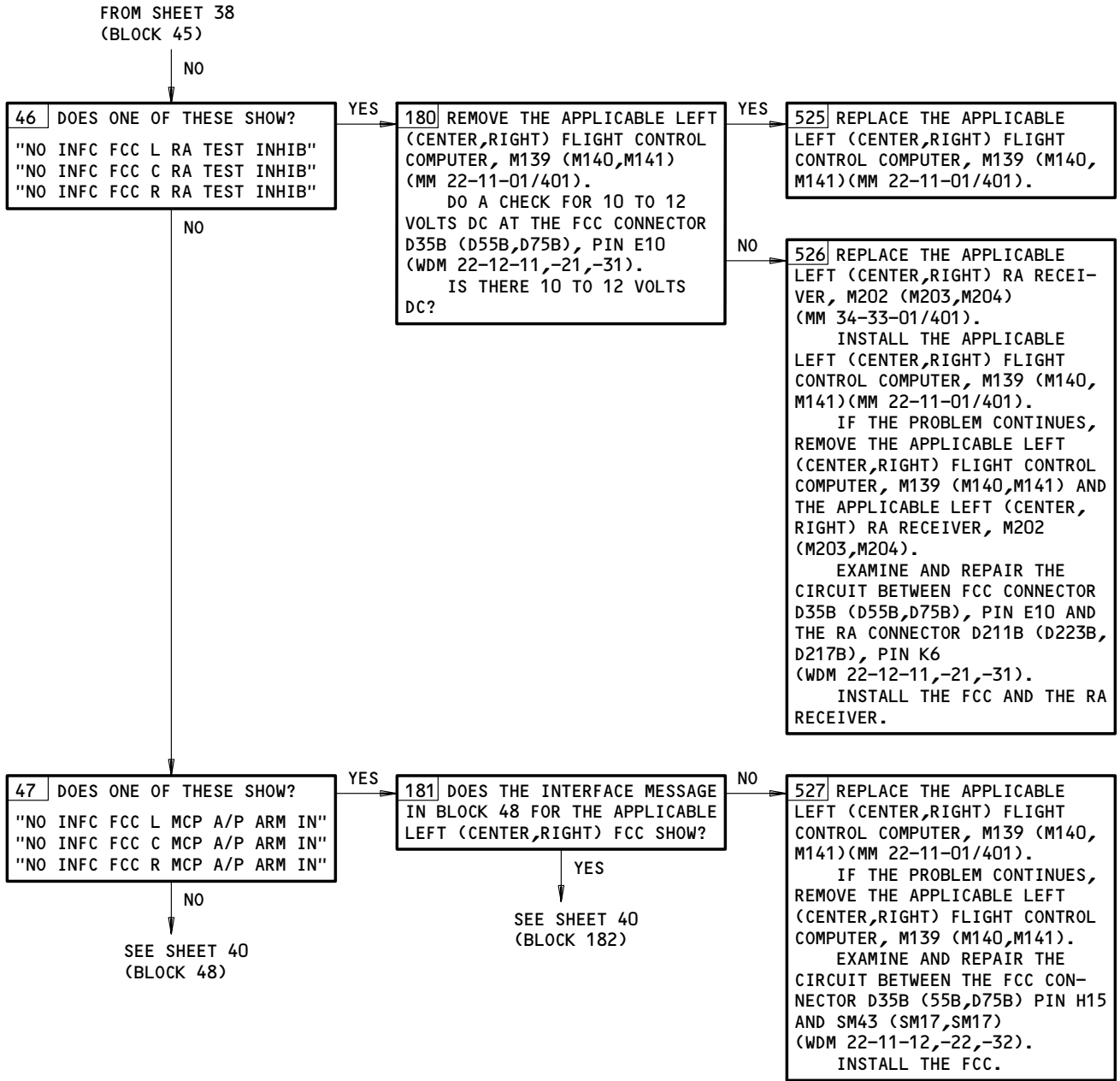


NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 38)

EFFECTIVITY

ALL

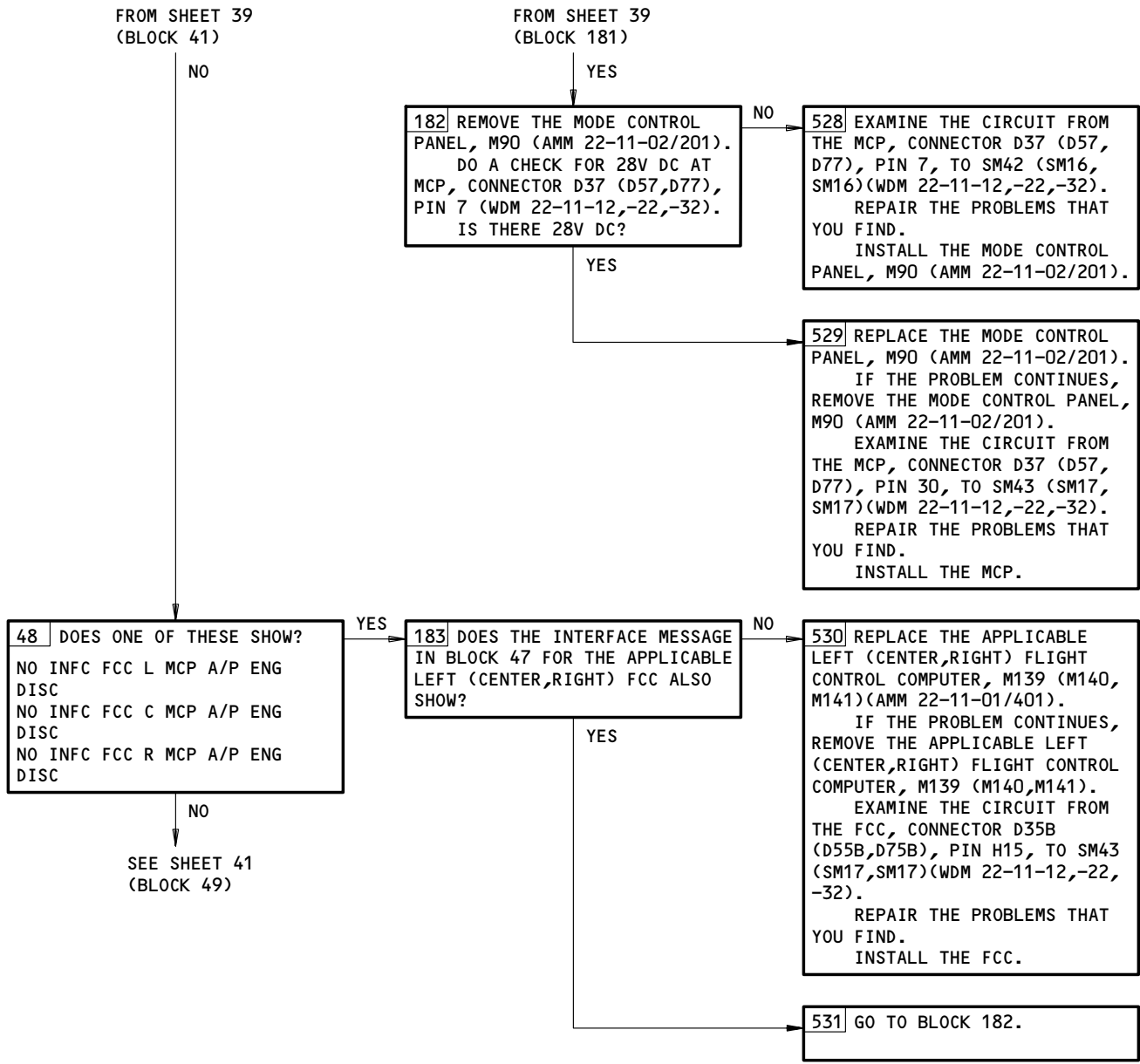
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NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 39)

EFFECTIVITY _____
ALL

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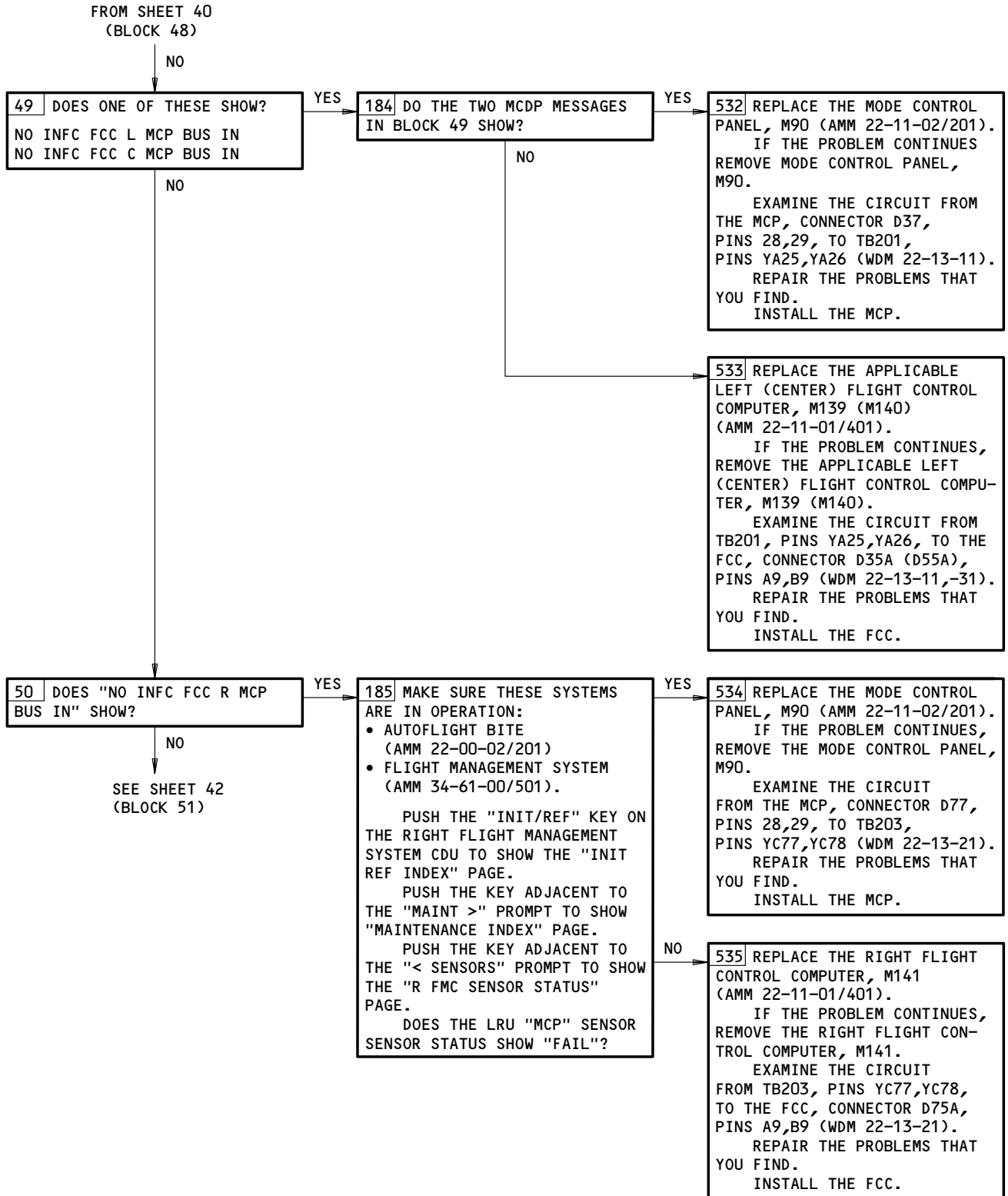
NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 40)

EFFECTIVITY

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FAULT ISOLATION/MAINT MANUAL



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 41)

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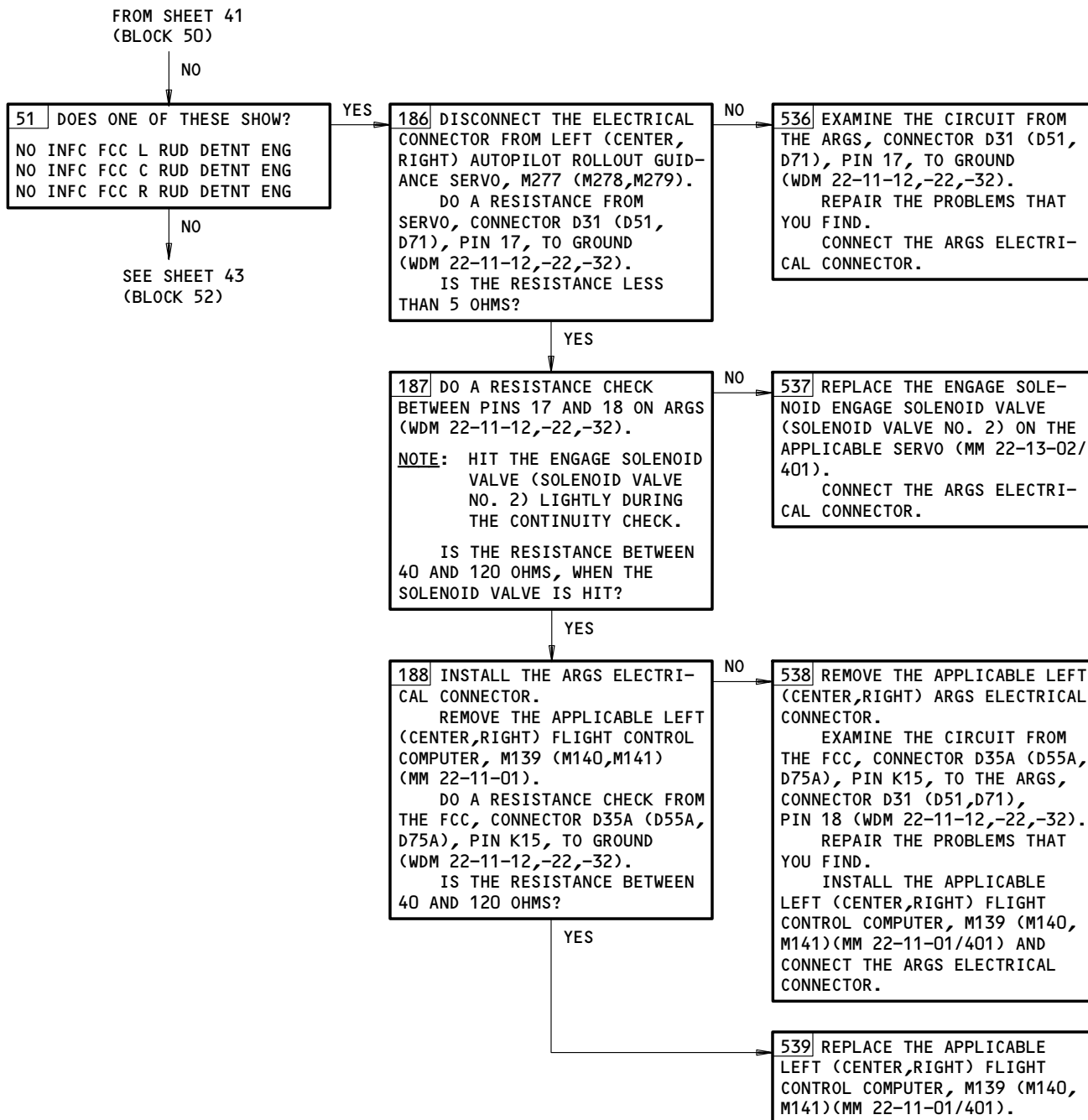
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FAULT ISOLATION/MAINT MANUAL

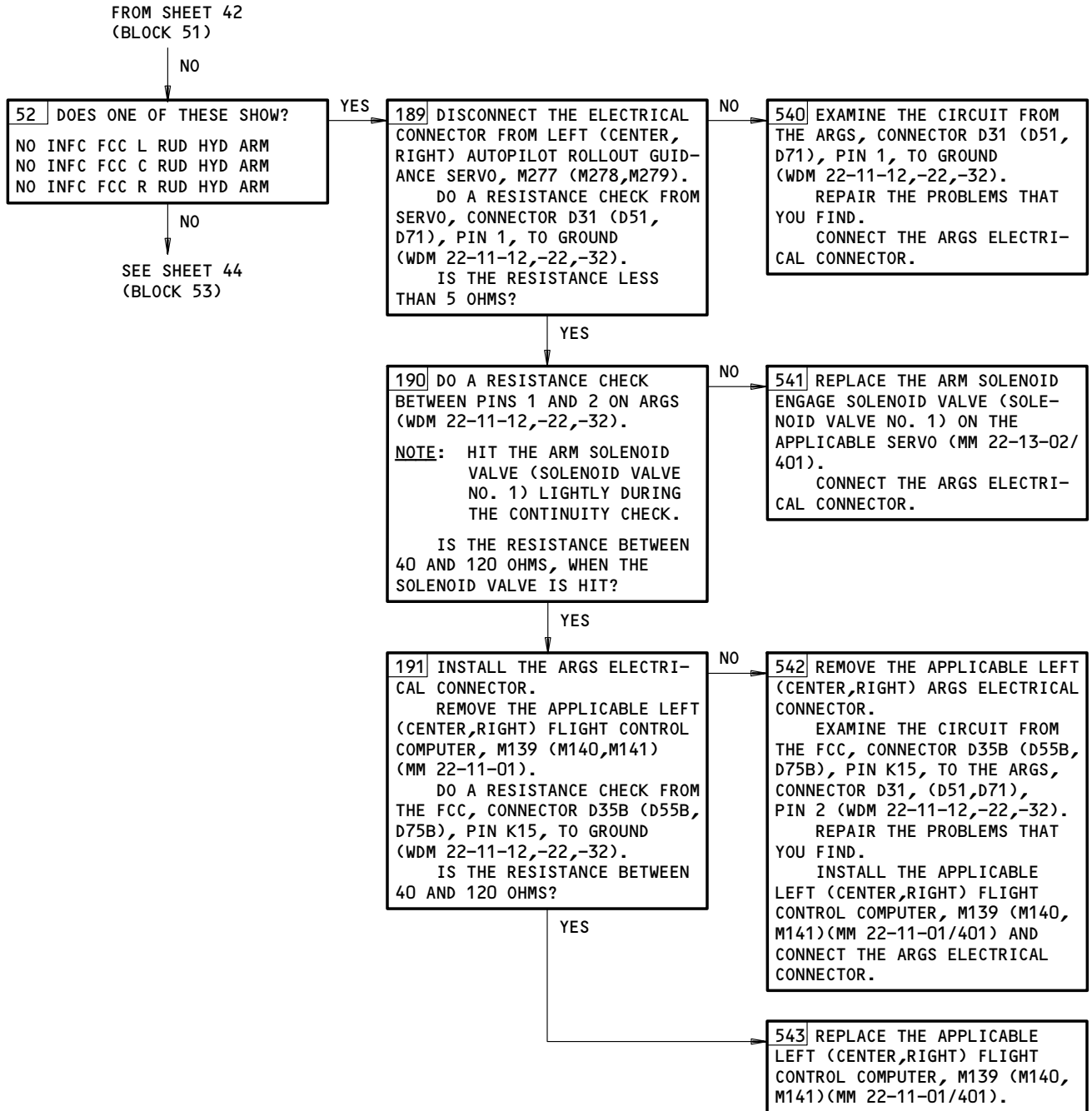


NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 42)

EFFECTIVITY

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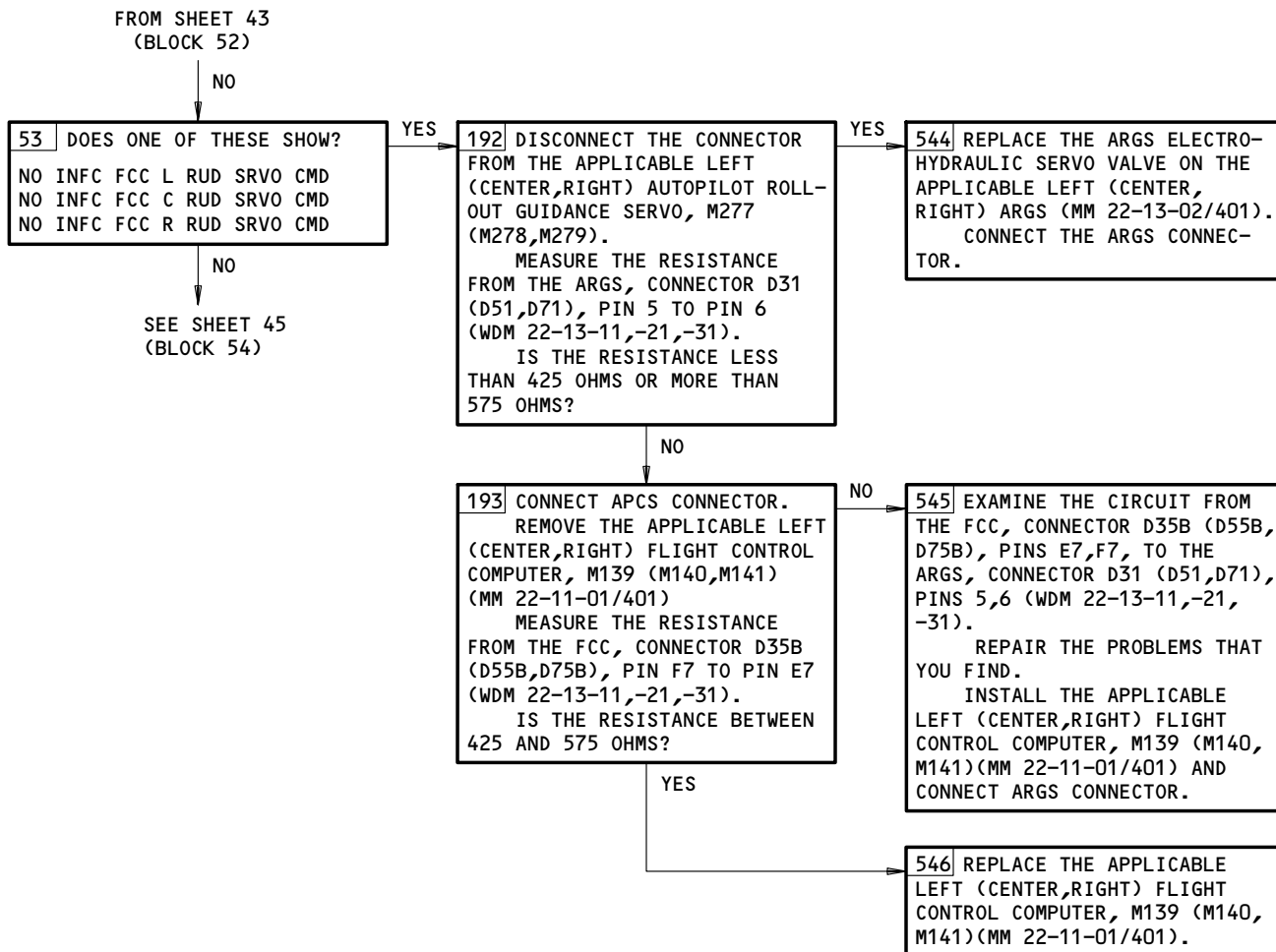
NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 43)

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FAULT ISOLATION/MAINT MANUAL



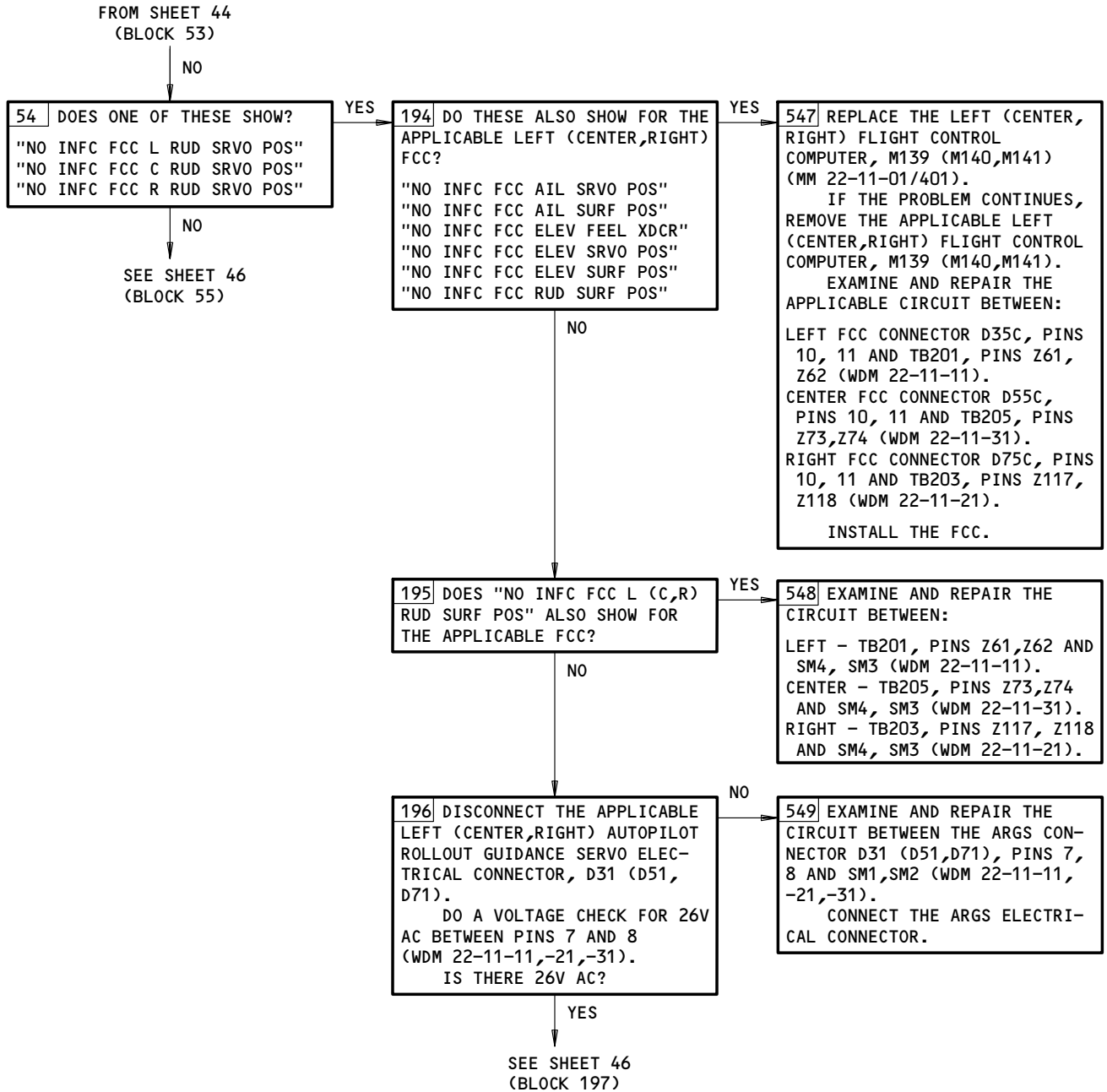
NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 44)

EFFECTIVITY

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FAULT ISOLATION/MAINT MANUAL



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 45)

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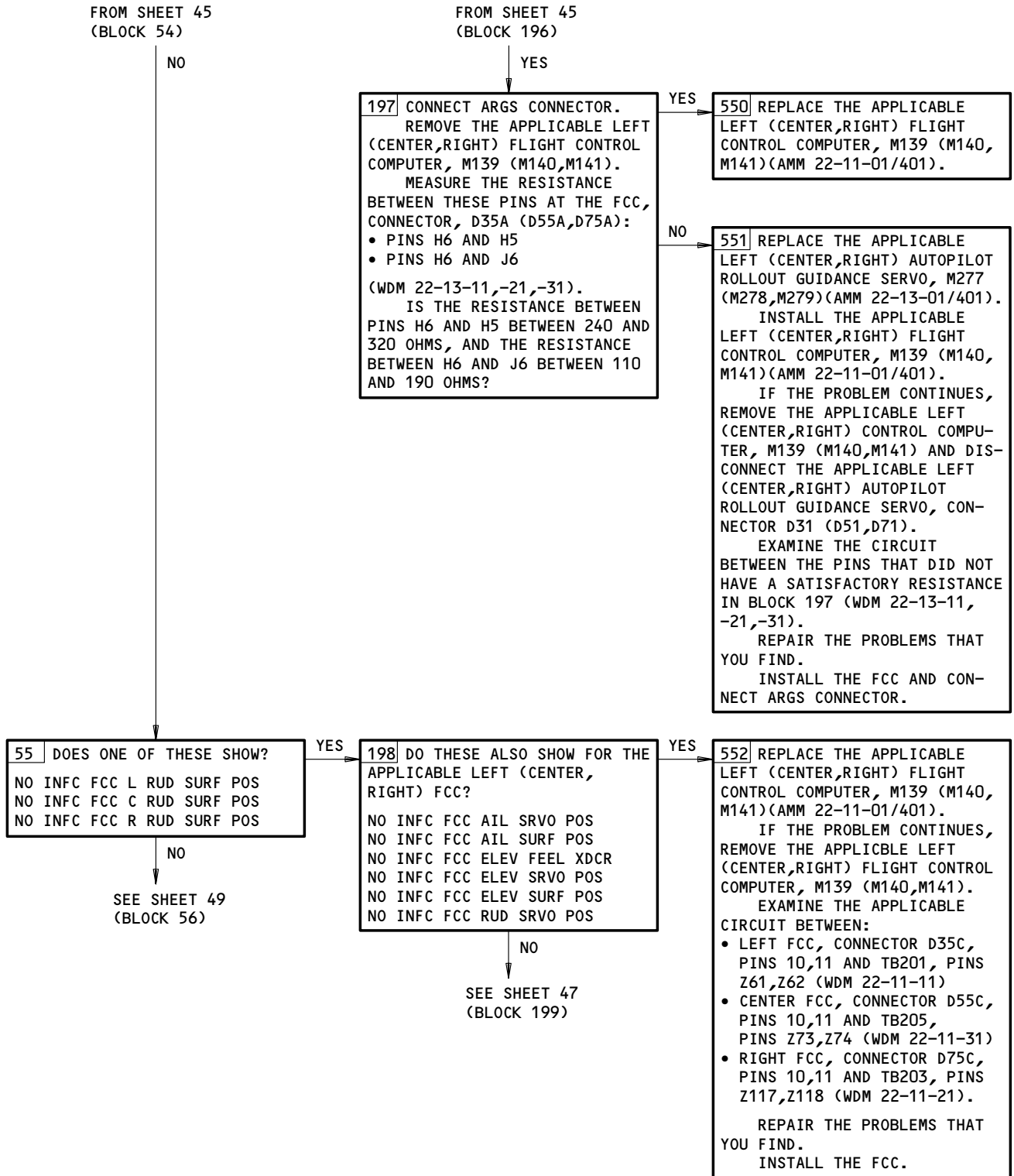
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FAULT ISOLATION/MAINT MANUAL



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 46)

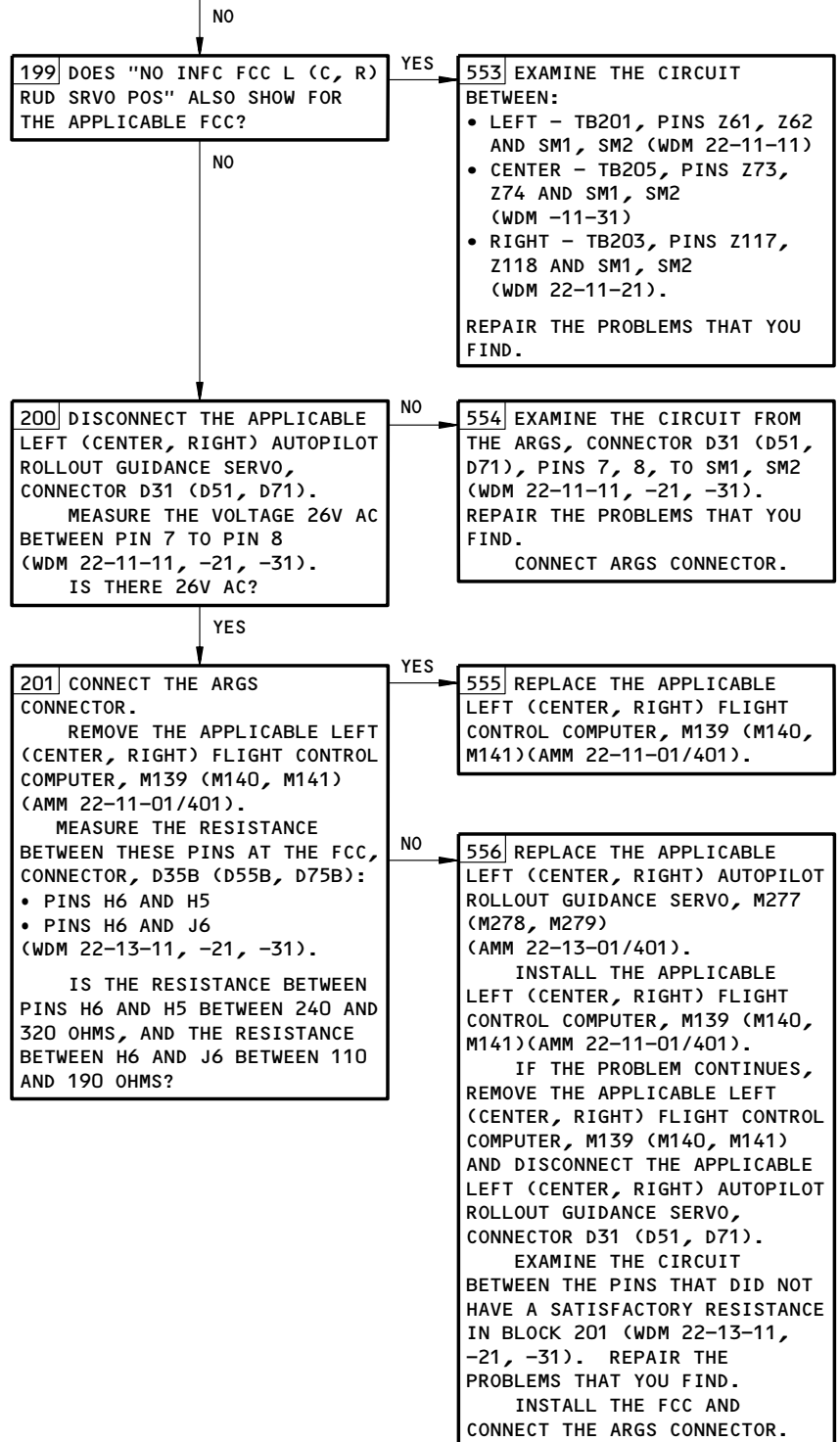
EFFECTIVITY

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FAULT ISOLATION/MAINT MANUAL

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(BLOCK 198)

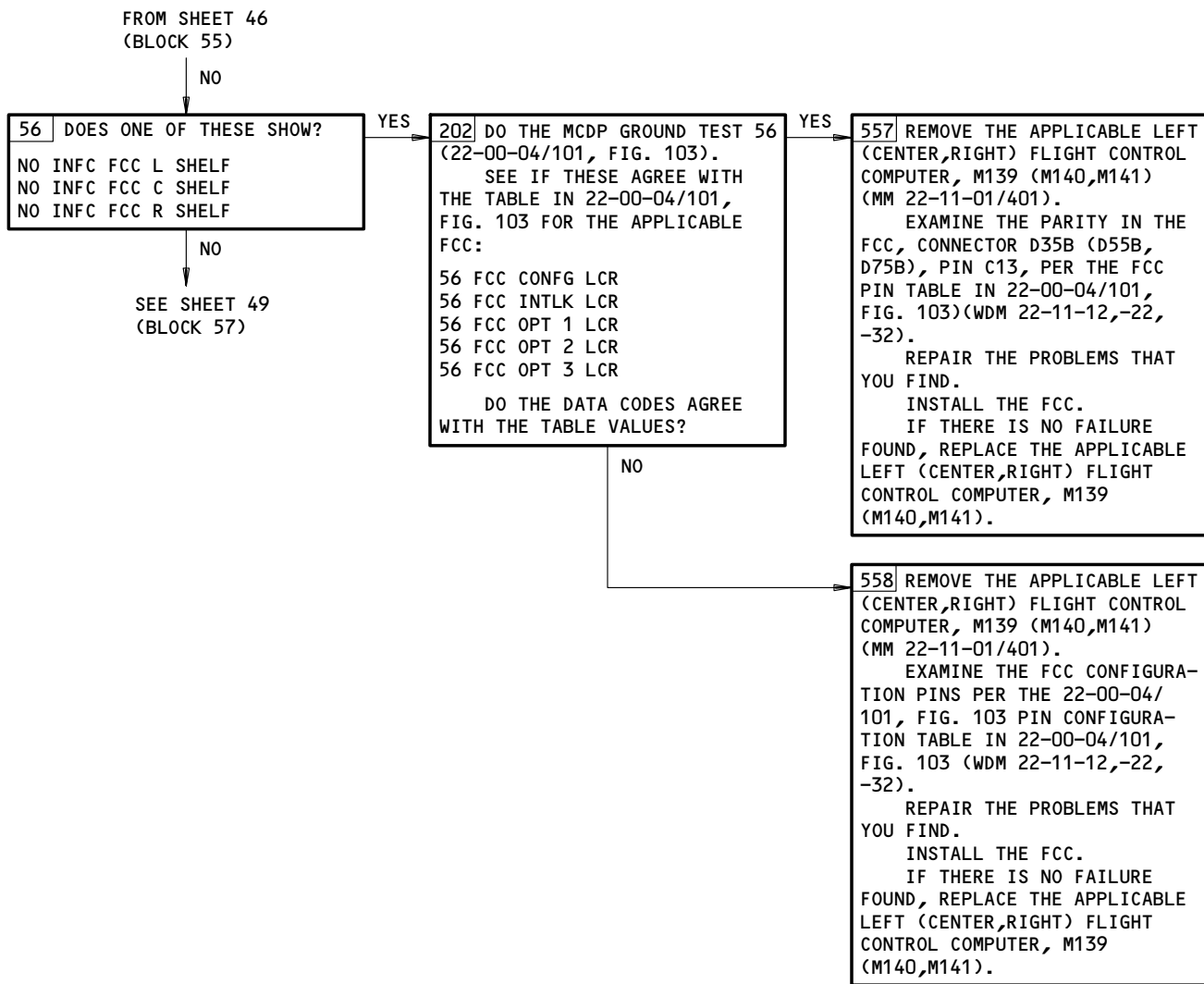


NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 47)

EFFECTIVITY	ALL

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FAULT ISOLATION/MAINT MANUAL

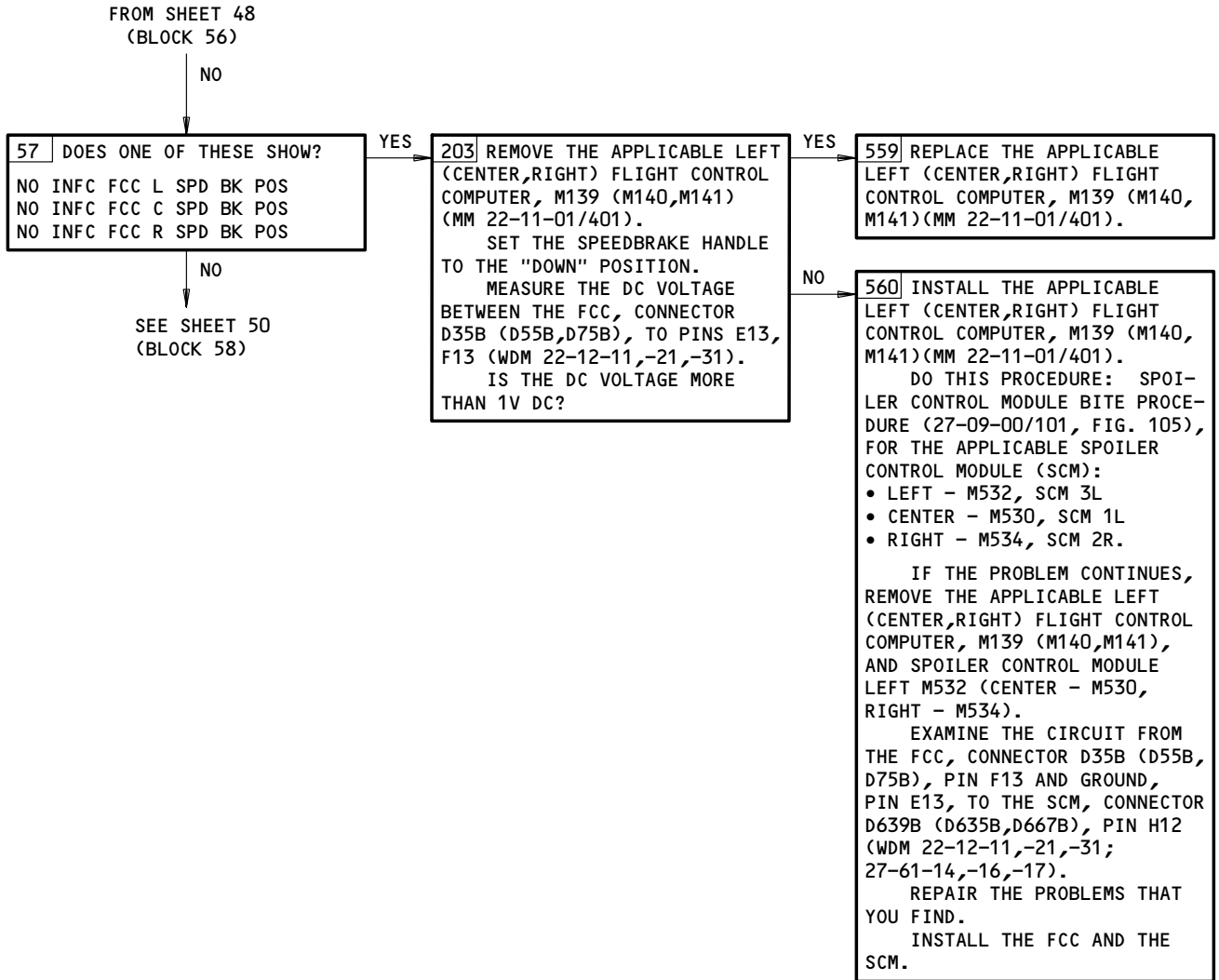


NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 48)

EFFECTIVITY _____
ALL

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 757
 FAULT ISOLATION/MAINT MANUAL



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 49)

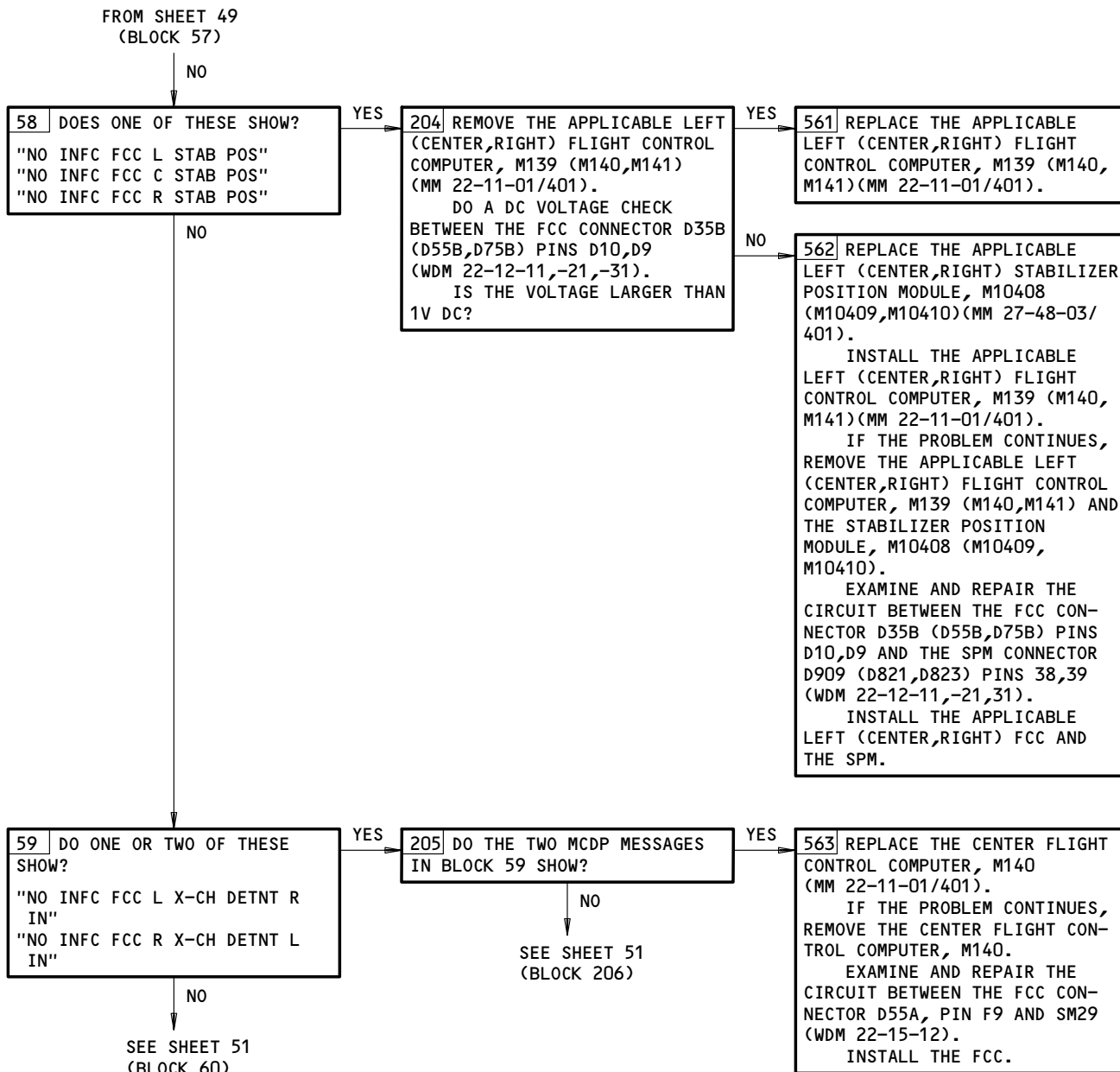
EFFECTIVITY _____

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837354

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FAULT ISOLATION/MAINT MANUAL



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 50)

EFFECTIVITY

ALL

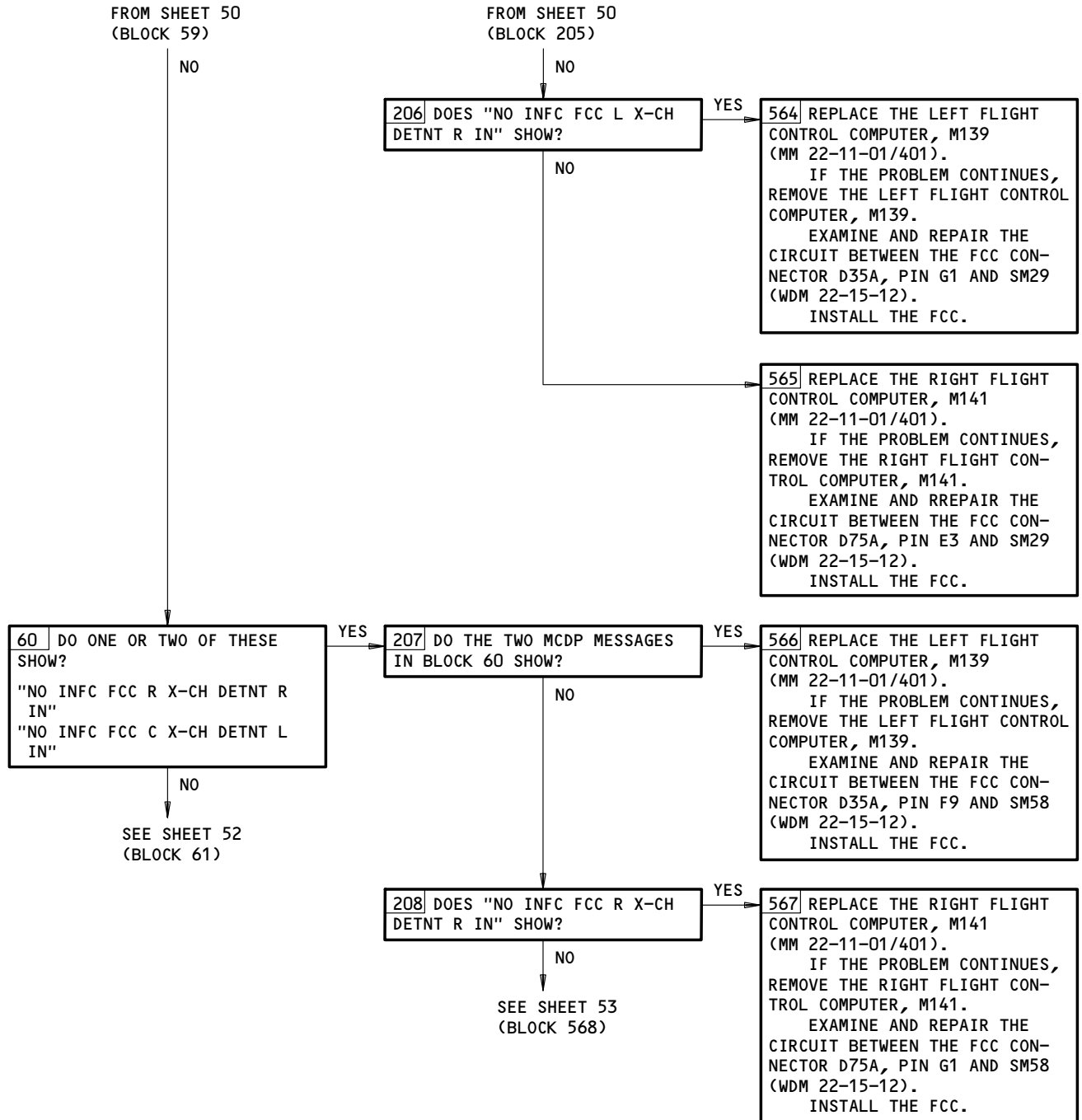
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NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 51)

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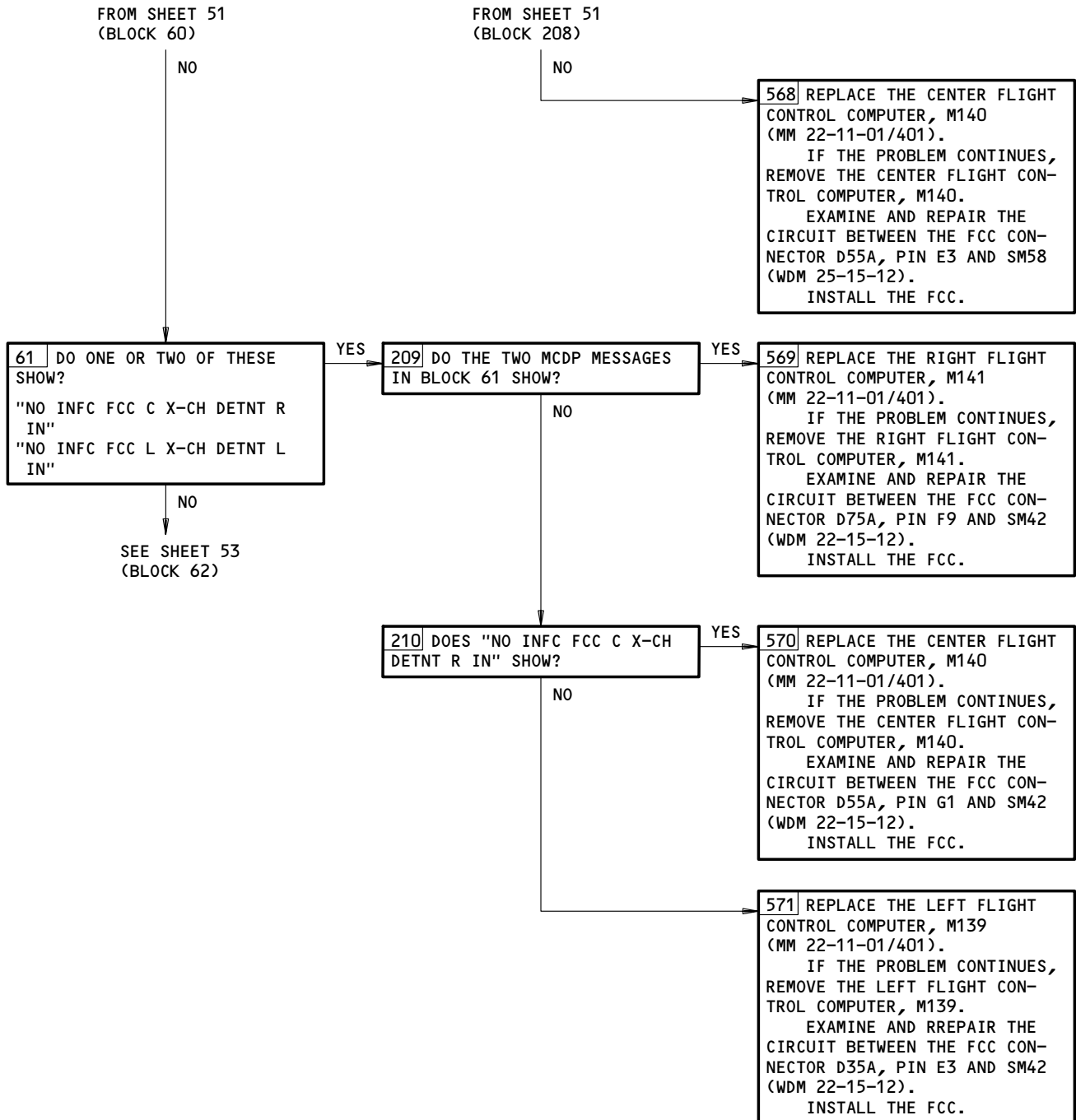
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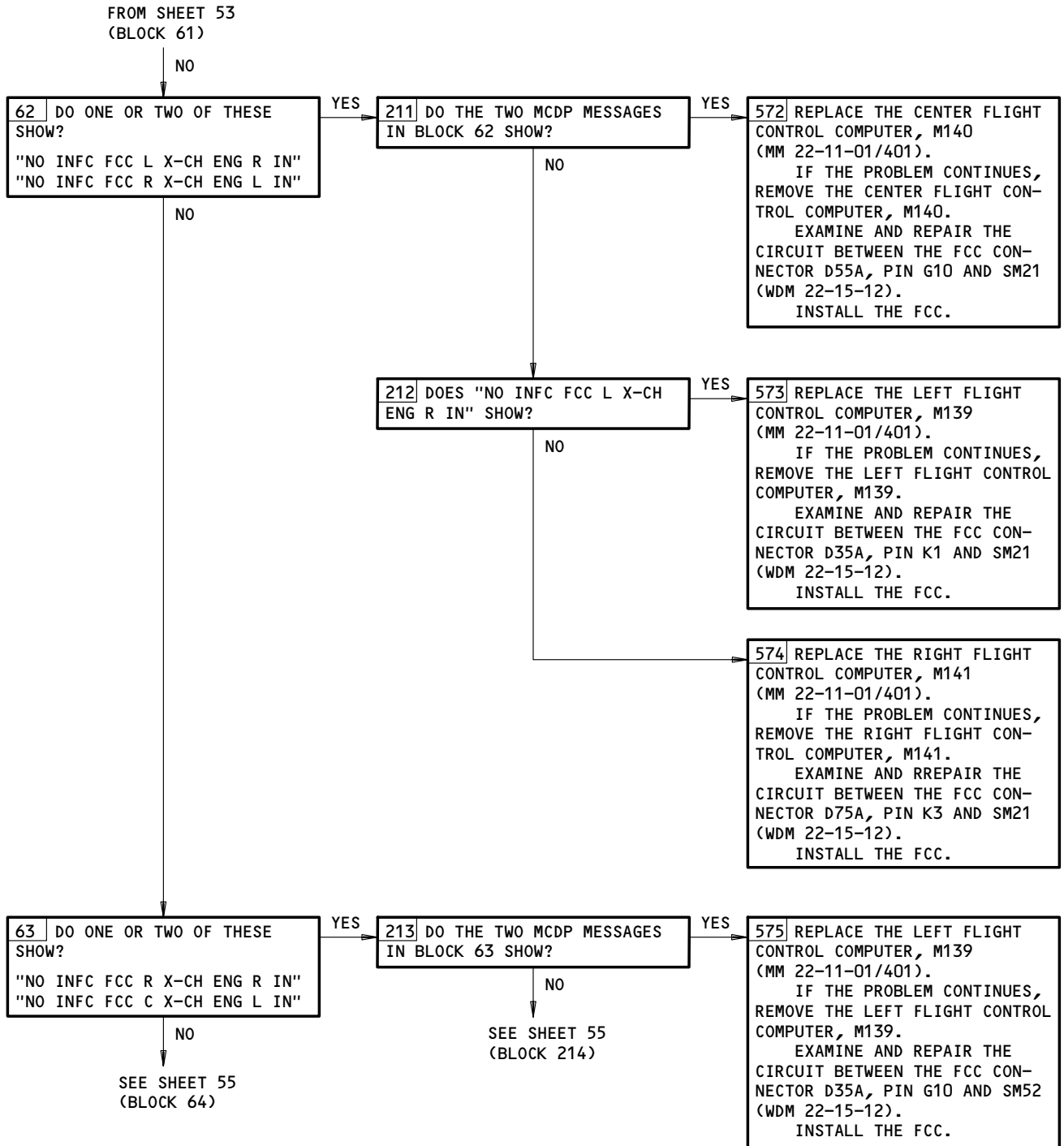


NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 52)

EFFECTIVITY	ALL
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FAULT ISOLATION/MAINT MANUAL



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 53)

EFFECTIVITY

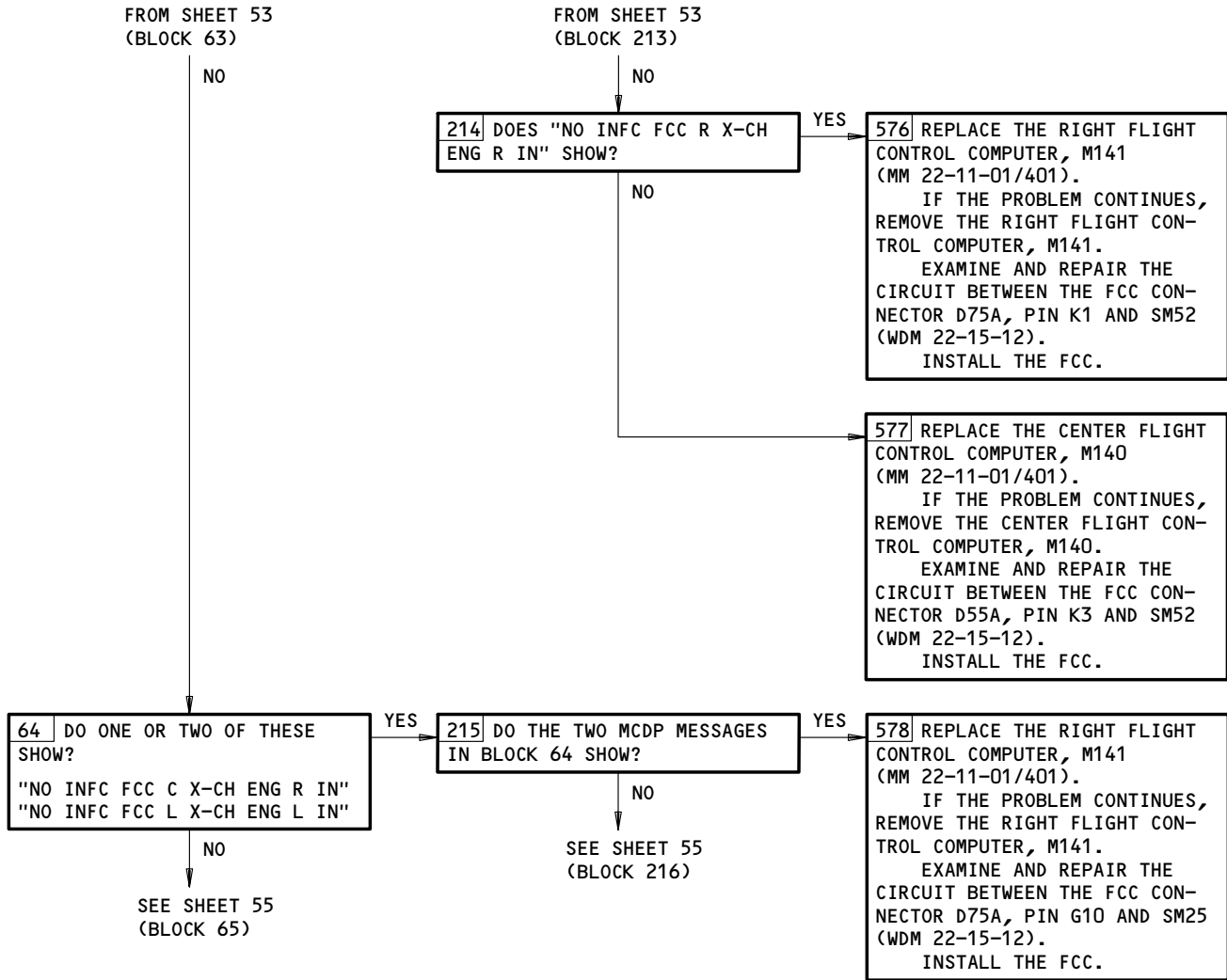
ALL

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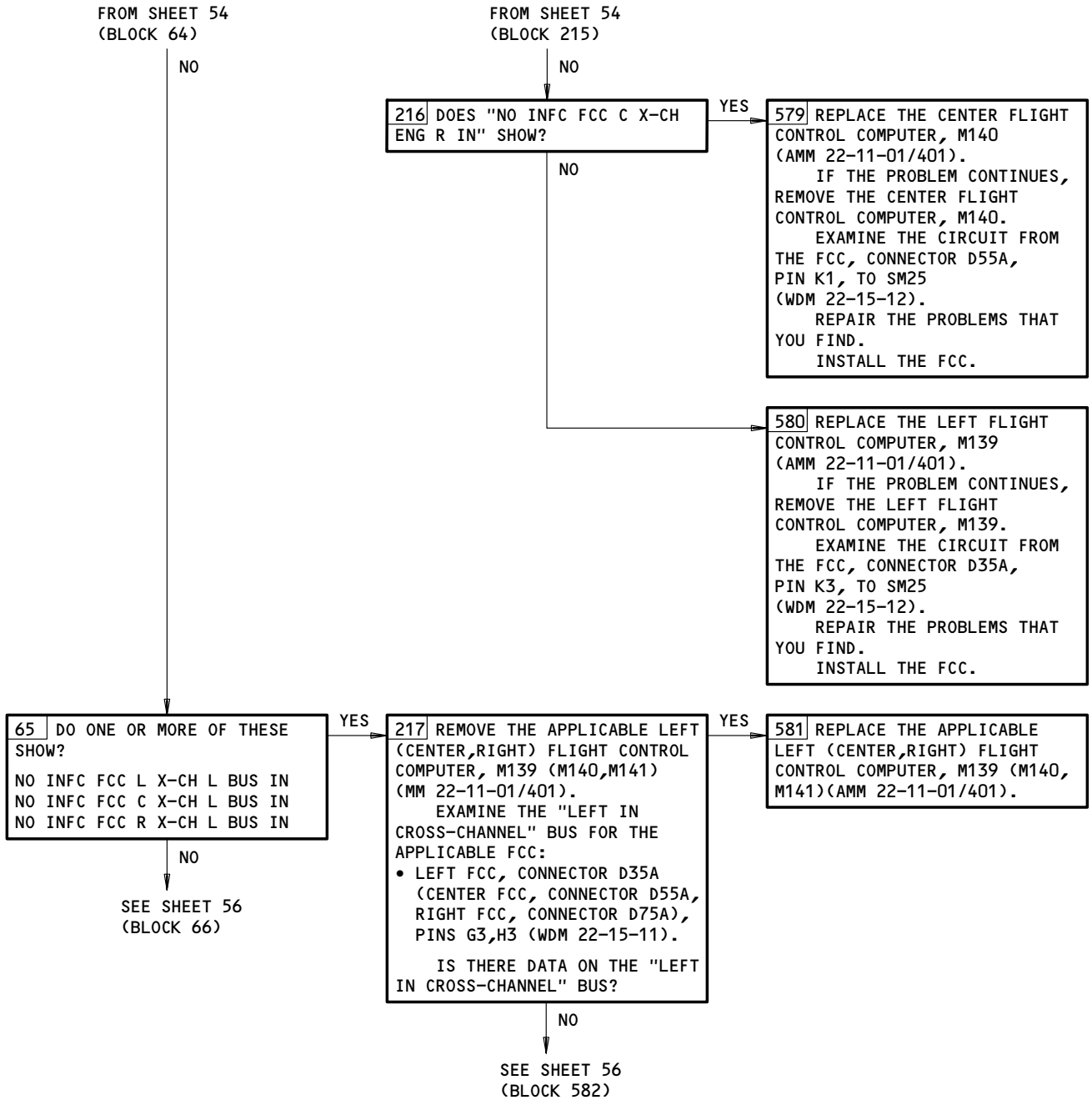
NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 54)

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ALL

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FAULT ISOLATION/MAINT MANUAL



NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 55)

EFFECTIVITY

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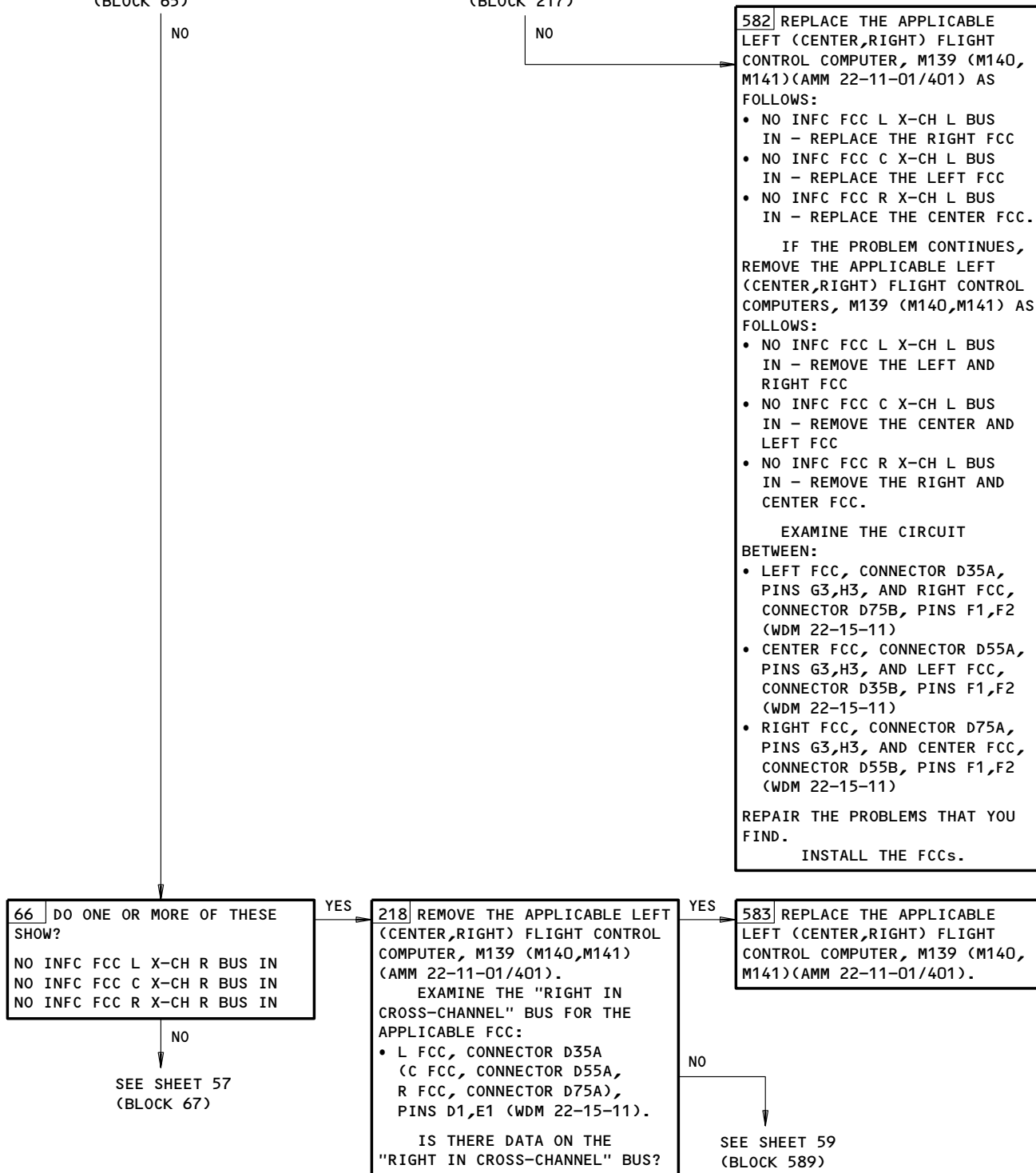
22-00-05

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(BLOCK 65)

FROM SHEET 55
(BLOCK 217)



NO INFC FCC Fault Isolation Procedures
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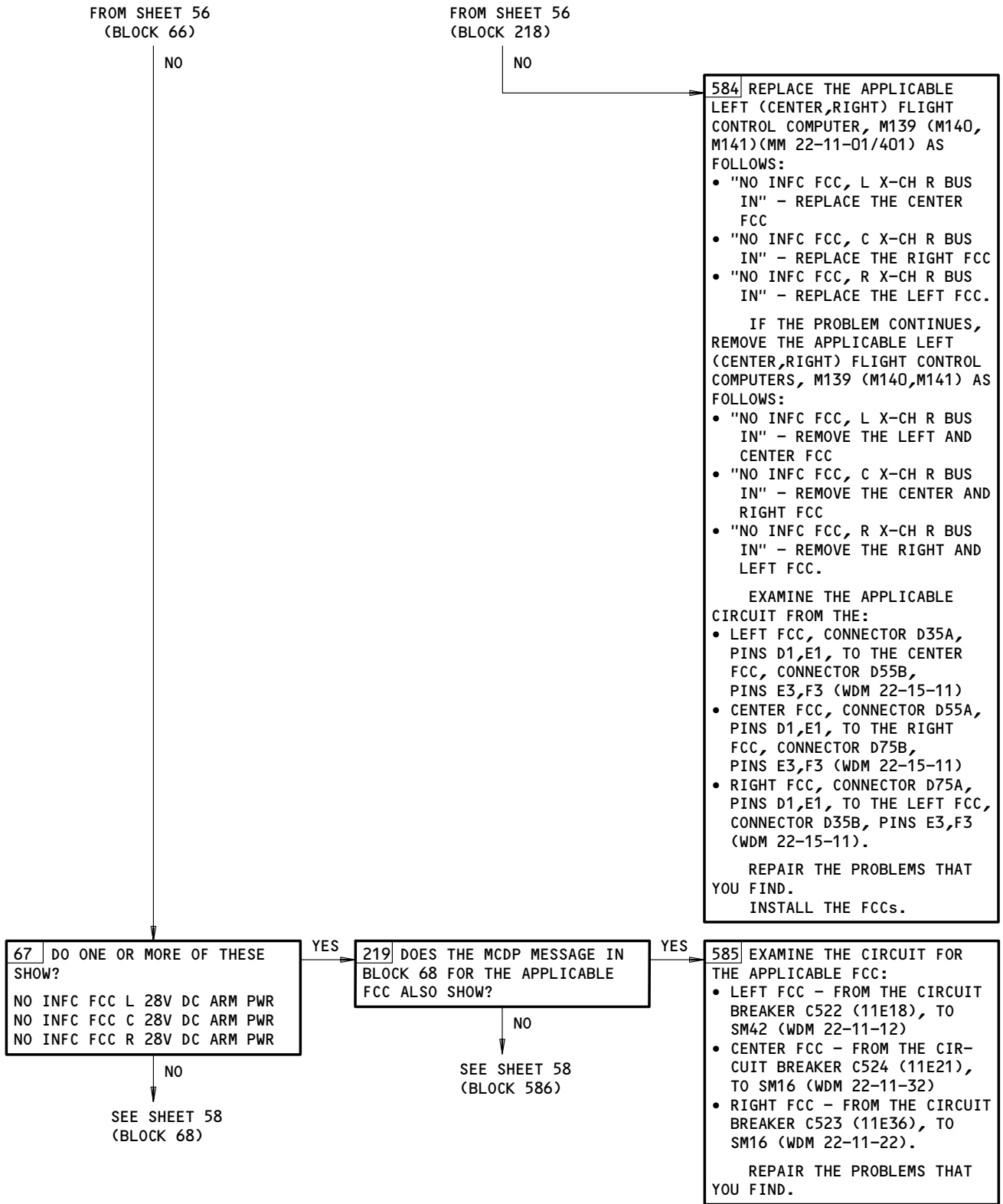
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Figure 101 (Sheet 57)

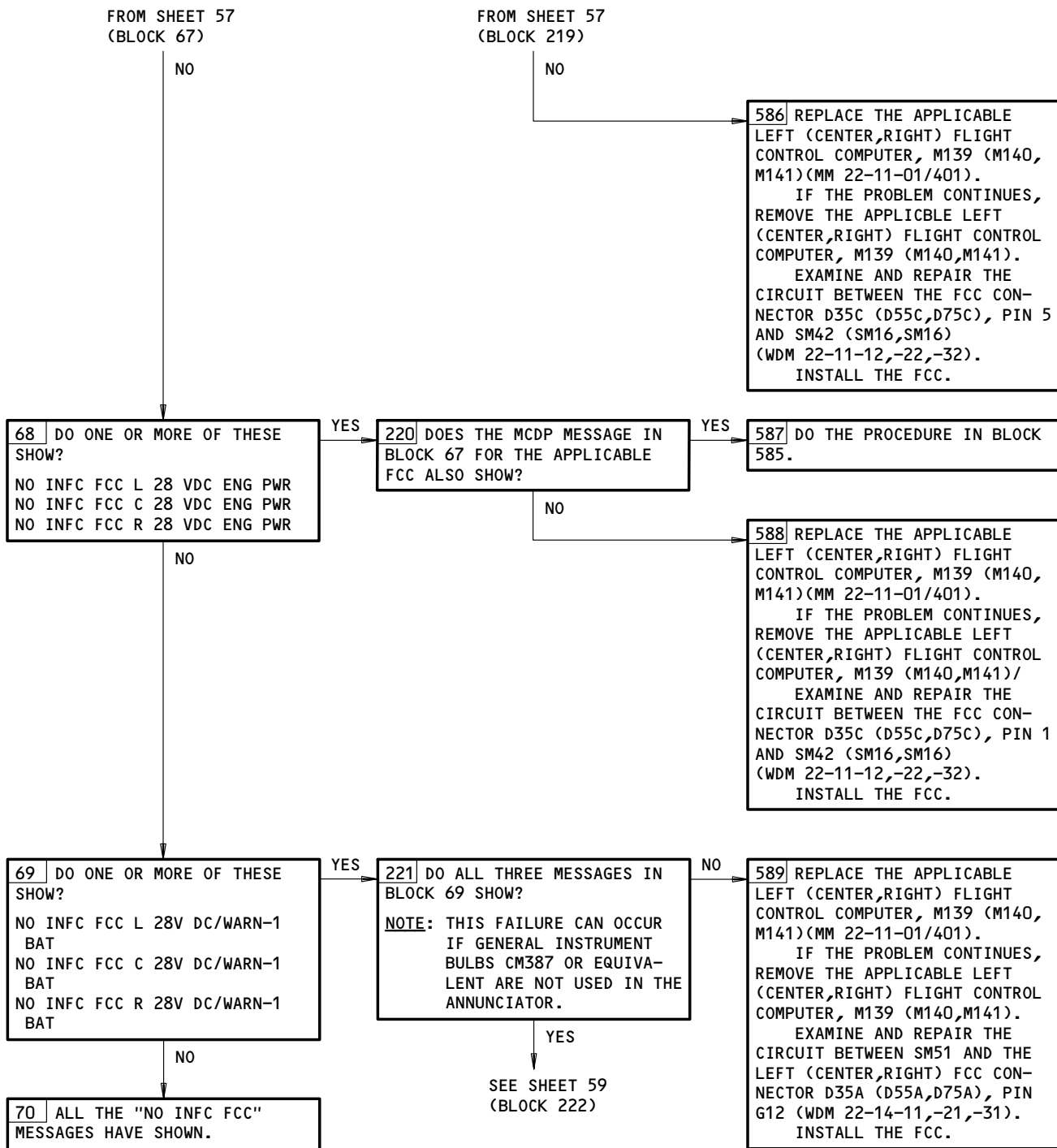
EFFECTIVITY

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Figure 101 (Sheet 58)

EFFECTIVITY

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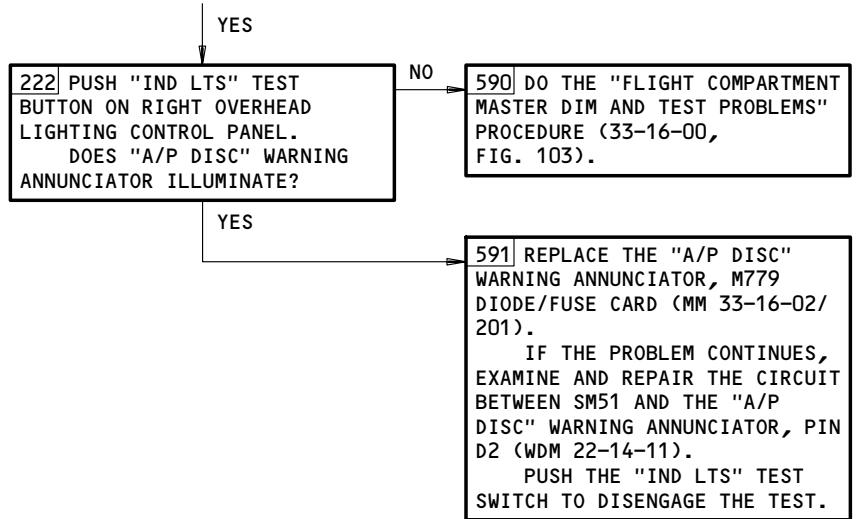
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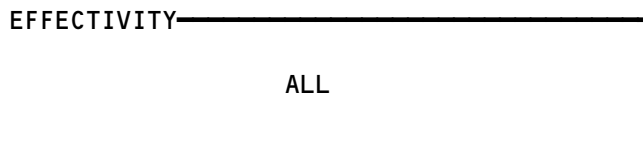
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NO INFC FCC Fault Isolation Procedures
Figure 101 (Sheet 59)



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FAULT ISOLATION/MAINT MANUAL

NOTE: TABLE 101 GIVES THE SHEET-BLOCK REFERENCES TO WHERE THE FAULT ISOLATION AND CORRECTION PROCEDURE FOR EACH FCC INTERFACE FAULT CAN BE FOUND. THE PREREQUISITES FOR EACH INTERFACE FAILURE IS THE SAME AS THE GROUND TEST WHICH SHOWED THE FAILURE.

"NO INFC TMC" FAULT ISOLATION PROCEDURES



TMC INFC CORRECTION PROCEDURE REFERENCE TABLE 101			
TMC INFC MESSAGE	CORRECTION PROCEDURE SHT - BLOCK	TMC INFC MESSAGE	CORRECTION PROCEDURE SHT - BLOCK
NO INFC TMC ADC L BUS IN	2 - 1	NO INFC TMC FMC L BUS IN	12 - 14
NO INFC TMC ADC R BUS IN	3 - 2	NO INFC TMC FMC R BUS IN	12 - 14
NO INFC TMC A/T DISC SW	4 - 3	NO INFC TMC FLAP POS	13 - 15
NO INFC TMC A/T WARN - 1 BAT	5 - 4	NO INFC TMC GA SW	13 - 16
NO INFC TMC A/T WARN - 2 BAT	6 - 5	NO INFC TMC IRU L BUS IN	14 - 17
NO INFC TMC A/T WARN - 1 NRM	6 - 6	NO INFC TMC IRU R BUS IN	14 - 17
NO INFC TMC A/T WARN - 2 NRM	6 - 7	NO INFC TMC ISLN VLV L	15 - 18
NO INFC TMC COWL AI L	7 - 8	NO INFC TMC MCP BUS IN	15 - 19
NO INFC TMC COWL AI R	7 - 8	NO INFC TMC PLA POS L	16 - 20
NO INFC TMC ECS L	7 - 9	NO INFC TMC PLA POS R	16 - 20
NO INFC TMC ECS R	7 - 9	NO INFC TMC REV THRST	17 - 21
NO INFC TMC ECS L H/L	8 - 10	NO INFC TMC SHELF	19 - 22
NO INFC TMC ECS R H/L	8 - 10	NO INFC TMC SOV L	20 - 23
NO INFC TMC EEC L BUS IN	9 - 11	NO INFC TMC SOV R	20 - 23
NO INFC TMC EEC R BUS IN	10 - 12	NO INFC TMC TACH L	21 - 24
NO INFC TMC EICAS L BUS IN	11 - 13	NO INFC TMC TMSP	21 - 25
NO INFC TMC EICAS R BUS IN	11 - 13	NO INFC TMC WG AI	22 - 157

- BEFORE THE START OF THE INTERFACE FAULT ISOLATION PROCEDURE, DO THE MCDP GROUND TEST 30-CURRENT FAULT REPORT (FIG. 119, BLOCK 1) AND WRITE ALL THE FCC AND TMC INTERFACE FAULTS.
- GUI 001-114,116-999
- GUI 115
- NOTE:** YOU MUST GO OUT OF THE MCDP GRD TEST MODE AND THEN GO BACK INTO IT AFTER FAILURES SHOWN DURING A GROUND TEST ARE CORRECTED. PUSH THE "FLT FAULTS MODE" SWITCH TO GO OUT OF GRD TEST MODE. PUSH THE "GRD TEST MODE" SWITCH TO GO BACK INTO THE GRD TEST MODE. IF THIS IS NOT DONE, THE FAILURE MESSAGE WILL SHOW ALTHOUGH THE FAILURE WAS CORRECTED.

NO INFC TMC Fault Isolation Procedures
Figure 102 (Sheet 1)

EFFECTIVITY

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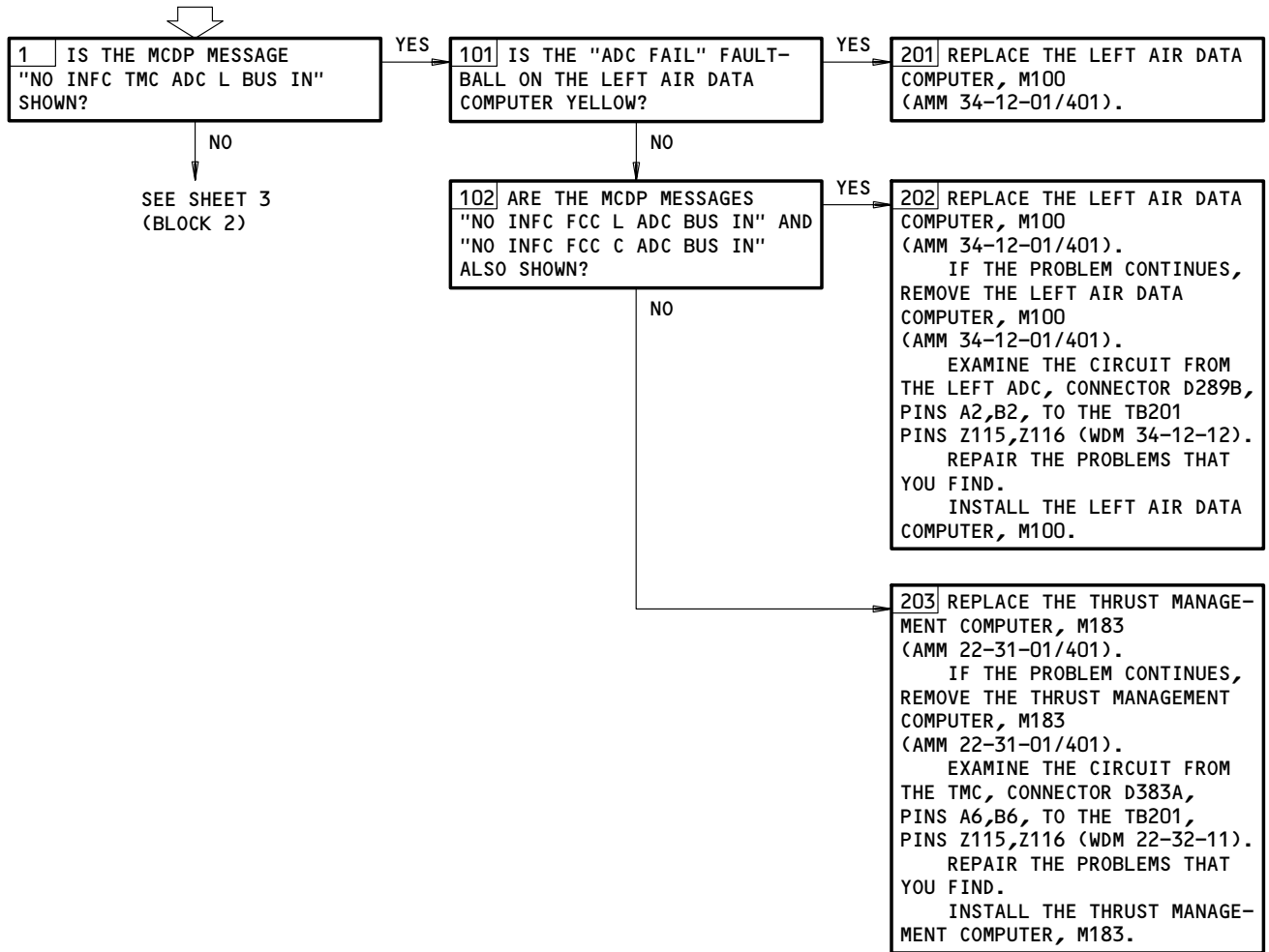
22-00-05

**"NO INFC TMC"
FAULT ISOLATION
PROCEDURES**

PREREQUISITES

MAKE SURE THE MCDP GRD TEST PREREQUISITES ARE COMPLETED

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)

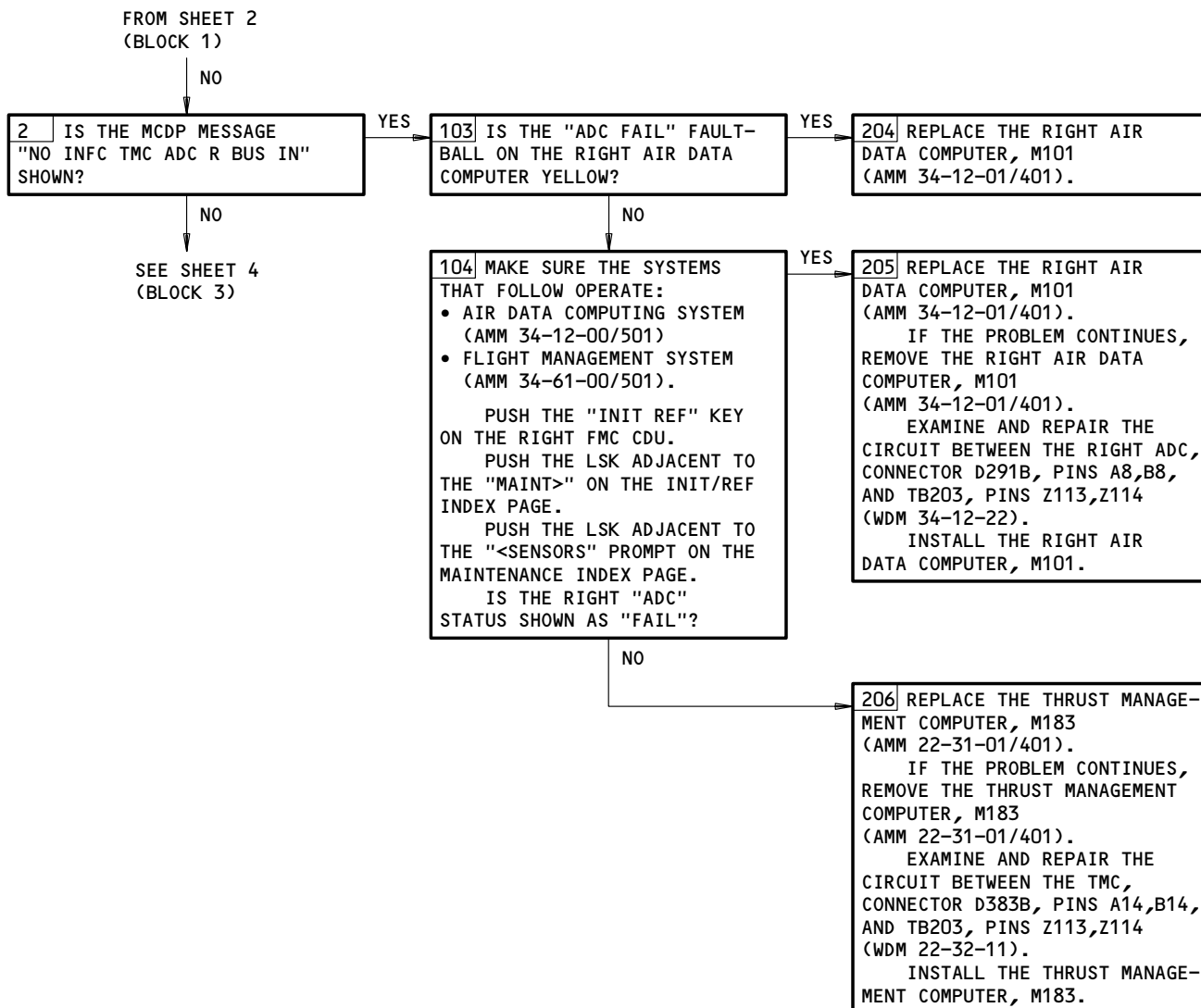


NO INFC TMC Fault Isolation Procedures
Figure 102 (Sheet 2)

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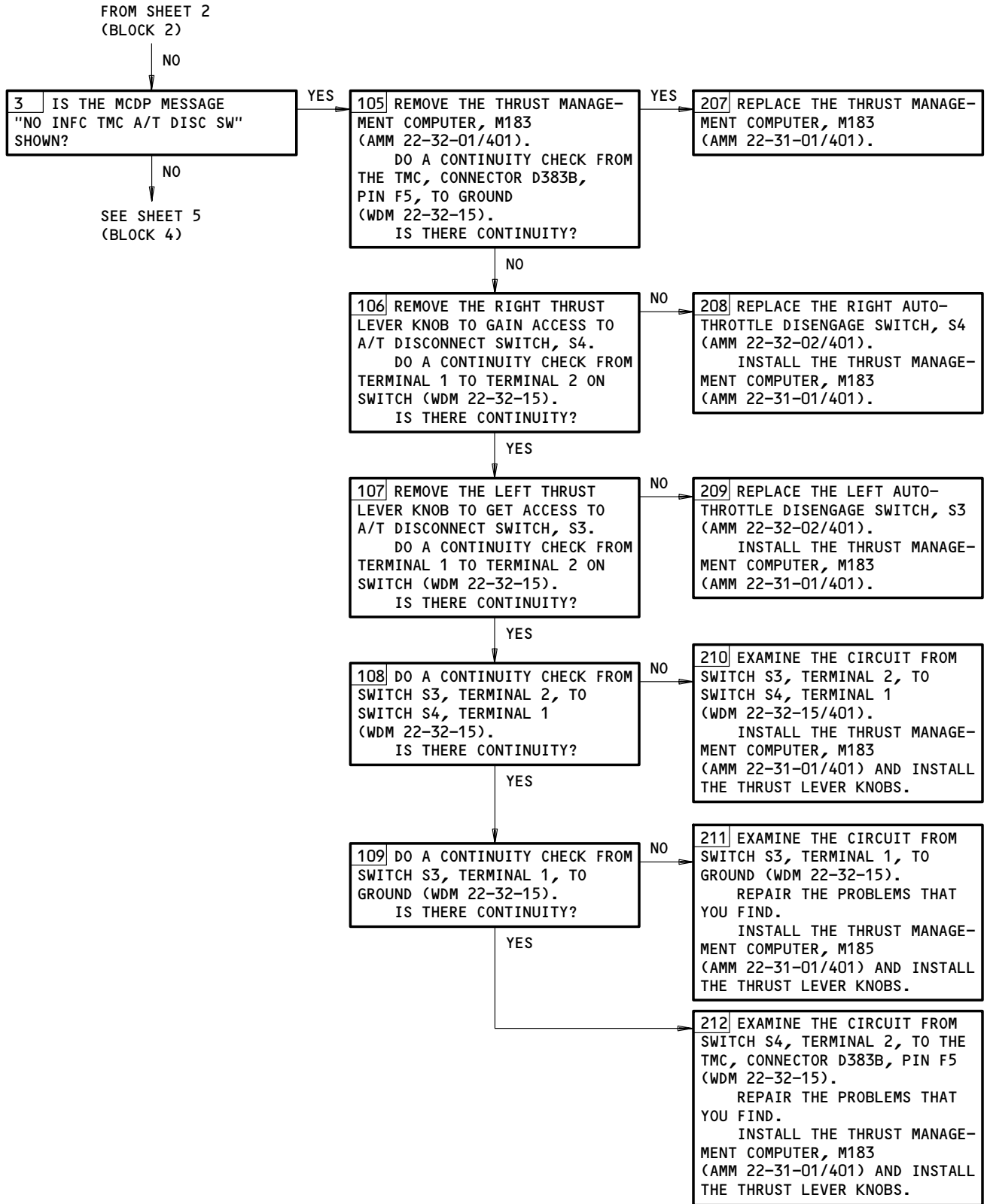


NO INFC TMC Fault Isolation Procedures
Figure 102 (Sheet 3)

EFFECTIVITY	ALL
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NO INFC TMC Fault Isolation Procedures
Figure 102 (Sheet 4)

EFFECTIVITY

ALL

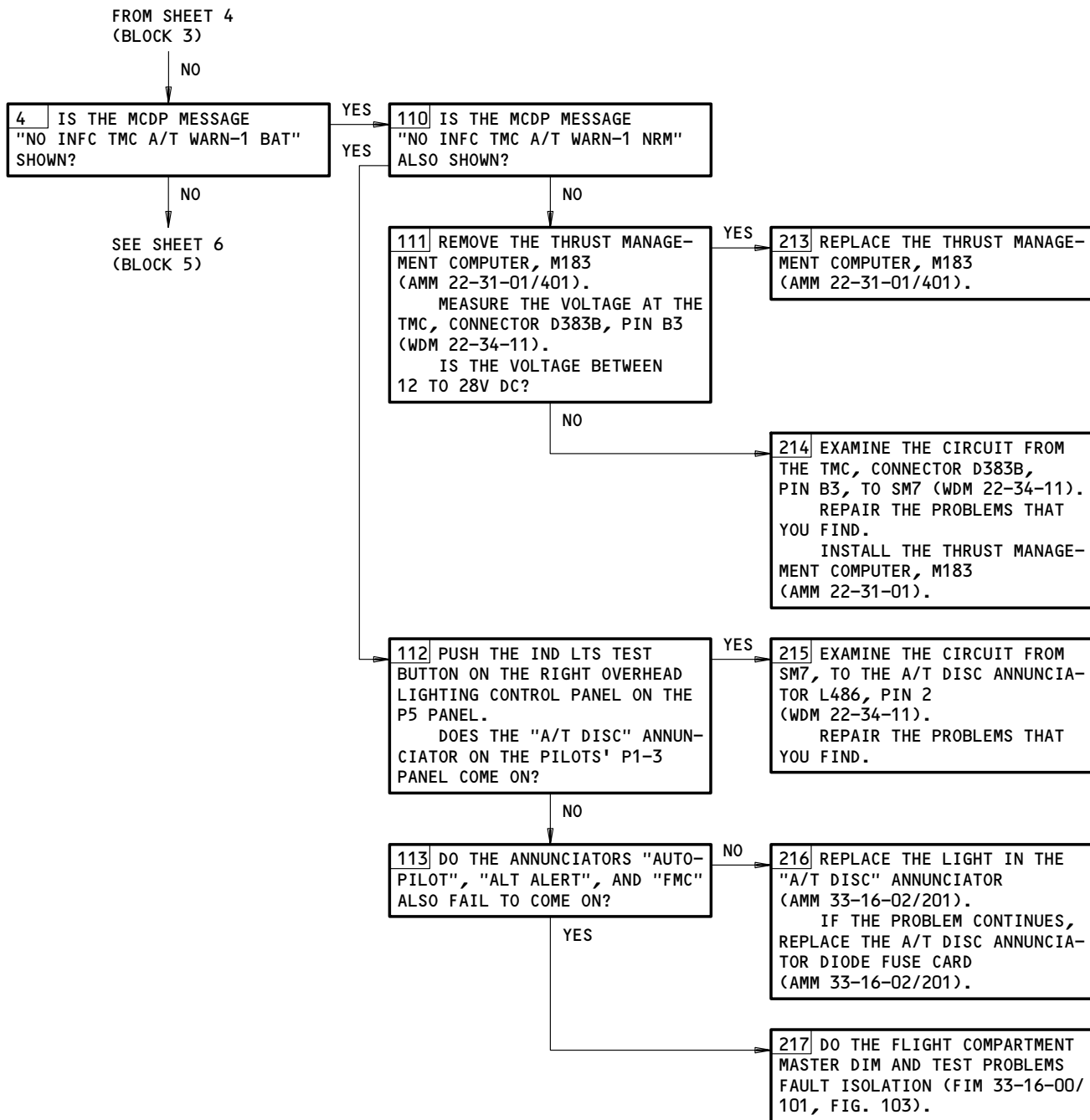
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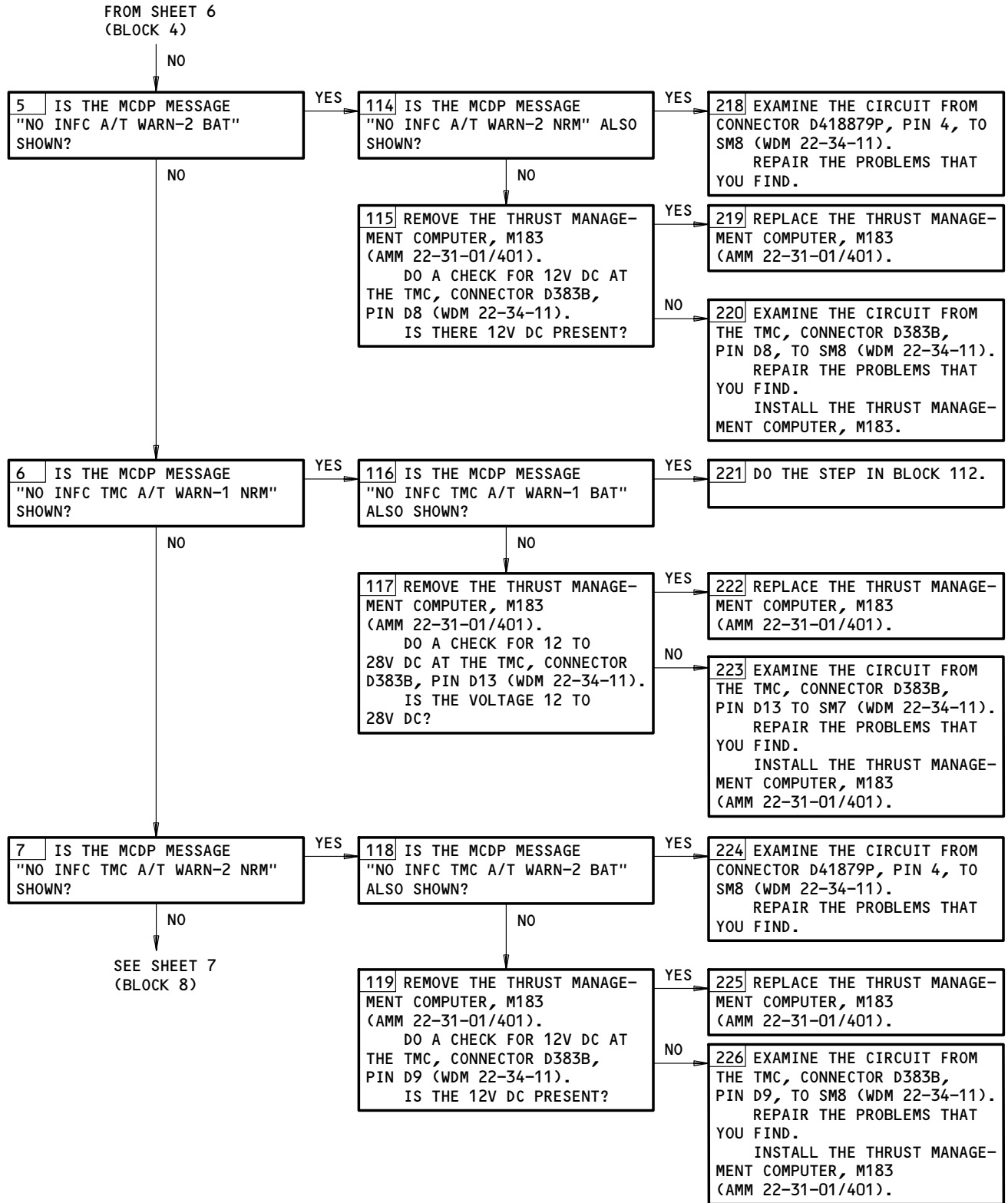
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FAULT ISOLATION/MAINT MANUAL



NO INFC TMC Fault Isolation Procedures
Figure 102 (Sheet 5)

EFFECTIVITY	ALL
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NO INFC TMC Fault Isolation Procedures
Figure 102 (Sheet 6)

EFFECTIVITY

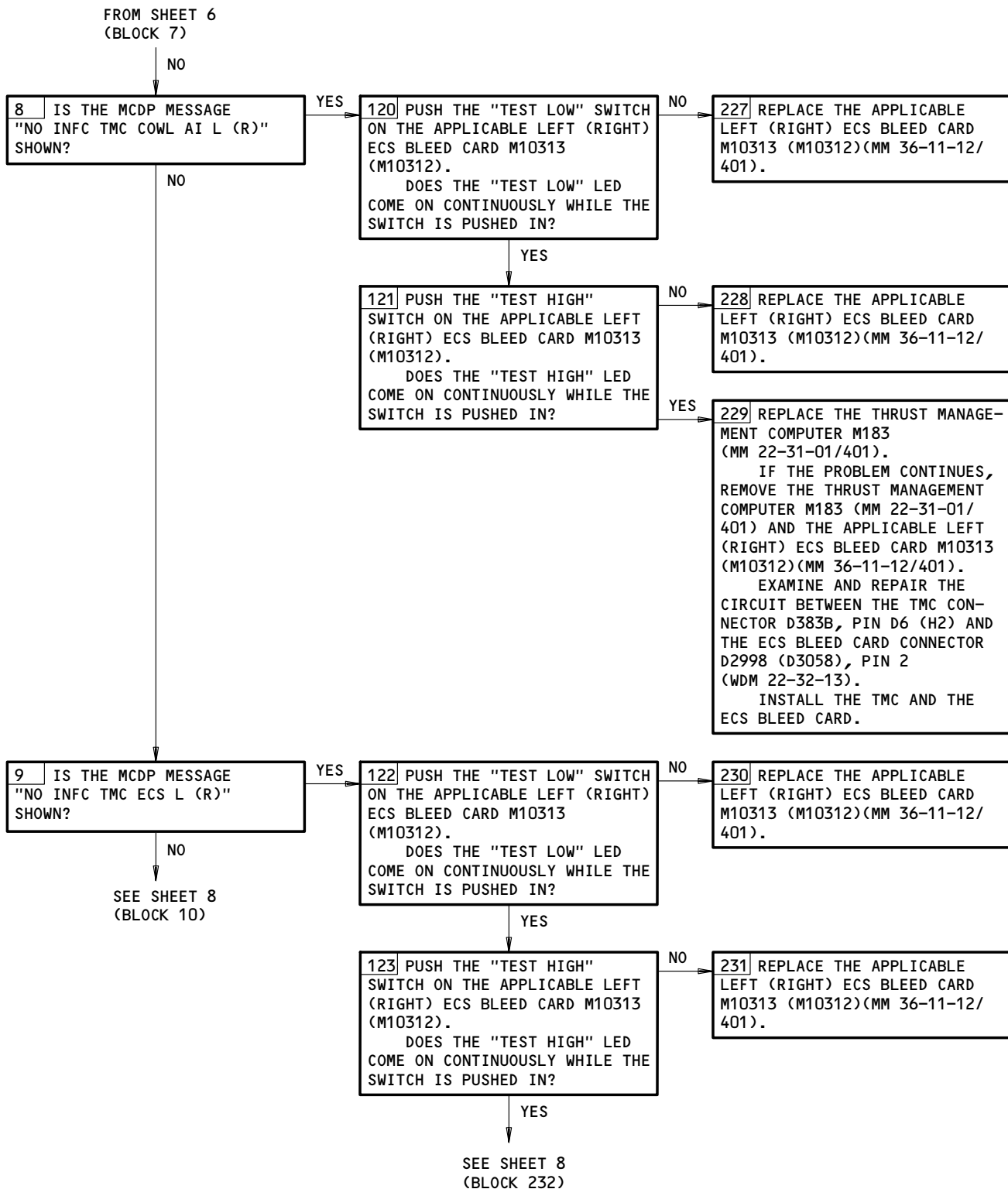
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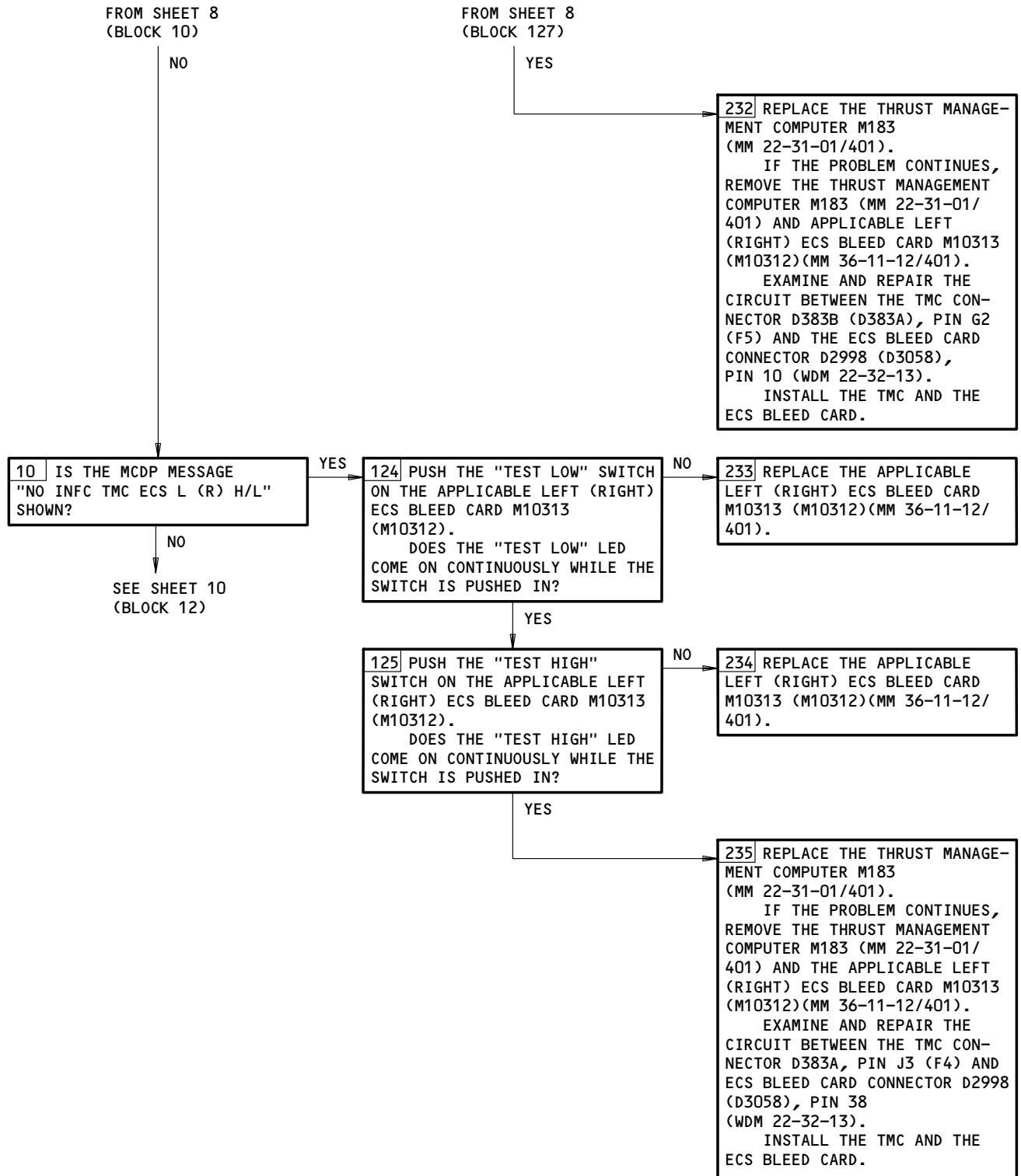
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Figure 102 (Sheet 7)

EFFECTIVITY

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NO INFC TMC Fault Isolation Procedures
Figure 102 (Sheet 8)

EFFECTIVITY

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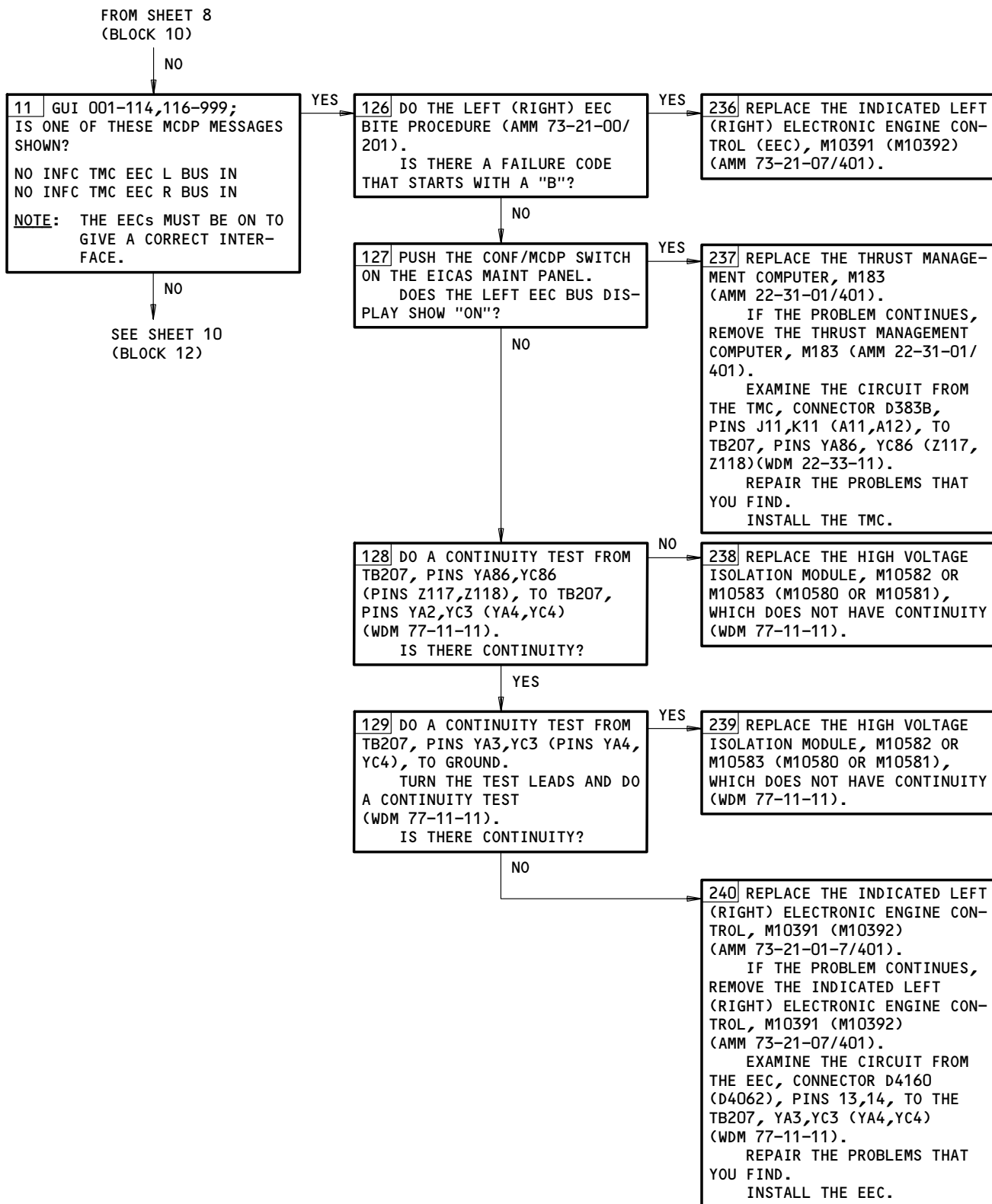
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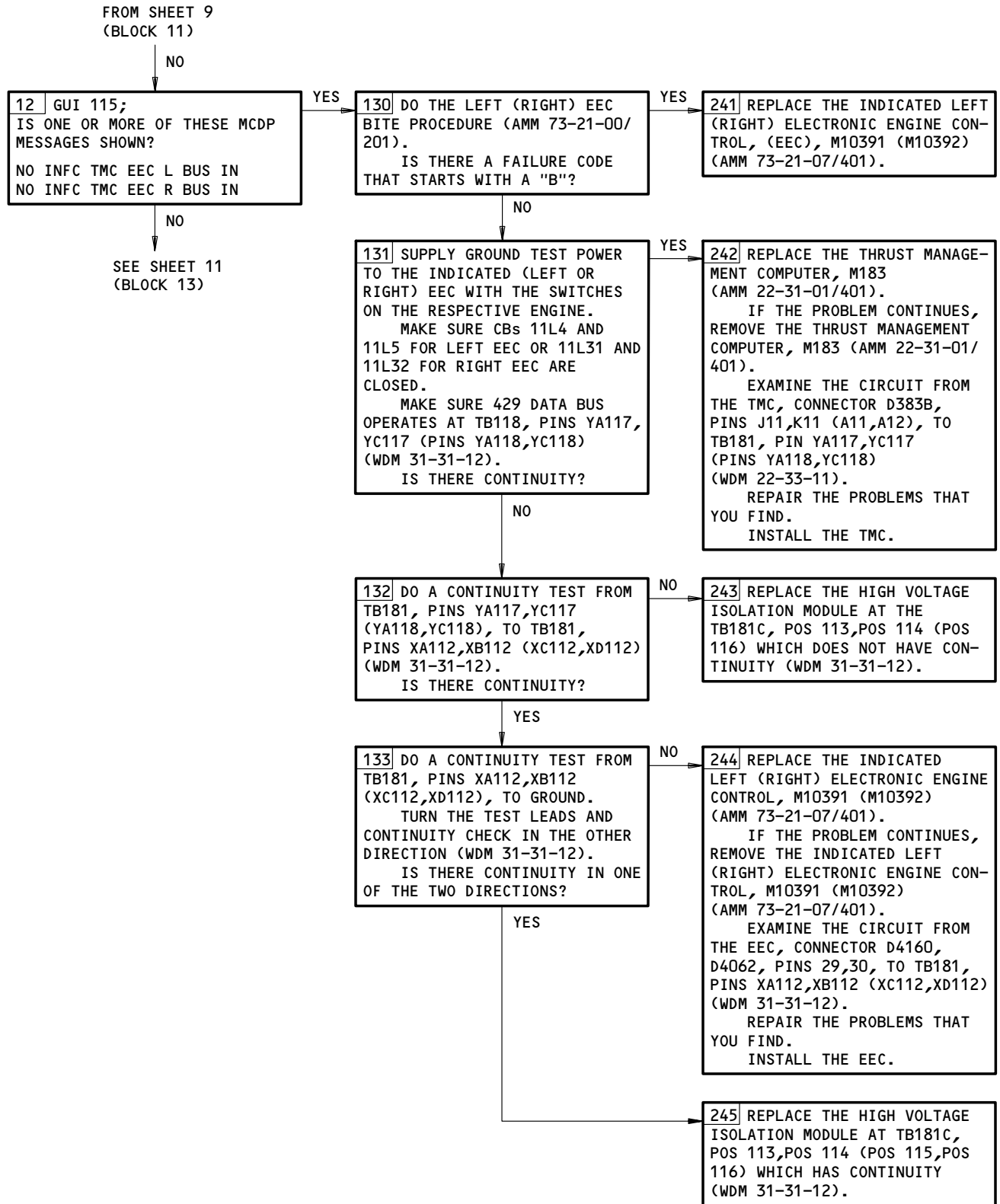
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Figure 102 (Sheet 9)

EFFECTIVITY

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FAULT ISOLATION/MAINT MANUAL



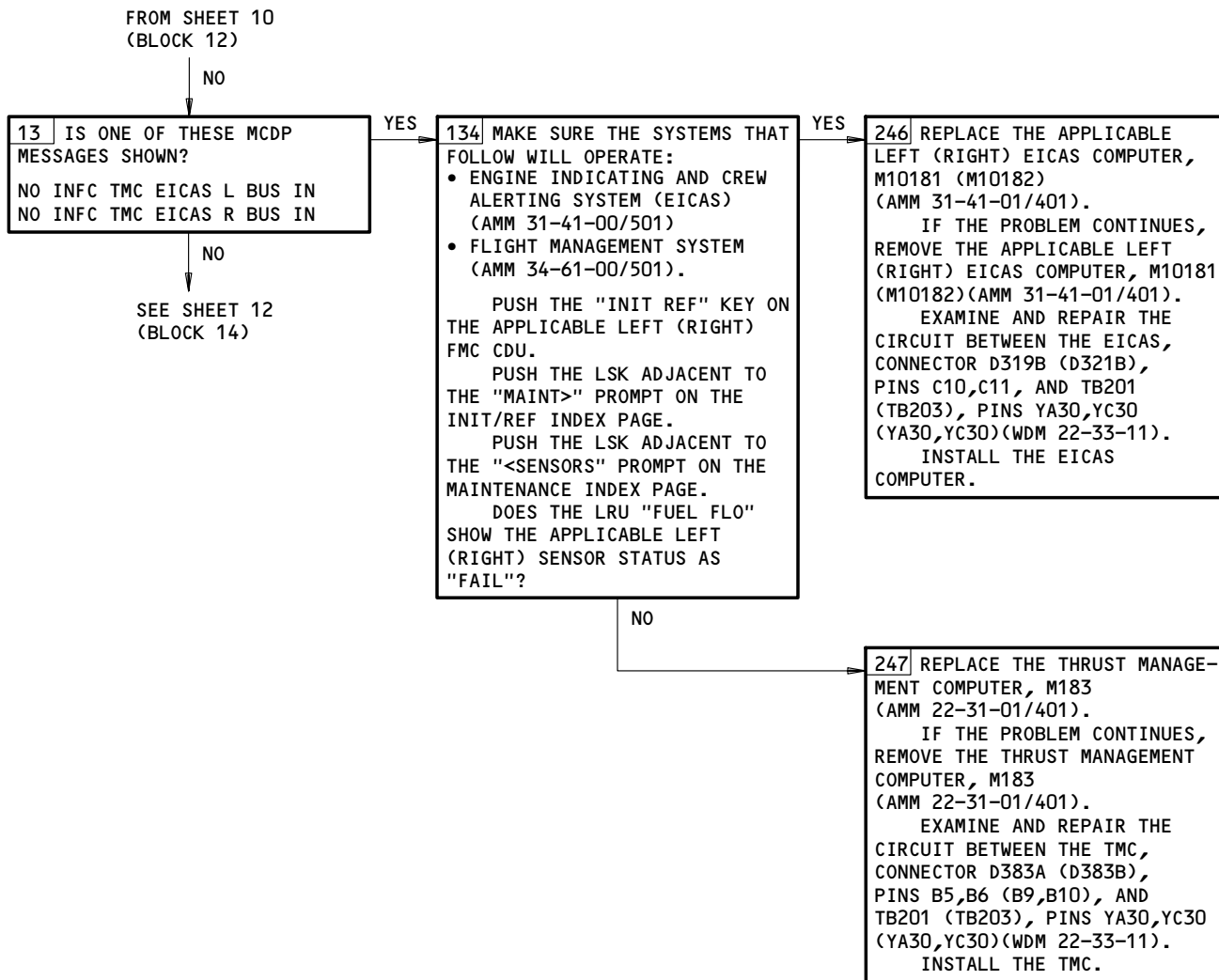
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Figure 102 (Sheet 10)

EFFECTIVITY

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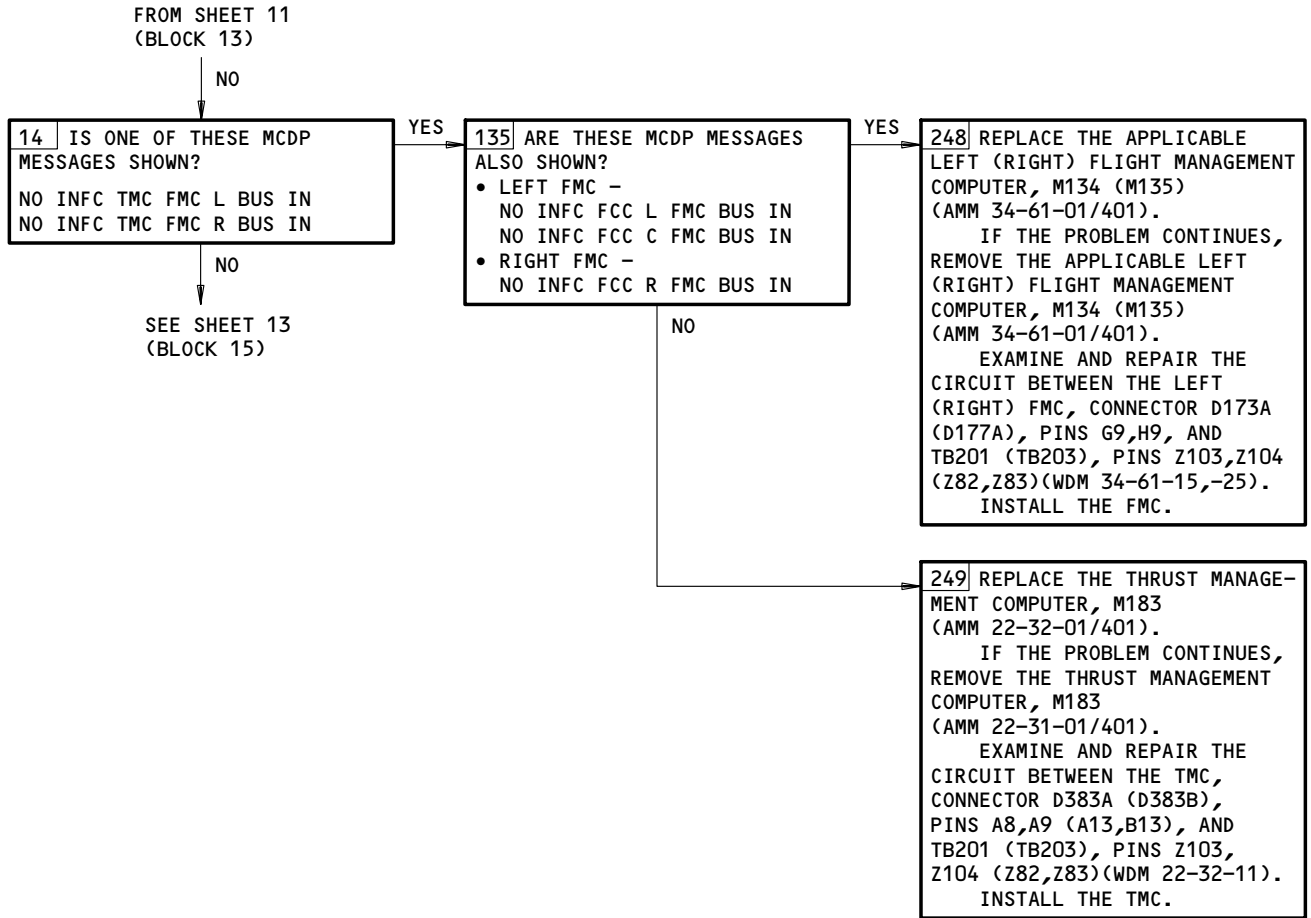

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 FAULT ISOLATION/MAINT MANUAL



NO INFC TMC Fault Isolation Procedures
Figure 102 (Sheet 11)

EFFECTIVITY	ALL
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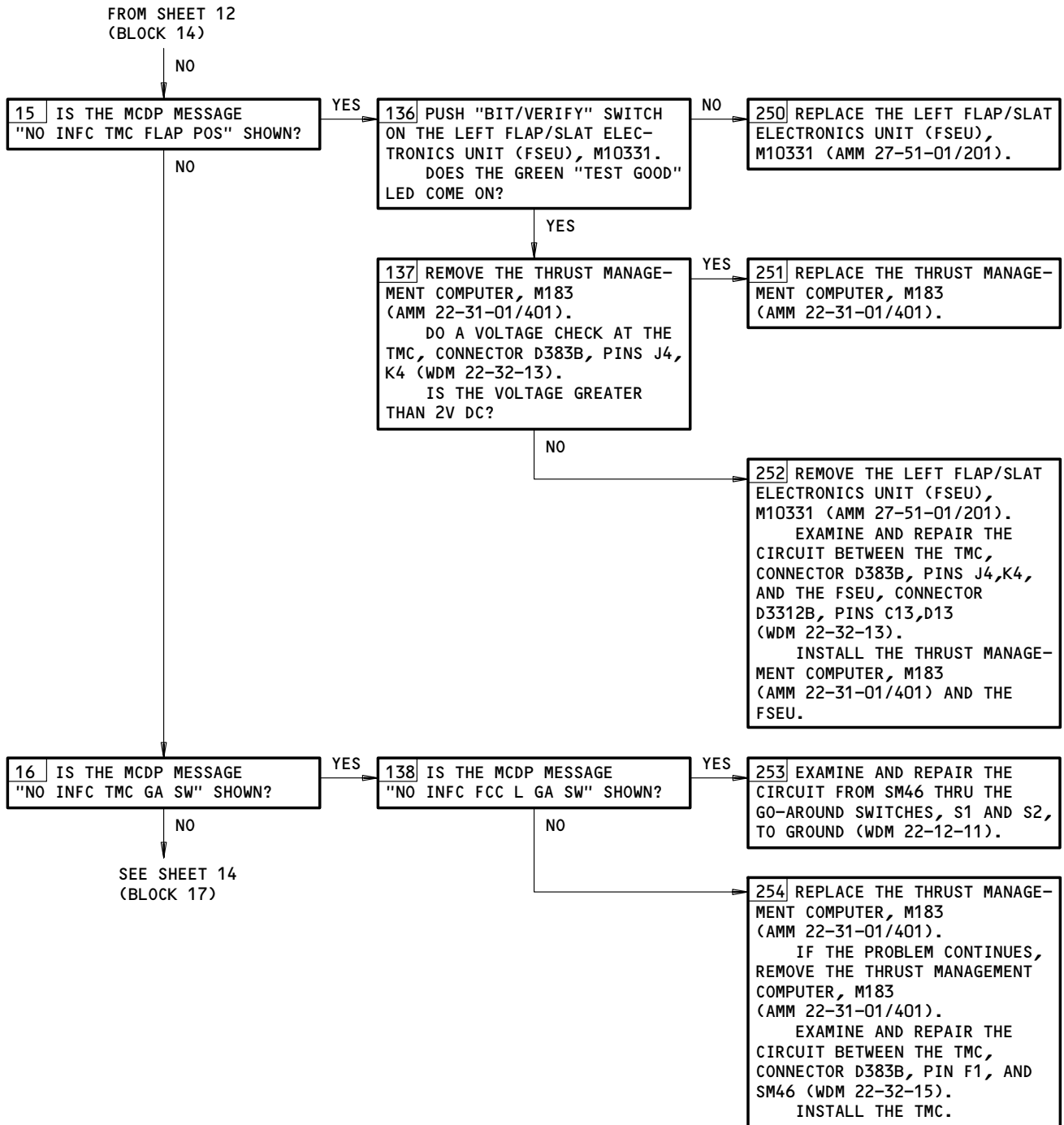
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NO INFC TMC Fault Isolation Procedures
Figure 102 (Sheet 12)

EFFECTIVITY _____
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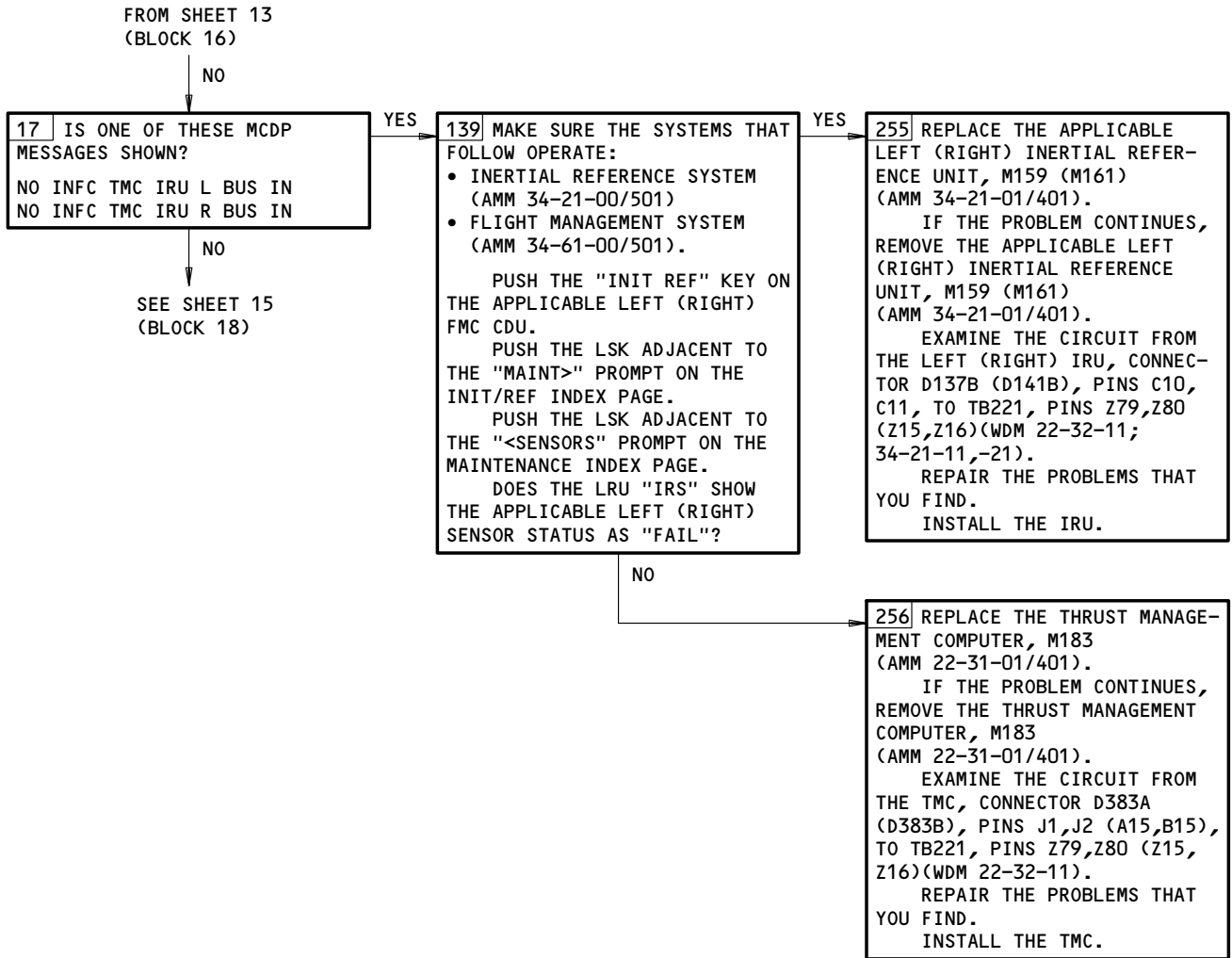


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Figure 102 (Sheet 13)

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FAULT ISOLATION/MAINT MANUAL



NO INFC TMC Fault Isolation Procedures
Figure 102 (Sheet 14)

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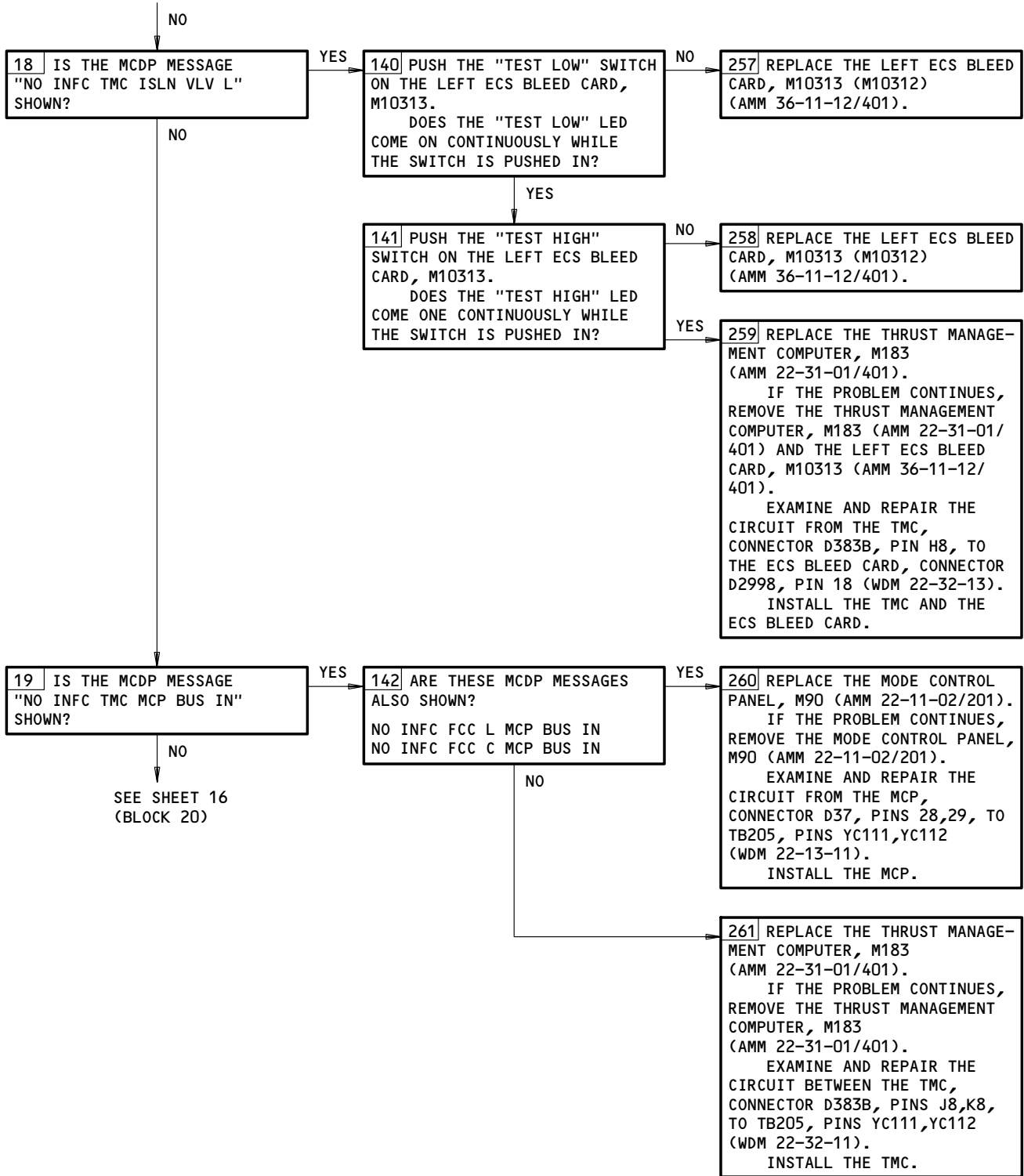
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FROM SHEET 14
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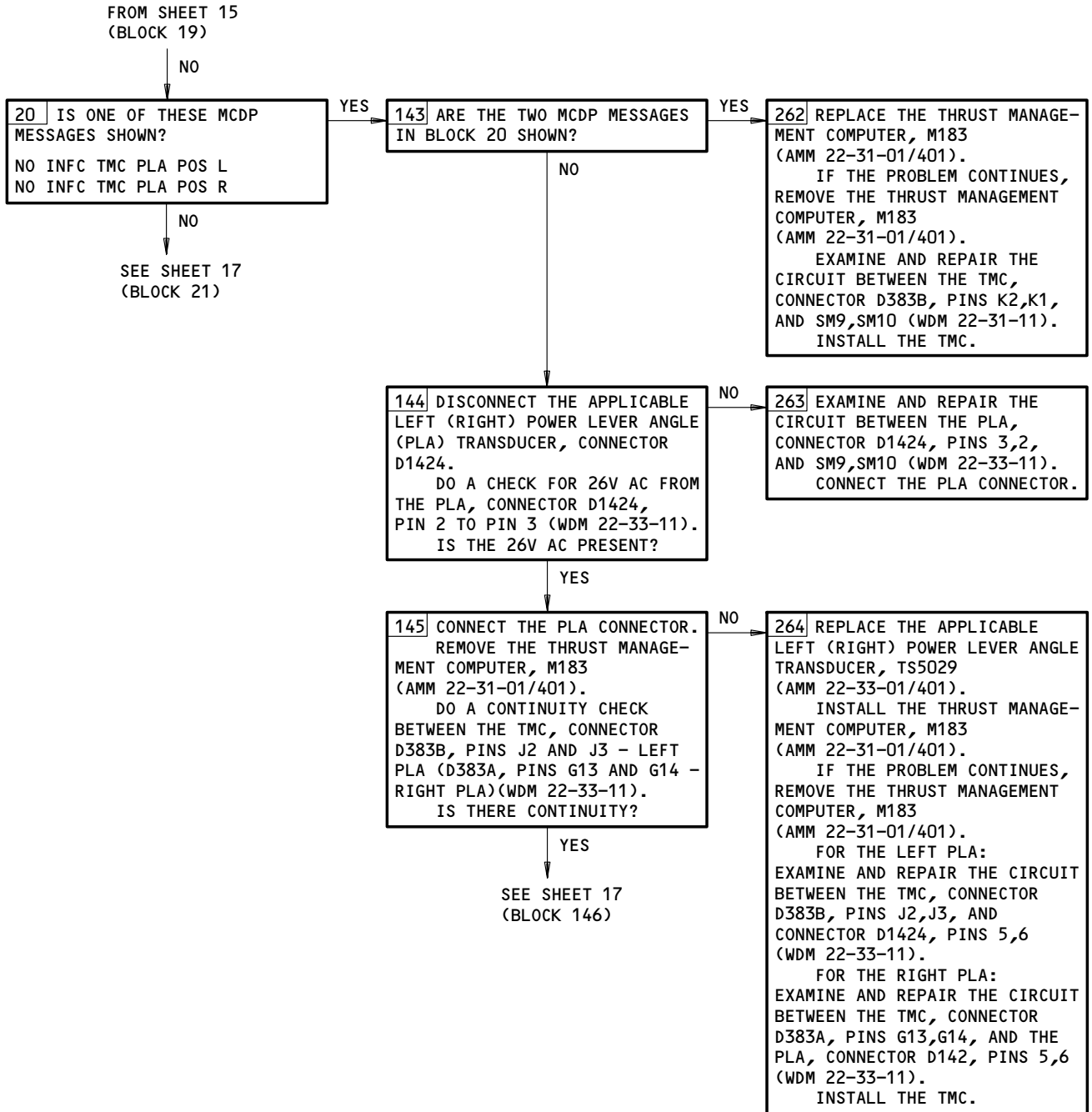


NO INFC TMC Fault Isolation Procedures
Figure 102 (Sheet 15)

EFFECTIVITY	ALL
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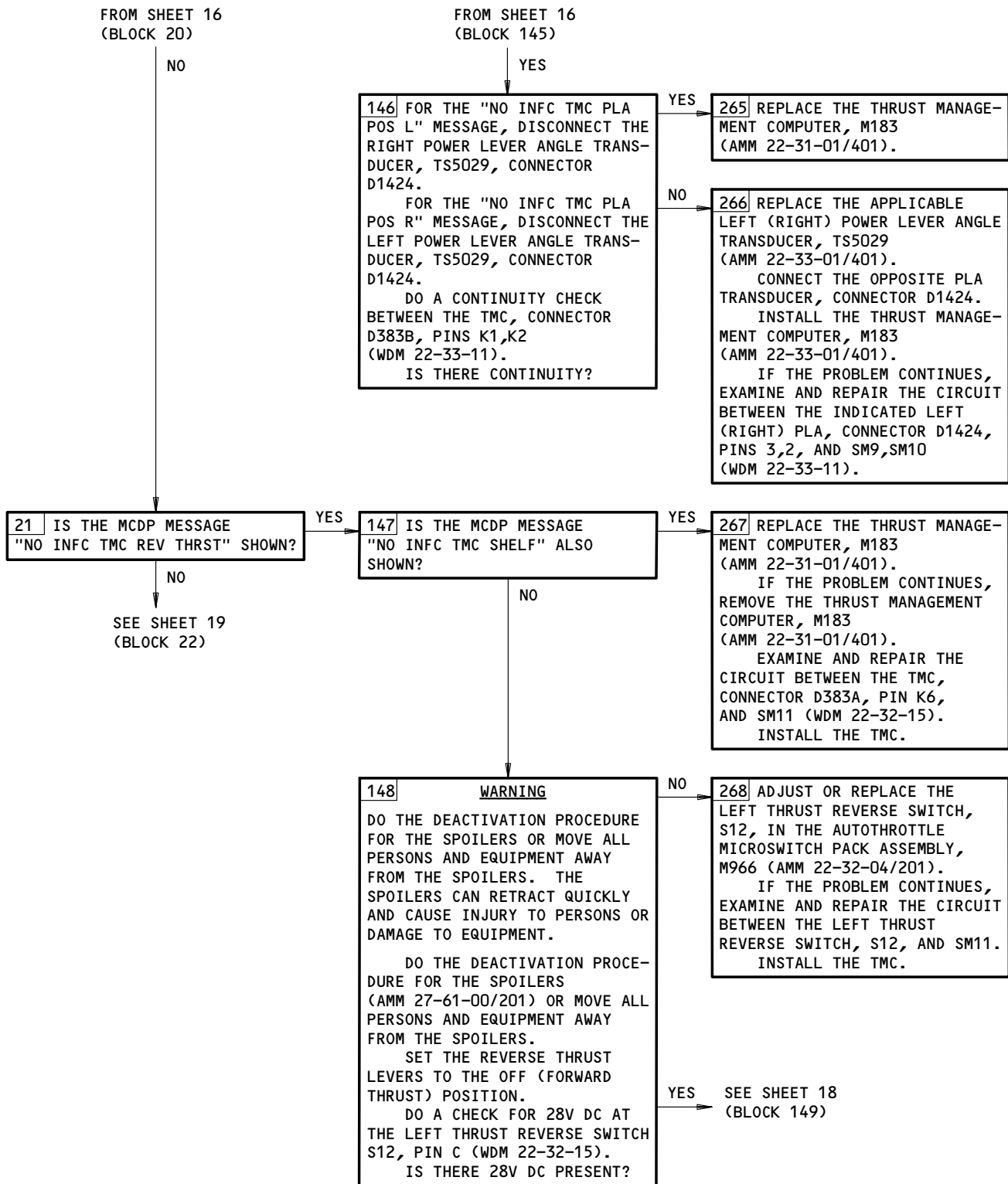


NO INFC TMC Fault Isolation Procedures
Figure 102 (Sheet 16)

EFFECTIVITY	ALL
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FAULT ISOLATION/MAINT MANUAL

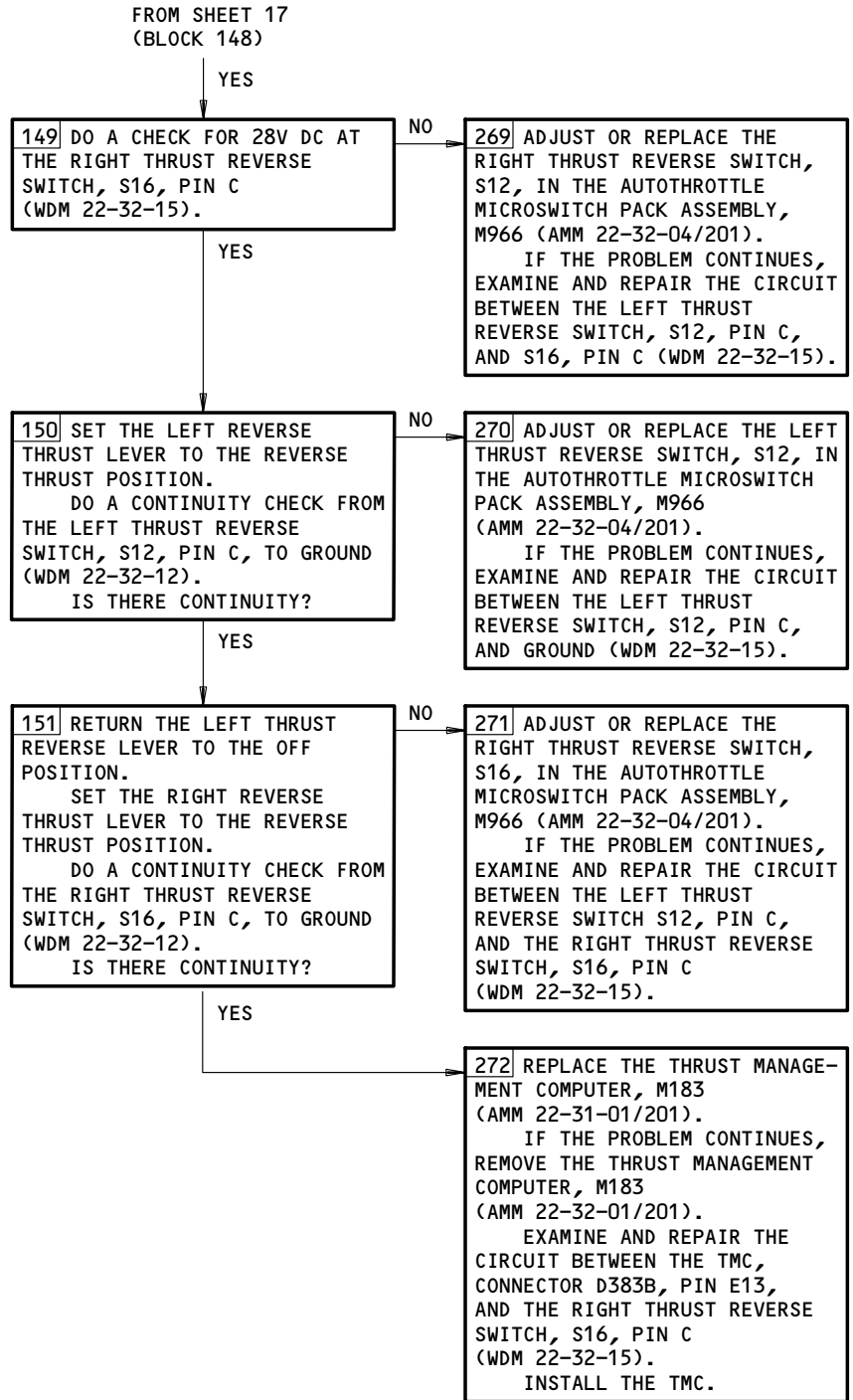


NO INFC TMC Fault Isolation Procedures
Figure 102 (Sheet 17)

EFFECTIVITY	ALL
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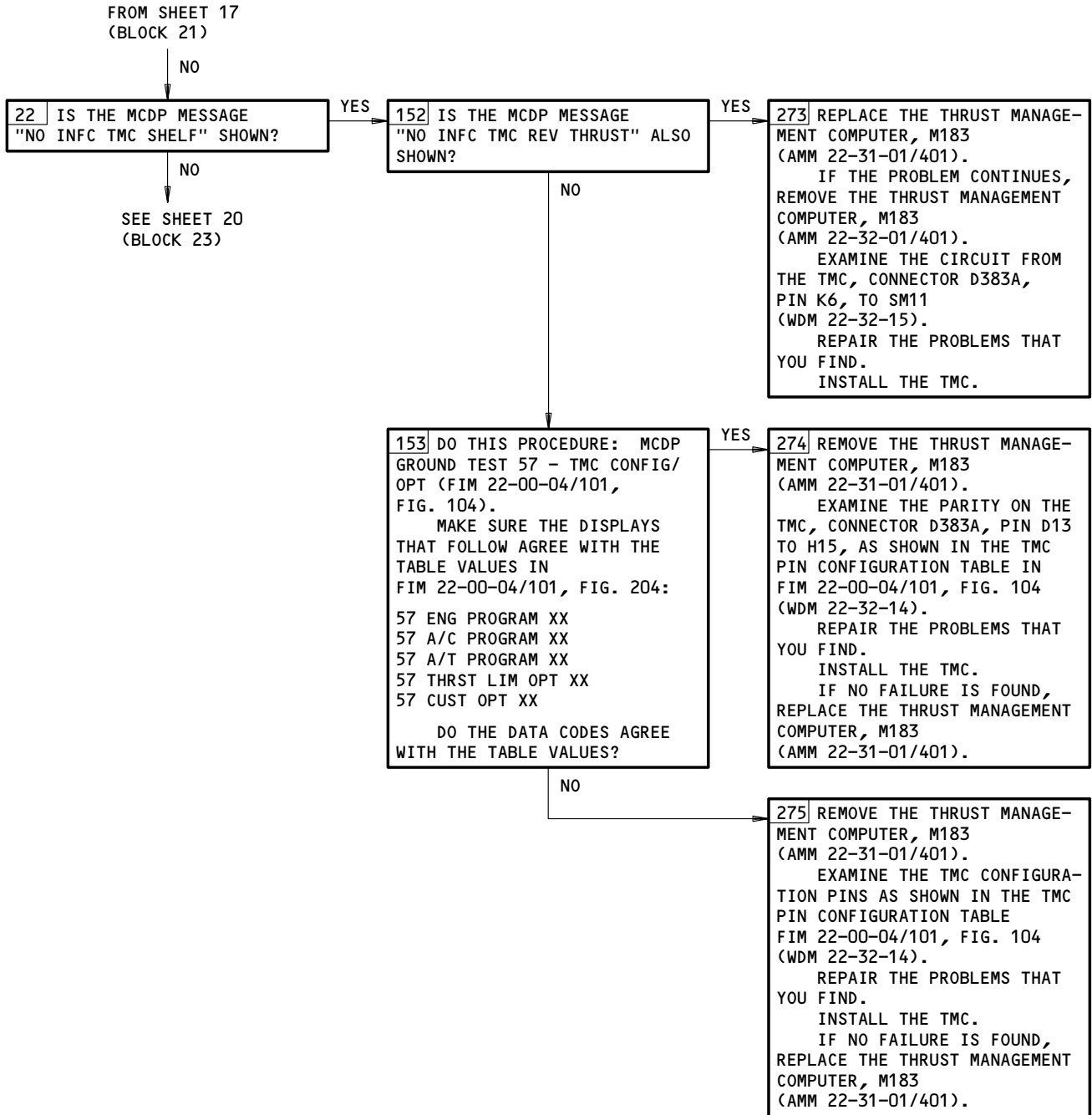
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NO INFC TMC Fault Isolation Procedures
Figure 102 (Sheet 18)

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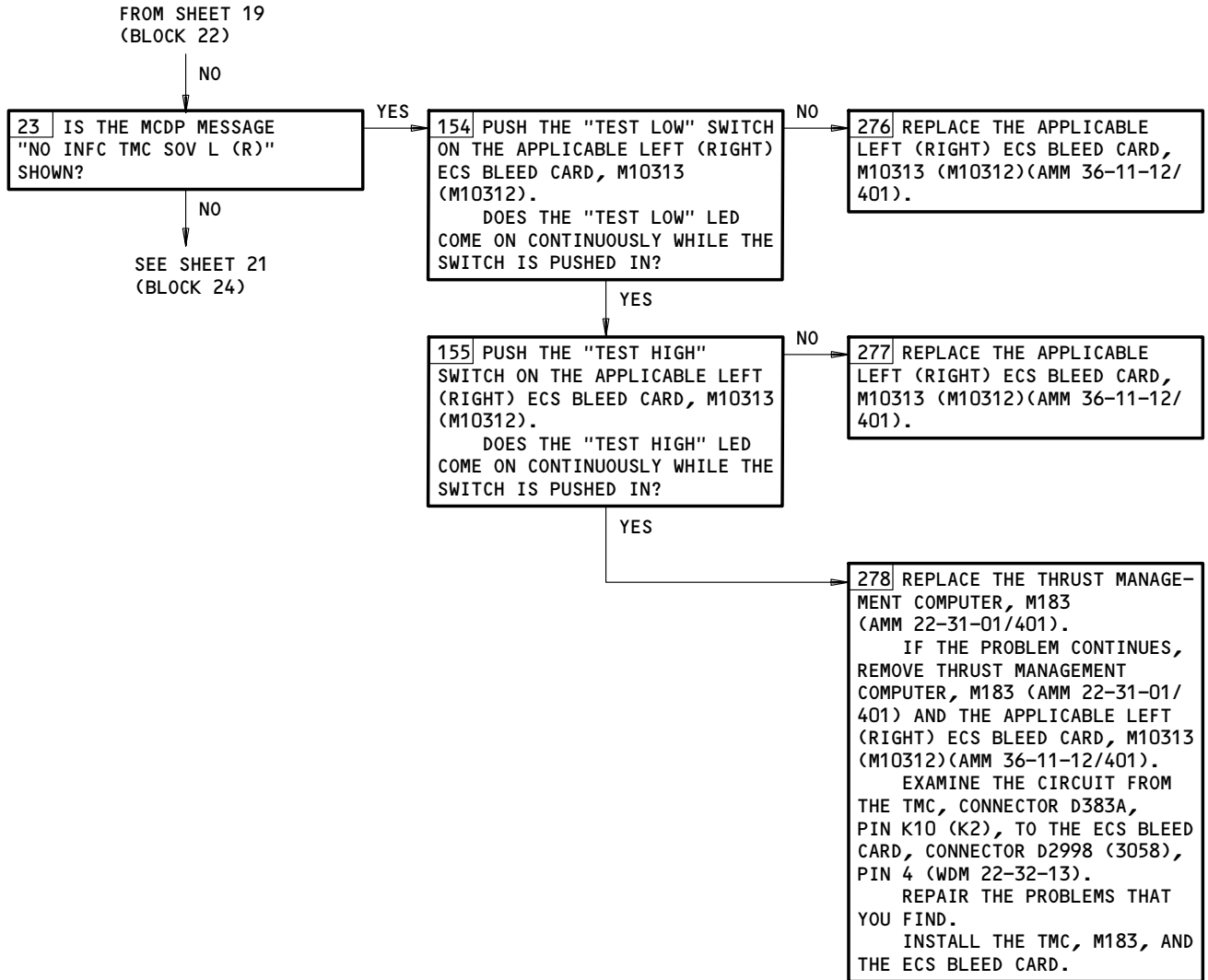
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Figure 102 (Sheet 19)

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FAULT ISOLATION/MAINT MANUAL



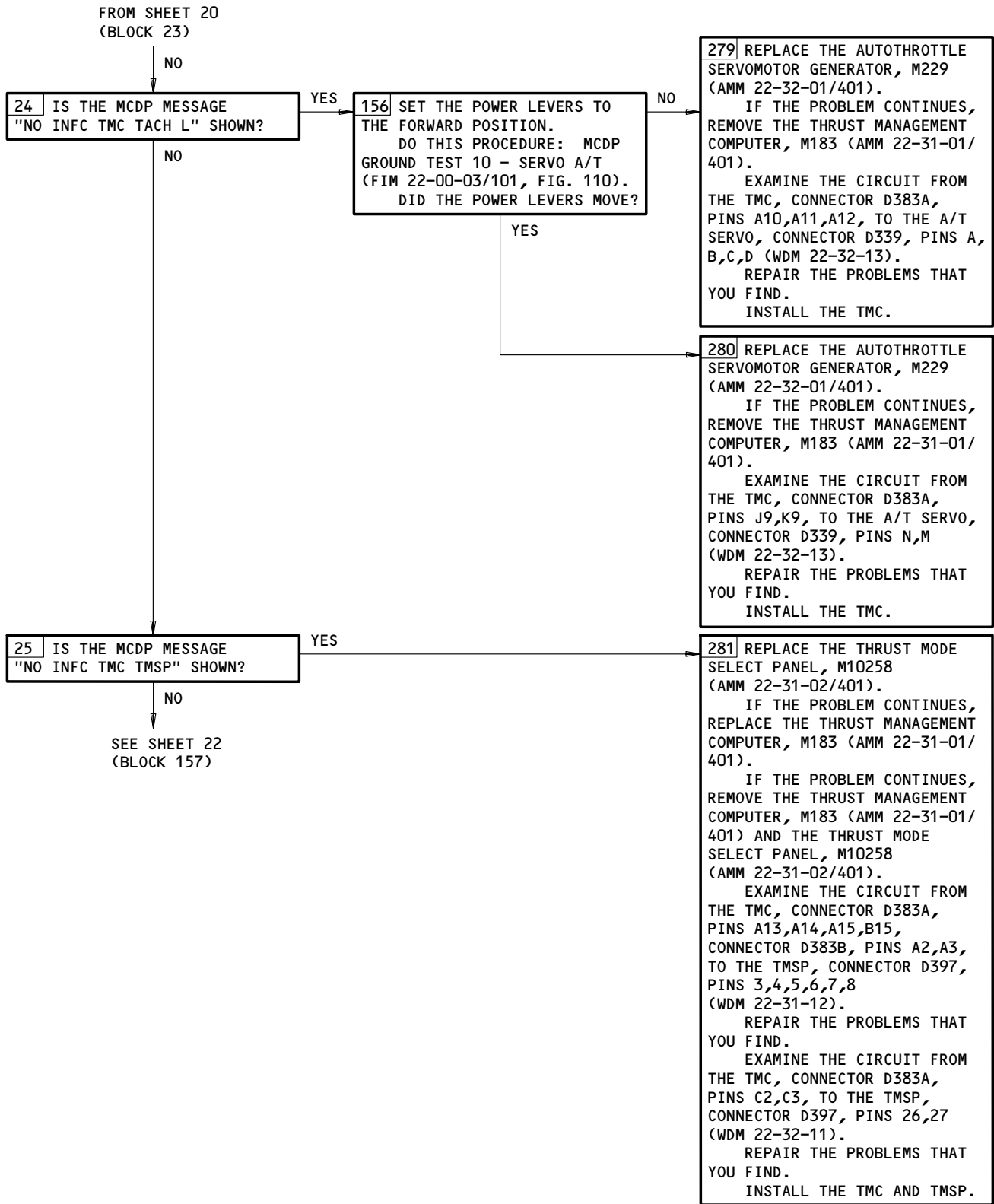
NO INFC TMC Fault Isolation Procedures
Figure 102 (Sheet 20)

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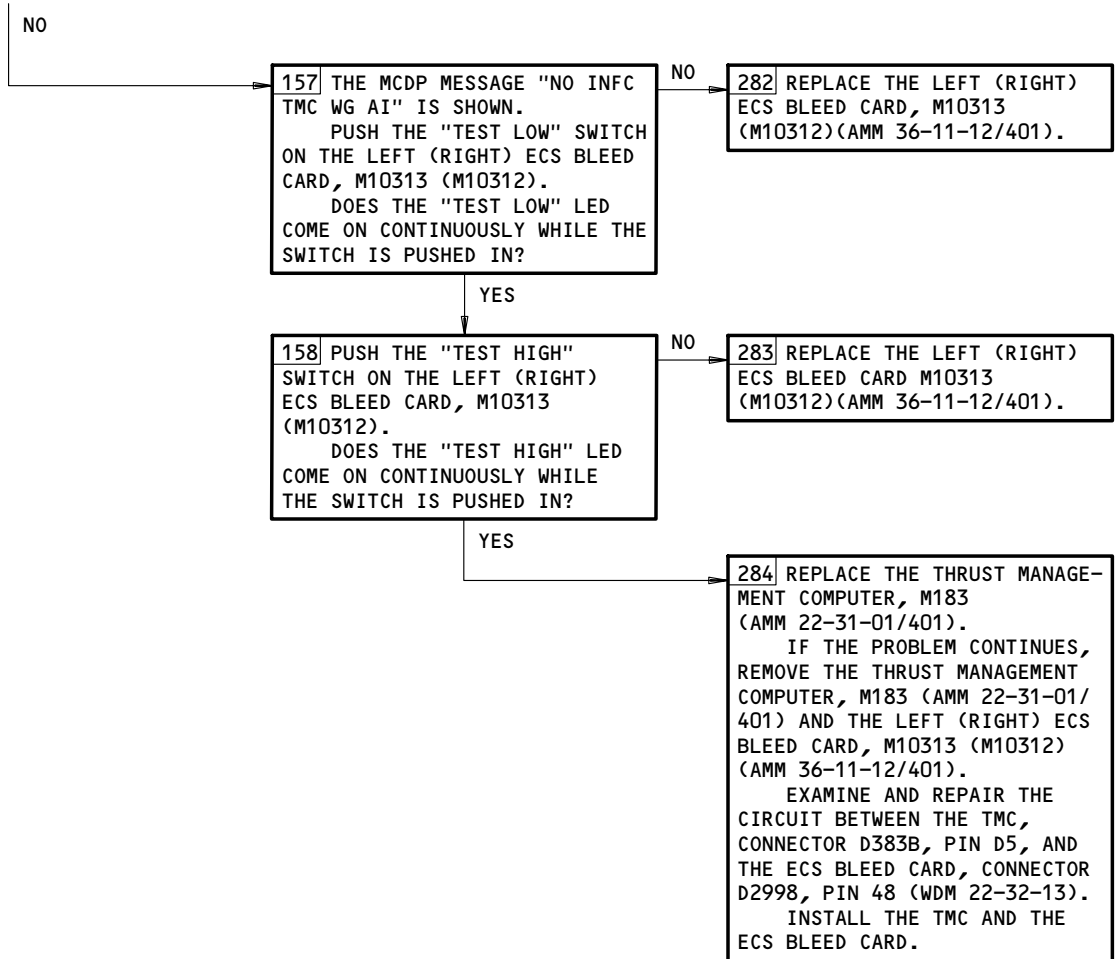
NO INFC TMC Fault Isolation Procedures
Figure 102 (Sheet 21)

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FROM SHEET 21
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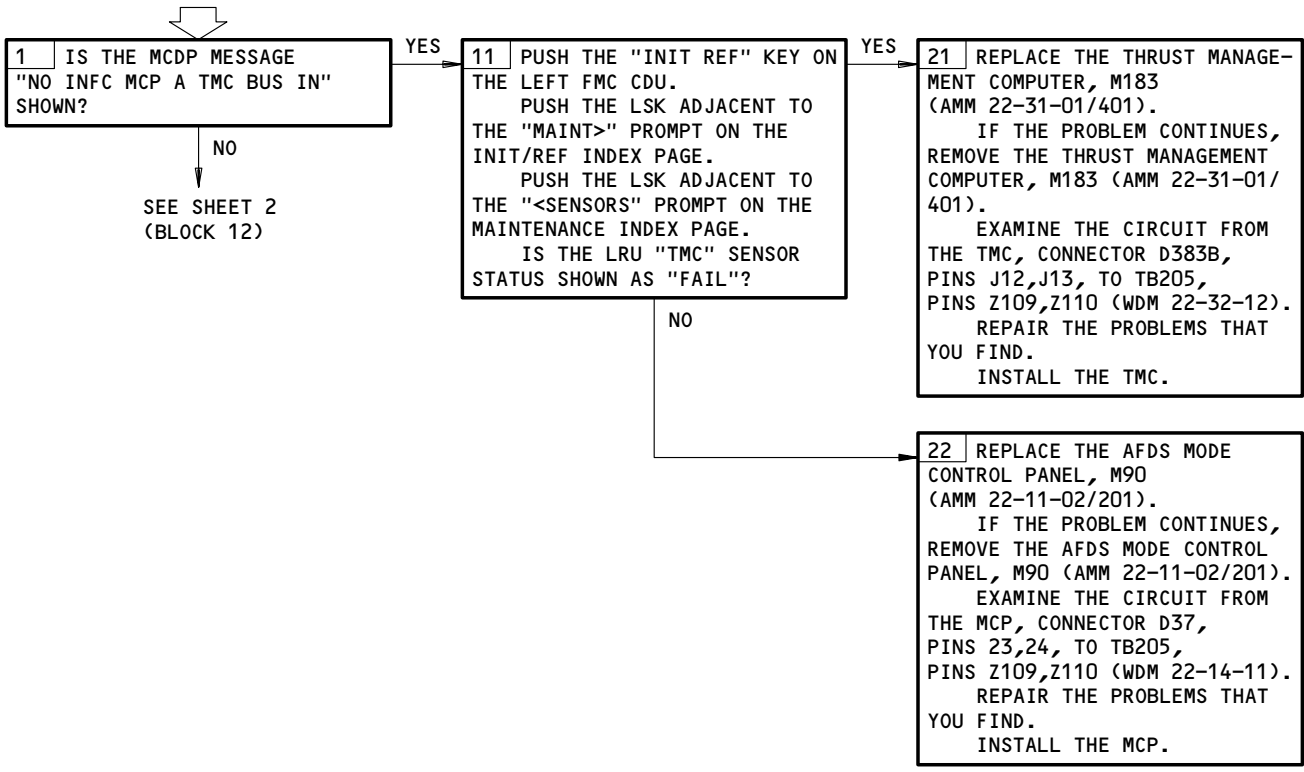
NO INFC TMC Fault Isolation Procedures
Figure 102 (Sheet 22)

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"NO INFC MCP" FAULT ISOLATION PROCEDURES

PREREQUISITES
MAKE SURE THE MCDP GRD TEST PREREQUISITES ARE COMPLETED.
MAKE SURE THESE SYSTEMS WILL OPERATE:
FLIGHT MANAGEMENT SYSTEM (AMM 34-61-00)
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)



NOTE: YOU MUST GO OUT OF THE MCDP GRD TEST MODE AND THEN GO BACK INTO IT AFTER FAILURES SHOWN DURING A GROUND TEST ARE CORRECTED. PUSH THE "FLT FAULTS MODE" SWITCH TO GO OUT OF GRD TEST MODE. PUSH THE "GRD TEST MODE" SWITCH TO GO BACK INTO THE GRD TEST MODE. IF THIS IS NOT DONE, THE FAILURE MESSAGE WILL SHOW ALTHOUGH THE FAILURE WAS CORRECTED.

NO INFC MCP Fault Isolation Procedures
Figure 103 (Sheet 1)

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(BLOCK 1)

NO

12 THE MCDP MESSAGE "NO INFC INFC MCP B TMC BUS IN" IS SHOWN.
 PUSH THE "INIT REF" KEY ON THE RIGHT FMC CDU.
 PUSH THE LSK ADJACENT TO THE "MAINT>" PROMPT ON THE INIT/REF INDEX PAGE.
 PUSH THE LSK ADJACENT TO THE "<SENSORS" PROMPT ON THE MAINTENANCE INDEX PAGE.
 IS THE LRU "TMC" SENSOR STATUS SHOWN AS "FAIL"?

YES

23 REPLACE THE THRUST MANAGEMENT COMPUTER, M183 (AMM 22-31-01/401).
 IF THE PROBLEM CONTINUES, REMOVE THE THRUST MANAGEMENT COMPUTER, M183 (AMM 22-31-01/401).
 EXAMINE THE CIRCUIT FROM THE TMC, CONNECTOR D383B, PINS J14, J15, TO TB205, PINS YC107, YC108 (WDM 22-32-12).
 REPAIR THE PROBLEMS THAT YOU FIND.
 INSTALL THE TMC.

NO

24 REPLACE THE AFDS MODE CONTROL PANEL, M90 (AMM 22-11-02/201).
 IF THE PROBLEM CONTINUES, REMOVE THE AFDS MODE CONTROL PANEL, M90 (AMM 22-11-02/201).
 EXAMINE THE CIRCUIT FROM THE MCP, CONNECTOR D77, PINS 23, 24, TO TB205, PINS YC107, YC108 (WDM 22-14-21).
 REPAIR THE PROBLEMS THAT YOU FIND.
 INSTALL THE MCP.

NO INFC MCP Fault Isolation Procedures
Figure 103 (Sheet 2)

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AUTOPILOT/FLIGHT DIRECTOR POWER

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
ANNUNCIATOR - (FIM 22-14-00/101) AUTOLAND STATUS, CAPT, N70 AUTOLAND STATUS, F/O, N71				
CIRCUIT BREAKER -	--		FLT COMPT, P11	
AUTOFLIGHT WARN, C521		1	11A17	*
FLIGHT CONT CMPTR PWR CENTER, C515		1	11E19 OR 11E20	*
FLT CONT COMPUTER POWER LEFT, C513		1	11E17	*
FLT CONT CMPTR PWR RIGHT, C514		1	11E35	*
FLIGHT CONT CMPTR SERVO CENTER, C524		1	11E20 OR 11E21	*
FLT CONT COMPUTER SERVO LEFT, C522		1	11E18	*
FLT CONT CMPTR SERVO RIGHT, C523		1	11E36	*
MAINT CONT DSPL, C520		1	11S6	*
MODE CONT PNL LEFT, C516		1	11E16	*
MODE CONT PNL RIGHT, C517		1	11E34	*
COMPUTER - C FLIGHT CONTROL, M140	--	1	119BL, MAIN EQUIP CTR, E2-3	22-11-01
COMPUTER - L FLIGHT CONTROL, M139	--	1	119BL, MAIN EQUIP CTR, E2-1	22-11-01
COMPUTER - R FLIGHT CONTROL, M141	--	1	119BL, MAIN EQUIP CTR, E2-2	22-11-01
COMPUTER - (FIM 22-31-00/101) THRUST MANAGEMENT, M183				
COMPUTER - (FIM 31-41-00/101) L EICAS, M10181 R EICAS, M10182				
COMPUTER - (FIM 34-12-00/101) L AIR DATA, M100 R AIR DATA, M101				
COMPUTER - (FIM 34-61-00/101) L FLIGHT MANAGEMENT, M134 R FLIGHT MANAGEMENT, M135				
INDICATOR - (FIM 29-31-00/101) HYDRAULIC SYSTEM CONTROL PANEL, M10				
INDICATOR - (FIM 34-13-00/101) MACH AIRSPEED, CAPT, N1 MACH AIRSPEED, F/O, N41				
LIGHT - (FIM 22-14-00/101) A/P DISC AUTOPILOT CAUTION, L269				
MODULE - (FIM 27-09-00/101) 1L SPOILER CONTROL, M530 2R SPOILER CONTROL, M534 3L SPOILER CONTROL, M532				
MODULE - (FIM 27-48-00/101) C STABILIZER POSITION, M10409 L STABILIZER POSITION, M10408 R STABILIZER POSITION, M10410				
MODULE - (FIM 34-16-00/101) ALTITUDE ALERT, M617				
PANEL - AFCS MODE CONTROL, M90	--	1	FLT COMPT, P55	22-11-02
PANEL - (FIM 22-41-00/101) MAINTENANCE CONTROL DISPLAY, M168				
RECEIVER - (FIM 34-31-00/101) C ILS, M157 L ILS, M156 R ILS, M158				

* SEE THE WDM EQUIPMENT LIST

1 > GUI 001-114, 116-999 2 > GUI 115

Autopilot/Flight Director Power - Component Index
 Figure 101 (Sheet 1)

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COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
RELAY - (FIM 31-01-06/101) CENTER BUS ISOLATION, K122				
RELAY - (FIM 31-01-36/101) AIR/GROUND, SYS NO. 1, K142				
RELAY - (FIM 31-01-37/101) AIR/GROUND, SYS NO. 2, K202				
SERVO - (FIM 22-12-00/101) C AUTOPILOT PITCH CONTROL, M272 L AUTOPILOT PITCH CONTROL, M271 R AUTOPILOT PITCH CONTROL, M273				
SERVO - (FIM 22-13-00/101) C AUTOPILOT LATERAL CONTROL, M10041 C AUTOPILOT ROLLOUT GUIDANCE, M278 L AUTOPILOT LATERAL CONTROL, M10040 L AUTOPILOT ROLLOUT GUIDANCE, M277 R AUTOPILOT LATERAL CONTROL, M10042 R AUTOPILOT ROLLOUT GUIDANCE, M279				
SWITCH - (FIM 34-22-00/101) INSTRUMENT SOURCE SELECT, CAPT, S1 INSTRUMENT SOURCE SELECT, F/O, S9				
SWITCH - AUTOPILOT DISENGAGE, CAPT, S5	--	1	FLT COMPT CONTROL WHEEL, CAPT	22-11-03
SWITCH - AUTOPILOT DISENGAGE, F/O, S6	--	1	FLT COMPT CONTROL WHEEL, F/O	22-11-03
SWITCH - GO-AROUND, S7, S8, S517, S518, S519, S520	--	6	FLT COMPT, P10, THRUST LEVERS	22-11-04
SYMBOL GENERATOR - (FIM 34-22-00/101) C EFIS, M149 L EFIS, M148 R EFIS, M150				
TRANSDUCER - (FIM 22-12-00/101) C ELEVATOR NEUTRAL SHIFT, TS5153 L ELEVATOR NEUTRAL SHIFT, TS5151 R ELEVATOR NEUTRAL SHIFT, TS5152				
TRANSMITTER/RECEIVER - (FIM 34-33-00/101) C RADIO ALTIMETER, M204 L RADIO ALTIMETER, M202 R RADIO ALTIMETER, M203				
UNIT - (FIM 27-51-00/101) FLAP/SLAT ELECTRONICS 1, M10331 FLAP/SLAT ELECTRONICS 2, M10332 FLAP/SLAT ELECTRONICS 3, M10333				
UNIT - (FIM 31-01-06/101) INSTRUMENT BUS SENSING, CAPT, M10374 INSTRUMENT BUS VOLTAGE SENSE, M1079				
UNIT - (FIM 31-51-00/101) WARNING ELECTRONICS, P51				
UNIT - (FIM 34-21-00/101) C INERTIAL REFERENCE, M160 L INERTIAL REFERENCE, M159 R INERTIAL REFERENCE, M161				

Autopilot/Flight Director Power - Component Index
Figure 101 (Sheet 2)

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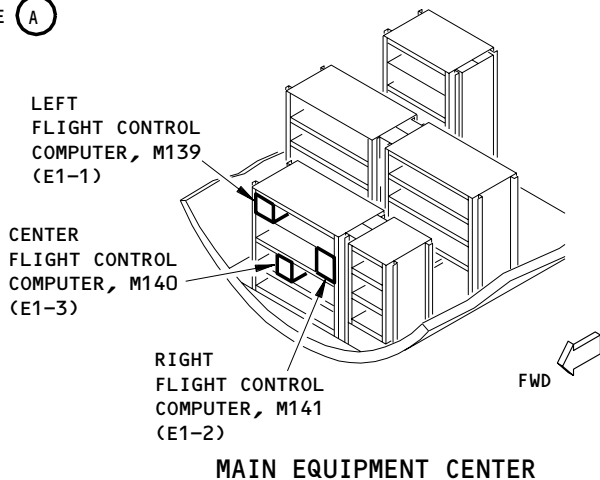
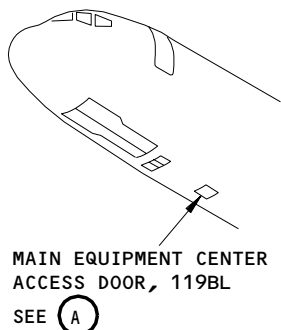
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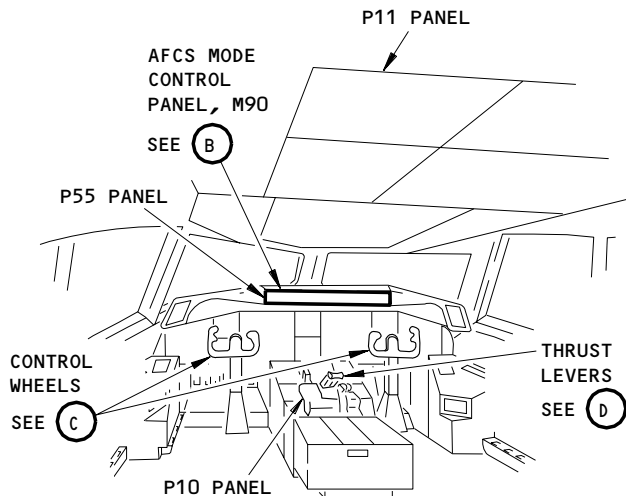
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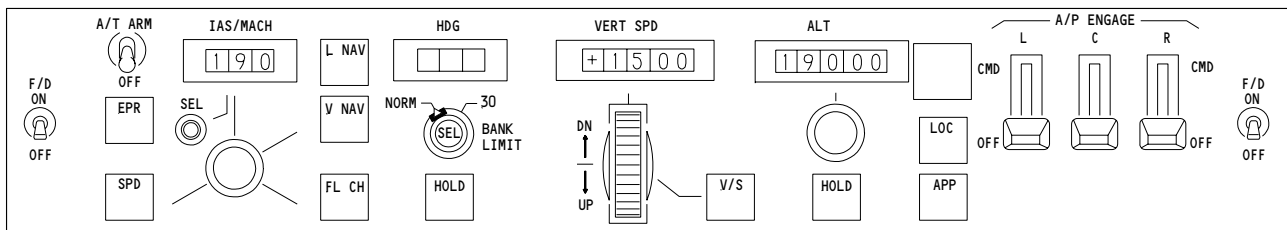
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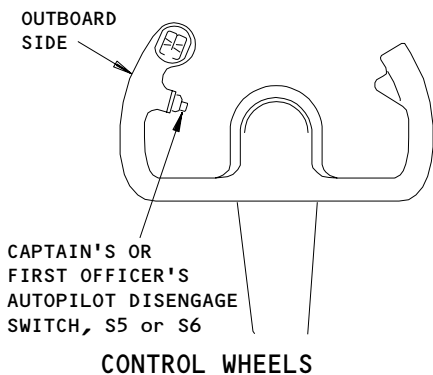


FLIGHT COMPARTMENT

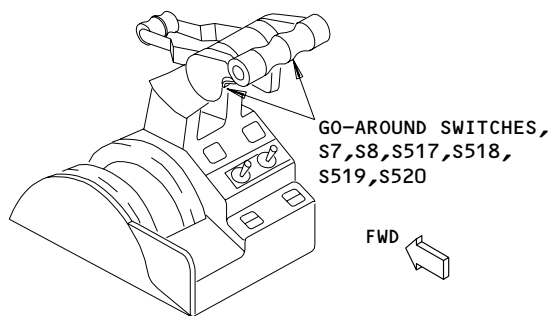


AFCS MODE CONTROL PANEL, M90

(B)



(C)



(D)

Autopilot/Flight Director Power - Component Location
Figure 102 (Sheet 1)

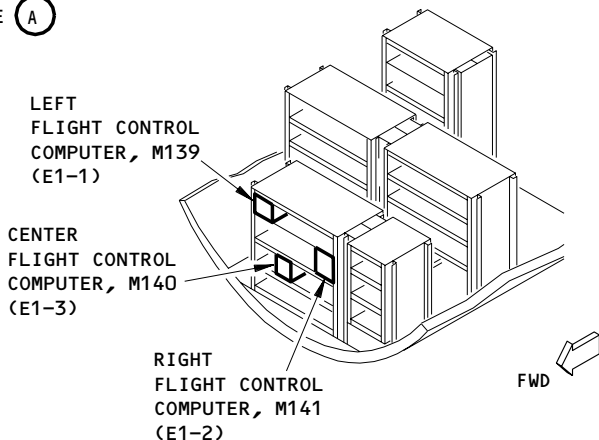
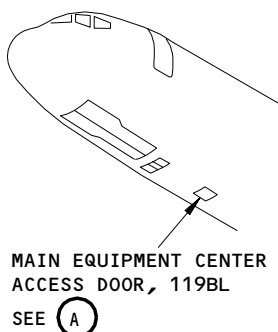
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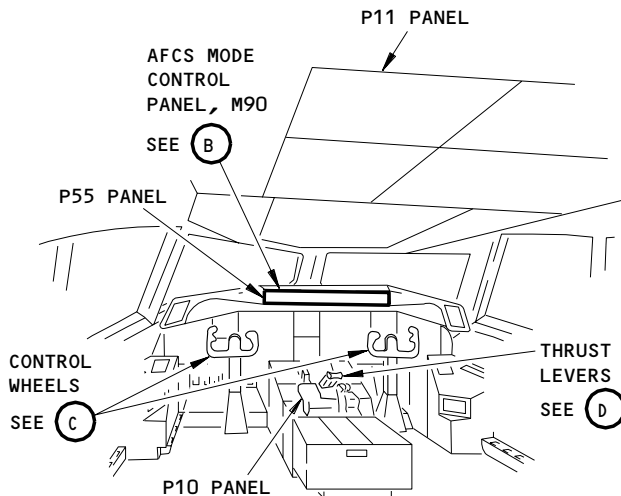
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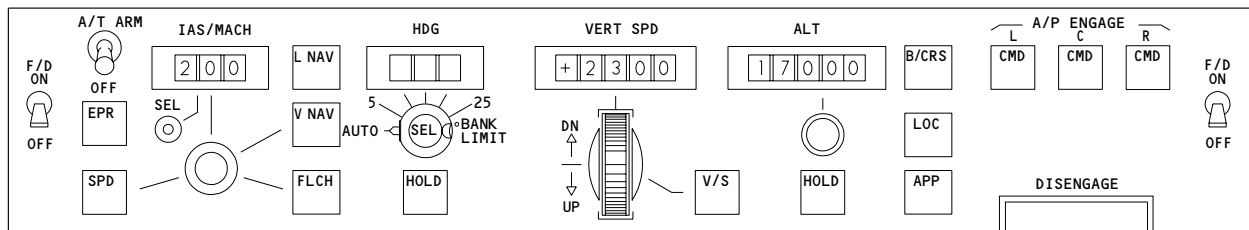


MAIN EQUIPMENT CENTER

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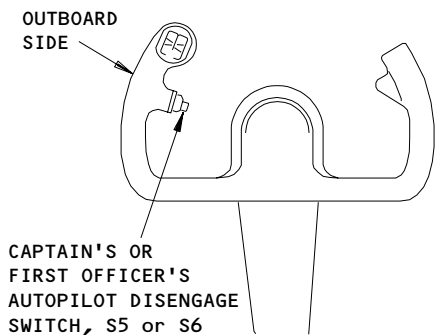


FLIGHT COMPARTMENT



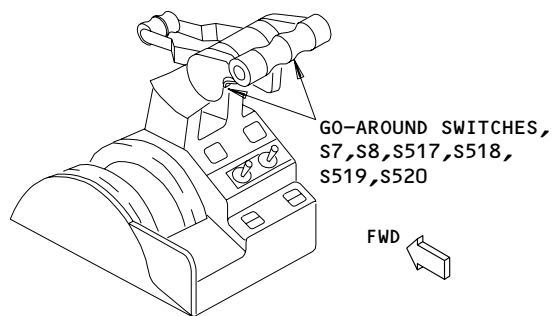
AFCS MODE CONTROL PANEL, M90

(B)



CONTROL WHEELS

(C)



THRUST LEVERS

(D)

Autopilot/Flight Director Power - Component Location
Figure 102 (Sheet 2)

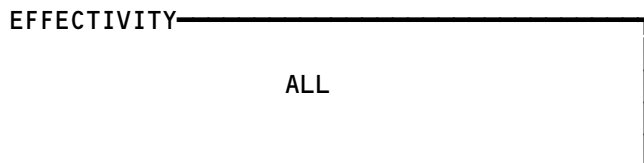
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Autopilot (Flight Control) Flight Faults BITE Procedure
is part of the Autoflight BITE. See the Autoflight
BITE Fault Isolation Procedure (FIM 22-00-02/101).

Autopilot (Flight Control) Flight Faults BITE Procedure
Figure 103



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1. ARINC Data Bus Charts

A. General

CAUTION: DO NOT DIRECTLY TOUCH THE CONNECTORS. USE A BREAKOUT BOX OR YOU CAN CAUSE DAMAGE TO THE CONNECTORS.

- (1) The ARINC 429 data bus charts give data necessary to make an analysis of ARINC 429 transmitters, receivers, and data buses. For the test, use a breakout box at the available terminal or at the LRU connectors.

B. Equipment

- (1) Standard multimeter
 (2) 429EBP Data Bus Analyzer (recommended)
 JcAIR Instrumentation
 400 Industrial Parkway
 Industrial Airport, KS 66031

429-2 Data Bus Analyzer (alternative)
 Interface Technology
 150 E. Arrow Highway,
 San Dimas, CA 91773

- (3) A34011-1 Breakout Box (recommended)
 A34011-112 Breakout Box (alternative)

FCC								
DIGITAL OUTPUT BUS CHART								
BUS NAME			CON	PINS	BUS FORMAT	BIT RATE	DATA BUS	
SOURCE	TYPE	BUS						
FCC (L C R)	A	1	P1B	B03 B04	429	LO	MCP	
FCC (L C R)	B	2	P1B	C03 C04	429	LO	MCDP	
FCC (L C R)	A	3	P1B	B01 B02	429	LO	EFISSG	
FCC (L C R)	A	4	P1B	D01 D02	429	LO	FDAU	
FCC (L C R)	C	5	P1B	F01 F02	V/U*[1]	HI	X CHANNEL RIGHT	
FCC (L C R)	C	6	P1B	E03 F03	V/U*[1]	HI	X CHANNEL LEFT	

*[1] NOT ARINC 429 DATA FORMAT

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FCC ID=01								
OCTAL LABELS CHART								
SIGNAL	TYPE	LABEL	FORMAT	MIN UPDATE RATE	SDI	BINARY RANGE	POSITIVE SENSE	UNITS
RUNWAY DIST TO GO	A	004	BCD	5	N/A	0-79900	ALWAYS POS	FEET
SELECT RUNWAY HDG	A	017	BCD	5	N/A	0-359.9	TBD	DEG
HEADING SELECTED	A	101	BNR	16	N/A	± 180	CW FROM NORTH	DEG
CAS	A	103	BNR	5	N/A	± 512	ALWAYS POS	KNOTS
V/S	A	104	BNR	5	N/A	± 16,384	UPWARDS	FT/MIN
MACH NO.	A	106	BNR	5	N/A	± 4.096	ALWAYS POS	MACH
TEST WORD #1	A	111	BNR	5	N/A	N/A	N/A	N/A
FLAP POSITION	A	137	BNR	5	N/A	± 180	ALWAYS POS	DEG
FLT DIR-ROLL	A	140	BNR	16	N/A	± 180	RIGHT	DEG
FLT DIR-PITCH	A	141	BNR	16	N/A	± 180	UP	DEG
FMC AIRSPEED REF	A	206	BNR	5	N/A	± 512	ALWAYS POS	KNOTS
TEST WORD #2	A	266	BNR	5	N/A	N/A	N/A	N/A
AFDS MODE STATUS-1	A	272	DIS	10	N/A	N/A	N/A	N/A
AFDS MODE STATUS-2	A	273	DIS	10	N/A	N/A	N/A	N/A
AFDS MODE STATUS-3	A	274	DIS	10	N/A	N/A	N/A	N/A
AFDS MODE STATUS-4	A	275	DIS	10	N/A	N/A	N/A	N/A
STAB POSITION	A	315	BNR	10	N/A	± 180	TRAILING EDGE	DEG
TEST WORD #3	B	300	BNR	TBD	N/A	N/A	N/A	N/A
FAULT DATA	B	356	BLK	1	N/A	N/A	N/A	N/A
GROUND TEST DATA	B	356	BLK	5	N/A	N/A	N/A	N/A
INTFC FAULT DATA	B	357	BLK	5	N/A	N/A	N/A	N/A

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FCC				
DISCRETE OCTAL LABELS/BIT CHART				
SIGNAL	OCTAL LABEL	BIT	ONE-STATE	ZERO-STATE
SLAT EXTENDED	137	11	FLAPS>=1	FLAPS=0
A/P ENGA DETENT	272	11	A/P IN CTL	NOT IN CTL
FMA FAULT 1	272	13	MODE FAIL	NO MODE FL
TEST BIT 1	272	14	TEST ON	TEST OFF
LAND 3 (GREEN)	272	17	LAND 3	LAND 3 NOT
LAND 2 (GREEN)	272	18	LAND 2	LAND 2 NOT
FLT DIR ON-F/O	272	22	F/O ON	F/O OFF
FLT DIR ON-CAPT	272	23	CAPT ON	CAPT OFF
A/P CMD C ENGA	272	24	CMD C ENGA	ENGA NOT
A/P CMD R ENGA	272	25	CMD R ENGA	ENGA NOT
A/P CMD L ENGA	272	26	CMD L ENGA	ENGA NOT
A/P CWS C ENGA	272	27	CWS C ENGA	ENGA NOT
A/P CWS R ENGA	272	28	CWS R ENGA	ENGA NOT
A/P CWS L ENGA	272	29	CWS L ENGA	ENGA NOT
L-NAV MODE ARM	273	11	LNAV ARM	ARMED NOT
V-NAV MODE (A/O)	273	12	VNAV A+E	A+E NOT
APPR MODE OPER	273	13	APPR ENGA	ENGA NOT
B/CRS MODE (A/O)	273	14	B/CRS A+E	A+E NOT
LOC MODE (A/O)	273	15	LOC A+E	A+E NOT
APPR MODE (A/O)	273	16	APPR A+E	A+E NOT

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FCC				
DISCRETE OCTAL LABELS/BIT CHART				
SIGNAL	OCTAL LABEL	BIT	ONE-STATE	ZERO-STATE
FLARE MODE ARM	273	17	FLARE ARM	ARMED NOT
G/S MODE ARM	273	18	G/A ARM	ARM NOT
ROLLOUT MODE ARM	273	19	ROLLOUT AR	ARMED NOT
B/CRS MODE ARM	273	20	B/CRS ARM	ARM NOT
LOC MODE ARM	273	21	LOC ARM	ARM NOT
AUTOTRIM GROWTH 2	273	22	TRM RUNAWY	RUNAWY NOT
AUTOTRIM GROWTH 1	273	23		
AUTOTRIM UP CONT	273	24	TRIM UP	NO TRIM UP
AUTOTRIM UP ARM	273	25	TRIM UP	NO TRIM UP
AUTOTRIM ENG R SAM	273	26	ENGAGE	ENGAGE NOT
AUTOTRIM ENG L SAM	273	27	ENGAGE	ENGAGE NOT
AUTOTRIM DOWN CONT	273	28	TRIM DOWN	NO TRIM DN
AUTOTRIM DOWN ARM	273	29	TRIM DOWN	NO TRIM DN
PITCH SPEED CNTRL	274	10	IN CONTROL	CNTRL NOT
ALT MODE OPER	274	11	ALT ENGA	ENGA NOT
FMA FAULT 2	274	12	MODE FAIL	NO MODE FL
FLAP LIMIT	274	13	FLAP ENGA	ENGA NOT
MIN SPEED	274	14	MIN SPD EN	ENGA NOT
MACH LIMIT OPER	274	15	MMO ENGA	ENGA NOT
IAS LIMIT OPER	274	16	VMO ENGA	ENGA NOT

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FCC				
DISCRETE OCTAL LABELS/BIT CHART				
SIGNAL	OCTAL LABEL	BIT	ONE-STATE	ZERO-STATE
MACH	274	17	MACH ENGA	ENGA NOT
IAS	274	18	IAS ENGA	ENGA NOT
MACH MODE SET	274	19	SET MACH	SET NOT
IAS MODE SET	274	20	SET IAS	SET NOT
THROTTLE RETARD	274	21	RETARD REQ	REQ NOT
FL CH MODE OPER	274	22	FL CH ENGA	ENGA NOT
V-NAV MODE OPER	274	23	V-NAV ENGA	ENGA NOT
V/S MODE OPER	274	24	V/S ENGA	ENGA NOT
ALT HOLD MODE OPER	274	25	ALT HLD EN	ENGA NOT
T/O MODE OPER-P	274	26	P T/O ENGA	ENGA NOT
G/A MODE OPER-P	274	27	P G/A ENGA	ENGA NOT
FLARE OPER	274	28	FLARE	FLARE NOT
G/S MODE OPER	274	29	G/S ENGA	ENGA NOT
T/O MODE OPER-R	275	19	R T/O ENGA	ENGA NOT
G/A MODE OPER-R	275	20	R G/A ENGA	ENGA NOT
FMA FAULT 3	275	21	MODE FAIL	NO MODE FL
ATT HOLD MODE OPER	275	22	ATT ENGA	ENGA NOT
TRK HOLD MODE OPER	275	23	TRACK ENGA	ENGA NOT
L-NAV MODE OPER	275	24	L-NAV ENGA	ENGA NOT
HDG SEL MODE OPER	275	25	HDG SEL EN	ENGA NOT

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FCC				
DISCRETE OCTAL LABELS/BIT CHART				
SIGNAL	OCTAL LABEL	BIT	ONE-STATE	ZERO-STATE
HDG HOLD MODE OPER	275	26	HDG HLD EN	ENGA NOT
LOC MODE OPER	275	27	LOC ENGA	ENGA NOT
ROLLOUT MODE OPER	275	28	ROLLOUT EN	ENGA NOT
B/CRS MODE OPER	275	29	B/CRS ENGA	ENGA NOT

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MCP								
DIGITAL OUTPUT BUS CHART								
BUS NAME			CON	PINS	BUS FORMAT	BIT RATE	DATA BUS	
SOURCE	TYPE	BUS						
MCP (L)	A	1	J1	28 29	429	L0	FMS-A	
MCP (L)	A	1	J3	28 29	429	L0	FMS-B	
MCP (L)	A	2	J1	26 27	429	L0	INSTR-A	
MCP (L)	A	2	J3	26 27	429	L0	INSTR-B	

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MCP ID=1D								
OCTAL LABELS CHART								
SIGNAL	TYPE	LABEL	FORMAT	MIN UPDATE RATE	SDI	BINARY RANGE	POSITIVE SENSE	UNITS
HEADING SELECTED	A	101	BNR	16	N/A	± 180	CW FROM NORTH	DEG
ALTITUDE SELECTED	A	102	BNR	5	N/A	± 65,536	ABOVE SEA LEV	FEET
SPEED SELECTED	A	103	BNR	5	N/A	0 TO 512	ALWAYS POS	KNOTS
VERT SPEED SELECTD	A	104	BNR	5	N/A	± 16,384	UPWARDS	FT/MIN
MACH SELECTED	A	106	BNR	5	N/A	± 4.096	ALWAYS POS	MACH
TEST WORD #1	A	111	BNR	5	N/A	N/A	N/A	N/A
FLAP POSITION	A	137	BNR	5	N/A	± 180	ALWAYS POS	DEG
TEST WORD #2	A	266	BNR	5	N/A	N/A	N/A	N/A
AFCS REQ MODES-1	A	270	DIS	10	N/A	N/A	N/A	N/A
AFCS REQ MODES-2	A	271	DIS	10	N/A	N/A	N/A	N/A
AFCS MODE STATUS-1	A	272	DIS	10	N/A	N/A	N/A	N/A
AFCS MODE STATUS-2	A	273	DIS	10	N/A	N/A	N/A	N/A
STAB POSITION	A	315	BNR	10	N/A	± 180	TRAILING EDGE	DEG
MCP MAINT DATA	A	350	DIS	5	N/A	N/A	N/A	N/A

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MCP				
DISCRETE OCTAL LABELS/BIT CHART				
SIGNAL	OCTAL LABEL	BIT	ONE-STATE	ZERO-STATE
SLAT EXTENDED	137	11	FLAPS>=1	FLAPS=0
(SPARE)	270	9		
(SPARE)	270	10		
IAS/MACH TOG	270	11	MACH	IAS
A/T ARM	270	12	ARM	NOT ARM
FLT DIR ON-F/O	270	13	F/O ON	F/O OFF
FLT DIR ON-CAPT	270	14	CAPT ON	CAPT OFF
(SPARE)	270	15		
(SPARE)	270	16		
(SPARE)	270	17		
(SPARE)	270	18		
REQ 1 VALID (RESV)	270	19	PB DEPR	NO PB DEPR
A/P CWS R REQ	270	20	CWS R	CWS R NOT
A/P CWS C REQ	270	21	CWS C	CWS C NOT

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MCP				
DISCRETE OCTAL LABELS/BIT CHART				
SIGNAL	OCTAL LABEL	BIT	ONE-STATE	ZERO-STATE
A/P CWS L REQ	270	22	CWS L	CWS L NOT
A/P CMD R REQ	270	23	CMD R	CMD R NOT
A/P CMD C REQ	270	24	CMD C	CMD C NOT
A/P CMD L REQ	270	25	CMD L	CMD L NOT
B/A LIMIT-3	270	26	CODED	VALUE
B/A LIMIT-2	270	27	0=AUTO	1=5,2=10
B/A LIMIT-1	270	28	3=15,4=20	5=25,6=30
(SPARE)	271	9		
(SPARE)	271	10		
HDG SEL MODE REQ	271	11	HDG SEL	HDG SELNOT
HDG HOLD MODE REQ	271	12	HDG HLD	HDG HLDNOT
(SPARE)	271	13		
(SPARE)	271	14		
V-NAV MODE REQ	271	15	V-NAV	V-NAV NOT
L-NAV MODE REQ	271	16	L-NAV	L-NAV NOT
FL CH MODE REQ	271	17	FL CH	FL CH NOT
(SPARE)	271	18		
REQ 2 VALID (RESV)	271	19	PB DEPR	NO PB DEPR
SPD MODE REQ	271	20	SPD	SPD NOT
THRUST MODE REQ	271	21	THRUST	THRUST NOT
(SPARE)	271	22		
(SPARE)	271	23		

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MCP				
DISCRETE OCTAL LABELS/BIT CHART				
SIGNAL	OCTAL LABEL	BIT	ONE-STATE	ZERO-STATE
APPR MODE REQ	271	24	APPR	APPR NOT
LOC MODE REQ	271	25	LOC	LOC NOT
B/CRS MODE REQ	271	26	B/CRS	B/CRS NOT
ALT HLD MODE REQ	271	27	ALT HLD	ALT HLDNOT
V/S MODE REQ	271	28	V/S	V/S NOT
ALT HOLD MODE OPER	272	9	ALT HLD EN	ENGA NOT
HDG SEL MODE OPER	272	10	HDG SEL EN	ENGA NOT
HDG HOLD MODE OPER	272	11	HDG HLD EN	ENGA NOT
FL CH MODE OPER	272	12	FL CH ENGA	ENGA NOT
V-NAV MODE (A/O)	272	13	VNAV (A+E)	(A+E) NOT
L-NAV MODE (A/O)	272	14	LNAV (A+E)	(A+E) NOT
SPD MODE OPER	272	15	SPD ENGA	ENGA NOT
THRUST MODE OPER	272	16	THRUST EN	ENGA NOT
G/S MODE OPER	272	17	G/S ENGA	ENGA NOT
THROTTLE RETARD	272	18	RETARD REQ	REQ NOT
PITCH SPEED CNTRL	272	19	IN CONTROL	CNTRL NOT
(SPARE)	272	20		
LOC MODE OPER	272	21	LOC ENGA	ENGA NOT
A/P CWS C ENGA	272	22	CWS C ENGA	ENGA NOT
A/P CWS L ENGA	272	23	CWS L ENGA	ENGA NOT
A/P CMD C ENGA	272	24	CMD C ENGA	ENGA NOT
A/P CMD L ENGA	272	25	CMD L ENGA	ENGA NOT

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MCP				
DISCRETE OCTAL LABELS/BIT CHART				
SIGNAL	OCTAL LABEL	BIT	ONE-STATE	ZERO-STATE
A/P CWS R ENGA	272	26	CWS R ENGA	ENGA NOT
A/P CMD R ENGA	272	27	CMD R ENGA	ENGA NOT
SPD DISPLAY BLANK	272	28	DSPLY BLNK	NOT BLANK
(SPARE)	273	9		
V/S MODE OPER	273	10	V/S ENGA	ENGA NOT
(SPARE)	273	11		
(SPARE)	273	12		
(SPARE)	273	13		
EEC VALID	273	14	VALID	NOT VALID
(SPARE)	273	15		
(SPARE)	273	16		
ENGINE OUT	273	17	ENGINE VAL	ENGINE FAIL
B/CRS MODE (A/O)	273	18	B/CRS A+E	A+E NOT
APPR MODE (A/O)	273	19	APPR A+E	A+E NOT
LOC MODE (A/O)	273	20	LOC A+E	A+E NOT
(SPARE)	273	21		
(SPARE)	273	22		
(SPARE)	273	23		
(SPARE)	273	24		
(SPARE)	273	25		
(SPARE)	273	26		
(SPARE)	273	27		

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MCP				
DISCRETE OCTAL LABELS/BIT CHART				
SIGNAL	OCTAL LABEL	BIT	ONE-STATE	ZERO-STATE
TMC VALID	273	28	VALID	NOT VALID
TMC INFC STATUS	350	11	VALID	NOT VALID
CONFIG 1	350	17	-251	-201

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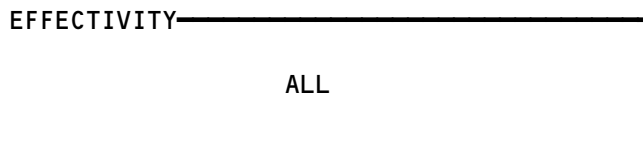


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 FAULT ISOLATION/MAINT MANUAL

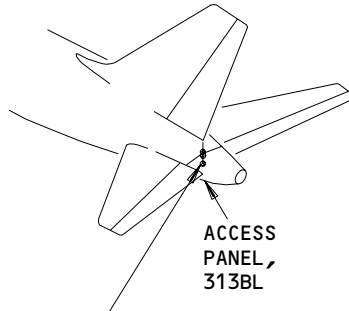
AUTOPILOT/FLIGHT DIRECTOR PITCH CHANNEL

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
SERVO - C AUTOPILOT PITCH CONTROL, M272	1	1	313BL, SECT 48	22-12-01
SERVO - L AUTOPILOT PITCH CONTROL, M271	1	1	313BL, SECT 48	22-12-01
SERVO - R AUTOPILOT PITCH CONTROL, M273	1	1	313BL, SECT 48	22-12-01
TRANSDUCER - C ELEVATOR NEUTRAL SHIFT, TS5153	2	1	313BL, SECT 48	22-12-04
TRANSDUCER - L ELEVATOR NEUTRAL SHIFT, TS5151	2	1	313BL, SECT 48	22-12-04
TRANSDUCER - R ELEVATOR NEUTRAL SHIFT, TS5152	2	1	313BL, SECT 48	22-12-04
VALVE - ELECTROHYDRAULIC SERVO	2	1	313BL, SECT 48, EA AUTOPILOT PITCH CONTROL SERVO	22-12-02
VALVE - ELECTROHYDRAULIC SOLENOID	2	2	313BL, SECT 48, EA AUTOPILOT PITCH CONTROL SERVO	22-12-02

Autopilot/Flight Director Pitch Channel - Component Index
 Figure 101

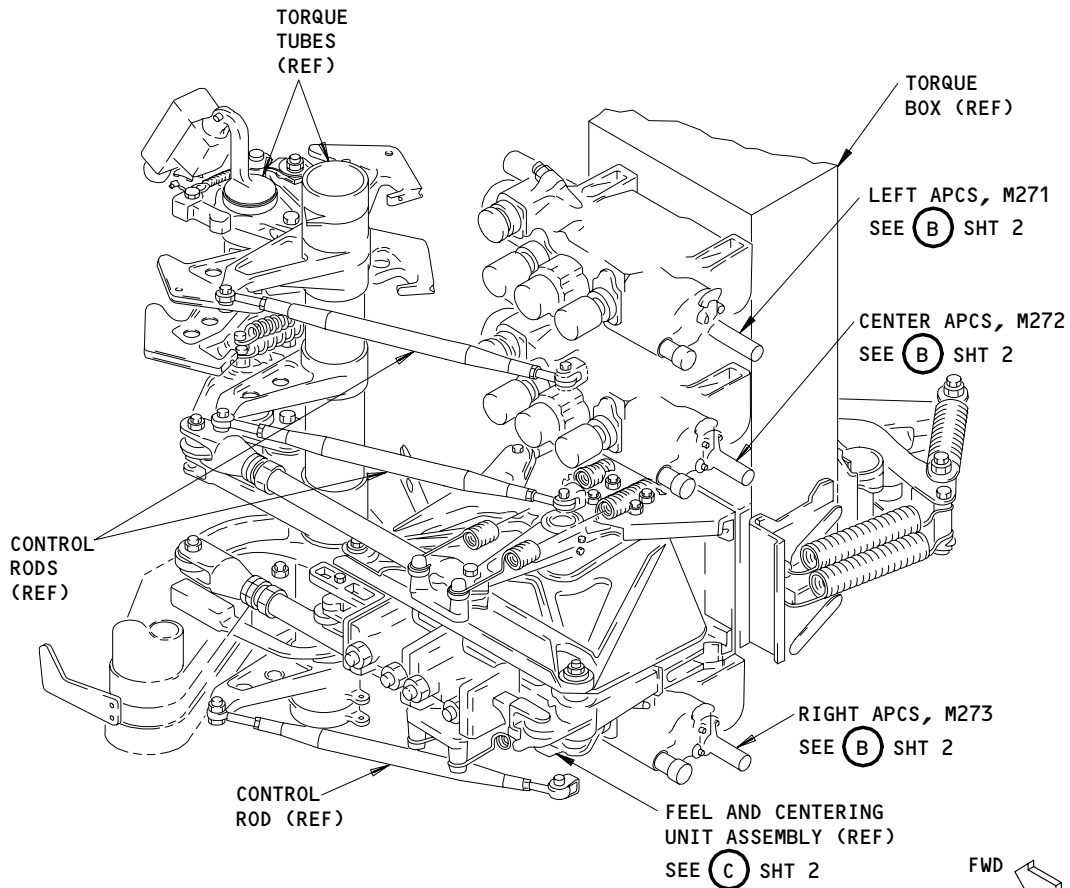


22-12-00



AUTOPILOT PITCH CONTROL SERVO LOCATIONS AND LINKAGES (REF)

SEE (A)



AUTOPILOT PITCH CONTROL SERVO LOCATIONS AND LINKAGES (REF)

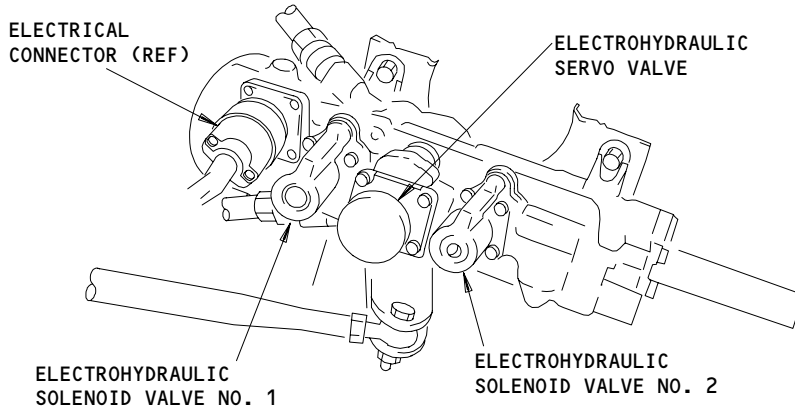
(A)

Autopilot/Flight Director Pitch Channel - Component Location
Figure 102 (Sheet 1)

EFFECTIVITY	
ALL	

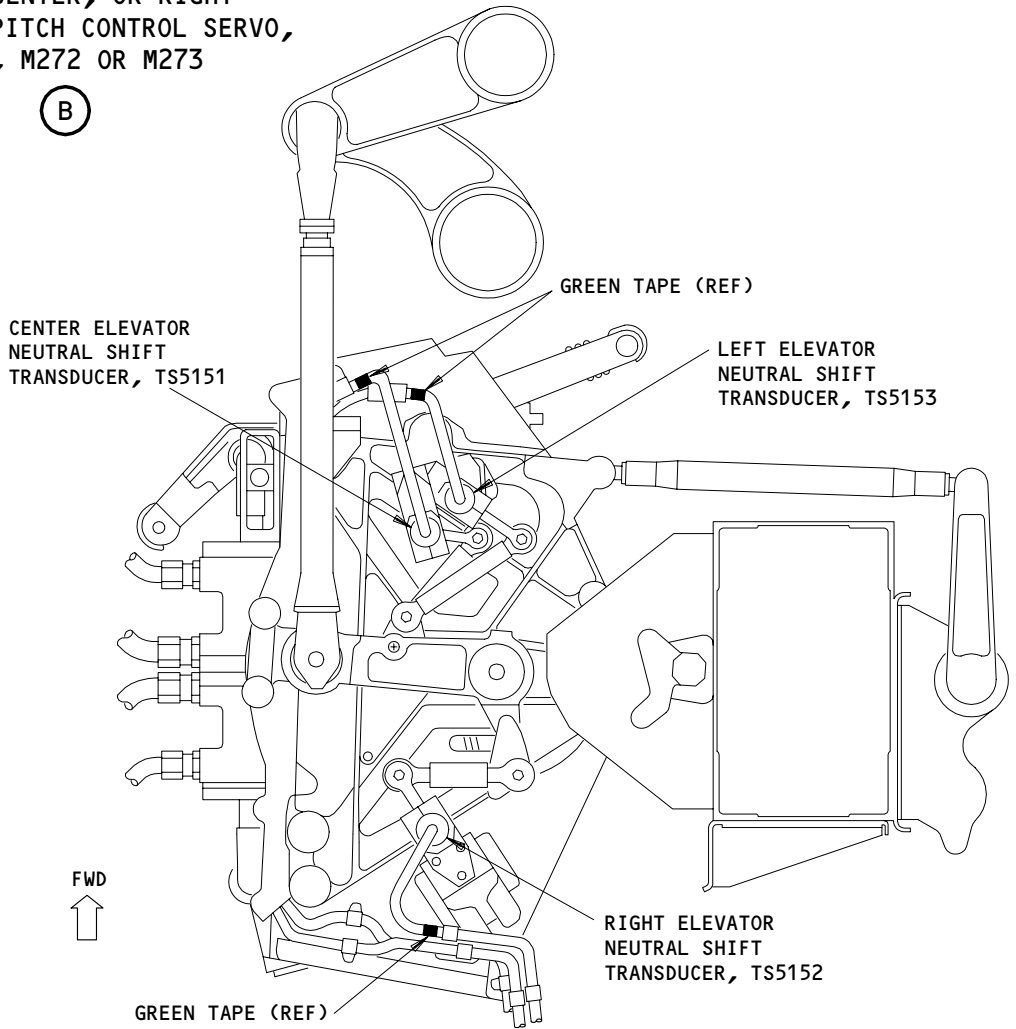
22-12-00

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FAULT ISOLATION/MAINT MANUAL



LEFT, CENTER, OR RIGHT
AUTOPILOT PITCH CONTROL SERVO,
M271, M272 OR M273

(B)



FEEL AND CENTERING UNIT ASSEMBLY (REF)

(C)

Component Location (Details from Sht 1)
Figure 102 (Sheet 2)

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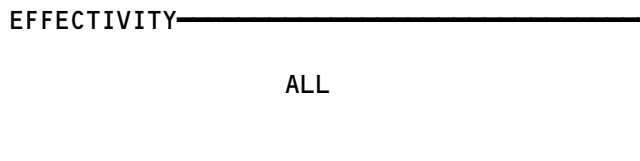
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FAULT ISOLATION/MAINT MANUAL

AUTOPILOT/FLIGHT DIRECTOR ROLL AND YAW CHANNEL

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
SERVO - C AUTOPILOT LATERAL CONTROL, M10041	1	1	L/R WHEEL WELL	22-13-03
SERVO - C AUTOPILOT ROLLOUT GUIDANCE, M278	2	1	VERT STAB., 324AL	22-13-01
SERVO - L AUTOPILOT LATERAL CONTROL, M10040	1	1	L/R WHEEL WELL	22-13-03
SERVO - L AUTOPILOT ROLLOUT GUIDANCE, M277	2	1	VERT STAB., 324AL	22-13-01
SERVO - R AUTOPILOT LATERAL CONTROL, M10042	1	1	L/R WHEEL WELL	22-13-03
SERVO - R AUTOPILOT ROLLOUT GUIDANCE, M279	2	1	VERT STAB., 324AL	22-13-01
VALVE - ALCS ELECTROHYDRAULIC SERVO	1	1	L/R WHEEL WELL, EA AUTOPILOT LATERAL CONTROL SERVO	22-13-04
VALVE - ALCS ELECTROHYDRAULIC SOLENOID	1	2	L/R WHEEL WELL, EA AUTOPILOT LATERAL CONTROL SERVO	22-13-04
VALVE - ARGS ELECTROHYDRAULIC SERVO	2	1	VERT STAB., 324AL, EA AUTOPILOT ROLLOUT GUIDANCE SERVO	22-13-02
VALVE - ARGS ELECTROHYDRAULIC SOLENOID	2	2	VERT STAB., 324AL, EA AUTOPILOT ROLLOUT GUIDANCE SERVO	22-13-02

* SEE THE WDM EQUIPMENT LIST

Autopilot/Flight Director Roll and Yaw Channel - Component Index
Figure 101

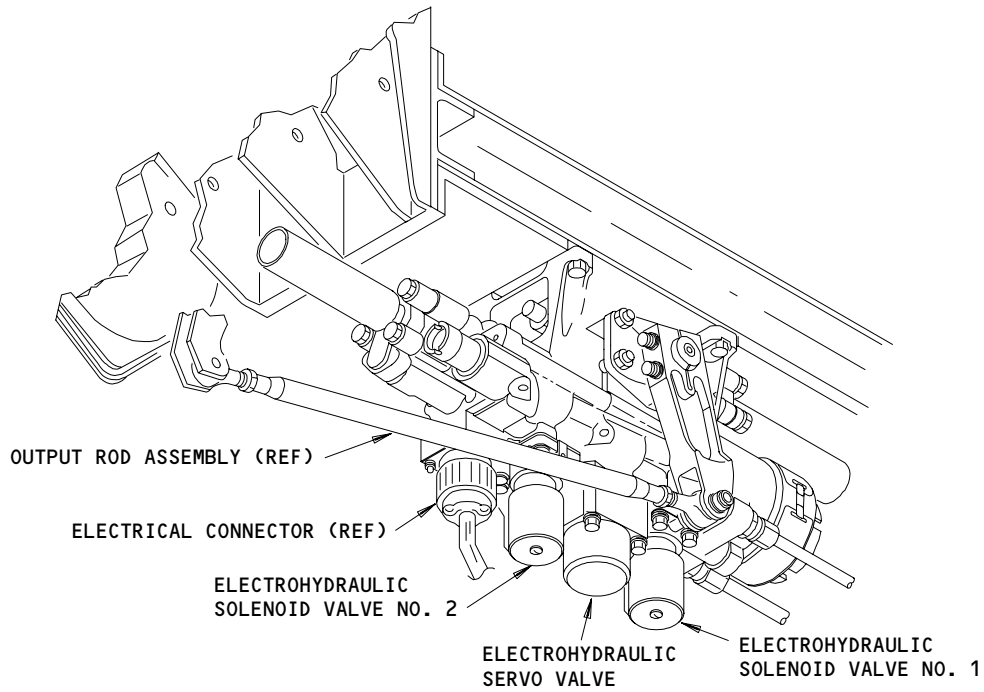
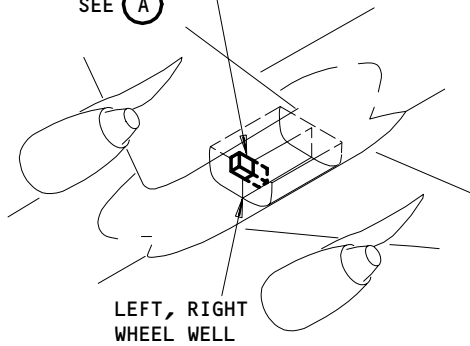


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FAULT ISOLATION/MAINT MANUAL

LEFT, CENTER, OR RIGHT AUTOPILOT
LATERAL CONTROL SERVO, M10040,
M10041 OR M10042

SEE (A)



LEFT, CENTER, OR RIGHT AUTOPILOT LATERAL CONTROL SERVO, M10040, M10041 OR M10042

(A)

Autopilot/Flight Director Roll and Yaw Channel - Component Location
Figure 102 (Sheet 1)

EFFECTIVITY	ALL
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22-13-00

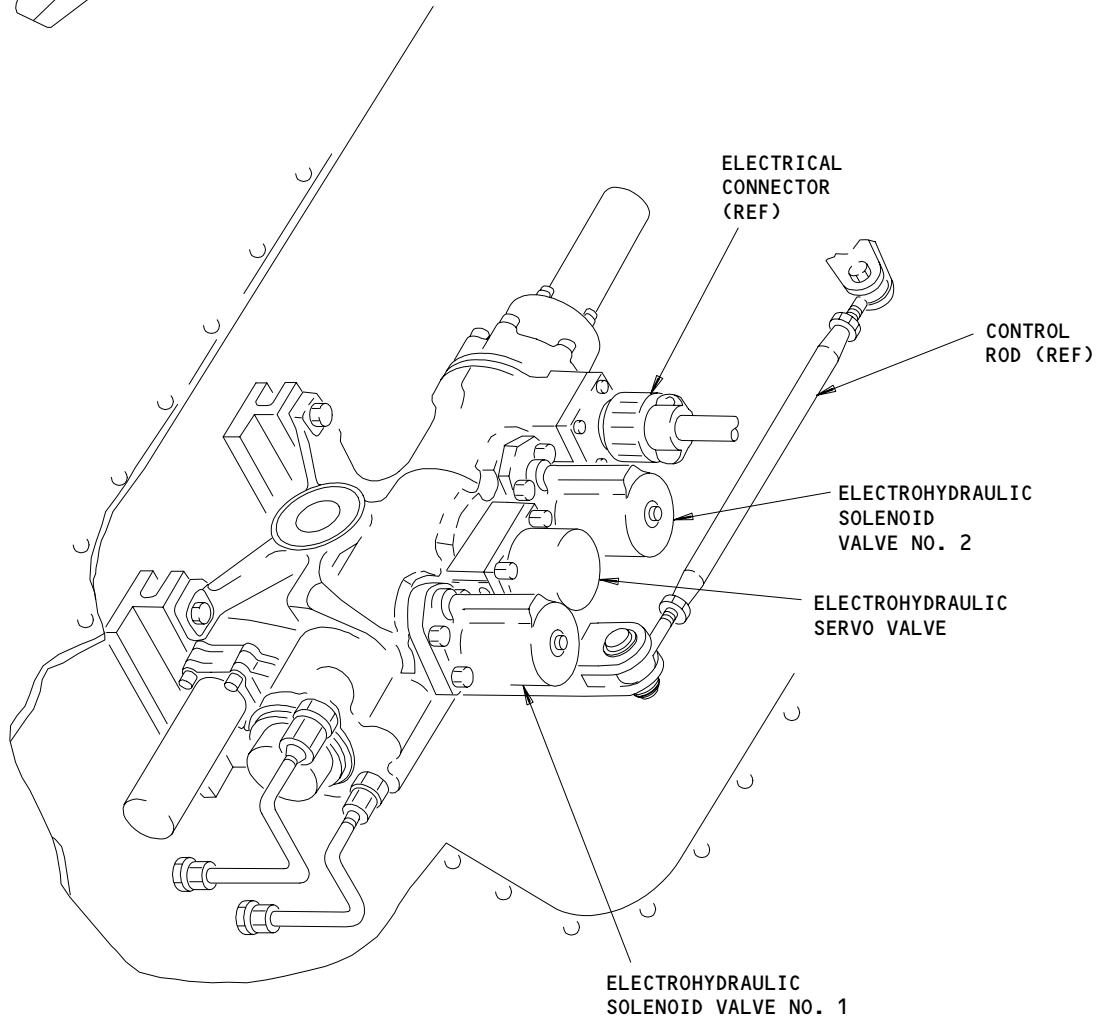
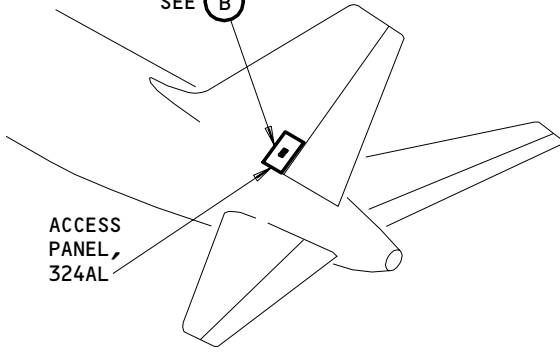
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FAULT ISOLATION/MAINT MANUAL

LEFT, CENTER, OR RIGHT
AUTOPILOT ROLLOUT GUIDANCE
SERVOS, M277, M278, M279

SEE (B)



LEFT, CENTER, OR RIGHT AUTOPILOT
ROLLOUT GUIDANCE SERVO, M277, M278, OR M279

(B)

Autopilot/Flight Director Roll and Yaw Channel - Component Location
Figure 102 (Sheet 2)

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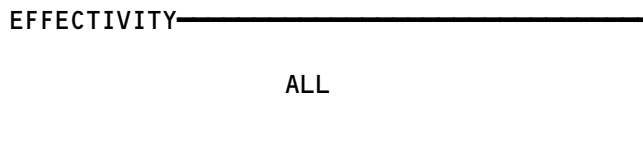

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 FAULT ISOLATION/MAINT MANUAL

AUTOPILOT/FLIGHT DIRECTOR WARNING AND ANNUNCIATION

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
ANNUNCIATOR - CAPT AUTOLAND STATUS, N70	—	1	FLT COMPT, P1	22-14-01
ANNUNCIATOR - F/O AUTOLAND STATUS, N71	—	1	FLT COMPT, P3	22-14-01
LIGHT - AUTOPILOT DISC	—	1	FLT COMPT, P1, DISCRETE WARNING DISPLAY MODULE, M779 (REF)	*
LIGHT - AUTOPILOT CAUTION, L269	—	1	FLT COMPT, P1	*
MODULE - (FIM 33-16-00/101) DISCRETE WARNING DISPLAY				*

* SEE WDM EQUIPMENT LIST

Autopilot/Flight Director Warning and Annunciation - Component Index
Figure 101



22-14-00

01

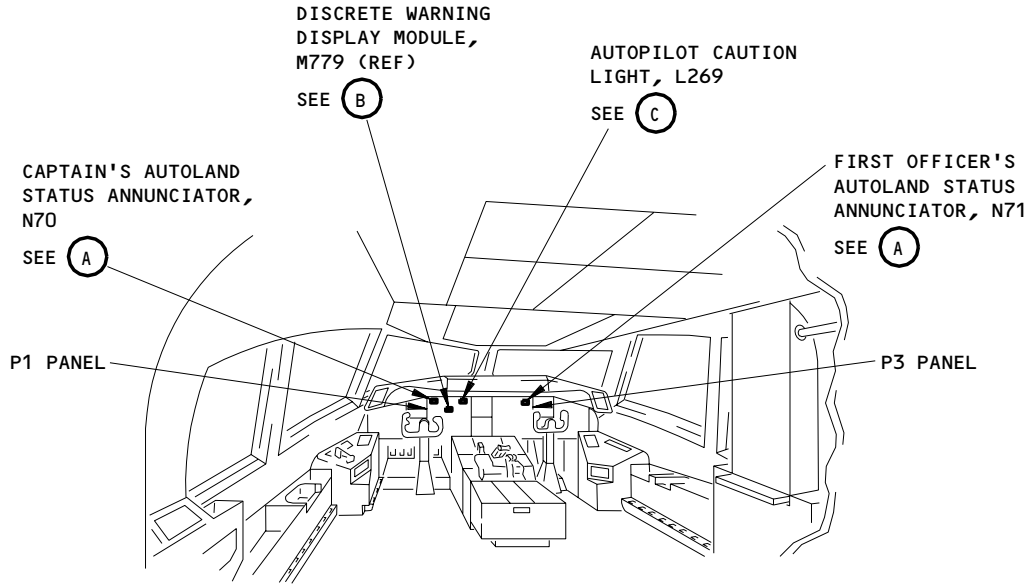
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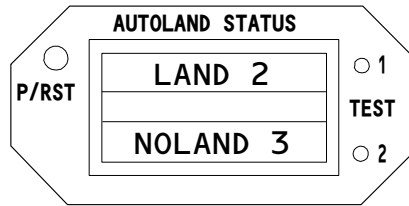
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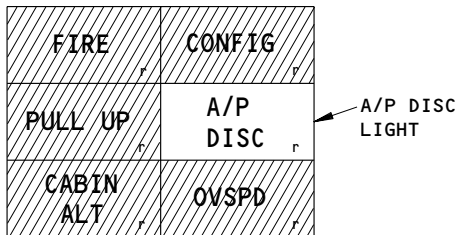


FLIGHT COMPARTMENT



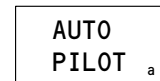
CAPTAIN'S OR FIRST OFFICER'S AUTOLAND STATUS ANNUNCIATOR, N70 OR N71

(A)



DISCRETE WARNING DISPLAY MODULE, M779 (REF)

(B)



AUTOPILOT CAUTION LIGHT, L269

(C)

Autopilot/Flight Director Warning and Annunciation - Component Location
Figure 102 (Sheet 1)

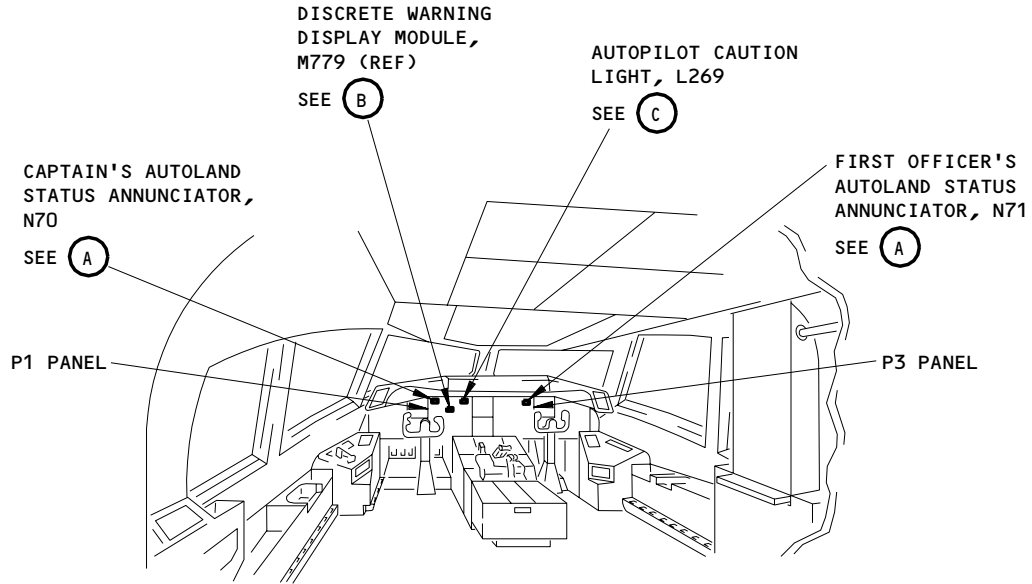
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GUI 001-114, 116-999

22-14-00

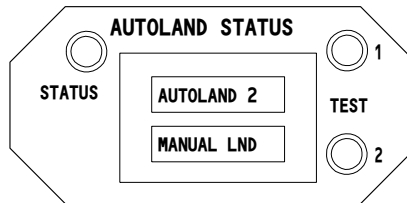
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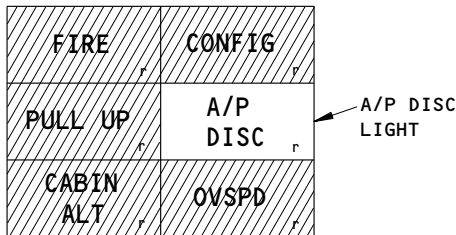


FLIGHT COMPARTMENT



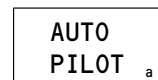
CAPTAIN'S OR FIRST OFFICER'S AUTOLAND
STATUS ANNUNCIATOR, N70 OR N71

(A)



DISCRETE WARNING DISPLAY
MODULE, M779 (REF)

(B)



AUTOPILOT CAUTION
LIGHT, L269

(C)

Autopilot/Flight Director Warning and Annunciation - Component Location
Figure 102 (Sheet 2)

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FAULT ISOLATION/MAINT MANUAL

YAW DAMPER SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ACCELEROMETER - MODAL SUPPRESSION L, M10734	2	1	822, AFT CARGO DOOR, AFT CARGO COMPT CEILING	22-21-05
ACCELEROMETER - MODAL SUPPRESSION R, M10735	2	1	822, AFT CARGO DOOR, AFT CARGO COMPT CEILING	22-21-05
CIRCUIT BREAKERS -	1		FLT COMPT, P11	*
CSEU 1L AC (OR FLT CTRL ELEC 1L AC), C1538		1	11C6	*
CSEU 1L DC (OR FLT CTRL ELEC 1L DC), C1534		1	11C7	*
CSEU 1R AC (OR FLT CTRL ELEC 1R AC), C1536		1	11G17	*
CSEU 1R DC (OR FLT CTRL ELEC 1R DC), C1531		1	11G18	*
CSEU 2L AC (OR FLT CTRL ELEC 2L AC), C1537		1	11C8	*
CSEU 2L DC (OR FLT CTRL ELEC 2L DC), C1533		1	11C9	*
CSEU 2R AC (OR FLT CTRL ELEC 2R AC), C1535		1	11G27	*
CSEU 2R DC (OR FLT CTRL ELEC 2R DC), C1532		1	11G28	*
YAW DAMPER L, C1560		1	11A18	*
YAW DAMPER R, C1561		1	11F34	*
COMPUTERS - (31-41-00/101)				
EICAS L, M10181				
EICAS R, M10182				
COMPUTERS - (34-12-00/101)				
AIR DATA L, M100				
AIR DATA R, M101				
MODULES - (27-09-00/101)				
LEFT POWER SUPPLY 1, M536				
LEFT POWER SUPPLY 2, M537				
RIGHT POWER SUPPLY 1, M538				
RIGHT POWER SUPPLY 2, M539				
MODULE - YAW DAMPER L, M522	2	1	119BL, MAIN EQUIP CTR, E3-1	22-21-04
MODULE - YAW DAMPER R, M523	2	1	119BL, MAIN EQUIP CTR, E4-1	22-21-04
PANEL - YAW DAMPER, M10250	1	1	FLT COMPT, P5	22-21-01
RELAYS - (31-01-36/101)				
AIR/GND SYS NO. 1, K135				
AIR/GND SYS NO. 1, K10384				
RELAYS - (31-01-37/101)				
AIR/GND SYS NO. 2, K215				
AIR/GND SYS NO. 2, K10387				
SERVO - LEFT YAW DAMPER, M509	2	1	324BL, VERT STAB (APL L SIDE)	22-21-02
SERVO - RIGHT YAW DAMPER, M510	2	1	324BL, VERT STAB (APL R SIDE)	22-21-02
SWITCHES - (29-31-00/101)				
SYS C HYDRAULIC PRESSURE, S10002				
SYS L EDP CONTROL PRESSURE, S27				
SWITCH - YAW DMPR TEST, YPHS7	1	1	FLT COMPT, P61, MISC TEST PANEL, M10398	*
UNITS - (34-21-00/101)				
INTERTIAL REFERENCE C, M160				
INTERTIAL REFERENCE L, M159				
INTERTIAL REFERENCE R, M161				
VALVE - YDS ELECTROHYDRAULIC SERVO	2	2	324BL, VERTICAL STABILIZER, EACH YAW DAMPER SERVO	22-21-03
VALVE - YDS ELECTROHYDRAULIC SOLENOID	2	2	324BL, VERTICAL STABILIZER, EACH YAW DAMPER SERVO	22-21-03

* SEE THE WDM EQUIPMENT LIST

Yaw Damper System - Component Index
Figure 101

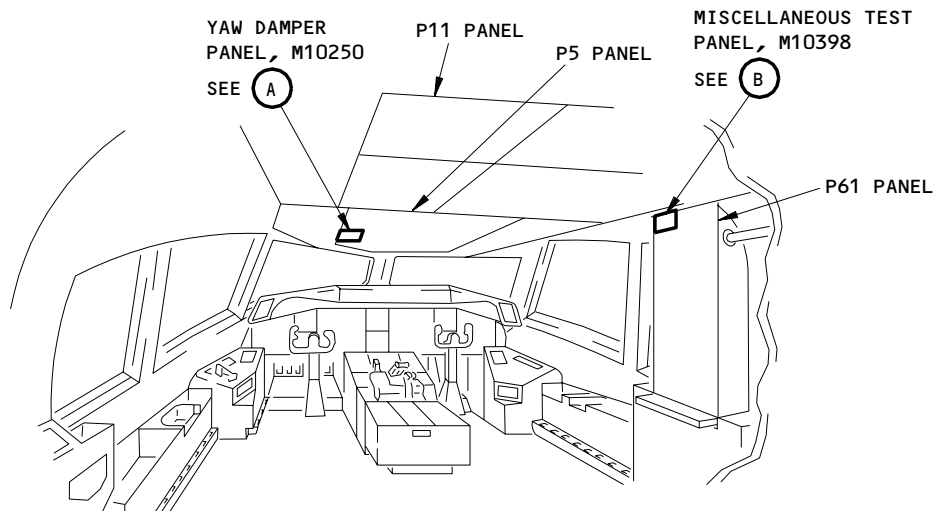
EFFECTIVITY

ALL

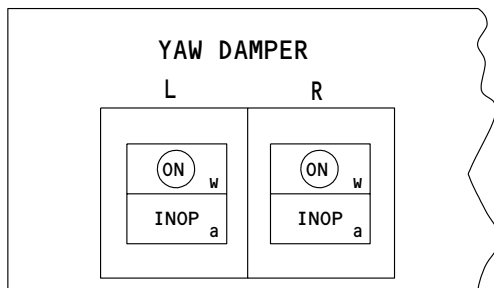
22-21-00

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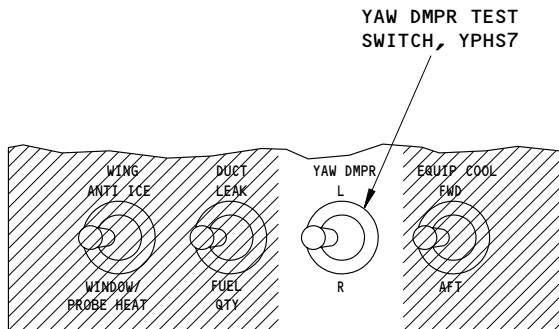


FLIGHT COMPARTMENT



YAW DAMPER PANEL, M10250

(A)



MISCELLANEOUS TEST PANEL, M10398

(B)

Yaw Damper System - Component Location
Figure 102 (Sheet 1)

EFFECTIVITY

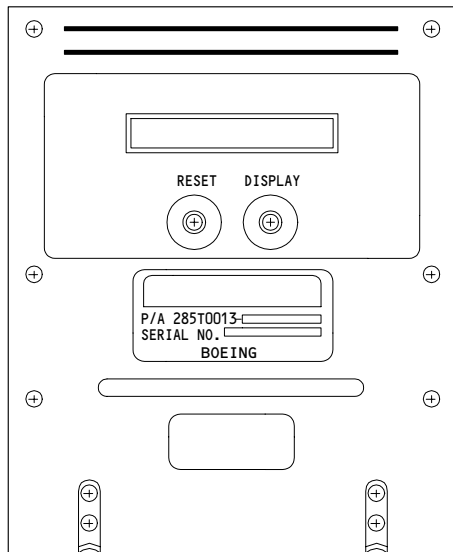
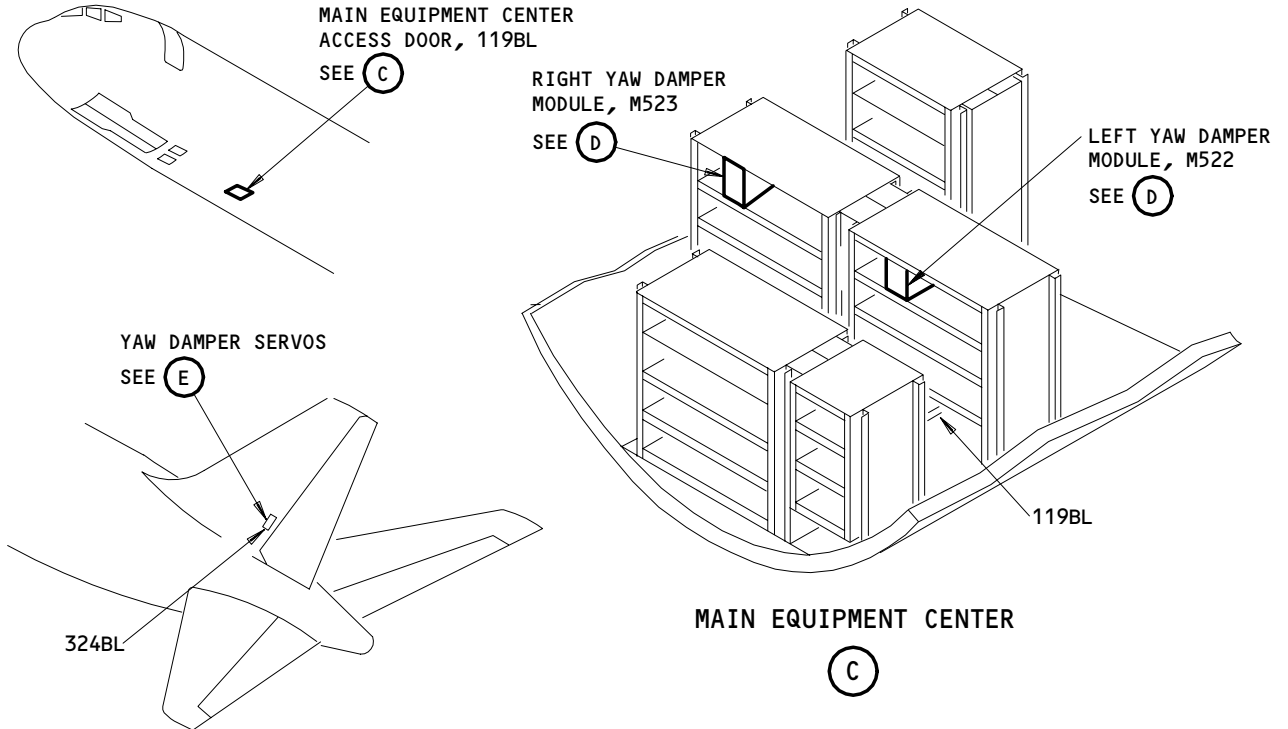
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22-21-00

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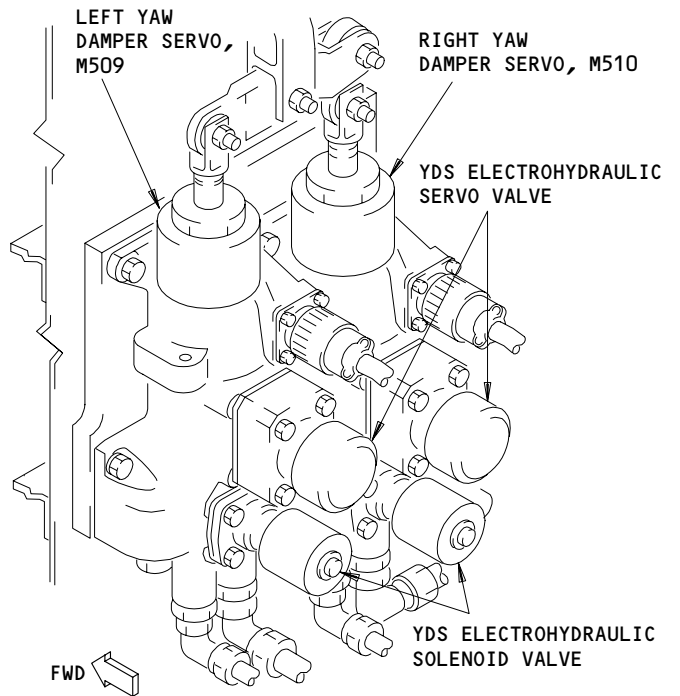
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FAULT ISOLATION/MAINT MANUAL



LEFT OR RIGHT YAW DAMPER MODULE, M522 OR M523

(D)



YAW DAMPER SERVOS

(E)

Component Location
Figure 102 (Sheet 2)

EFFECTIVITY

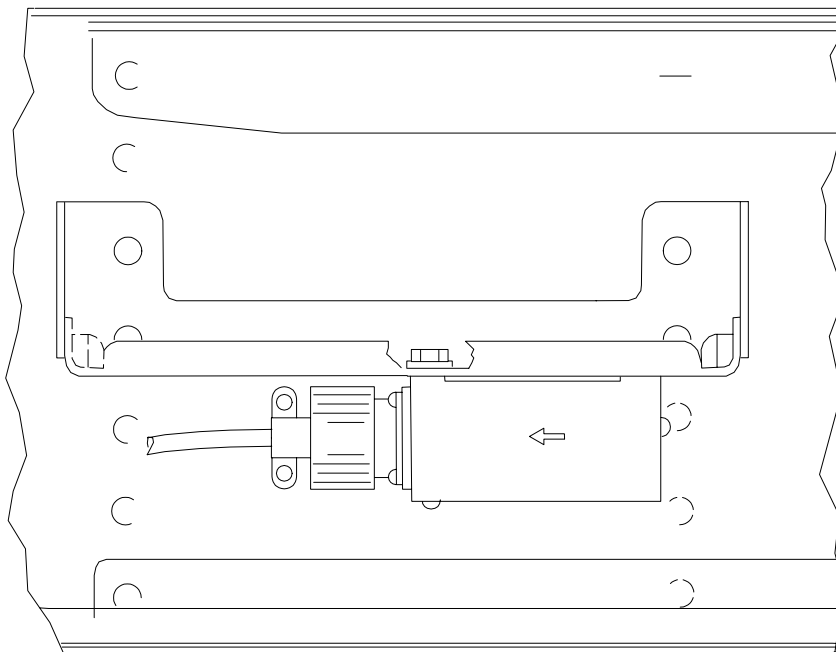
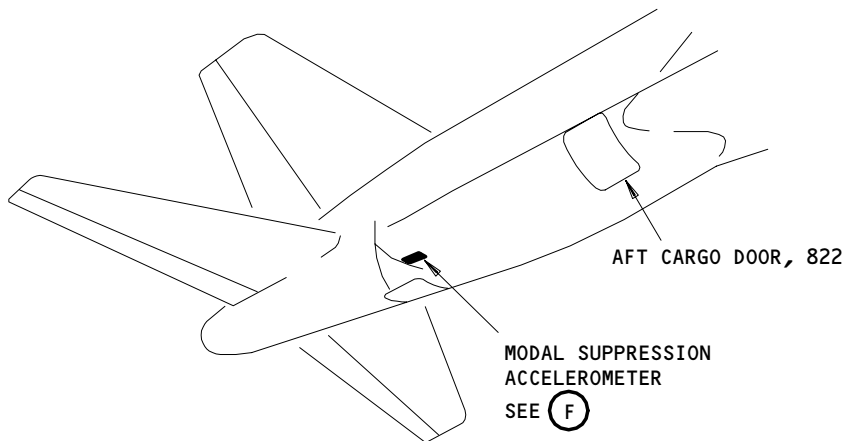
ALL

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 FAULT ISOLATION/MAINT MANUAL



MODAL SUPPRESSION ACCELEROMETER

(F)

Component Location
 Figure 102 (Sheet 3)

EFFECTIVITY

ALL

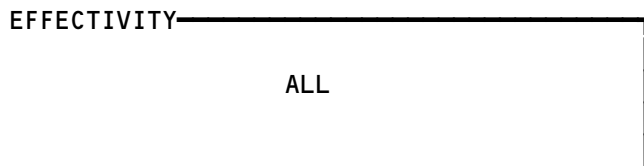
22-21-00

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277265

Not Used
Figure 103



22-21-00

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

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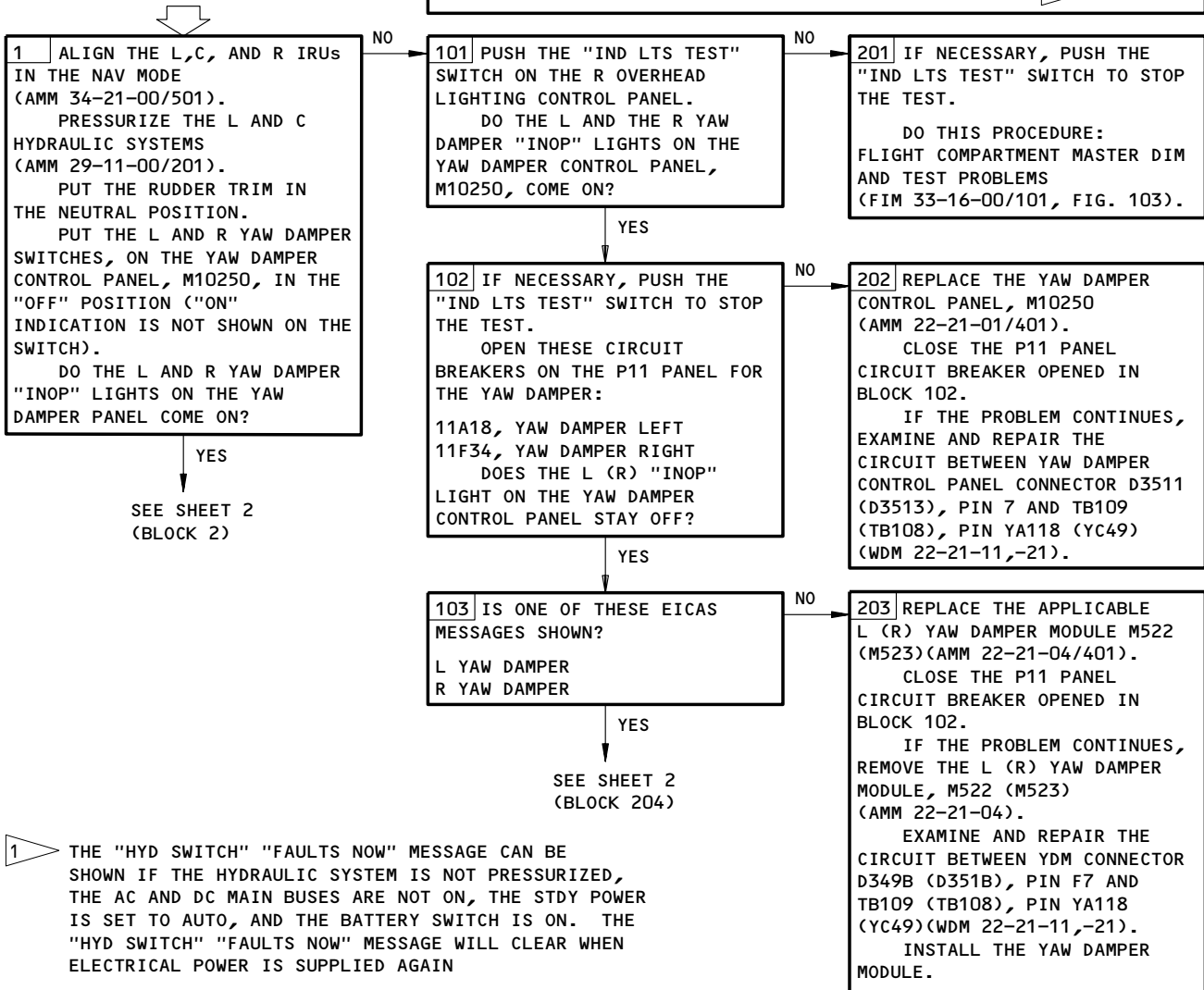
**YAW DAMPER SYSTEM
BITE PROCEDURE**


PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:
ENGINE INDICATION AND CREW ALERTING SYSTEM (EICAS)
(AMM 31-41-00/201)
AIR/GROUND RELAYS (AMM 32-09-02/201)
MASTER DIM AND TEST (AMM 33-16-00/501)
AIR DATA COMPUTING SYSTEM (AMM 34-12-00/501)
INERTIAL REFERENCE SYSTEM (AMM 34-21-00/501)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11A18, 11C6, 11C7, 11C8, 11C9, 11F34, 11G17, 11G18,
11G27, 11G28

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201) 
HYDRAULIC POWER IS ON (AMM 29-11-00/201) 



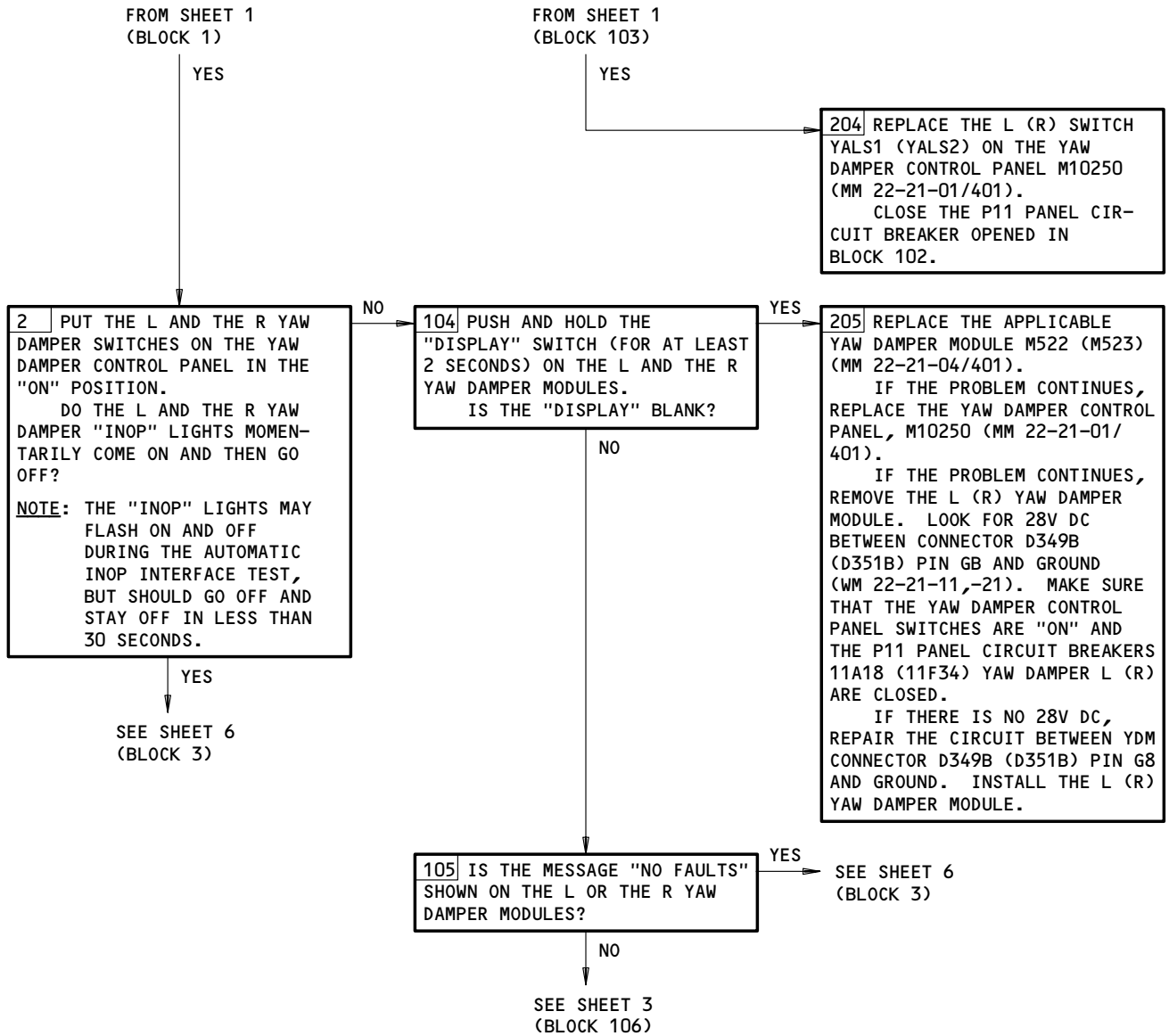
 THE "HYD SWITCH" "FAULTS NOW" MESSAGE CAN BE SHOWN IF THE HYDRAULIC SYSTEM IS NOT PRESSURIZED, THE AC AND DC MAIN BUSES ARE NOT ON, THE STDY POWER IS SET TO AUTO, AND THE BATTERY SWITCH IS ON. THE "HYD SWITCH" "FAULTS NOW" MESSAGE WILL CLEAR WHEN ELECTRICAL POWER IS SUPPLIED AGAIN

Yaw Damper System BITE Procedure
Figure 103A (Sheet 1)

EFFECTIVITY
AIRPLANES WITH YAW DAMPER MODULE'S (YDM)
285T0013-122 AND SUBSEQUENT

22-21-00


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Yaw Damper System BITE Procedure
Figure 103A (Sheet 2)

EFFECTIVITY
AIRPLANES WITH YDM'S 285T0013-122 AND
SUBSEQUENT

22-21-00

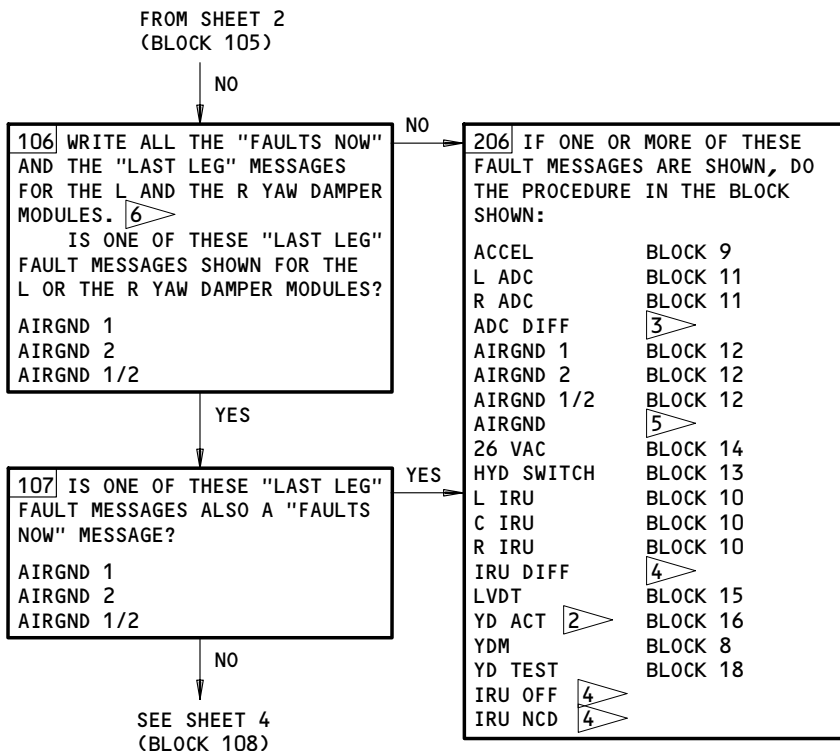
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- 2 IF THE "YD ACT" FAULT MESSAGE OCCURS WITH THE "LVDT", THE "26 VAC", OR THE "YDM" FAULT MESSAGE, DO THE PROCEDURE FOR THE LVDT, THE 26 VAC, OR THE YDM FIRST.
- 3 FOR AN "ADC DIFF" FAULT MESSAGE, DO THE PROCEDURE FOR THE L (R) ADC FIRST.
- 4 DO THE PROCEDURE FOR THE L (C,R) IRU FIRST.
- 5 FOR AN "AIRGND" FAULT MESSAGE, DO THE PROCEDURE FOR THESE AIR/GROUND FAULTS FIRST:
 AIRGND 1
 AIRGND 2
 AIRGND 1/2
- 6 THE "LAST LEG" FAULTS HAVE AN ASTERISK (*) BEFORE THE FAULT MESSAGE.

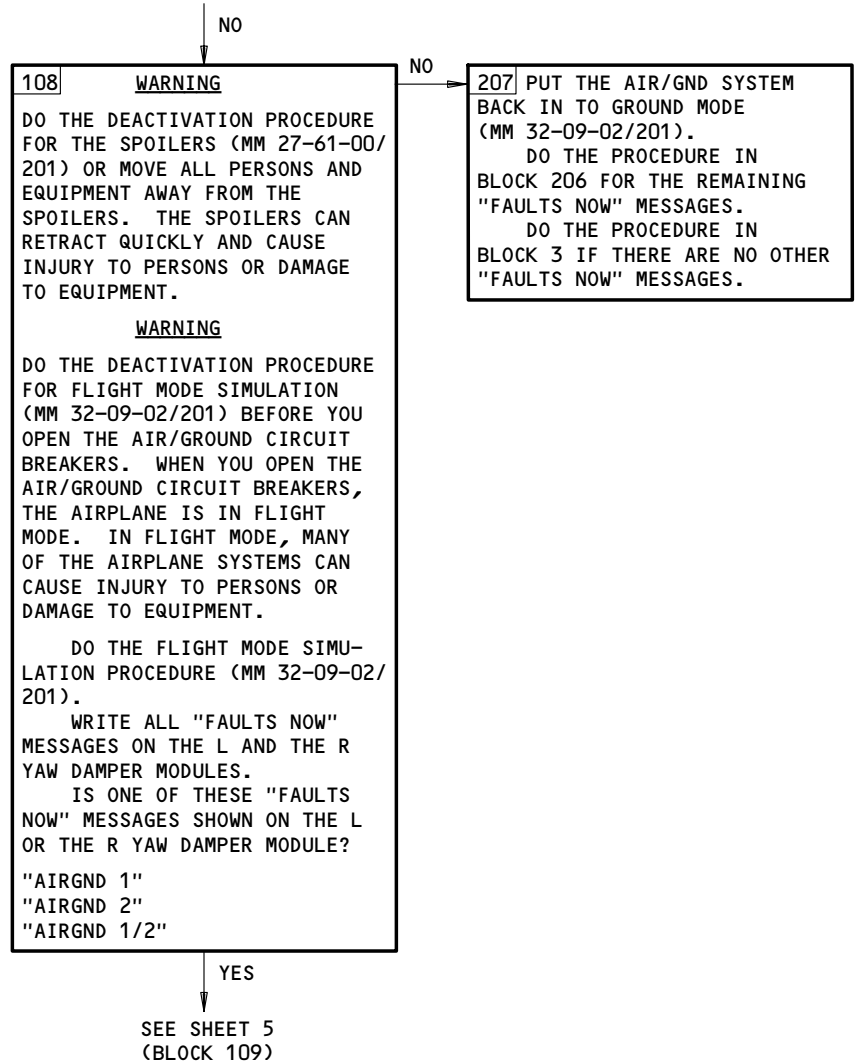
Yaw Damper System BITE Procedure
Figure 103A (Sheet 3)

EFFECTIVITY
 AIRPLANES WITH YDM'S 285T0013-122 AND
 SUBSEQUENT

22-21-00

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FAULT ISOLATION/MAINT MANUAL

FROM SHEET 3
(BLOCK 107)

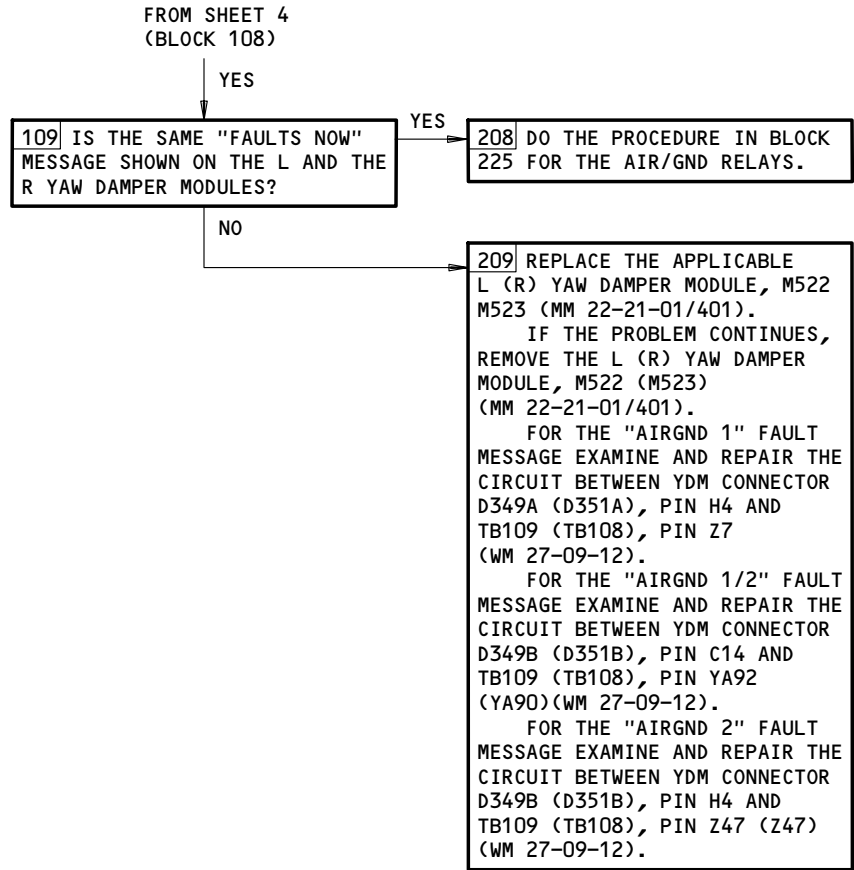


Yaw Damper System BITE Procedure
Figure 103A (Sheet 4)

EFFECTIVITY
AIRPLANES WITH YDM'S 285T0013-122 AND
SUBSEQUENT

22-21-00

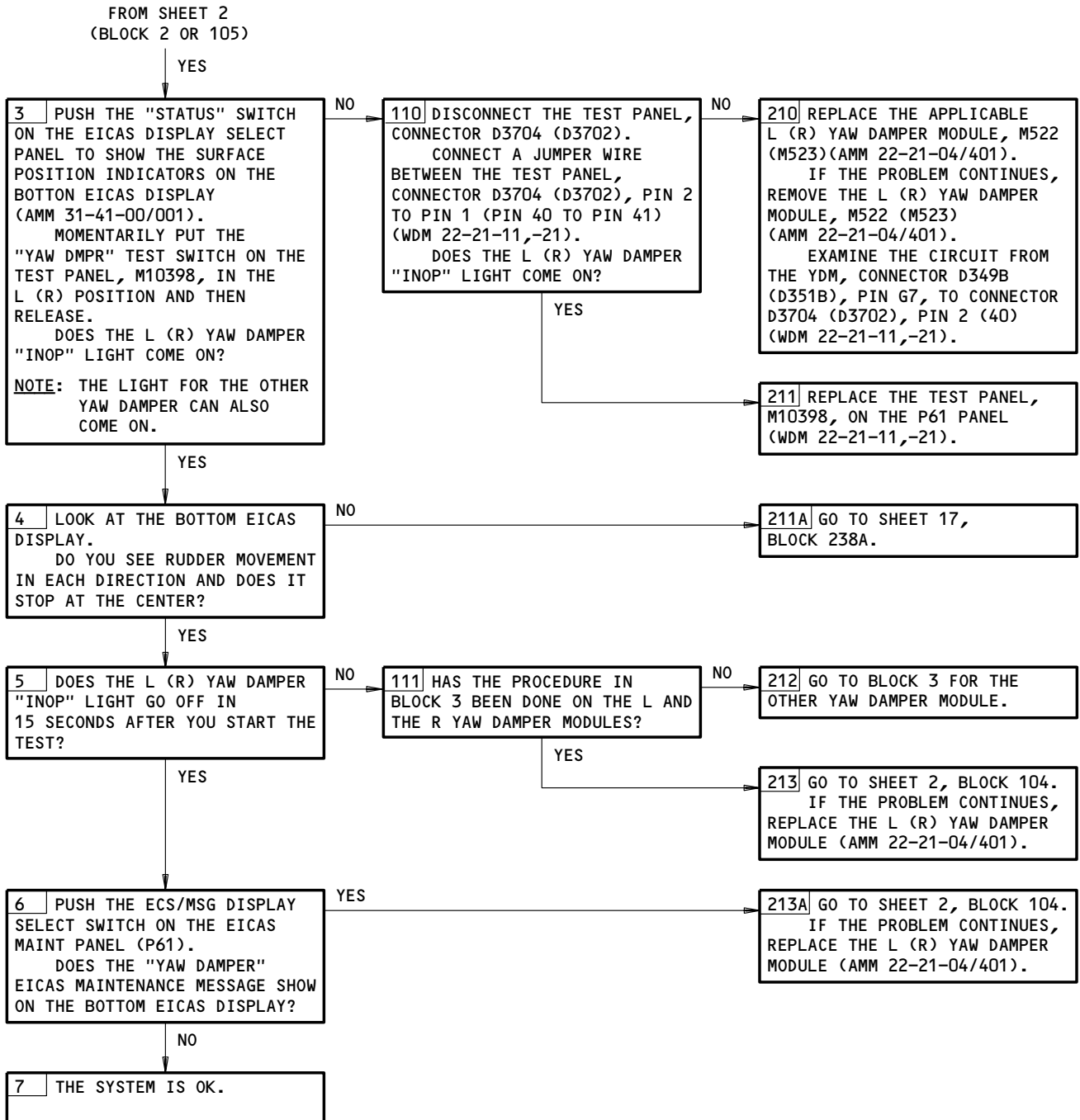
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FAULT ISOLATION/MAINT MANUAL



Yaw Damper System BITE Procedure
Figure 103A (Sheet 5)

EFFECTIVITY
AIRPLANES WITH YDM'S 285T0013-122 AND
SUBSEQUENT

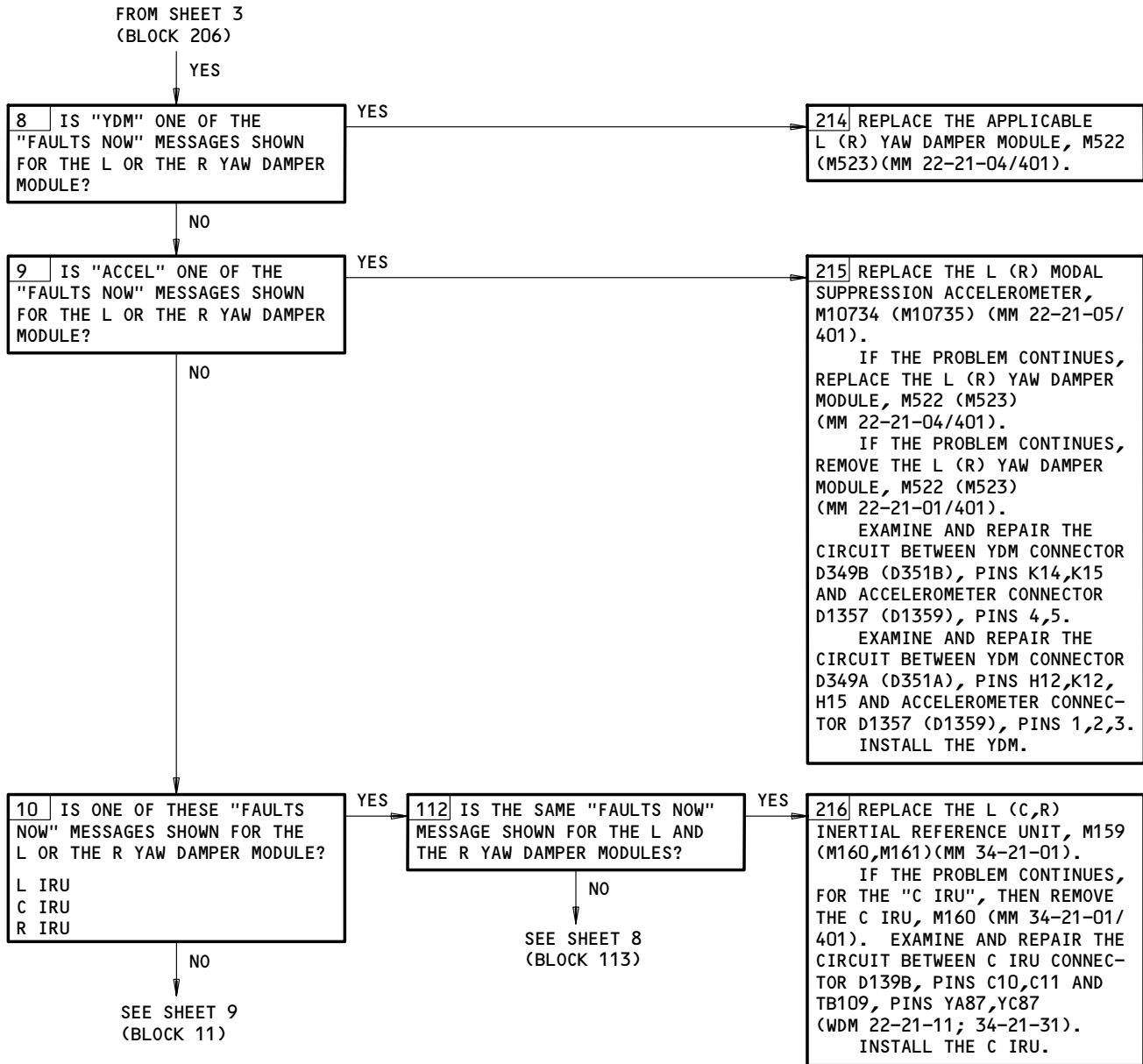
22-21-00



Yaw Damper System BITE Procedure
Figure 103A (Sheet 6)

EFFECTIVITY
AIRPLANES WITH YDM'S 285T0013-122 AND
SUBSEQUENT

22-21-00

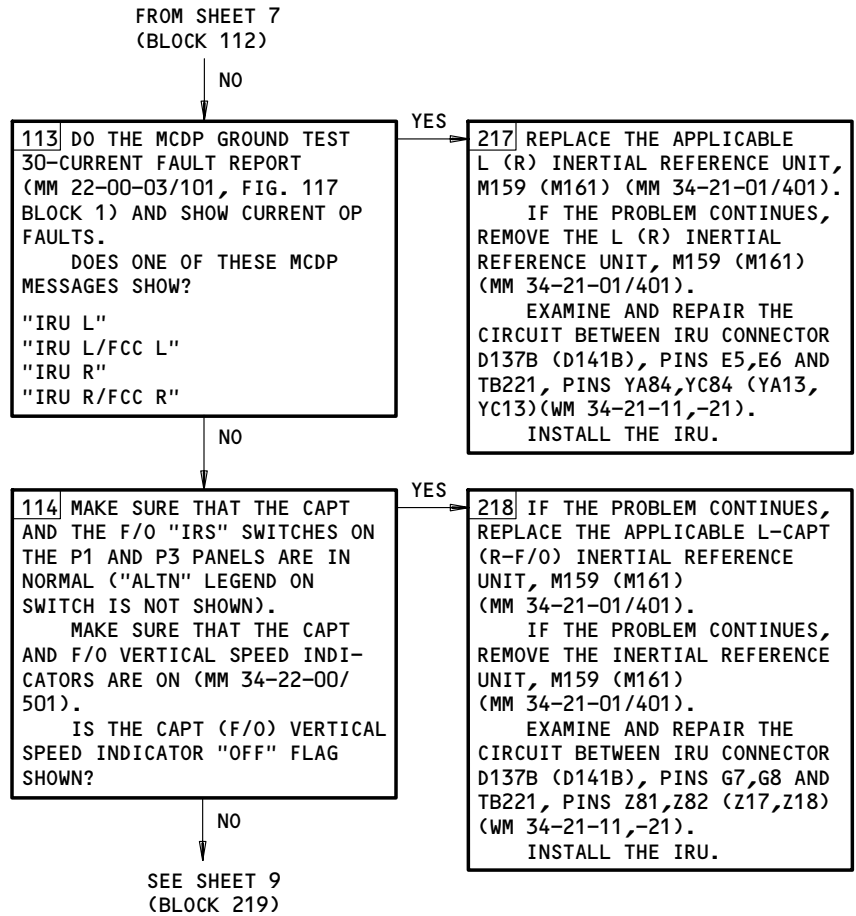


Yaw Damper System BITE Procedure
Figure 103A (Sheet 7)

EFFECTIVITY
AIRPLANES WITH YDM'S 285T0013-122 AND
SUBSEQUENT

22-21-00

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Yaw Damper System BITE Procedure
Figure 103A (Sheet 8)

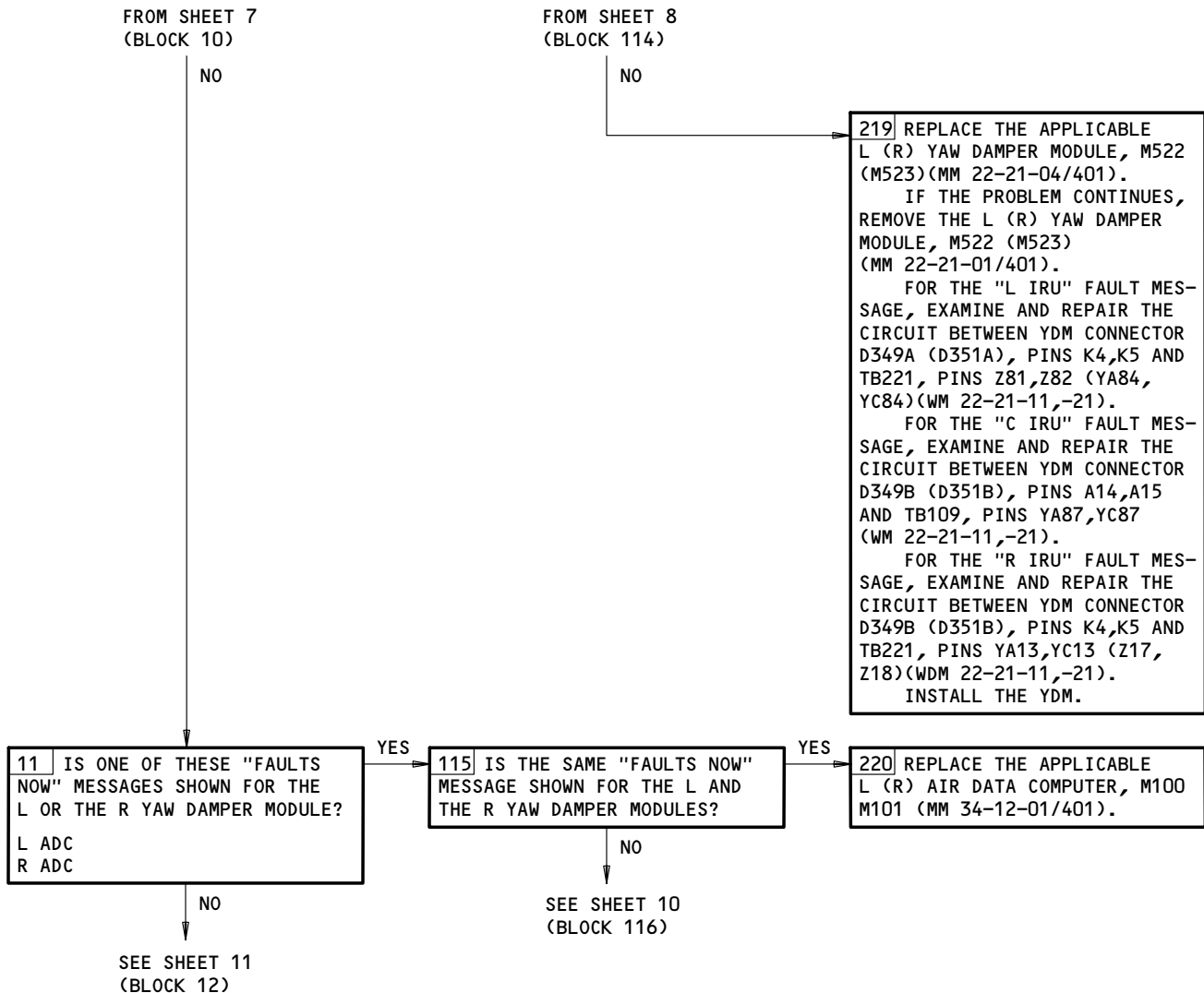
EFFECTIVITY
AIRPLANES WITH YDM'S 285T0013-122 AND
SUBSEQUENT

22-21-00

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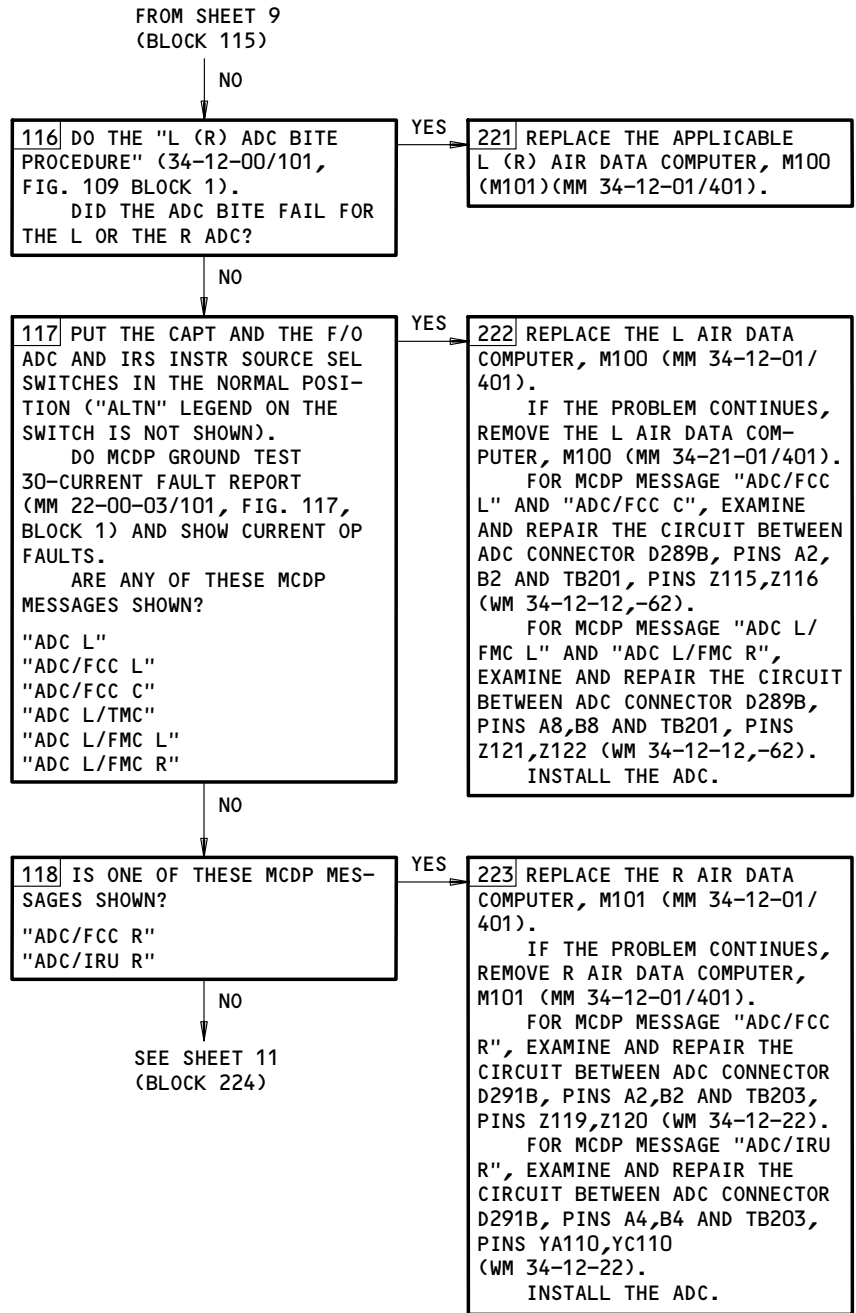


Yaw Damper System BITE Procedure
Figure 103A (Sheet 9)

EFFECTIVITY
AIRPLANES WITH YDM'S 285T0013-122 AND
SUBSEQUENT

22-21-00

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FAULT ISOLATION/MAINT MANUAL

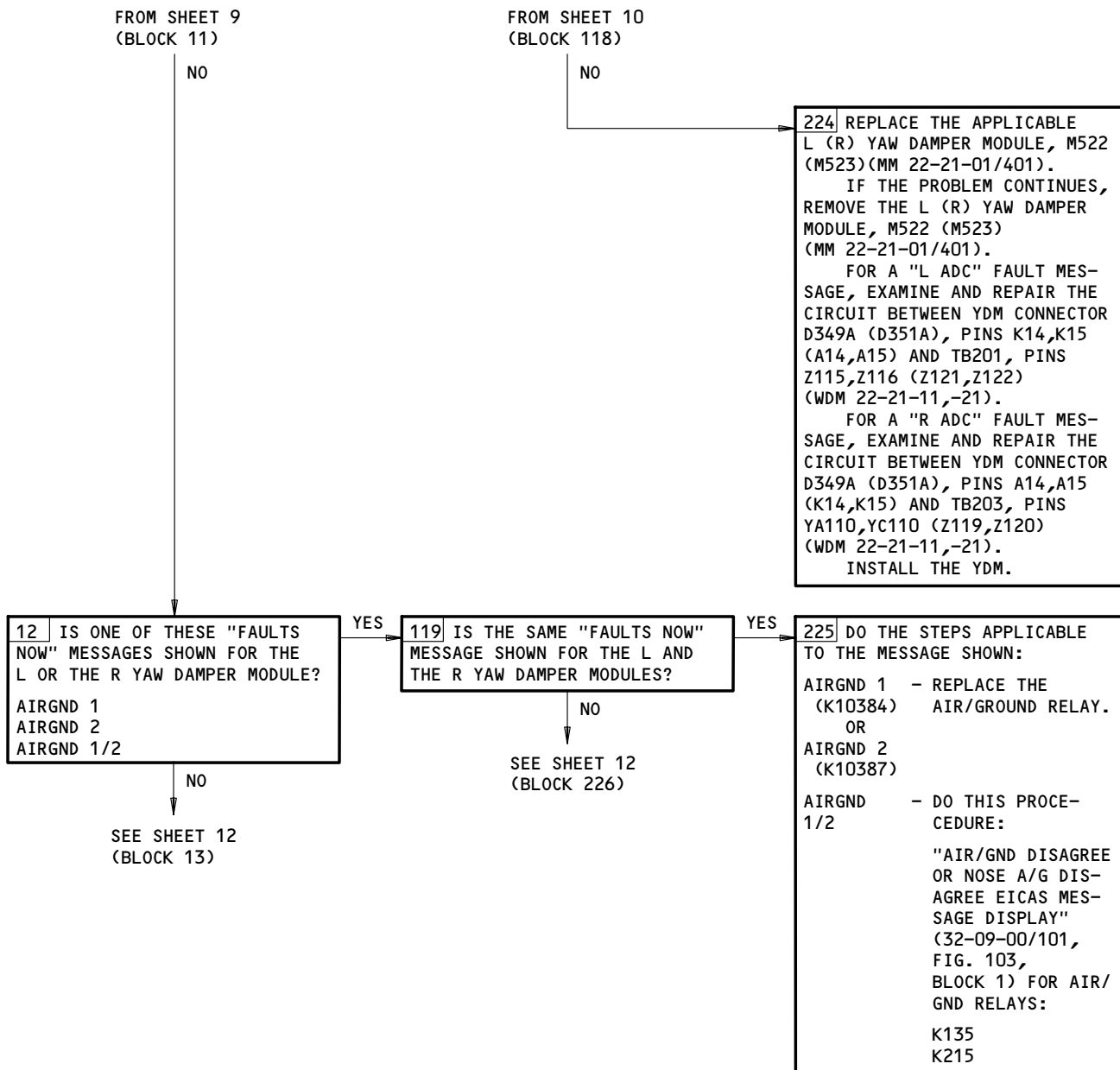


Yaw Damper System BITE Procedure
Figure 103A (Sheet 10)

EFFECTIVITY
AIRPLANES WITH YDM'S 285T0013-122 AND
SUBSEQUENT

22-21-00


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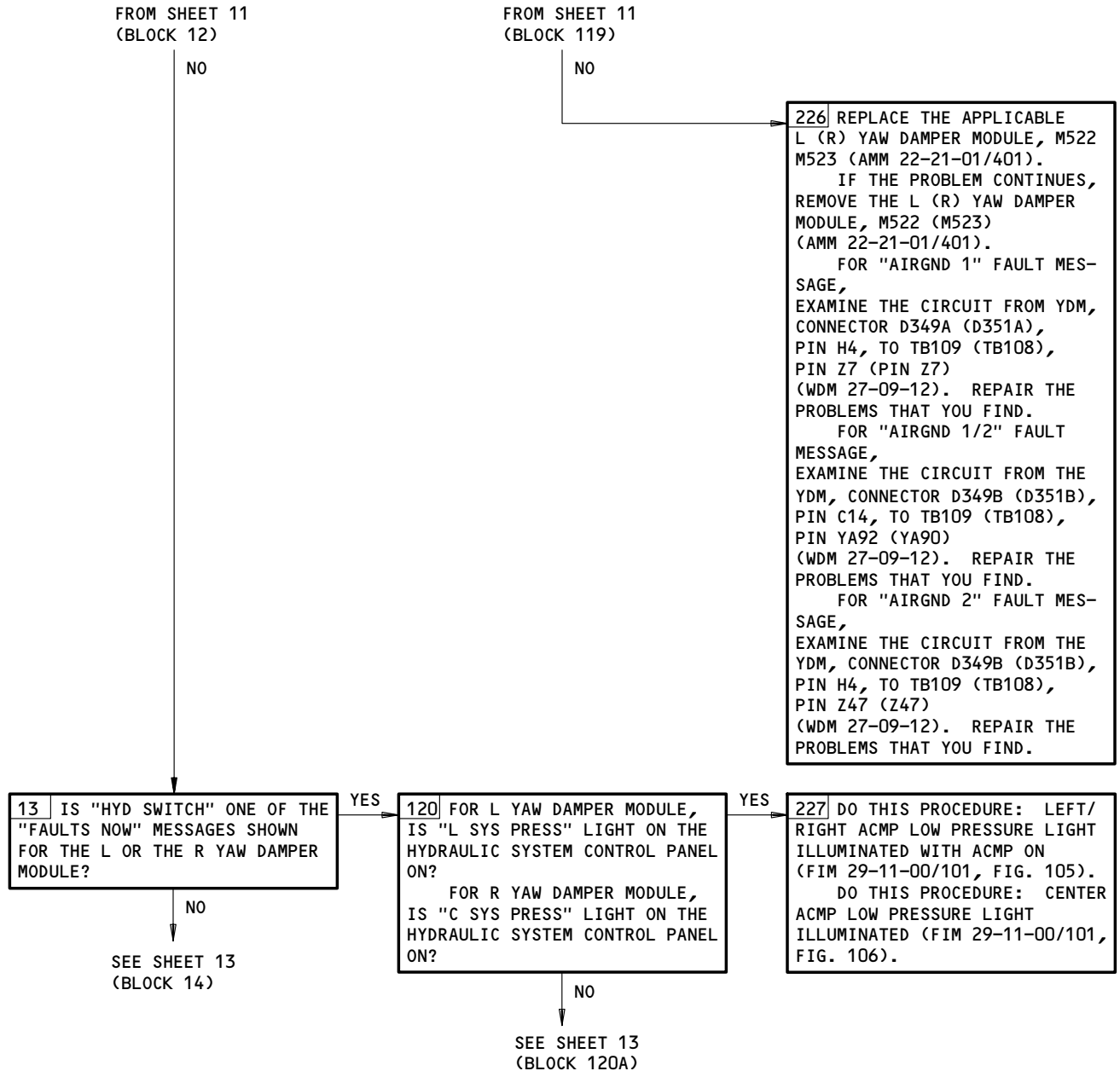


Yaw Damper System BITE Procedure
Figure 103A (Sheet 11)

EFFECTIVITY
AIRPLANES WITH YDM'S 285T0013-122 AND
SUBSEQUENT

22-21-00

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FAULT ISOLATION/MAINT MANUAL

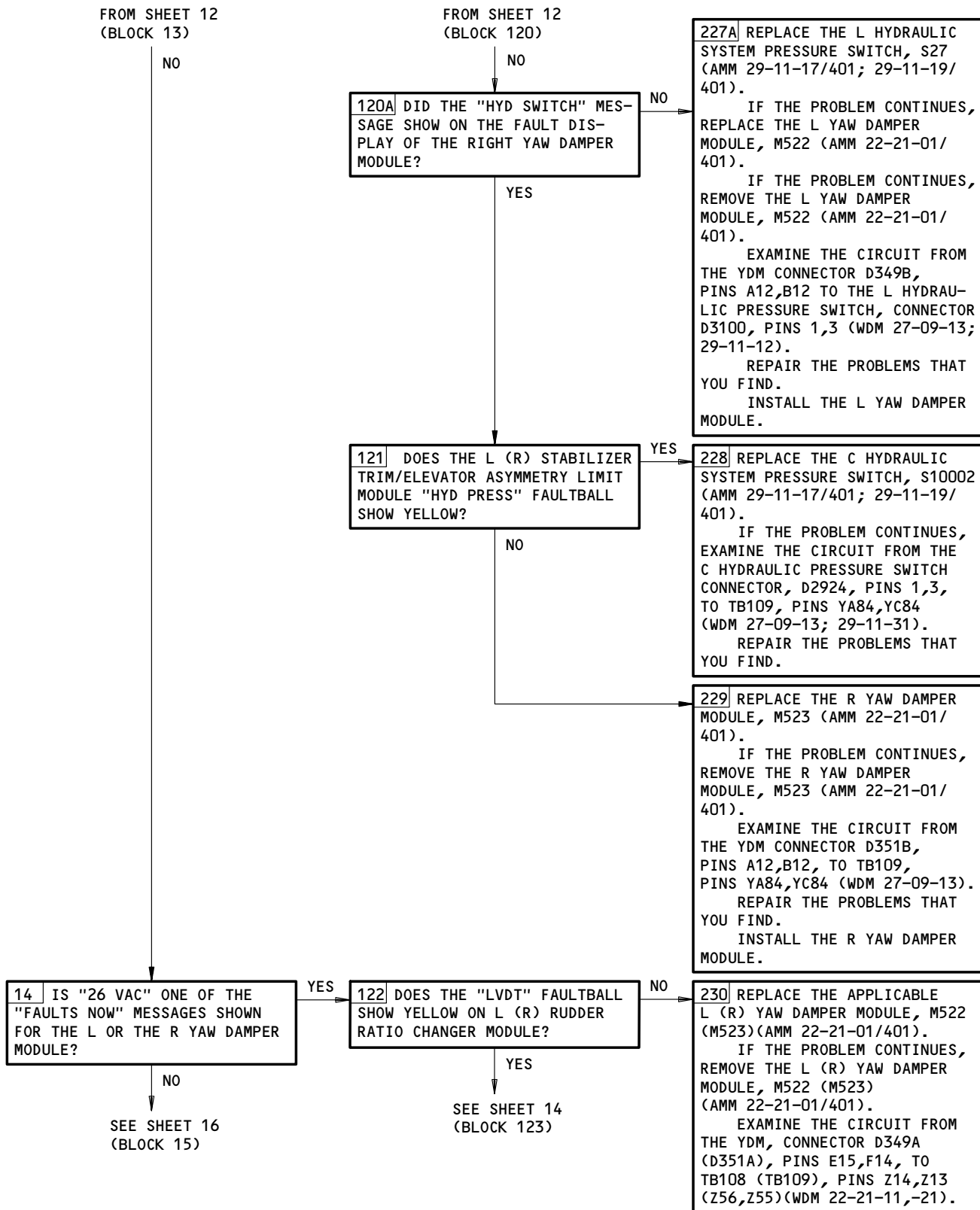


Yaw Damper System BITE Procedure
Figure 103A (Sheet 12)

EFFECTIVITY
AIRPLANES WITH YDM'S 285T0013-122 AND
SUBSEQUENT

22-21-00

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FAULT ISOLATION/MAINT MANUAL

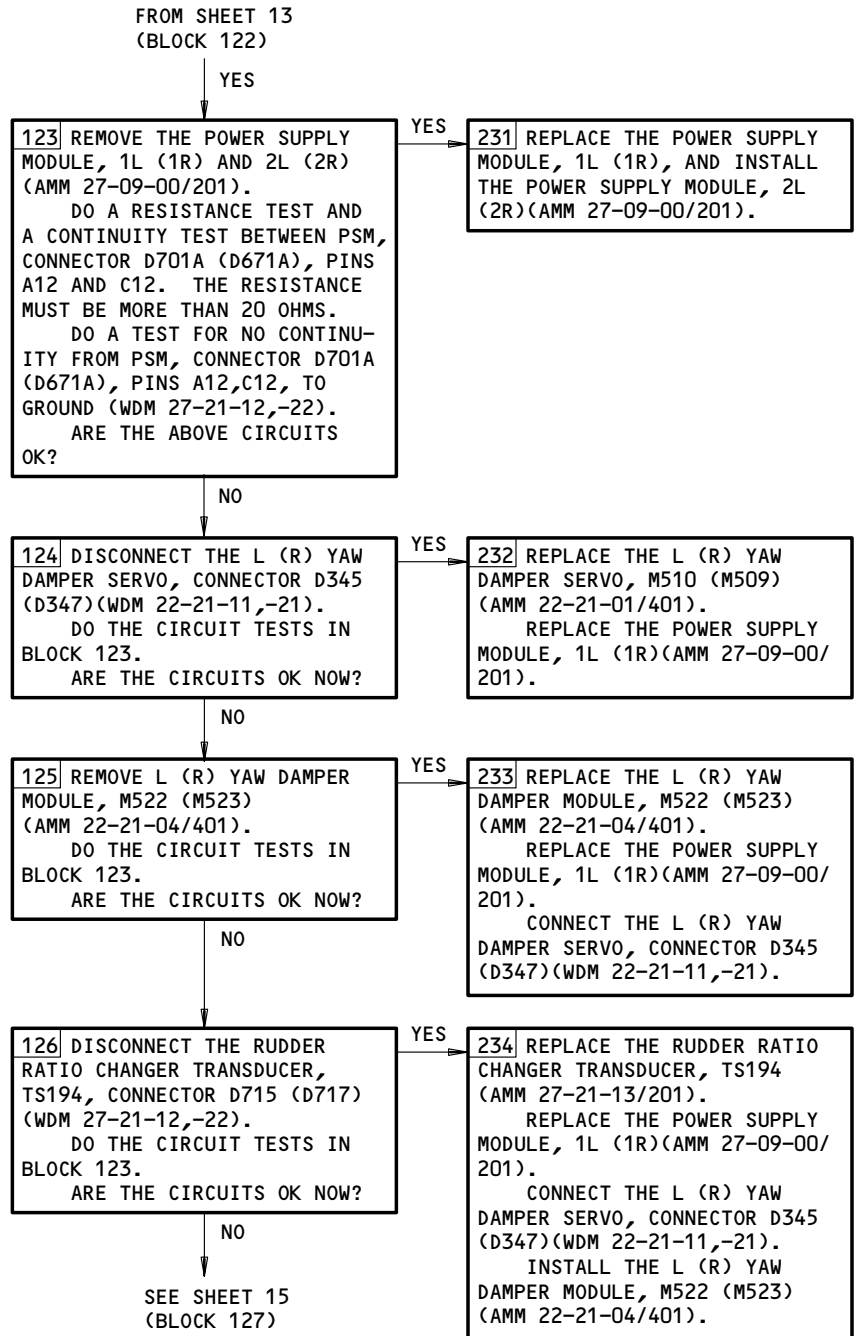


Yaw Damper System BITE Procedure
Figure 103A (Sheet 13)

EFFECTIVITY
AIRPLANES WITH YDM'S 285T0013-122 AND
SUBSEQUENT

22-21-00

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FAULT ISOLATION/MAINT MANUAL



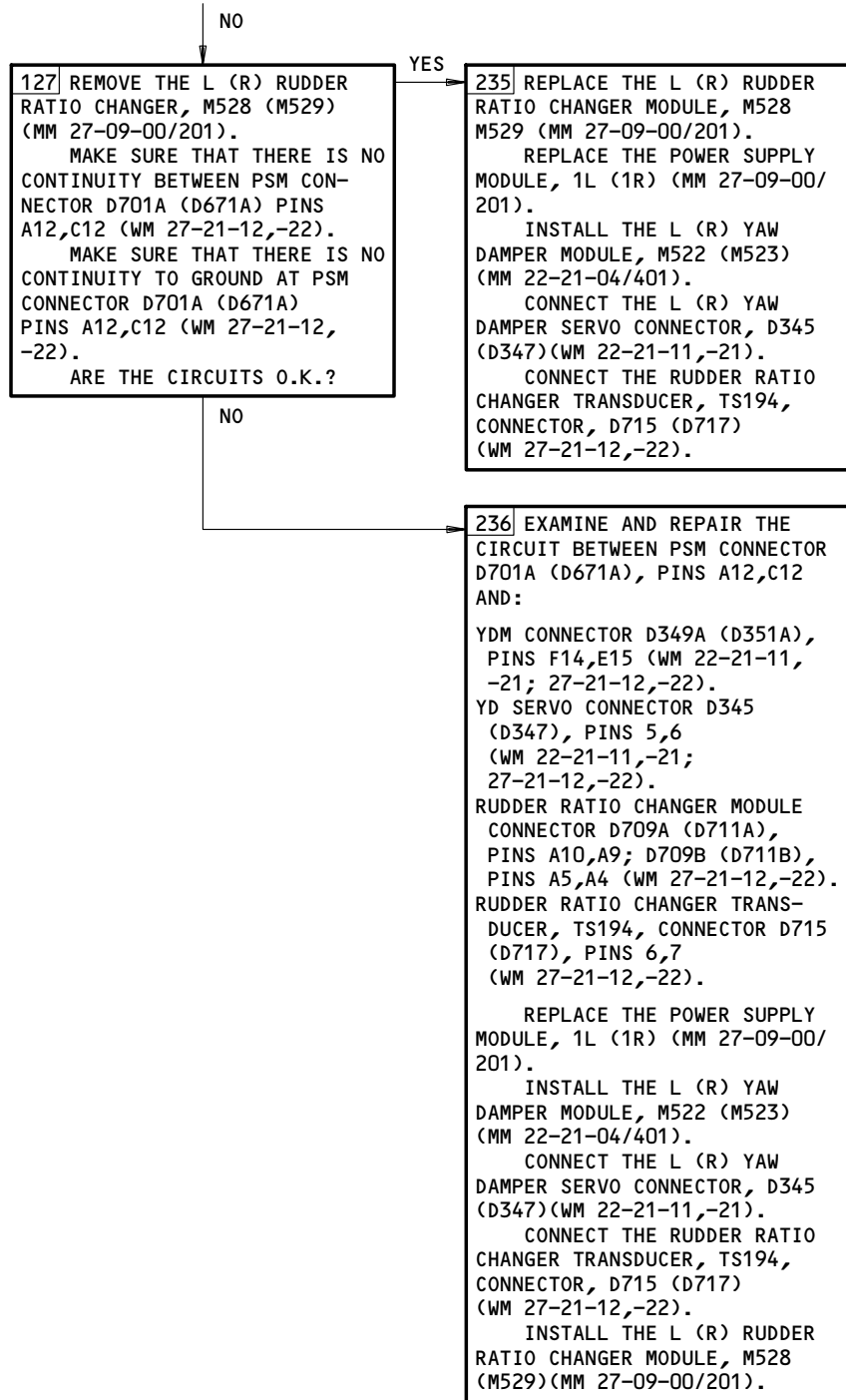
Yaw Damper System BITE Procedure
Figure 103A (Sheet 14)

EFFECTIVITY
AIRPLANES WITH YDM'S 285T0013-122 AND
SUBSEQUENT

22-21-00

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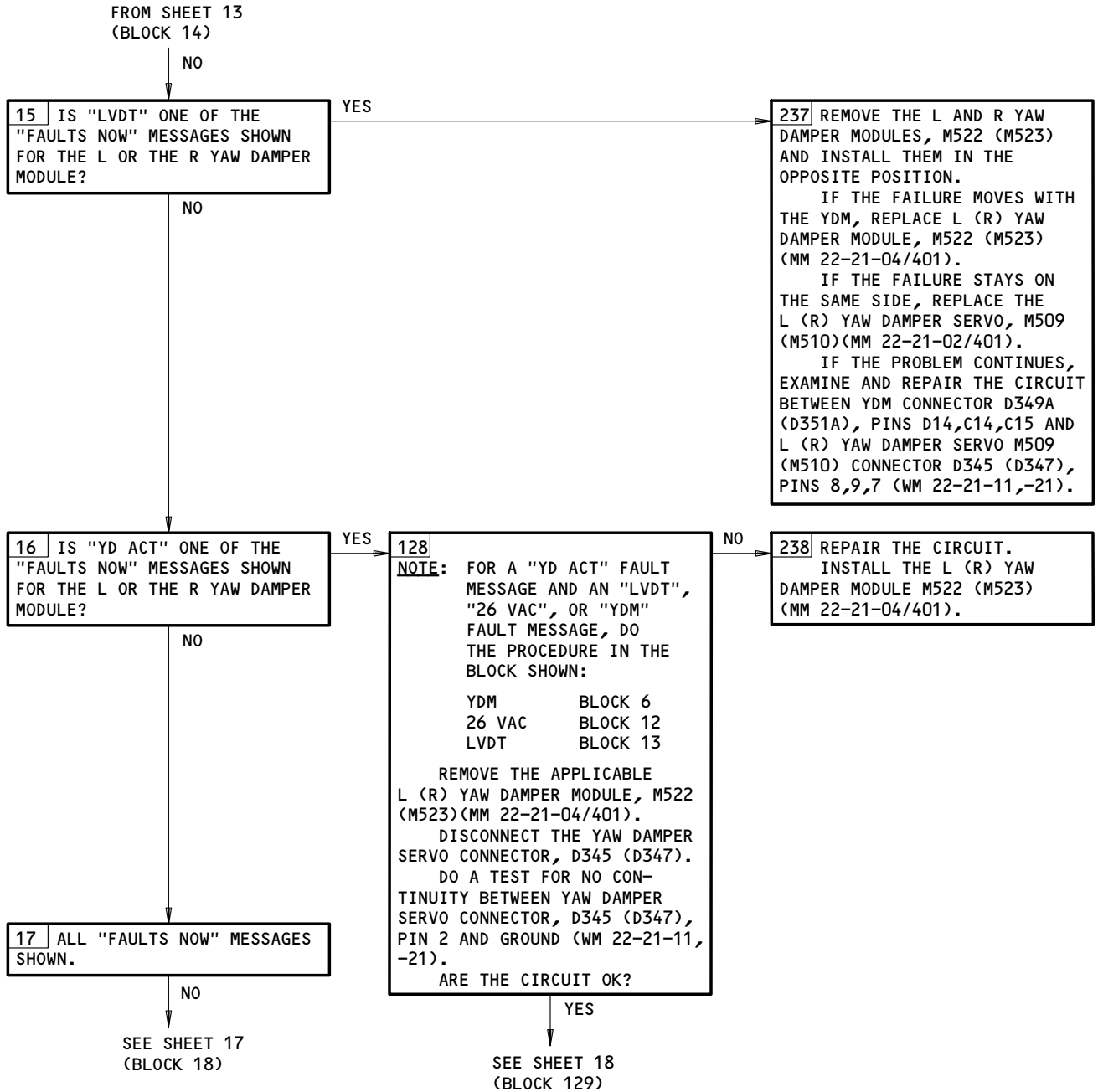
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Yaw Damper System BITE Procedure
Figure 103A (Sheet 15)

EFFECTIVITY
AIRPLANES WITH YDM'S 285T0013-122 AND
SUBSEQUENT

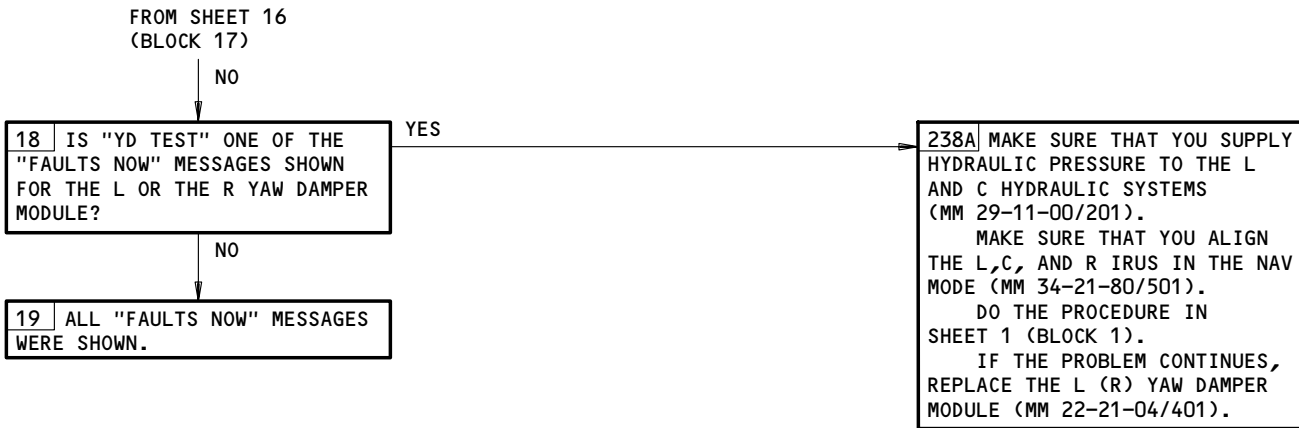
22-21-00



Yaw Damper System BITE Procedure
Figure 103A (Sheet 16)

EFFECTIVITY
AIRPLANES WITH YDM'S 285T0013-122 AND
SUBSEQUENT

22-21-00

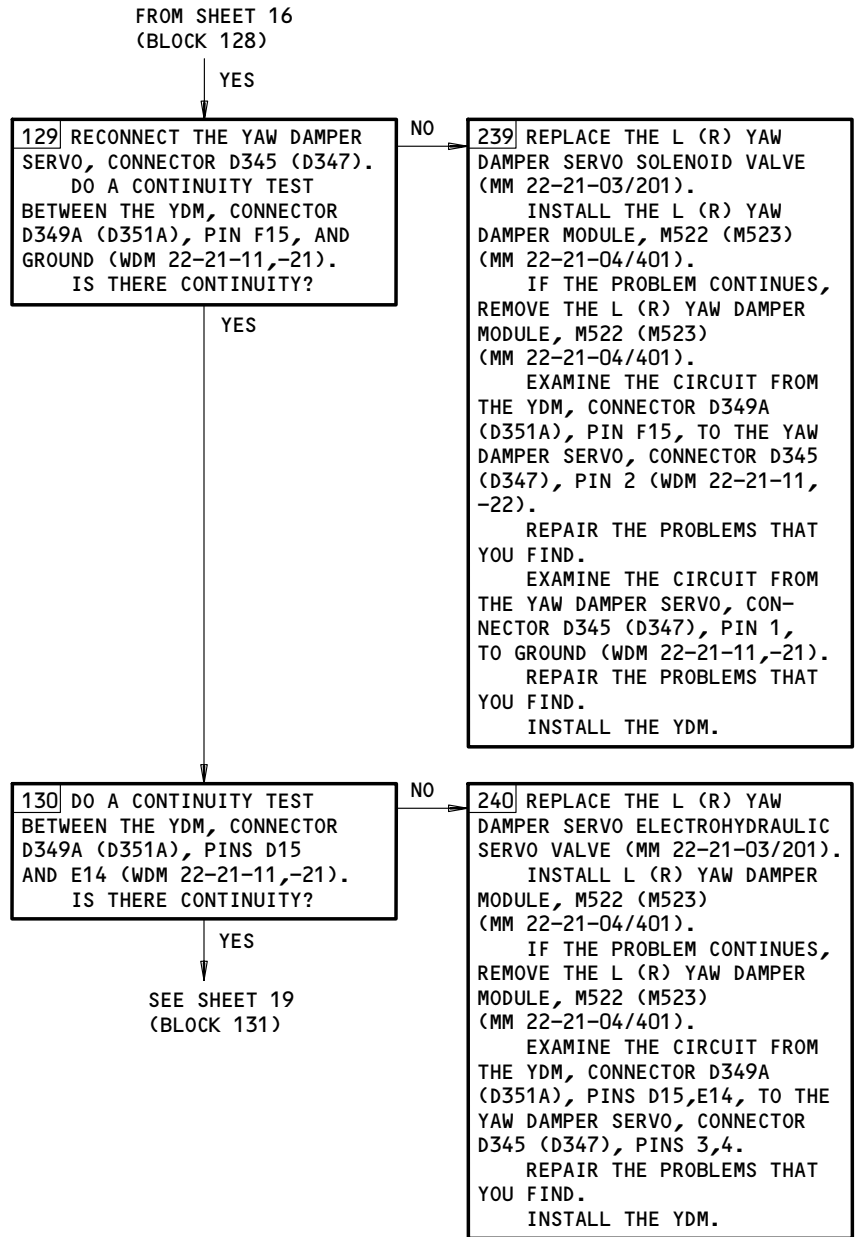


Yaw Damper System BITE Procedure
Figure 103A (Sheet 17)

EFFECTIVITY
AIRPLANES WITH YDM'S 285T0013-122 AND
SUBSEQUENT

22-21-00

BOEING
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FAULT ISOLATION/MAINT MANUAL



Yaw Damper System BITE Procedure
Figure 103A (Sheet 18)

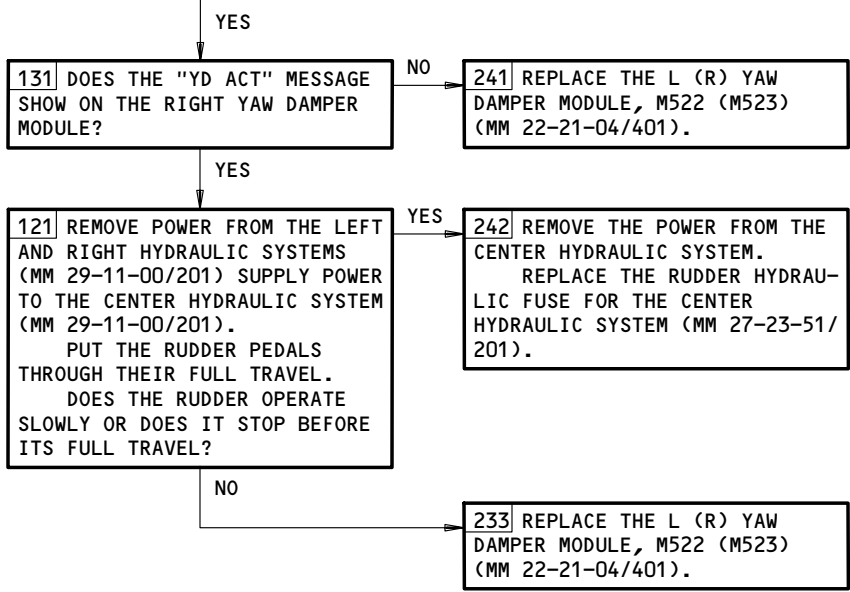
EFFECTIVITY
AIRPLANES WITH YDM'S 285T0013-122 AND
SUBSEQUENT

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FROM SHEET 18
(BLOCK 130)



Yaw Damper System BITE Procedure
Figure 103A (Sheet 19)

EFFECTIVITY
 AIRPLANES WITH YDM'S 285T0013-122 AND
 SUBSEQUENT

22-21-00

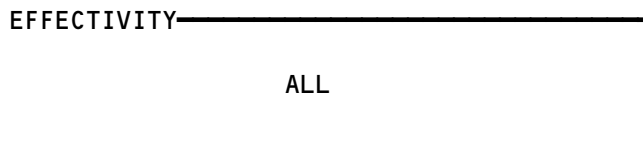

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 FAULT ISOLATION/MAINT MANUAL

THRUST MANAGEMENT POWER

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
CIRCUIT BREAKER -	--		FLT COMPT, P11	
AUTOFLIGHT WARN, C521		1	11A17	*
TMC AC, C501		1	11F14 OR 11F16	*
TMC DC, C525		1	11F15 OR 11F17	*
TMC SERVO, C512		1	11F16 OR 11F18	*
COMPUTER - THRUST MANAGEMENT, M183	--	1	119BL, MAIN EQUIP CTR, E2-3	22-31-01
PANEL - THRUST MODE SELECT, M10258	--	1	FLT COMPT, P3	22-31-02

* SEE THE WDM EQUIPMENT LIST

Thrust Management Power - Component Index
Figure 101



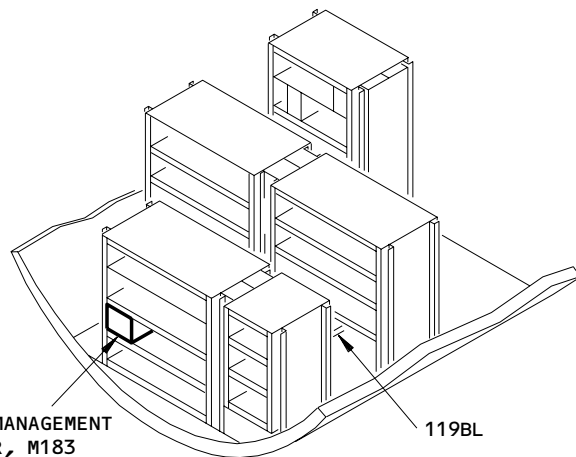
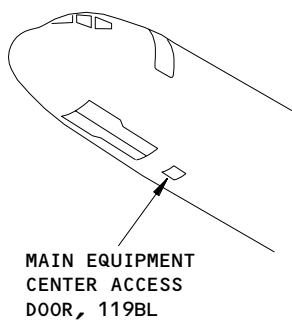
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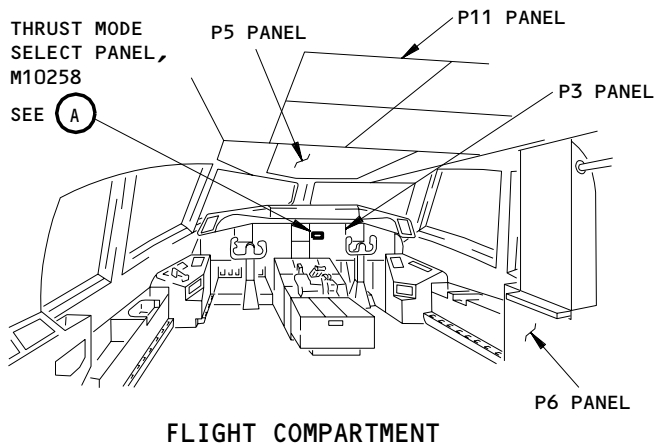
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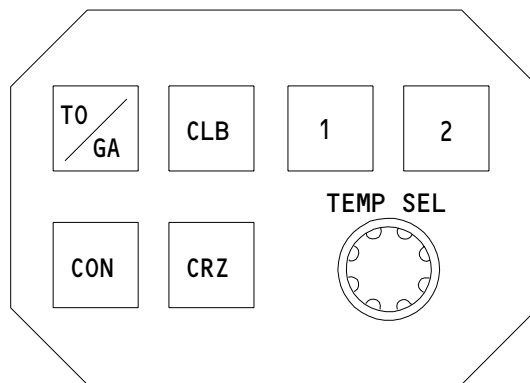
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FAULT ISOLATION/MAINT MANUAL



MAIN EQUIPMENT CENTER



FLIGHT COMPARTMENT



THRUST MODE SELECT PANEL, M10258

A

**Thrust Management Power - Component Location
Figure 102**

EFFECTIVITY	ALL
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FAULT ISOLATION/MAINT MANUAL

THRUST MANAGEMENT SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
CARD - (FIM 36-10-00/101) L ECS BLEED, M10313 R ECS BLEED, M10312				
CIRCUIT BREAKER - AUTOFLIGHT WARN, C521	--	1	FLT COMPT, P11 11A17	*
FIRE DET ALTN PWR ENG LEFT, C763		1	11J26	*
FLAP SLAT ELEC UNIT 2 POWER, C1521		1	11C14	*
RUDDER TRIM POS, C1034		1	11J17	*
TMC AC, C501		1	11F14 OR 11F16	*
TMC DC, C525		1	11F15 OR 11F17	*
TMC SERVO, C512		1	11F16 OR 11F18	*
COMPUTER - (FIM 22-31-00/101) THRUST MANAGEMENT, M183				
COMPUTER - (FIM 31-41-00/101) EICAS L, M10181 EICAS R, M10182				
COMPUTER - (FIM 34-12-00/101) AIR DATA L, M100 AIR DATA R, M101				
COMPUTER - (FIM 34-61-00/101) FLIGHT MANAGEMENT L, M134 FLIGHT MANAGEMENT R, M135				
CONTROL - (FIM 73-21-00/101) ELECTRONIC ENGINE L, M10391 ELECTRONIC ENGINE R, M10392				
GENERATOR - AUTOTHROTTLE SERVOMOTOR, M229	--	1	113AL, FORWARD EQUIP BAY	22-32-01
PACK - AUTOTHROTTLE CLUTCH	--	1	113AL, FORWARD EQUIP BAY	22-32-05
PACK - AUTOTHROTTLE MICROSWITCH, M966	--	1	113AL, FORWARD EQUIP BAY	22-32-04
PANEL - (FIM 22-11-00/101) AFCS MODE CONTROL, M90				
PANEL - (FIM 22-41-00/101) MAINTENANCE CONTROL DISPLAY, M168				
RELAY - (FIM 31-01-36/101) SYSTEM 1 AIR/GROUND, K143				
SWITCH - L THRUST REVERSE, S12	--	1	113AL, FORWARD EQUIP BAY	22-32-04
SWITCH - R THRUST REVERSE, S16	--	1	113AL, FORWARD EQUIP BAY	22-32-04
SWITCH - SYS L AUTOTHROTTLE DISENGAGE, S3	--	1	FLT COMPT, P10	22-32-02
SWITCH - SYS R AUTOTHROTTLE DISENGAGE, S4	--	1	FLT COMPT, P10	22-32-02
SWITCH - (FIM 22-11-00/101) GO AROUND, S7, S8, OF M985				
TRANSDUCER - (FIM 22-33-00/101) L POWER LEVEL ANGLE, TS5029 R POWER LEVEL ANGLE, TS5029				
UNIT - (FIM 27-51-00/101) FLAP/SLAT ELECTRONICS, M10331				
UNIT - (FIM 34-21-00/101) L INERTIAL REFERENCE, M159 R INERTIAL REFERENCE, M161				

* SEE THE WDM EQUIPMENT LIST

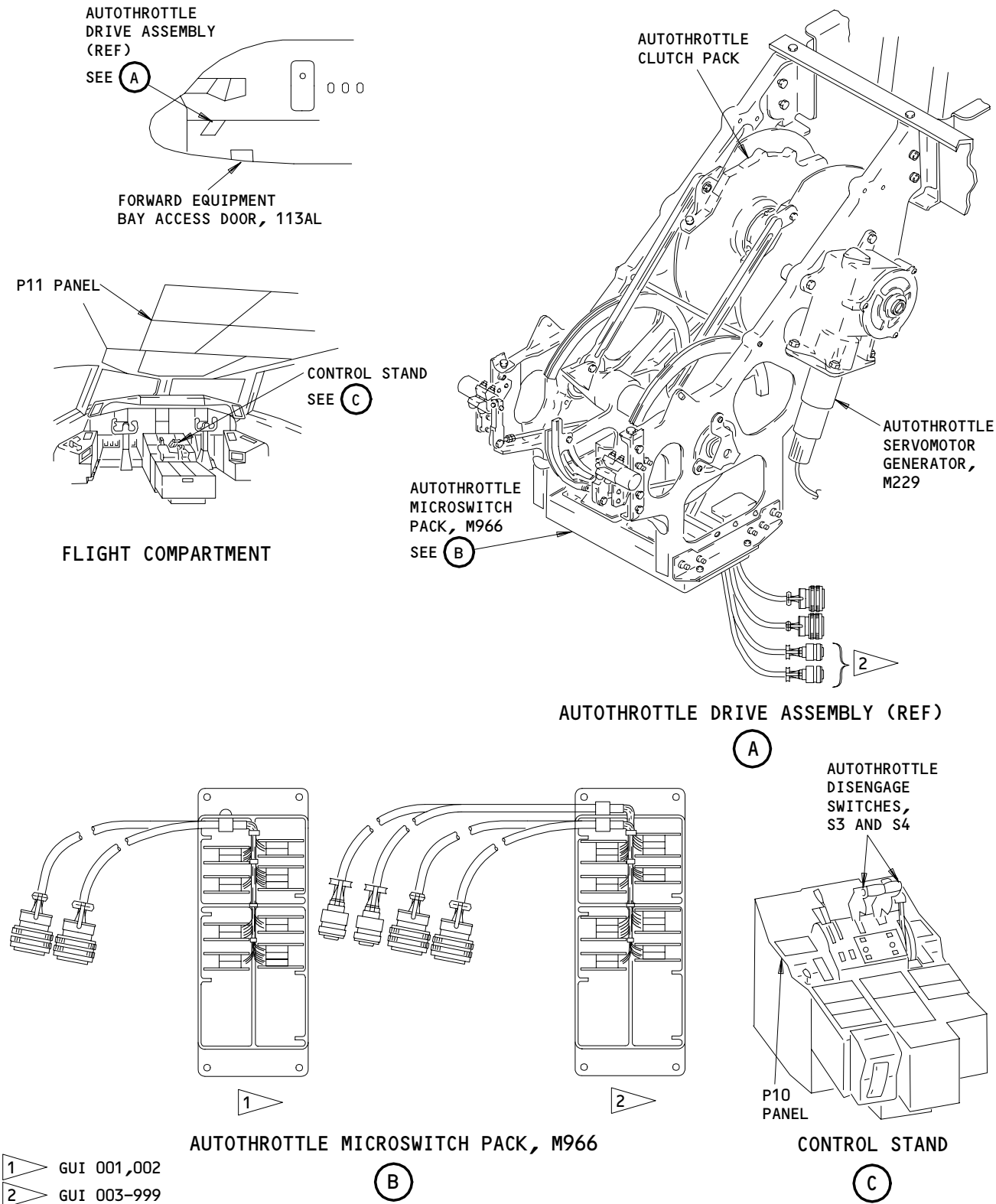
Thrust Management System - Component Index
Figure 101

EFFECTIVITY

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**Thrust Management System - Component Location
Figure 102**

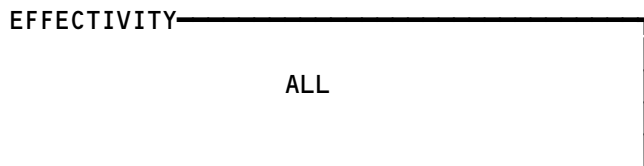
EFFECTIVITY

ALL

22-32-00

THE THRUST MANAGEMENT SYSTEM FLIGHT FAULTS BITE PROCEDURE
IS PART OF AUTOFLIGHT BITE. SEE THE AUTOFLIGHT BITE
FAULT ISOLATION PROCEDURE (FIM 22-00-02/101).

Thrust Management System Flight Faults BITE Procedure
Figure 103



22-32-00

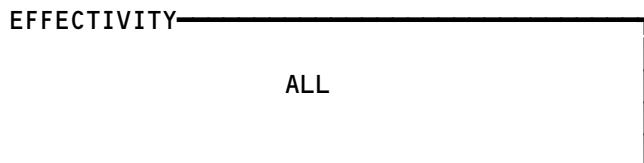
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THE THRUST MANAGEMENT SYSTEM GROUND FAULTS BITE PROCEDURE
IS PART OF AUTOFLIGHT BITE. SEE THE AUTOFLIGHT BITE
FAULT ISOLATION PROCEDURE (FIM 22-00-02/101).

Thrust Management System Ground Faults BITE Procedure
Figure 104



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 FAULT ISOLATION/MAINT MANUAL

1. ARINC Data Bus Charts

A. General

CAUTION: DO NOT DIRECTLY TOUCH THE CONNECTORS. USE A BREAKOUT BOX OR YOU CAN CAUSE DAMAGE TO THE CONNECTORS.

(1) The ARINC 429 data bus charts give data necessary to make an analysis of ARINC 429 transmitters, receivers, and data buses. For the test, use a breakout box at the available terminal or at the LRU connectors.

B. Equipment

(1) Standard Multimeter
 (2) 429EBP Data Bus Analyzer (recommended)
 JcAIR Instrumentation
 400 Industrial Parkway
 Industrial Airport, KS 66031

429-2 Data Bus Analyzer (alternative)
 Interface Technology
 150 E. Arrow Highway,
 San Dimas, CA 91773

(3) A34011-1 Breakout Box (recommended)
 A34011-112 Breakout Box (alternative)

TMC							
DIGITAL OUTPUT BUS CHART							
BUS NAME			CON	PINS	BUS FORMAT	BIT RATE	DATA BUS
SOURCE	TYPE	BUS					
TMC (L)	A	1	P1A	C04 C05	429	L0	TMC-TMSP
TMC (L)	B	2	P1B	J12 J13	429	L0	TMC-BUS L
TMC (L)	C	3	P1B	J15 J14	429	L0	TMC-BUS R
TMC (L)	D	4	P1B	H06 G06	429	L0	TMC-MAINT

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TMC ID=02A								
OCTAL LABELS CHART								
SIGNAL	TYPE	LABEL	FORMAT	MIN UPDATE RATE	SDI	BINARY RANGE	POSITIVE SENSE	UNITS
TEST WORD	A	300	BNR	5	00	N/A	N/A	N/A
MODE DISPLAY	A	301	BCD	10	00	N/A	N/A	N/A
REFERENCE DISPLAY	A	302	BCD	10	00	N/A	ALWAYS POS	
MAX LIMIT DISPLAY	A	303	BCD	5	00	N/A	ALWAYS POS	
TEMP SELECTED	A	304	BCD	5	00	N/A	ABOVE FREEZ	DEG C
TAT DISPLAY	A	305	BCD	10	00	N/A	ABOVE FREEZ	DEG C
FLAP POSITION	B	137	BNR	5	00	± 180	ALWAYS POS	DEG
A/T FAST/SLOW CMD * $[3]$	B	142	BNR	16	00	± 32	OVERSPEED	KNOTS
TEMP SELECTED	B	213	BNR	5	00	± 512	ABOVE FREEZ	DEG C
DISCRETE PARMTR 3	B	270	DIS	5	00	N/A	N/A	N/A
TMS MODE STATUS	B	272	DIS	10	00	N/A	N/A	N/A
ENGINE BLEED STAT	B	273	DIS	2	00	N/A	N/A	N/A
TMS FMA STATUS	B	274	DIS	4	00	N/A	N/A	N/A
VERT SPD CMD	B	304	BNR	20	00	± 256	UPWARDS	FT/SE
EPR ACTUAL-L	B	340	BNR	5	10	± 4	ALWAYS POS	RATIO
EPR ACTUAL-R	B	340	BNR	5	01	± 4	ALWAYS POS	RATIO

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TMC ID=02A								
OCTAL LABELS CHART								
SIGNAL	TYPE	LABEL	FORMAT	MIN UPDATE RATE	SDI	BINARY RANGE	POSITIVE SENSE	UNITS
EPR BUG DRIVE-L	B	341	BNR	5	10	± 4	ALWAYS POS	RATIO
EPR REFERENCE	B	342	BNR	5	00	± 4	ALWAYS POS	RATIO
FLAP POSITION	C	137	BNR	5	00	± 180	ALWAYS POS	DEG
A/T FAST/SLOW CMD *[3]	C	142	BNR	16	00	± 32	OVERSPEED	KNOTS
DISCRETE PARMTR 3	C	270	DIS	5	00	N/A	N/A	N/A
TMS MODE STATUS	C	272	DIS	10	00	N/A	N/A	N/A
ENGINE BLEED STAT	C	273	DIS	2	00	N/A	N/A	N/A
TMS FMA STATUS	C	274	DIS	4	00	N/A	N/A	N/A
EPR ACTUAL-L	C	340	BNR	5	10	± 4	ALWAYS POS	RATIO
EPR ACTUAL-R	C	340	BNR	5	01	± 4	ALWAYS POS	RATIO
EPR BUG DRIVE-R	C	341	BNR	5	01	± 4	ALWAYS POS	RATIO
EPR REFERENCE	C	342	BNR	5	00	± 4	ALWAYS POS	RATIO
VERT SPD CMD	C	304	BNR	20	00	± 256	UPWARDS	FT/SE

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TMC ID=02A								
OCTAL LABELS CHART								
SIGNAL	TYPE	LABEL	FORMAT	MIN UPDATE RATE	SDI	BINARY RANGE	POSITIVE SENSE	UNITS
POWER LEVR ANGLE-L	D	134	BNR	5	10	± 180	FORWARD THRUS	DEG
POWER LEVR ANGLE-R	D	134	BNR	5	01	± 180	FORWARD THRUS	DEG
A/T FAST/SLOW CMD * $[3]$	D	142	BNR	16	00	± 32	OVERSPEED	KNOTS
DISCRETE PARMTR 1	D	145	DIS	5	00	N/A	N/A	N/A
DISCRETE PARMTR 2	D	146	DIS	5	00	N/A	N/A	N/A
TOTAL AIR TEMP	D	211	BNR	5	00	± 512	ABOVE FREEZ	DEG C
TEMP SELECTED	D	213	BNR	5	00	± 512	ABOVE FREEZ	DEG C
DISCRETE PARMTR 3	D	270	DIS	5	00	N/A	N/A	N/A
MAX EPR LIMIT	D	303	BNR	5	00	± 4	ALWAYS POS	RATIO
EPR ACTUAL-L	D	340	BNR	5	10	± 4	ALWAYS POS	RATIO
EPR ACTUAL-R	D	340	BNR	5	01	± 4	ALWAYS POS	RATIO
EPR BUG DRIVE-L	D	341	BNR	5	10	± 4	ALWAYS POS	RATIO
EPR BUG DRIVE-R	D	341	BNR	5	01	± 4	ALWAYS POS	RATIO

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TMC ID=02A								
OCTAL LABELS CHART								
SIGNAL	TYPE	LABEL	FORMAT	MIN UPDATE RATE	SDI	BINARY RANGE	POSITIVE SENSE	UNITS
EPR REFERENCE	D	342	BNR	5	00	± 4	ALWAYS POS	RATIO
MAINTENANCE DATA	D	350	BNR	5	00	N/A	N/A	N/A
FAULT DATA	D	356	DIS	1	00	N/A	N/A	N/A
GROUND TEST DATA	D	356	DIS	5	00	N/A	N/A	N/A
INTFC FAULT DATA	D	357	DIS	5	00	N/A	N/A	N/A

*[3] GUI 115

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TMC				
DISCRETE OCTAL LABELS/BIT CHART				
SIGNAL	OCTAL LABEL	BIT	ONE-STATE	ZERO-STATE
SLAT EXTENDED	137	11	FLAPS>=1	FLAPS=0
ECS PACK L	145	11	ON	OFF
ECS PACK L H/L	145	12	HI	LO
ECS PACK R	145	13	ON	OFF
ECS PACK R H/L	145	14	HI	LO
SHUTOFF VALVE-L	145	15	OPEN	CLOSED
SHUTOFF VALVE-R	145	16	OPEN	CLOSED
ISOL VALVE	145	17	OPEN	CLOSED
A/T G/A MODE ANNUN	145	19	OPER	INOPER
COWL ANTI-ICE-L	145	20	ON	OFF
COWL ANTI-ICE-R	145	21	ON	OFF
FLCH MODE OPER	145	22	OPER	INOPER
WING ANTI-ICE	145	23	ON	OFF
THROTTLE HLD ANNUN	145	25	HOLD	NO HOLD

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TMC				
DISCRETE OCTAL LABELS/BIT CHART				
SIGNAL	OCTAL LABEL	BIT	ONE-STATE	ZERO-STATE
EEC VALID-L	145	26	VALID	NOT VALID
EEC VALID-R	145	27	VALID	NOT VALID
FLARE RETARD MODE	145	28	OPER	INOPER
TMC VNAV OPER	145	29	OPER	INOPER
IAS MODE OPER	146	11	OPER	INOPER
MACH MODE OPER	146	12	OPER	INOPER
THRUST MODE OPER	146	13	OPER	INOPER
SPD LIMIT	146	14	LIMIT	NO LIMIT
FLAP LIMIT	146	15	LIMIT	NO LIMIT
MIN SPEED	146	16	MIN SPEED	INOPER
GROUND TEST	146	17	GRD TEST	NO GRD TST
TO MODE OPER	146	18	OPER	INOPER
CLB MODE OPER	146	19	OPER	INOPER
CON MODE OPER	146	20	OPER	INOPER
CRZ MODE OPER	146	21	OPER	INOPER
G/A MODE OPER	146	22	OPER	INOPER
RATING 1 OPER	146	23	OPER	INOPER
RATING 2 OPER	146	24	OPER	INOPER
IDLE THRUST OPER	146	25	OPER	INOPER

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TMC				
DISCRETE OCTAL LABELS/BIT CHART				
SIGNAL	OCTAL LABEL	BIT	ONE-STATE	ZERO-STATE
A/T ENGAGED	146	27	EXCEED	NOT EXCEED
A/T DISCONNECT	146	28	DISC	NO DISC
TMC VALID	146	29	VALID	INVALID
TEMP DERATE STATUS	270	11	OPER	INOPER
ENGINE IDENT 1	270	12	CODED	
ENGINE IDENT 2	270	13	CODED	
ENGINE IDENT 3	270	14	CODED	
ENGINE IDENT 4	270	15	CODED	
ENGINE IDENT 5	270	16	CODED	
ENGINE IDENT 6	270	17	CODED	
ENGINE IDENT 7	270	18	CODED	
ENGINE IDENT 8	270	19	CODED	
ENGINE IDENT 9	270	20	CODED	
ENGINE IDENT 10	270	21	CODED	

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TMC				
DISCRETE OCTAL LABELS/BIT CHART				
SIGNAL	OCTAL LABEL	BIT	ONE-STATE	ZERO-STATE
ENGINE IDENT 11	270	22	CODED	
ENGINE IDENT 12	270	23	CODED	
PRE-SELECT CLIMB	270	24	OPER	INOPER
DERATE 1 ARMED	270	25	ARMED	NOT ARMED
DERATE 2 ARMED	270	26	ARMED	NOT ARMED
IAS MODE OPER	272	11	OPER	INOPER
MACH MODE OPER	272	12	OPER	INOPER
THRUST MODE OPER	272	13	OPER	INOPER
EEC VALID	272	14	VALID	NOT VALID
SPD MODE OPER	272	15	IAS ENGA	ENGA NOT
THRUST MODE OPER	272	16	THRUST EN	ENGA NOT
ENGINE OUT	272	17	ENG VALID	ENG FAIL
TO MODE OPER	272	18	OPER	INOPER
CLB MODE OPER	272	19	OPER	INOPER
CON MODE OPER	272	20	OPER	INOPER

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TMC				
DISCRETE OCTAL LABELS/BIT CHART				
SIGNAL	OCTAL LABEL	BIT	ONE-STATE	ZERO-STATE
CRZ MODE OPER	272	21	OPER	INOPER
G/A MODE OPER	272	22	OPER	INOPER
RATING 1 OPER	272	23	OPER	INOPER
RATING 2 OPER	272	24	OPER	INOPER
IDLE THRUST OPER	272	25	OPER	INOPER
TMC VNAV ENABLE	272	26	ENABLED	DISABLED
AIRSPEED SYNC	272	27	SYNC	NOT SYNC
ECS PACK L	273	11	ON	OFF
ECS PACK L H/L	273	12	HI	LO
ECS PACK R	273	13	ON	OFF
ECS PACK R H/L	273	14	HI	LO
ISOL VALVE	273	17	OPEN	CLOSED
COWL ANTI-ICE-L	273	20	ON	OFF
COWL ANTI-ICE-R	273	21	ON	OFF
WING ANTI-ICE	273	23	ON	OFF

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TMC				
DISCRETE OCTAL LABELS/BIT CHART				
SIGNAL	OCTAL LABEL	BIT	ONE-STATE	ZERO-STATE
ENIGNE OUT-L	273	25	ENG FAIL	ENG VAL
ENGINE OUT-R	273	26	ENG FAIL	ENG VAL
SHUTOFF VALVE-L	273	27	OPEN	CLOSED
SHUTOFF VALVE-R	273	28	OPEN	CLOSED
IAS MODE ANNUN	274	11	OPER	INOPER
MACH MODE ANNUN	274	12	OPER	INOPER
A/T G/A MODE ANNUN	274	13	OPER	INOPER
EPR MODE ANNUN	274	14	OPER	INOPER
FLAP LIMIT ANNUN	274	15	LIMIT	NO LIMIT
MIN SPEED ANNUN	274	16	MIN SPEED	INOPER
TEST ANNUN	274	17	TEST	NO TEST
THROTTLE HLD ANNUN	274	19	HOLD	NO HOLD
MACH LIMIT ANNUN	274	20	LIMIT	NO LIMIT
IAS LIMIT ANNUN	274	21	LIMIT	NO LIMIT
RSV SPD ERROR WN	274	22	WARNING	NO WARNING
FLCH MODE ANNUN	274	23	OPER	INOPER
IDLE THRUST ANNUN	274	25	OPER	INOPER
A/T ENGAGED	274	26	ENGA	ENGA NOT
F/S ONLY ENGAGED	274	27	ENGA	ENGA NOT
TMC VALID	301	17	VALID	INVALID

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TMC				
DISCRETE OCTAL LABELS/BIT CHART				
SIGNAL	OCTAL LABEL	BIT	ONE-STATE	ZERO-STATE
TMC FLCH OPER	304	11	FLCH ENGA	ENGA NOT
TAT VALID	305	19	VALID	INVALID

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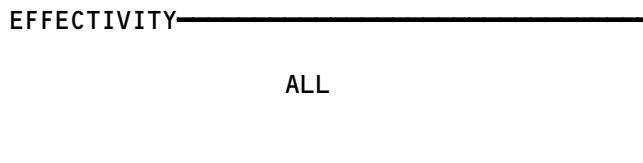
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THRUST MANAGEMENT ENGINE

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
TRANSDUCER - AUTOTHROTTLE POWER LEVER ANGLE, TS5029	--	1	413AL,423AL, FAN COWL PANEL INTERMEDIATE GEARBOX ASSY (REF)	22-33-01

Thrust Management Engine - Component Index
Figure 101

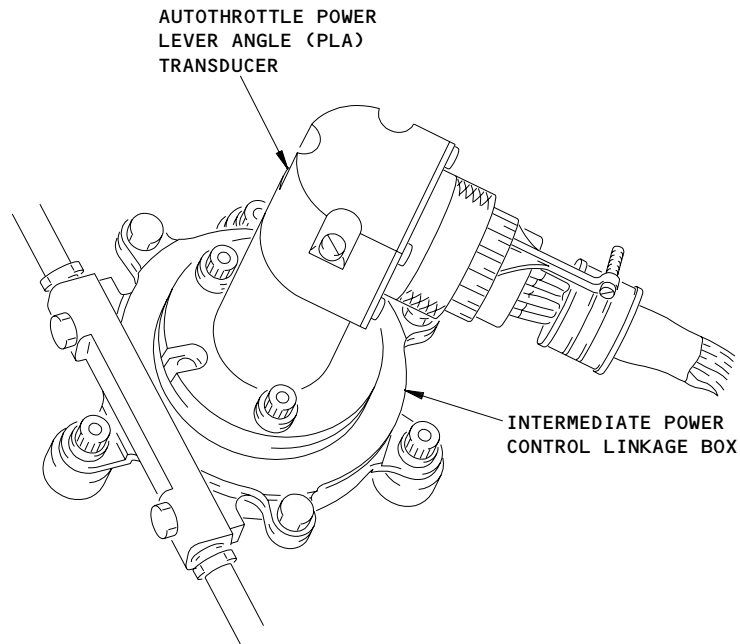
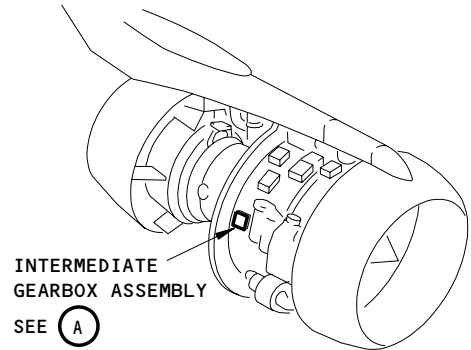
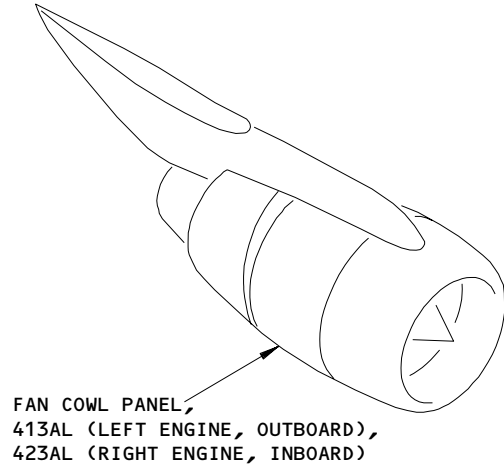


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INTERMEDIATE GEARBOX ASSEMBLY (REF)

(A)

Thrust Management Engine - Component Location
Figure 102

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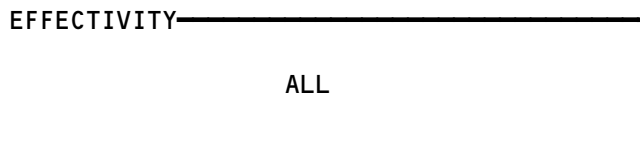


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THRUST MANAGEMENT WARNING AND ANNUNCIATION

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
LIGHT - AUTOTHROTTLE DISCONNECT, L591	--	1	FLT COMPT, P1	22-34-00

Thrust Management Warning and Annunciation - Component Index
Figure 101

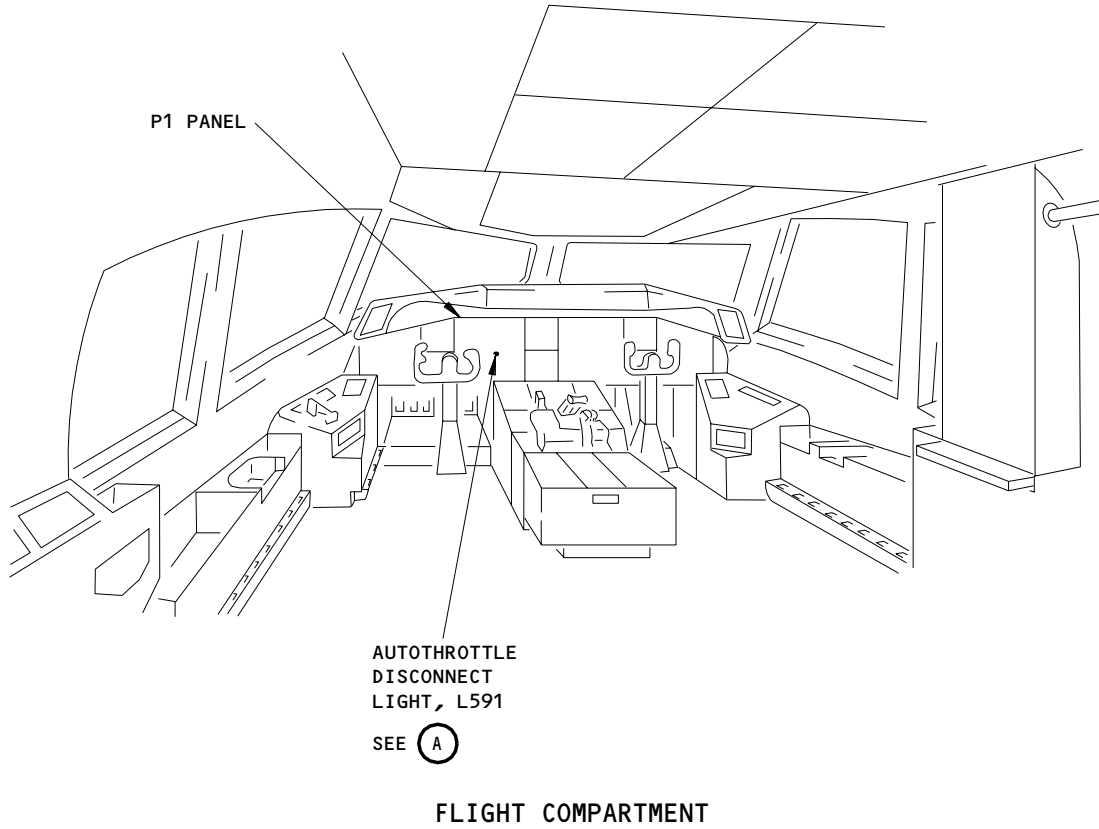


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AUTOTHROTTLE DISCONNECT LIGHT, L591





Thrust Management Warning and Annunciation - Component Location
Figure 102

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
22-34-00



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MAINTENANCE MONITOR

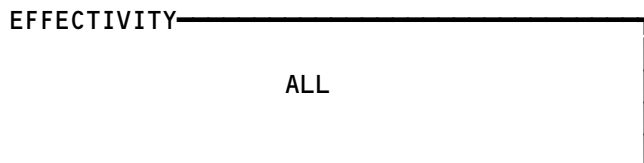
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
CIRCUIT BREAKER - MAINT CONT DISPLAY, C520	2	1	FLT COMPT, P11 11S3  11S6 	*
CONNECTOR - MCDP REMOTE CONTROL PANEL, D4110J	2	1	FLT COMPT, P61	22-41-00
PANEL - MAINTENANCE CONTROL DISPLAY, M168	1	1	MAIN EQUIP CTR, 119BL, E3-2	22-41-01

* SEE THE WDM EQUIPMENT LIST

 GUI 001-114,116-999

 GUI 115

Maintenance Monitor - Component Index
Figure 101

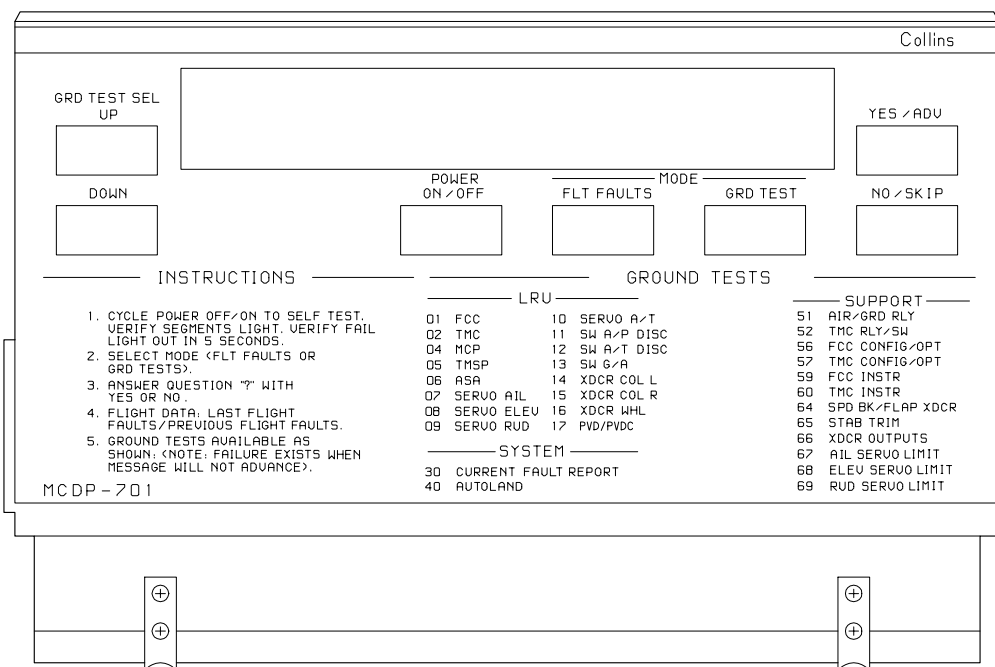
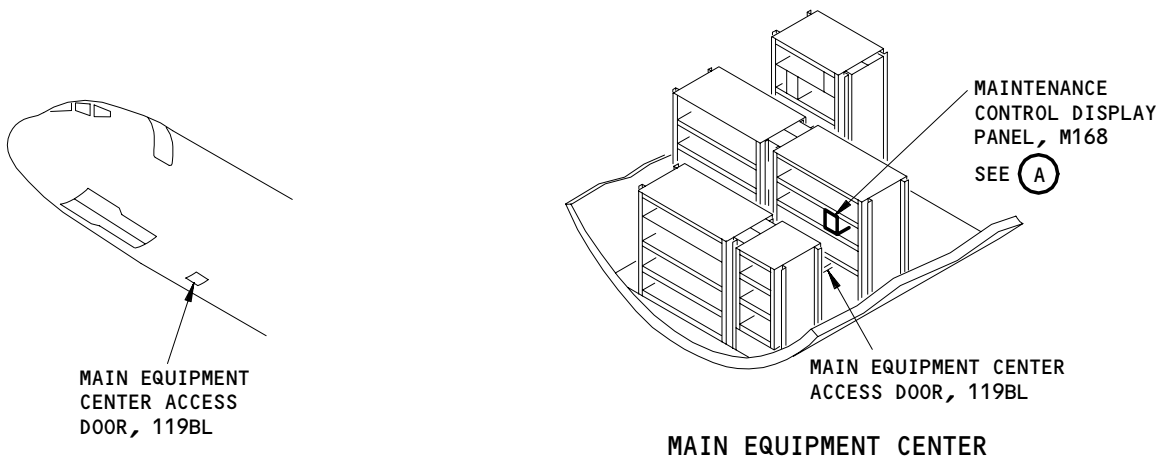


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MAINTENANCE CONTROL DISPLAY PANEL, M168

(A)

Maintenance Monitor - Component Location
Figure 102 (Sheet 1)

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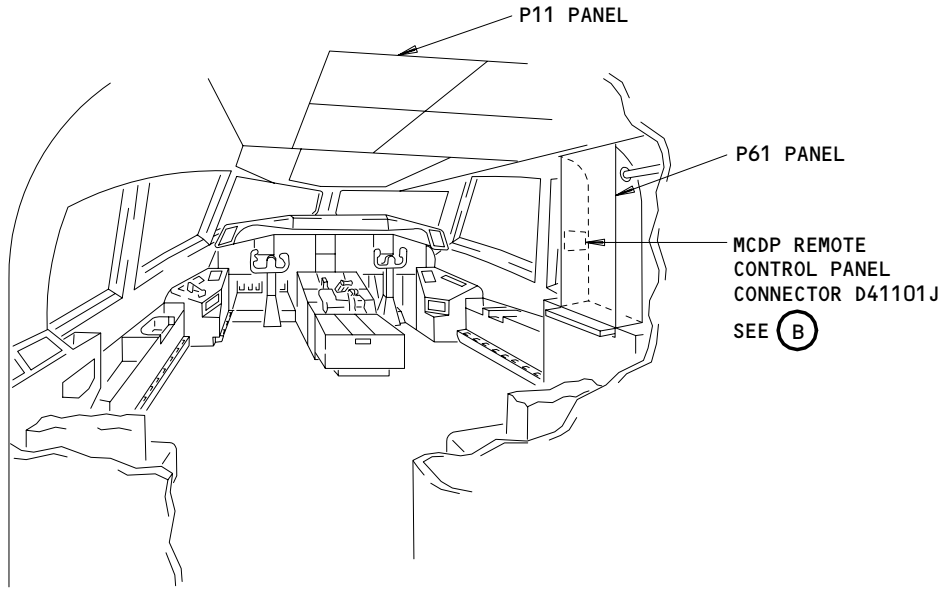
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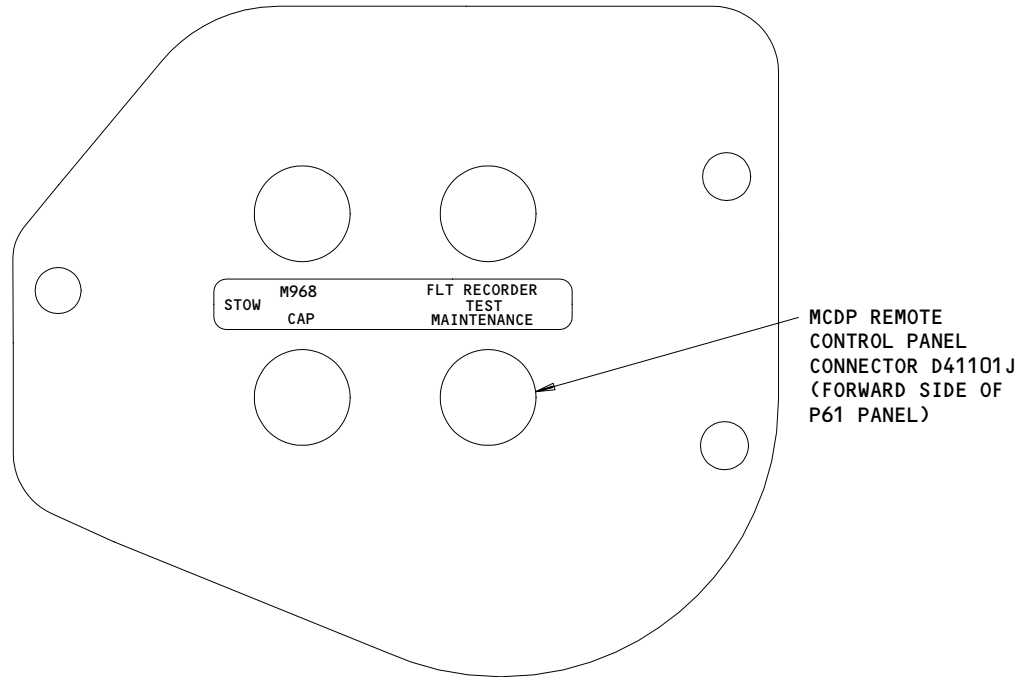
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FLIGHT COMPARTMENT



(B)

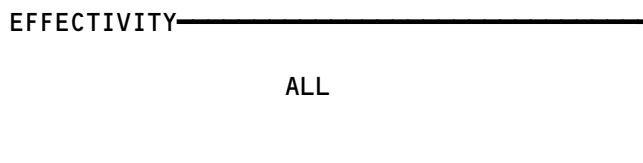
Maintenance Monitor - Component Location
Figure 102 (Sheet 2)

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Maintenance Monitor BITE Procedure is part of
Autoflight BITE. See the Autoflight BITE Fault
Isolation Procedure (FIM 22-00-02/101).

Maintenance Monitor BITE Procedure
Figure 103



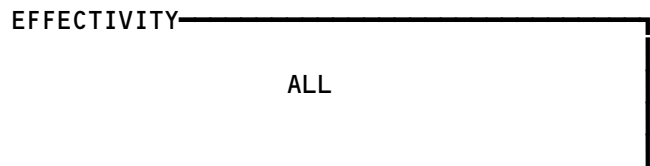
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1. ARINC Data Bus Charts



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A. General

CAUTION: DO NOT DIRECTLY TOUCH THE CONNECTORS. USE A BREAKOUT BOX OR YOU CAN CAUSE DAMAGE TO THE CONNECTORS.

- (1) The ARINC 429 data bus charts give data necessary to make an analysis of ARINC 429 transmitters, receivers, and data buses. For the test, use a breakout box at the available terminal or at the LRU connectors.

B. Equipment

- (1) Standard multi-meter
 (2) 429EBP Data Bus Analyzer (recommended)
 JcAIR Instrumentation
 400 Industrial Parkway
 Industrial Airport, KS 66031

 429-2 Data Bus Analyzer (alternative)
 Interface Technology
 150 E. Arrow Highway,
 San Dimas, CA 91773
 (3) A34011-1 Breakout Box (recommended)
 A34011-112 Breakout Box (alternative)

MCDP							
DIGITAL OUTPUT BUS CHART							
BUS NAME			CON	PINS	BUS FORMAT	BIT RATE	DATA BUS
SOURCE	TYPE	BUS					
MCDP (L)	A	1	P1A	J15 K15	429	HI	RMDSPL
MCDP (L)	B	2	P1A	A11 B11	429	LO	F/T-L
MCDP (L)	B	3	P1A	A10 B10	429	LO	F/T-C
MCDP (L)	B	4	P1A	A09 B09	429	LO	F/T-R

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MCDP ID NOT DEFINED								
OCTAL LABELS CHART								
SIGNAL	TYPE	LABEL	FORMAT	MIN UPDATE RATE	SDI	BINARY RANGE	POSITIVE SENSE	UNITS
DISPLAY DATA	A	357	AIM	N/A	N/A	N/A	N/A	N/A
TEST CONTROL- 1	B	001	BNR	N/A	N/A	N/A	N/A	N/A
TEST CONTROL- 2	B	002	BNR	N/A	N/A	N/A	N/A	N/A
TEST CONTROL- 3	B	003	BNR	N/A	N/A	N/A	N/A	N/A
TEST CONTROL- 4	B	004	BNR	N/A	N/A	N/A	N/A	N/A
TEST CONTROL- 5	B	005	BNR	N/A	N/A	N/A	N/A	N/A
TEST CONTROL- 6	B	006	BNR	N/A	N/A	N/A	N/A	N/A
TEST CONTROL- 7	B	007	BNR	N/A	N/A	N/A	N/A	N/A
TEST CONTROL- 8	B	010	BNR	N/A	N/A	N/A	N/A	N/A
TEST CONTROL- 9	B	011	BNR	N/A	N/A	N/A	N/A	N/A
TEST CONTROL-10	B	012	BNR	N/A	N/A	N/A	N/A	N/A
TEST CONTROL-11	B	013	BNR	N/A	N/A	N/A	N/A	N/A
TEST CONTROL-12	B	014	BNR	N/A	N/A	N/A	N/A	N/A
TEST CONTROL-13	B	015	BNR	N/A	N/A	N/A	N/A	N/A
TEST CONTROL-14	B	016	BNR	N/A	N/A	N/A	N/A	N/A
TEST CONTROL-15	B	017	BNR	N/A	N/A	N/A	N/A	N/A
TEST CONTROL-16	B	020	BNR	N/A	N/A	N/A	N/A	N/A

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