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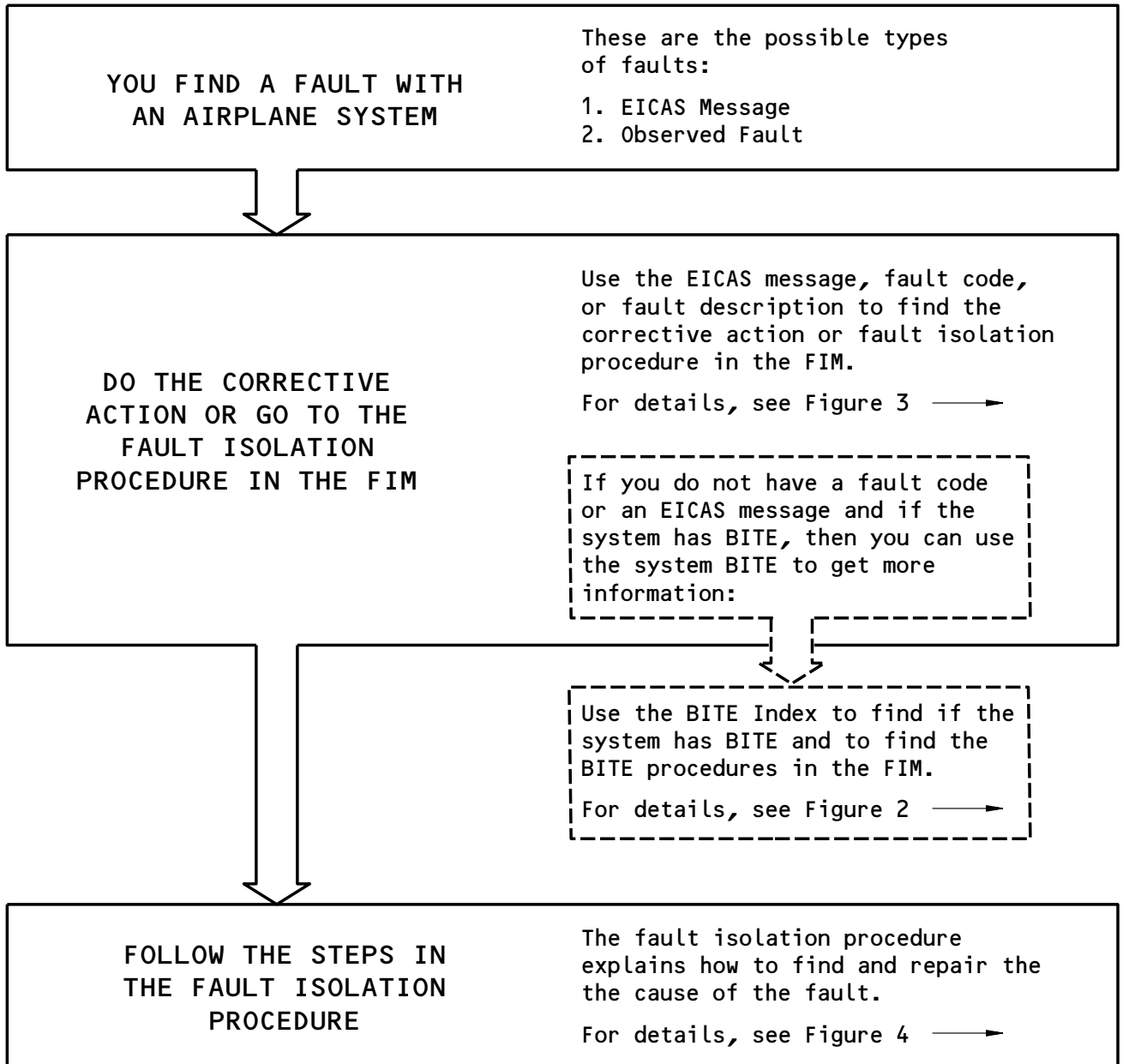
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Basic Fault Isolation Process
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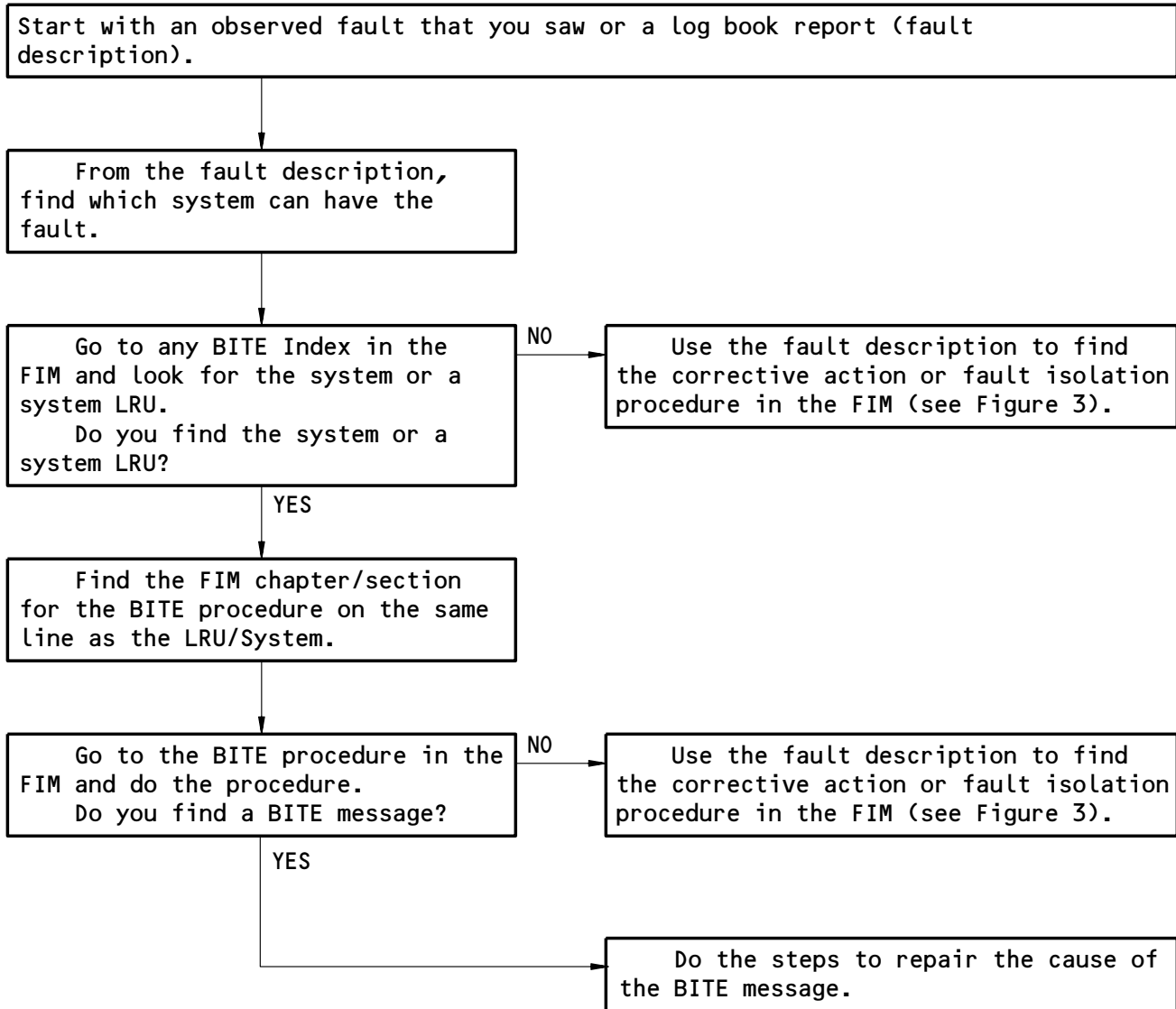
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How to Get Fault Information from BITE
Figure 2

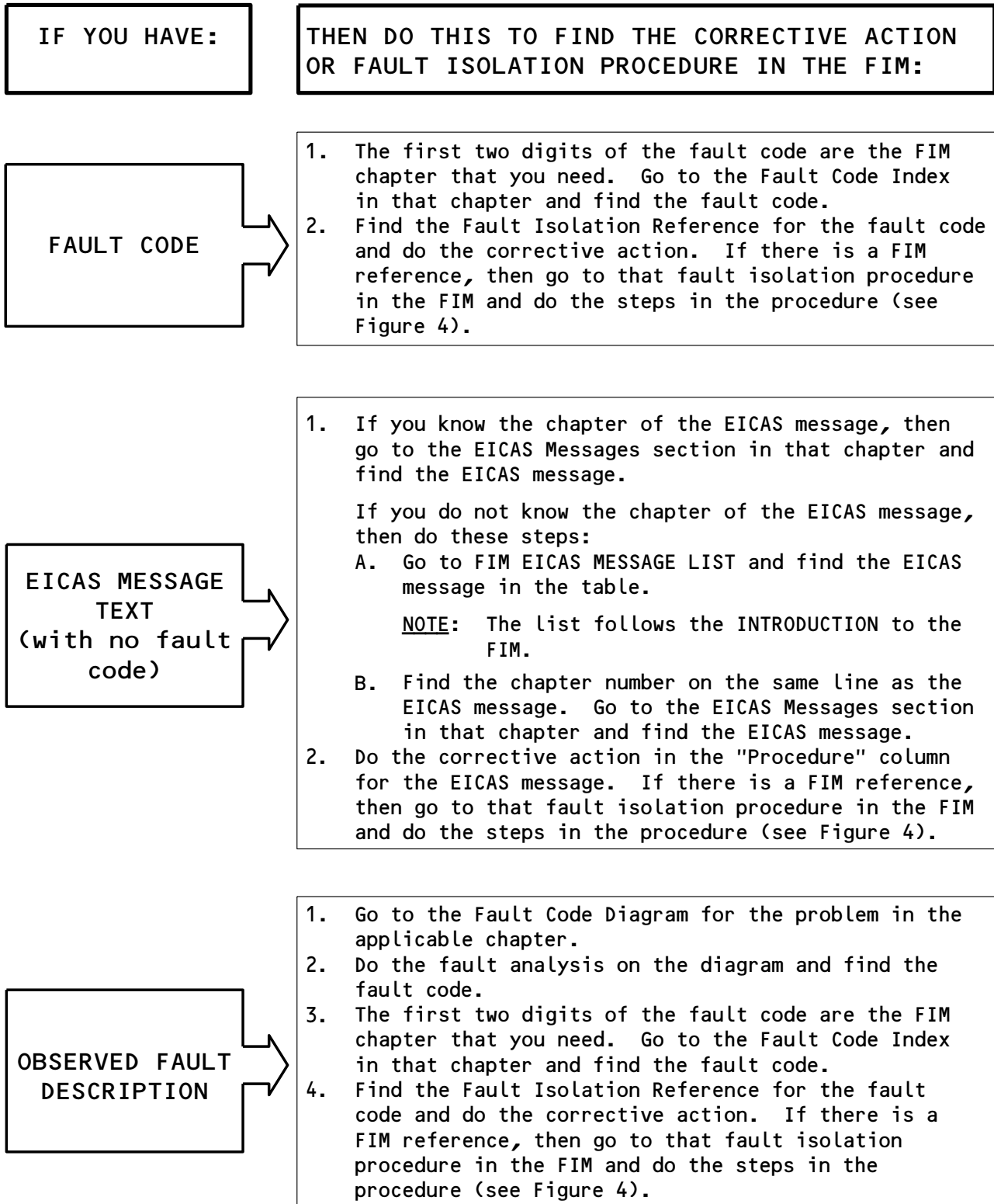
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How to Find the Corrective Action or Fault Isolation Procedure in the FIM

Figure 3

EFFECTIVITY

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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

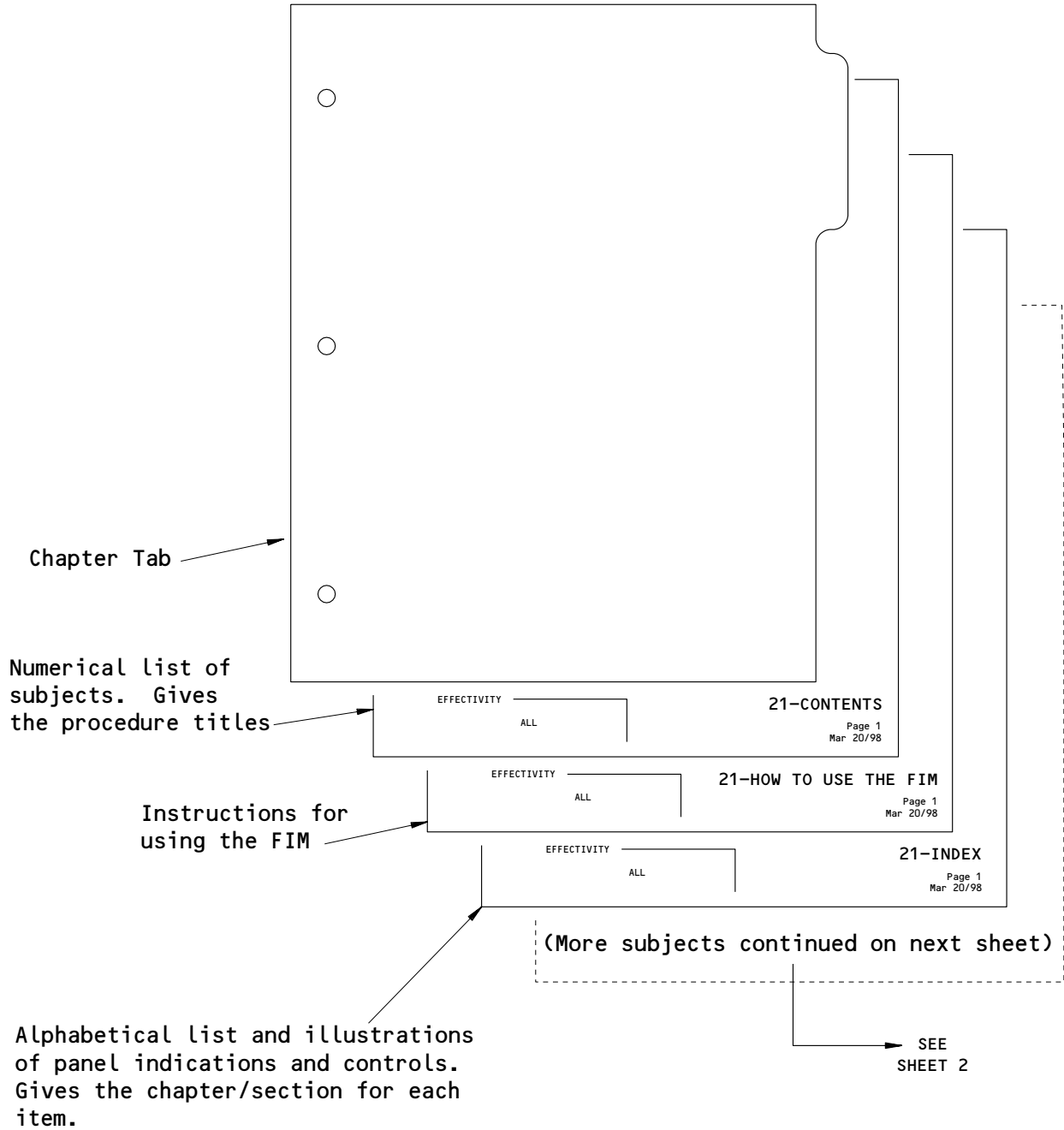
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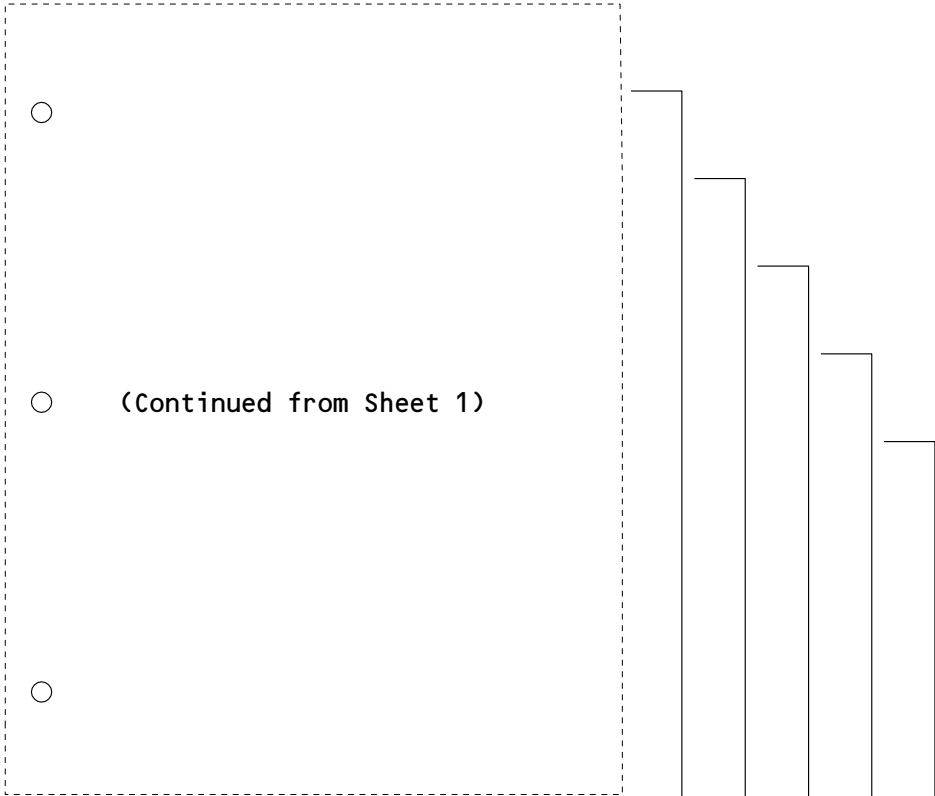
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Subjects in Each FIM Chapter
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<p>EFFECTIVITY</p> <hr/> <p align="center">ALL</p>	<h1 align="center">29-HOW TO USE THE FIM</h1> <p align="right">01 Page 5 Sep 20/98</p>
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Alphabetical list of the EICAS messages. Gives the procedure to repair the cause of the message or a reference to a fault isolation procedure.

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

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

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

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

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Subjects in Each FIM Chapter
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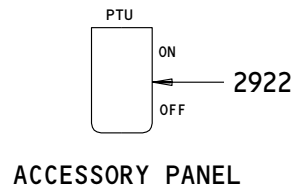
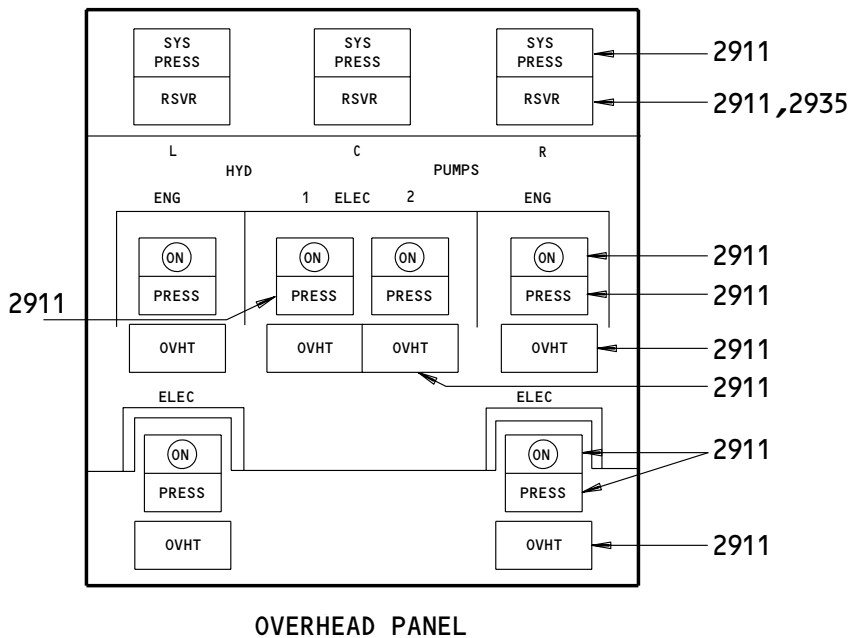
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1 ▷ AIRPLANES WITH HYDRAULIC MOTOR-DRIVEN GENERATOR

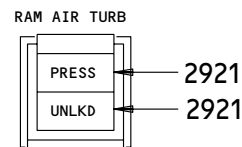
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 AIRPLANES WITH GENERATOR AND STATUS
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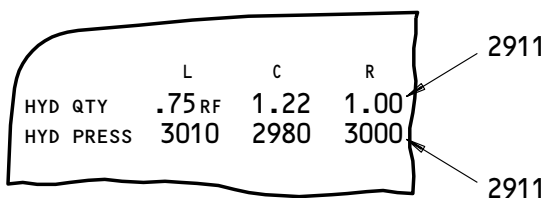
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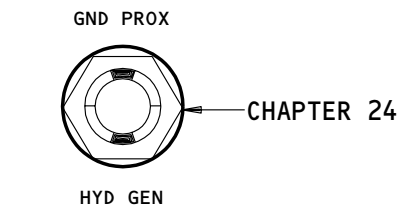
ACCESSORY PANEL



OVERHEAD PANEL



EICAS STATUS



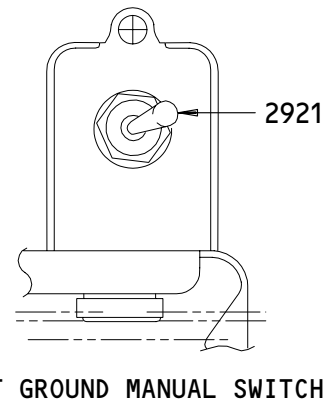
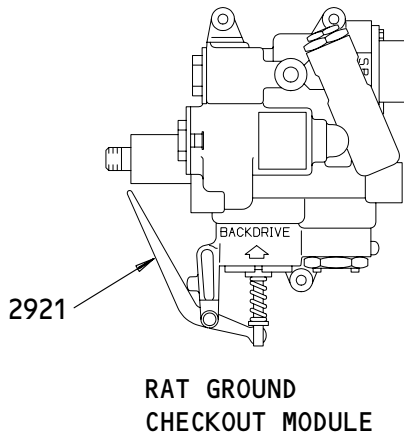
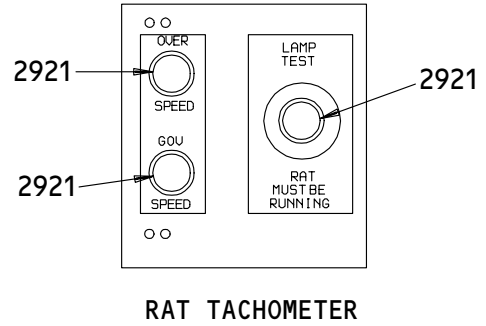
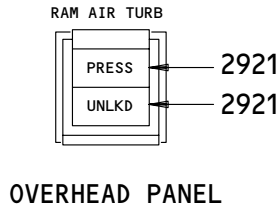
HYD GEN
ACCESSORY PANEL

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AIPLANES WITH HYD GENERATOR AND
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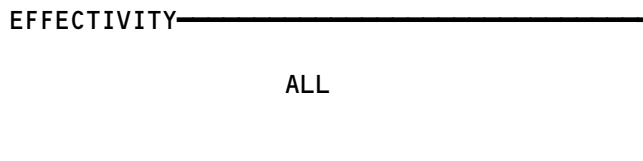
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HYDRAULIC POWER – INDEX (GROUND)
Figure 2



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HYDRAULIC POWER – 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

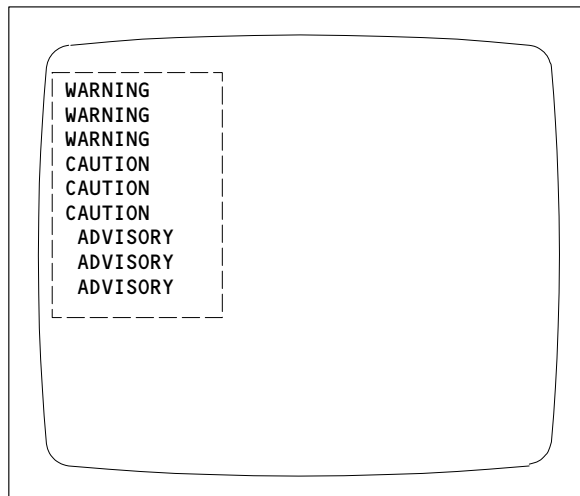
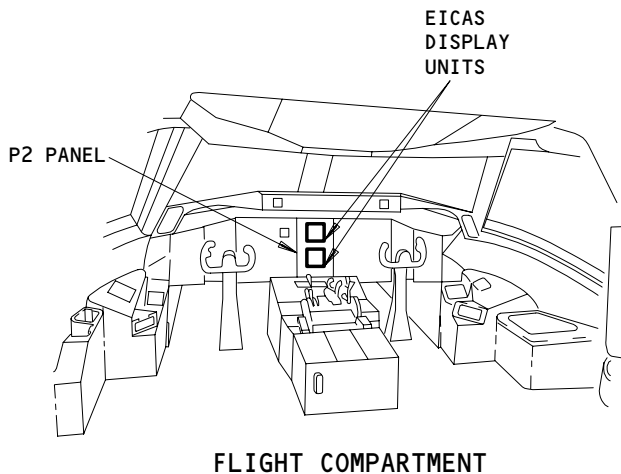
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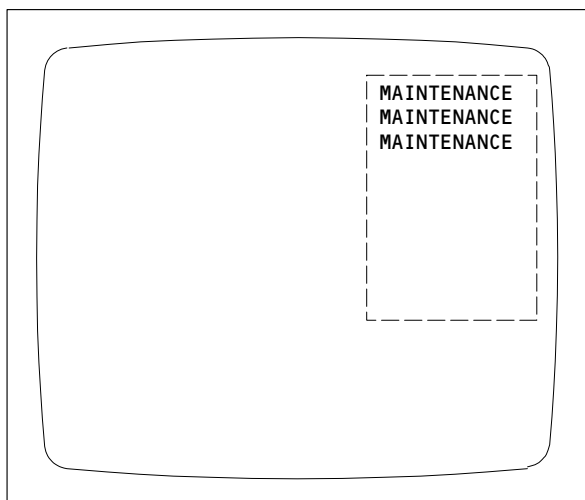
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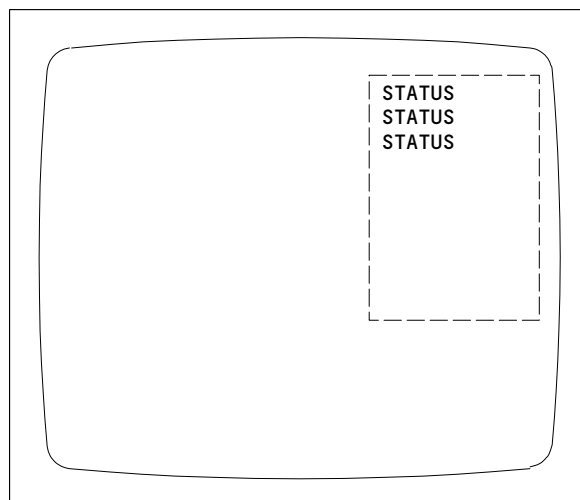
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ENGINE PRIMARY PAGE OR COMPACTED PAGE
(TOP DISPLAY UNIT)



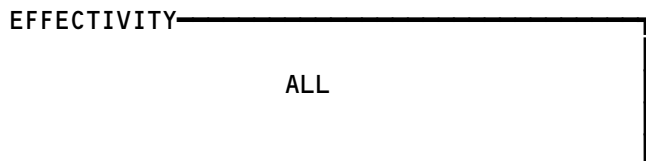
ECS/MSG PAGE
(BOTTOM DISPLAY UNIT)



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



29-EICAS MESSAGES

EICAS MESSAGE LIST		
EICAS MESSAGE	LEVEL	PROCEDURE
C HYD ELEC 1	C	FIM 29-11-00/101, Fig. 106
C HYD ELEC 2	C	FIM 29-11-00/101, Fig. 106
C HYD QTY	C	FIM 29-33-00/101, Fig. 104
C HYD QTY 0/FULL	M	FIM 29-33-00/101, Fig. 103
C HYD RSVR PRES	C	FIM 29-35-00/101, Fig. 103
C HYD SYS MAINT	S, M	FIM 29-11-00/101, Fig. 117
C HYD SYS PRESS	B	Go to the 29-FAULT CODE INDEX and look at the fault codes: 29 11 10, 29 31 01.
C HYD 1 OVHT	C	FIM 29-11-00/101, Fig. 115
C HYD 2 OVHT	C	FIM 29-11-00/101, Fig. 115
L(R) ELEC HYD OVHT	C	FIM 29-11-00/101, Fig. 114
L(R) ENG HYD OVHT	C	FIM 29-11-00/101, Fig. 113
L(R) HYD ELEC PUMP	C	FIM 29-11-00/101, Fig. 105
L(R) HYD ENG PUMP	C	FIM 29-11-00/101, Fig. 123
L(R) HYD QTY	C	FIM 29-33-00/101, Fig. 104
L(R) HYD QTY 0/FULL	M	FIM 29-33-00/101, Fig. 103
L(R) HYD RSVR PRES	C	FIM 29-35-00/101, Fig. 103
L(R) HYD SYS MAINT	S, M	FIM 29-11-00/101, Fig. 116

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EICAS MESSAGE LIST		
EICAS MESSAGE	LEVEL	PROCEDURE
L(R) HYD SYS PRESS	B	Go to the 29-FAULT CODE INDEX and look at the fault codes: 29 11 06, 29 31 01.
POWER XFER UNIT	S, M	FIM 29-22-00/101, Fig. 104
RAT	S, M	FIM 29-21-00/101, Fig. 103
RAT UNLOCKED	C	Adjust or replace the ram air turbine stowed limit switch, S10258 (AMM 29-21-17/201).
RSV BRAKE VAL	M	FIM 29-11-00/101, Fig. 120

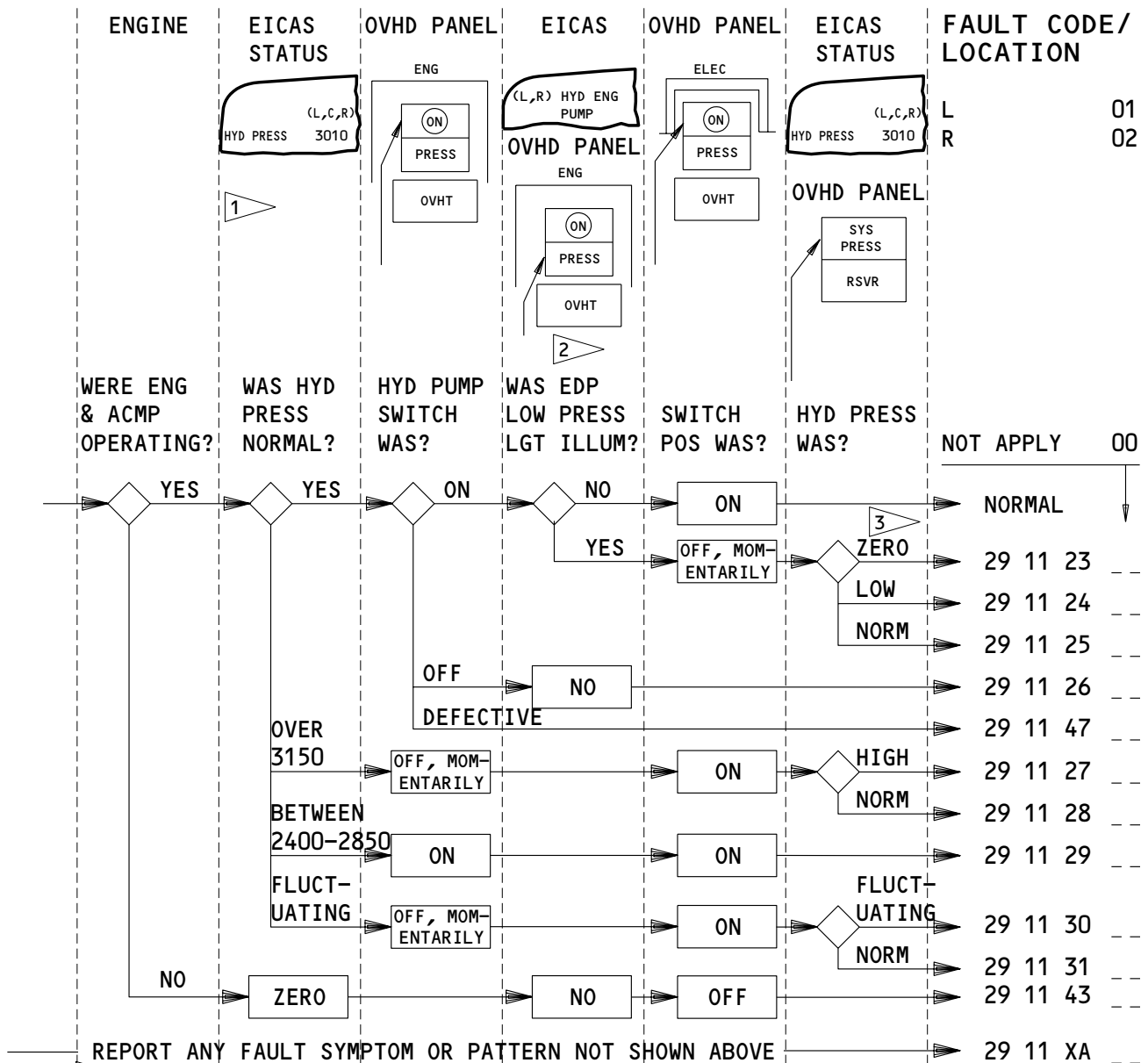
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REPORT ANY FAULT SYMPTOM OR PATTERN NOT SHOWN ABOVE

- 1 NORMAL HYD PRESSURE IS 2850-3150.
- 2 HYD LOW PRESSURE LGT ILLUM AT 2400 PSI.
- 3 LOSS OF LEFT EDP WILL CAUSE POWER TRANSFER UNIT (PTU) TO OPERATE AND GIVE LEFT SYS PRESS INDICATION.

APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11D28 ENG PUMP SUPPLY (LEFT, L)	11K14 (L) ENG PUMP VLV DEPRESS	11K23 R ENG PUMP VLV DEPRESS
11D28 ENG PUMP SOV L	11K14 (L, LEFT) ENG PUMP DEPRESS	11K23 R ENG PUMP DEPRESS
11D29 ENG PUMP SUPPLY (RIGHT, R)	11K17 SYSTEM PRESS (LEFT, L)	11K26 SYSTEM PRESS RIGHT
11D29 ENG PUMP SOV R	11K18 SYSTEM PRESS (CTR, C)	11K26 (PRESSURE, PRESS) SYS (R, RIGHT)

SYS PRESS AND ENG DRIVEN PUMP (EDP) - FAULT CODES

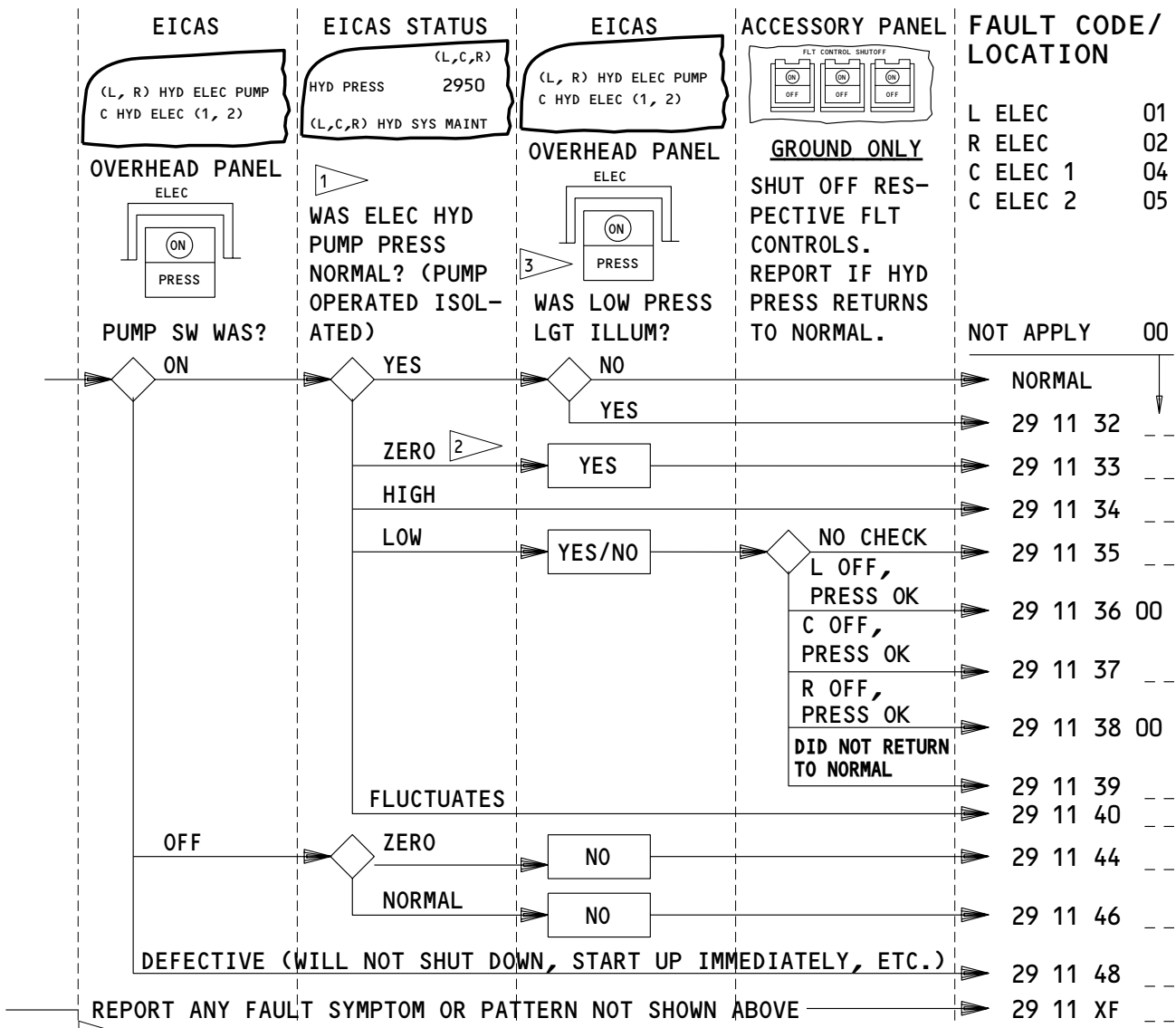
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1 NORMAL HYD PRESSURE IS 2850-3150.

2 THE ELEC HYD PUMPS MAY NOT START ON 1st ATTEMPT WITH TEMPERATURES OF -23.3°C (-10°F) OR LESS. THE SWITCH MAY BE CYCLED 2 TIMES WITH A SECOND DELAY BETWEEN EACH CYCLE. MORE THAN 3 START ATTEMPTS MAY DAMAGE PUMPS.

3 HYD LOW PRESSURE LGT ILLUM AT 2400 PSI.

APPLICABLE CIRCUIT BREAKERS AS INSTALLED

6K13	C1 HYD EMP ENABLE	11K16	ELEC PUMP (R, RIGHT)
6K14	(R1, R) HYD EMP ENABLE	11K17	SYSTEM PRESS (LEFT, L)
6K19	C2 HYD EMP ENABLE	11K18	SYSTEM PRESS (CTR, C)
6K19	HYD EMP ENABLE C2	11K24	ELEC PUMP C-2 (C2)
11K15	ELEC PUMP C-1 (C1)	11K25	ELEC PUMP (LEFT, L)
		11K26	SYSTEM PRESS (RIGHT, R)
		11K26	PRESSURE SYS (RIGHT, R)

ELECTRIC HYDRAULIC PUMP (ACMP) - FAULT CODES

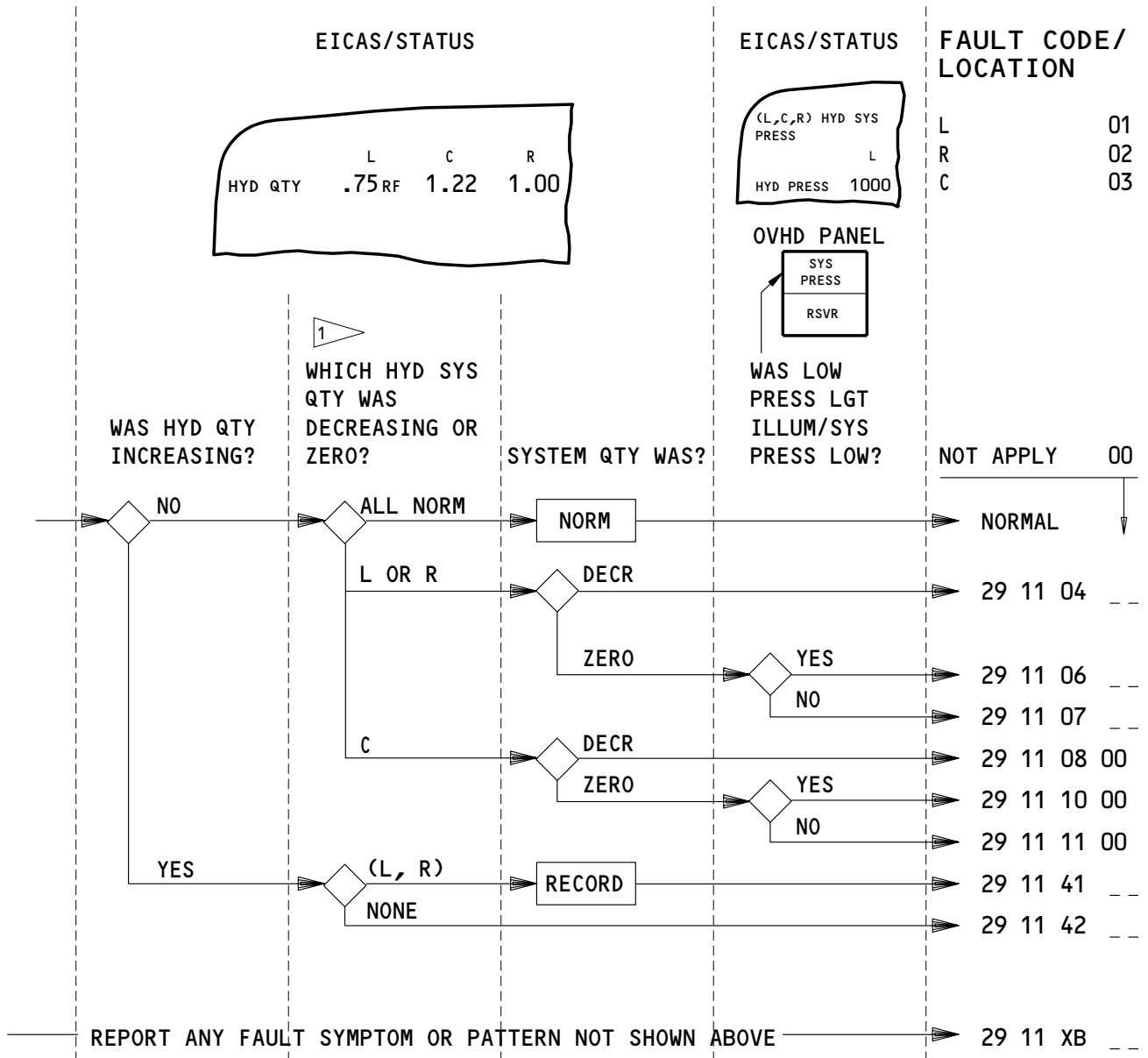
EFFECTIVITY AIRPLANES WITH STATUS PAGE HYD PRESSURE IND

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1 COLD SOAK WILL RESULT IN QTY DECREASE.

APPLICABLE CIRCUIT BREAKERS

NONE

HYD QTY INCREASING/DECREASING – FAULT CODES

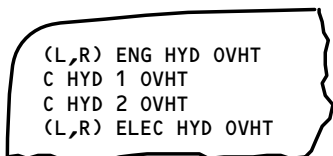
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AIRPLANES WITH STATUS PAGE HYD PRESSURE
IND

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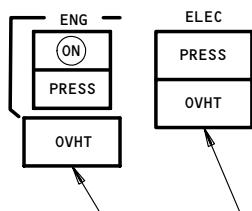
EICAS



FAULT CODE/
LOCATION

L 01
R 02
C 1 04
C 2 05

OVERHEAD PANEL



IS HYD OVHT LGT ILLUM?

NOT APPLY 00



REPORT ANY FAULT SYMPTOM OR PATTERN NOT SHOWN ABOVE → 29 11 XC --

APPLICABLE CIRCUIT BREAKERS

NONE

HYDRAULIC OVERHEAT - FAULT CODES

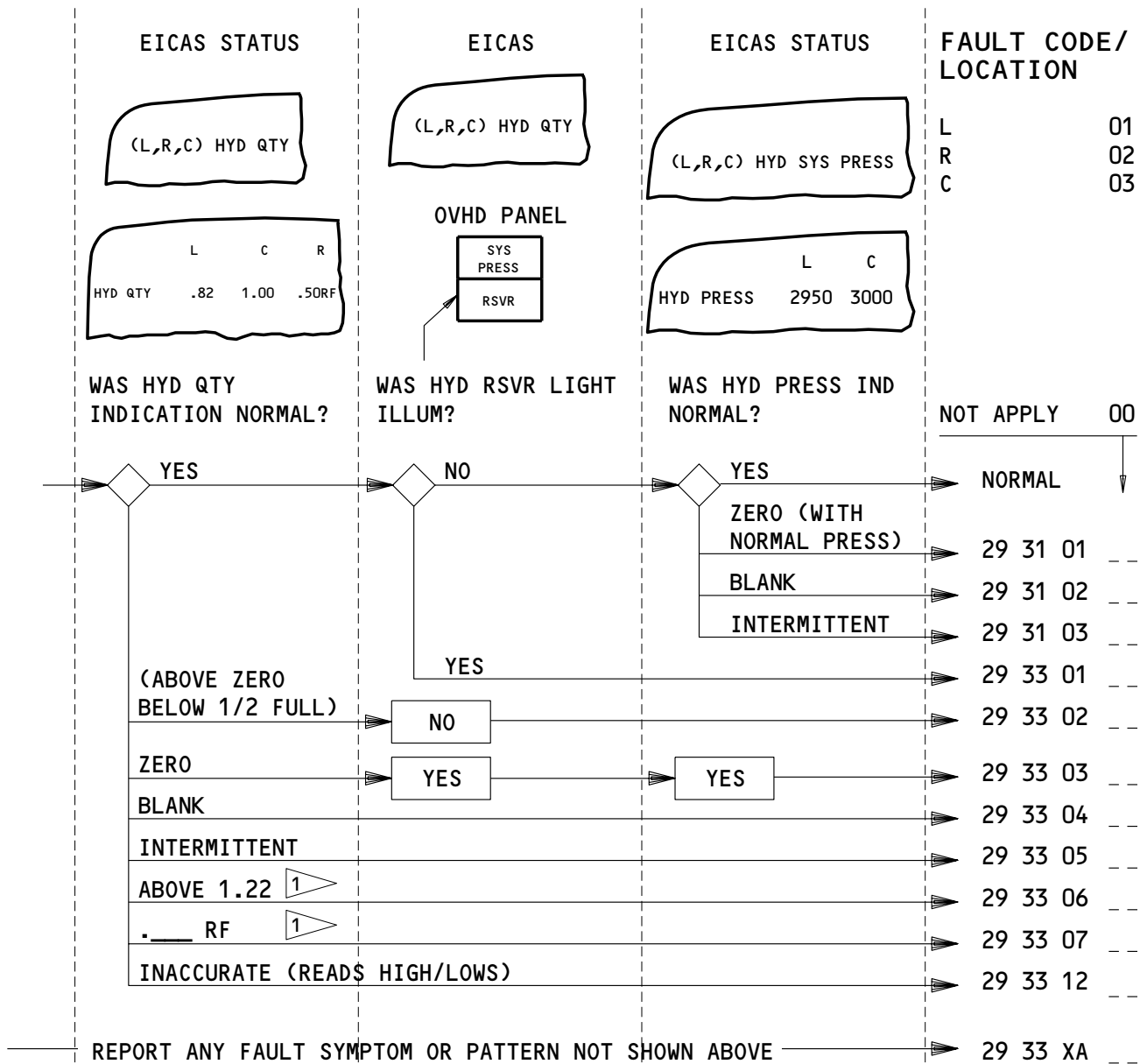
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1 IF HYD FLUID TRANSFERS OR LEAK SUSPECTED, SEE "HYDRAULIC QUANTITY INCREASING/DECREASING".

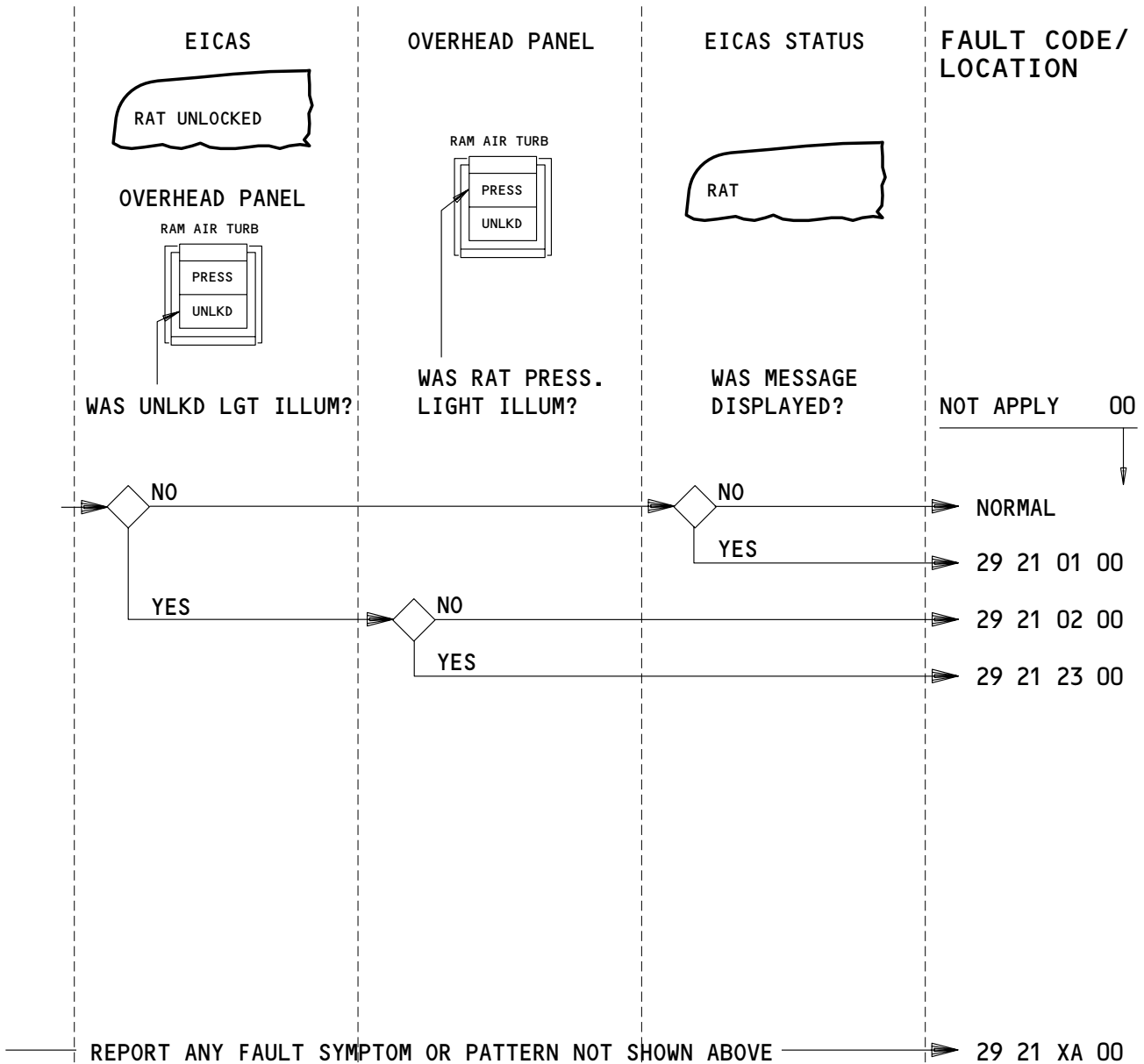
APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11K17	SYSTEM PRESS (L, LEFT)	11K21	QTY (R, RIGHT)
11K18	SYSTEM PRESS (C, CTR)	11K26	SYSTEM PRESS (RIGHT, R)
11K19	QTY CTR	11K26	PRESS SYS R
11K20	QTY (L, LEFT)	11K26	PRESSURE SYS (RIGHT, R)

HYDRAULIC INDICATORS - FAULT CODES

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IND

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APPLICABLE CIRCUIT BREAKERS AS INSTALLED

6F1	RAT MAN PWR	11D26	RAT AUTO CONT
6F1	RAT MANUAL	11D26	RAT CONT
6F1	PWR RAT MAN	11D27	RAT AUTO PWR
6F2	RAT MAN CONT	11D27	RAT AUTO
6F2	CONT RAT MAN		

RAT (RAM AIR TURBINE) – FAULT CODES

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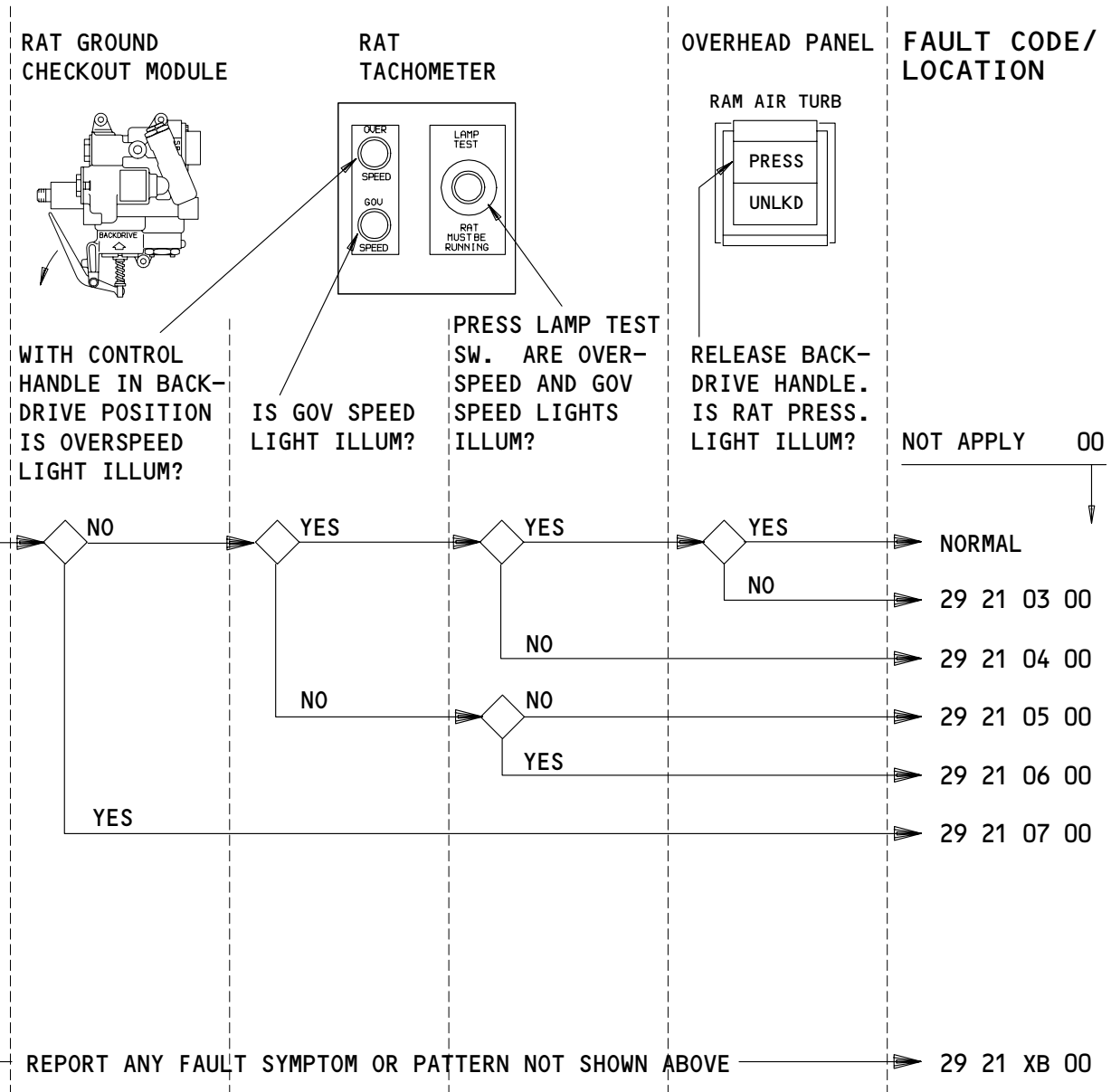
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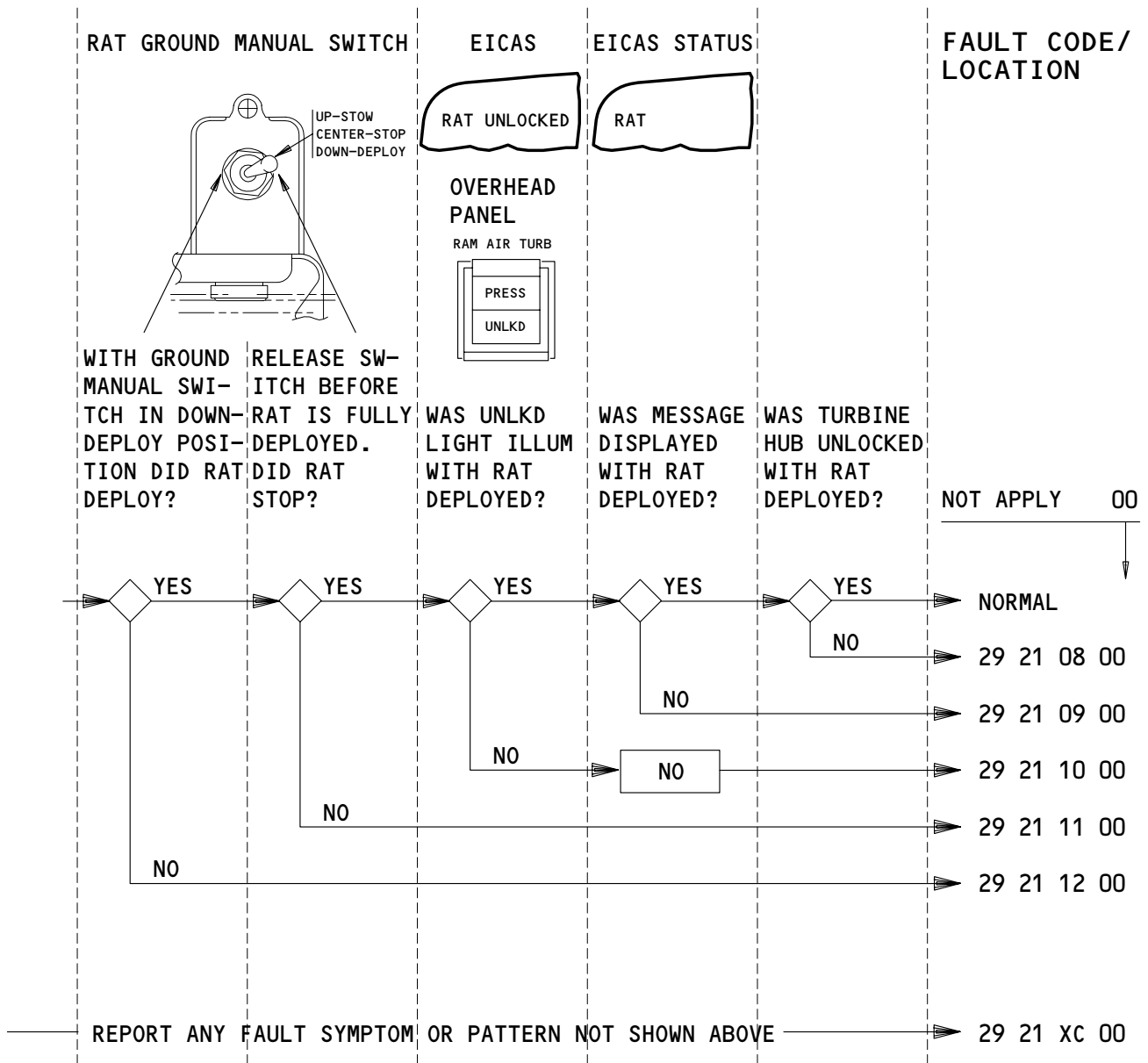
APPLICABLE CIRCUIT BREAKERS

6F1	PWR RAT MAN
6F2	CONT RAT MAN
11D26	RAT AUTO CONT
11D27	RAT AUTO PWR

RAT HYD PUMP AND DRIVE SYSTEM - FAULT CODES (GROUND)

EFFECTIVITY	ALL
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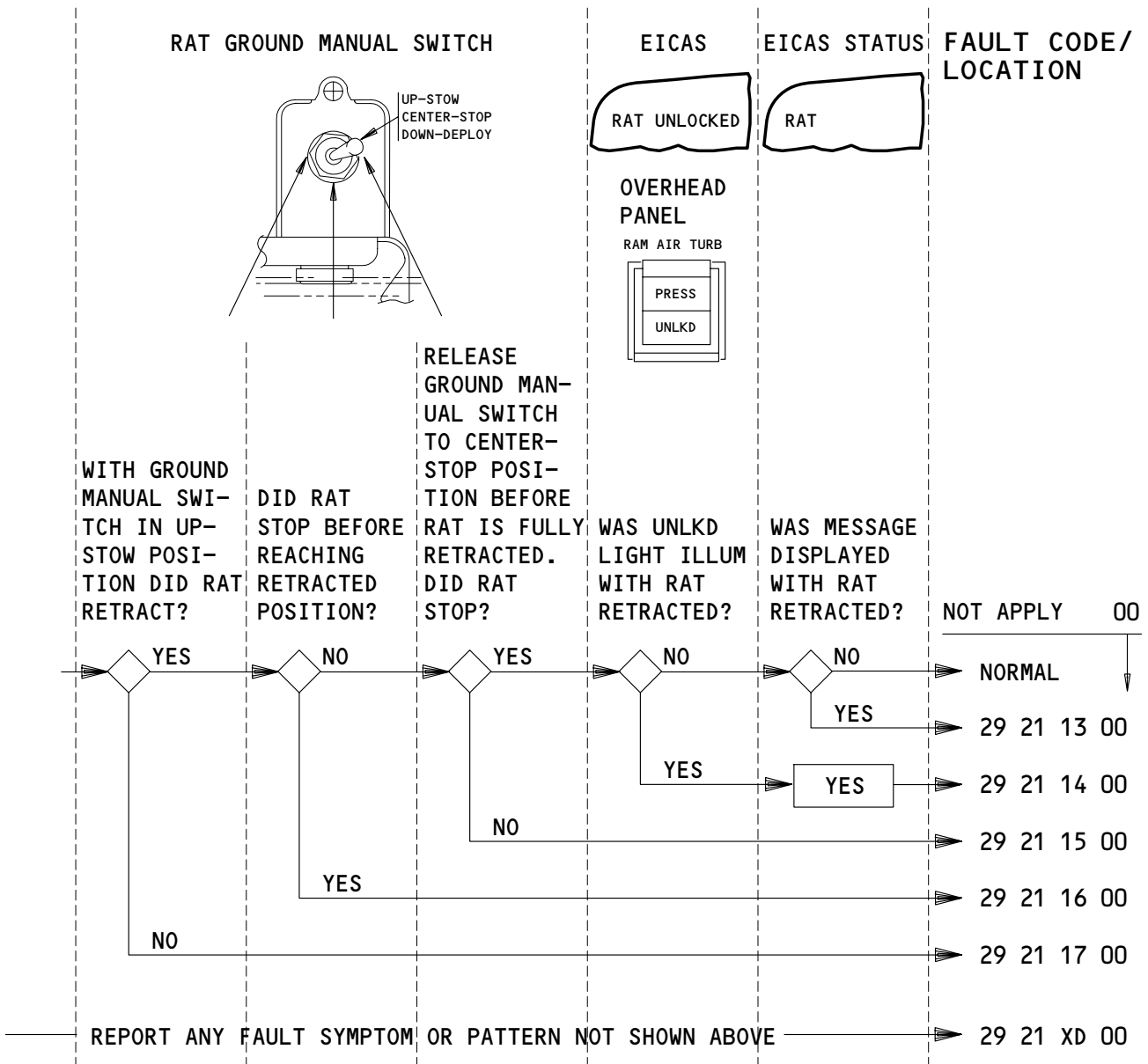
APPLICABLE CIRCUIT BREAKERS

6F1	PWR RAT MAN
6F2	CONT RAT MAN
11D26	RAT AUTO CONT
11D27	RAT AUTO PWR

RAT GROUND DEPLOYMENT - FAULT CODES (GROUND)

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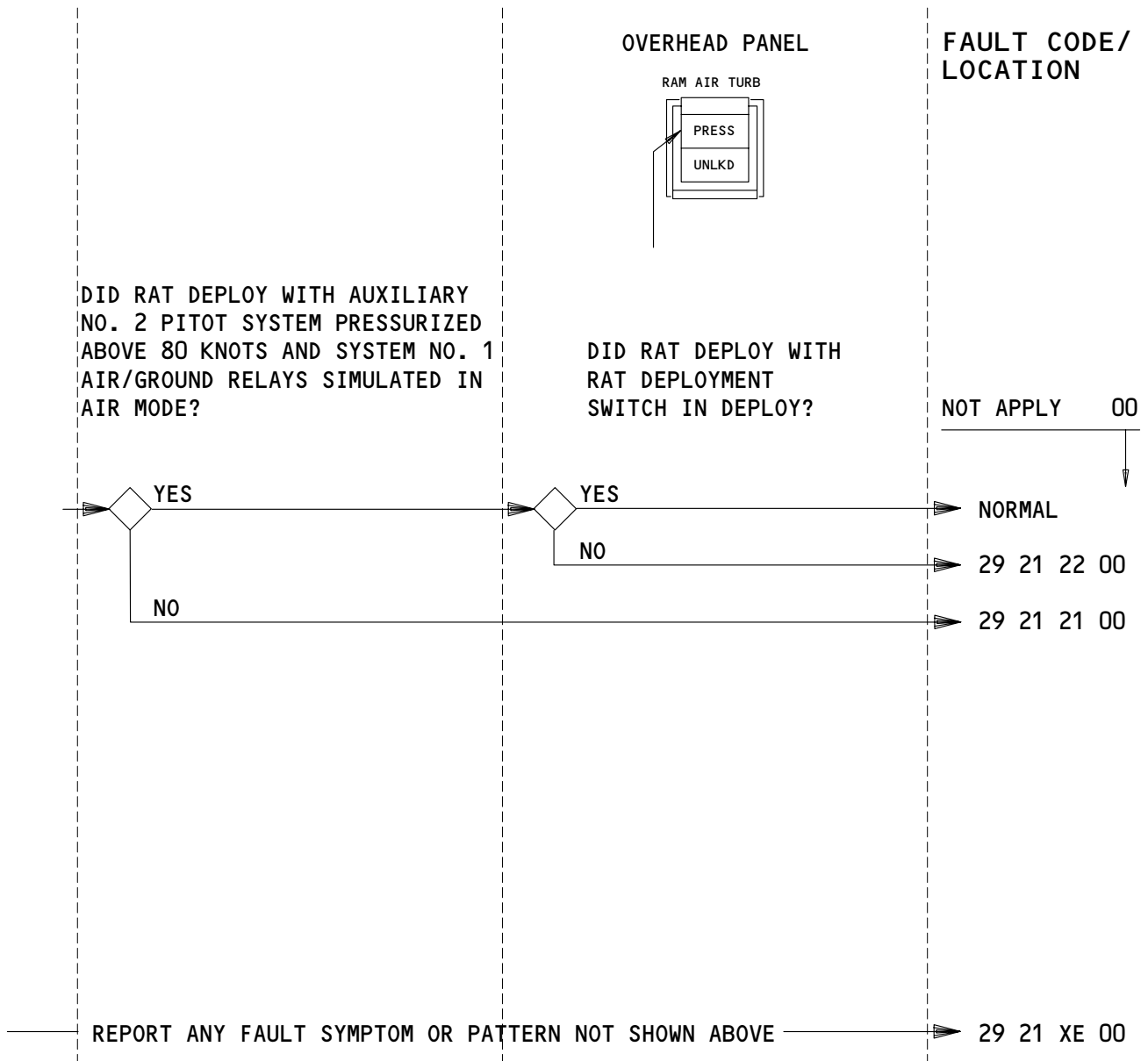
APPLICABLE CIRCUIT BREAKERS

6F1	PWR RAT MAN
6F2	CONT RAT MAN
11D26	RAT AUTO CONT
11D27	RAT AUTO PWR

RAT GROUND RETRACTION - FAULT CODES (GROUND)

EFFECTIVITY	ALL
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29-FAULT CODE DIAGRAM



APPLICABLE CIRCUIT BREAKERS

6F1	PWR RAT MAN
6F2	CONT RAT MAN
11D26	RAT AUTO CONT
11D27	RAT AUTO PWR

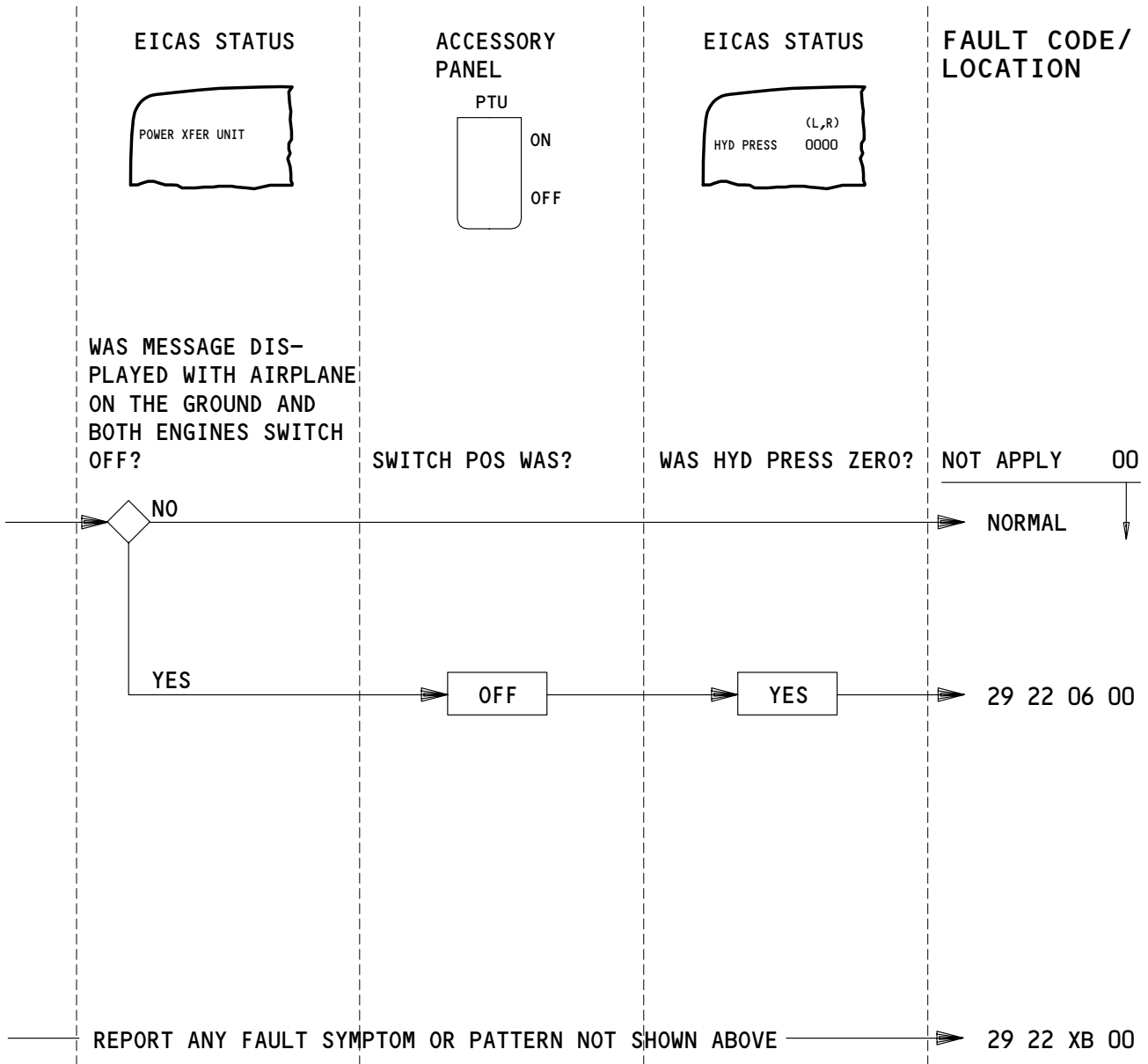
RAT AUTO DEPLOYMENT – FAULT CODES (GROUND)

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APPLICABLE CIRCUIT BREAKERS

11D31 PTU CONT

POWER XFER UNIT - FAULT CODES (GROUND)

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29-FAULT CODE DIAGRAM

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
29 11 XA --	A (01=L,02=R) System pressure or engine-driven pump problem was encountered by the flight crew which is not covered in the fault code diagrams.	SSM 29-00-02
29 11 XB --	A (01=L,02=R,03=C) Hydraulic quantity problem was encountered by the flight crew which is not covered in the fault code diagrams.	SSM 29-00-01
29 11 XC --	A (01=L,02=R,03=C1,04=C2) Hydraulic overheat problem was encountered by the flight crew which is not covered in the fault code diagrams.	SSM 29-00-02
29 11 XF --	A (01=L ELEC,02=R ELEC,03=C ELEC 1,04=C ELEC 2) electric hydraulic pump problem was encountered by the flight crew which is not covered in the fault code diagrams.	SSM 29-00-02
29 21 XA 00	A RAT indicating problem was encountered by the flight crew which is not covered in the fault code diagrams.	SSM 29-00-06
29 21 XB 00	A RAT hydraulic pump and drive system problem was encountered by the ground crew which is not covered in the fault code diagrams.	SSM 29-00-06

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
29 21 XC 00	A RAT ground deployment problem was encountered by the ground crew which is not covered in the fault code diagrams.	SSM 29-00-06
29 21 XD 00	A RAT ground retraction problem was encountered by the ground crew which is not covered in the fault code diagrams.	SSM 29-00-06
29 21 XE 00	A RAT auto deployment problem was encountered by the ground crew which is not covered in the fault code diagrams.	SSM 29-00-06
29 22 XA --	A (01=L,02=R,03=C) Power transfer unit or hydraulic reservoir pressurization problem was encountered by the flight crew which is not covered in the fault code diagrams.	SSM 29-00-01
29 22 XB 00	A power transfer unit problem was encountered by the ground crew which is not covered in the fault code diagrams.	SSM 29-00-01
29 33 XA --	A (01=L,02=R,03=C) Hydraulic indicating problem was encountered by the flight crew which is not covered in the fault code diagrams.	SSM 29-00-02
29 11 04 --	(01=L,02=R) Hyd qty decreased to _____. Qty stable with EDP depressurized and elec pump off.	FIM 29-11-00/101, Fig. 107, Block 1
29 11 05 --	(01=L,02=R) Hyd qty decreased to _____. EDP depressurized and elec pump off, qty continued to decrease.	FIM 29-11-00/101, Fig. 108, Block 1
29 11 06 --	(01=L,02=R) Hyd qty decreased to zero and system PRESS lgt on. EICAS msg: (L,R) HYD SYS PRESS displayed.	FIM 29-11-00/101, Fig. 109, Block 1

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
29 11 07 --	(01=L,02=R) Hyd qty zero, system PRESS lgt not on.	FIM 29-11-00/101, Fig. 109, Block 1
29 11 08 00	C hyd qty decreased to _____. Qty stable with system pumps OFF.	FIM 29-11-00/101, Fig. 110, Block 1
29 11 09 00	C hyd qty decreased to _____. System depressurized and leak continued.	FIM 29-11-00/101, Fig. 111, Block 1
29 11 10 00	C hyd qty decreased to zero and system PRESS lgt on. EICAS msg: C HYD SYS PRESS displayed.	FIM 29-11-00/101, Fig. 112, Block 1
29 11 11 00	C hyd qty zero. System PRESS lgt not on.	FIM 29-11-00/101, Fig. 112, Block 1
29 11 12 --	(01=L,02=R) EDP hyd OVHT lgt on. EICAS msg: (L,R) ENG HYD OVHT displayed. Pump was deactivated.	FIM 29-11-00/101, Fig. 113, Block 1
29 11 13 --	(01=L,02=R,04=C1,05=C2) Elec hyd OVHT lgt on. EICAS msg: (L,R) ELEC HYD OVHT or C HYD (1,2) OVHT displayed. Pump was deactivated.	L or R System Faults, FIM 29-11-00/101, Fig. 114, Block 1. C System Faults, FIM 29-11-00/101, Fig. 114, Block 1, Fig. 115, Block 1.
29 11 19 00	EICAS msg L HYD SYS MAINT displayed.	FIM 29-11-00/101, Fig. 116, Block 1
29 11 19 00	EICAS msg R HYD SYS MAINT displayed.	FIM 29-11-00/101, Fig. 116, Block 1
29 11 21 00	EICAS msg C HYD SYS MAINT displayed.	FIM 29-11-00/101, Fig. 117, Block 1
29 11 22 00	EICAS msg RSV BRAKE VAL displayed.	FIM 29-11-00/101, Fig. 120, Block 1
29 11 23 --	(01=L,02=R) EDP hyd push zero.	FIM 29-11-00/101, Fig. 123, Block 1
29 11 24 --	(01=L,02=R) EDP hyd push low ____ PSI. Hyd push low, (____psi) and low PRESS light on and EICAS msg (L,R) ENG PUMP displayed.	Replace the engine-driven pump (EDP) in the left (right) hydraulic system (AMM 29-11-05/401).

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
29 11 25 --	(01=L,02=R) EDP hyd low PRESS light on and EICAS msg (L,R) HYD ENG PUMP displayed. EDP push was normal.	Replace the pressure switch, S26 (S31), for the engine-driven pump (EDP) in the left (right) system (AMM 29-11-17/401).
29 11 26 --	(01=L,02=R) EDP failed to depressurize.	FIM 29-11-00/101, Fig. 104, Block 1
29 11 27 --	(01=L,02=R) hyd push reads high (___ PSI) with EDP or elec hyd pump (ACMP) operating.	Replace the pressure transmitter M341 (M343), in the left (right) hydraulic system (AMM 29-31-01/401).
29 11 28 --	(01=L,02=R) EDP hyd push high (___ PSI). Push norm with elec hyd pump (ACMP) operating.	Replace the engine-driven pump (EDP) in the left (right) hydraulic system (AMM 29-11-05/401).
29 11 29 --	(01=L,02=R) Hyd push reads low ___ PSI with EDP or elec hyd pump (ACMP) operating.	FIM 29-11-00/101, Fig. 116, Block 1
29 11 30 --	(01=L,02=R) Hyd push fluctuates during EDP or elec hyd pump (ACMP) operation.	Replace the pressure transmitter M341 (M343), in the left (right) hydraulic system (AMM 29-31-01/401).
29 11 31 --	(01=L,02=R) HYD push fluctuates during EDP operation.	Replace the engine-driven pump (EDP) in the left (right) hydraulic system (AMM 29-11-05/401).
29 11 32 --	(01=L elec, 02=R elec, 04=C elec 1, 05=C elec 2) hyd low PRESS lgt on. Pump push was normal. EICAS msg (L,R) HYD ELEC PUMP or C HYD ELEC (1,2) displayed.	L or R System Faults, replace the pressure switch, S25 (S30), for the alternating current motor pump (ACMP) in the left (right) hydraulic system (AMM 29-11-18/401). C System Faults, replace the pressure switch, S10003 (S10016), for the alternating current motor pump (ACMP) C1 (C2) in the center hydraulic system (AMM 29-11-19/401).

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
29 11 33 --	(01=L elec,02=R elec,04=C elec 1,05=C elec 2) Hyd low PRESS lgt on. Pump push was zero. EICAS msg (L,R) HYD ELEC PUMP or C HYD ELEC (1,2) displayed.	L or R System Faults, FIM 29-11-00/101, Fig. 105, Block 2. C System Faults, FIM 29-11-00/101, Fig. 106, Block 2.
29 11 34 --	(01=L elec,02=R elec,04=C elec 1,05=C elec 2) Hyd push high, ____ psi.	L or R System Faults, replace the alternating current motor pump (ACMP), M231 (M232), in the left (right) hydraulic system (AMM 29-11-01/401). C System Faults, replace the alternating current motor pump (ACMP) C1 (C2), M10029 (M10030), in the center hydraulic system (AMM 29-11-02/401).
29 11 35 --	(01=L elec,02=R elec,04=C Elec 1,05=C elec 2) Hyd push low, ____ psi. EICAS msg (L,R) HYD SYS MAINT (was/was not) or C HYD SYS MAINT (was/was not) displayed. Hyd low PRESS lgt (was/was not) on. Flt control shutoff check not made.	L or R System Faults, FIM 29-11-00/101, Fig. 118, Block 1. C System Faults, FIM 29-11-00/101, Fig. 119, Block 1.
29 11 36 00	L elec hyd pump press low, ____ psi. Push normal with L flt control shutoff valve closed.	Do the internal leakage check for the left hydraulic system (AMM 29-11-00/601).
29 11 37 --	(04=C elec 1,05=C elec 2) Hyd pump press low, ____ psi. Push normal with C flt control shutoff valve closed.	Do the internal leakage check for the center hydraulic system (AMM 29-11-00/601).
29 11 38 00	R elec hyd pump press low, ____ psi. Push normal with R flt control shutoff valve closed.	Do the internal leakage check for the right hydraulic system (AMM 29-11-00/601).
29 11 39 --	(01=L elec,02=R elec,04=C elec 1,05=C elec 2) Hyd press low, ____ psi. Push did not return to normal with flt control shutoff valve closed.	L or R System Faults, FIM 29-11-00/101, Fig. 118, Block 2. C System Faults, FIM 29-11-00/101, Fig. 119, Block 2.

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
29 11 40 --	(01=L elec,02=R elec,04=C elec 1,05=C elec 2) Hyd press fluctuates, ____ psi.	L or R System Faults, replace the alternating current motor pump (ACMP), M231 (M234), in the left (right) hydraulic system (AMM 29-11-01/401). C System Faults, replace the alternating current motor pump (ACMP) C1 (C2), M10029 (M10030), in the center hydraulic system (AMM 29-11-02/401).
29 11 41 --	(01=L,02=R,03=C) Hyd qty increased to ____ with a decrease in (L,R) hyd qty.	FIM 29-11-00/101, Fig. 121, Block 1
29 11 42 --	(01=L,02=R,03=C) Hyd qty increased to ____ with no change in other hyd qtys.	(01=L,02=R) FIM 29-11-00/101, Fig. 109, Block 6. (03=C) FIM 29-11-00/101, Fig. 112, Block 6.
29 11 43 --	(01=L,02=R) EDP HYD low PRESS lgt did not come on or EICAS msg (L,R) HYD ENG PUMP display with eng not running.	Replace the pressure switch, S26 (S31), for the engine-driven pump (EDP) in the left (right) hydraulic system (AMM 29-11-17/401).
29 11 44 --	(01=L elec,02=R elec,04=C elec 1,05=C elec 2) Hyd low PRESS lgt did not come on or EICAS msg display with pump off and push zero.	L or R System Faults, FIM 29-11-00/101, Fig. 122, Block 1. C System Faults, replace the pressure switch, S10003 (S10016), for the alternating current motor pump (ACMP) C1 (C2) in the center hydraulic system (AMM 29-11-19/401).
29 11 46 --	(01=L elec,02=R elec,04=C elec 1,05=C elec 2) Hyd pump will not shut off.	L or R System Faults, FIM 29-11-00/101, Fig. 116, Block 1. C System Faults, FIM 29-11-00/101, Fig. 117, Block 1.

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
29 11 47 --	(01=L,02=R) eng hyd pump sw defective (describe).	Replace the lamp in the switch/light, YQTS1 (YQTS4), for the engine-driven pump (EDP) in the left (right) hydraulic system, on the hydraulic control panel (AMM 33-13-00/201). If the problem continues, replace the switch/light, YQTS1 (YQTS4), on the hydraulic control panel, M10050 (AMM 33-13-00/201) or M10050 (WDM 29-11-11, WDM 29-11-21).
29 11 48 --	(01=L ELEC,02=R ELEC,04=C ELEC 1,05=C ELEC 2) Hyd pump sw defective (will not shut down pump, start up pump immediately, etc.) (describe).	Replace the lamp in the switch/light (YQTS5,YQTS6,YQTS2, YQTS3) for the alternating current motor pump (ACMP) (L,R,C1,C2) on the hydraulic control panel, M10050 (AMM 33-13-00/201). If the problem continues, replace the switch/light (YQTS5,YQTS6,YQTS2, YQTS3) for the alternating current motor pump (ACMP) (L,R,C1,C2) on the hydraulic control panel, M10050 (AMM 33-13-00/201) or M10050 (WDM 29-11-12,WDM 29-11-22, WDM 29-11-31).
29 21 01 00	EICAS message: RAT displayed.	FIM 29-21-00/101, Fig. 103, Block 1
29 21 02 00	RAT UNLKD lite on. Airplane perf not affected and RAT low PRESS lgt off. EICAS msg: RAT UNLOCKED displayed.	Adjust or replace the stowed limit switch, S10258, for the ram air turbine (RAT) (AMM 29-21-17/201).
29 21 03 00	Ram air turbine PRESS light did not come on when back-drive control handle is released.	FIM 29-21-00/101, Fig. 104, Block 1
29 21 04 00	Ram air turbine tachometer OVERSPEED light not on GOV SPEED light on. OVERSPEED light remains off with LAMP TEST switch ON.	Replace the tachometer, N10028, for the ram air turbine (RAT) (AMM 29-21-51/401).

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
29 21 05 00	Ram air turbine tachometer OVERSPEED and GOV SPEED lights did not come on during RAT back-drive. Lights remain off with LAMP TEST switch ON.	FIM 29-21-00/101, Fig. 105, Block 1
29 21 06 00	Ram air turbine tachometer OVERSPEED and GOV SPEED lights did not come on during RAT back-drive. Lights on with LAMP TEST switch ON.	FIM 29-21-00/101, Fig. 105, Block 2
29 21 07 00	Ram air turbine tachometer OVERSPEED light on during RAT back-drive.	Replace the hub on the ram air turbine (RAT)(AMM 29-21-01/401).
29 21 08 00	Ram air turbine hub did not unlock when RAT deployed.	FIM 29-21-00/101, Fig. 106, Block 1
29 21 09 00	EICAS message RAT was not displayed with ram air turbine deployed.	FIM 29-21-00/101, Fig. 107, Block 1
29 21 10 00	Ram air turbine UNLKD light did not come on with RAT deployed. EICAS messages RAT and RAT UNLOCKED were not displayed.	Adjust or replace the stowed limit switch, S10258, for the ram air turbine (RAT) (AMM 29-21-17/201).
29 21 11 00	Ram air turbine did not stop deploying when ground manual switch was returned to center-stop position.	FIM 29-21-00/101, Fig. 108, Block 1
29 21 12 00	Ram air turbine did not deploy with ground manual switch in down-deploy position. RAT UNLKD light did not come on. EICAS messages RAT UNLOCKED and RAT were not displayed.	FIM 29-21-00/101, Fig. 109, Block 1
29 21 13 00	EICAS message RAT displayed with ram air turbine retracted. RAT UNLKD light was not on.	FIM 29-21-00/101, Fig. 110, Block 1
29 21 14 00	Ram air turbine UNLKD light was on with RAT retracted. EICAS messages RAT UNLOCKED and RAT were displayed.	Adjust or replace the stowed limit switch, S10258, for the ram air turbine (RAT) (AMM 29-21-17/201).

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
29 21 15 00	Ram air turbine did not stop retracting when ground manual switch was returned to center-stop position.	FIM 29-21-00/101, Fig. 108, Block 1
29 21 16 00	Ram air turbine did not fully retract.	FIM 29-21-00/101, Fig. 111, Block 1
29 21 17 00	Ram air turbine did not retract with ground manual switch in up-stow position.	FIM 29-21-00/101, Fig. 112, Block 1
29 21 21 00	Ram air turbine did not deploy when auxiliary No. 2 pitot system was pressurized above 80 knots and system No. 1 air/ground relays simulated in air mode.	FIM 29-21-00/101, Fig. 114, Block 1
29 21 22 00	Ram air turbine did not deploy with deployment switch in DEPLOY position.	FIM 29-21-00/101, Fig. 113, Block 1
29 21 23 00	RAT UNLKD lite on and RAT low press lite on. EICAS msg: RAT UNLOCKED displayed.	FIM 29-21-00/101, Fig. 115, Block 1
29 22 01 00	EICAS message: POWER XFER UNIT displayed.	FIM 29-22-00/101, Fig. 104, Block 1
29 22 02 00	EICAS msg POWER XFER UNIT displayed with PTU sw ON.	FIM 29-22-00/101, Fig. 105, Block 1
29 22 03 00	EICAS msg POWER XFER UNIT displayed with only R eng running.	FIM 29-22-00/101, Fig. 104, Block 1
29 22 04 00	EICAS msg POWER XFER UNIT displayed with only R eng running. PTU did pressurize L hyd system.	FIM 29-22-00/101, Fig. 104, Block 1
29 22 05 00	EICAS msg POWER XFER UNIT displayed with only R eng running. PTU did not pressurize L hyd system.	FIM 29-22-00/101, Fig. 104, Block 3

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
29 22 06 00	EICAS msg POWER XFER UNIT displayed with the airplane on the ground and both engines off. The left and right hydraulic system pressure was zero.	FIM 29-22-00/101, Fig. 103, Block 1
29 31 01 --	(01=L,02=R,03=C) hyd press reads zero with normal press. EICAS msg (L,R,C) HYD SYS PRESS displayed.	Replace the pressure transmitter M341 (M343,M342), for the left (right, center) hydraulic system (AMM 29-31-01/401).
29 31 02 --	(01=L,02=R,03=C) Hyd press indication is blank.	Replace the pressure transmitter M341 (M343,M342), for the left (right, center) hydraulic system (AMM 29-31-01/401).
29 31 03 --	(01=L,02=R,03=C) Hyd press indication is intermittent.	Replace the pressure transmitter M341 (M343,M342), for the left (right, center) hydraulic system (AMM 29-31-01/401).
29 33 01 --	(01=L,02=R,03=C) Hyd RSVR light on. Qty reads normal. EICAS msg: (L,R,C) HYD QTY displayed.	Replace the hydraulic fluid quantity monitor unit, M122 (AMM 29-33-51/401).
29 33 02 --	(01=L,02=R,03=C) hyd RSVR lgt failed to come on with qty below 1/2 tank.	Replace the hydraulic fluid quantity monitor unit, M122 (AMM 29-33-51/401).
29 33 03 --	(01=L,02=R,03=C) hyd qty reads zero, hyd RSVR lgt on. EICAS msg: (L,R,C) HYD QTY displayed. Hydraulic press. is normal.	Replace the hydraulic fluid quantity monitor unit, M122 (AMM 29-33-51/401). If the problem continues, replace the hydraulic fluid quantity transmitter, M338 (M340,M339), for the left (right,center) hydraulic system (AMM 29-33-01/401).
29 33 04 --	(01=L,02=R,03=C) Hyd qty display is blank.	Inspect system wiring for loose connections and/or chafed wiring. Replace the hydraulic fluid quantity monitor unit, M122 (AMM 29-33-51/401).

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
29 33 05 --	(01=L,02=R,03=C) Hyd qty display is intermittent.	Replace the hydraulic fluid quantity monitor unit, M122 (AMM 29-33-51/401). If the problem continues, replace the hydraulic fluid quantity transmitter, M338 (M340,M339) (AMM 29-33-01/401).
29 33 06 --	(01=L,02=R,03=C) Hyd qty reads high, _____.	FIM 29-33-00/101, Fig. 103, Block 1
29 33 07 --	(01=L,02=R,03=C) Hyd qty reads _____ RF.	FIM 29-33-00/101, Fig. 104, Block 1
29 33 09 00	EICAS msg: C HYD QTY 0/FULL displayed.	FIM 29-33-00/101, Fig. 103, Block 1
29 33 10 00	EICAS msg: L HYD QTY 0/FULL displayed.	FIM 29-33-00/101, Fig. 103, Block 1
29 33 11 00	EICAS msg: R HYD QTY 0/FULL displayed.	FIM 29-33-00/101, Fig. 103, Block 1
29 33 12 --	(01=L,02=R,03=C) Hyd qty inaccurate, reads (high, low), _____.	The hydraulic qty indication is too high, FIM 29-33-00/101, Fig. 103. The hydraulic quantity indication is too low, FIM 29-33-00/101, Fig. 104.
29 35 04 --	EICAS message: (01=L,02=R,03=C) HYD RSVR PRES displayed. HYD QTY is normal.	FIM 29-35-00/101, Fig. 103, Block 1

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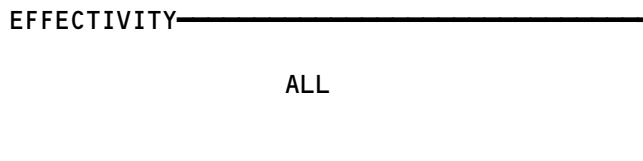
BITE Index

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

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Figure 1 (Sheet 1)



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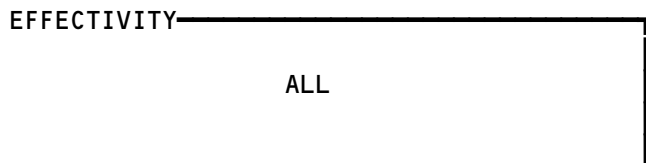
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<u>LRU/System Name</u>	<u>Acronym</u>	<u>FIM Reference</u>
Engine Turbine Cooling Overheat Detection System (RR Engines)		26-13
Enhanced Ground Proximity Warning Computer	EGPWC	34-46
Flap/Slat Accessory Module	FSAM	27-51
Flap/Slat Electronic Unit	FSEU	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)

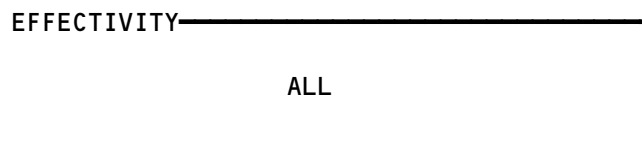


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<u>LRU/System Name</u>	<u>Acronym</u>	<u>FIM Reference</u>
Thrust Management Computer/Autothrottle	TMC	22-00
Traffic Alert and Collision Avoidance Computer	TCAS	34-45
VHF (Very High Frequency) Communication		23-12
VOR/Marker Beacon Receiver	VOR/MKR	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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COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
CIRCUIT BREAKER -	1		FLIGHT COMPARTMENT, P6 PANEL	
HYD EMP ENABLE C1, C4329		1	6K13	*
HYD EMP ENABLE R, C4330		1	6K14	*
HYD EMP ENABLE C2, C4331		1	6K19	*
CIRCUIT BREAKER -	1		FLIGHT COMPARTMENT, P11 PANEL	
ELEC PUMP C1, C4043		1	11K15	*
ELEC PUMP C2, C4014		1	11K24	*
ELEC PUMP LEFT, C4045		1	11K25	*
ELEC PUMP RIGHT, C4044		1	11K16	*
HYDRAULICS ENG PUMP SUPPLY L, C4023		1	11D28	*
HYDRAULICS ENG PUMP SUPPLY R, C4025		1	11D29	*
HYDRAULICS QTY CENTER, C4192		1	11K19	*
HYDRAULICS QTY LEFT, C1101		1	11K20	*
HYDRAULICS QTY RIGHT, C4193		1	11K21	*
RESERVE BRAKE SOURCE, C4292		1	11K22	*
L ENG PUMP DEPRESS, C4024		1	11K14	*
R ENG PUMP DEPRESS, C4026		1	11K23	*
SYSTEM PRESS CENTER, C1082		1	11K18	*
SYSTEM PRESS LEFT, C1080		1	11K17	*
SYSTEM PRESS RIGHT, C1081		1	11K26	*
CIRCUIT BREAKER - (FIM 31-01-31/101)				
LEFT BUS TIE, C902				
CIRCUIT BREAKER - (FIM 31-01-32/101)				
RIGHT BUS TIE, C904				
COMPUTER - (FIM 31-41-00/101)				
EICAS L, M10181				
EICAS R, M10182				

* SEE THE WDM EQUIPMENT LIST

Main (Left, Right, and Center) Hydraulic Systems - Component Index
Figure 101 (Sheet 1)

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

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COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
CONNECTION - CENTER SYSTEM HYDRAULIC GROUND POWER PRESSURE	7	1	197KL, AFT LEFT WING-TO-BODY FAIRING	29-11-00
CONNECTION - CENTER SYSTEM HYDRAULIC GROUND POWER RETURN	7	1	197KL, AFT LEFT WING-TO-BODY FAIRING	29-11-00
CONNECTION - LEFT SYSTEM HYDRAULIC GROUND POWER PRESSURE	2	1	434AL, LEFT NACELLE STRUT-AFT FAIRING	29-11-00
CONNECTION - LEFT SYSTEM HYDRAULIC GROUND POWER RETURN	2	1	434AL, LEFT NACELLE STRUT-AFT FAIRING	29-11-00
CONNECTION - RIGHT SYSTEM HYDRAULIC GROUND POWER PRESSURE	2	1	444AL, RIGHT NACELLE STRUT-AFT FAIRING	29-11-00
CONNECTION - RIGHT SYSTEM HYDRAULIC GROUND POWER RETURN	2	1	444AL, RIGHT NACELLE STRUT-AFT FAIRING	29-11-00
EXCHANGER - CENTER SYSTEM HEAT	9	1	541BB, LEFT WING	29-11-26
EXCHANGER - LEFT SYSTEM HEAT	9	1	541BB, LEFT WING	29-11-26
EXCHANGER - RIGHT SYSTEM HEAT	9	1	641BB, RIGHT WING	29-11-26
JACKS - CENTER HYDRAULIC SYSTEM INTERNAL LEAK TEST, YQZJ7, YQZJ8 	1	2	FLIGHT COMPARTMENT, P61 PANEL, GENERATOR FIELD AND HYDRAULIC CONTROL PANEL, M10191	*
JACKS - LEFT HYDRAULIC SYSTEM INTERNAL LEAK TEST, YQZJ5, YQZJ6 	1	2	FLIGHT COMPARTMENT, P61 PANEL, GENERATOR FIELD AND HYDRAULIC CONTROL PANEL, M10191	*
JACKS - RIGHT HYDRAULIC SYSTEM INTERNAL LEAK TEST, YQZJ9, YQZJ10 	1	2	FLIGHT COMPARTMENT, P61 PANEL, GENERATOR FIELD AND HYDRAULIC CONTROL PANEL, M10191	*
MODULE - RESERVOIR PRESSURIZATION	8	1	193HL/194ER, LEFT/RIGHT ECS ACCESS PANELS	29-11-16
MODULE - CENTER SYSTEM ACPM PRESSURE/CASE DRAIN FILTER	7	2	197KL, AFT LEFT WING-TO-BODY FAIRING	29-11-19
MODULE - CENTER SYSTEM RETURN FILTER	7	1	197KL, AFT LEFT WING-TO-BODY FAIRING	29-11-13
MODULE - LEFT SYSTEM ACPM PRESSURE/CASE DRAIN FILTER	4	1	LEFT WHEEL WELL	29-11-18
MODULE - LEFT SYSTEM EDP PRESSURE/CASE DRAIN FILTER	2	1	434AL, LEFT NACELLE STRUT-AFT FAIRING	29-11-17
MODULE - LEFT SYSTEM RETURN FILTER	4	1	LEFT WHEEL WELL	29-11-15
MODULE - RIGHT SYSTEM ACPM PRESSURE/CASE DRAIN FILTER	4	1	RIGHT WHEEL WELL	29-11-18
MODULE - RIGHT SYSTEM EDP PRESSURE/CASE DRAIN FILTER	2	1	444AL, RIGHT NACELLE STRUT-AFT FAIRING	29-11-17
MODULE - RIGHT SYSTEM RETURN FILTER	4	1	RIGHT WHEEL WELL	29-11-15
PANEL - (26-21-00/101) ENGINE FIRE CONTROL, M10443				
PANEL - (24-22-00/101) GENERATOR FIELD & HYDRAULIC CONTROL, M10191				
PANEL - HYDRAULIC CONTROL, M10050	1	1	FLIGHT COMPARTMENT, P5 PANEL	29-11-00
PUMP (ACMP) - CENTER SYSTEM ALTERNATING CURRENT MOTOR C1, M10029	7	1	197KL, AFT LEFT WING-TO-BODY FAIRING	29-11-02
PUMP (ACMP) - CENTER SYSTEM ALTERNATING CURRENT MOTOR C2, M10030	7	1	197KL, AFT LEFT WING-TO-BODY FAIRING	29-11-02
PUMP (ACMP) - LEFT SYSTEM ALTERNATING CURRENT MOTOR, M231	4	1	LEFT WHEEL WELL	29-11-01
PUMP (ACMP) - RIGHT SYSTEM ALTERNATING CURRENT MOTOR, M234	4	1	RIGHT WHEEL WELL	29-11-01
PUMP (EDP) - LEFT SYSTEM ENGINE DRIVEN	2	1	413AL/414AR, LEFT ENGINE	29-11-05
PUMP (EDP) - RIGHT SYSTEM ENGINE DRIVEN	2	1	423AL/424AR, RIGHT ENGINE	29-11-05

* SEE THE WDM EQUIPMENT LIST

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Figure 101 (Sheet 2)

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

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COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
RELAY - (31-01-31/101) LEFT AUTO LAND, K526				
RELAY - (31-01-32/101) RIGHT AUTO LAND, K527				
RELAY - (31-01-33/101) LEFT SYSTEM ACMP CONTROL, K10253				
RELAYS - (31-01-36/101) CENTER SYSTEM ACMP C1 CONTROL, K10404 CENTER SYSTEM ACMP C1 ENABLE, K10526 CENTER SYSTEM ACMP C2 CONTROL, K128 CENTER SYSTEM ACMP C2 ENABLE, K10527 RIGHT SYSTEM ACMP CONT, K10255 RIGHT SYSTEM ACMP ENABLE, K10525				
RELAY - (31-01-37/101) RESERVE BRAKE CONTROL, K10426				
RESERVOIR - CENTER SYSTEM HYDRAULIC	7	1	197KL, AFT LEFT WING-TO-BODY FAIRING	29-11-21
RESERVOIR - LEFT SYSTEM HYDRAULIC	5	1	LEFT WHEEL WELL	29-11-20
RESERVOIR - RIGHT SYSTEM HYDRAULIC	5	1	RIGHT WHEEL WELL	29-11-20
SWITCH - RESERVE BRAKES, S10390	1	1	FLIGHT COMPARTMENT, P1 PANEL	*
SWITCHES - (26-21-00/101) LEFT ENGINE FIRE, YQNS37 RIGHT ENGINE FIRE, YQNS38				
SWITCH/LIGHT - CENTER SYSTEM ACMP C1, YQTS2	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
SWITCH/LIGHT - CENTER SYSTEM ACMP C2, YQTS3	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
SWITCH/LIGHT - LEFT SYSTEM ACMP, YQTS5	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
SWITCH/LIGHT - LEFT SYSTEM EDP, YQTS1	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
SWITCH/LIGHT - RIGHT SYSTEM ACMP, YQTS6	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
SWITCH/LIGHT - RIGHT SYSTEM EDP, YQTS4	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
TIME DELAY - (31-01-33/101) LEFT SYSTEM ACMP, M499				
TIME DELAYS - (31-01-36/101) CENTER SYSTEM ACMP C1 ON, M10482 CENTER SYSTEM ACMP C2 ON, M10020 RIGHT SYSTEM ACMP, M500				
TRANSFORMERS - (31-01-31/101) CENTER SYSTEM HYDRAULIC LEAK DETECTION CURRENT, T157 				
RIGHT SYSTEM HYDRAULIC LEAK DETECTION CURRENT, T155 				
TRANSFORMER - (31-01-32/101) LEFT SYSTEM HYDRAULIC LEAK DETECTION CURRENT, T156 				

* SEE THE WDM EQUIPMENT LIST

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COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
UNITS - (31-01-31/101) CENTER SYSTEM ACMP C1 ELECTRICAL LOAD CONTROL, M10006 RIGHT SYSTEM ACMP ELECTRICAL LOAD CONTROL, M10005				
UNITS - (31-01-32/101) CENTER SYSTEM ACMP C2 ELECTRICAL LOAD CONTROL, M10022 LEFT SYSTEM ACMP ELECTRICAL LOAD CONTROL, M10001				
VALVE - CENTER SYSTEM RESERVOIR DRAIN	7	1	197KL, AFT LEFT WING-TO-BODY FAIRING	29-11-22
VALVE - CENTER SYSTEM RESERVOIR PRESSURE RELIEF	7	1	197KL, AFT LEFT WING-TO-BODY FAIRING	29-11-24
VALVE - CENTER SYSTEM RESERVOIR MANUAL DEPRESSURIZATION	7	1	197KL, AFT LEFT WING-TO-BODY FAIRING	29-11-25
VALVE - CENTER SYSTEM RESERVOIR SAMPLING	7	1	197KL, AFT LEFT WING-TO-BODY FAIRING	29-11-23
VALVE - LEFT SYSTEM EDP SUPPLY SHUTOFF, V10005	2	1	434AL, LEFT NACELLE STRUT-AFT FAIRING,	29-11-06
VALVE - LEFT SYSTEM PRESSURE RELIEF	6	1	LEFT WHEEL WELL	29-11-29
VALVE - LEFT SYSTEM RESERVOIR DRAIN	6	1	LEFT WHEEL WELL	29-11-22
VALVE - LEFT SYSTEM RESERVOIR MANUAL DEPRESSURIZATION	6	1	RIGHT WHEEL WELL	29-11-25
VALVE - LEFT SYSTEM RESERVOIR PRESSURE RELIEF	6	1	LEFT WHEEL WELL	29-11-24
VALVE - LEFT SYSTEM RESERVOIR SAMPLING	6	1	LEFT WHEEL WELL	29-11-23
VALVE - RIGHT SYSTEM EDP SUPPLY SHUTOFF, V10006	2	1	444AL, RIGHT NACELLE STRUT-AFT FAIRING	29-11-06
VALVE - RIGHT SYSTEM ISOLATED ACMP PRESSURE SHUTOFF, V10118	4	1	RIGHT WHEEL WELL	29-11-28
VALVE - RIGHT SYSTEM ISOLATED ACMP SUPPLY SHUTOFF, V10117	5	1	RIGHT WHEEL WELL	29-11-27
VALVE - RIGHT SYSTEM PRESSURE RELIEF	6	1	RIGHT WHEEL WELL	29-11-29
VALVE - RIGHT SYSTEM RESERVOIR DRAIN	6	1	RIGHT WHEEL WELL	29-11-22
VALVE - RIGHT SYSTEM RESERVOIR MANUAL DEPRESSURIZATION	6	1	LEFT WHEEL WELL	29-11-25
VALVE - RIGHT SYSTEM RESERVOIR PRESSURE RELIEF	6	1	RIGHT WHEEL WELL	29-11-24
VALVE - RIGHT SYSTEM RESERVOIR SAMPLING	6	1	RIGHT WHEEL WELL	29-11-23

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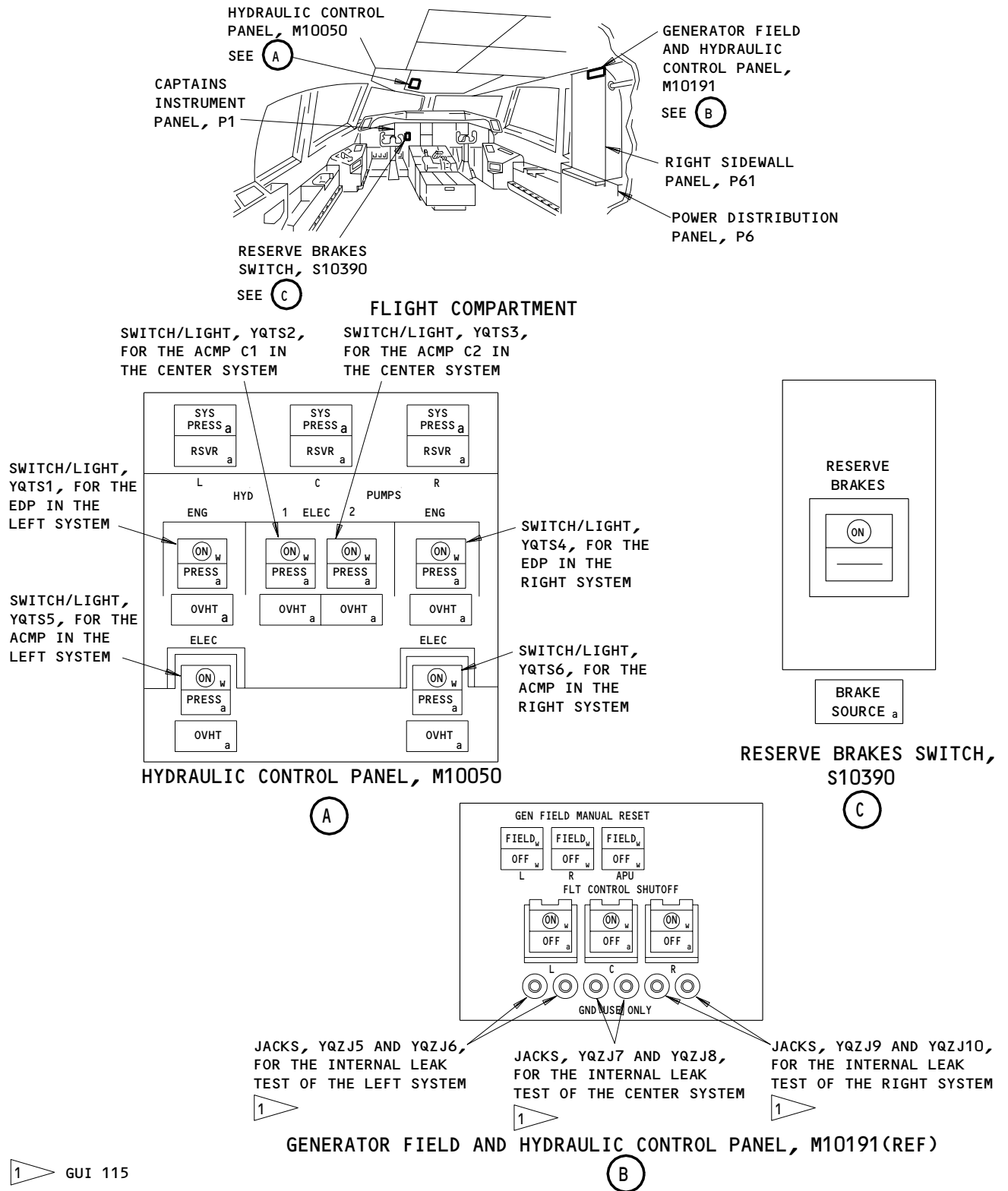
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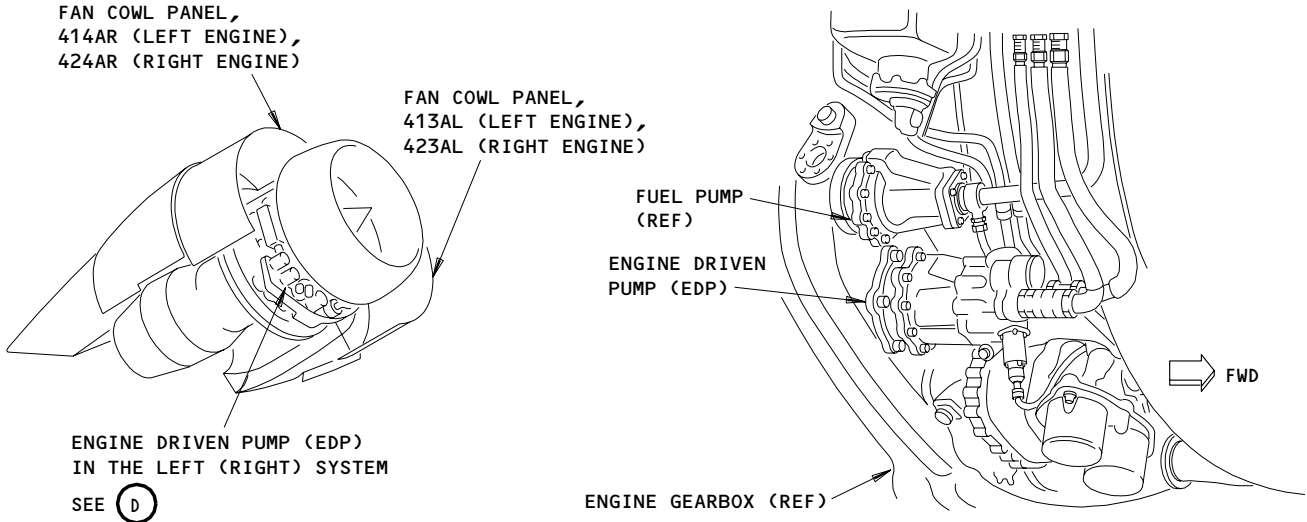


Main (Left, Right, and Center) Hydraulic Systems - Component Location
Figure 102 (Sheet 1)

EFFECTIVITY	
	ALL

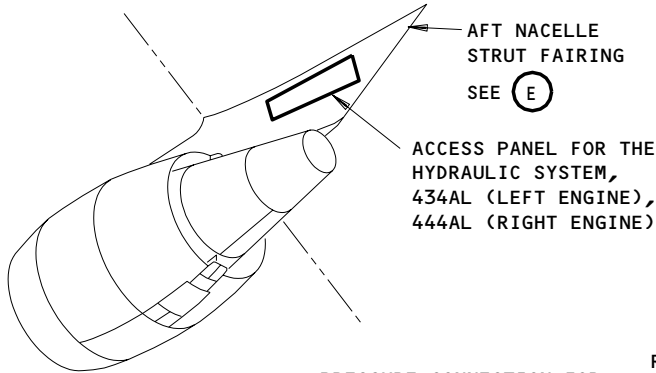
29-11-00

BOEING
757
FAULT ISOLATION/MAINT MANUAL



ENGINE DRIVEN PUMP (EDP)
IN THE LEFT (RIGHT) SYSTEM
SEE **(D)**

ENGINE DRIVEN PUMP (EDP)
IN THE LEFT (RIGHT) SYSTEM
(D)



PRESSURE CONNECTION FOR
THE GROUND POWER IN THE
LEFT (RIGHT) SYSTEM

RETURN CONNECTION FOR
THE GROUND POWER IN THE
LEFT (RIGHT) SYSTEM

FILTER MODULE FOR
THE PRESSURE AND CASE
DRAIN OF THE EDP IN THE
LEFT (RIGHT) SYSTEM
SEE **(F)** SHT 3

SUPPLY SHUTOFF VALVE,
V10005 (V10006), FOR
THE EDP IN THE LEFT
(RIGHT) SYSTEM
SEE **(G)** SHT 3

AFT NACELLE STRUT FAIRING (EXAMPLE)

(E)

Main (Left, Right, and Center) Hydraulic Systems - Component Location
Figure 102 (Sheet 2)

EFFECTIVITY

ALL

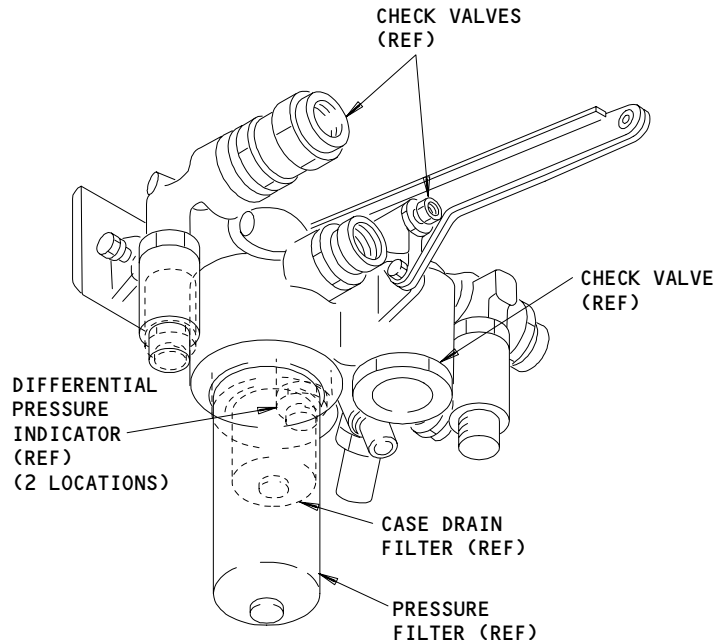
29-11-00

01

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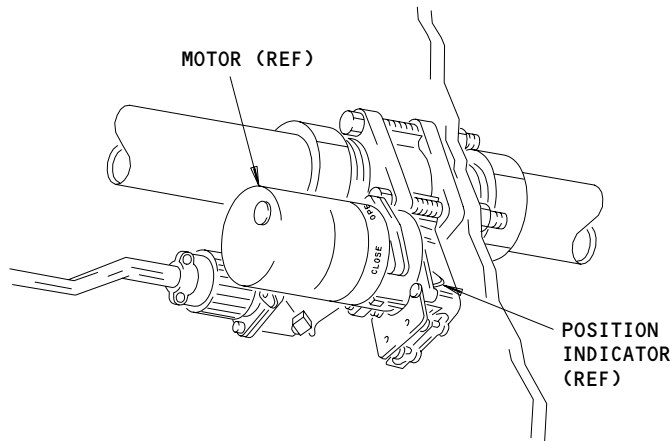
229853

BOEING
757
FAULT ISOLATION/MAINT MANUAL



FILTER MODULE FOR THE PRESSURE AND CASE DRAIN OF THE EDP IN THE LEFT (RIGHT) SYSTEM

F



SUPPLY SHUTOFF VALVE, V10005 (V10006), FOR THE EDP IN THE LEFT (RIGHT) SYSTEM

G

Main (Left, Right, and Center) Hydraulic Systems - Component Location
(Details from Sht 2)
Figure 102 (Sheet 3)

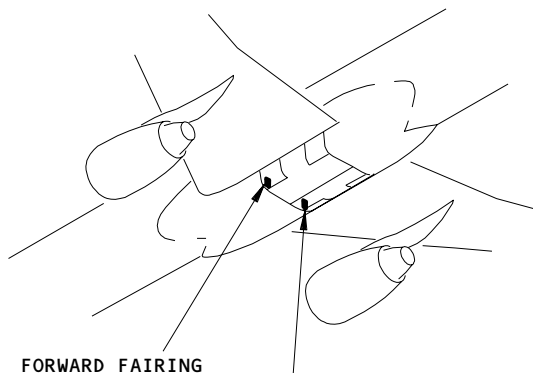
EFFECTIVITY	
	ALL

29-11-00

04

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129849



FORWARD FAIRING OF THE LEFT WHEEL WELL
SEE (H)

FORWARD FAIRING OF THE RIGHT WHEEL WELL
SEE (H)

PRESSURE SHUTOFF VALVE, V10118, FOR THE ISOLATED ACMP IN THE RIGHT SYSTEM (IN THE RIGHT WHEEL WELL ONLY)

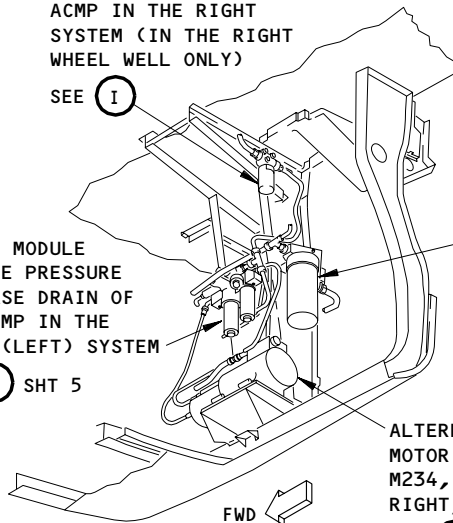
SEE (I)

FILTER MODULE FOR THE PRESSURE AND CASE DRAIN OF THE ACMP IN THE RIGHT (LEFT) SYSTEM

SEE (L) SHT 5

RETURN FILTER MODULE IN THE RIGHT (LEFT) SYSTEM

SEE (J)

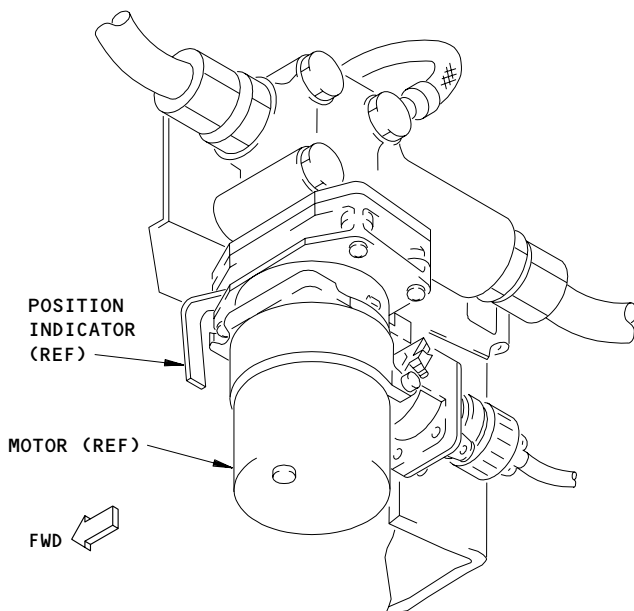


ALTERNATING CURRENT MOTOR PUMP (ACMP), M234, (M231), IN THE RIGHT, (LEFT) SYSTEM

SEE (K) SHT 5

FORWARD FAIRING OF THE RIGHT WHEEL WELL
(THE FORWARD FAIRING OF THE LEFT WHEEL WELL IS OPPOSITE)

(H)



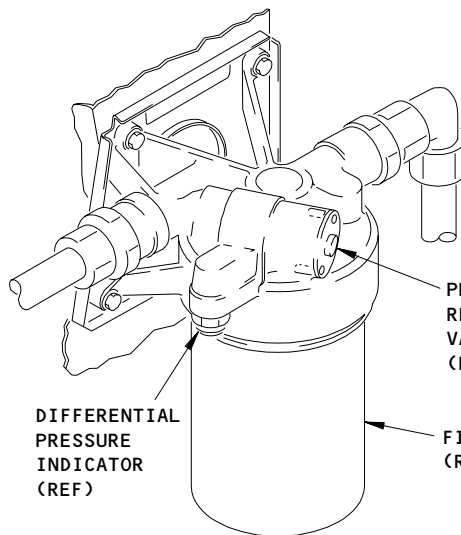
POSITION INDICATOR (REF)

MOTOR (REF)

FWD

PRESSURE SHUTOFF VALVE, V10118, FOR THE ISOLATED ACMP IN THE RIGHT SYSTEM

(I)



PRESSURE RELIEF VALVE (REF)

DIFFERENTIAL PRESSURE INDICATOR (REF)

FILTER (REF)

RETURN FILTER MODULE FOR THE RIGHT (LEFT) SYSTEM

(J)

Main (Left, Right, and Center) Hydraulic Systems - Component Location
Figure 102 (Sheet 4)

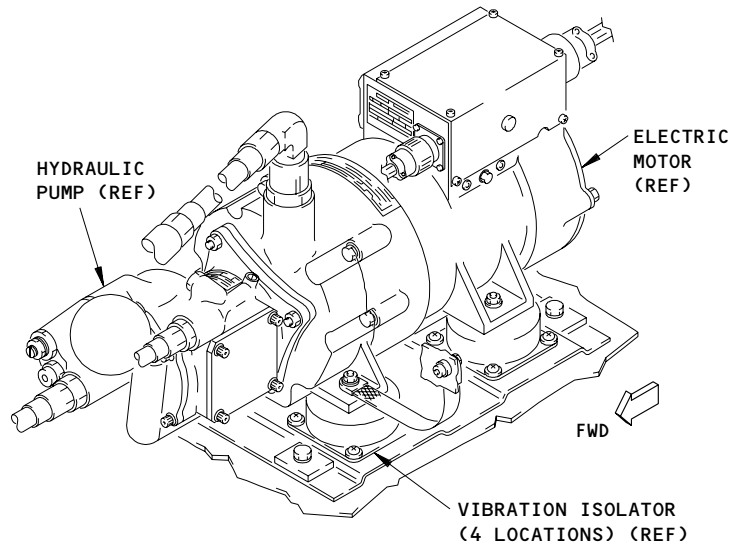
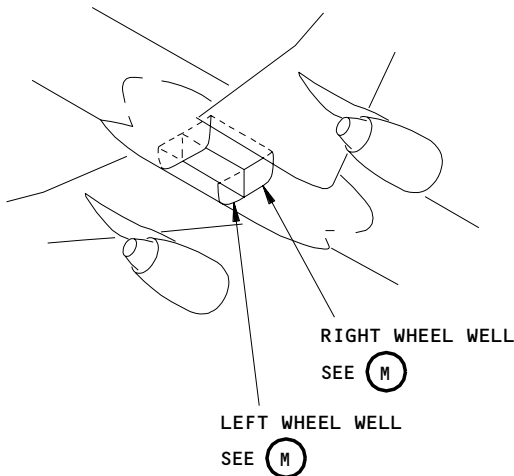
EFFECTIVITY

ALL

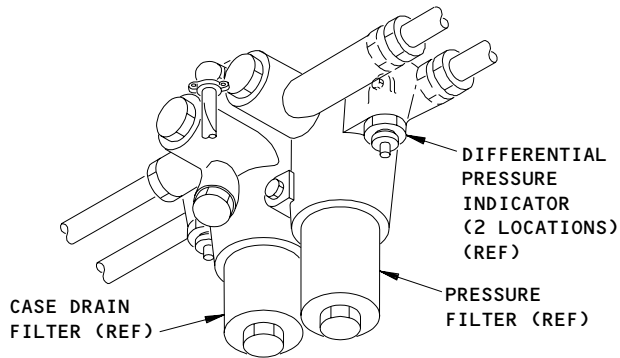
29-11-00

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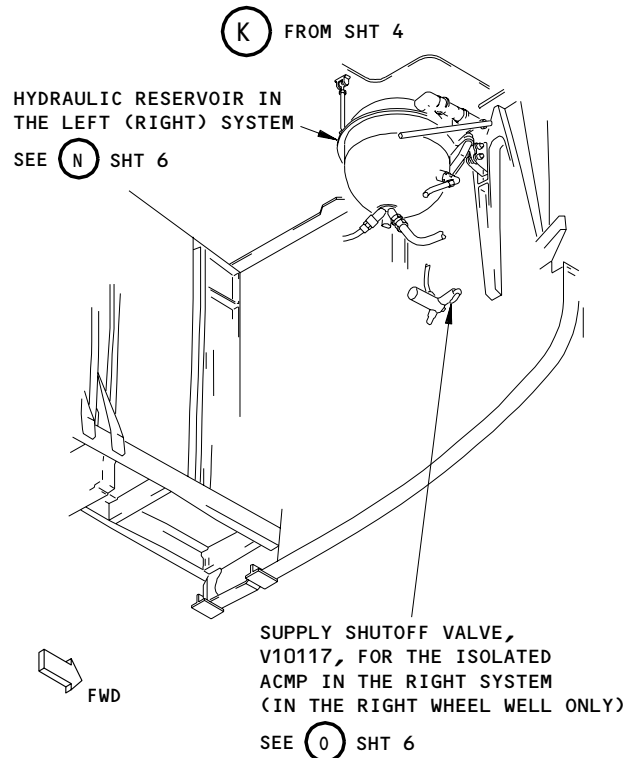


ALTERNATING CURRENT MOTOR PUMP (ACMP), M231 (M234), IN THE LEFT (RIGHT) SYSTEM (EXAMPLE)



FILTER MODULE FOR THE PRESSURE AND CASE DRAIN OF THE ACMP IN THE LEFT (RIGHT) SYSTEM

(L) FROM SHT 4



RIGHT WHEEL WELL (THE LEFT WHEEL WELL IS OPPOSITE)

(M)

Main (Left, Right, and Center) Hydraulic Systems - Component Location
Figure 102 (Sheet 5)

EFFECTIVITY

ALL

29-11-00

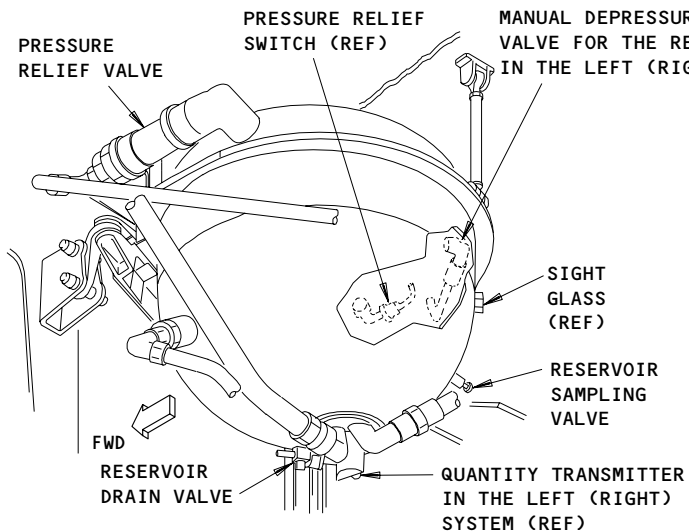
02

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BOEING

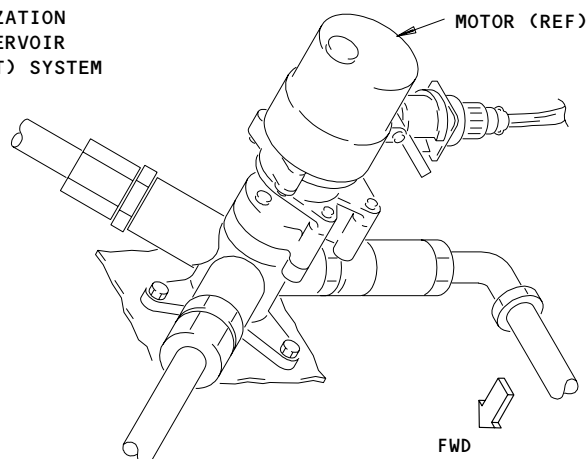
757

FAULT ISOLATION/MAINT MANUAL



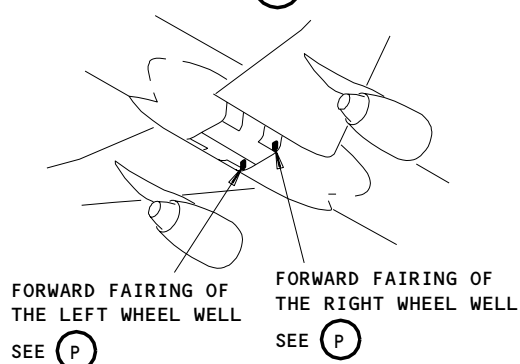
HYDRAULIC RESERVOIR IN THE LEFT (RIGHT) SYSTEM

(N) FROM SHT 5



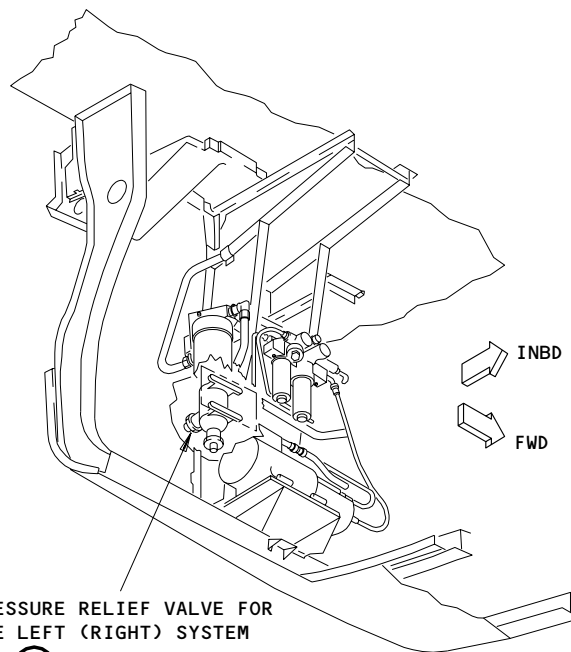
SUPPLY SHUTOFF VALVE, V10117, FOR THE ISOLATED ACMP IN THE RIGHT SYSTEM

(O) FROM SHT 5



PRESSURE RELIEF VALVE FOR THE LEFT (RIGHT) SYSTEM

(Q)



FORWARD FAIRING OF THE LEFT WHEEL WELL (THE FORWARD FAIRING OF THE RIGHT WHEEL WELL IS OPPOSITE)

(P)

Main (Left, Right, and Center) Hydraulic Systems - Component Location
Figure 102 (Sheet 6)

EFFECTIVITY	ALL
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29-11-00

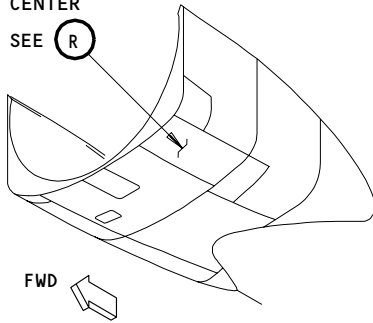
BOEING

757

FAULT ISOLATION/MAINT MANUAL

ACCESS DOOR, 197KL,
FOR THE CENTRAL
HYDRAULIC SERVICE
CENTER

SEE (R)



FWD

AFT LEFT WING-TO-BODY FAIRING

HYDRAULIC
RESERVOIR IN
THE CENTER
SYSTEM

SEE (S)

RETURN FILTER
MODULE IN THE
CENTER SYSTEM

SEE (T)

FWD

RETURN CONNECTION FOR
THE GROUND POWER IN
THE CENTER SYSTEM

PRESSURE CONNECTION FOR
THE GROUND POWER IN
THE CENTER SYSTEM

ALTERNATING CURRENT
MOTOR PUMP (ACMP)
C2, M10030, IN THE
CENTER SYSTEM

SEE (U) SHT 8

ALTERNATING CURRENT
MOTOR PUMP (ACMP)
C1, M10029, IN THE
CENTER SYSTEM

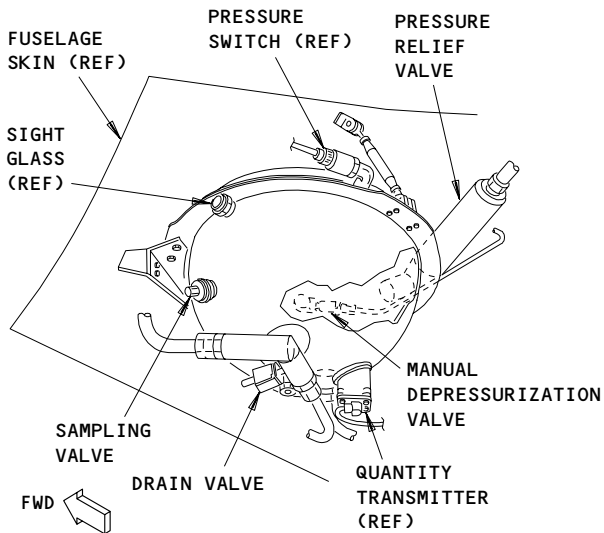
SEE (U) SHT 8

FILTER MODULE FOR
THE PRESSURE AND
CASE DRAIN OF THE
ACMP IN THE CENTER
SYSTEM

SEE (V) SHT 8

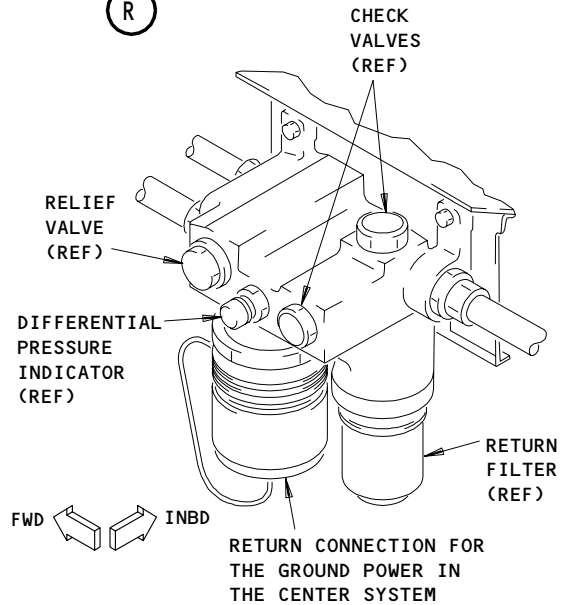
CENTRAL HYDRAULIC SERVICE CENTER

(R)



HYDRAULIC RESERVOIR IN THE CENTER SYSTEM

(S)



RETURN FILTER MODULE IN THE CENTER SYSTEM

(T)

Main (Left, Right, and Center) Hydraulic Systems - Component Location
Figure 102 (Sheet 7)

EFFECTIVITY

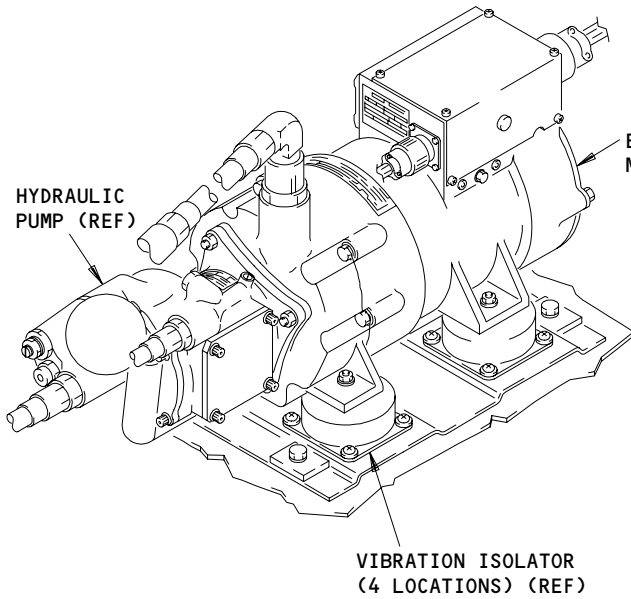
ALL

29-11-00

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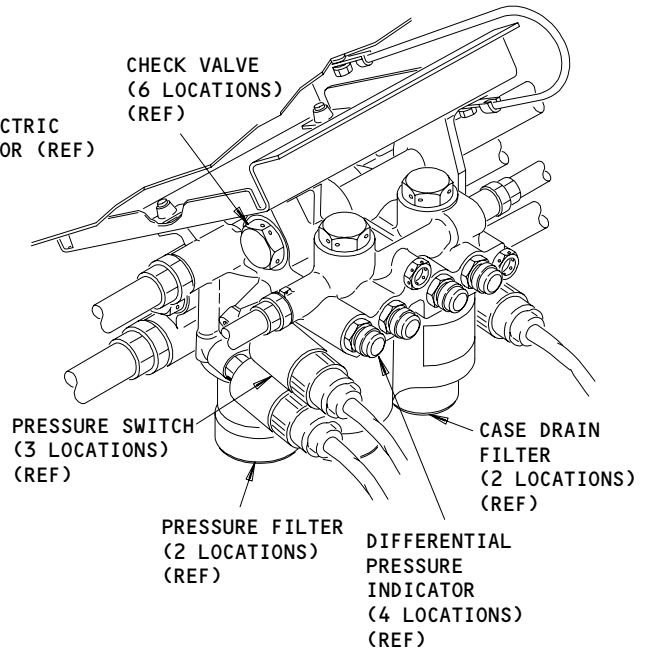
Page 111
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BOEING
757
FAULT ISOLATION/MAINT MANUAL



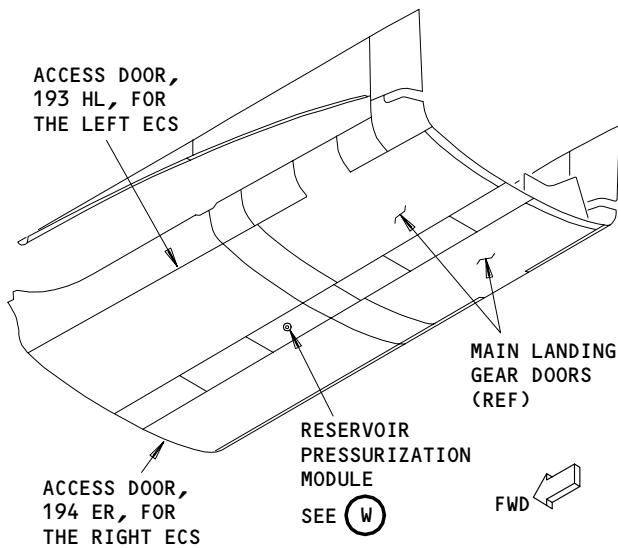
ALTERNATING CURRENT MOTOR PUMP (ACMP) C1, M10029 OR C2, M10030, IN THE CENTER SYSTEM

U FROM SHT 7

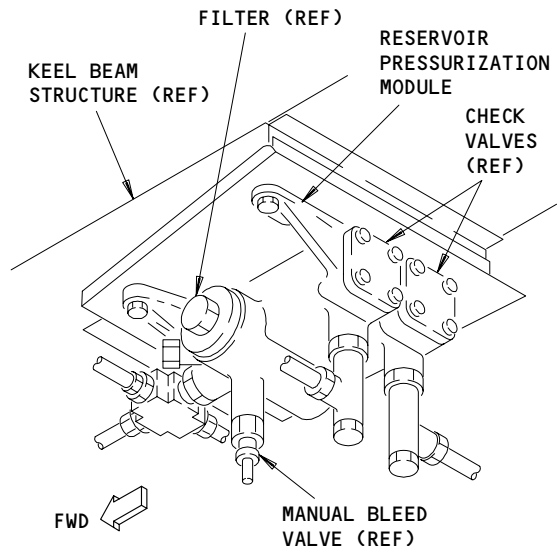


FILTER MODULE FOR THE PRESSURE AND CASE DRAIN OF THE ACMP IN THE CENTER SYSTEM

V FROM SHT 7



WING-TO-BODY FAIRING



RESERVOIR PRESSURIZATION MODULE

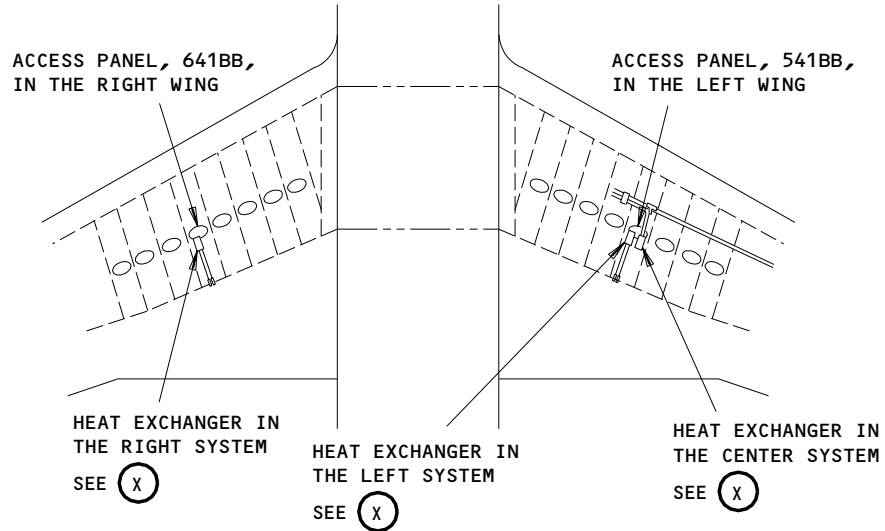
W

Main (Left, Right, and Center) Hydraulic Systems - Component Location
Figure 102 (Sheet 8)

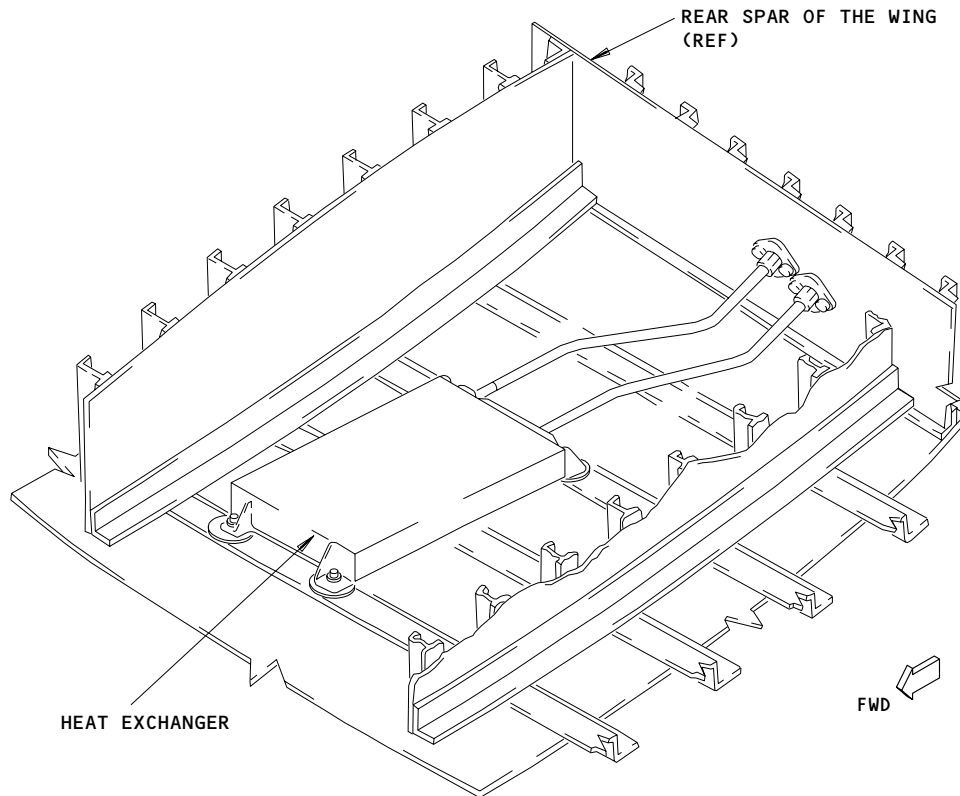
EFFECTIVITY	ALL
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29-11-00

BOEING
757
FAULT ISOLATION/MAINT MANUAL



WING - BOTTOM VIEW



**HEAT EXCHANGER (EXAMPLE)
(THE TOP SKIN OF THE WING IS NOT SHOWN)**

(X)

**Main (Left, Right, and Center) Hydraulic Systems - Component Location
Figure 102 (Sheet 9)**

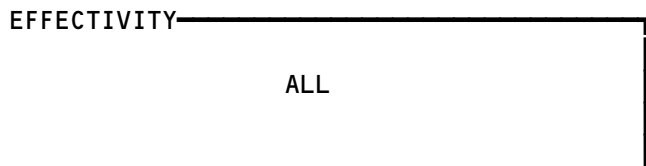
EFFECTIVITY	ALL
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29-11-00

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Not Used
Figure 103



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229935

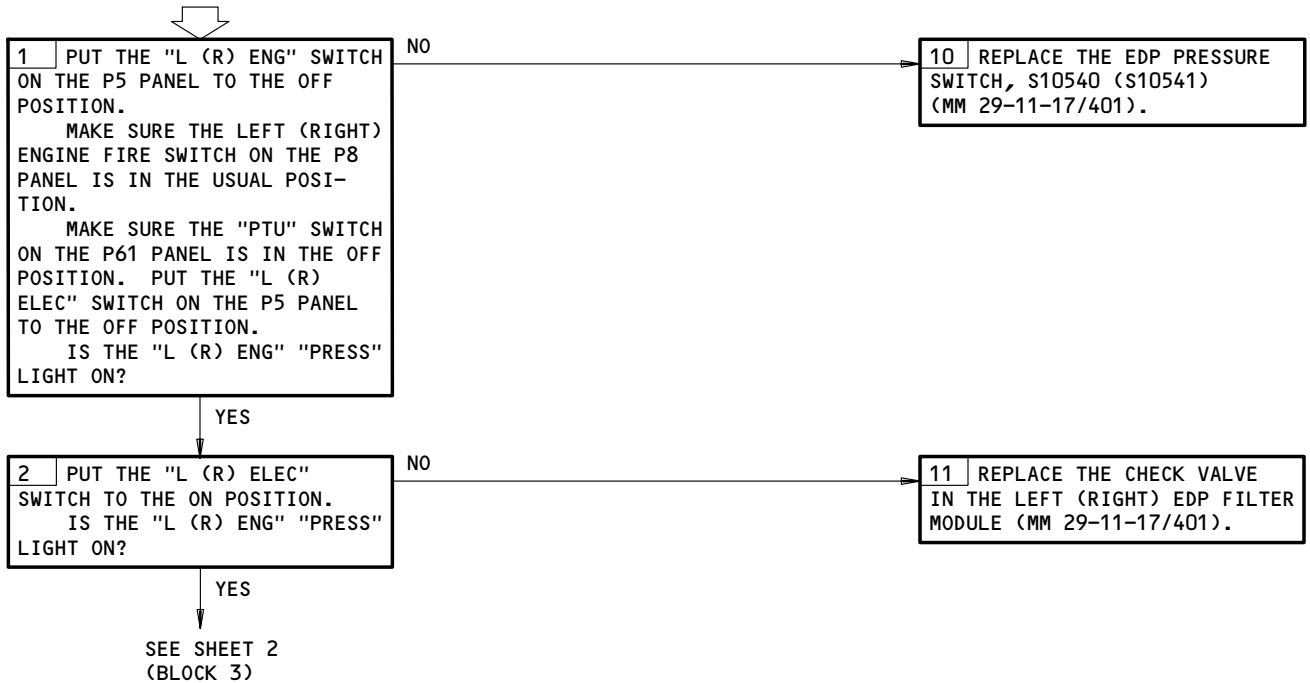
**LEFT/RIGHT EDP
FAILED TO
DEPRESSURIZE**

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6K14,11K14,11K16,11K23,11K25

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT
FOLLOWS:

ELECTRICAL POWER IS ON (MM 24-22-00/201)
THE TWO ENGINES ARE OFF (MM 71-00-00/201)

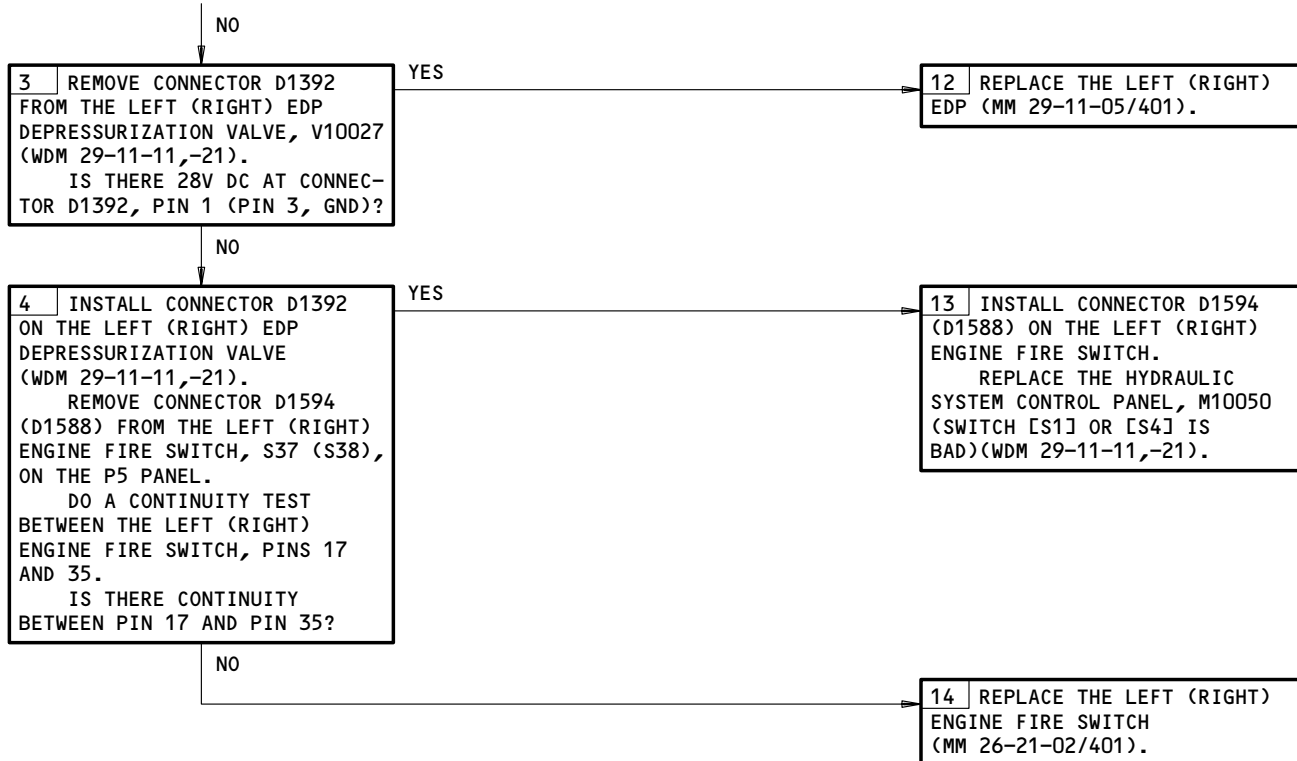


Left/Right EDP Failed to Depressurize
Figure 104 (Sheet 1)

EFFECTIVITY	ALL
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29-11-00

FROM SHEET 1
(BLOCK 2)



Left/Right EDP Failed to Depressurize
Figure 104 (Sheet 2)

EFFECTIVITY	ALL
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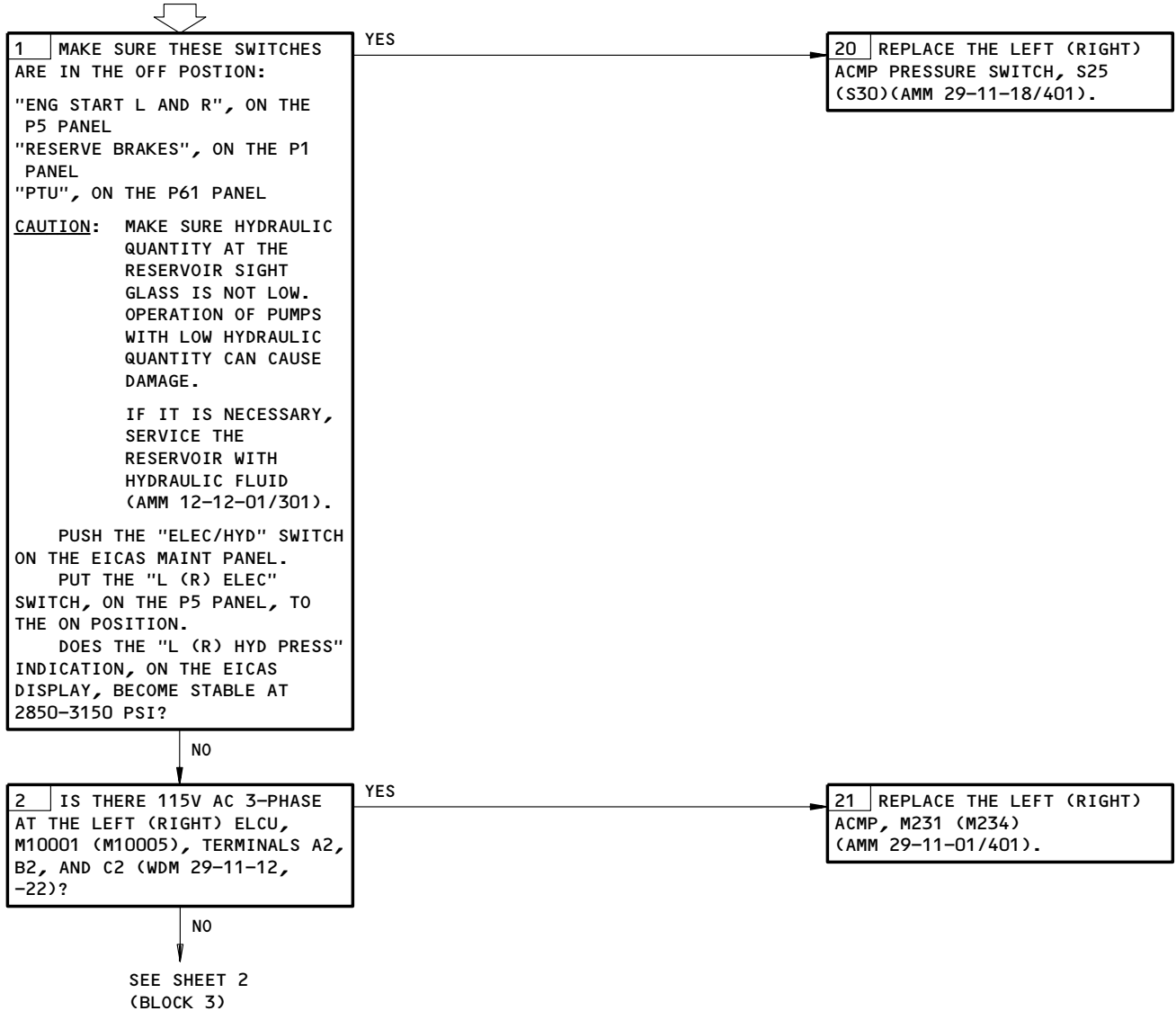
29-11-00

**LEFT/RIGHT ACMP
LOW PRESSURE LIGHT
ILLUMINATED WITH
ACMP ON**

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6K14, 11K16, 11K17, 11K25, 11K26

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
THE TWO ENGINES ARE OFF (AMM 71-00-00/201)



Left/Right ACMP Low Pressure Light Illuminated with ACMP On
Figure 105 (Sheet 1)

EFFECTIVITY

ALL

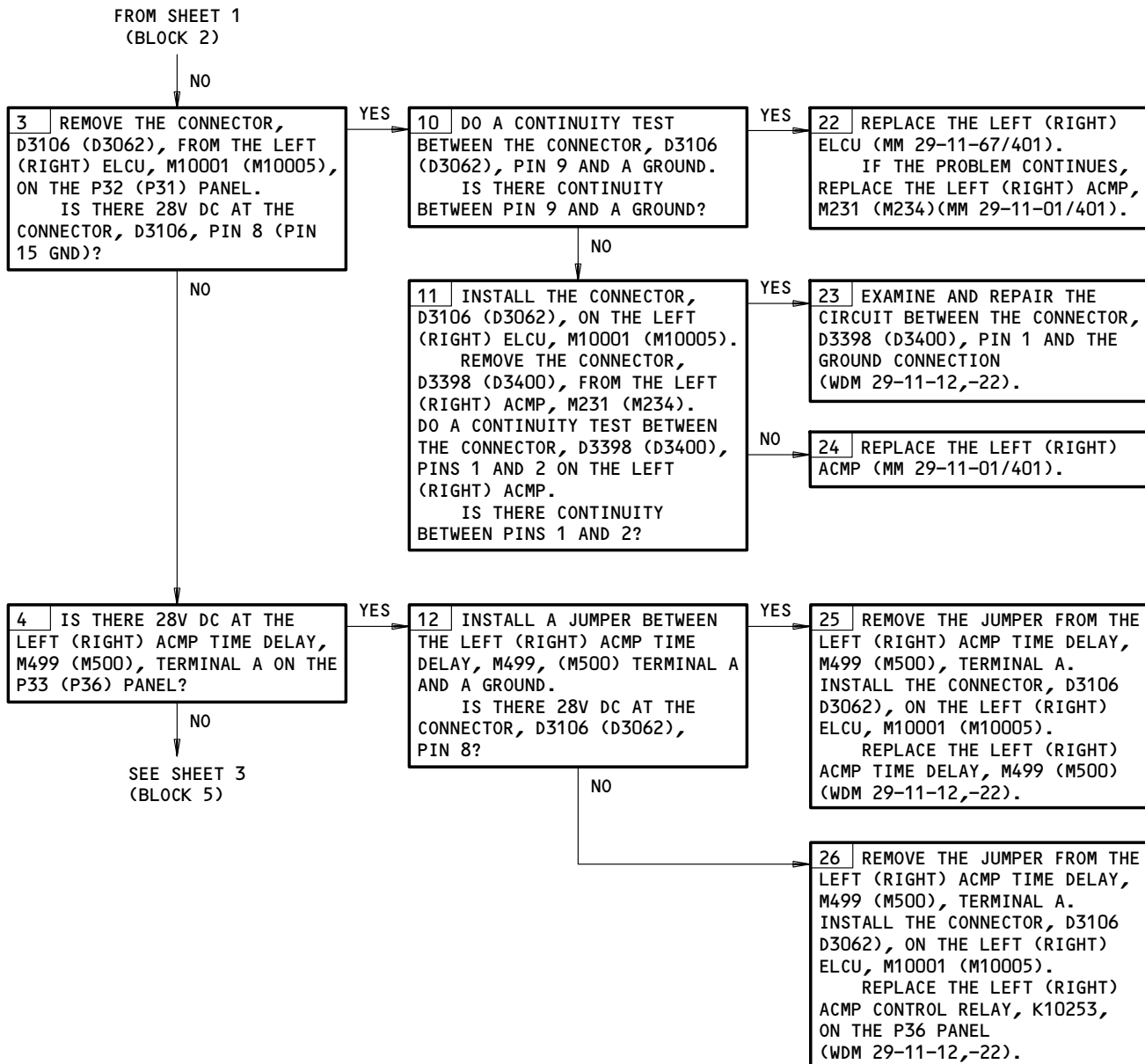
29-11-00

06

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117435

BOEING
757
FAULT ISOLATION/MAINT MANUAL



Left/Right ACMP Low Pressure Light Illuminated with ACMP On
Figure 105 (Sheet 2)

EFFECTIVITY

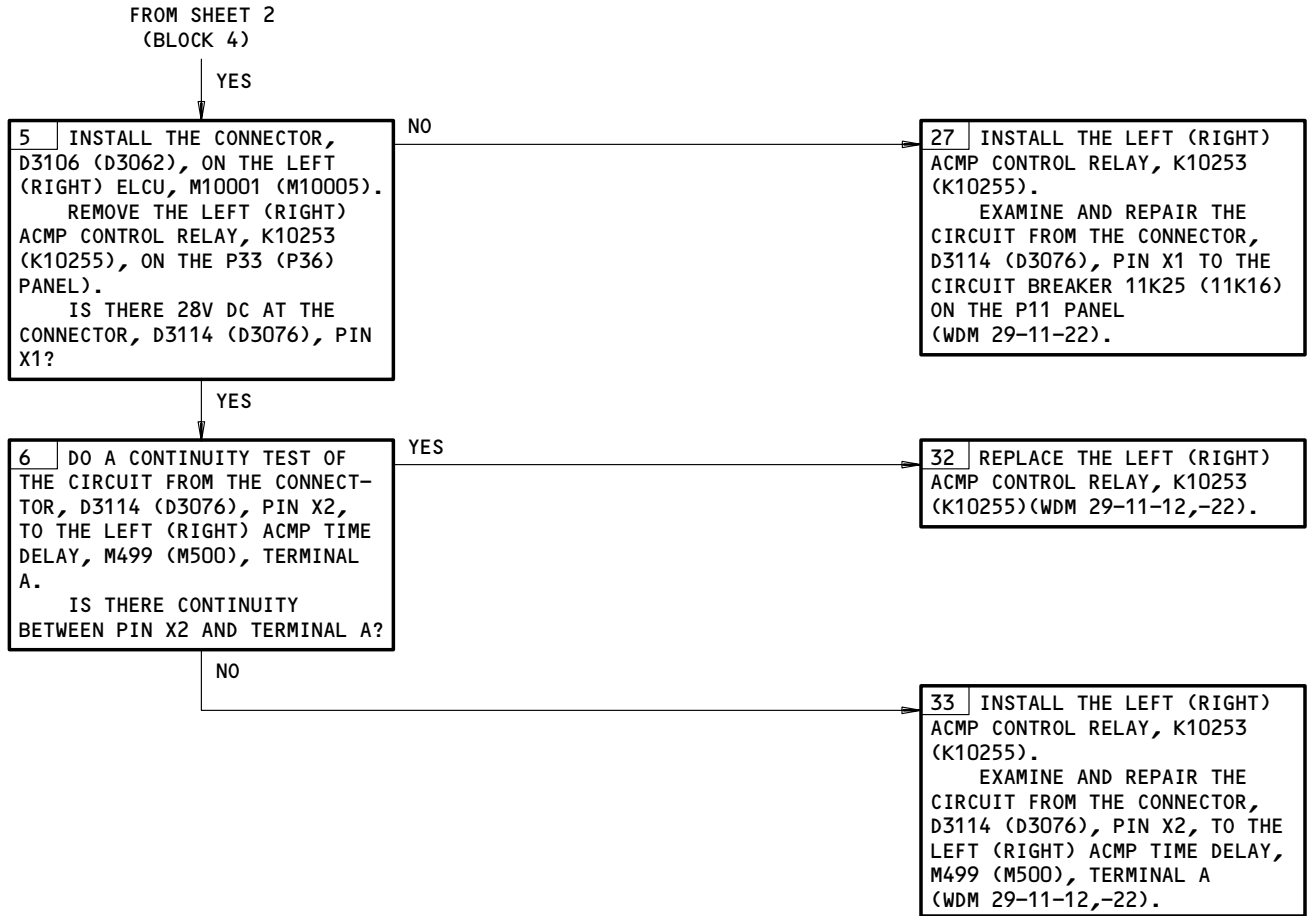
ALL

29-11-00

01

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178518



Left/Right ACMP Low Pressure Light Illuminated with ACMP On
Figure 105 (Sheet 3)


EFFECTIVITY

ALL

29-11-00

04

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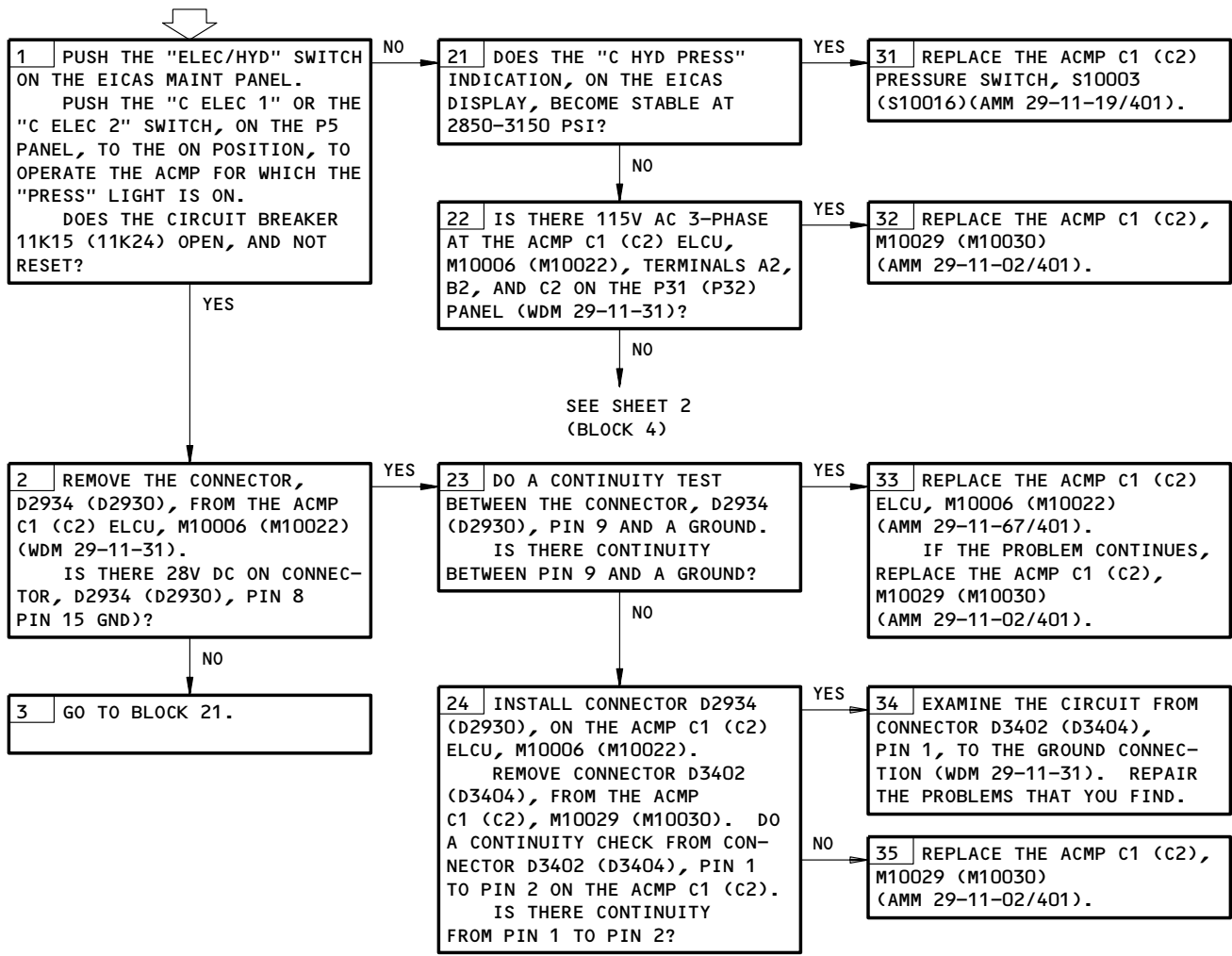
CENTER ACMP LOW PRESSURE LIGHT ILLUMINATED 


PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (AMM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6K13, 6K19, 11K15, 11K24, 11K18

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

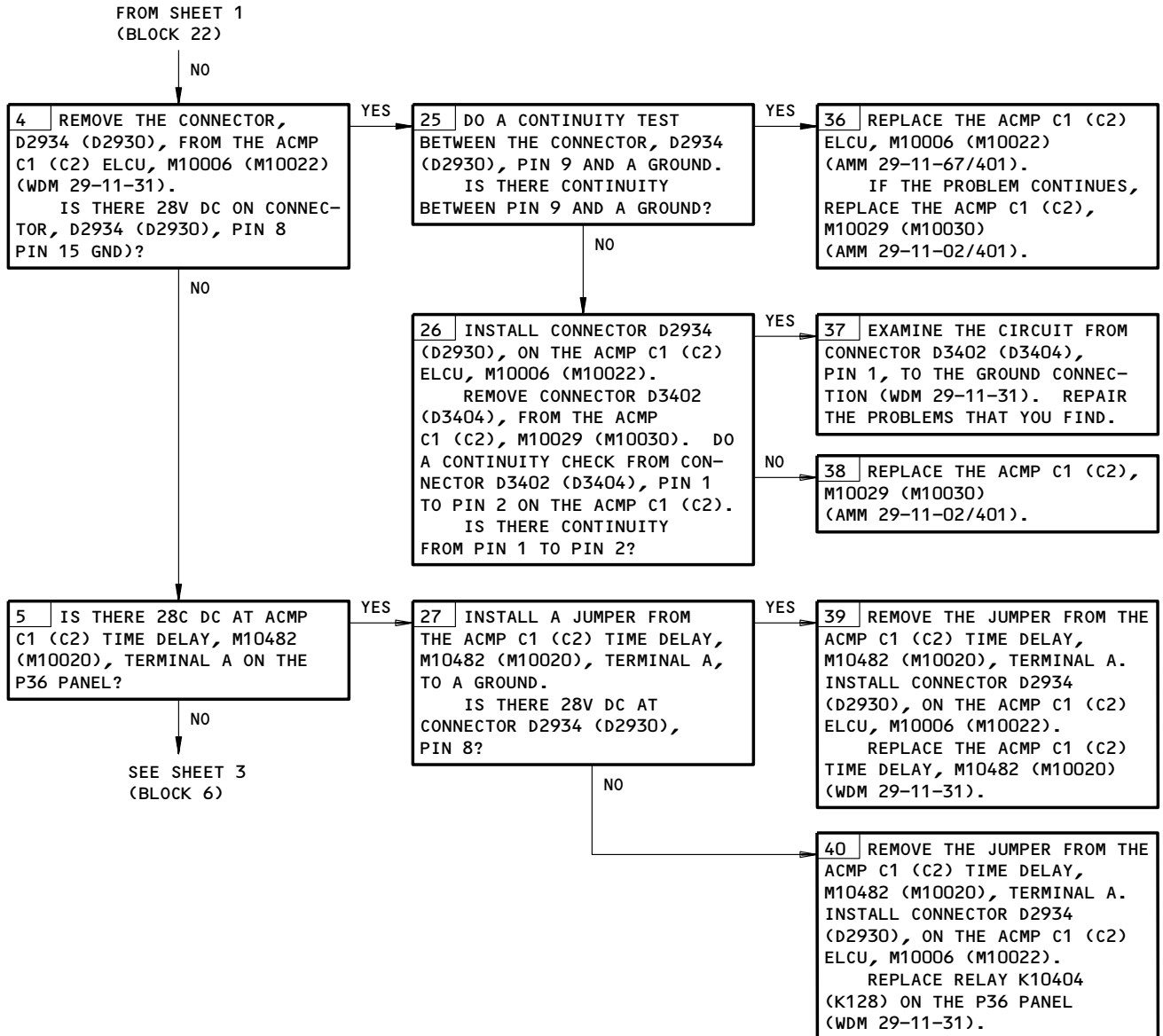


 IF CENTER ACMP 1 LOW PRESSURE LIGHT ILLUMINATED ON DESCENT AT 1500 FT. R.A, WHEN DOING AN AUTOLAND APPROACH, AND ACMP 1 OPERATION IS OTHERWISE NORMAL, REPLACE K10526 (HYD EMP ENABLE RELAY, C1) IN THE P36 PANEL.

Center ACMP Low Pressure Light Illuminated
Figure 106 (Sheet 1)

EFFECTIVITY	ALL
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29-11-00



Center ACMP Low Pressure Light Illuminated
Figure 106 (Sheet 2)

EFFECTIVITY

ALL

29-11-00

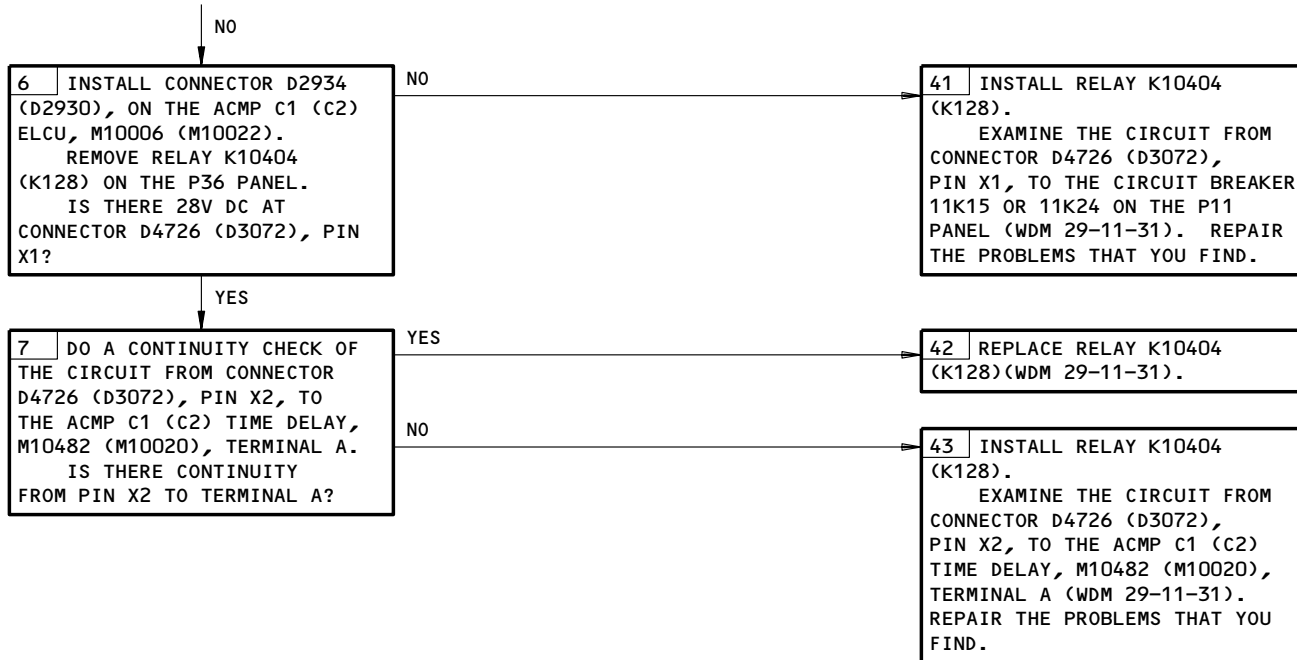
05

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108689

BOEING
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FAULT ISOLATION/MAINT MANUAL

FROM SHEET 2
(BLOCK 5)



Center ACMP Low Pressure Light Illuminated
Figure 106 (Sheet 3)

EFFECTIVITY —————
ALL

29-11-00

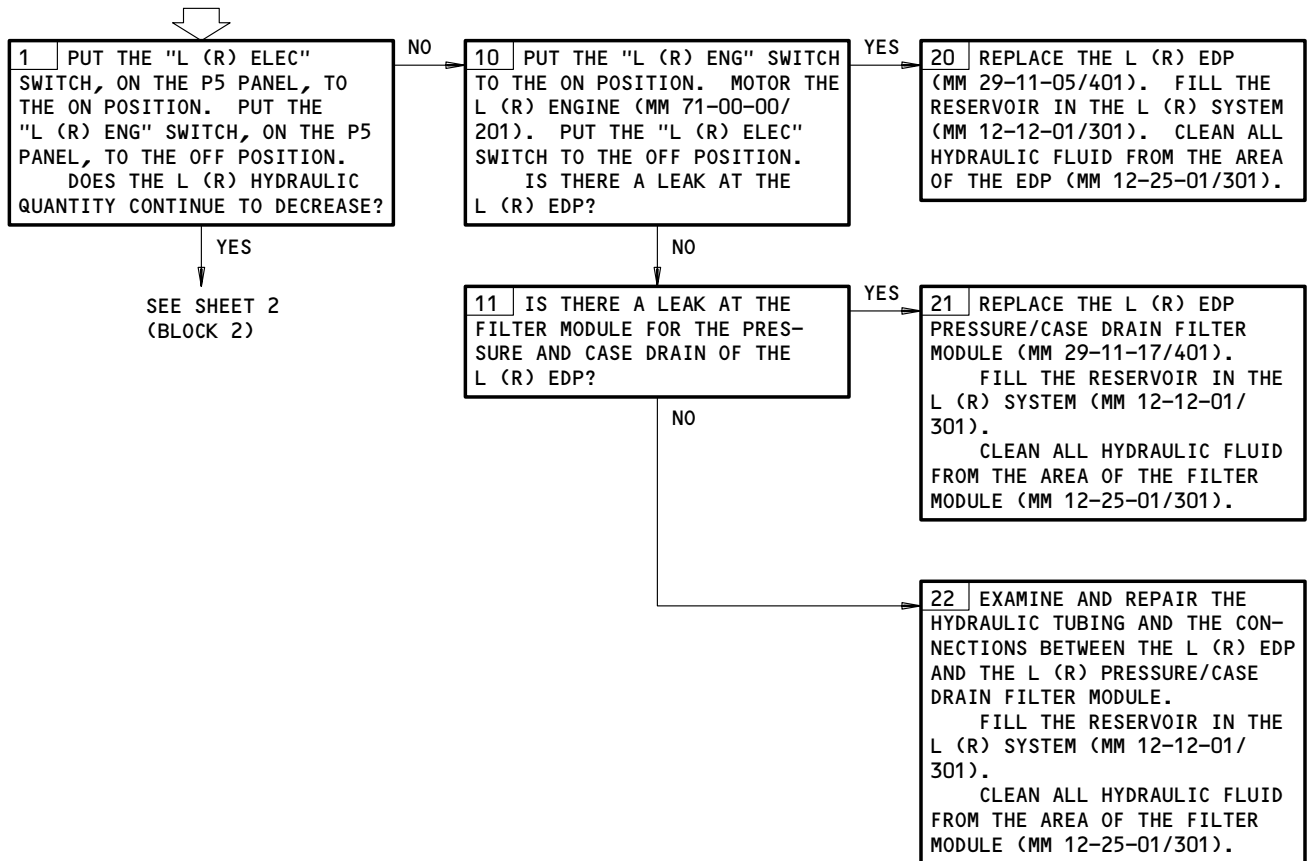
PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (MM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6K14,11K16,11K20,11K21,11K25

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (MM 24-22-00/201)
LEFT (RIGHT) HYDRAULIC RESERVOIR IS PRESSURIZED (MM 29-11-00/201)

LEFT OR RIGHT HYDRAULIC QUANTITY DECREASING REMAINED STABLE WITH EDP DEPRESSURIZED AND ACMP OFF



Left or Right Hydraulic Quantity Decreasing Remained Stable with EDP
Depressurized and ACMP Off
Figure 107 (Sheet 1)

EFFECTIVITY

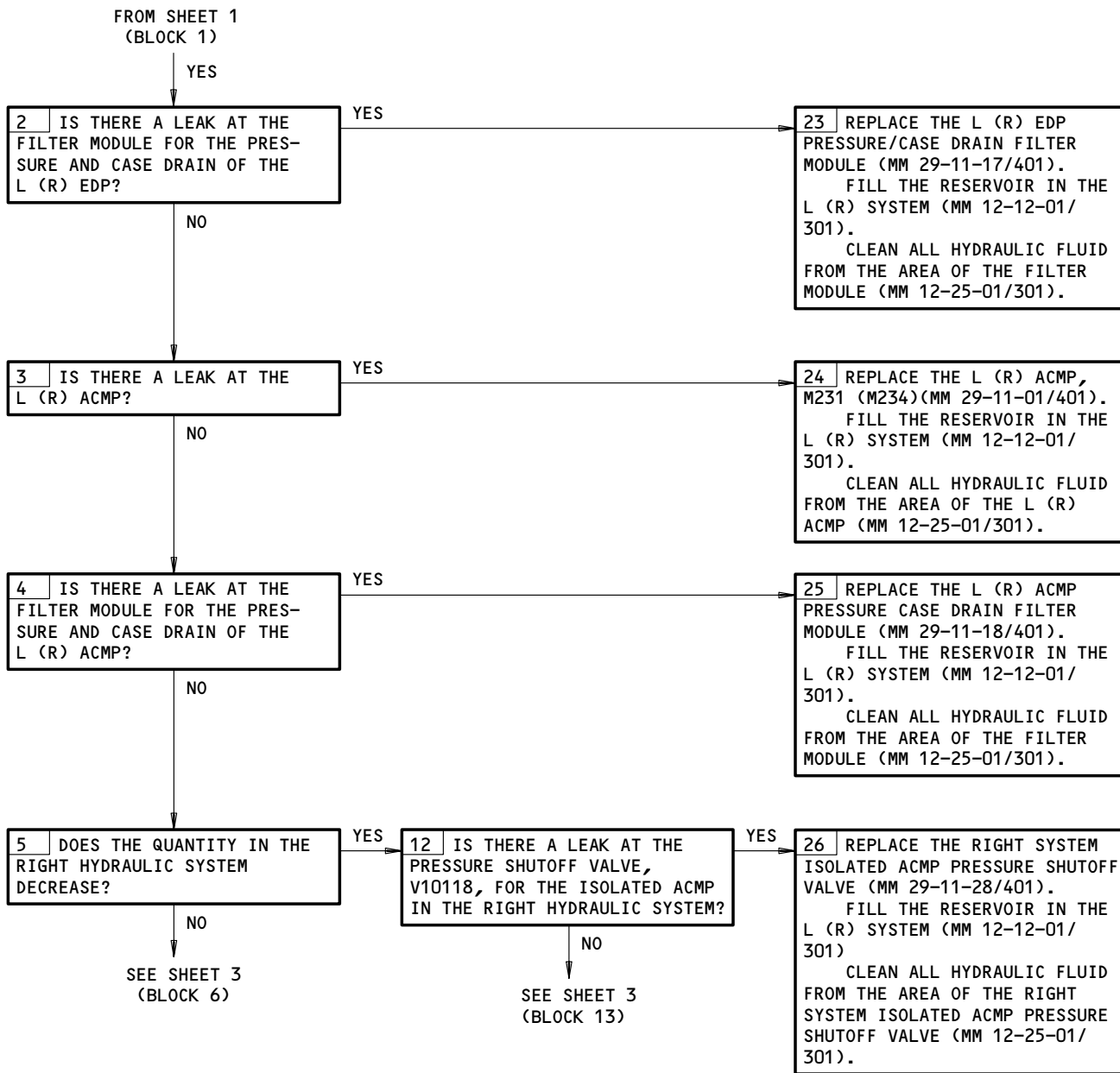
ALL

29-11-00

02

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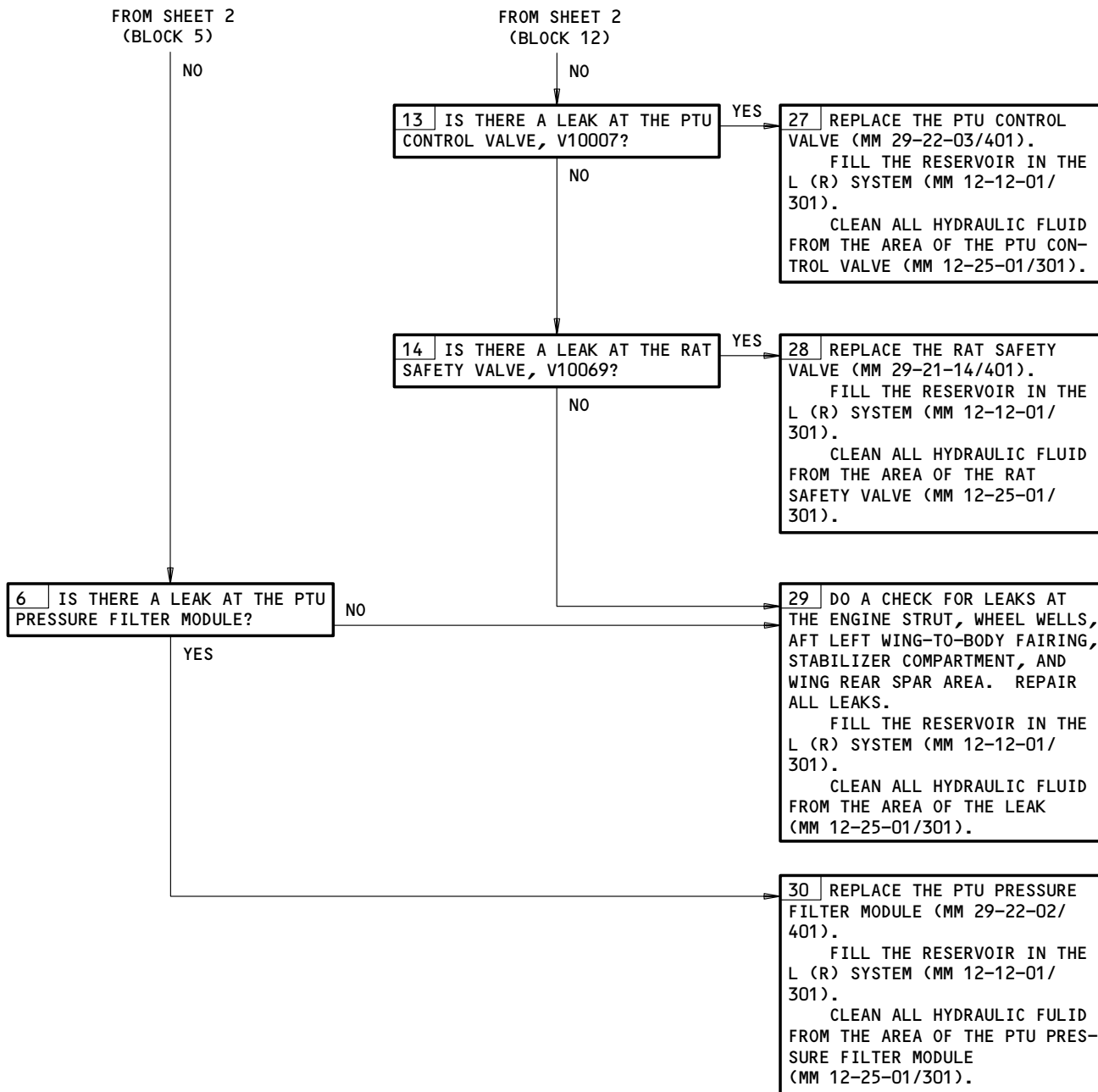
117450



Left or Right Hydraulic Quantity Decreasing Remained Stable with EDP
 Depressurized and ACMP Off
 Figure 107 (Sheet 2)

EFFECTIVITY	ALL
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29-11-00



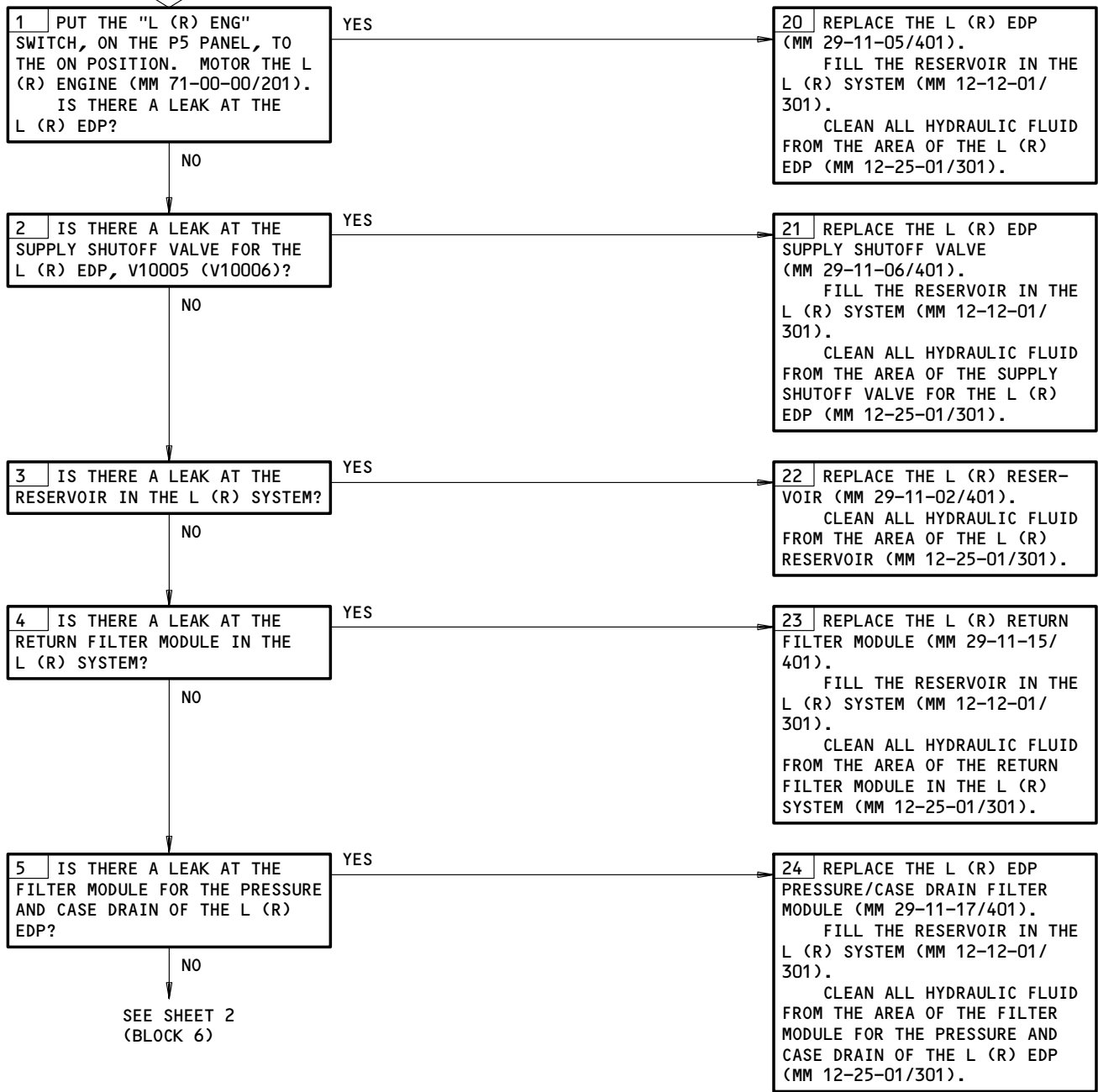
Left or Right Hydraulic Quantity Decreasing Remained Stable with EDP
Depressurized and ACMP Off
Figure 107 (Sheet 3)

EFFECTIVITY	ALL
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29-11-00

**LEFT OR RIGHT
HYDRAULIC QUANTITY
DECREASING WITH
EDP DEPRESSURIZED
AND ACMP OFF**

PREREQUISITES
MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (MM 31-41-00/201)
MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT
FOLLOWS:
ELECTRICAL POWER IS ON (MM 24-22-00/201)
LEFT (RIGHT) HYDRAULIC RESERVOIR IS PRESSURIZED
(MM 29-11-00/201)

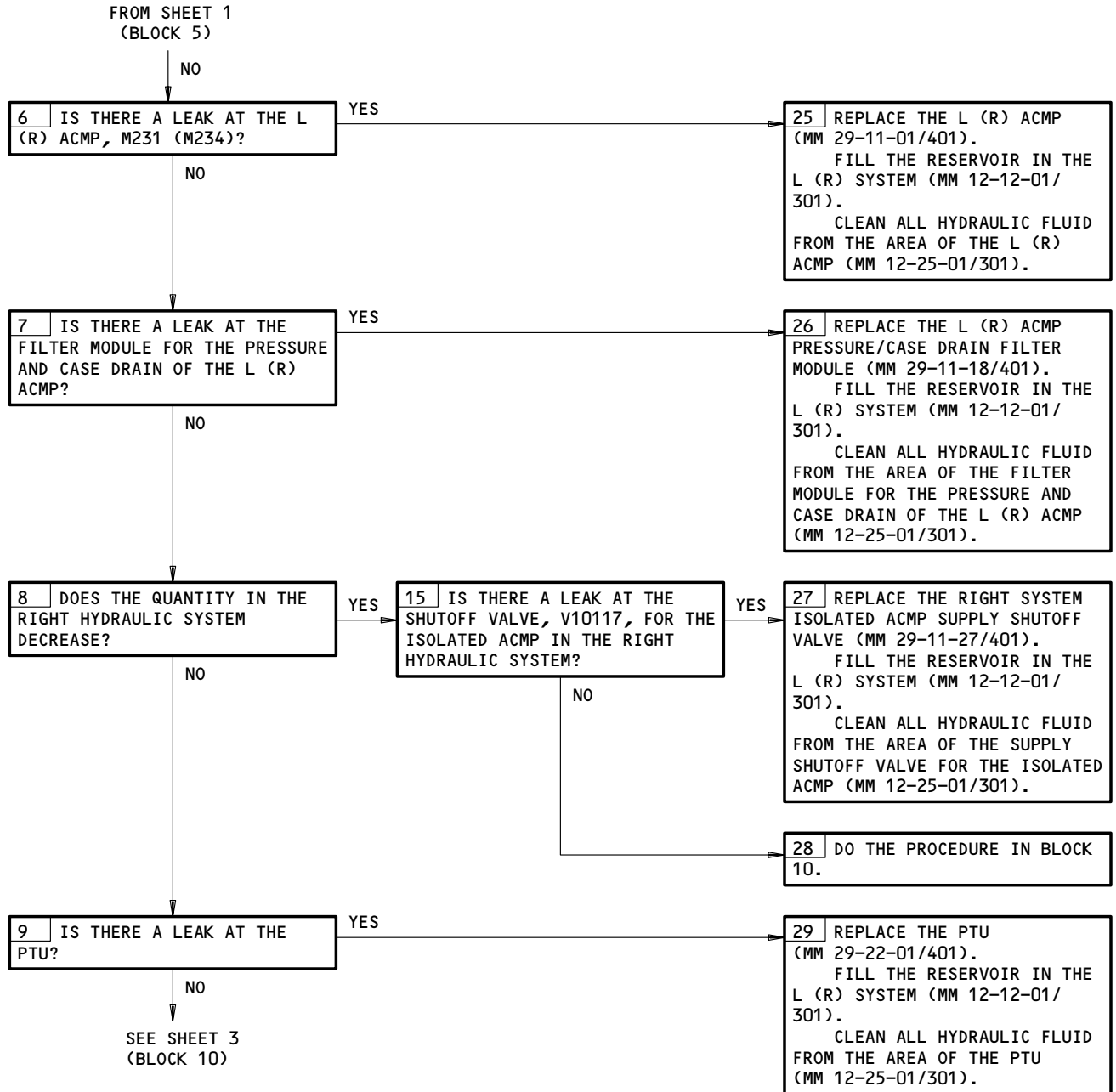


Left or Right Hydraulic Quantity Decreasing with EDP Depressurized and ACMP Off
Figure 108 (Sheet 1)

EFFECTIVITY	ALL
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29-11-00

71100

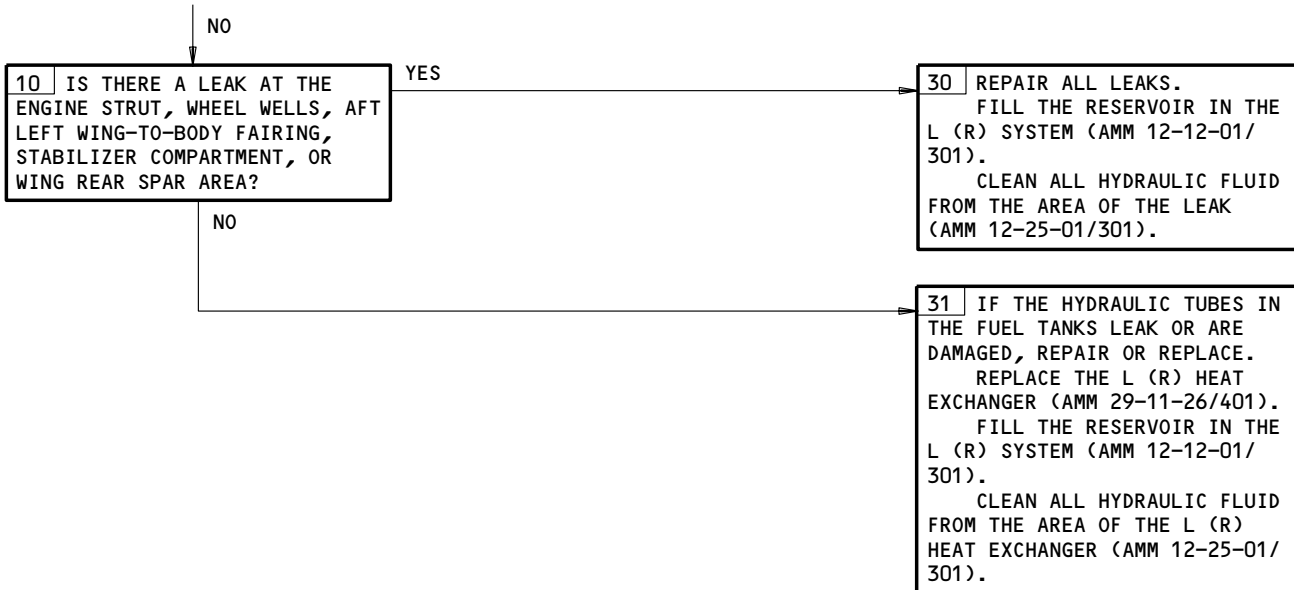


Left or Right Hydraulic Quantity Decreasing with EDP Depressurized and ACMP Off
Figure 108 (Sheet 2)

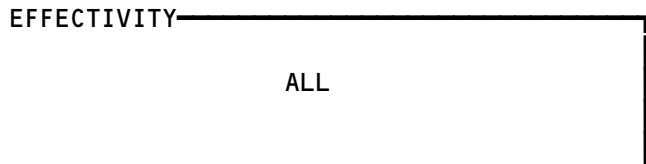
EFFECTIVITY	ALL
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29-11-00

FROM SHEET 2
(BLOCK 9)



Left or Right Hydraulic Quantity Decreasing with EDP Depressurized and ACMP Off
Figure 108 (Sheet 3)



29-11-00

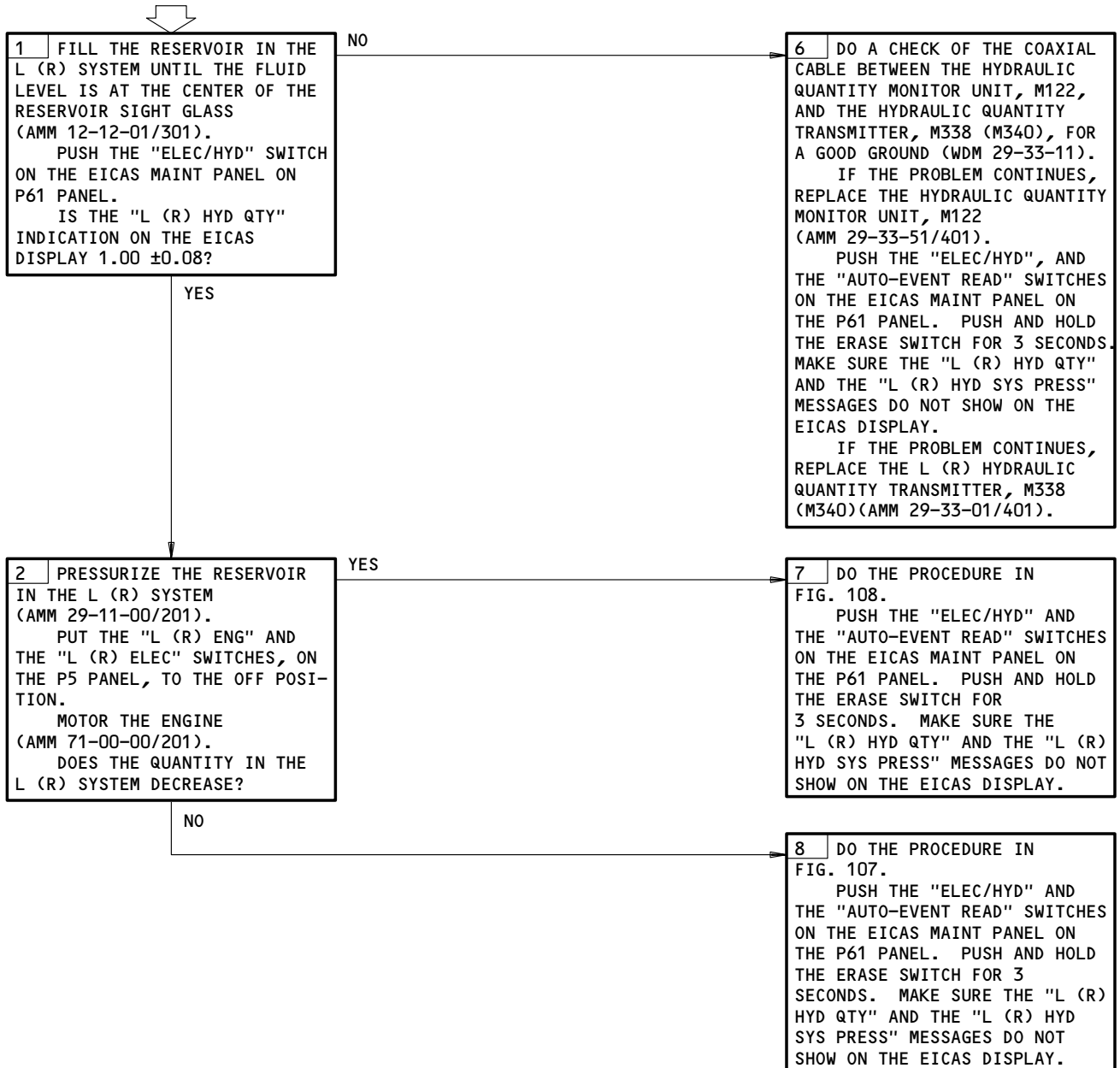
LEFT OR RIGHT
HYDRAULIC QUANTITY
INDICATES ZERO,
"L (R) HYD QTY"
MESSAGE DISPLAYED

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (AMM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11K14,11K20,11K21,11K232,11D28,11D29

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



Left or Right Hydraulic Quantity Indicates Zero, L (R) HYD QTY Message Displayed
Figure 109

EFFECTIVITY

ALL

29-11-00

02

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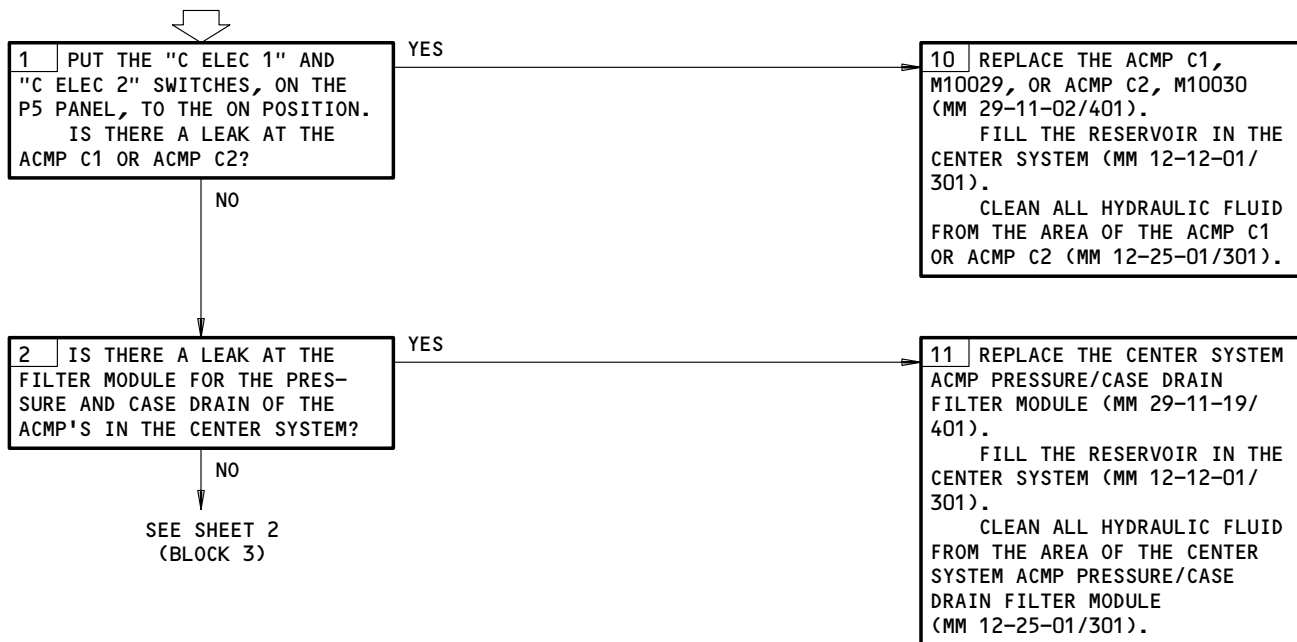
71104

**CENTER HYDRAULIC
QUANTITY DECREASING,
REMAINED STABLE
WITH SYSTEM DEPRES-
SURIZED**

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6K13,6K19,11K15,11K19,11K24

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



Center Hydraulic Quantity Decreasing, Remained Stable with System Depressurized
Figure 110 (Sheet 1)

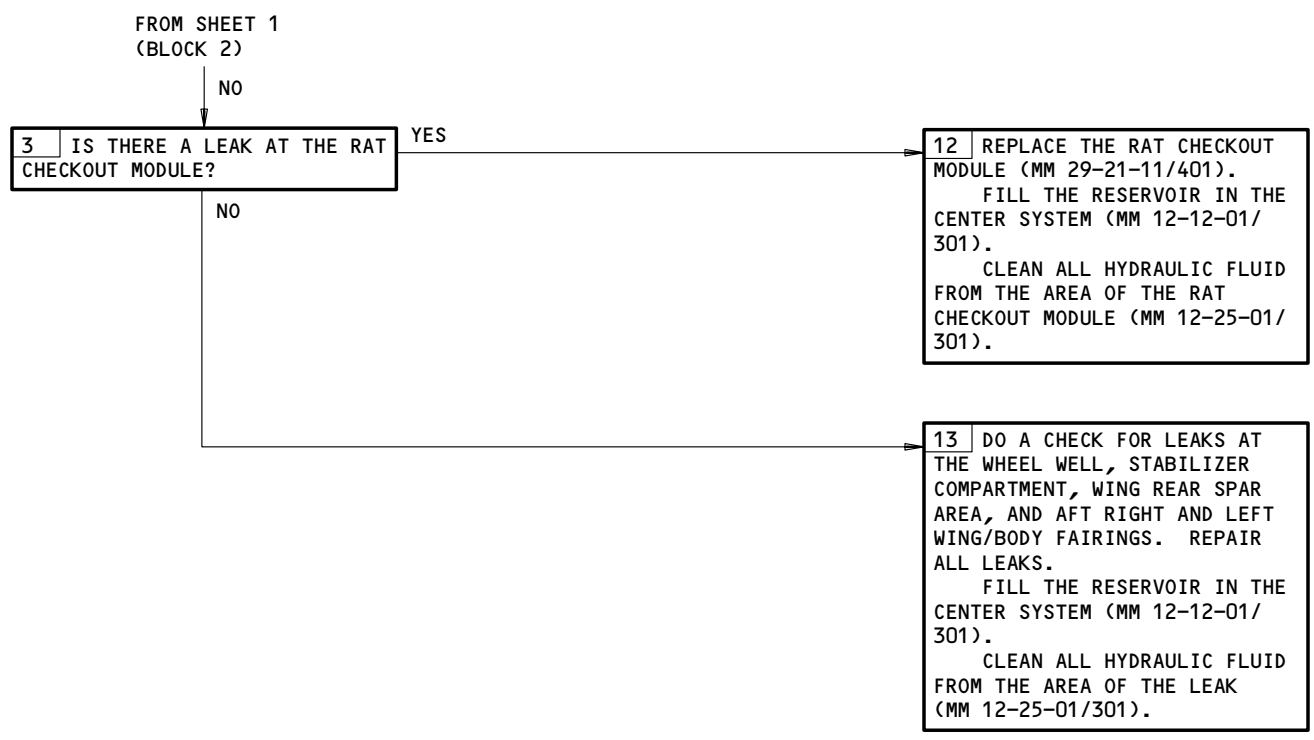
EFFECTIVITY

ALL

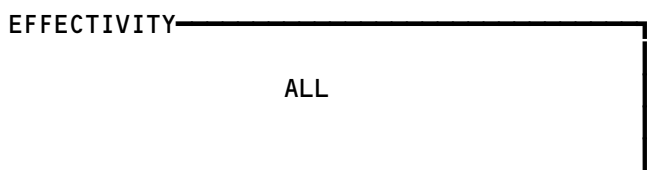
29-11-00

02

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Center Hydraulic Quantity Decreasing, Remained Stable with System Depressurized
Figure 110 (Sheet 2)

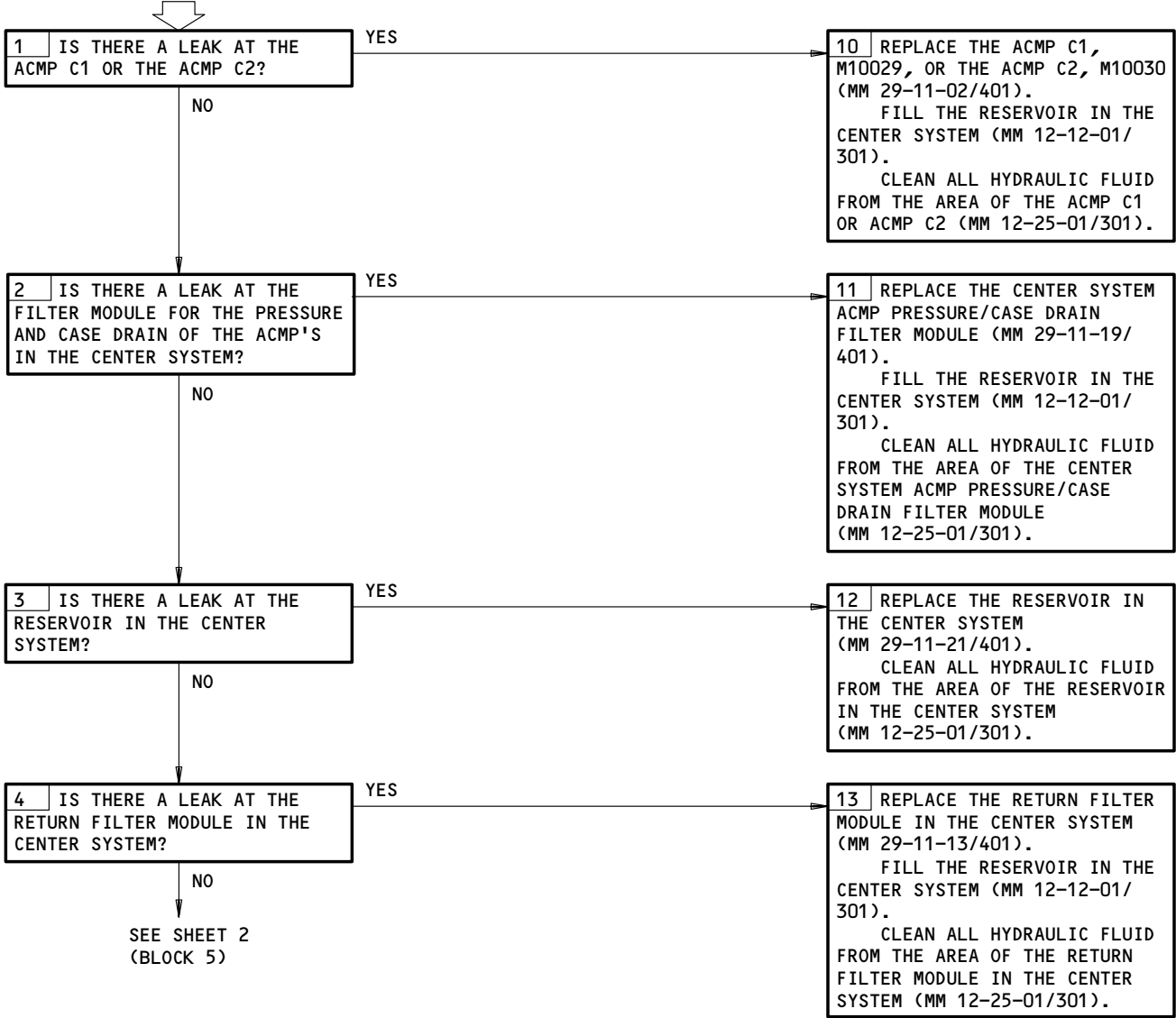


29-11-00

830233

**CENTER HYDRAULIC
QUANTITY DECREASING
WITH SYSTEM
DEPRESSURIZED**

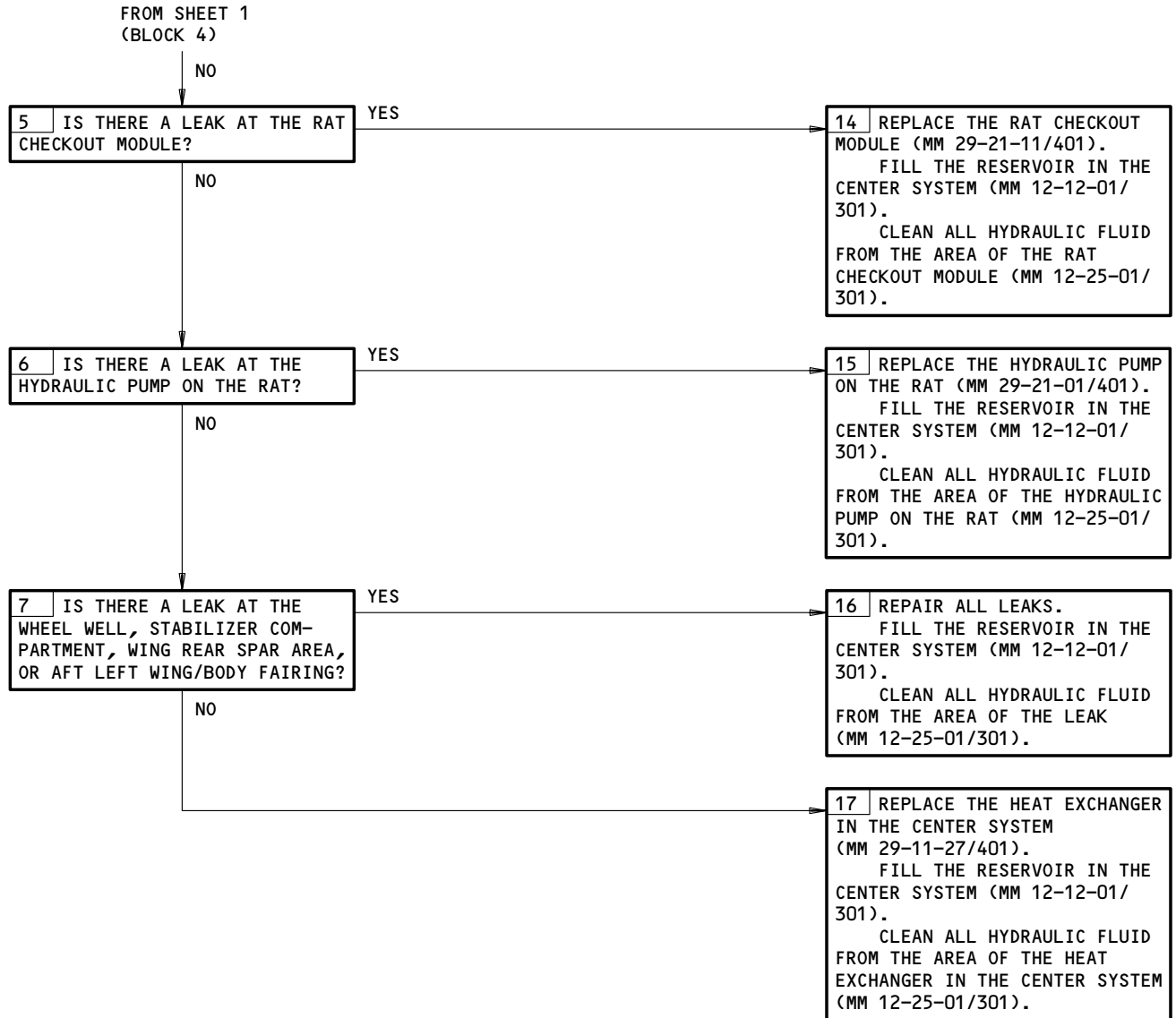
PREREQUISITES
MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (MM 24-22-00/201)
CENTER HYDRAULIC RESERVOIR IS PRESSURIZED (MM 29-11-00/201)



Center Hydraulic Quantity Decreasing with System Depressurized
Figure 111 (Sheet 1)

EFFECTIVITY	
	ALL

29-11-00



Center Hydraulic Quantity Decreasing with System Depressurized
Figure 111 (Sheet 2)

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

29-11-00

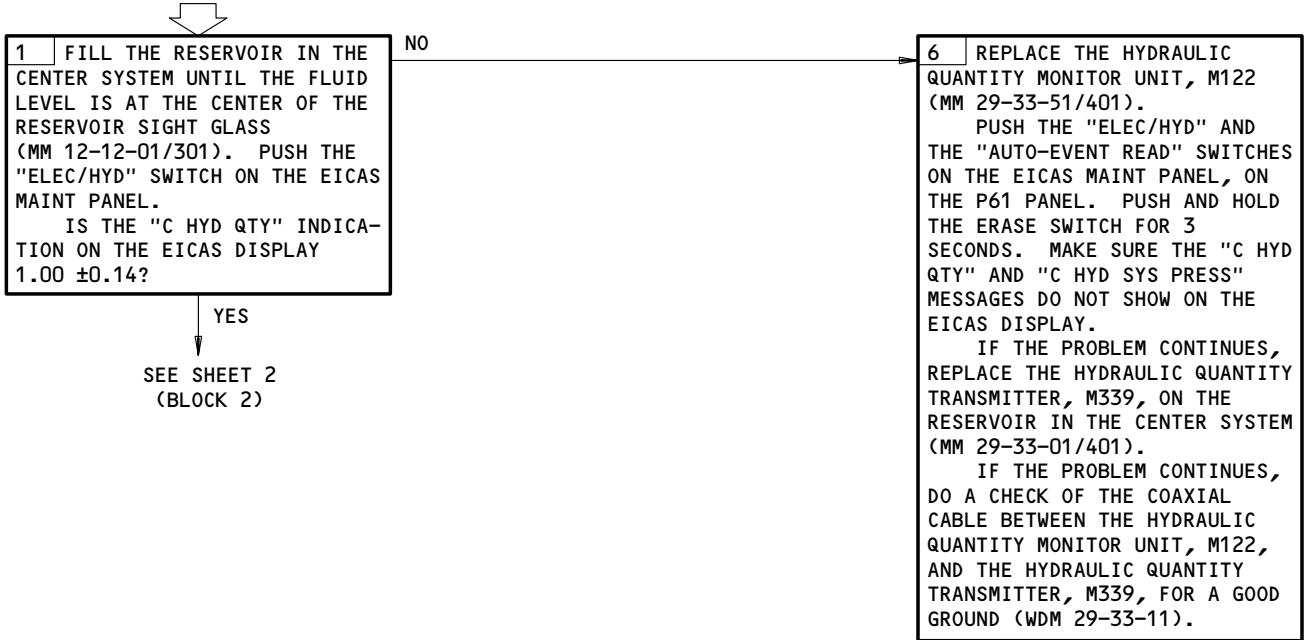
CENTER HYDRAULIC
QUANTITY INDICATES
ZERO, "C HYD QTY"
MESSAGE DISPLAYED

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (MM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6K13,6K19,11K15,11K19,11K24

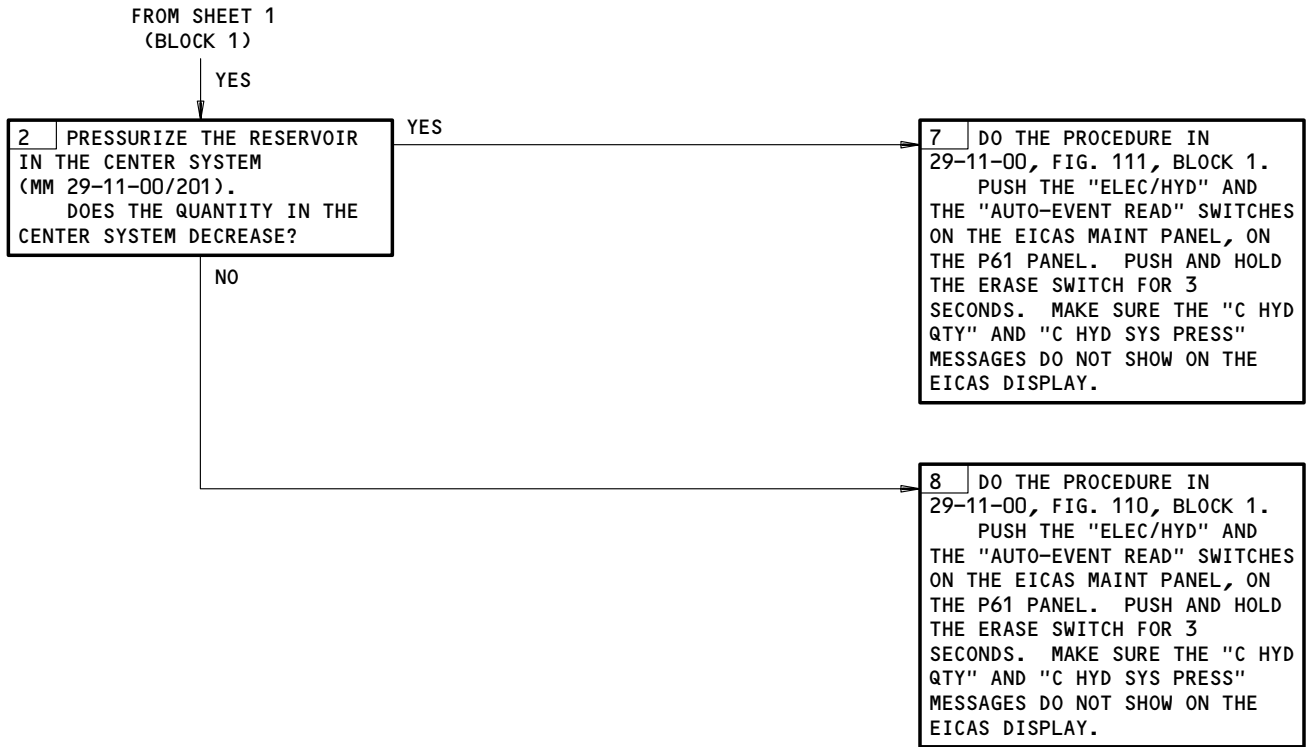
MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT
FOLLOWS:
ELECTRICAL POWER IS ON (MM 24-22-00/201)



Center Hydraulic Quantity Indicates Zero, C HYD QTY Message Displayed
Figure 112 (Sheet 1)

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

29-11-00



Center Hydraulic Quantity Indicates Zero, C HYD QTY Message Displayed
Figure 112 (Sheet 2)

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

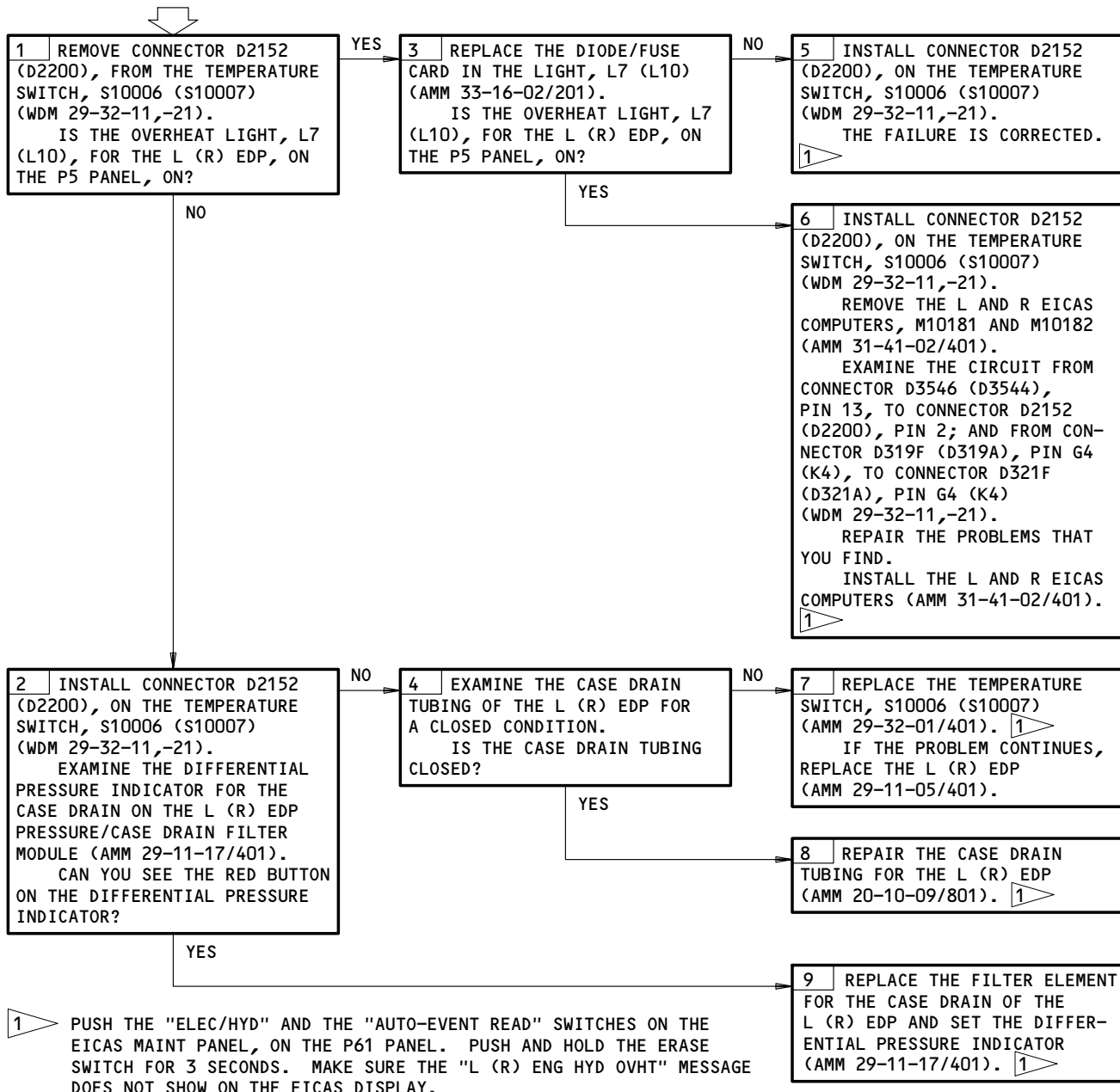
29-11-00

LEFT (RIGHT) EDP
OVERHEAT LIGHT
ILLUMINATED, "L (R)
ENG HYD OVHT" EICAS
MESSAGE DISPLAYED

PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:
EICAS (AMM 31-41-00/201)
MASTER DIM AND TEST (AMM 33-16-00/501)

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



Left (Right) EDP Overheat Light Illuminated, L (R) ENG HYD OVHT
EICAS Message Displayed
Figure 113

EFFECTIVITY

ALL

29-11-00

02

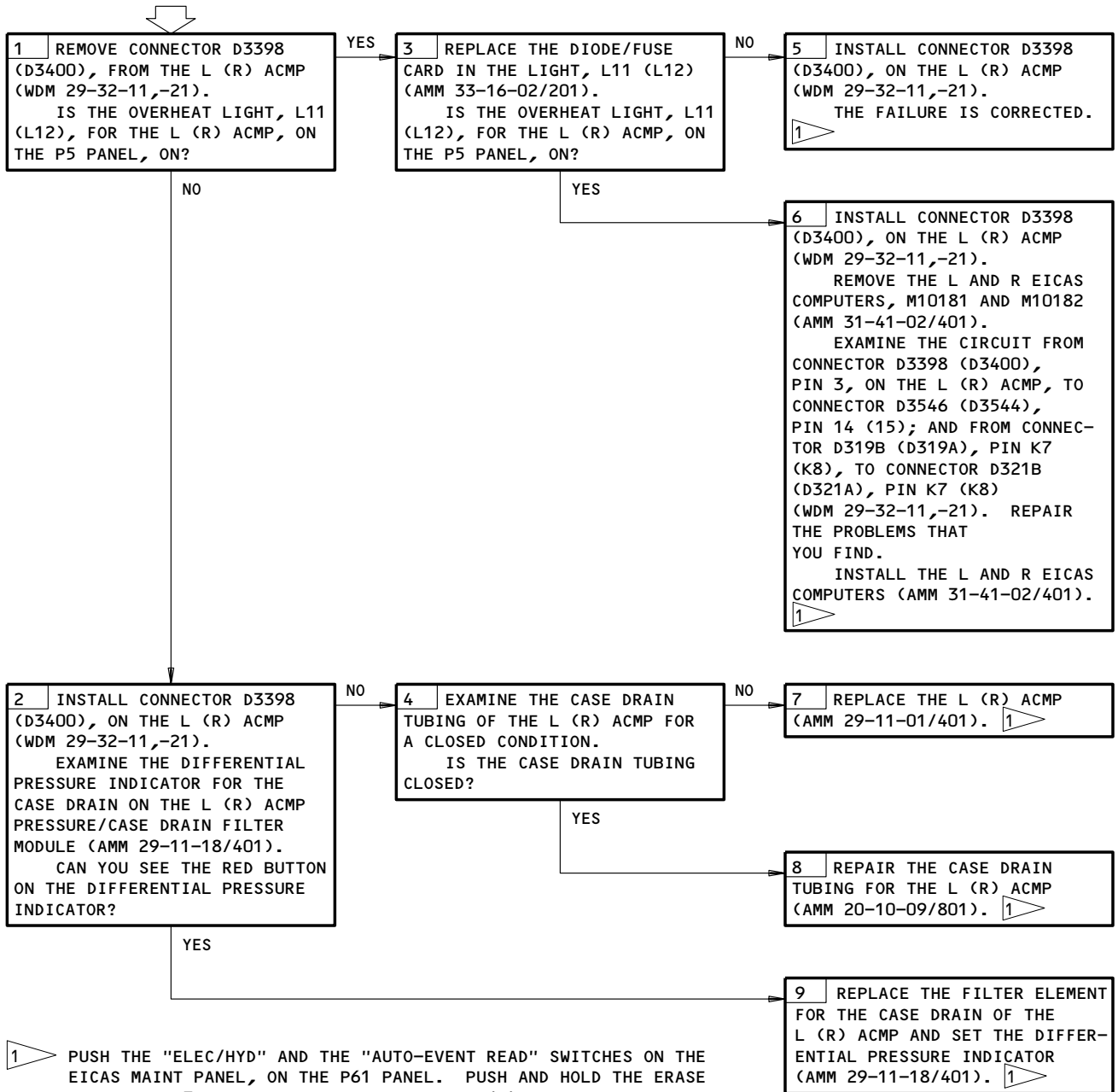
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LEFT (RIGHT) ACMP
OVERHEAT LIGHT
ILLUMINATED, "L (R)
ELEC HYD OVHT" EICAS
MESSAGE DISPLAYED

PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:
EICAS (AMM 31-41-00/201)
MASTER DIM AND TEST (AMM 33-16-00/501)

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



Left (Right) ACMP Overheat Light Illuminated, L (R) ELEC HYD OVHT EICAS
Message Displayed

Figure 114

EFFECTIVITY

ALL

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C1 (C2) ACMP OVHT
LIGHT ILLUMINATED,
"C HYD 1 (2) OVHT"
EICAS MESSAGE DIS-
PLAYED

PREREQUISITES

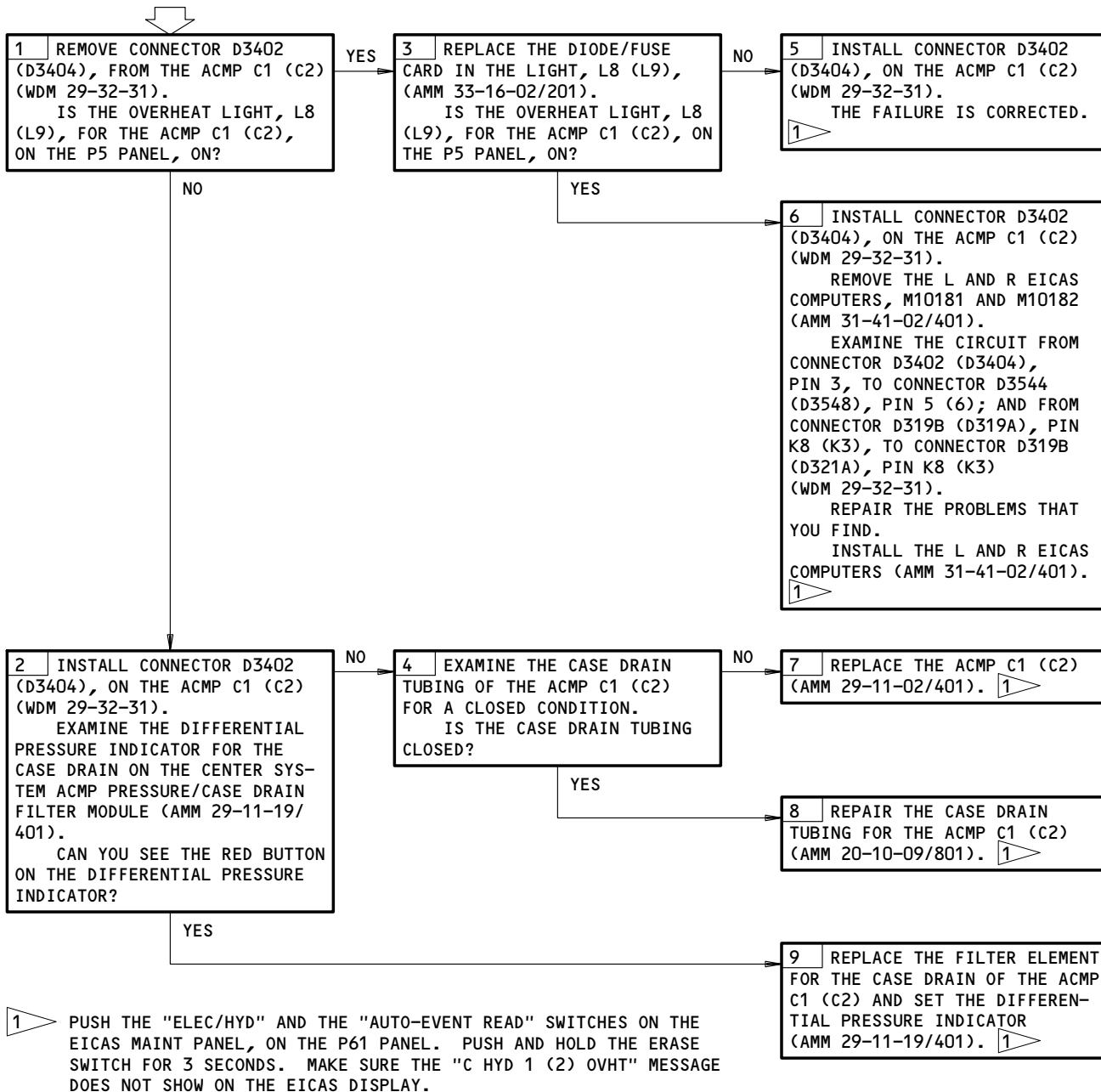
MAKE SURE THESE SYSTEMS WILL OPERATE:

EICAS (AMM 31-41-00/201)

MASTER DIM AND TEST (AMM 33-16-00/501)

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:

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



C1 (C2) ACMP Ovht Light Illuminated, C HYD 1 (2) OVHT
EICAS Message Displayed
Figure 115

EFFECTIVITY

ALL

29-11-00

02

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PREREQUISITES

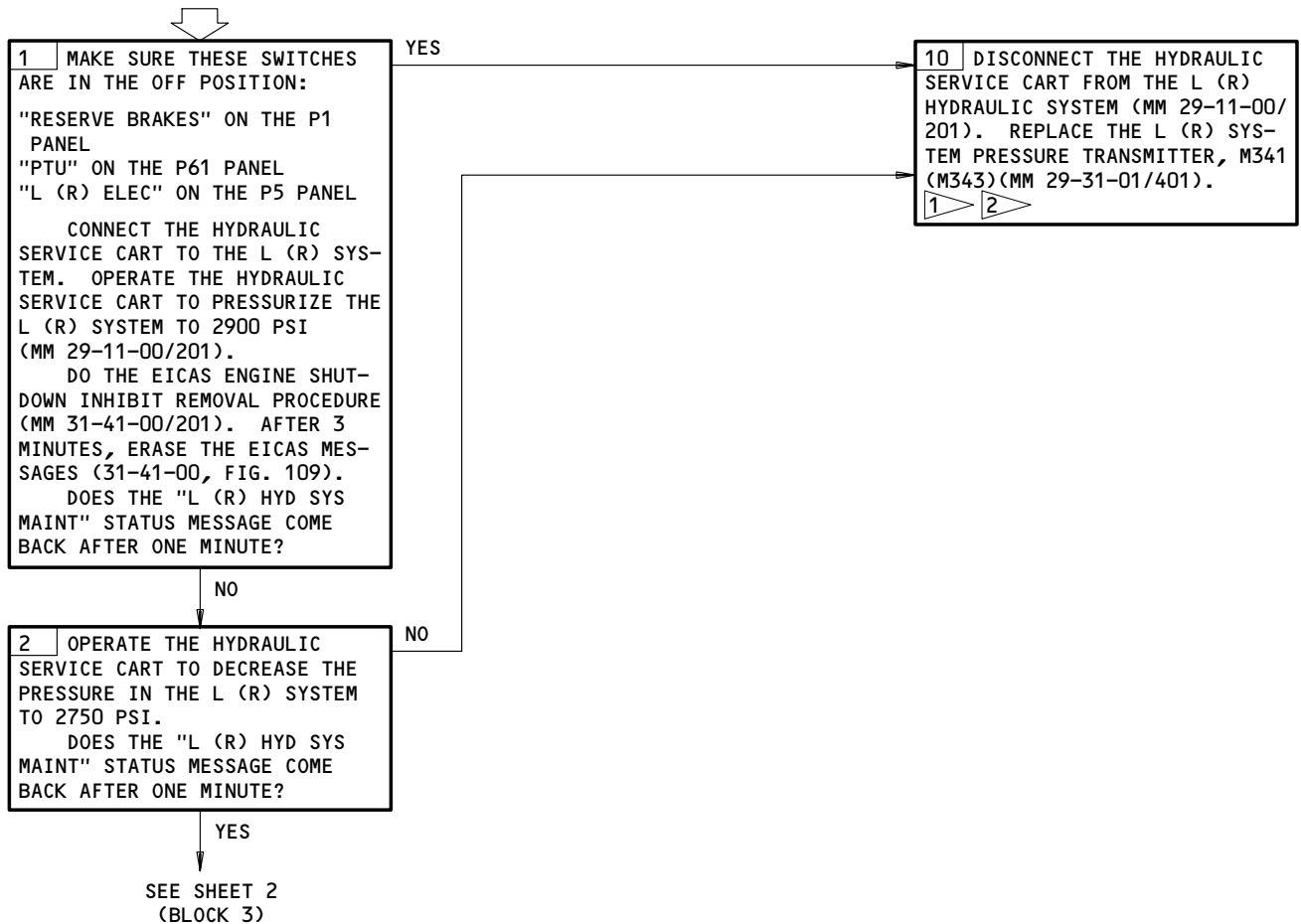
MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (MM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6K14, 11K16, 11K17, 11K25, 11K26

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT
FOLLOWS:

ELECTRICAL POWER IS ON (MM 24-22-00/201)
THE TWO ENGINES ARE OFF (MM 71-00-00/201)

**"L (R) HYD SYS
MAINT" EICAS
MESSAGE ILLUM**



1 ERASE THE "L (R) HYD SYS MAINT" MESSAGE (31-41-00, FIG. 109)

2 PUT THE EICAS ENGINE SHUTDOWN INHIBIT BACK TO ITS USUAL CONDITION (MM 31-41-00/201)

L (R) HYD SYS MAINT EICAS Message Illuminated
Figure 116 (Sheet 1)

EFFECTIVITY

ALL

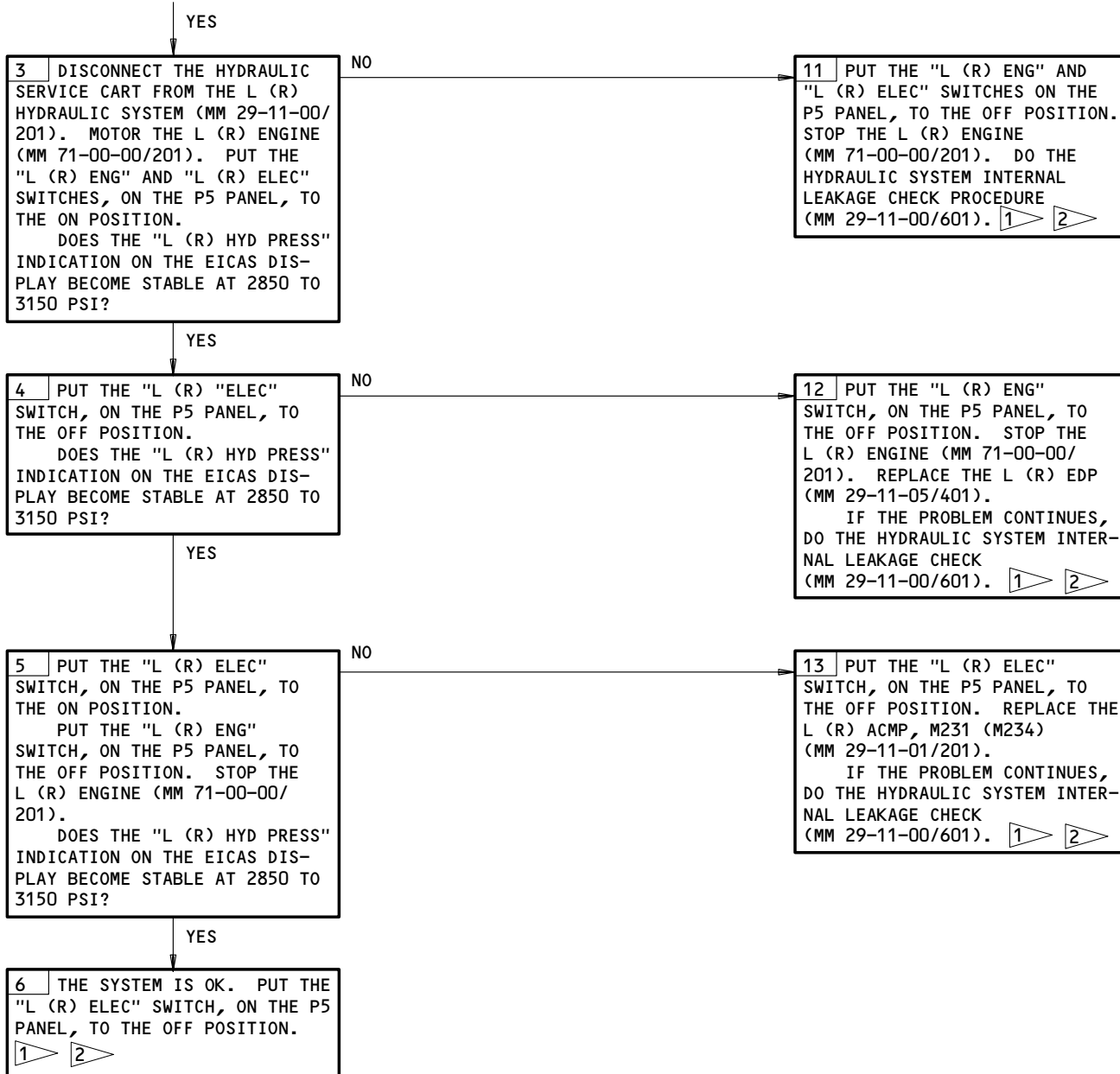
29-11-00

02

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117766

FROM SHEET 1
(BLOCK 2)



L (R) HYD SYS MAINT EICAS Message Illuminated
Figure 116 (Sheet 2)

EFFECTIVITY

ALL

29-11-00

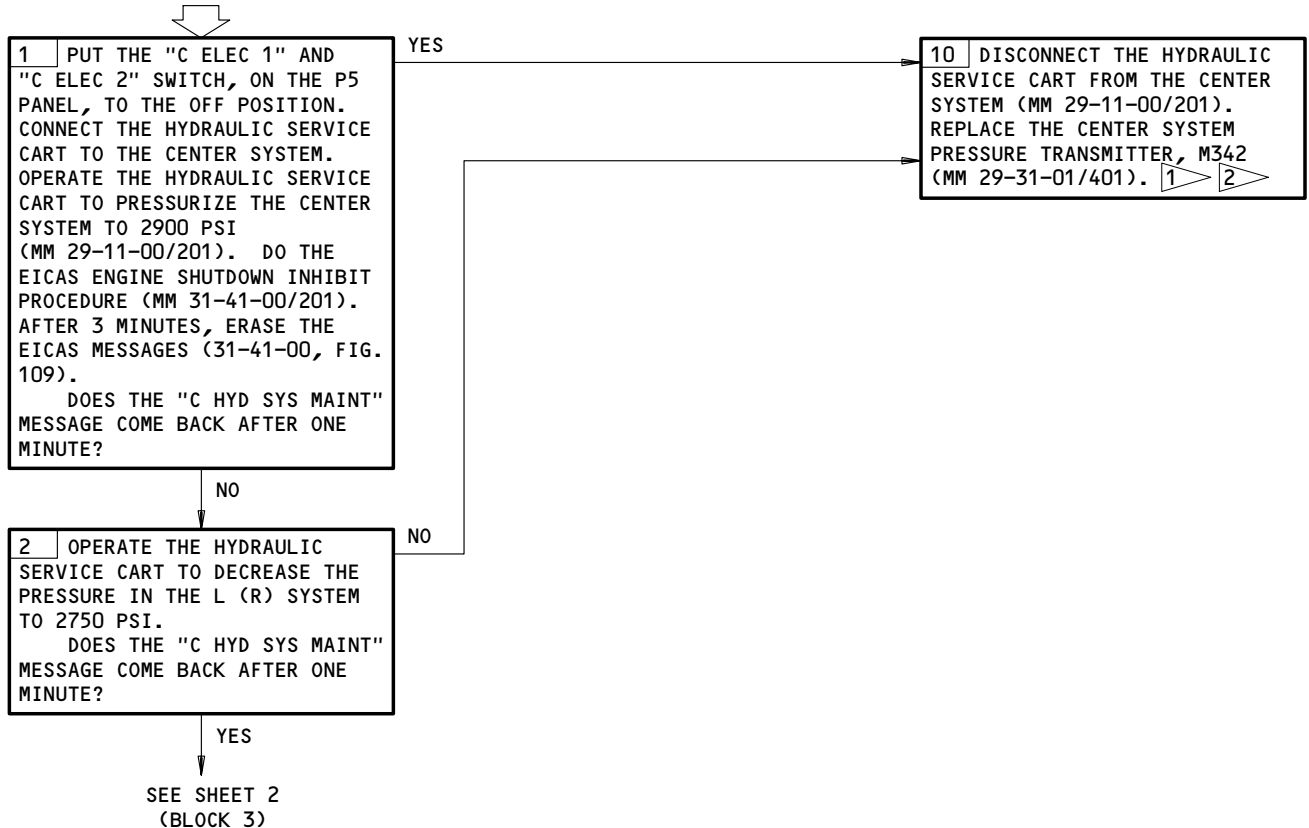
**"C HYD SYS MAINT"
EICAS MESSAGE
ILLUM**

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (MM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6K13,6K19,11K15,11K18,11K24,11K26

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



1 ERASE THE "C HYD SYS MAINT" MESSAGE (31-41-00, FIG. 109)

2 PUT THE EICAS ENGINE SHUTDOWN INHIBIT BACK TO ITS USUAL CONDITION (MM 31-41-00/201)

C HYD SYS MAINT EICAS Message Illuminated
Figure 117 (Sheet 1)

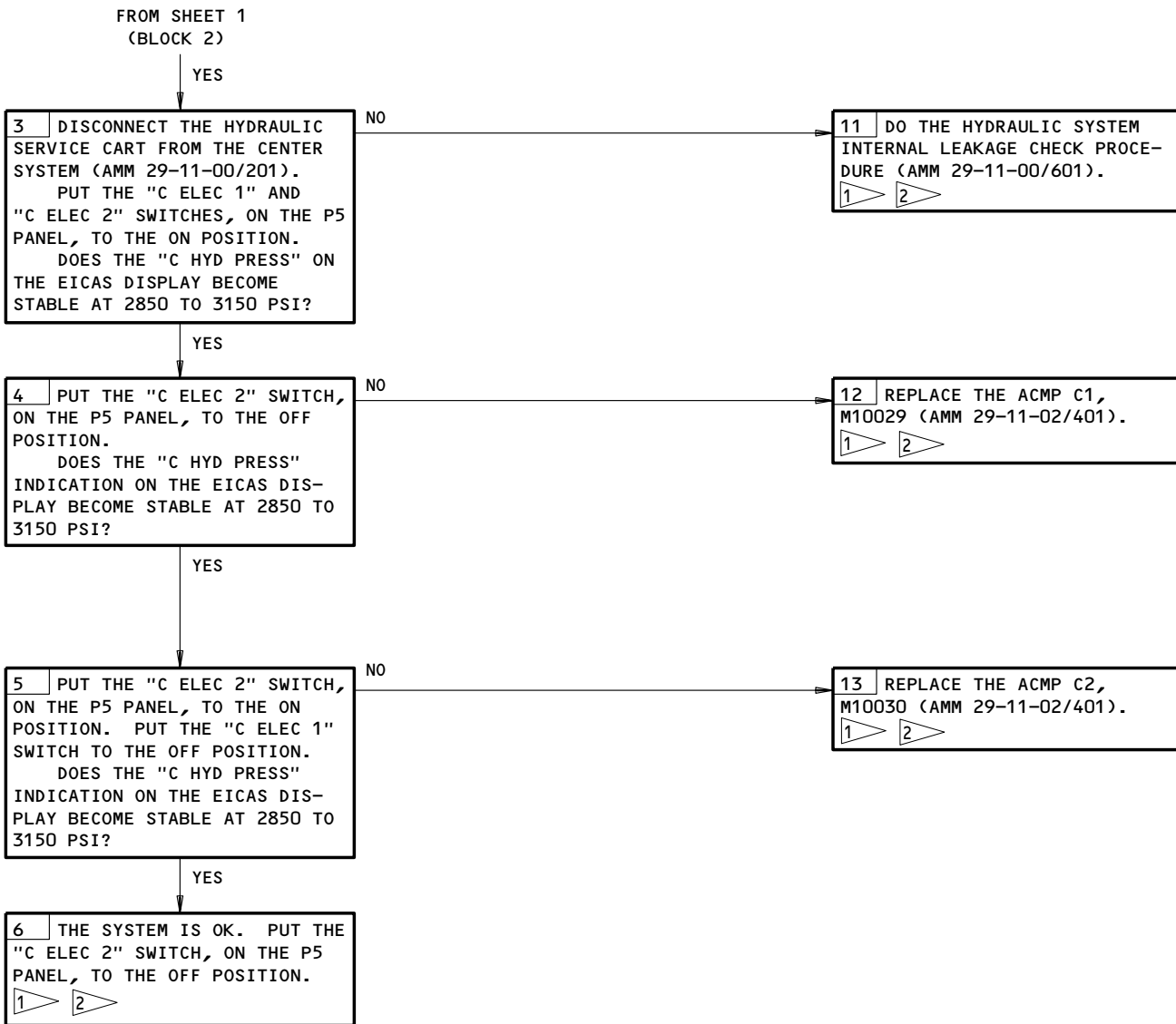
EFFECTIVITY

ALL

29-11-00

02

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C HYD SYS MAINT EICAS Message Illuminated
Figure 117 (Sheet 2)

EFFECTIVITY	ALL
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29-11-00

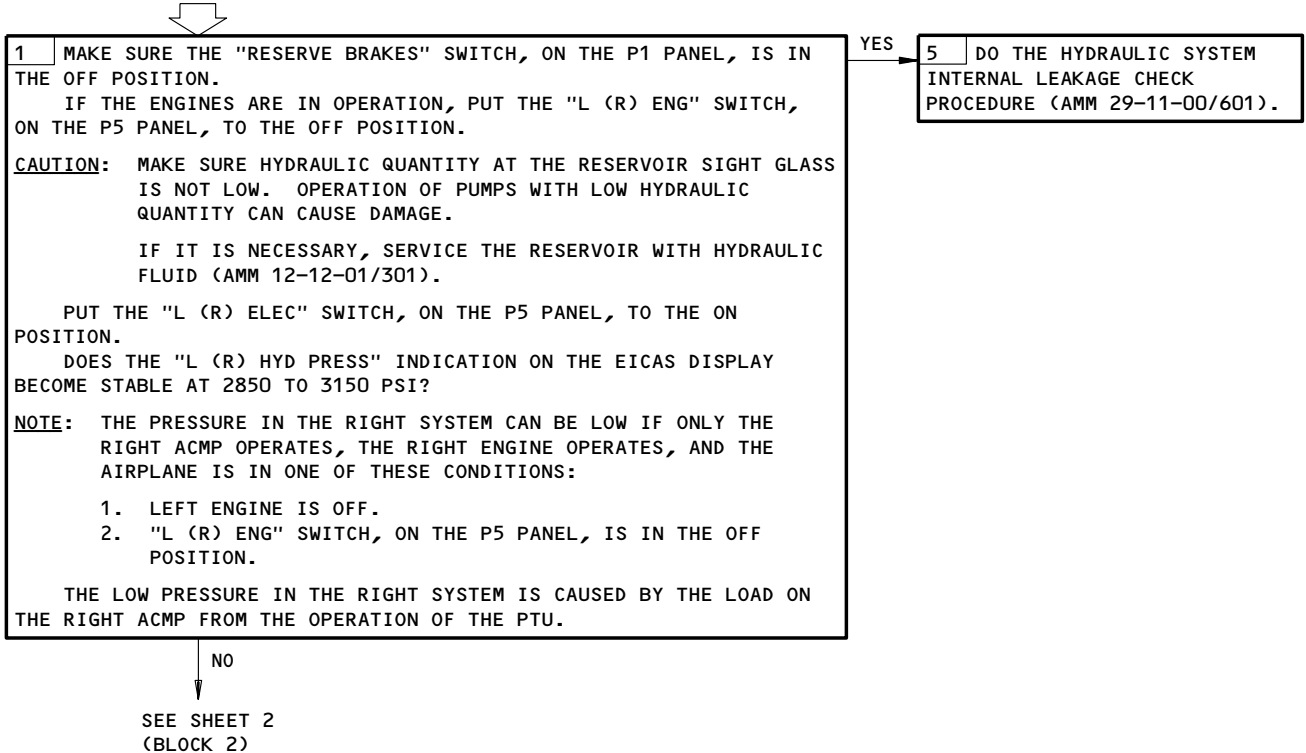
PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (AMM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11D28, 11D29, 11K14, 11K16, 11K17, 11K25, 11K26

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

**LEFT/RIGHT ACMP
PRESS LOW**

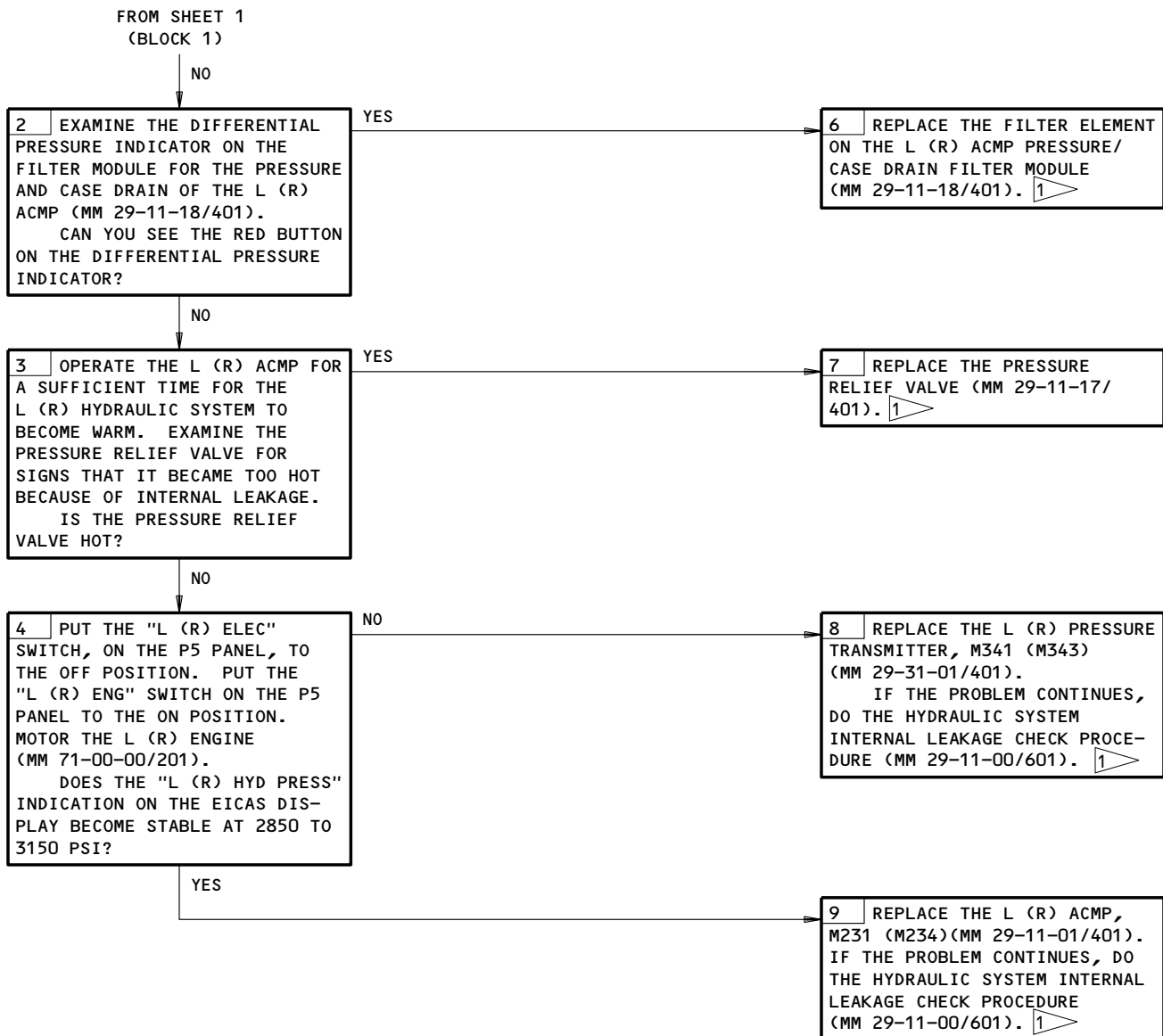


1 ERASE THE "L (R) HYD SYS MAINT" MESSAGE (FIM 31-41-00/101, FIG. 109)

Left/Right ACMP Pressure Low
Figure 118 (Sheet 1)

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

29-11-00



Left/Right ACMP Pressure Low
Figure 118 (Sheet 2)

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

29-11-00

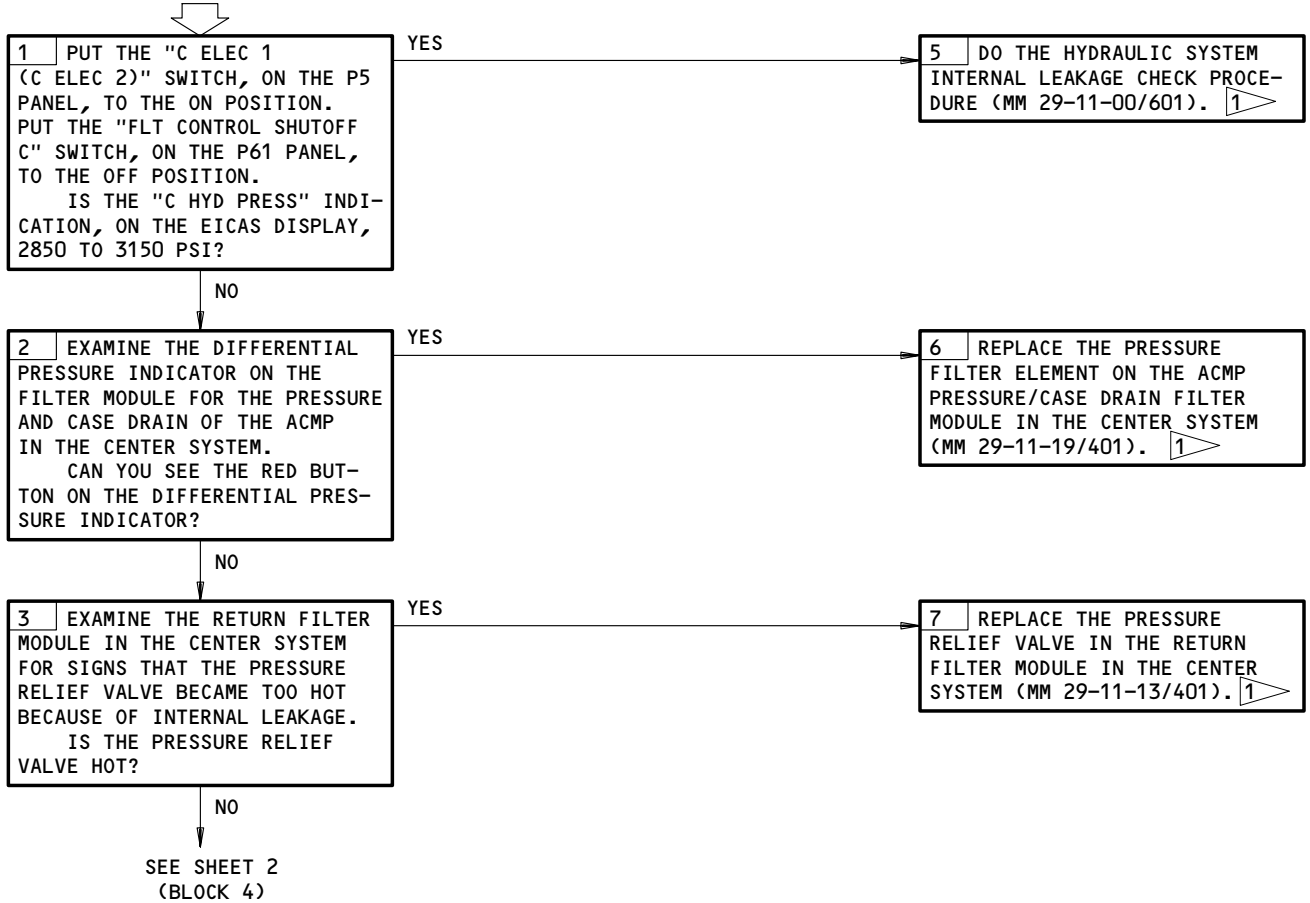
PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (MM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6K13,6K19,11K15,11K18,11K24

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

**CENTER ACMP C1 (C2)
PRESSURE LOW**



1 ▷ ERASE THE "C HYD SYS MAINT" MESSAGE (31-41-00, FIG. 109)

Center ACMP C1 (C2) Pressure Low
Figure 119 (Sheet 1)

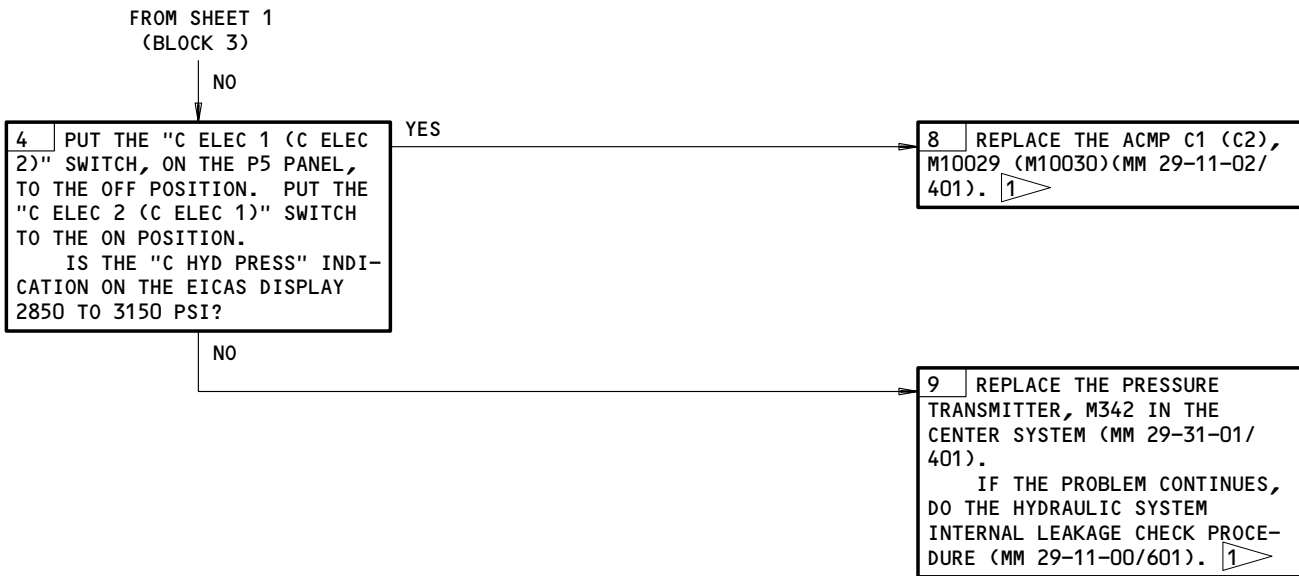
EFFECTIVITY

ALL

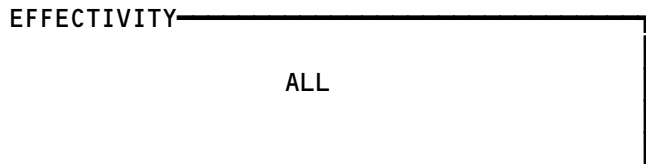
29-11-00

03

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Center ACMP C1 (C2) Pressure Low
Figure 119 (Sheet 2)



29-11-00

**"RSV BRAKE VAL"
EICAS MESSAGE
ILLUMINATED**

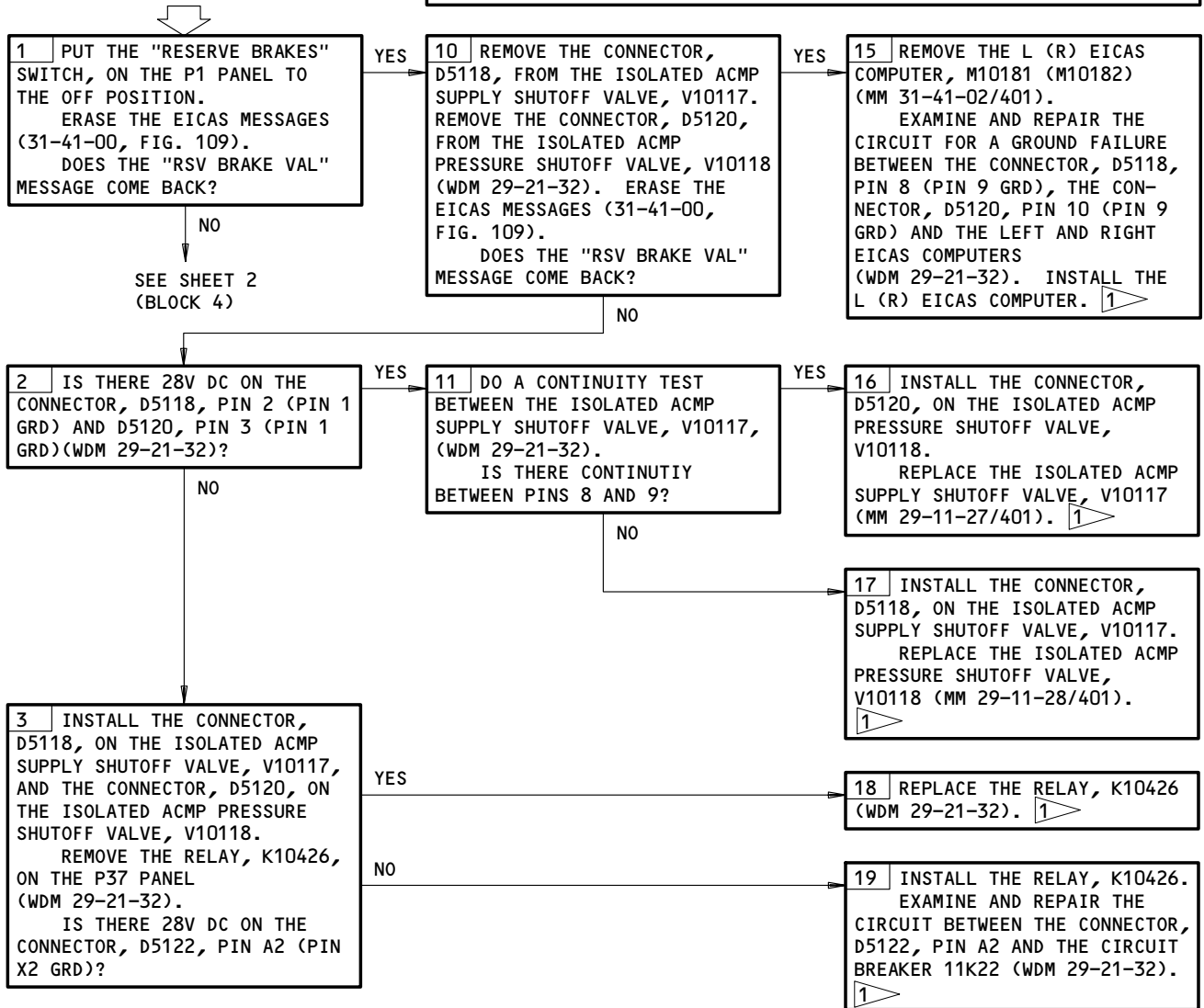
PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (MM 31-41-00/201)

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11K22

MAKE SURE THIS CIRCUIT BREAKER IS OPEN AND ATTACH A
DO-NOT-CLOSE TAG:
11K16

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



1 ERASE THE EICAS MESSAGES (31-41-00, FIG. 109). REMOVE THE DO-NOT-CLOSE TAG AND CLOSE THIS CIRCUIT BREAKER: 11K16

RSV BRAKE VAL EICAS Message Illuminated
Figure 120 (Sheet 1)

EFFECTIVITY

ALL

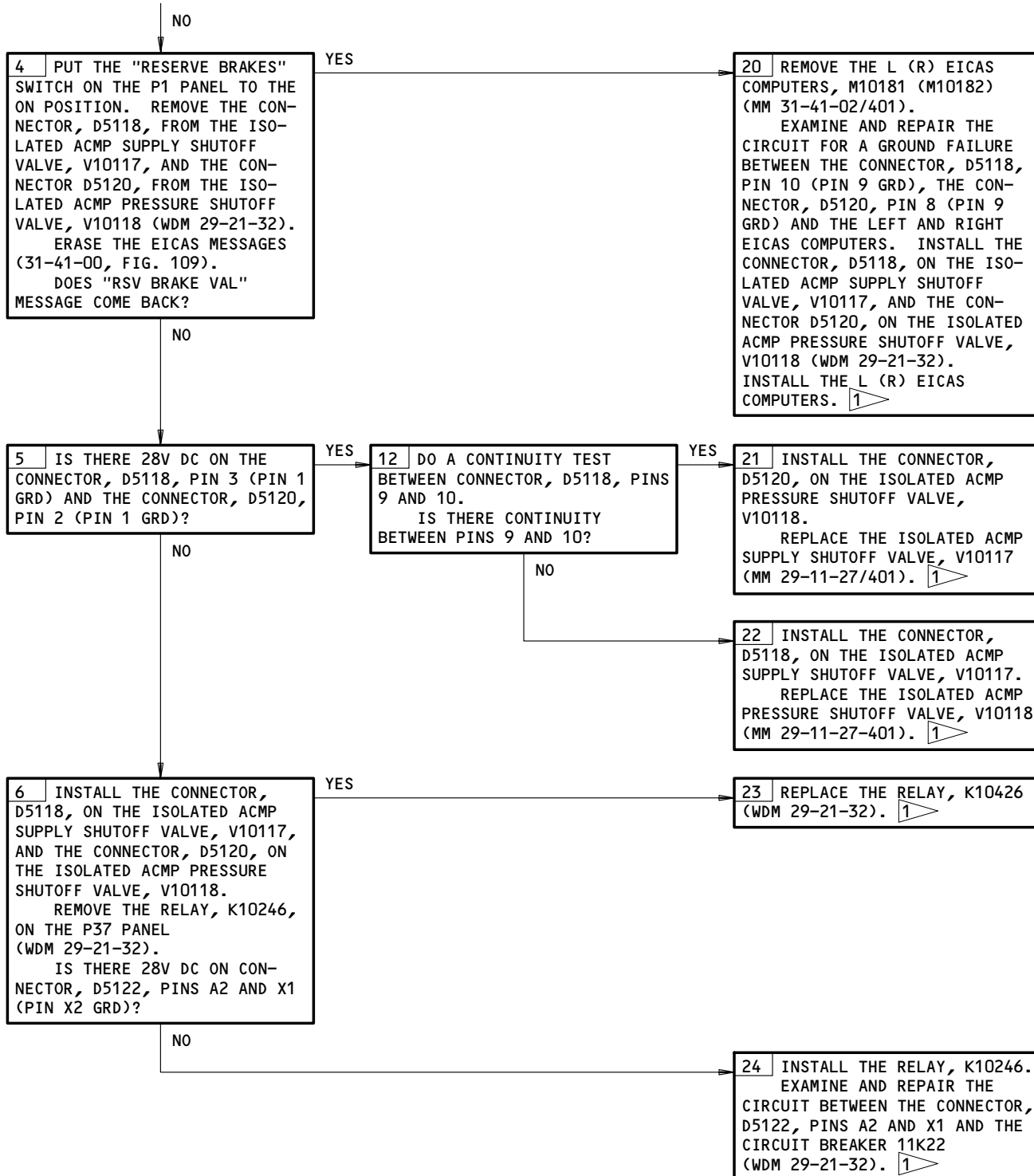
29-11-00

03

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FROM SHEET 1
(BLOCK 1)



RSV BRAKE VAL EICAS Message Illuminated
Figure 120 (Sheet 2)

EFFECTIVITY

ALL

29-11-00

02

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**LEFT (RIGHT)
HYDRAULIC SYSTEM
QUANTITY INCREASED,
RIGHT (LEFT) SYSTEM
QUANTITY DECREASED**

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6K13, 6K14, 6K19, 11K6, 11K15, 11K16, 11K17, 11K18,
11K25, 11K26

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

1 REMOVE THE PRESSURE FROM THE LEFT AND RIGHT HYDRAULIC SYSTEMS AND THE RESERVOIRS (AMM 29-11-00/201).
DISCONNECT THE ALTERNATE BRAKE SYSTEM (LEFT) HYDRAULIC LINES AT EACH END OF THE LEFT AND RIGHT ANTISKID SHUTTLE VALVE MODULES (AMM 32-42-07/401).
PRESSURIZE THE RIGHT HYDRAULIC SYSTEM (AMM 29-11-00/201).
SET THE PARKING BRAKES (AMM 32-44-00/001).
DO A CHECK FOR HIGH PRESSURE LEAKAGE AT THE ALTERNATE BRAKE PORTS OF THE ANTISKID SHUTTLE VALVE MODULES.
IS THERE LEAKAGE AT THE PORTS OF THE ANTISKID SHUTTLE VALVE MODULE?

YES

21 REPLACE THE PAIR OF THE ANTISKID SHUTTLE VALVES WHICH ARE ADJACENT TO THE PORT WHERE THERE IS LEAKAGE.
CONNECT THE HYDRAULIC LINES TO THE LEFT AND RIGHT ANTISKID SHUTTLE VALVE MODULES (AMM 32-42-07/401).
FILL THE RESERVOIRS IN THE LEFT AND RIGHT HYDRAULIC SYSTEMS (AMM 12-12-01/301).

NO

2 REMOVE THE PRESSURE FROM THE RIGHT HYDRAULIC SYSTEM AND KEEP THE RIGHT SYSTEM RESERVOIR PRESSURIZED (AMM 29-11-00/201).
RELEASE THE PARKING BRAKE (AMM 32-44-00/001).
DO A CHECK FOR LOW PRESSURE LEAKAGE AT THE ANTISKID SHUTTLE VALVE MODULES.
IS THERE A LEAKAGE AT THE PORTS OF THE ANTISKID SHUTTLE VALVE MODULES?

YES

22 REPLACE THE PAIR OF THE ANTISKID SHUTTLE VALVES WHICH ARE ADJACENT TO THE PORT WHERE THERE IS LEAKAGE.
CONNECT THE HYDRAULIC LINES TO THE LEFT AND RIGHT ANTISKID SHUTTLE VALVE MODULES (AMM 32-42-07/401).
FILL THE RESERVOIRS IN THE LEFT AND RIGHT HYDRAULIC SYSTEMS (AMM 12-12-01/301).

NO

SEE SHEET 2
(BLOCK 3)

Left (Right) Hydraulic System Quantity Increased,
Right (Left) System Quantity Decreased
Figure 121 (Sheet 1)

EFFECTIVITY

ALL

29-11-00

02

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FROM SHEET 1
(BLOCK 2)

NO

3 CONNECT THE HYDRAULIC LINES TO THE LEFT AND RIGHT ANTISKID SHUTTLE VALVE MODULES (AMM 32-42-07/401).

NOTE: IF THERE IS STILL HYDRAULIC FLUID MOVEMENT, THERE MIGHT BE A PROBLEM WITH THE BRAKE METERING VALVE CABLE QUADRANT BEARINGS (757-FTD-32-00008)

FILL THE RESERVOIRS IN THE LEFT AND RIGHT HYDRAULIC SYSTEMS (AMM 12-12-01/301). THE SYSTEM IS OK.

NOTE: THE MOVEMENT OF FLUID BETWEEN THE LEFT AND RIGHT HYDRAULIC SYSTEMS OCCURS BECAUSE OF THE SEQUENCE OF PARKING BRAKE OPERATION IN RELATION TO THE SEQUENCE IN WHICH YOU SUPPLY AND REMOVE PRESSURE TO THE HYDRAULIC SYSTEM.

Left (Right) Hydraulic System Quantity Increased,
 Right (Left) System Quantity Decreased
 Figure 121 (Sheet 2)

EFFECTIVITY

ALL

29-11-00

05

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836883

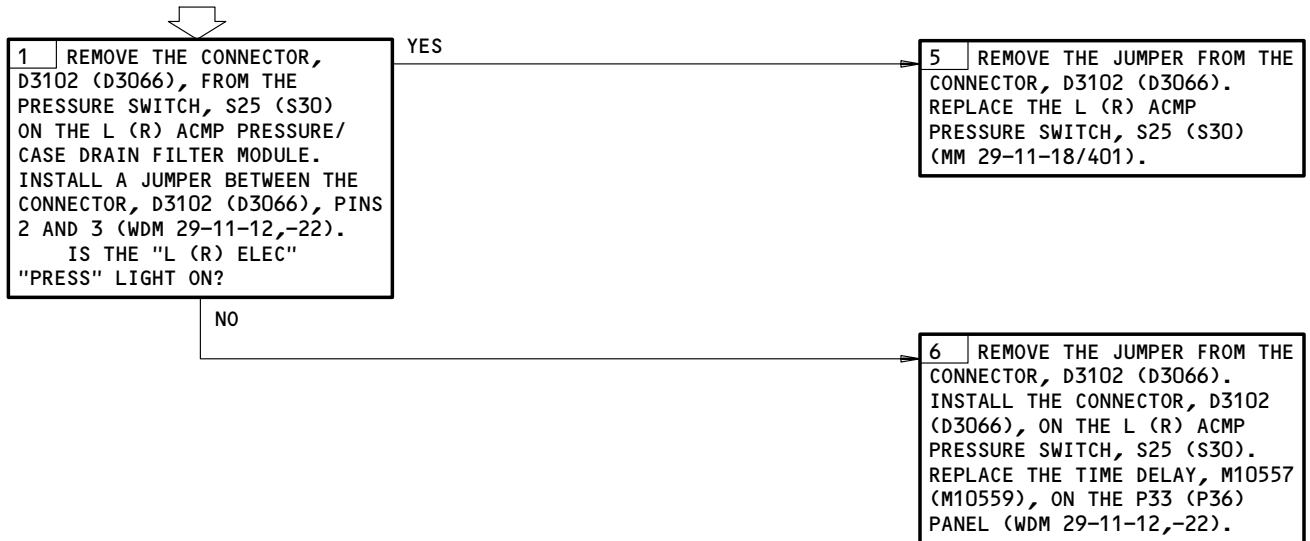
LEFT/RIGHT ACMP LOW
PRESSURE LIGHT NOT
ILLUMINATED WITH
PUMP OFF AND PRES-
SURE ZERO

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
MASTER DIM AND TEST (MM 33-16-00/501)

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT
FOLLOWS:

ELECTRICAL POWER IS ON (MM 24-22-00/201)
LEFT AND RIGHT HYDRAULIC SYSTEM POWER IS OFF
(MM 29-11-00/201)



Left/Right ACMP Low Pressure Light Illuminated with Pump Off
and Pressure Zero
Figure 122

EFFECTIVITY	ALL
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29-11-00

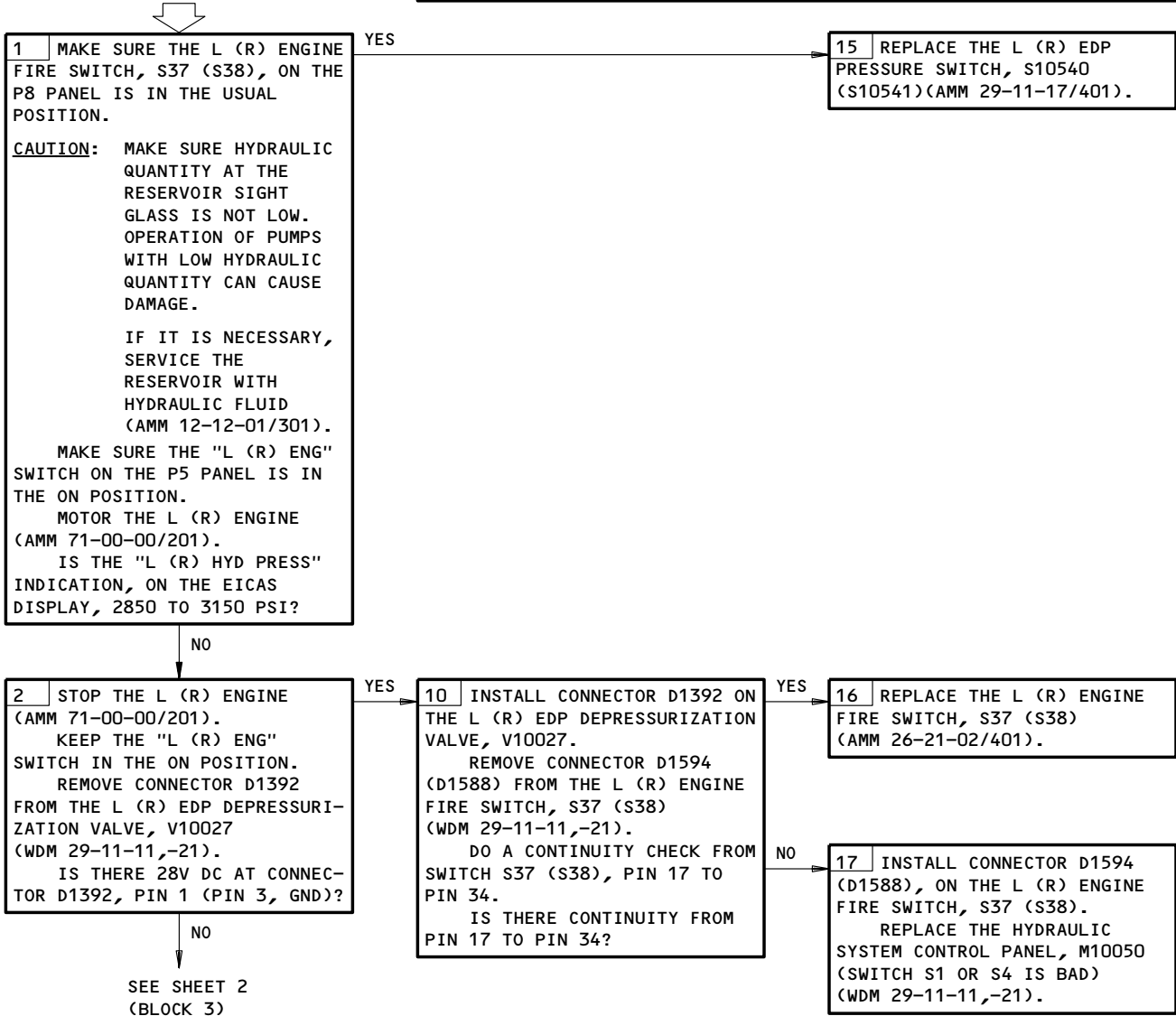
LEFT (RIGHT) EDP
LOW PRESSURE LIGHT
ILLUMINATED WITH
EDP ON

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (AMM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11D28, 11D29, 11K14, 11K17, 11K23, 11K26

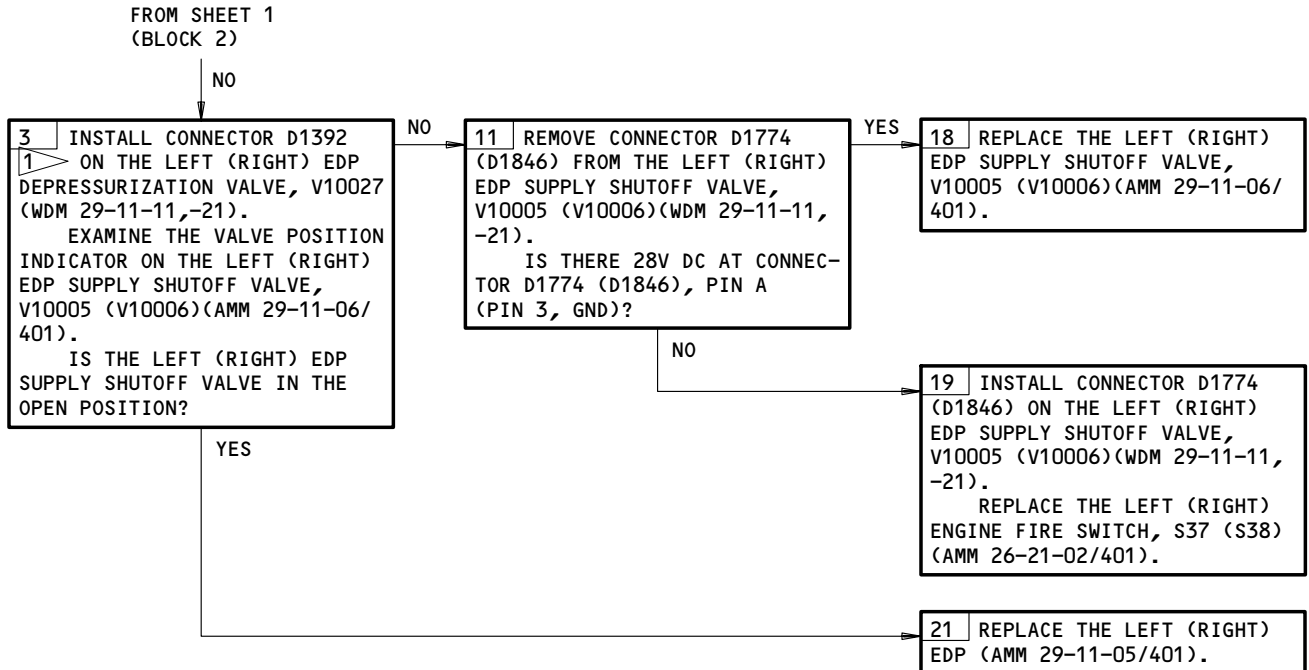
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)



Left (Right) EDP Low Pressure Light Illuminated with EDP On
Figure 123 (Sheet 1)

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

29-11-00



Left (Right) EDP Low Pressure Light Illuminated with EDP On
Figure 123 (Sheet 2)

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

29-11-00

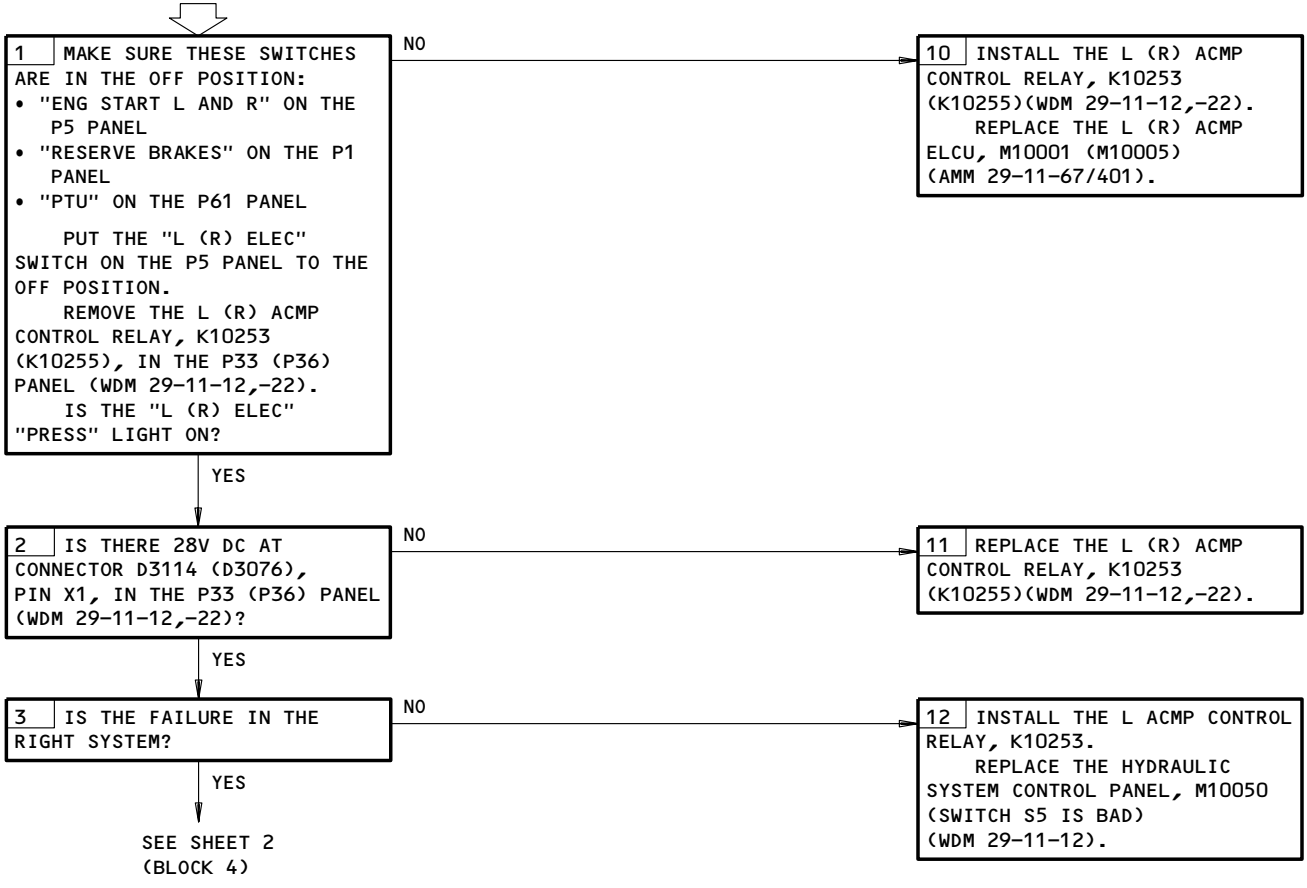
PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
 MASTER DIM AND TEST (AMM 33-16-00/501)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
 6K14,11K16,11K17,11K25,11K26

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 ELECTRICAL POWER IS ON (AMM 24-22-00/201)
 THE TWO ENGINES ARE OFF (AMM 71-00-00/201)

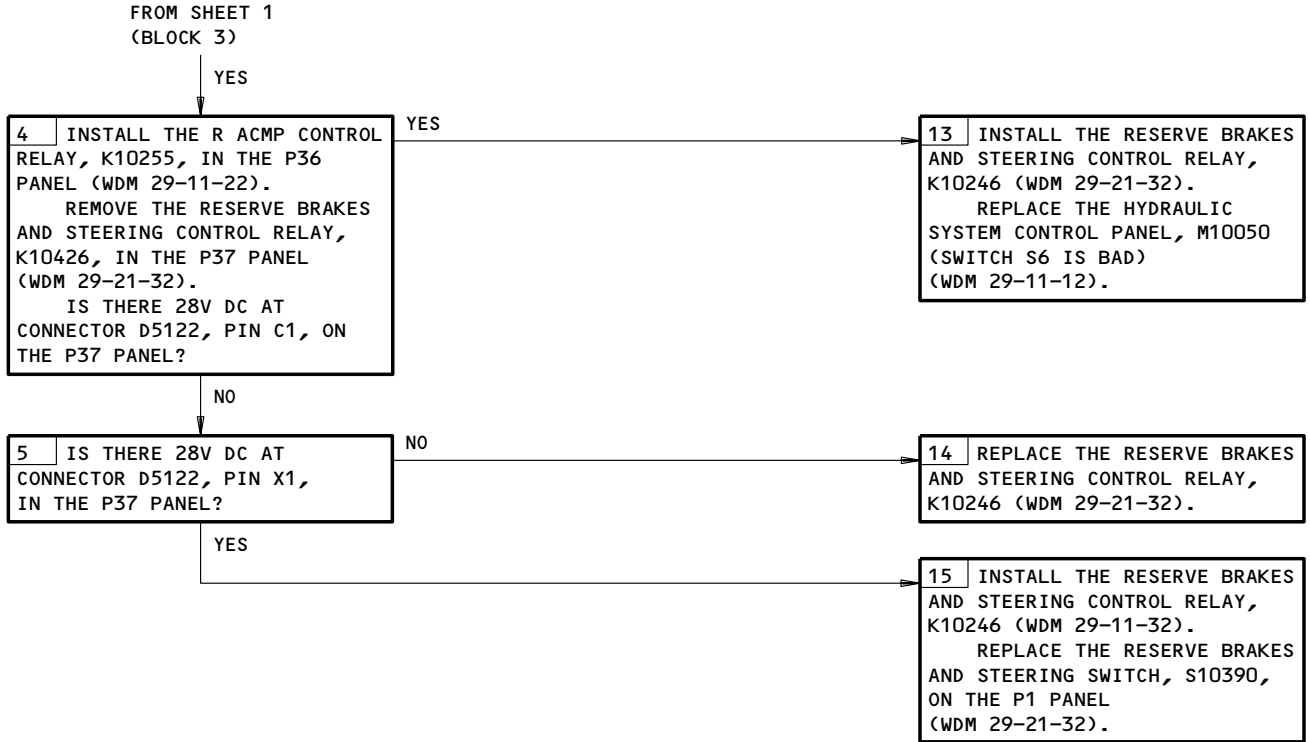
**LEFT/RIGHT ACMP
 WILL NOT SHUT OFF**



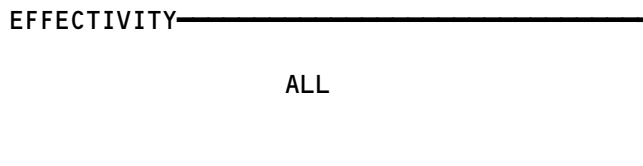
Left/Right ACMP Will Not Shut Off
 Figure 124 (Sheet 1)

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

29-11-00



Left/Right ACMP Will Not Shut Off
Figure 124 (Sheet 2)



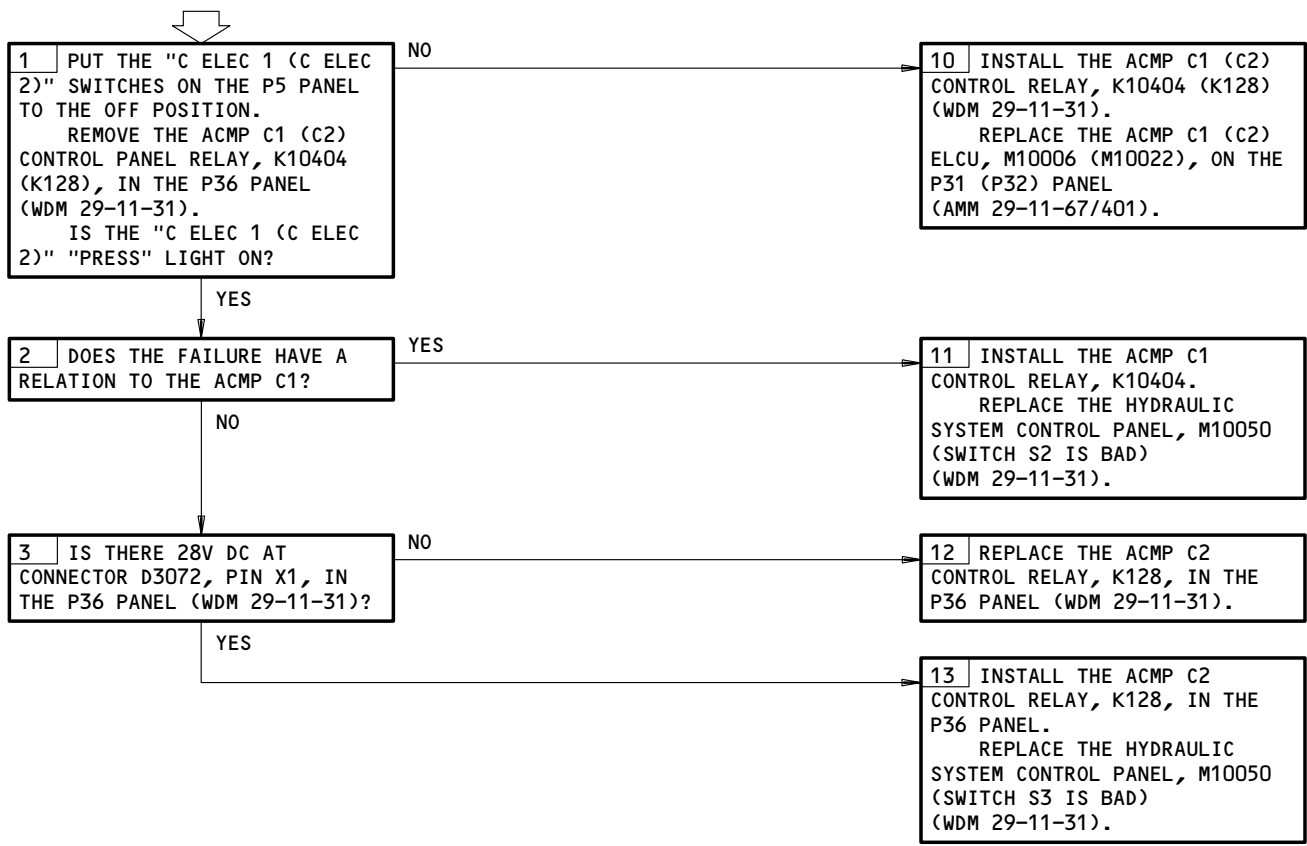
29-11-00

**CENTER ACMP C1 (C2)
WILL NOT SHUT OFF**

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
MASTER DIM AND TEST (AMM 33-16-00/501)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6K13,6K19,11K15,11K18,11K24



Center ACMP C1 (C2) Will Not Shut Off
Figure 125

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

29-11-00

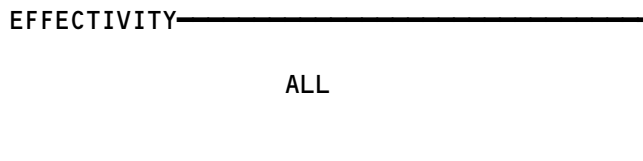
BOEING
757
FAULT ISOLATION/MAINT MANUAL

GROUND SERVICING SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
CIRCUIT BREAKERS	--	1	FLIGHT COMPARTMENT, P11 PANEL	
HYDRAULICS QTY CTR, C4192		1	11K19	*
HYDRAULICS QTY LEFT, C1101		1	11K20	*
HYDRALICS QTY RIGHT, C4193		1	11K21	*
CONNECTION - PRESSURE FILL	--	1	197KL, AFT LEFT WING-TO-BODY FAIRING	29-18-00
INDICATOR - RESERVOIR FILL, N29	--	1	197KL, AFT LEFT WING-TO-BODY FAIRING	29-18-03
MODULE - RESERVOIR FILL FILTER	--	1	197KL, AFT LEFT WING-TO-BODY FAIRING	29-18-04
PUMP - RESERVOIR MANUAL FILL	--	1	197KL, AFT LEFT WING-TO-BODY FAIRING	29-18-01
SWITCH - HYDRAULIC QUANTITY SELECT, S341	--	1	197KL, AFT LEFT WING-TO-BODY FAIRING, RESERVOIR FILL SELECTOR VALVE	*
TRANSMITTER - (REF 29-33-00, FIG. 101) HYDRAULIC FLUID QUANTITY SYS C, M339 SYS L, M338 SYS R, M340				
UNIT - (REF 29-33-00, FIG. 101) HYDRAULIC FLUID QUANTITY MONITOR, M122				
VALVE - RESERVOIR FILL SELECTOR	--	1	197KL, AFT LEFT WING-TO-BODY FAIRING	29-18-02

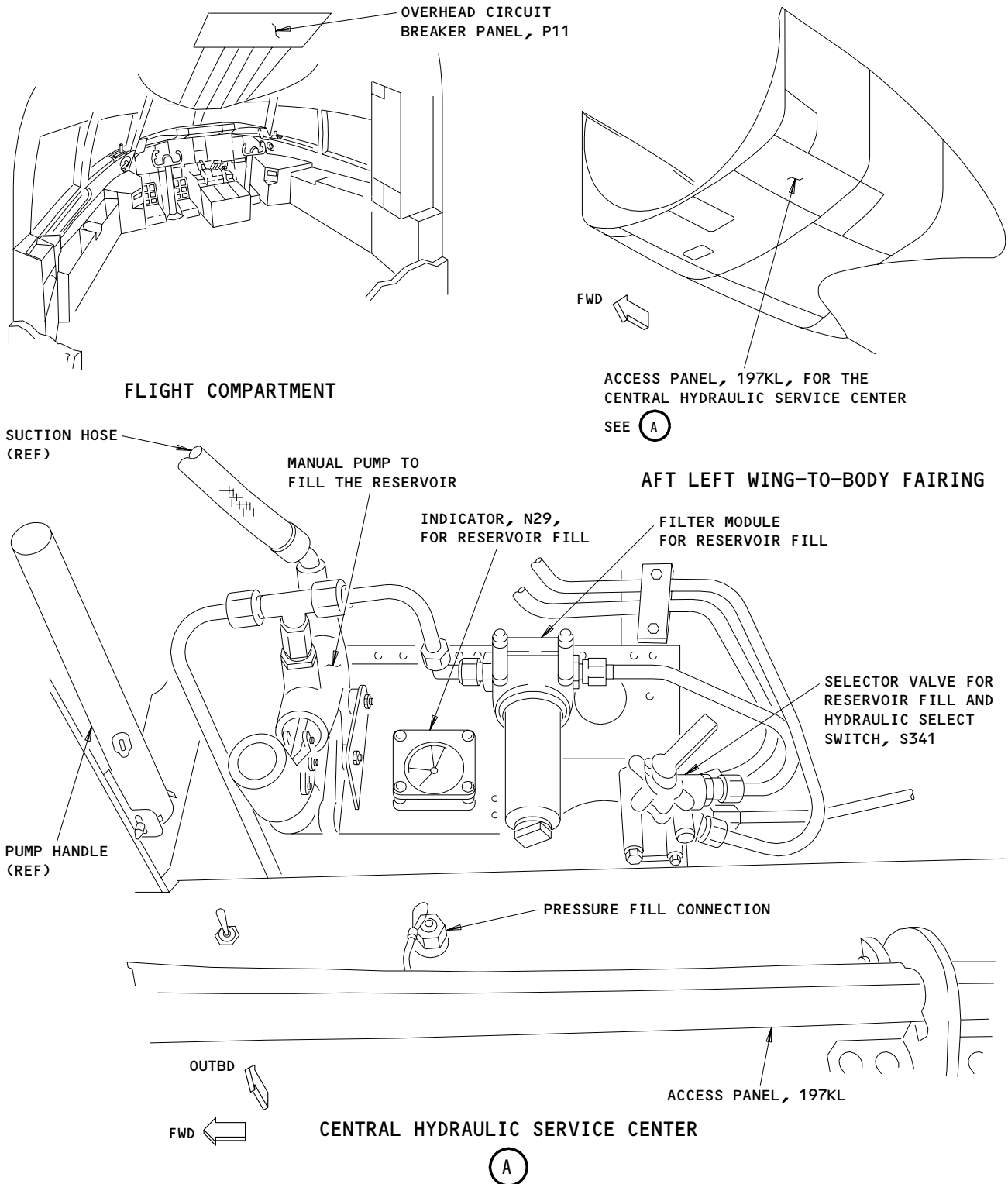
* SEE THE WDM EQUIPMENT LIST

Ground Servicing System - Component Index
Figure 101



29-18-00

BOEING
757
FAULT ISOLATION/MAINT MANUAL



Ground Servicing System - Component Location
Figure 102

EFFECTIVITY

ALL

29-18-00

01

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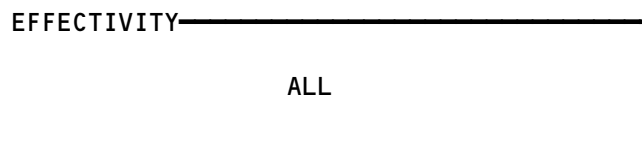
BOEING
757
FAULT ISOLATION/MAINT MANUAL

RAM AIR TURBINE (RAT) SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ACTUATOR - RAT DEPLOYMENT	2	1	198MR, AFT RIGHT WING-TO-BODY FAIRING	29-21-05
ASSEMBLY - RAT, M10148	3	1	198MR, AFT RIGHT WING-TO-BODY FAIRING	29-21-01
CABLE - RAT BLADE LOCK	4	1	198MR, AFT RIGHT WING-TO-BODY FAIRING, RAT ASSEMBLY, M10148	29-21-19
CARDS - (77-12-00/101) LEFT ENGINE SPEED, M10298 RIGHT ENGINE SPEED, M10311				
CIRCUIT BREAKERS - RAT MAN CONT, C4287 1	1	1	FLIGHT COMPARTMENT, P6 PANEL 6F2	*
RAT MAN PWR, C4062		1	6F1	
CIRCUIT BREAKERS - HYDRAULIC RAT AUTO CONT, C4061 1	1	1	FLIGHT COMPARTMENT, P11 PANEL 11D26	*
HYDRAULIC RAT CONT, C4061 2		1	11D26	*
HYDRAULIC RAT AUTO PWR, C4216 1		1	11D27	*
HYDRAULIC RAT AUTO, C4216 2		1	11D27	
COMPUTERS - (31-41-00/101) EICAS L, M10181 EICAS R, M10182				
DOOR - RAT COMPARTMENT	2	1	198MR, AFT RIGHT WING-TO-BODY FAIRING	29-21-09
HARNESS - RAT WIRE	4	1	198MR, AFT RIGHT WING-TO-BODY FAIRING, RAT ASSEMBLY, M10148	29-21-18
HUB - RAT	4	1	198MR, AFT RIGHT WING-TO-BODY FAIRING, RAT ASSEMBLY, M10148	29-21-01
LINK - RAT DOOR ACTUATOR	3	1	198MR, AFT RIGHT WING-TO-BODY FAIRING	29-21-10
MODULE - RAT CHECKOUT PANELS - (80-11-00/101) ENG START/RAT CONT, M10468	5	1	RIGHT WHEEL WELL	29-21-11
PLUNGER - RAT BLADE LOCK	4	1	198MR, AFT RIGHT WING-TO-BODY FAIRING, RAT ASSEMBLY, M10148	29-21-19
PUMP - RAT HYDRAULIC	4	1	198MR, AFT RIGHT WING-TO-BODY FAIRING, RAT ASSEMBLY, M10148	29-21-01

* SEE THE WDM EQUIPMENT LIST

Ram Air Turbine (RAT) System - Component Index
Figure 101 (Sheet 1)



29-21-00

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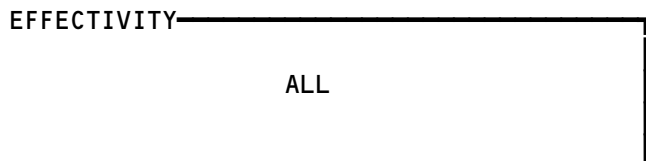
BOEING
757
FAULT ISOLATION/MAINT MANUAL

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
RELAY - (31-01-33/101) RAT AUTO CONTROL, K10059				
RELAYS - (31-01-36/101) RAT MANUAL CONTROL, K10058				
SYSTEM 1 AIR/GROUND, K10384				
SENSOR - RAT TACHOMETER SPEED	4	1	198MR, AFT RIGHT WING-TO-BODY FAIRING, RAT ASSEMBLY, M10148	29-21-15
SOLENOID - RAT ACTUATOR AUTO, M10407	2	1	198MR, AFT RIGHT WING-TO-BODY FAIRING, RAT DEPLOYMENT ACTUATOR	*
SOLENOID - RAT ACTUATOR MANUAL, M10406	2	1	198MR, AFT RIGHT WING-TO-BODY FAIRING, RAT DEPLOYMENT ACTUATOR	*
SWITCH - RAT ARM Q AIRSPEED, S10334	6	1	119BL, MAIN EQUIPMENT CENTER, E1 RACK	29-21-53
SWITCH - RAT BLADE LOCK LIMIT	4	1	198MR, AFT RIGHT WING-TO-BODY FAIRING, RAT ASSEMBLY, M10148	29-21-21
SWITCH - RAT GROUND MANUAL, M10405	5	1	RIGHT WHEEL WELL	29-21-51
SWITCH - RAT HYDRAULIC PRESSURE, S10323	5	1	RIGHT WHEEL WELL, RAT GROUND CHECKOUT MODULE	29-21-11
SWITCH - RAT STOWED LIMIT, S10258	3	1	198MR, AFT RIGHT WING-TO-BODY FAIRING, RAT ASSEMBLY, M10148	29-21-17
SWITCH - RAT STRUT POSITION LIMIT	3	1	198MR, AFT RIGHT WING-TO-BODY FAIRING, RAT ASSEMBLY, M10148	29-21-20
SWITCH/LIGHT - RAT DEPLOYMENT, YQUS1	1	1	FLIGHT COMPARTMENT, P5 PANEL, ENGINE START/RAT CONTROL PANEL, M10468	*
TACHOMETER - RAT, N10028	5	1	RIGHT WHEEL WELL	29-21-51
TIME DELAY - (31-01-33/101) RAT, M10323				
VALVE - RAT ACTUATOR CONTROL, V10070	2	1	198MR, AFT RIGHT WING-TO-BODY FAIRING	29-21-04
VALVE - RAT SAFETY, V10069	5	1	RIGHT WHEEL WELL	29-21-14

* SEE THE WDM EQUIPMENT LIST

- 1 ALL EXCEPT GUI 115
- 2 GUI 115

Ram Air Turbine (RAT) System - Component Index
Figure 101 (Sheet 2)

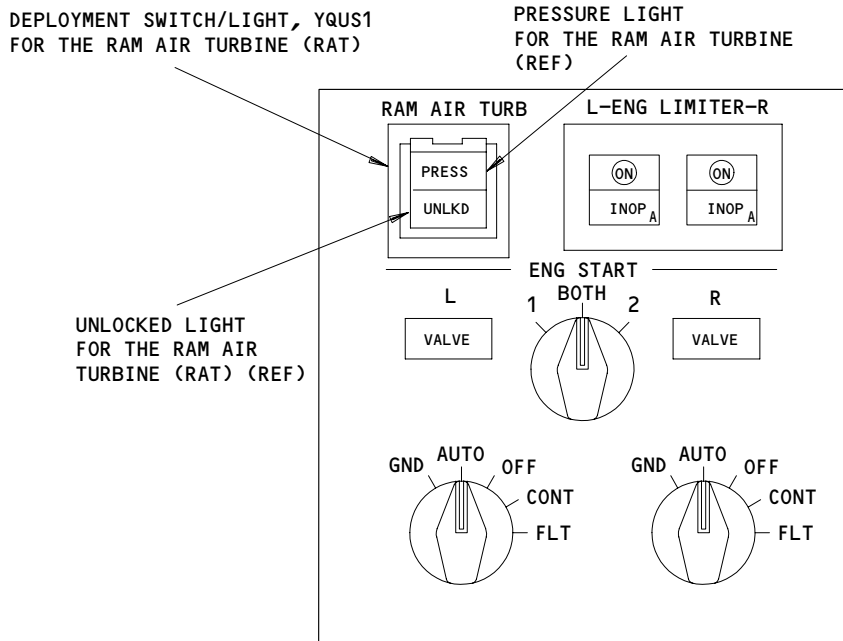
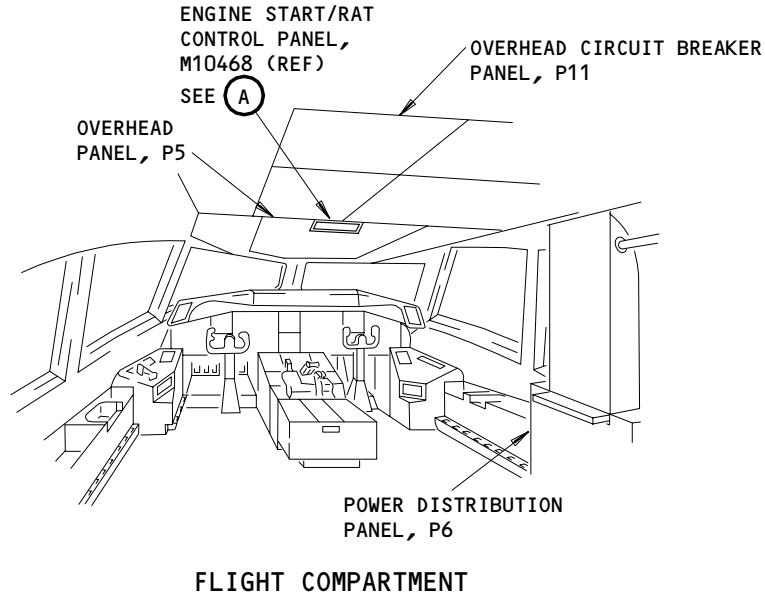


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FAULT ISOLATION/MAINT MANUAL

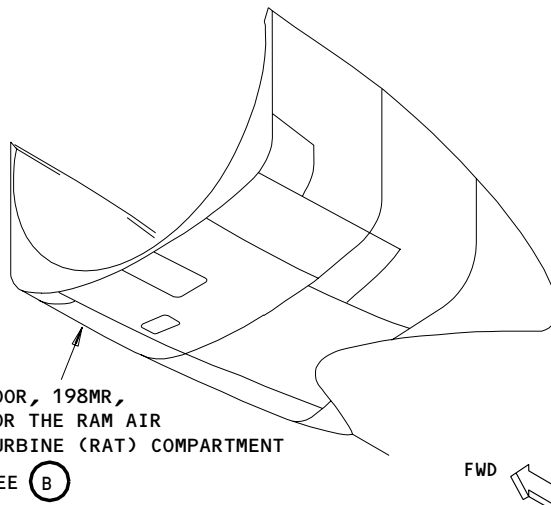


(A)

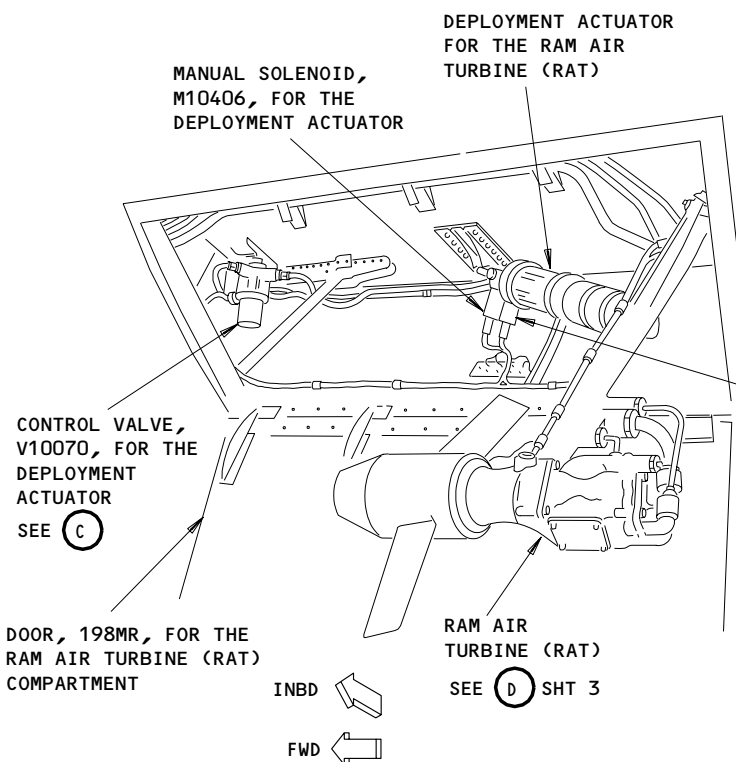
Ram Air Turbine (RAT) System - Component Location
Figure 102 (Sheet 1)

EFFECTIVITY	
	ALL

29-21-00

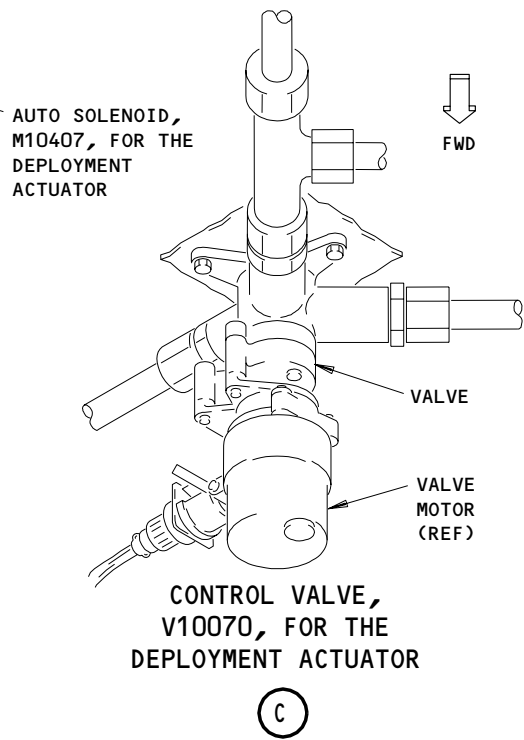


AFT WING-TO-BODY FAIRING



RAM AIR TURBINE (RAT) COMPARTMENT

(B)



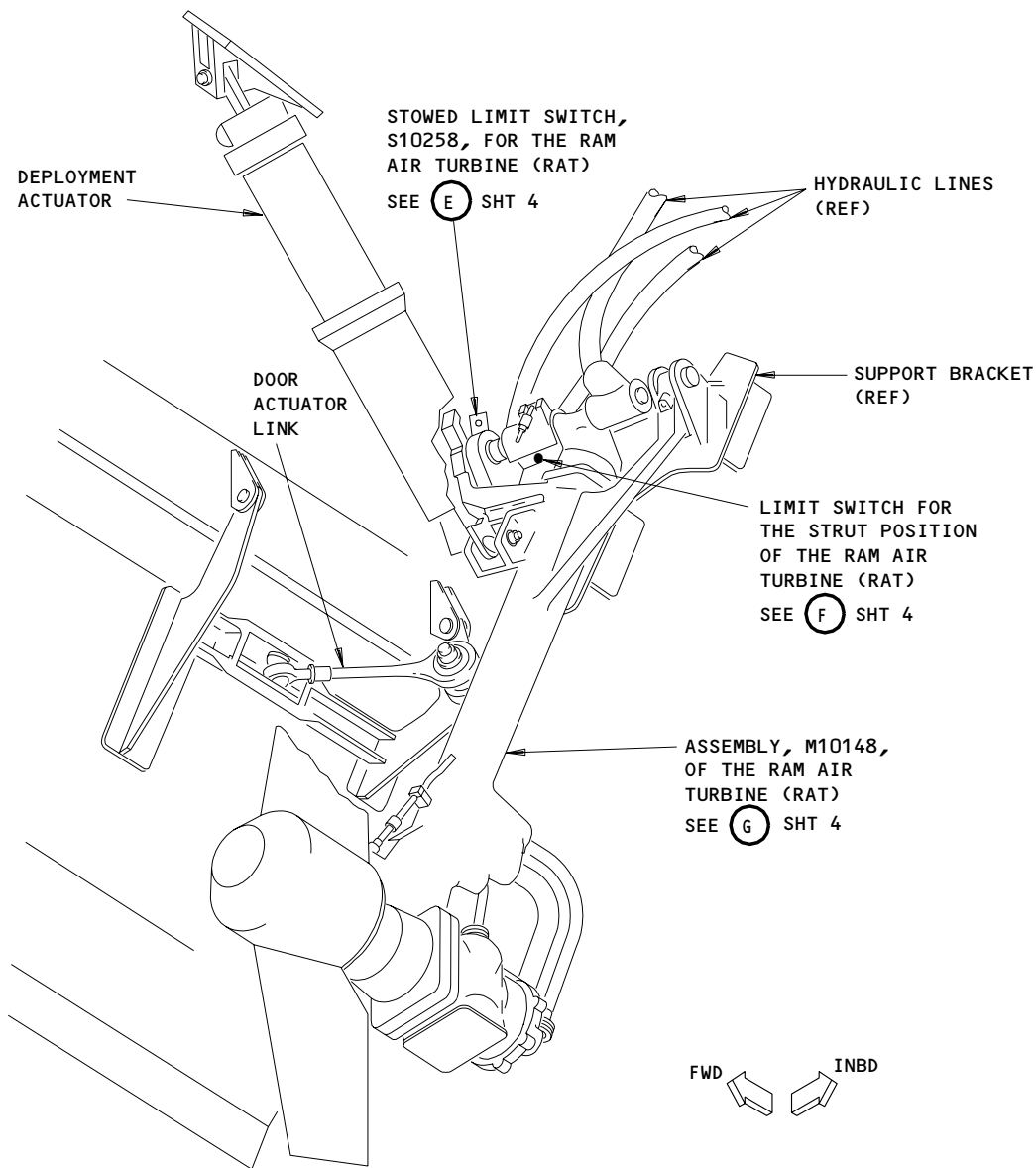
CONTROL VALVE, V10070, FOR THE DEPLOYMENT ACTUATOR

(C)

Ram Air Turbine (RAT) System - Component Location
Figure 102 (Sheet 2)

EFFECTIVITY	ALL
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29-21-00



RAM AIR TURBINE (RAT)

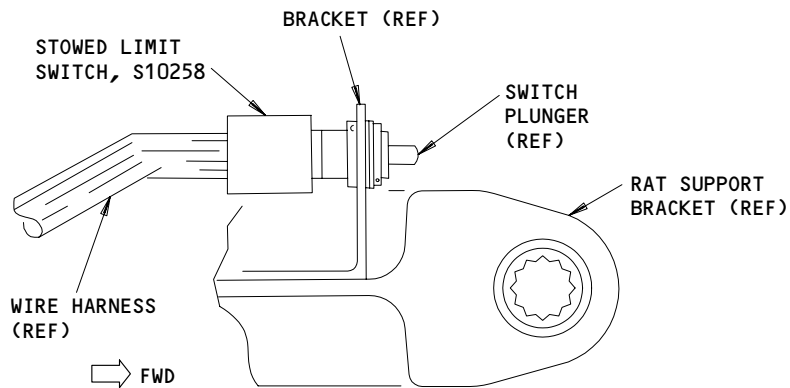
(D)

Ram Air Turbine (RAT) System - Component Location (Detail From Sht 2)
Figure 102 (Sheet 3)

EFFECTIVITY	
	ALL

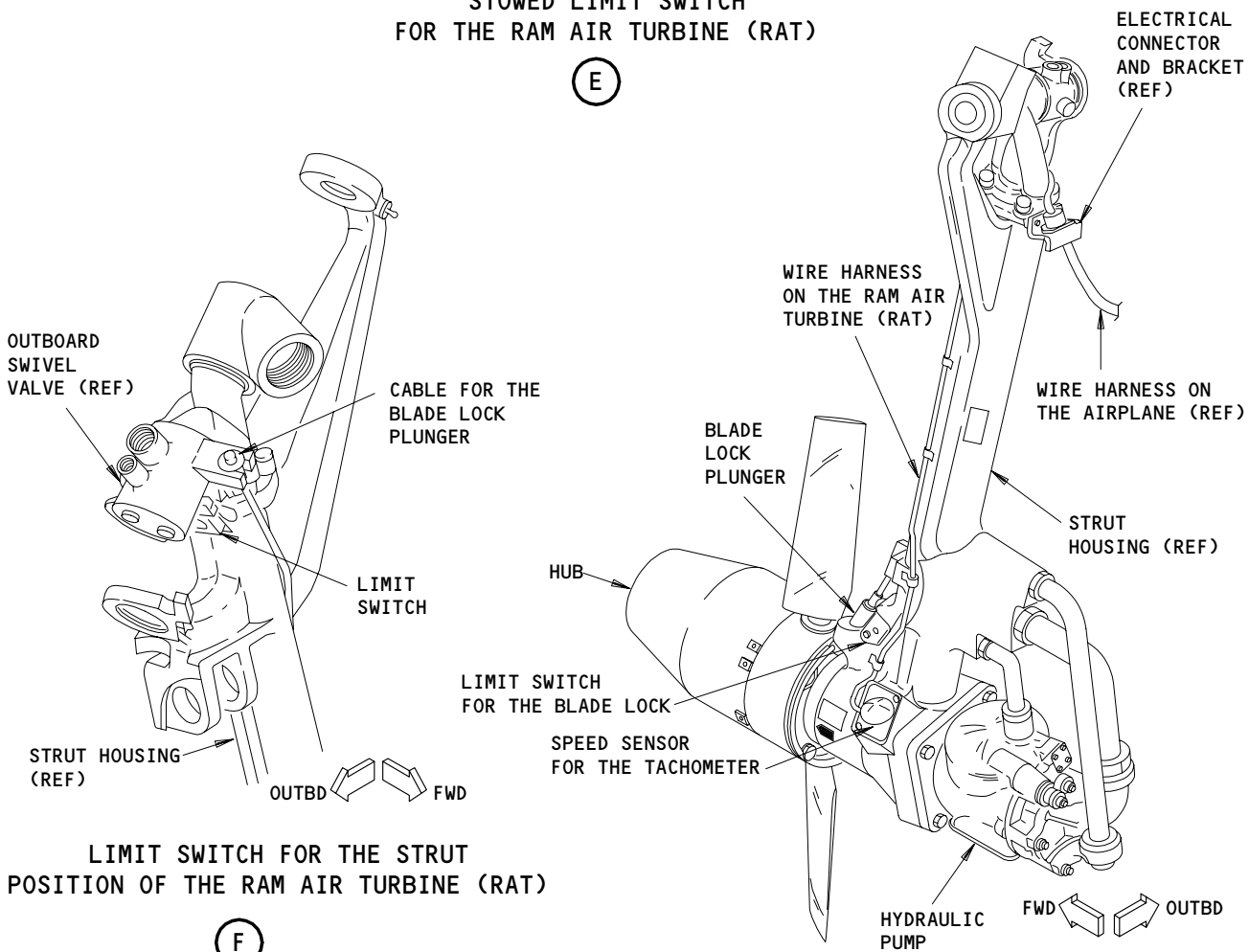
29-21-00

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**STOWED LIMIT SWITCH
FOR THE RAM AIR TURBINE (RAT)**

E



**LIMIT SWITCH FOR THE STRUT
POSITION OF THE RAM AIR TURBINE (RAT)**

F

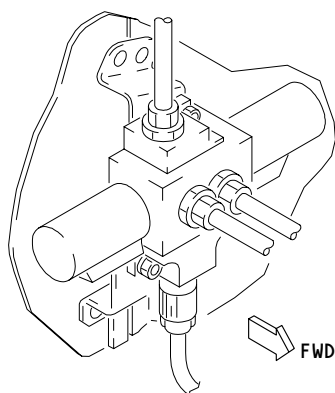
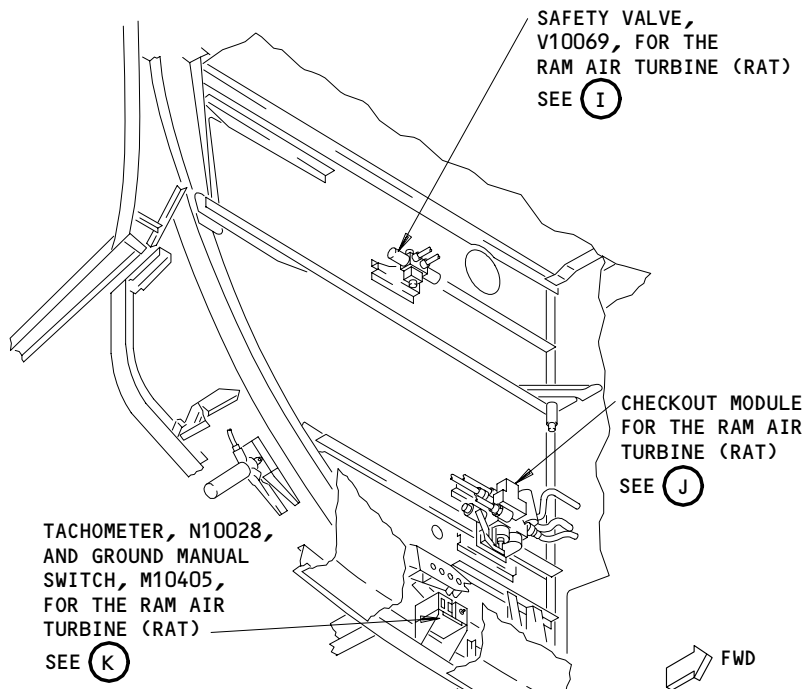
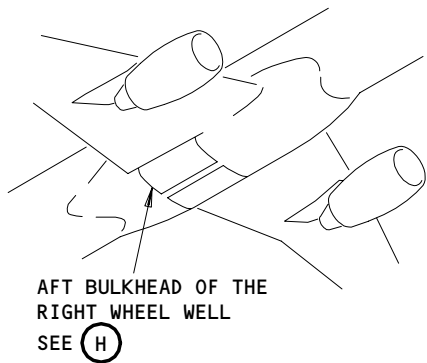
**ASSEMBLY, M10148, OF THE
RAM AIR TURBINE (RAT)**

G

**Ram Air Turbine (RAT) System - Component Location (Details from Sht 3)
Figure 102 (Sheet 4)**

EFFECTIVITY	ALL

29-21-00

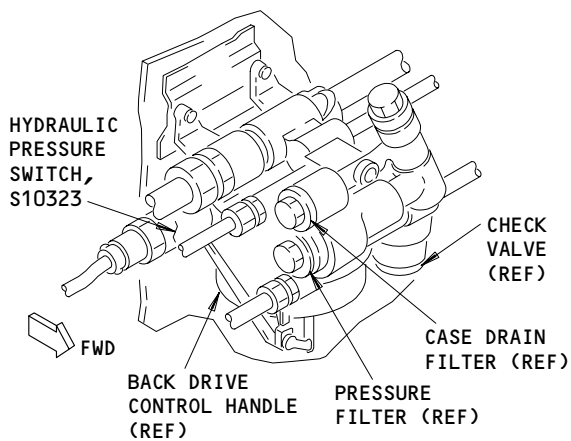


SAFETY VALVE, V10069, FOR THE RAM AIR TURBINE (RAT)

(I)

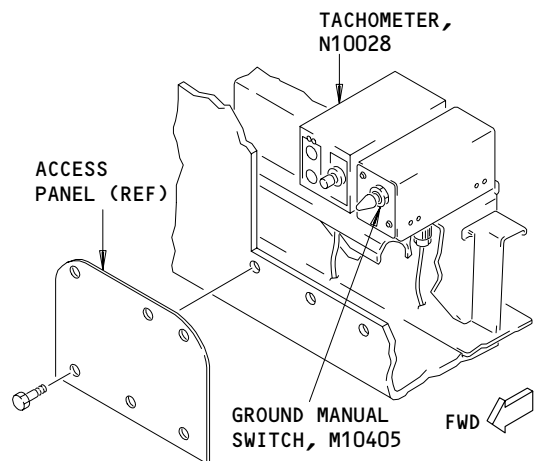
AFT BULKHEAD OF THE RIGHT WHEEL WELL

(H)



CHECKOUT MODULE FOR THE RAM AIR TURBINE (RAT)

(J)



TACHOMETER, N10028, AND GROUND MANUAL SWITCH, M10405, FOR THE RAM AIR TURBINE (RAT)

(K)

Ram Air Turbine (RAT) System - Component Location
Figure 102 (Sheet 5)

EFFECTIVITY

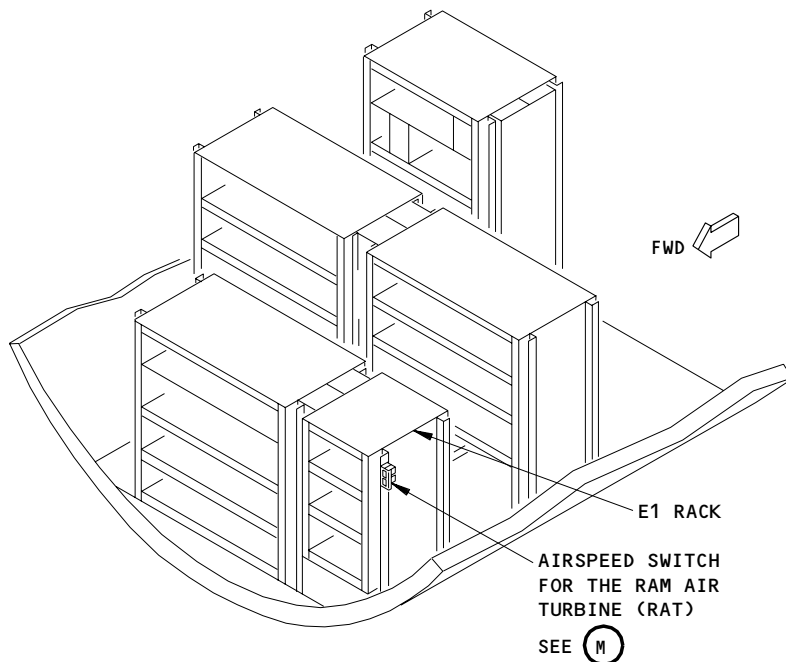
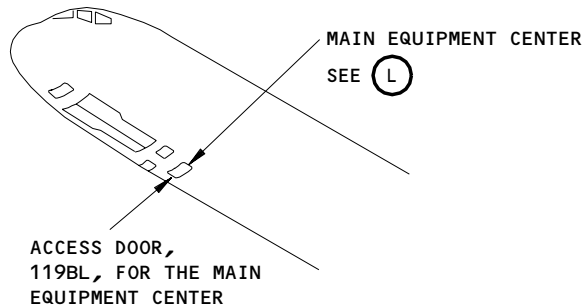
ALL

29-21-00

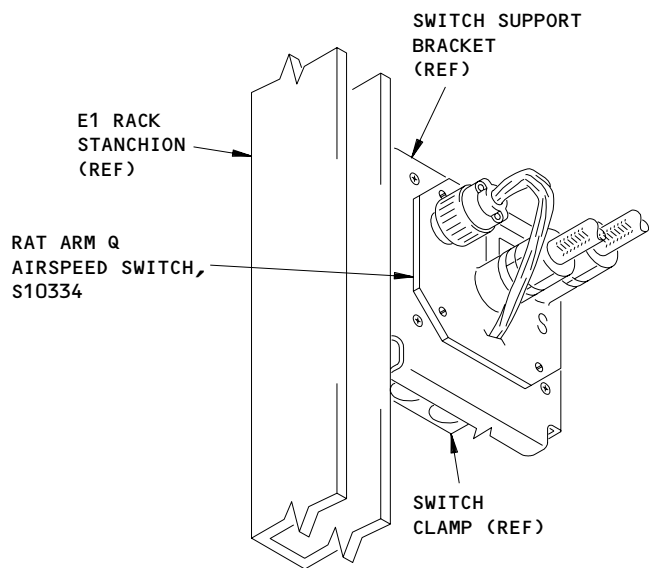
01

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MAIN EQUIPMENT CENTER
(EXAMPLE)
(L)



AIRSPEED SWITCH FOR THE
RAM AIR TURBINE (RAT)
(M)

Ram Air Turbine (RAT) System - Component Location
Figure 102 (Sheet 6)

EFFECTIVITY	
ALL	

29-21-00

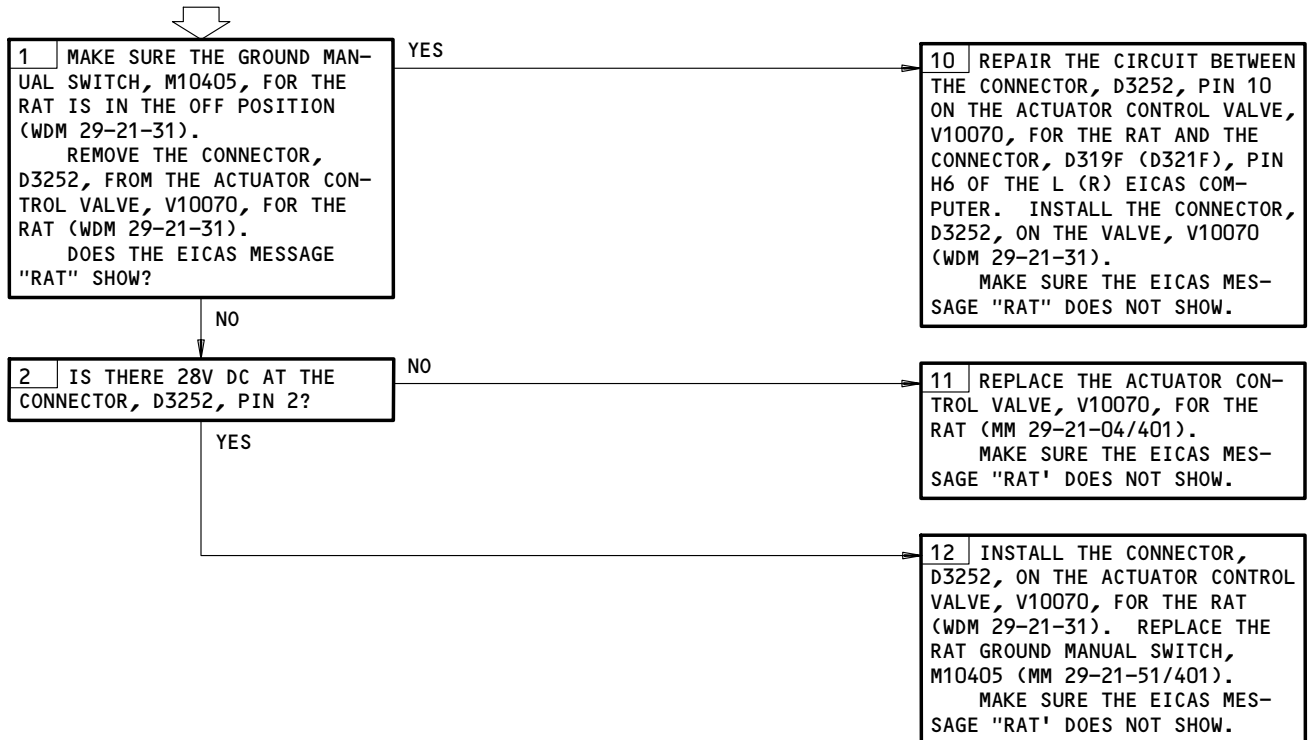
PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (MM 31-41-00/201)

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11D26

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

**"RAT" EICAS MESSAGE
ILLUMINATED**



RAT EICAS Message Illuminated
Figure 103

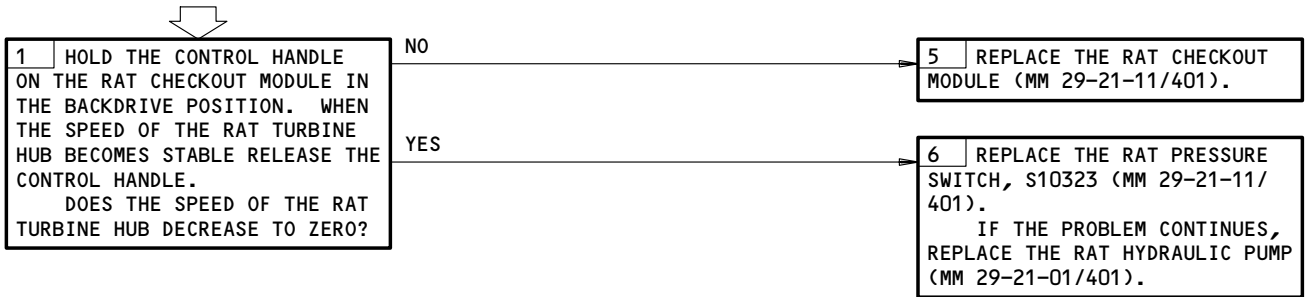
EFFECTIVITY	ALL
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29-21-00

RAT PRESSURE LIGHT
DID NOT ILLUMINATE
WHEN BACK-DRIVE
CONTROL HANDLE WAS
RETURNED TO NORMAL

PREREQUISITES

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT
FOLLOWS:
ELECTRICAL POWER IS ON (MM 24-22-00/201)
THE CENTER HYDRAULIC SYSTEM IS PRESSURIZED
(MM 29-11-00/201)



RAT Pressure Light Did Not Illuminate When Back-Drive Control Handle
was Returned to Normal
Figure 104

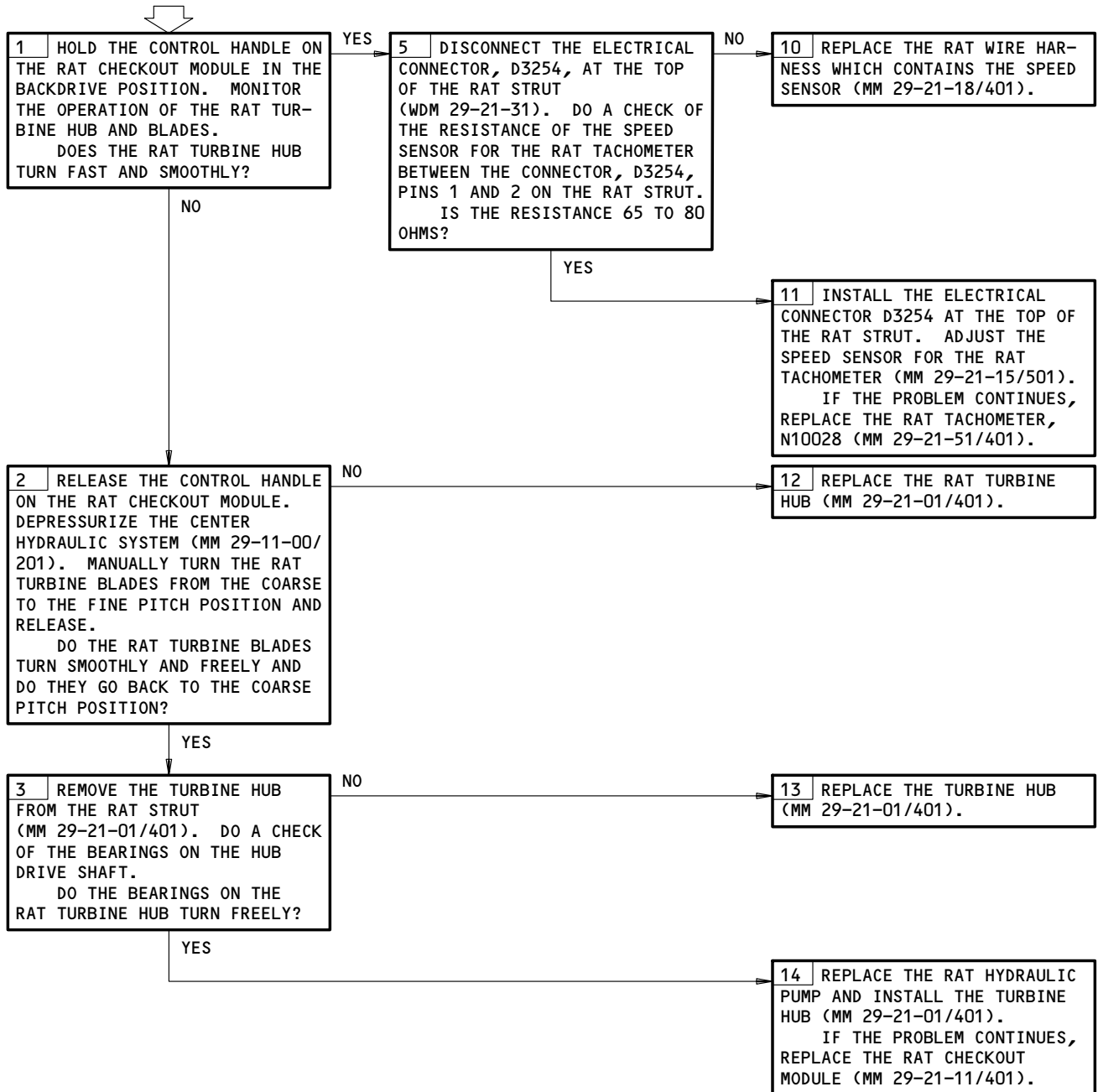
EFFECTIVITY	ALL
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29-21-00

**RAT TACHOMETER
OVERSPEED AND GOV
SPEED LIGHTS NOT
ILLUMINATED, LIGHTS
REMAIN OFF WITH
LAMP TEST SWITCH ON**

PREREQUISITES

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (MM 24-22-00/201)
THE CENTER HYDRAULIC SYSTEM IS PRESSURIZED (MM 29-11-00/201)



RAT Tachometer Overspeed and Gov Speed Lights Not Illuminated, Lights
Remain Off with Lamp Test Switch On
Figure 105

EFFECTIVITY

ALL

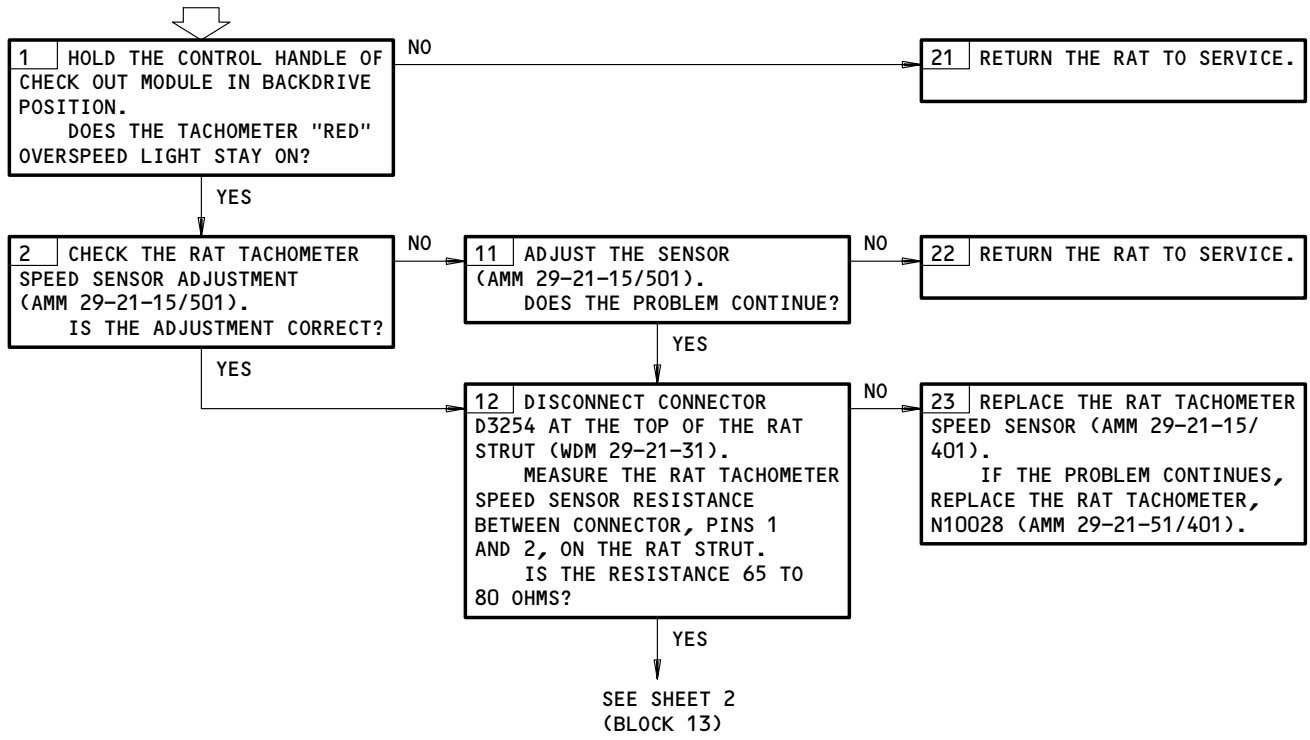
29-21-00

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**RAT TACHOMETER
OVERSPEED LIGHT
REMAINS ON WHILE
PERFORMING RAT
SYSTEM TEST**

PREREQUISITES
 MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 ELECTRICAL POWER IS ON (AMM 24-22-00/201)
 CENTER HYDRAULIC SYSTEM IS PRESSURIZED
 (AMM 29-11-00/201)



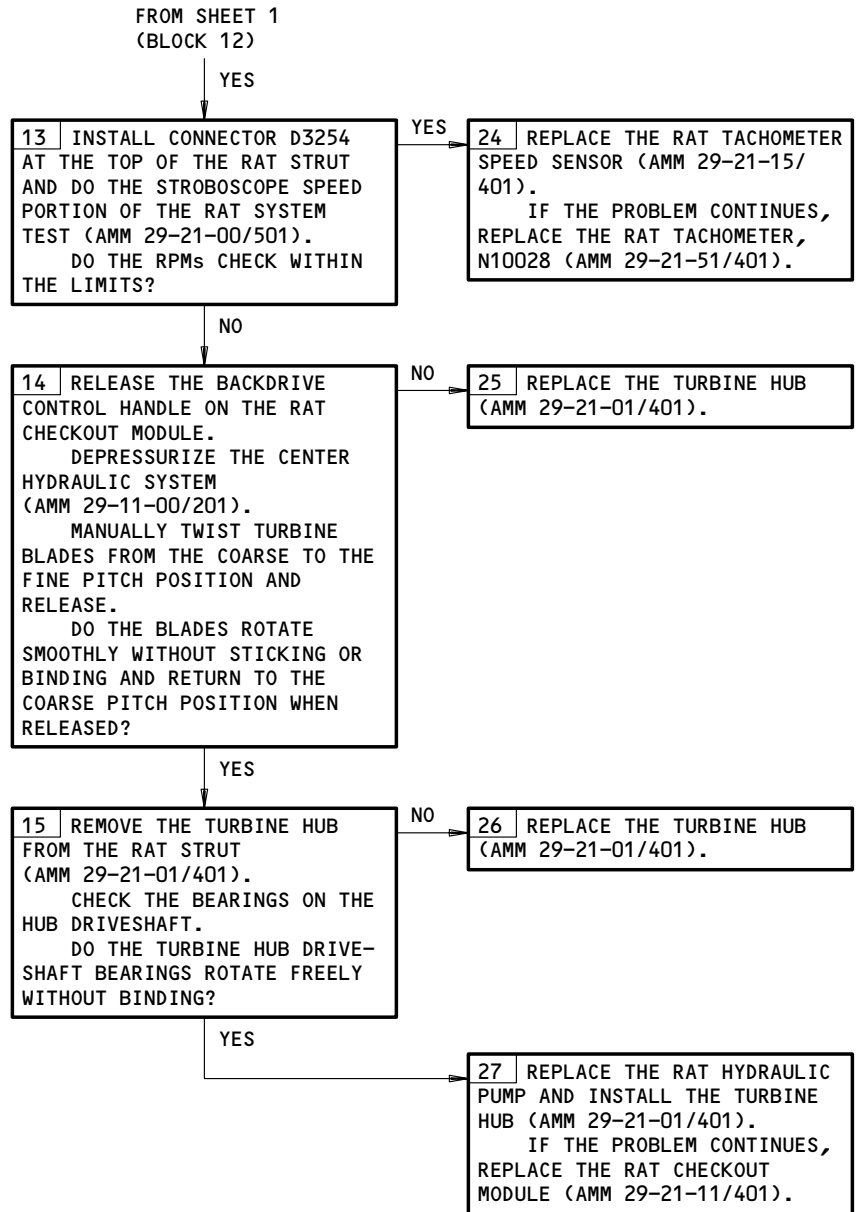
RAT Tachometer Overspeed Light Remains On While Performing RAT System Test
Figure 105A (Sheet 1)

EFFECTIVITY	ALL
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 757
 FAULT ISOLATION/MAINT MANUAL



RAT Tachometer Overspeed Light Remains On While Performing RAT System Test
Figure 105A (Sheet 2)

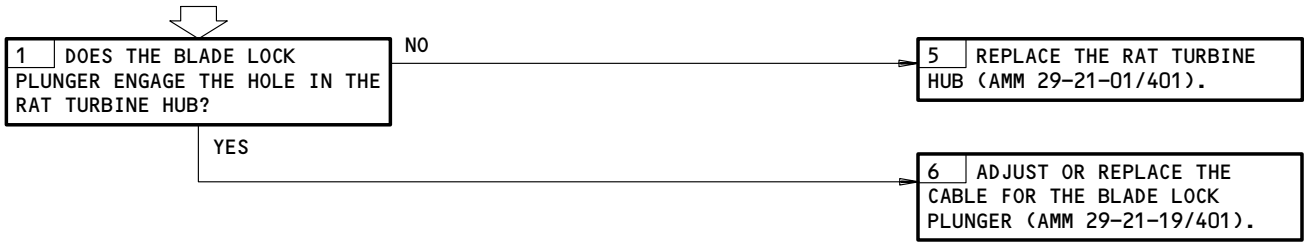
EFFECTIVITY	
	ALL

29-21-00

D01156

**RAT TURBINE HUB
DID NOT UNLOCK WHEN
RAT DEPLOYED**

PREREQUISITES
 MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 THE RAT IS IN THE EXTENDED POSITION
 (AMM 29-21-00/201)



RAT Turbine Hub Did Not Unlock When RAT Deployed
Figure 106

EFFECTIVITY	ALL
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29-21-00

E48790

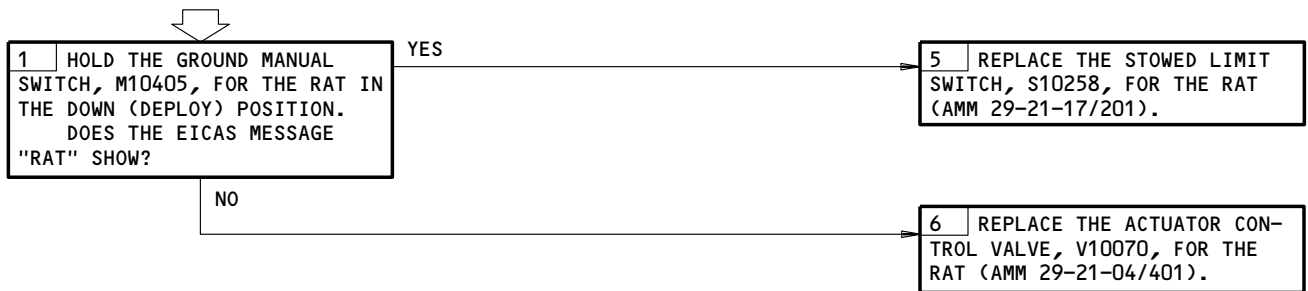
PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (AMM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11D25,11D26

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
THE RAT IS IN THE EXTENDED POSITION
(AMM 29-21-00/201)

**EICAS MESSAGE "RAT"
WAS NOT DISPLAYED
WITH RAT DEPLOYED**



EICAS Message RAT Was Not Displayed with RAT Deployed
Figure 107

EFFECTIVITY	ALL
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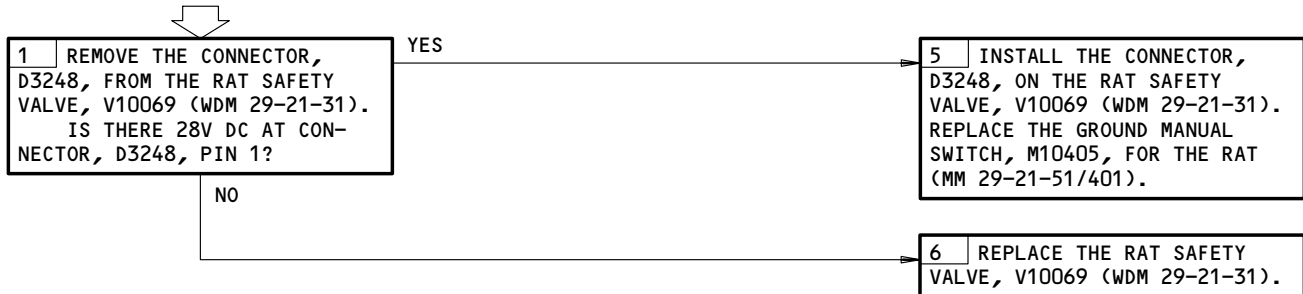
RAT DID NOT STOP
 DEPLOYING OR
 RETRACTING WHEN
 GROUND MANUAL
 SWITCH RETURNED TO
 CENTER-OFF POSITION

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
 11D25, 11D26

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT
 FOLLOWS:

ELECTRICAL POWER IS ON (MM 24-22-00/201)
 THE RAT IS IN THE EXTENDED POSITION
 (MM 29-21-00/201)



RAT Did Not Stop Deploying or Retracting When Ground Manual Switch
 Returned To Center-Off Position
 Figure 108

EFFECTIVITY	ALL
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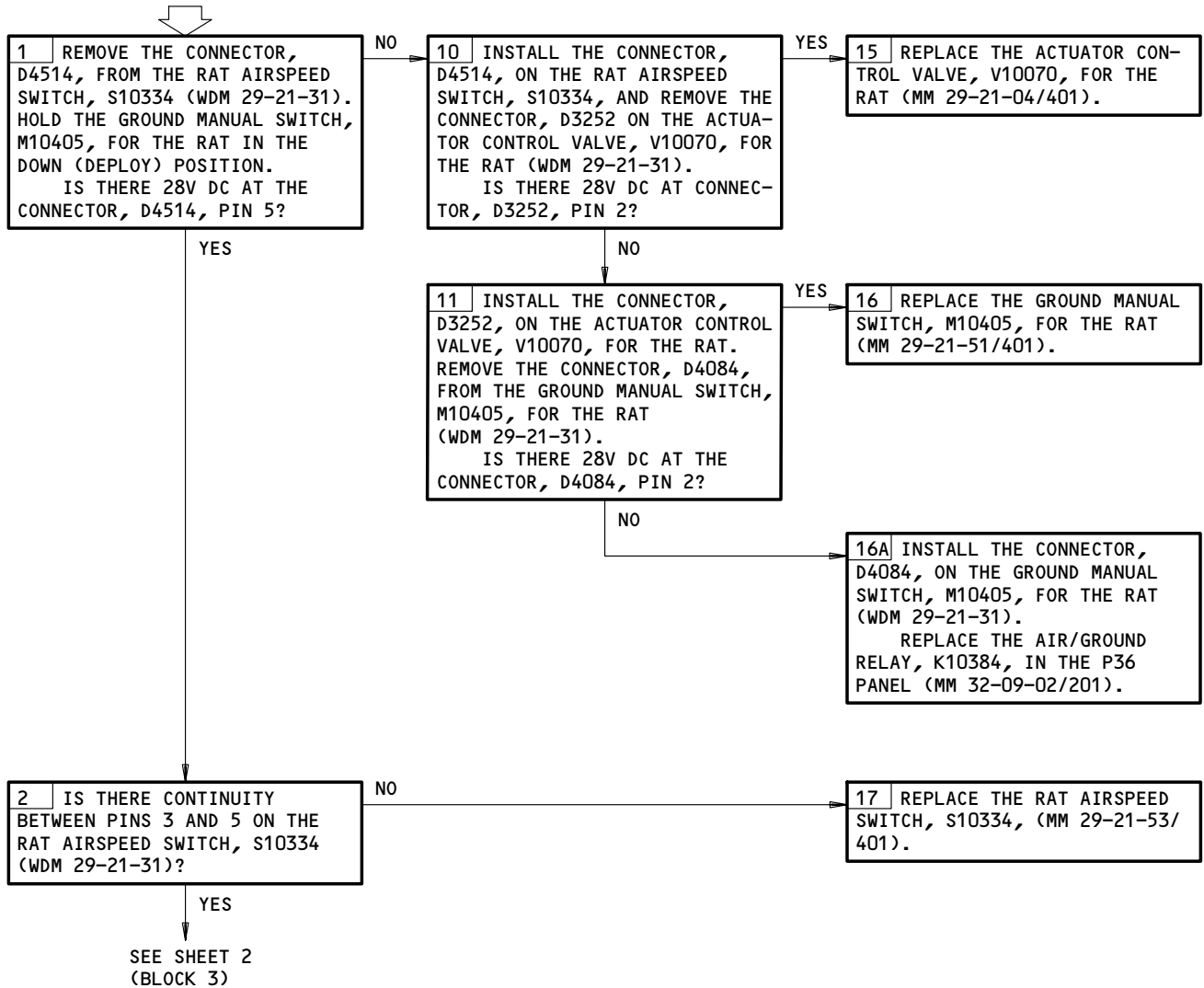
29-21-00

**RAT DID NOT DEPLOY
WITH GROUND MANUAL
SWITCH IN DOWN-
DEPLOY POSITION**

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11D26,11D27

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



RAT Did Not Deploy with Ground Manual Switch in Down-Deploy Position
Figure 109 (Sheet 1)

EFFECTIVITY

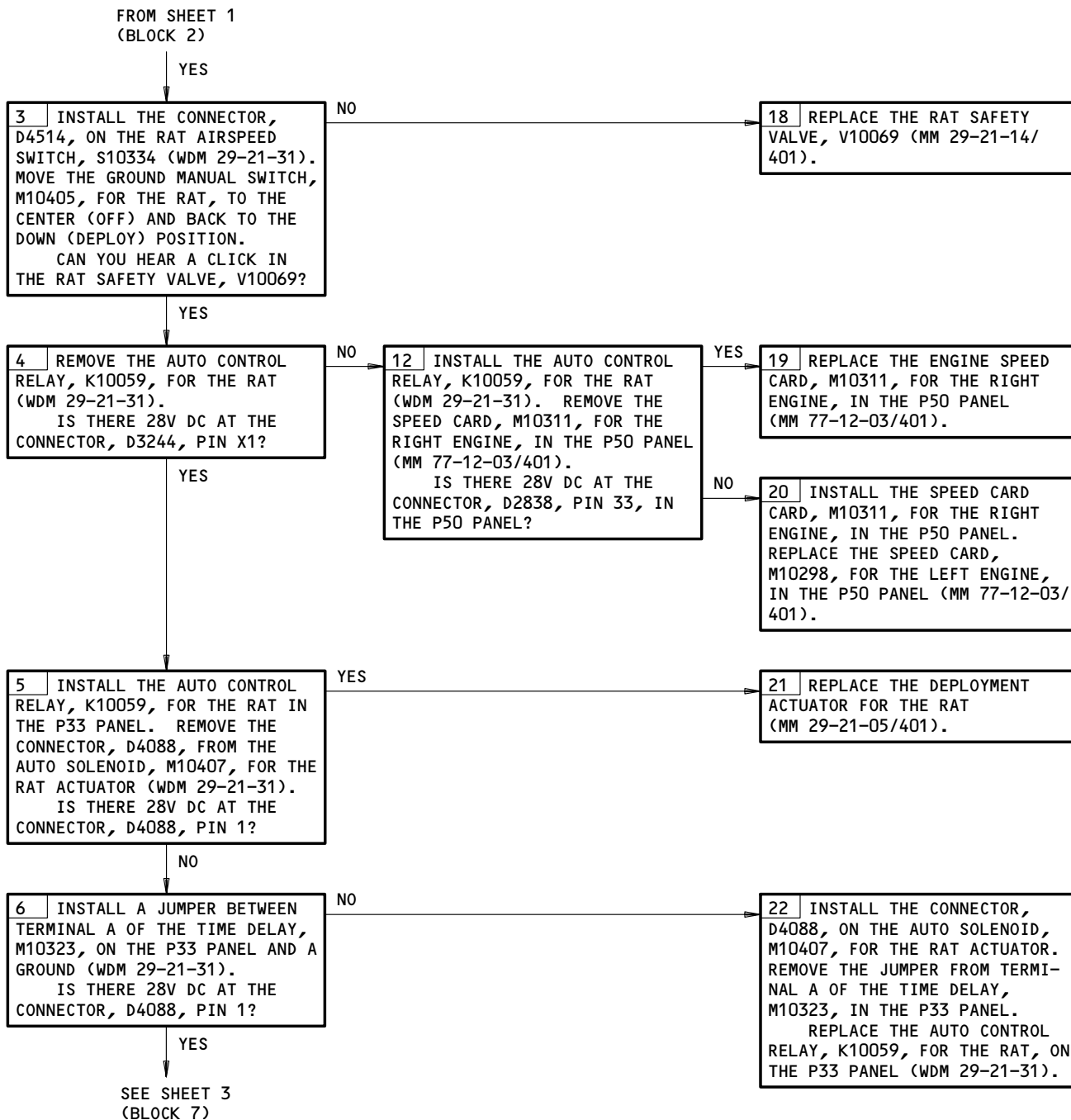
ALL

29-21-00

02

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265016



RAT Did Not Deploy with Ground Manual Switch in Down-Deploy Position
Figure 109 (Sheet 2)

EFFECTIVITY

ALL

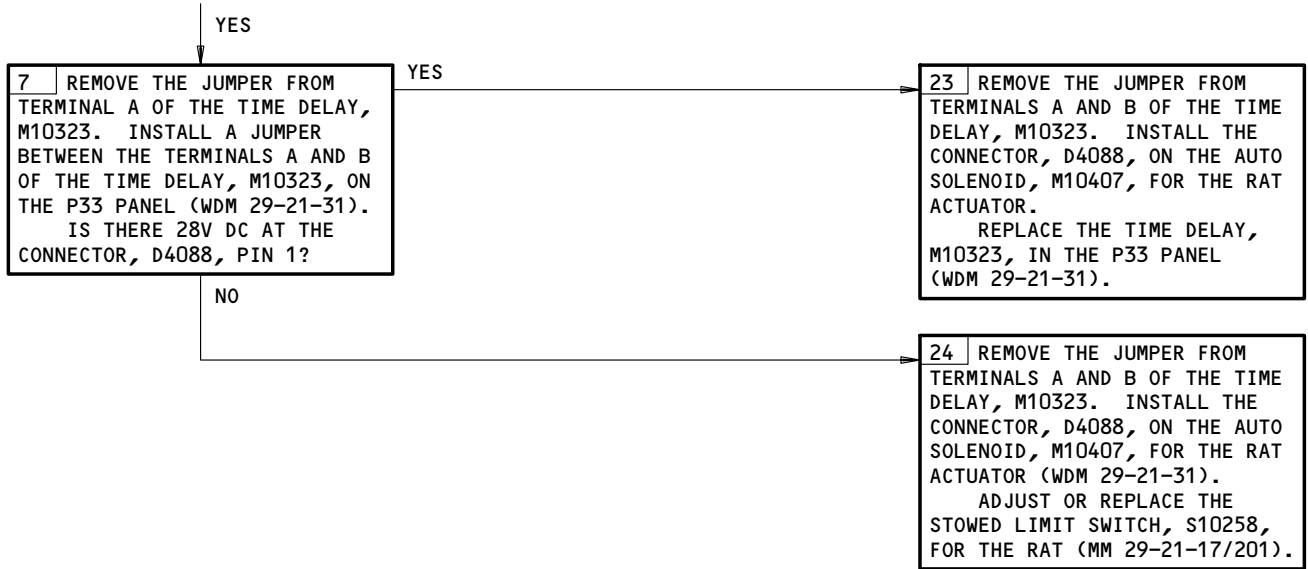
29-21-00

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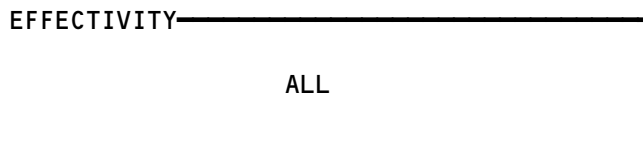
Page 118
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FROM SHEET 2
(BLOCK 6)



RAT Did Not Deploy with Ground Manual Switch in Down-Deploy Position
Figure 109 (Sheet 3)



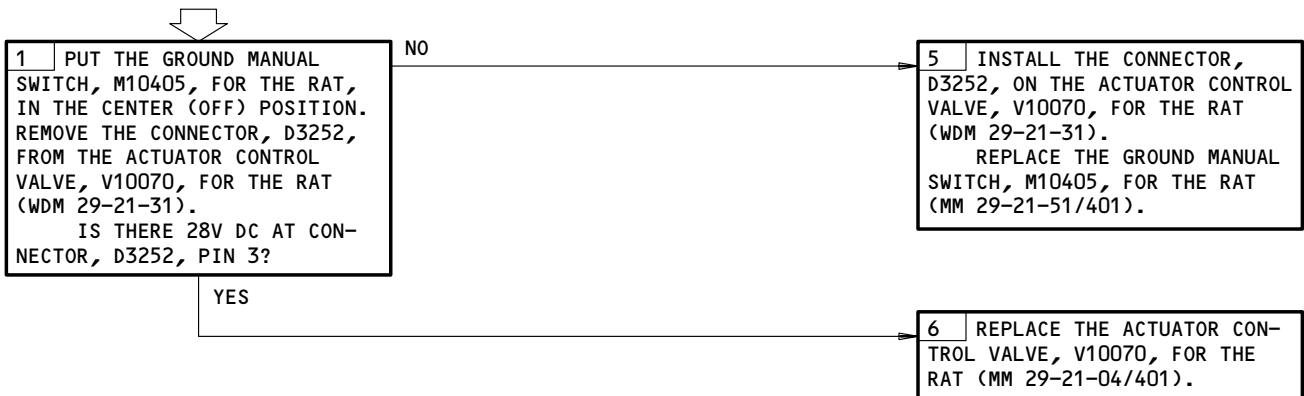
29-21-00

EICAS MESSAGE "RAT"
DISPLAYED WITH RAT
RETRACTED. RAT
UNLKD LIGHT NOT
ILLUMINATED

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11D25,11D26

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



EICAS Message RAT Displayed with RAT Retracted, RAT UNLKD Light Not Illuminated
Figure 110

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

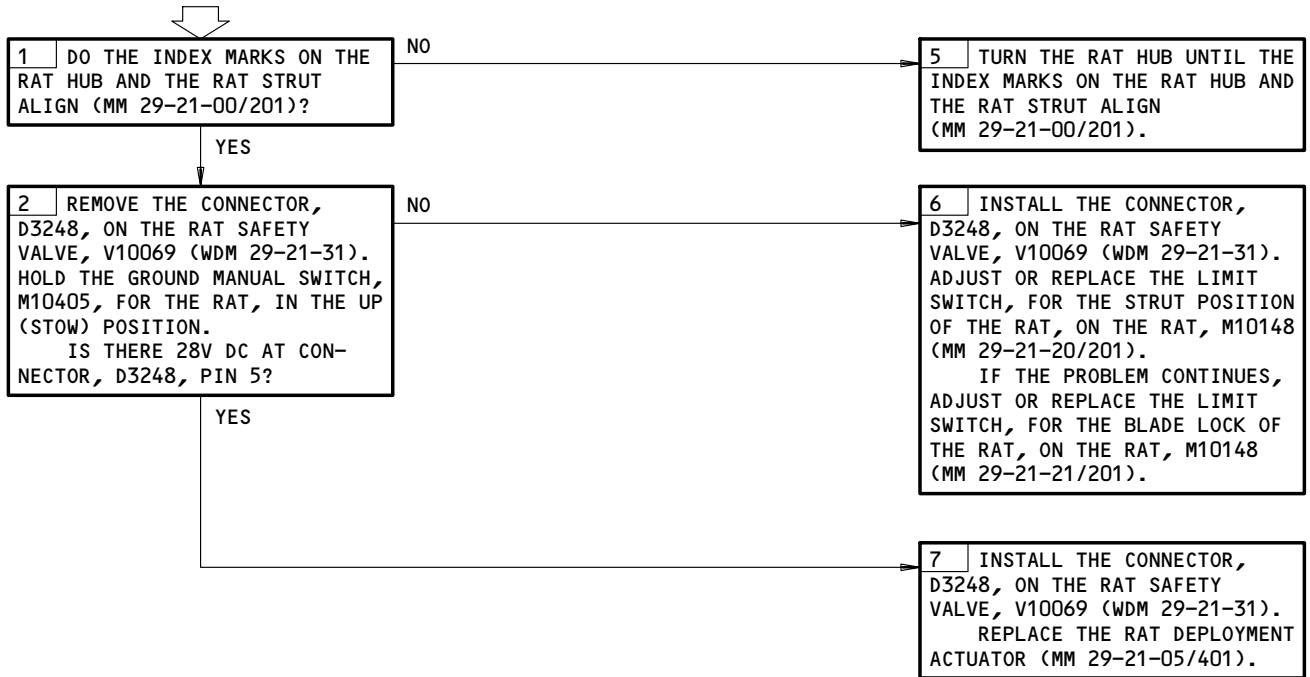
29-21-00

**RAT DID NOT FULLY
RETRACT**

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11D25,11D26

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



RAT Did Not Fully Retract
Figure 111

EFFECTIVITY	ALL
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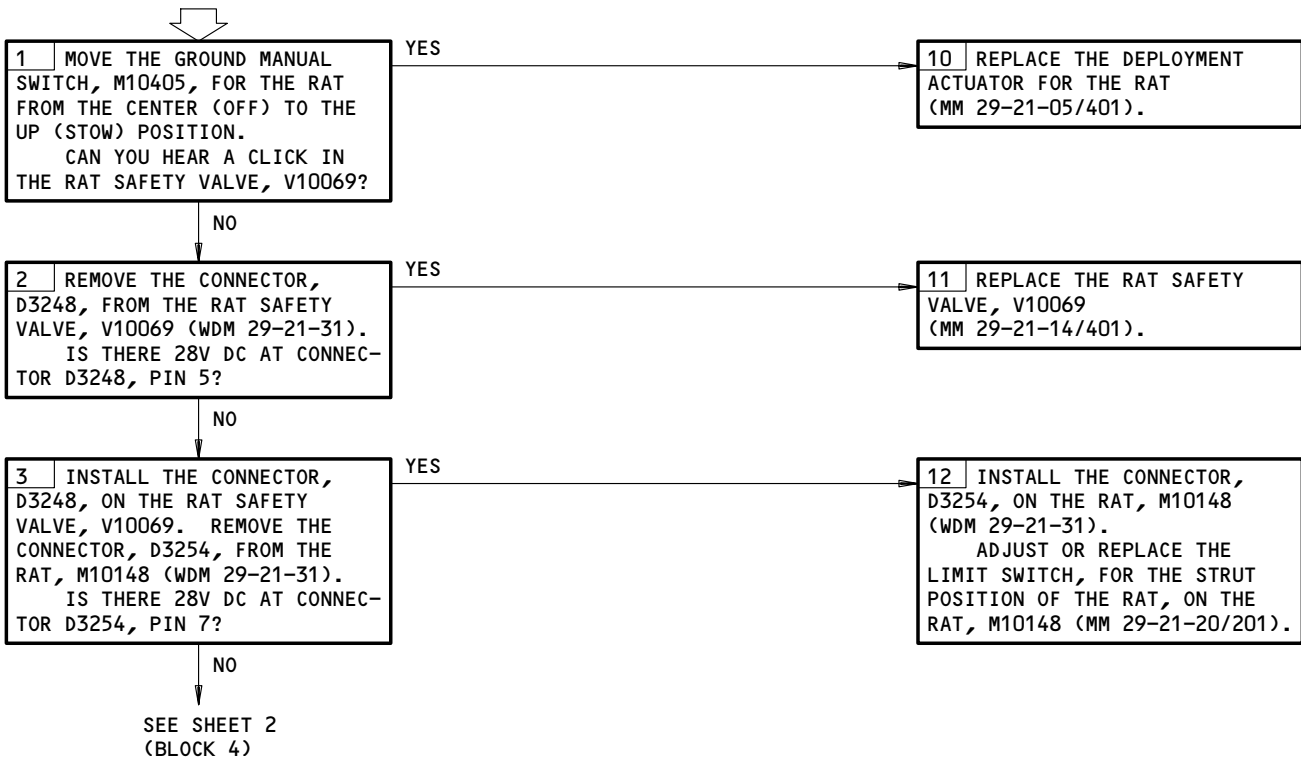
29-21-00

**RAT DID NOT
RETRACT WITH GROUND
MANUAL SWITCH IN
UP-STOW POSITION**

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11D26,11D27

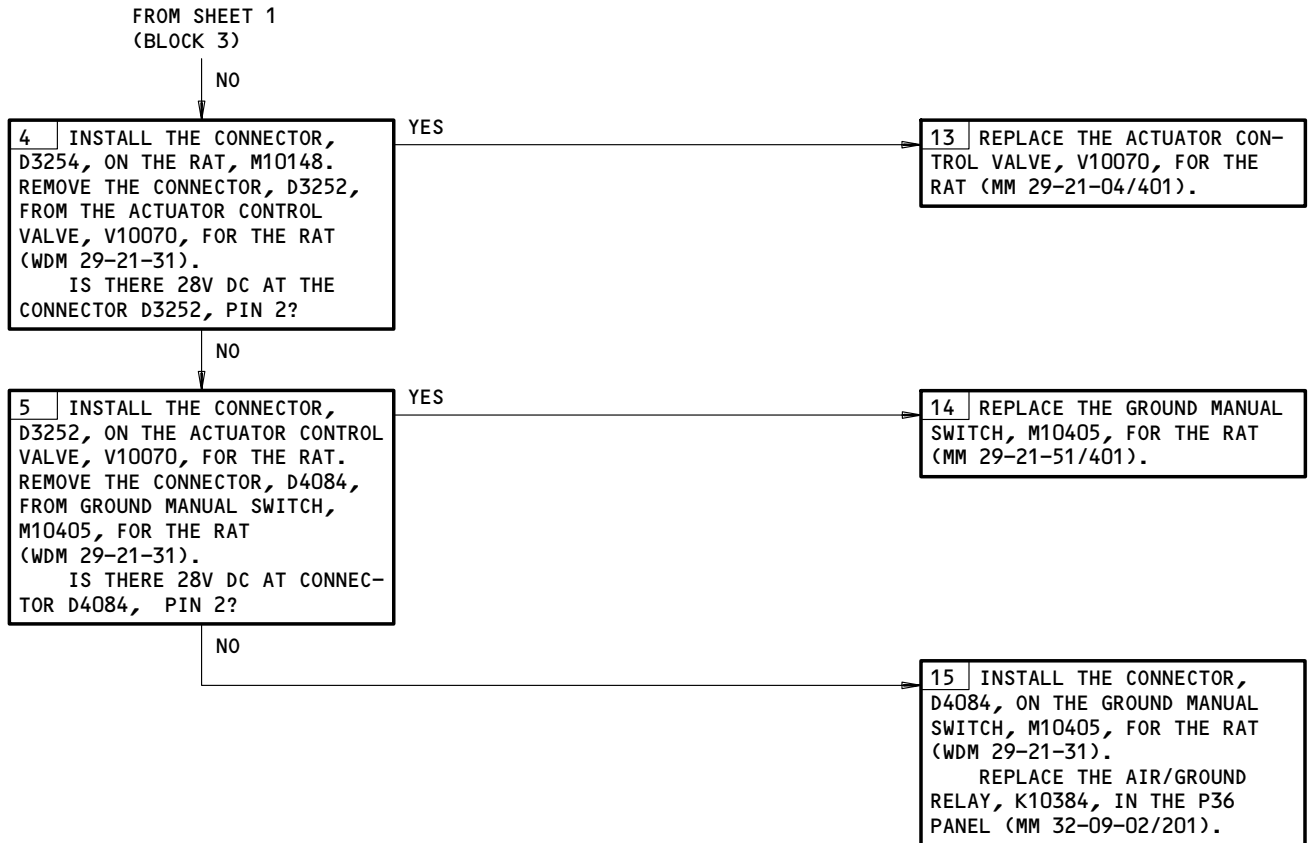
MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT
FOLLOWS:
ELECTRICAL POWER IS ON (MM 24-22-00/201)



RAT Did Not Retract with Ground Manual Switch in Up-Stow Position
Figure 112 (Sheet 1)

EFFECTIVITY	ALL
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29-21-00



RAT Did Not Retract with Ground Manual Switch in Up-Stow Position
Figure 112 (Sheet 2)

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

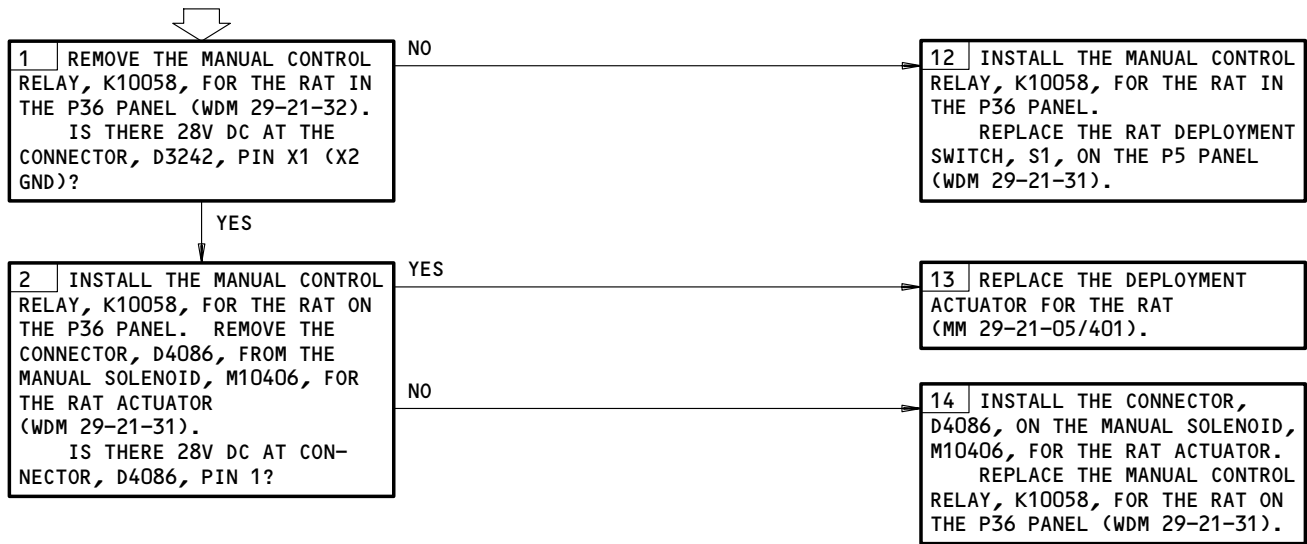
29-21-00

**RAT DID NOT
DEPLOY WITH DEPLOY-
MENT SWITCH IN
DEPLOY POSITION**

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6F1,6F2

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



RAT Did Not Deploy with Deployment Switch in Deploy Position
Figure 113

EFFECTIVITY	ALL
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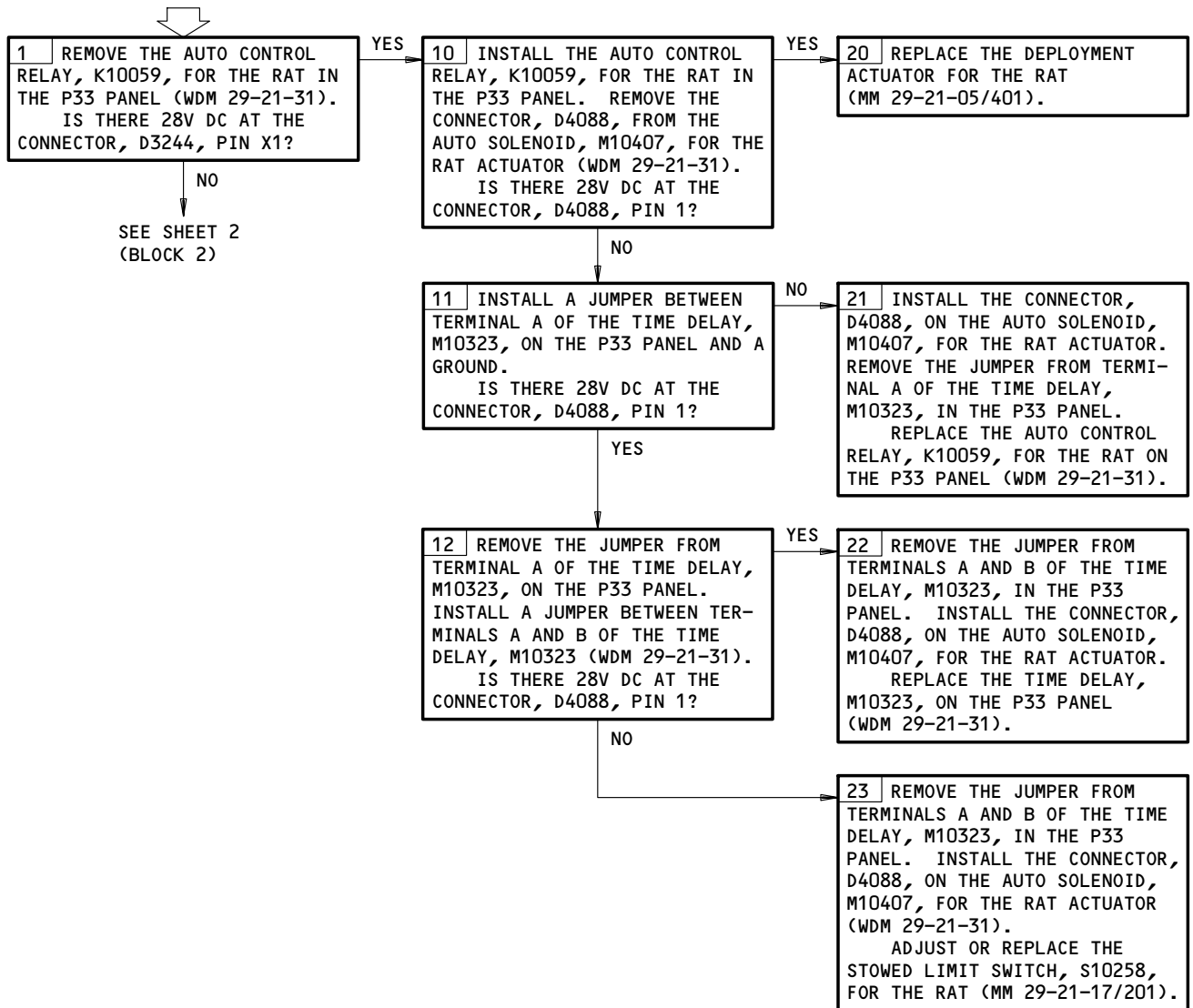
29-21-00

RAT DID NOT
DEPLOY WHEN AUX
NO. 2 PITOT SYSTEM
WAS PRESSURIZED
ABOVE 80 KNOTS

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11D26,11D27

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT
FOLLOWS:
ELECTRICAL POWER IS ON (MM 24-22-00/201)
THE AIR/GROUND RELAYS FOR SYSTEM NO. 1 ARE SIMULATED
IN THE AIR MODE (MM 32-09-02/201)
THE AUXILIARY NO. 2 PITOT SYSTEM IS PRESSURIZED
ABOVE 80 KNOTS (MM 34-11-00/201)



RAT Did Not Deploy when Aux No. 2 Pitot System was Pressurized Above 80 Knots
Figure 114 (Sheet 1)

EFFECTIVITY

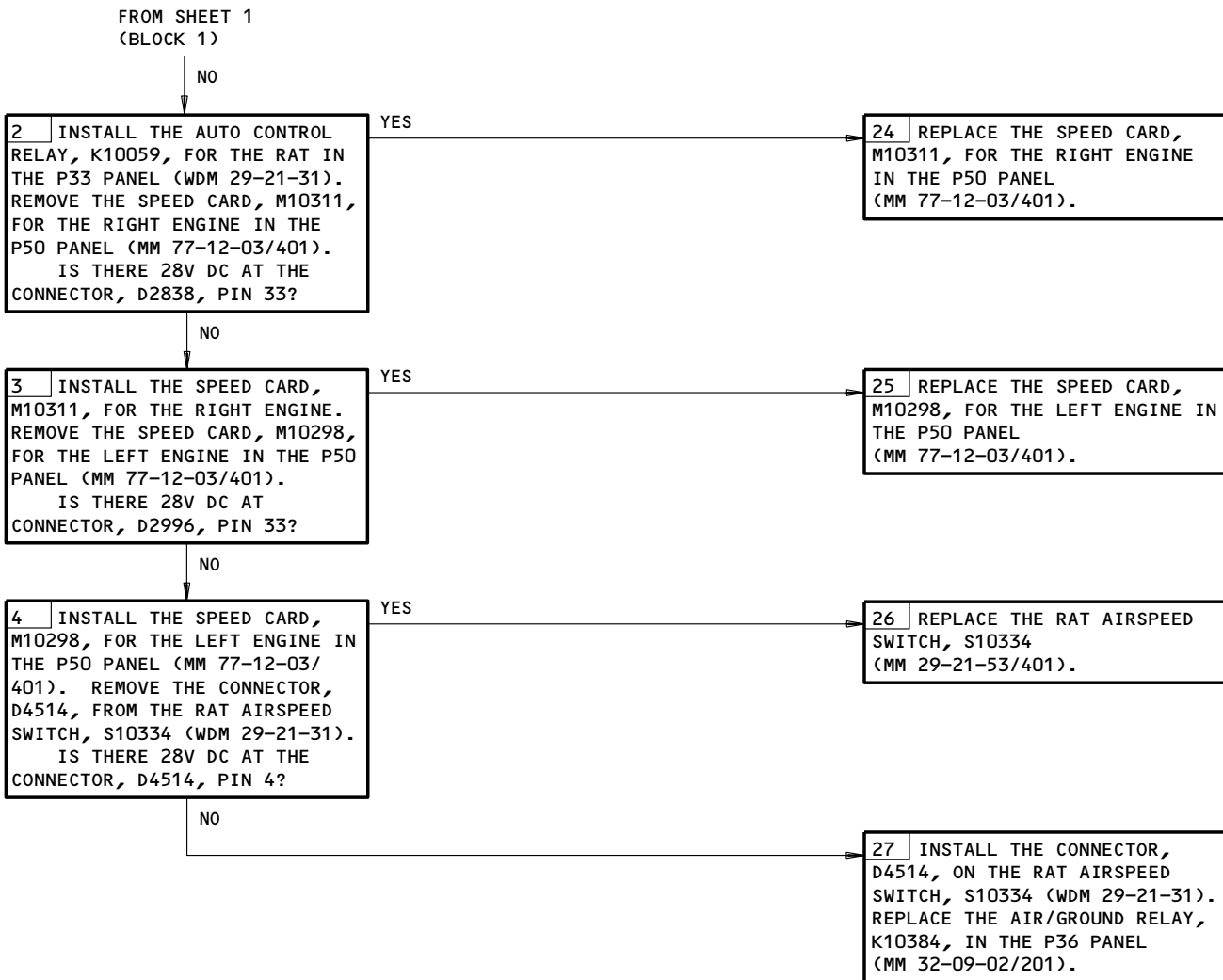
ALL

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RAT Did Not Deploy when Aux No. 2 Pitot System was Pressurized Above 80 Knots
Figure 114 (Sheet 2)

EFFECTIVITY

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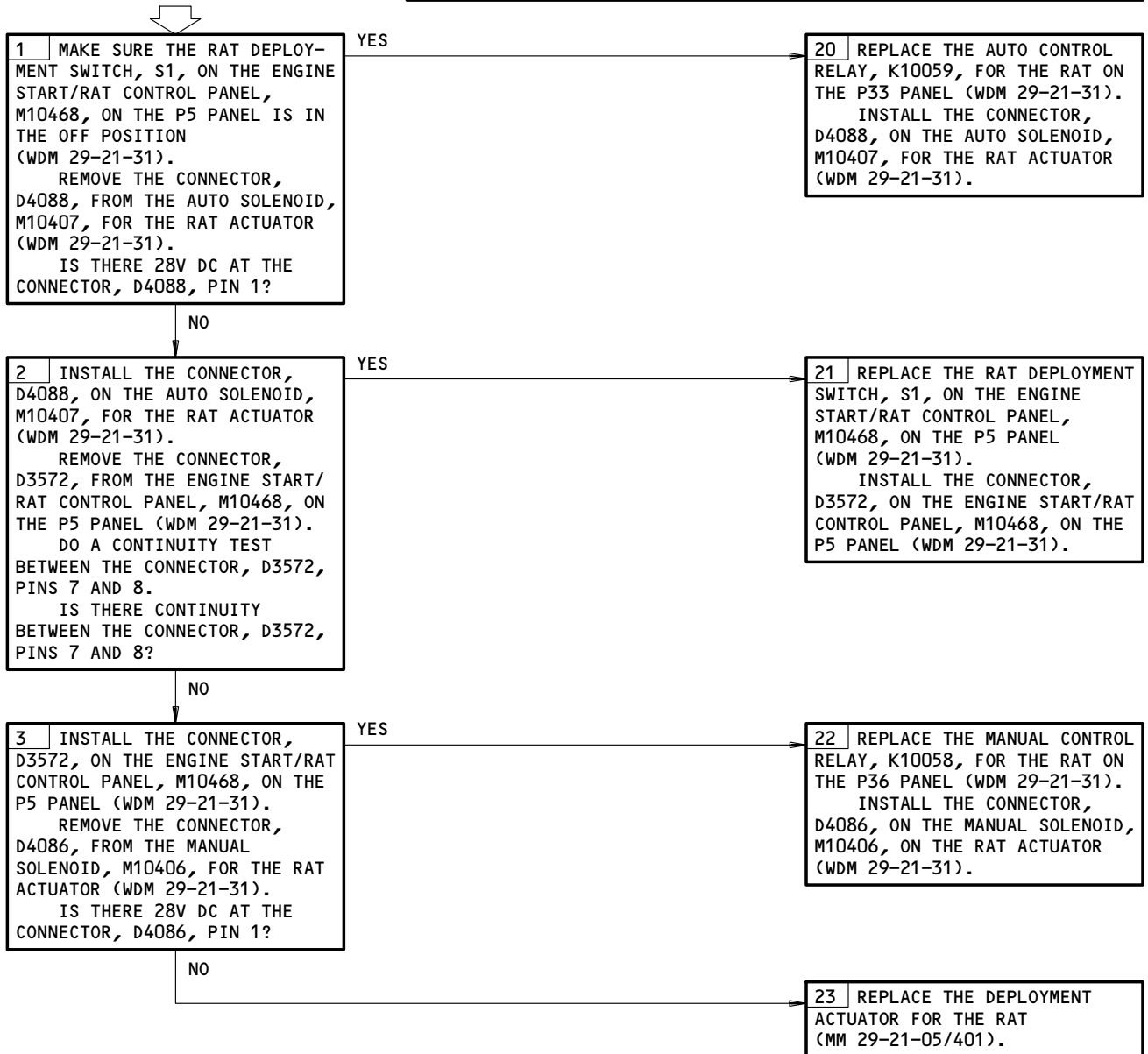
**RAT "UNLKD" LIGHT
AND RAT PRESSURE
LIGHT ILLUMINATED**

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (MM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6F1,6F2,11D26,11D27

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



RAT UNLKD Light and RAT Pressure Light Illuminated
Figure 115

EFFECTIVITY

ALL

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HYDRAULIC POWER TRANSFER UNIT (PTU) SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
CIRCUIT BREAKER HYDRAULICS PTU CONT, C4054	1	1	FLIGHT COMPARTMENT, P11 PANEL 11D31	
COMPUTER - (REF 31-41-00, FIG. 101)				
EICAS L, M10181				
EICAS R, M10182				
DIODE - (REF 31-01-33, FIG. 101)				
R10240				
DIODE - (REF 31-01-37, FIG. 101)				
R10153				
MODULE - PTU CASE DRAIN FILTER	1	1	LEFT WHEEL WELL	29-22-05
MODULE - PTU PRESSURE FILTER	1	1	LEFT WHEEL WELL	29-22-02
PANEL - (REF 24-22-00, FIG. 101)				
GENERATOR FIELD AND HYDRAULIC CONTROL, M10191				
RELAY - (REF 31-01-33, FIG. 101)				
PTU ON, K10051				
RELAY - (REF 77-12-00, FIG. 101)				
LEFT ENGINE OUT 2, K10338				
RIGHT ENGINE OUT 4, K10339				
RIGHT ENGINE OUT 5, K10444				
SWITCH - (REF 29-31-00, FIG. 101)				
LEFT ENGINE-DRIVEN PUMP PRESSURE, S10540				
SWITCH - PTU CONTROL PRESSURE, S10129	2	1	LEFT WHEEL WELL, PTU PRESSURE FILTER MODULE	29-22-02
SWITCH - PTU INDICATION PRESSURE, S10246	2	1	LEFT WHEEL WELL, PTU PRESSURE FILTER MODULE	29-22-02
SWITCH - PTU MANUAL, YQZS7	1	1	FLIGHT COMPARTMENT, P61 PANEL, GENERATOR FIELD AND HYDRAULIC CONTROL PANEL, M10191	*
TIME DELAY - (REF 31-01-33, FIG. 101)				
PTU INDICATION, M10146				
PTU ON, M10145				
UNIT - POWER TRANSFER (PTU)	1	1	LEFT WHEEL WELL	29-22-01
VALVE - PTU CONTROL, V10007	3	1	RIGHT WHEEL WELL	29-22-03

* SEE THE WDM EQUIPMENT LIST

Hydraulic Power Transfer Unit (PTU) System - Component Index
Figure 101

EFFECTIVITY

ALL

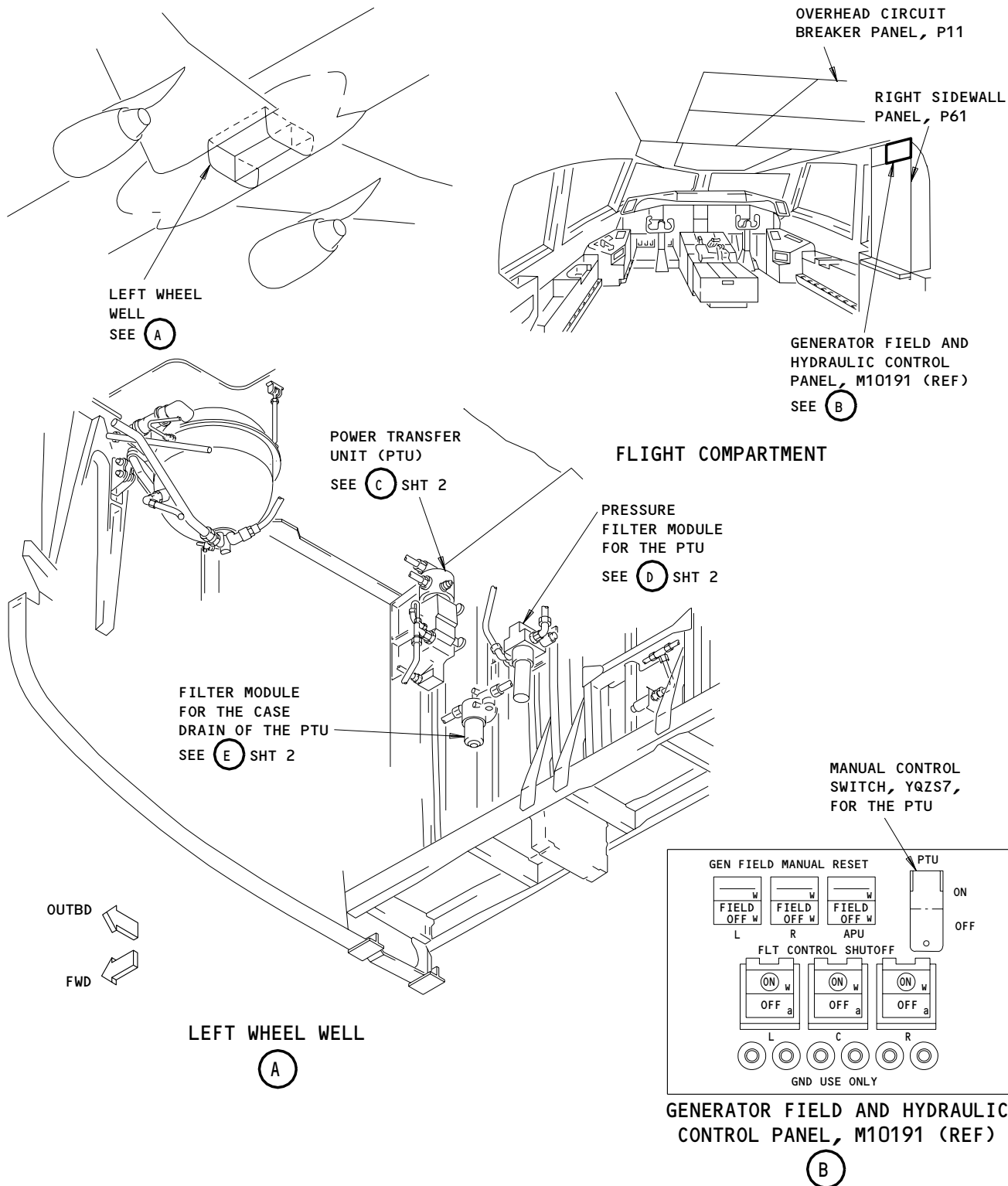
29-22-00

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757
FAULT ISOLATION/MAINT MANUAL



Hydraulic Power Transfer Unit (PTU) System - Component Location
Figure 102 (Sheet 1)

EFFECTIVITY

ALL

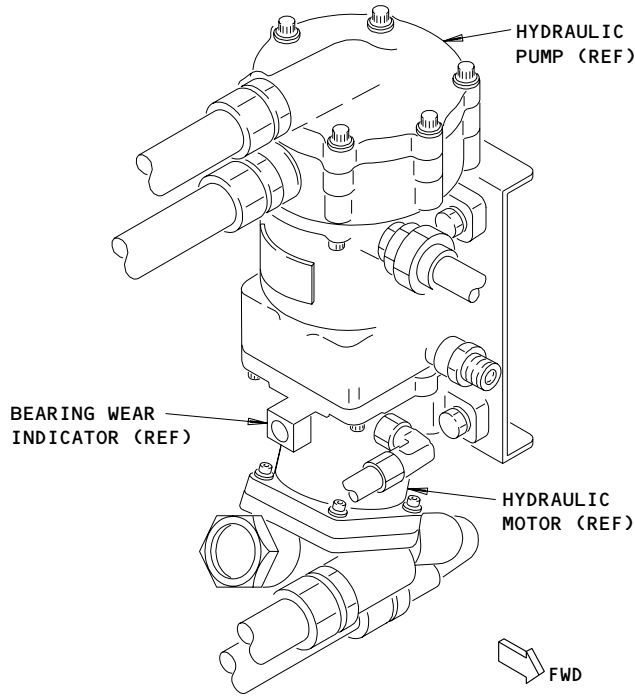
29-22-00

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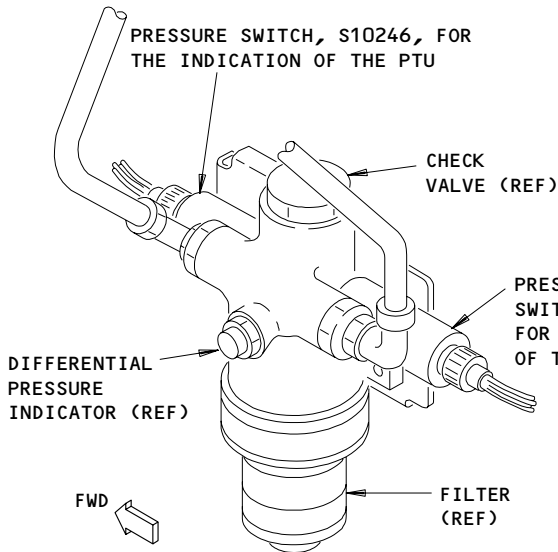
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FAULT ISOLATION/MAINT MANUAL



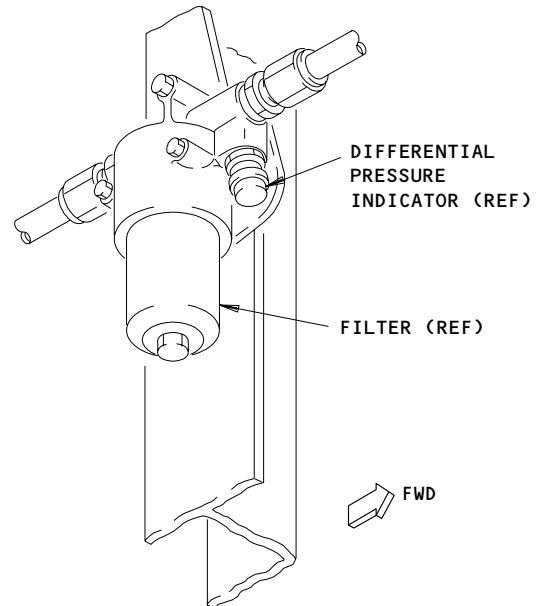
POWER TRANSFER UNIT (PTU)

(C)



PRESSURE FILTER MODULE FOR THE PTU

(D)



FILTER MODULE FOR THE CASE DRAIN OF THE PTU

(E)

Hydraulic Power Transfer Unit (PTU) System - Component Location
(Details from Sht 1)
Figure 102 (Sheet 2)

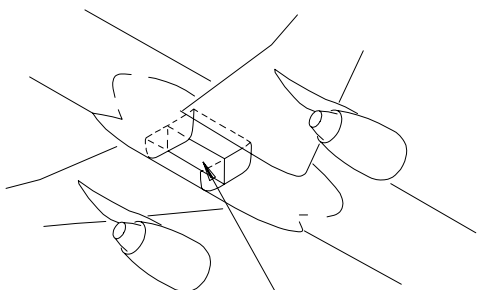
EFFECTIVITY

ALL

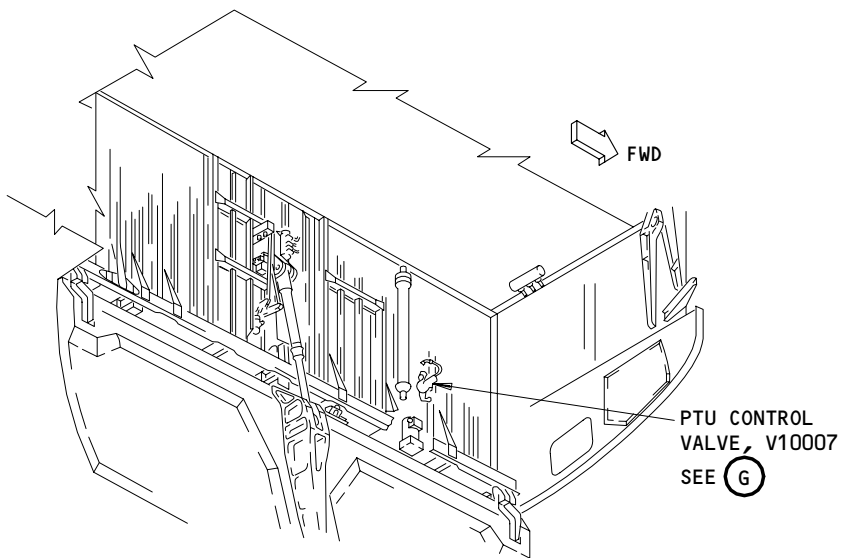
29-22-00

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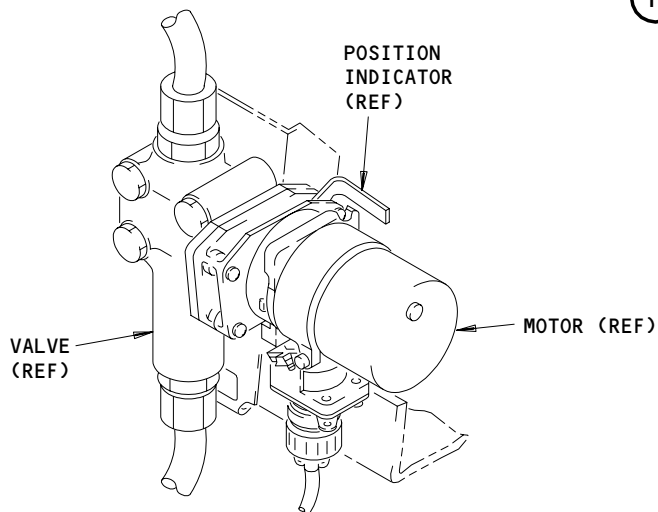
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RIGHT WHEEL WELL
SEE (F)



RIGHT WHEEL WELL
(F)



PTU CONTROL VALVE, V10007
(G)

Hydraulic Power Transfer Unit (PTU) System - Component Location
Figure 102 (Sheet 3)

EFFECTIVITY	
	ALL

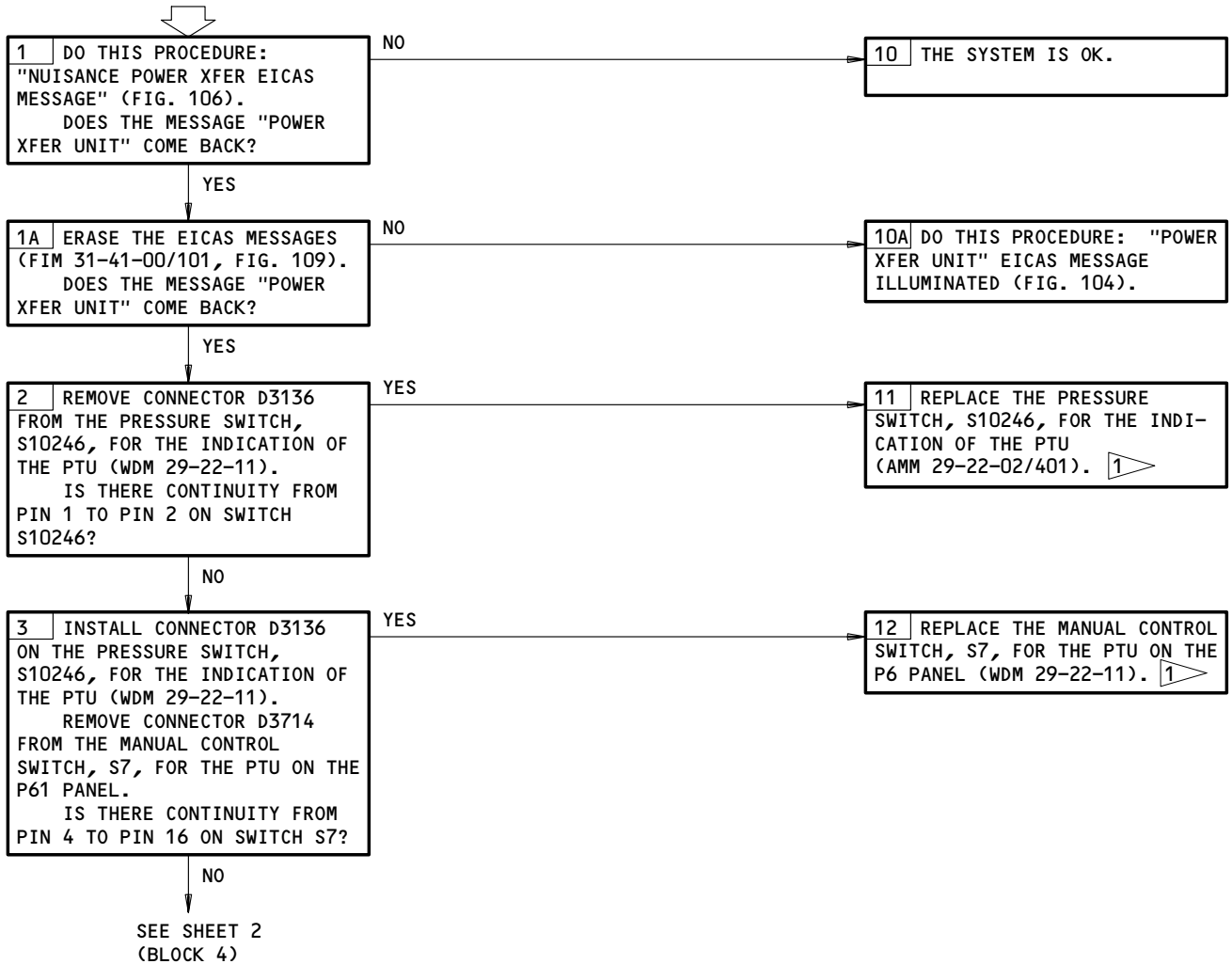
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**"POWER XFER UNIT"
EICAS MESSAGE SHOWN
WITH AIRPLANE ON
THE GROUND AND BOTH
ENGINES OFF**

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11D31

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON AND THE STANDBY POWER
SWITCH, ON THE P5 PANEL, IS IN THE AUTO
POSITION (AMM 24-22-00/201)
LEFT AND RIGHT HYDRAULIC SYSTEM POWER IS OFF
(AMM 29-11-00/201)
THE TWO ENGINES ARE OFF (AMM 71-00-00/201)



1 ERASE THE MESSAGE "POWER XFER UNIT" (FIM 31-41-00/101, FIG. 109)

POWER XFER UNIT EICAS Message Shown with Airplane
on the Ground and Both Engines off
Figure 103 (Sheet 1)

EFFECTIVITY

ALL

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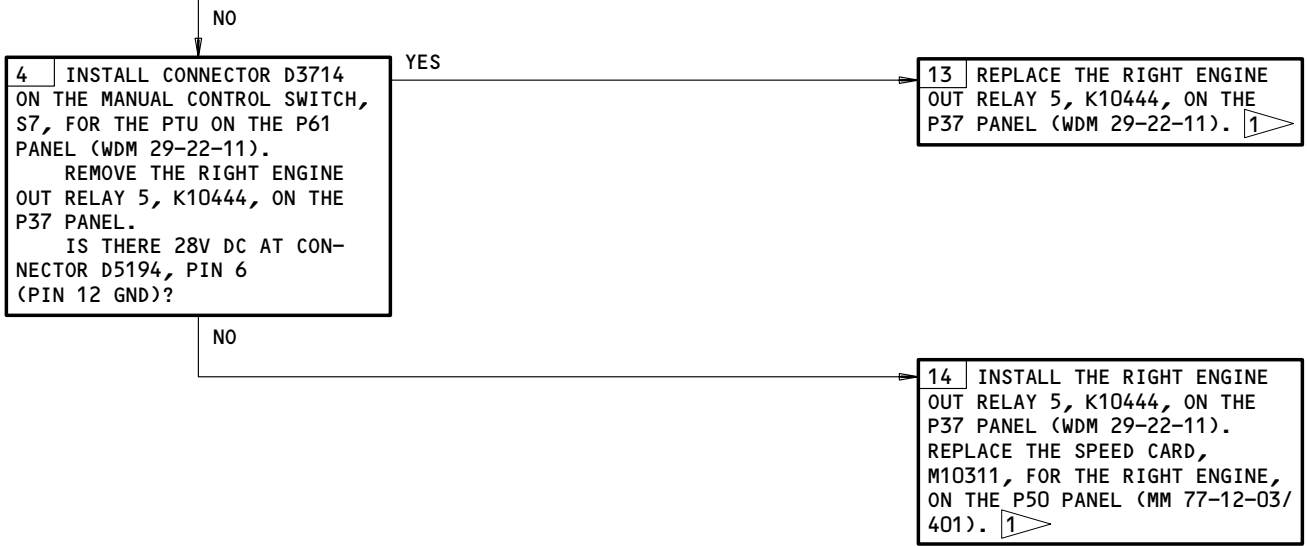
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FAULT ISOLATION/MAINT MANUAL

FROM SHEET 1
(BLOCK 3)



1 ERASE THE MESSAGE "POWER XFER UNIT" (31-41-00, FIG. 109)

POWER XFER UNIT EICAS Message Shown with Airplane
on the Ground and Both Engines off
Figure 103 (Sheet 2)

EFFECTIVITY	ALL
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29-22-00

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11D31

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON AND THE STANDBY POWER SWITCH, ON THE P5 PANEL, IS IN THE AUTO POSITION (AMM 24-22-00/201)

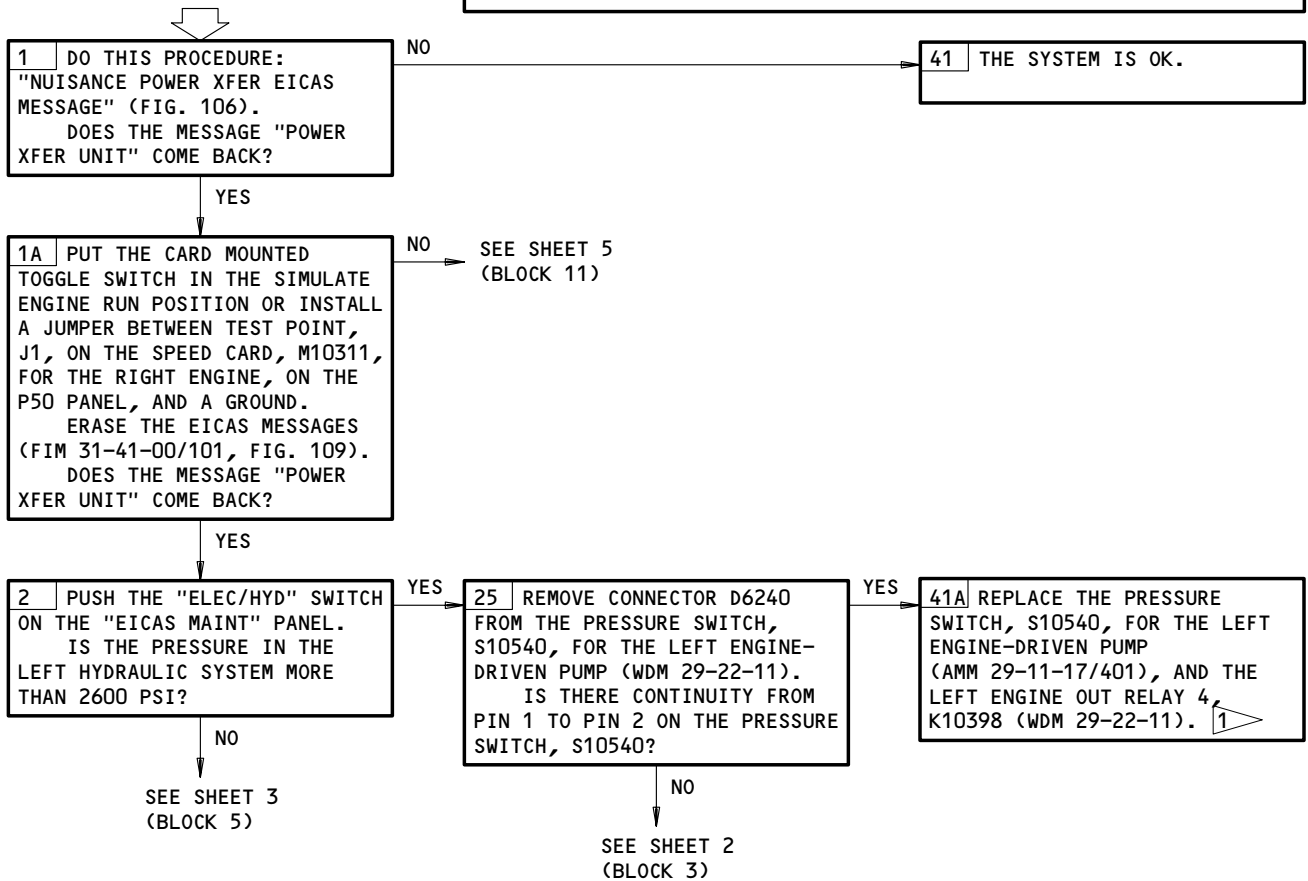
THE LEFT HYDRAULIC SYSTEM POWER IS OFF (AMM 29-11-00/201)

THE RIGHT HYDRAULIC SYSTEM IS PRESSURIZED WITH A HYDRAULIC SERVICE CART (AMM 29-11-00/201)

THE TWO ENGINES ARE OFF (AMM 71-00-00/201)

THE PTU MANUAL SWITCH IS IN THE OFF POSITION

**"POWER XFER UNIT"
EICAS MESSAGE
ILLUMINATED**



1 RETURN THE CARD MOUNTED TOGGLE SWITCH TO THE NORMAL POSITION OR REMOVE THE JUMPER FROM THE TEST POINT, J1, ON THE SPEED CARD, M10311, FOR THE RIGHT ENGINE ON THE P50 PANEL. ERASE THE MESSAGE "POWER XFER UNIT" (FIM 31-41-00/101, FIG. 109).

POWER XFER UNIT EICAS Message Illuminated
Figure 104 (Sheet 1)

EFFECTIVITY

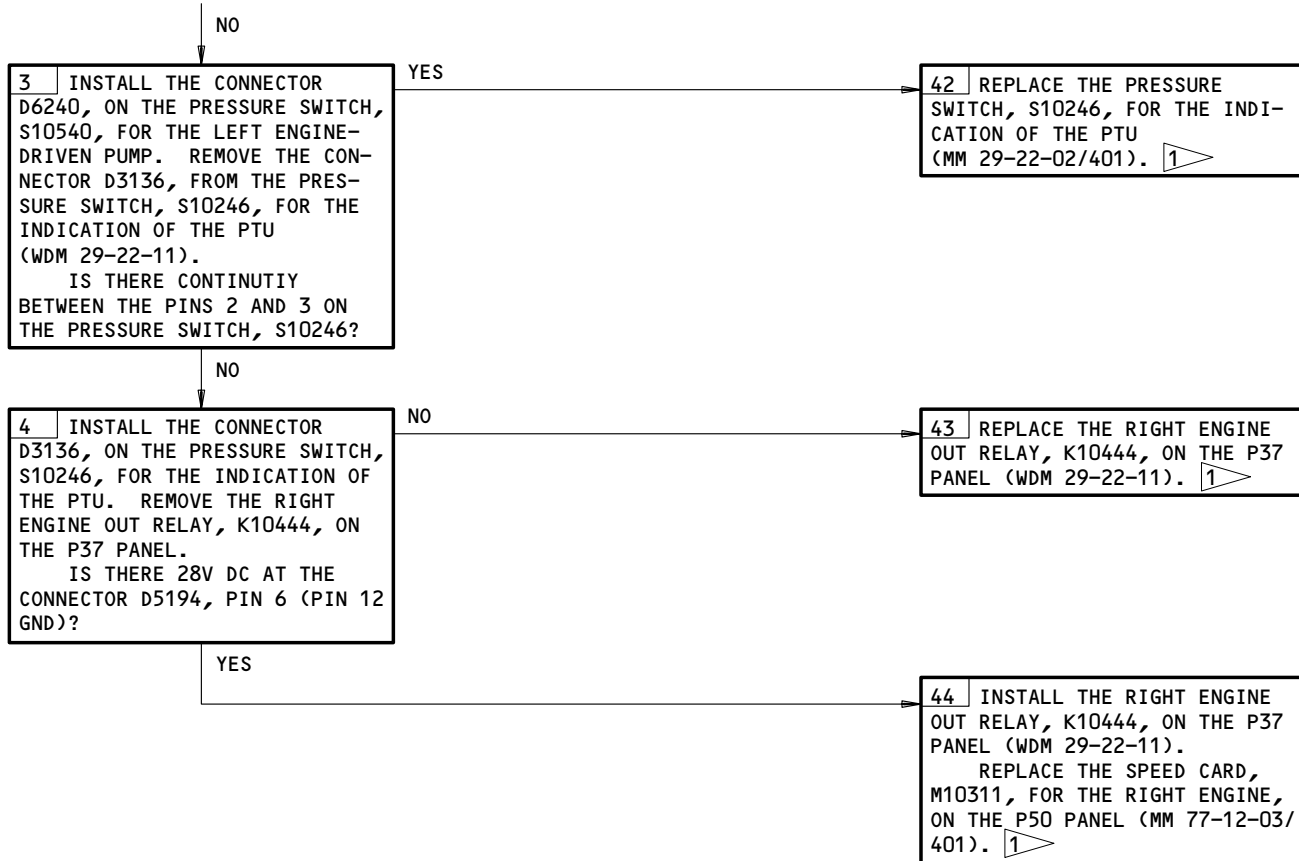
ALL

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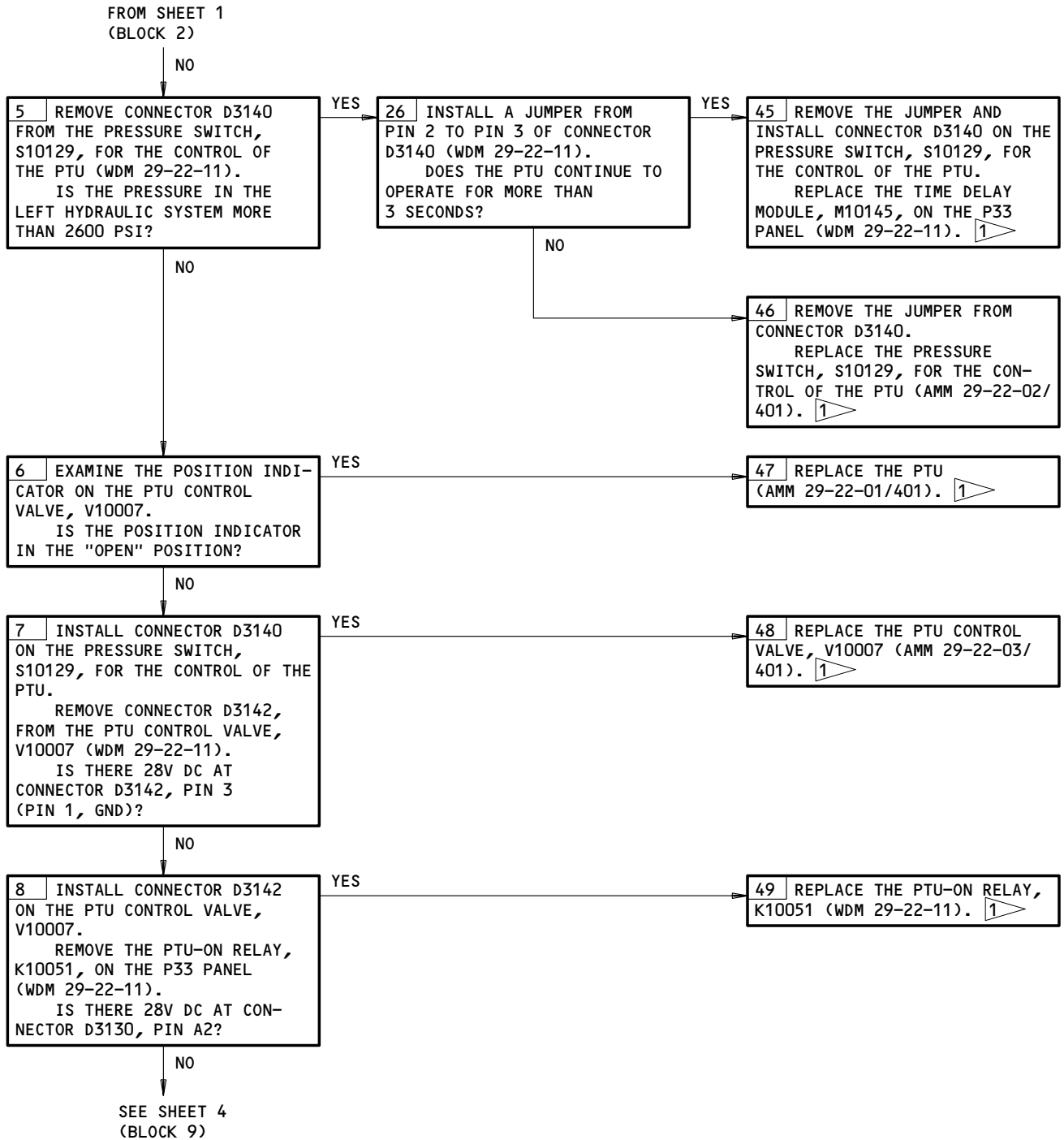
FROM SHEET 1
(BLOCK 25)



POWER XFER UNIT EICAS Message Illuminated
Figure 104 (Sheet 2)

EFFECTIVITY	ALL
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1 RETURN THE CARD MOUNTED TOGGLE SWITCH TO THE NORMAL POSITION OR REMOVE THE JUMPER FROM THE TEST POINT, J1, ON THE SPEED CARD, M10311, FOR THE RIGHT ENGINE ON THE P50 PANEL. ERASE THE MESSAGE "POWER XFER UNIT" (FIM 31-41-00/101, FIG. 109).

POWER XFER UNIT EICAS Message Illuminated
Figure 104 (Sheet 3)

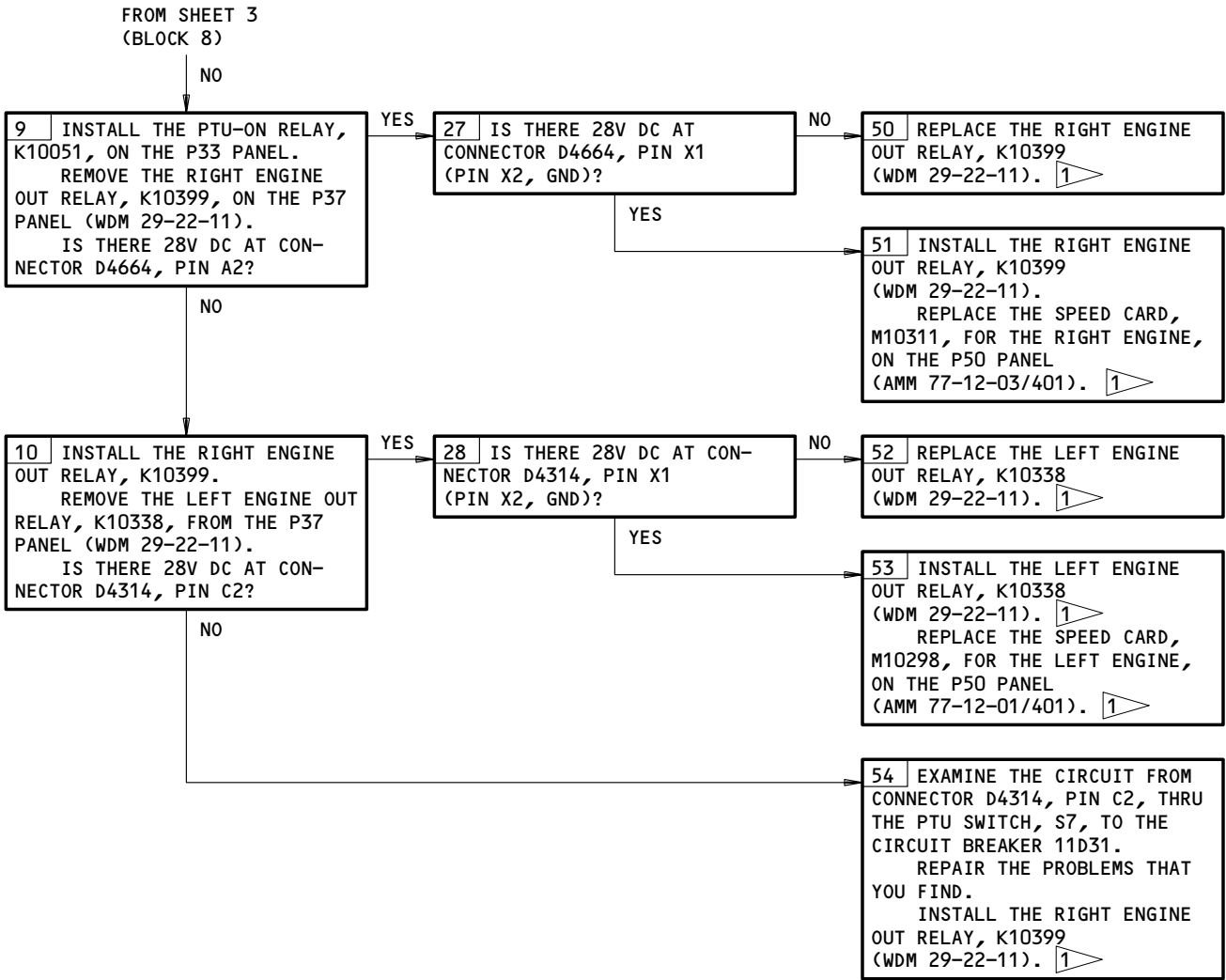
EFFECTIVITY

ALL

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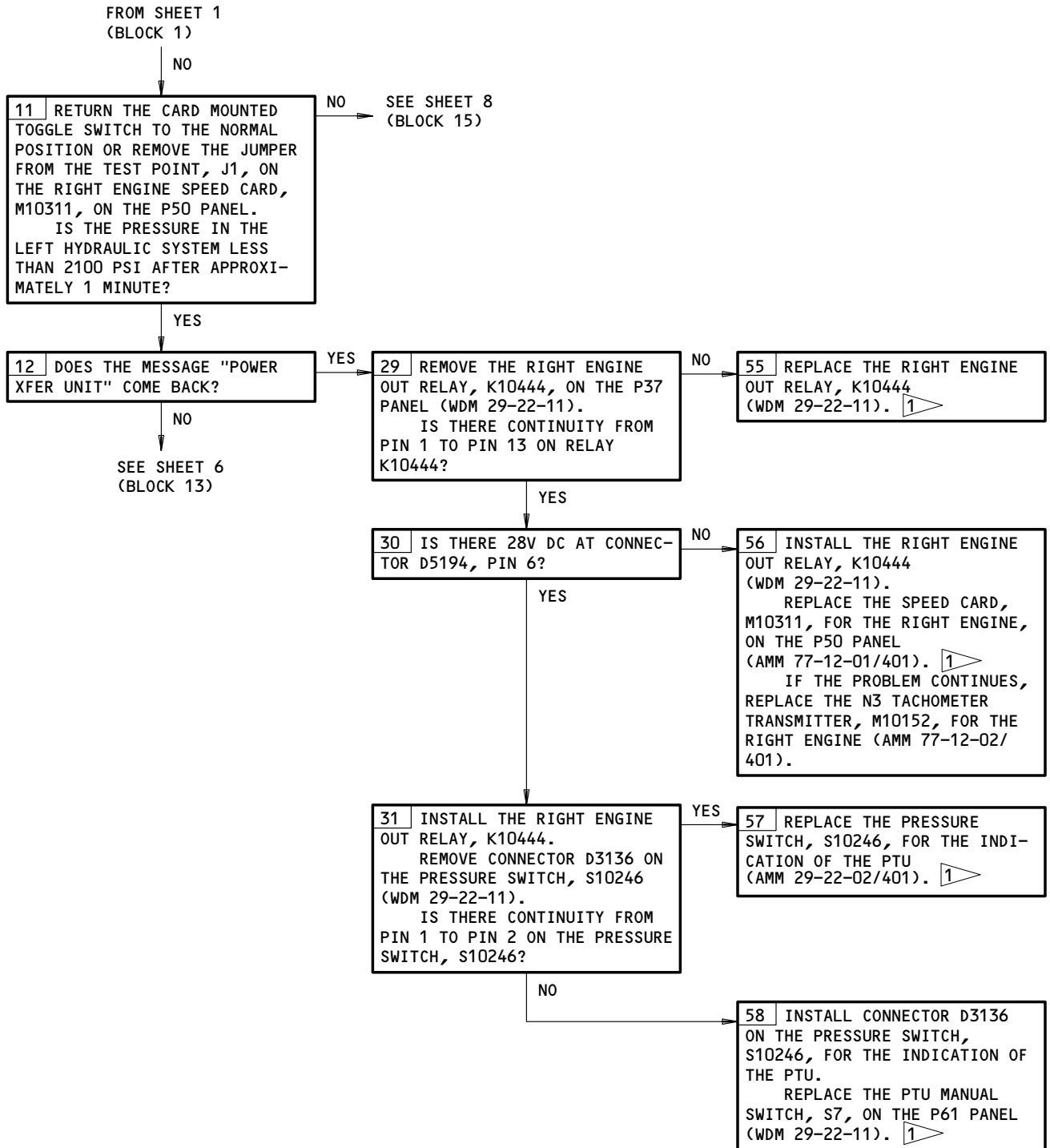


1 RETURN THE CARD MOUNTED TOGGLE SWITCH TO THE NORMAL POSITION OR REMOVE THE JUMPER FROM THE TEST POINT, J1, ON THE SPEED CARD, M10311, FOR THE RIGHT ENGINE ON THE P50 PANEL. ERASE THE MESSAGE "POWER XFER UNIT" (FIM 31-41-00/101, FIG. 109).

POWER XFER UNIT EICAS Message Illuminated
Figure 104 (Sheet 4)

EFFECTIVITY	ALL
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29-22-00



1 RETURN THE CARD MOUNTED TOGGLE SWITCH TO THE NORMAL POSITION OR REMOVE THE JUMPER FROM THE TEST POINT, J1, ON THE SPEED CARD, M10311, FOR THE RIGHT ENGINE ON THE P50 PANEL. ERASE THE MESSAGE "POWER XFER UNIT" (FIM 31-41-00/101, FIG. 109).

POWER XFER UNIT EICAS Message Illuminated
Figure 104 (Sheet 5)

EFFECTIVITY

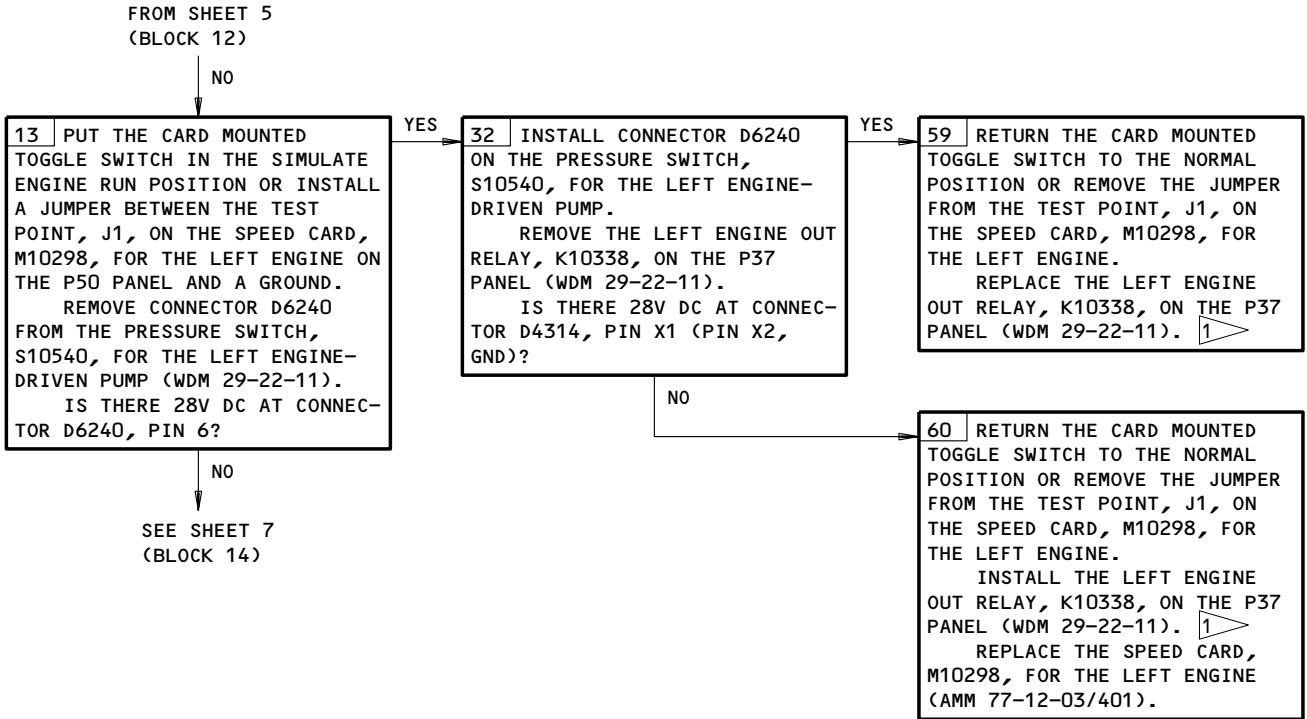
ALL

29-22-00

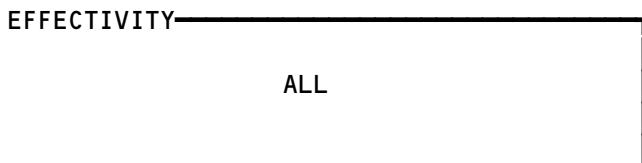
04

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FAULT ISOLATION/MAINT MANUAL

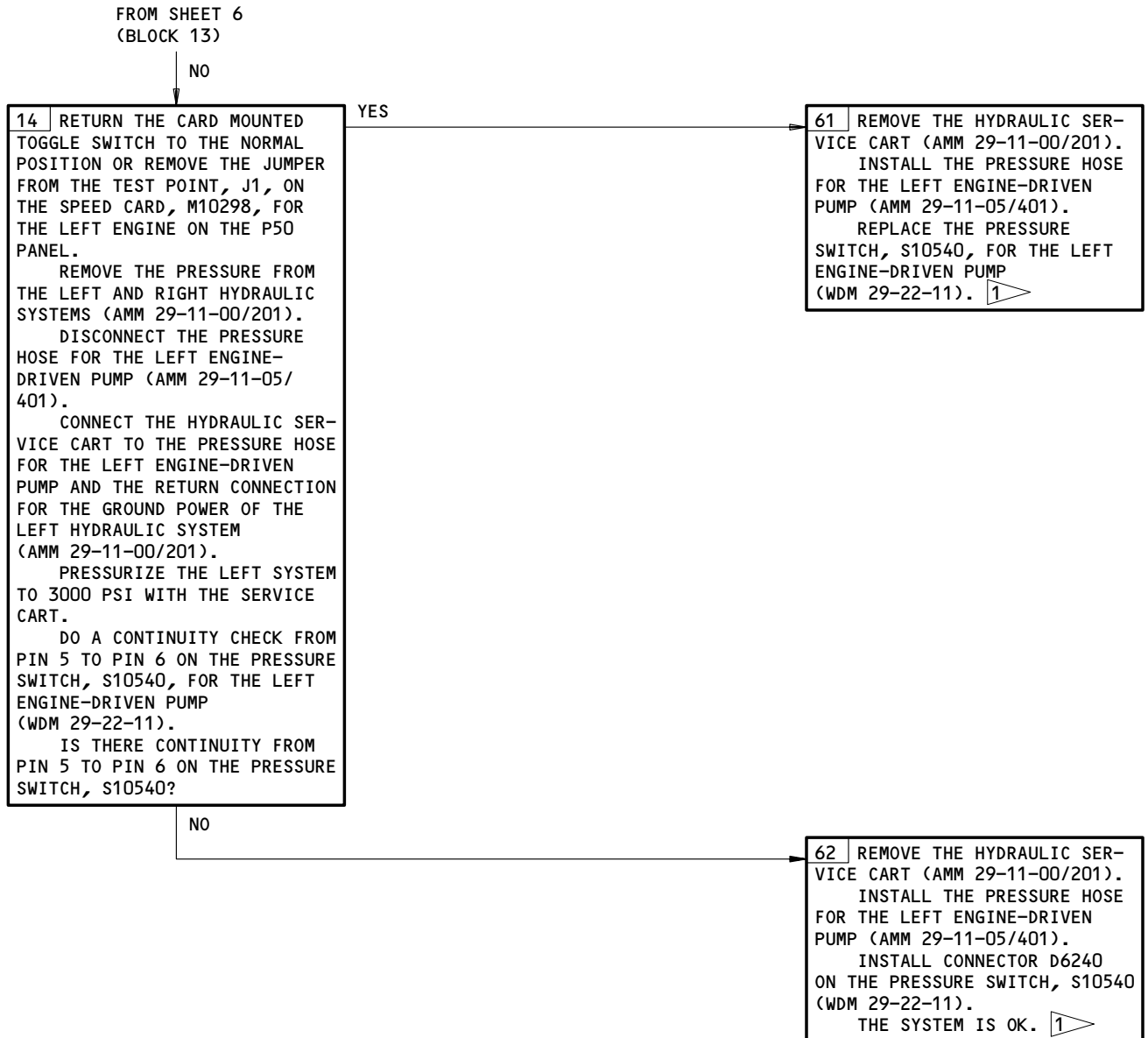



POWER XFER UNIT EICAS Message Illuminated
Figure 104 (Sheet 6)



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 **BOEING**
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FAULT ISOLATION/MAINT MANUAL



 RETURN THE CARD MOUNTED TOGGLE SWITCH TO THE NORMAL POSITION OR REMOVE THE JUMPER FROM THE TEST POINT, J1, ON THE SPEED CARD, M10311, FOR THE RIGHT ENGINE ON THE P50 PANEL. ERASE THE MESSAGE "POWER XFER UNIT" (FIM 31-41-00/101, FIG. 109).

POWER XFER UNIT EICAS Message Illuminated
Figure 104 (Sheet 7)

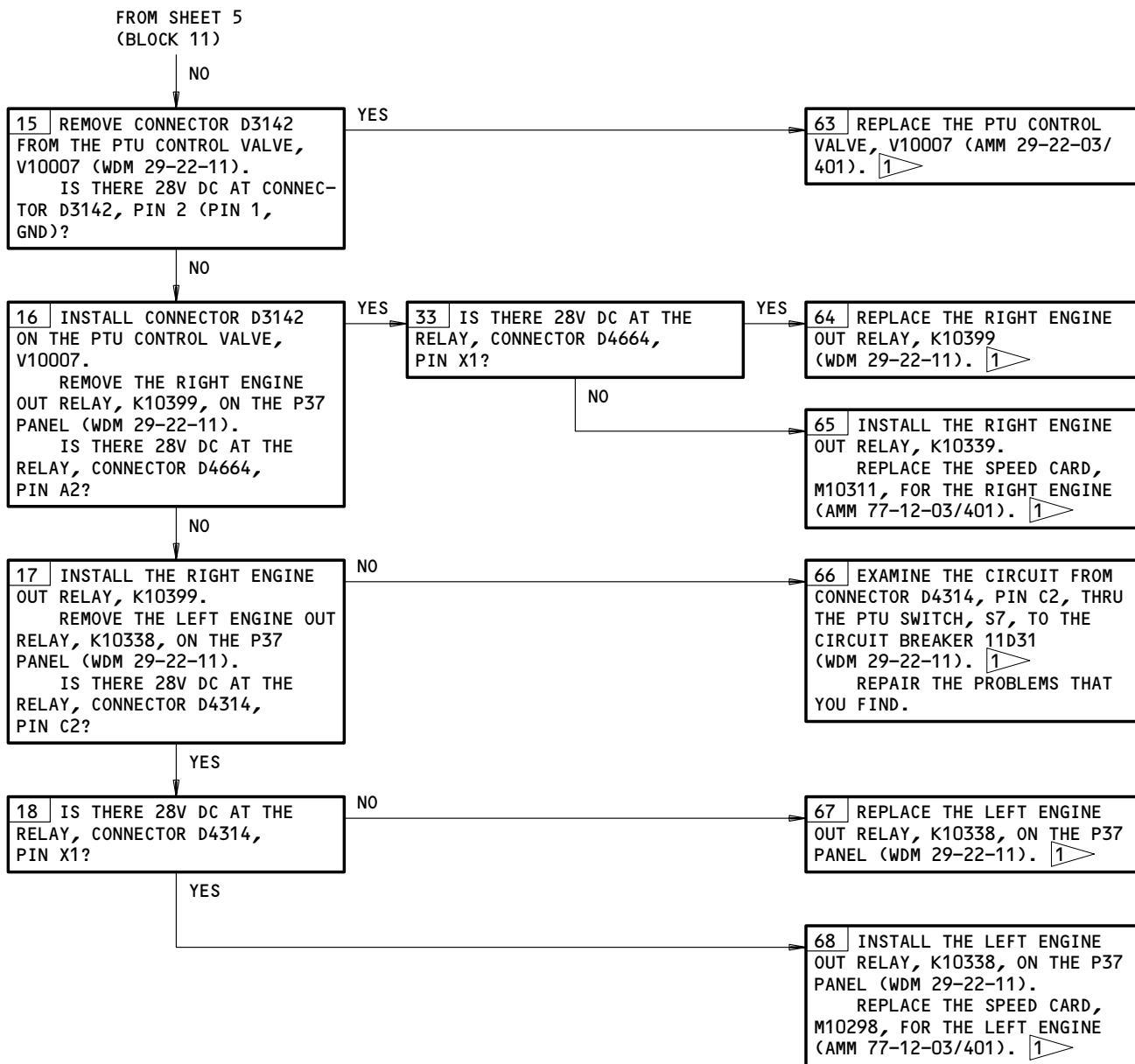
EFFECTIVITY	ALL
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29-22-00

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1 RETURN THE CARD MOUNTED TOGGLE SWITCH TO THE NORMAL POSITION OR REMOVE THE JUMPER FROM THE TEST POINT, J1, ON THE SPEED CARD, M10311, FOR THE RIGHT ENGINE ON THE P50 PANEL. ERASE THE MESSAGE "POWER XFER UNIT" (FIM 31-41-00/101, FIG. 109).

POWER XFER UNIT EICAS Message Illuminated
Figure 104 (Sheet 8)

EFFECTIVITY

ALL

29-22-00

04

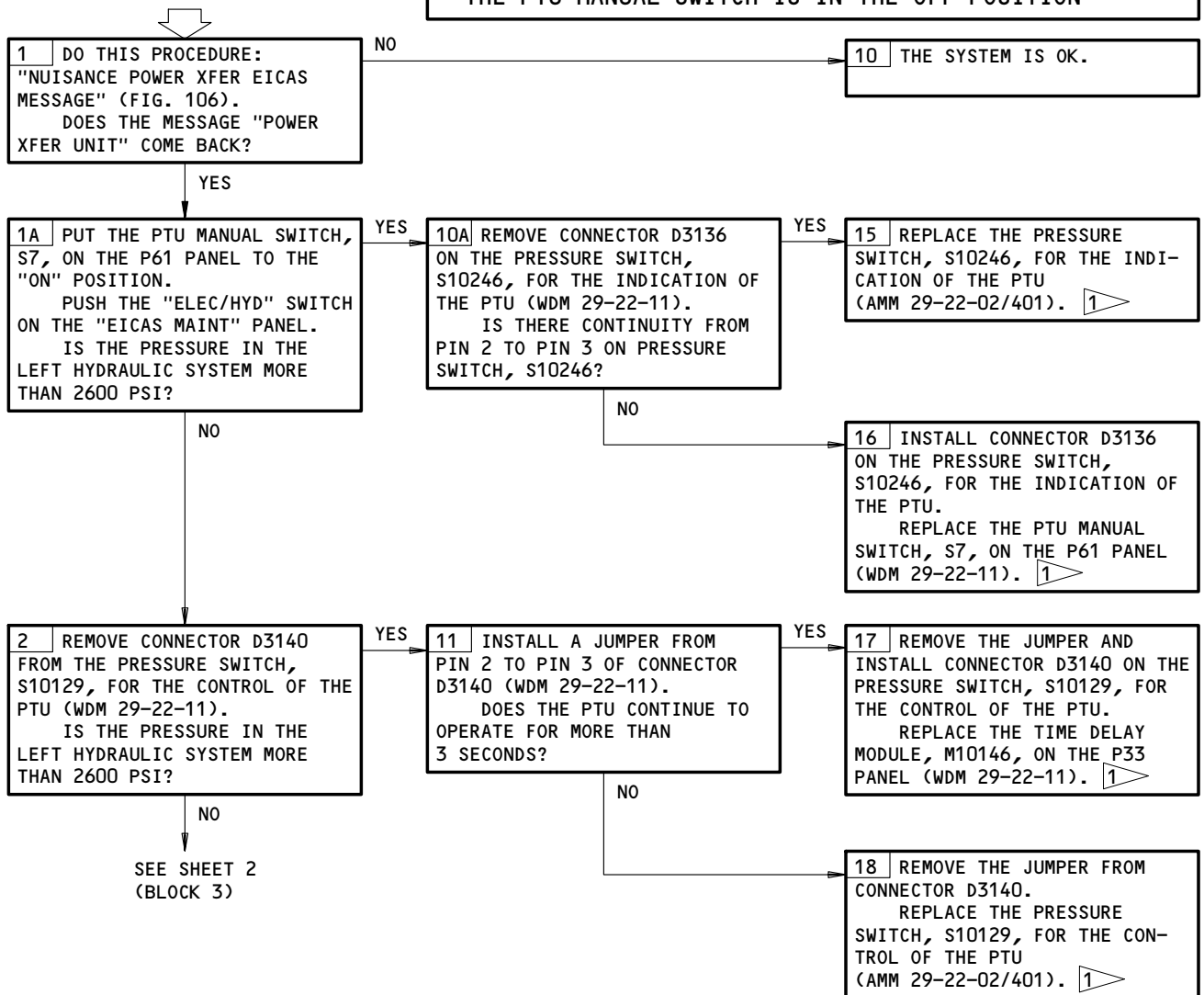
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**"POWER XFER UNIT"
EICAS MESSAGE
ILLUMINATED WITH
PTU SWITCH ON**

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11D31

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON AND THE STANDBY POWER SWITCH, ON THE P5 PANEL, IS IN THE AUTO POSITION (AMM 24-22-00/201)
THE LEFT HYDRAULIC SYSTEM POWER IS OFF (AMM 29-11-00/201)
THE RIGHT HYDRAULIC SYSTEM IS PRESSURIZED WITH A HYDRAULIC SERVICE CART OR THE RIGHT ACMP (AMM 29-11-00/201)
THE TWO ENGINES ARE OFF (AMM 71-00-00/201)
THE PTU MANUAL SWITCH IS IN THE OFF POSITION



POWER XFER UNIT EICAS Message Illuminated with PTU Switch ON
Figure 105 (Sheet 1)

EFFECTIVITY

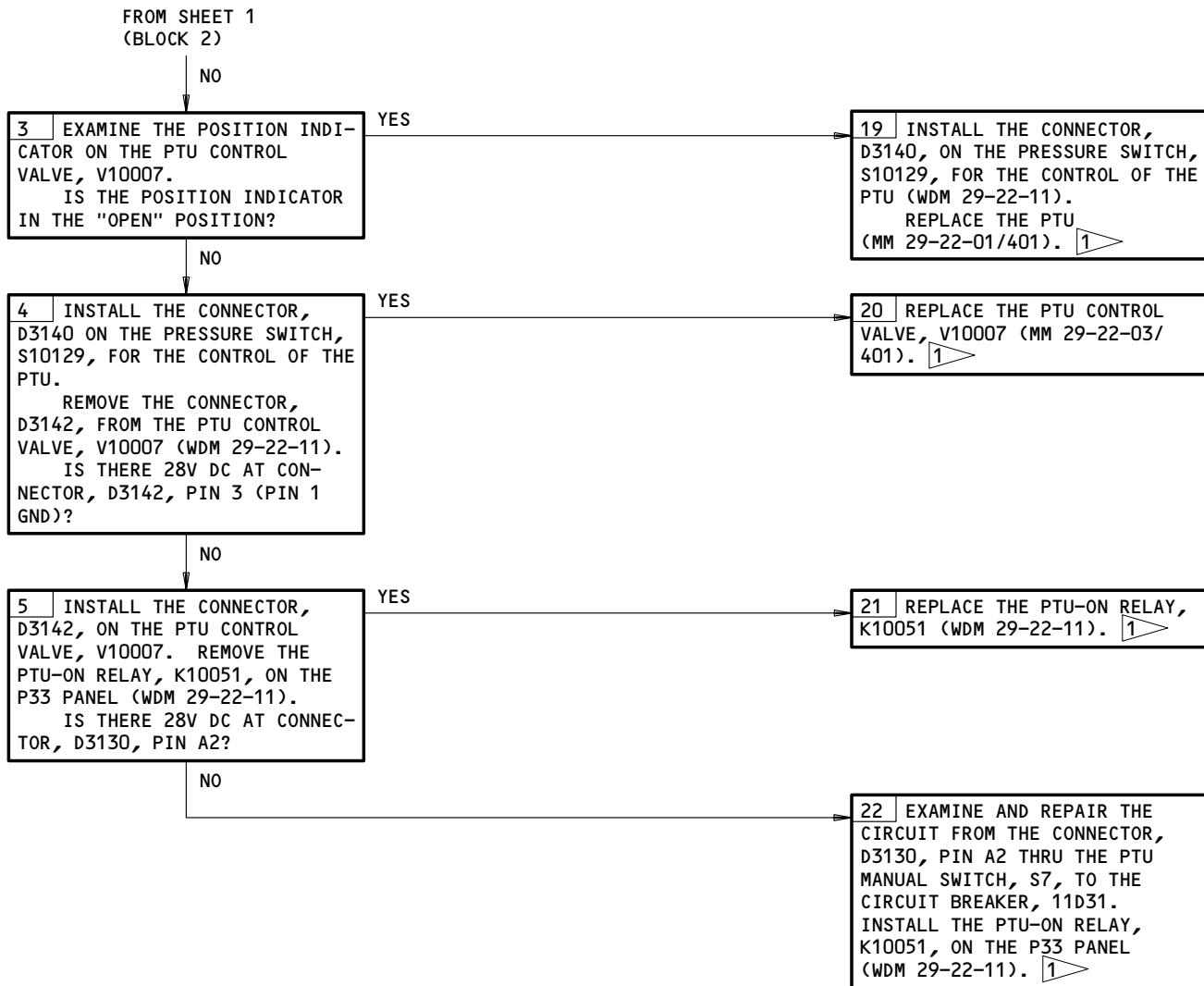
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1 ERASE THE MESSAGE "POWER XFER UNIT" (31-41-00, FIG. 109)

POWER XFER UNIT EICAS Message Illuminated with PTU Switch ON
Figure 105 (Sheet 2)

EFFECTIVITY	ALL
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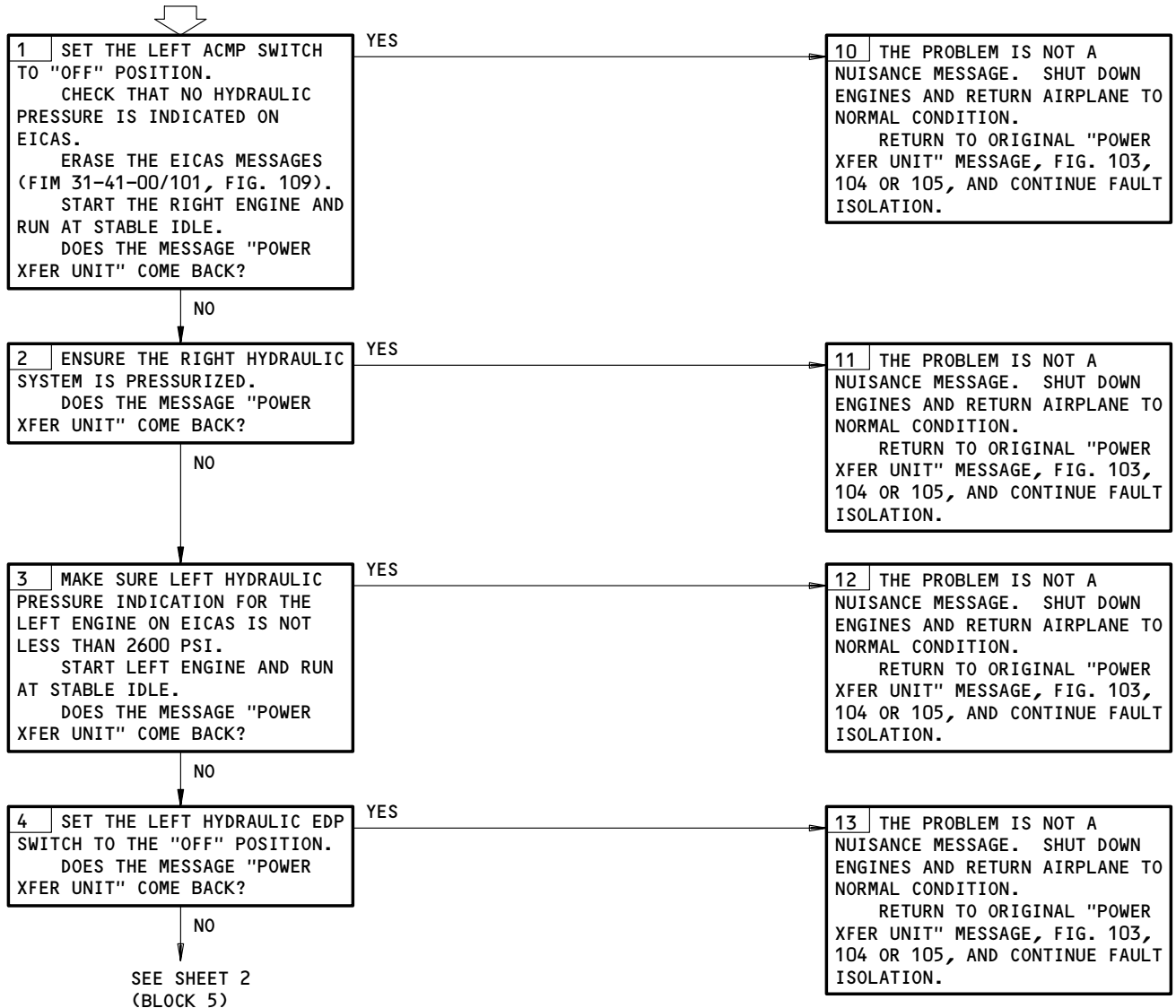
29-22-00

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11D31

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON AND THE STANDBY POWER SWITCH, ON THE P5 PANEL, IS IN THE AUTO POSITION (AMM 24-22-00/201)
LEFT AND RIGHT HYDRAULIC SYSTEM POWER IS OFF (AMM 29-11-00/201)
THE TWO ENGINES ARE OFF (AMM 71-00-00/201)

NUISANCE POWER XFER EICAS MESSAGE



NUISANCE POWER XFER EICAS Message
Figure 106 (Sheet 1)

EFFECTIVITY

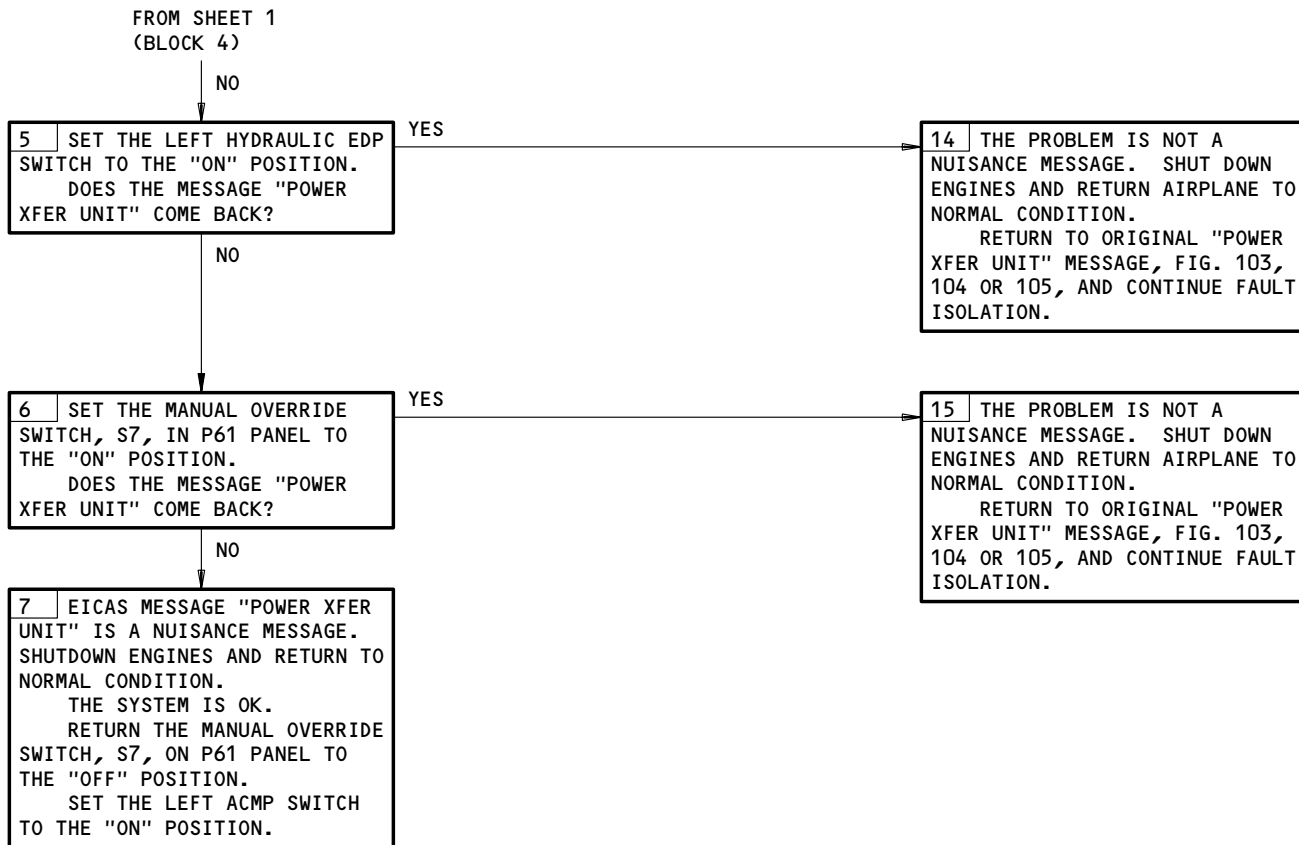
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NUISANCE POWER XFER EICAS Message
Figure 106 (Sheet 2)

EFFECTIVITY	ALL
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 FAULT ISOLATION/MAINT MANUAL

HYDRAULIC PRESSURE INDICATING SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
CIRCUIT BREAKERS SYSTEM PRESS CENTER, C1082 SYSTEM PRESS LEFT, C1080 SYSTEM PRESSURE RIGHT, C1081	1	1 1 1	FLIGHT COMPARTMENT, P11 PANEL 11K18 11K17 11K26	* * *
COMPUTER - (REF 31-41-00, FIG. 101) EICAS L, M10181 EICAS R, M10182				
LIGHT - CENTER SYSTEM LOW PRESSURE INDICATOR, YQTL5	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
LIGHT - LEFT SYSTEM LOW PRESSURE INDICATOR, YQTL1	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
LIGHT - RIGHT SYSTEM LOW PRESSURE INDICATOR, YQTL3	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
MODULE - (REF 29-11-00, FIG. 101) CENTER SYSTEM ACMP PRESSURE/CASE DRAIN FILTER LEFT SYSTEM ACMP PRESSURE/CASE DRAIN FILTER LEFT SYSTEM EDP PRESSURE/CASE DRAIN FILTER RIGHT SYSTEM ACMP PRESSURE/CASE DRAIN FILTER RIGHT SYSTEM EDP PRESSURE/CASE DRAIN FILTER				
PANEL - (REF 29-11-00, FIG. 101) HYDRAULIC CONTROL, M10050				
SWITCH - CENTER SYSTEM ACMP C1 PRESSURE, S10003	5	1	197KL, AFT LEFT WING-TO-BODY FAIRING, CENTER SYSTEM ACMP PRESSURE/CASE DRAIN FILTER MODULE	*
SWITCH - CENTER SYSTEM ACMP C2 PRESSURE, S10016	5	1	197KL, AFT LEFT WING-TO-BODY FAIRING, CENTER SYSTEM ACMP PRESSURE/CASE DRAIN FILTER MODULE	*
SWITCH - CENTER SYSTEM PRESSURE, S10002	5	1	197KL, AFT LEFT WING-TO-BODY FAIRING, CENTER SYSTEM ACMP PRESSURE/CASE DRAIN FILTER MODULE	*
SWITCH - LEFT SYSTEM ACMP PRESSURE, S25	4	1	LEFT WHEEL WELL, LEFT SYSTEM ACMP PRESSURE/CASE DRAIN FILTER MODULE	*

* SEE THE WDM EQUIPMENT LIST

Hydraulic Pressure Indicating System - Component Index
 Figure 101 (Sheet 1)

EFFECTIVITY

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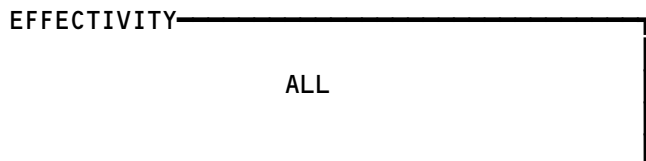
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 757
 FAULT ISOLATION/MAINT MANUAL

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
SWITCH - LEFT SYSTEM EDP PRESSURE, S10540	3	1	434AL, LEFT NACELLE STRUT - AFT FAIRING, LEFT SYSTEM EDP PRESSURE/CASE DRAIN FILTER MODULE	*
SWITCH - LEFT SYSTEM PRESSURE, S27	3	1	434AL, LEFT NACELLE STRUT - AFT FAIRING, LEFT SYSTEM EDP PRESSURE/CASE DRAIN FILTER MODULE	*
SWITCH - RIGHT SYSTEM ACMP PRESSURE, S30	4	1	RIGHT WHEEL WELL, RIGHT SYSTEM PRESSURE/CASE DRAIN FILTER MODULE	*
SWITCH - RIGHT SYSTEM EDP PRESSURE, S10541	3	1	444AL, RIGHT NACELLE STRUT - AFT FAIRING, RIGHT SYSTEM EDP PRESSURE/CASE DRAIN FILTER MODULE	*
SWITCH - RIGHT SYSTEM PRESSURE, S32	3	1	444AL, RIGHT NACELLE STRUT - AFT FAIRING, RIGHT SYSTEM EDP PRESSURE/CASE DRAIN FILTER MODULE	*
SWITCH/LIGHT - (REF 29-11-00, FIG. 101) CENTER SYSTEM ACMP C1, YQTS2 CENTER SYSTEM ACMP C2, YQTS3 LEFT SYSTEM ACMP, YQTS5 LEFT SYSTEM EDP, YQTS1 RIGHT SYSTEM ACMP, YQTS6 RIGHT SYSTEM EDP, YQTS4				
TIME DELAY - (REF 31-01-33, FIG. 101) LEFT SYSTEM ACMP PRESSURE LIGHT, M10557		1		*
LEFT SYSTEM PRESSURE LIGHT, M10558		1		*
TIME DELAY - (REF 31-01-36, FIG. 101) RIGHT SYSTEM ACMP PRESSURE LIGHT, M10559		1		*
RIGHT SYSTEM PRESSURE LIGHT, M10560		1		*
TRANSMITTER - CENTER SYSTEM PRESSURE, M342	2	1	LEFT WHEEL WELL	29-31-01
TRANSMITTER - LEFT SYSTEM PRESSURE, M341	2	1	LEFT WHEEL WELL	29-31-01
TRANSMITTER - RIGHT SYSTEM PRESSURE, M343	2	1	RIGHT WHEEL WELL	29-31-01

* SEE THE WDM EQUIPMENT LIST

Hydraulic Pressure Indicating System - Component Index
Figure 101 (Sheet 2)

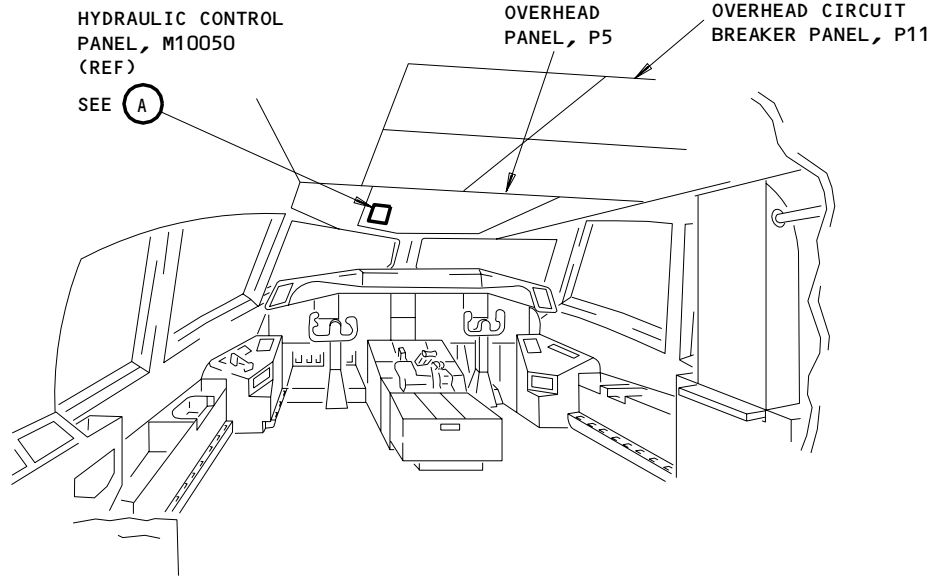


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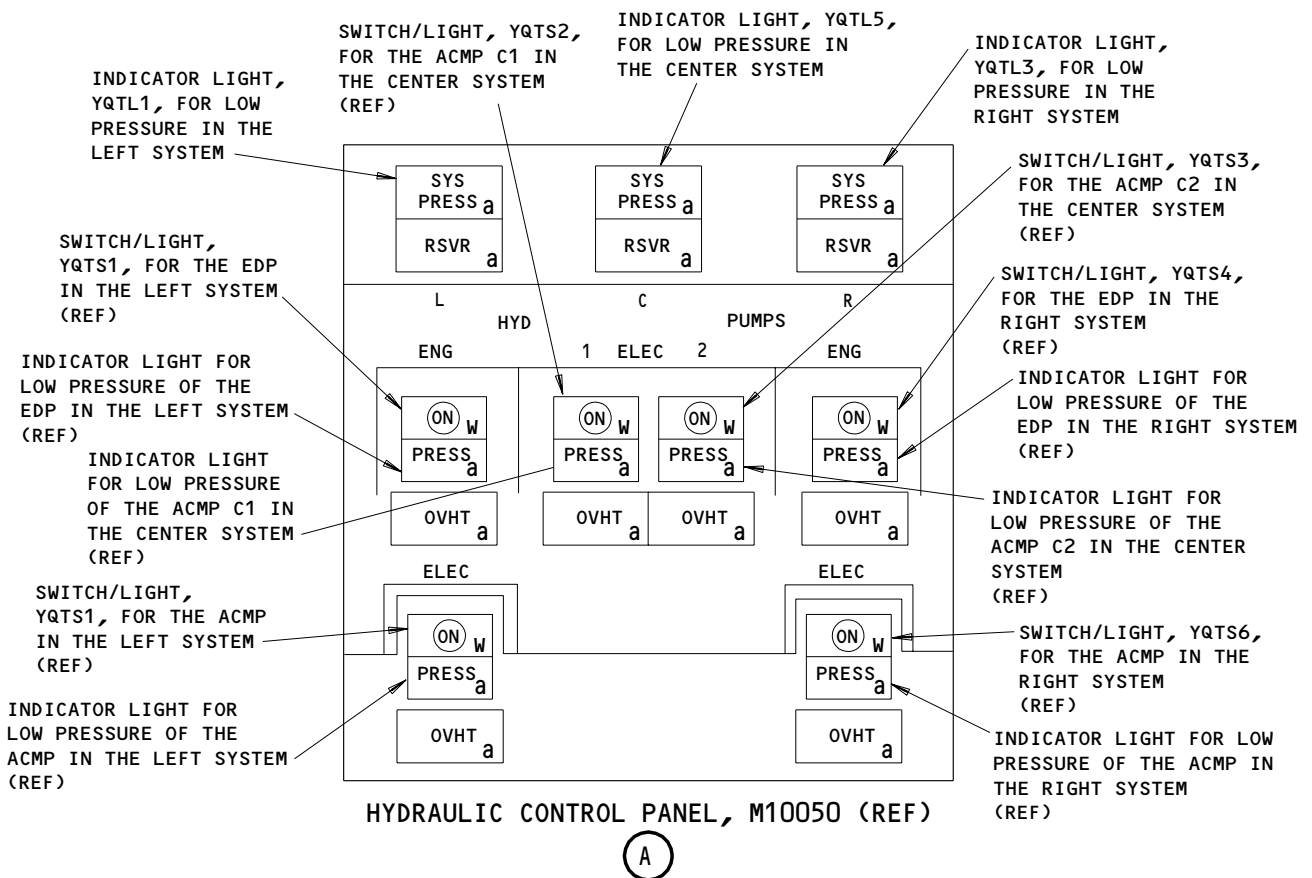
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FAULT ISOLATION/MAINT MANUAL



FLIGHT COMPARTMENT



HYDRAULIC CONTROL PANEL, M10050 (REF)

**Hydraulic Pressure Indicating System - Component Location
Figure 102 (Sheet 1)**

EFFECTIVITY

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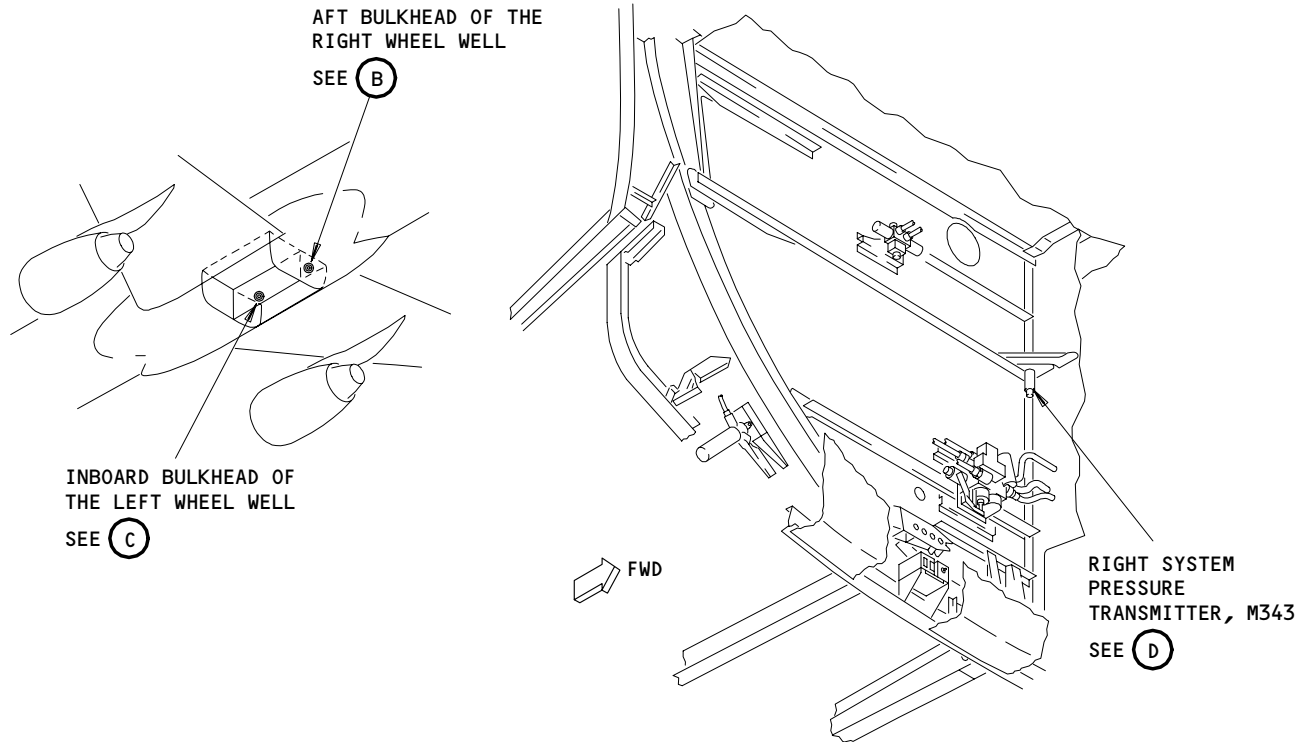
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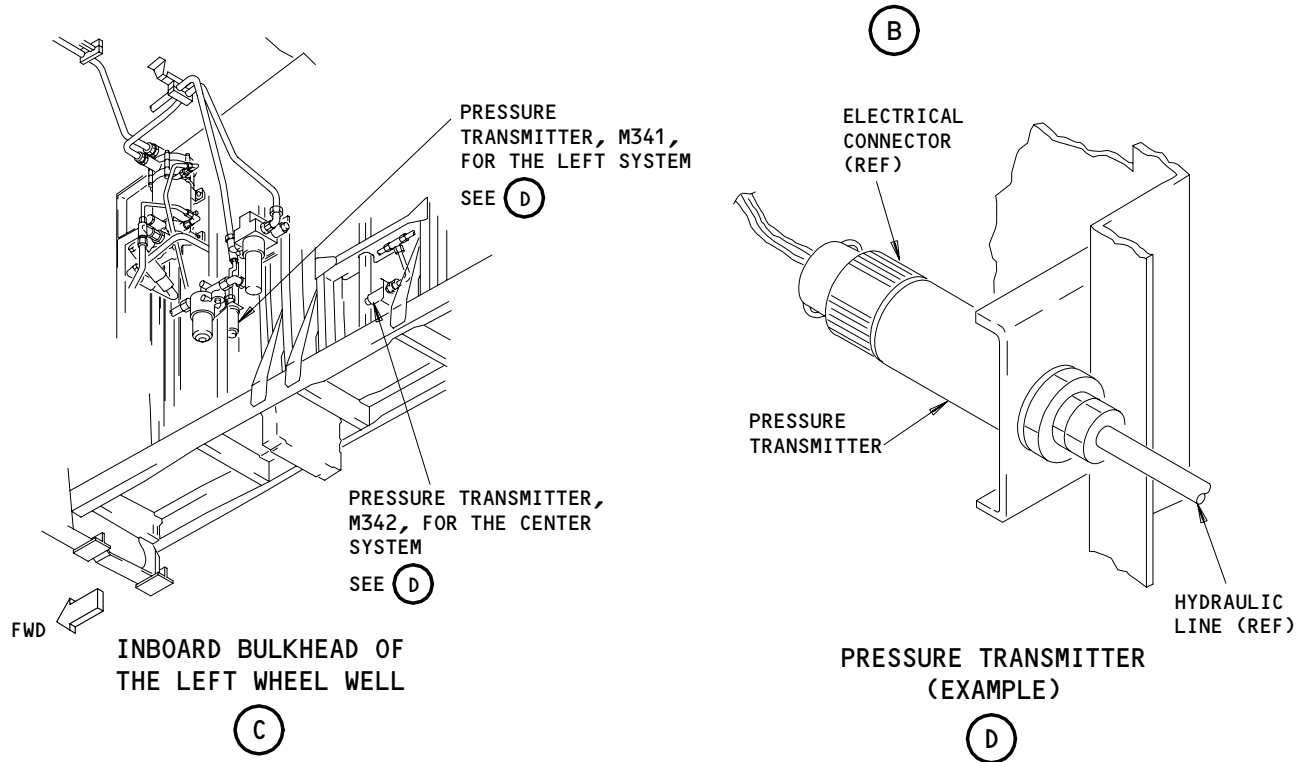
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AFT BULKHEAD OF THE RIGHT WHEEL WELL

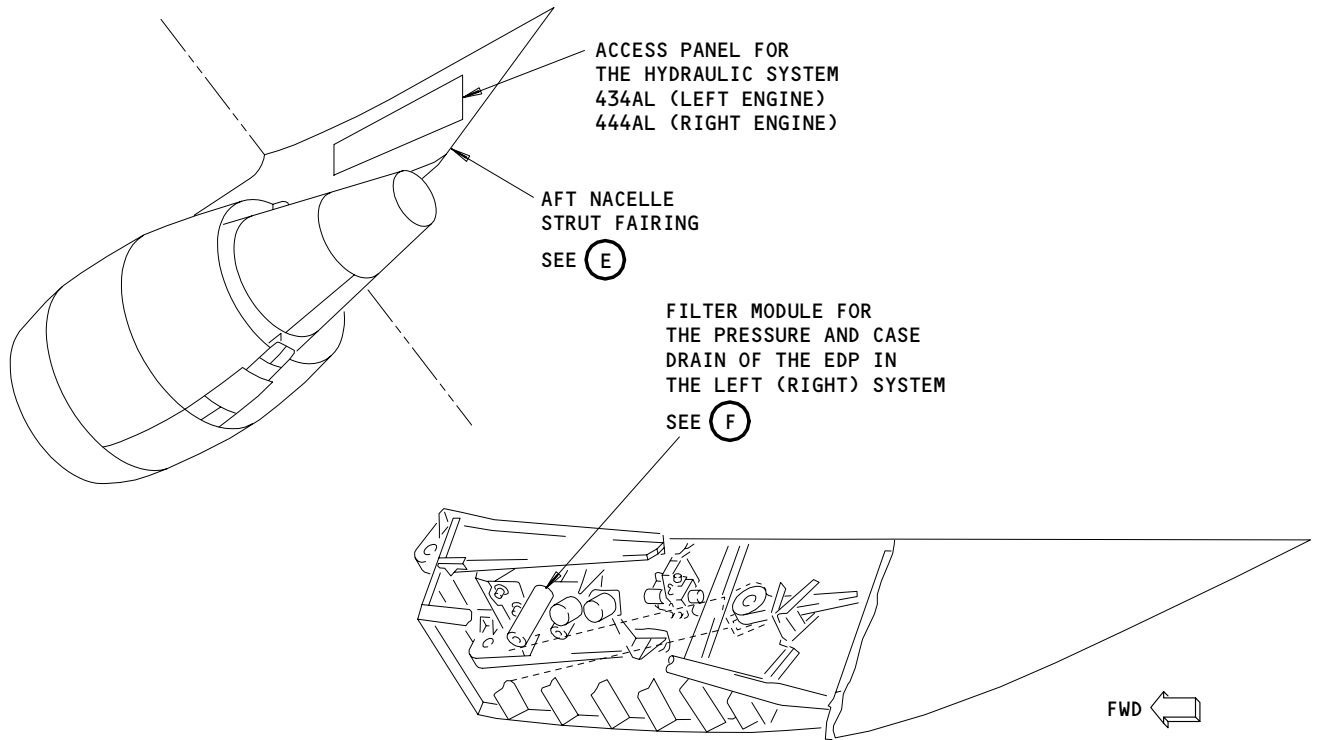


Hydraulic Pressure Indicating System - Component Location
Figure 102 (Sheet 2)

EFFECTIVITY	
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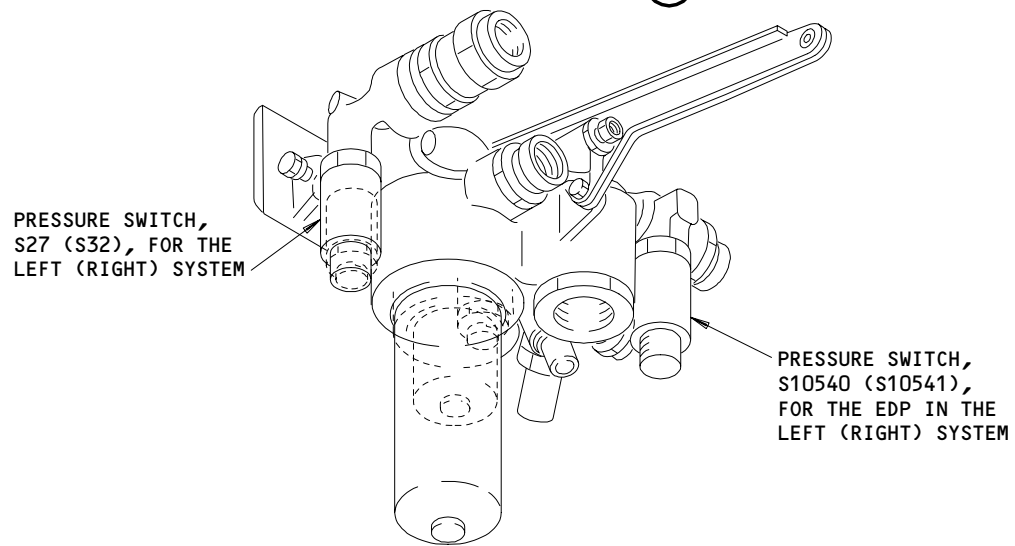
29-31-00

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AFT NACELLE STRUT FAIRING
(EXAMPLE)

(E)



FILTER MODULE FOR THE PRESSURE AND CASE DRAIN
OF THE EDP IN THE LEFT (RIGHT) SYSTEM

(F)

Hydraulic Pressure Indicating System - Component Location
Figure 102 (Sheet 3)

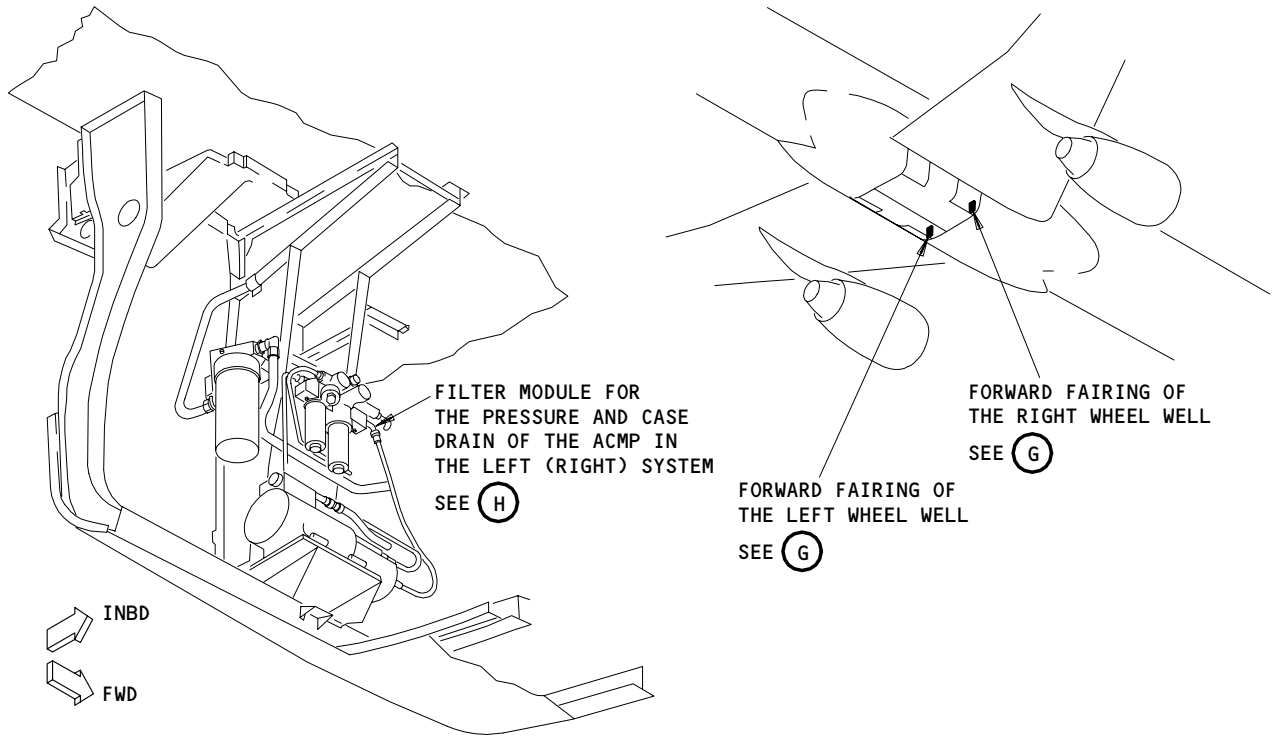
EFFECTIVITY	ALL

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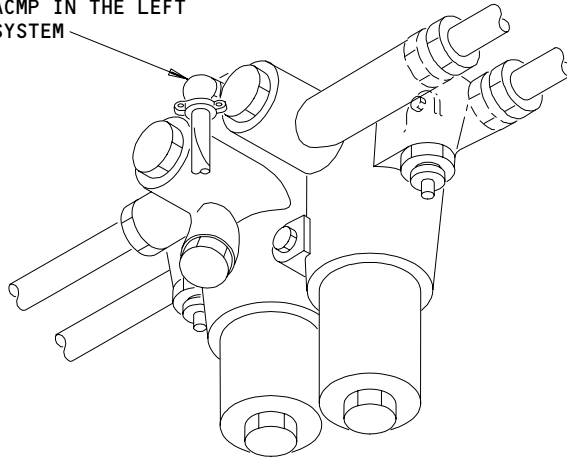
248072



FORWARD FAIRING OF THE LEFT WHEEL WELL
(THE FORWARD FAIRING OF THE RIGHT WHEEL WELL IS OPPOSITE)

(G)

PRESSURE SWITCH, S25 (S30),
FOR THE ACMP IN THE LEFT
(RIGHT) SYSTEM



FILTER MODULE FOR THE PRESSURE AND
CASE DRAIN OF THE ACMP IN THE LEFT (RIGHT) SYSTEM

(H)

Hydraulic Pressure Indicating System - Component Location
Figure 102 (Sheet 4)

EFFECTIVITY

ALL

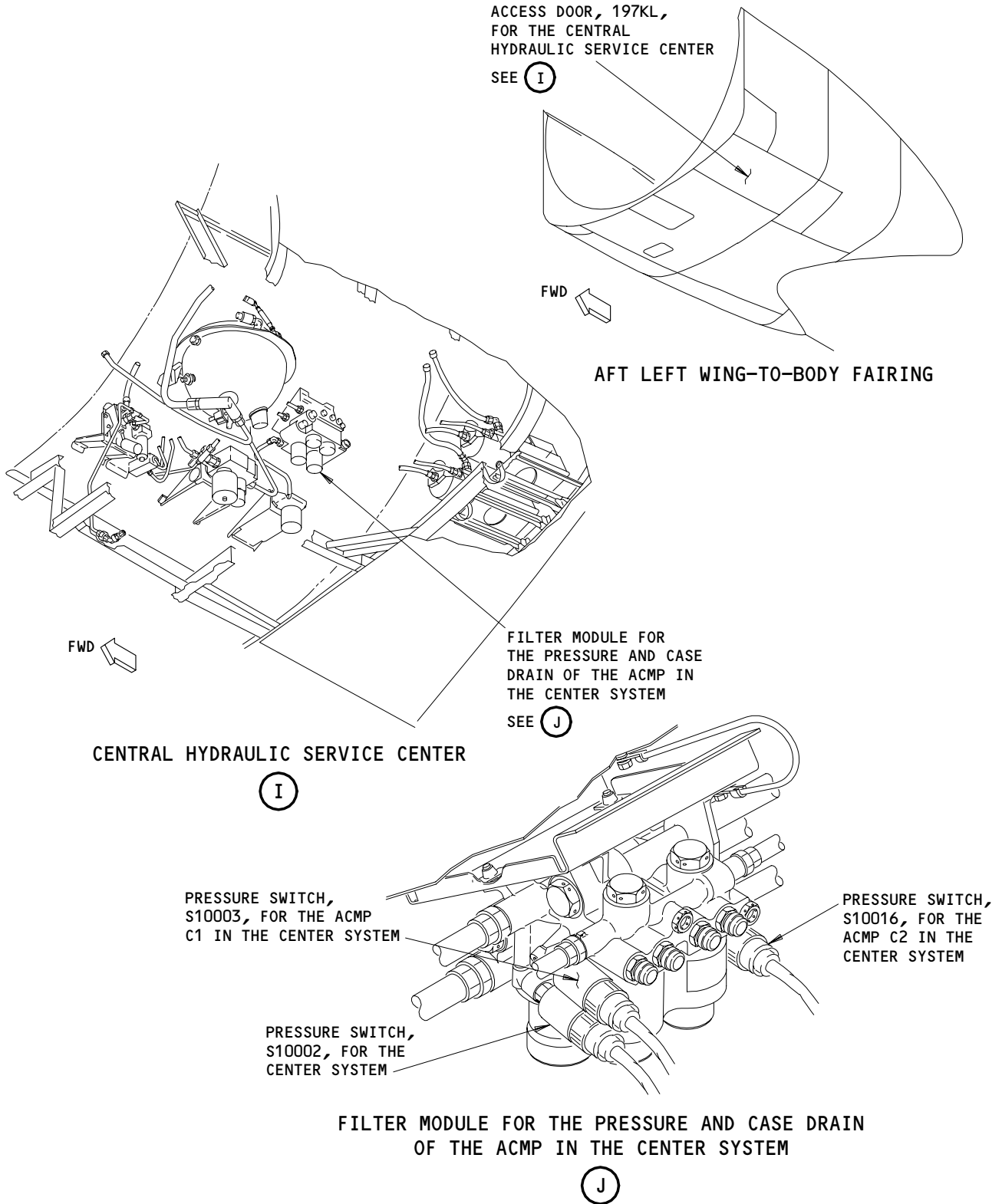
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Hydraulic Pressure Indicating System - Component Location
Figure 102 (Sheet 5)

EFFECTIVITY	
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 FAULT ISOLATION/MAINT MANUAL

HYDRAULIC FLUID TEMPERATURE INDICATING SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
COMPUTER - (REF 31-41-00, FIG. 101) EICAS L, M10181 EICAS R, M10182				
LIGHT - CENTER SYSTEM ACMP C1 OVERHEAT INDICATOR, YQTL8	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
LIGHT - CENTER SYSTEM ACMP C2 OVERHEAT INDICATOR, YQTL9	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
LIGHT - LEFT SYSTEM ACMP OVERHEAT INDICATOR, YQTL11	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
LIGHT - LEFT SYSTEM EDP OVERHEAT INDICATOR, YQTL7	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
LIGHT - RIGHT SYSTEM ACMP OVERHEAT INDICATOR, YQTL12	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
LIGHT - RIGHT SYSTEM EDP OVERHEAT INDICATOR, YQTL10	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
MODULE - (REF 29-11-00, FIG. 101) LEFT SYSTEM EDP PRESSURE/CASE DRAIN FILTER RIGHT SYSTEM EDP PRESSURE/CASE DRAIN FILTER				
PANEL - (REF 29-11-00, FIG. 101) HYDRAULIC CONTROL, M10050				
PUMP (ACMP) - (REF 29-11-00, FIG. 101) CENTER SYSTEM ALTERNATING CURRENT MOTOR C1, M10029 CENTER SYSTEM ALTERNATING CURRENT MOTOR C2, M10030 LEFT SYSTEM ALTERNATING CURRENT MOTOR, M231 RIGHT SYSTEM ALTERNATING CURRENT MOTOR, M234				
RESERVOIR - (REF 29-11-00, FIG. 101) CENTER SYSTEM HYDRAULIC LEFT SYSTEM HYDRAULIC RIGHT SYSTEM HYDRAULIC				

* SEE THE WDM EQUIPMENT LIST

Hydraulic Fluid Temperature Indicating System - Component Index
 Figure 101 (Sheet 1)

EFFECTIVITY

ALL

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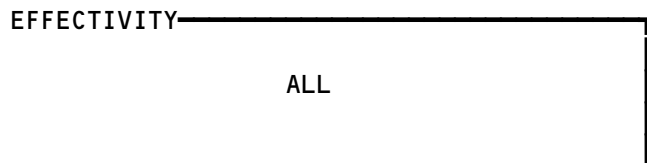
230601


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 FAULT ISOLATION/MAINT MANUAL

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
SWITCH - CENTER SYSTEM ACMP C1 CASE DRAIN TEMPERATURE		1	197KL, AFT LEFT WING-TO-BODY FAIRING, CENTER SYSTEM ACMP C1, M10029	*
SWITCH - CENTER SYSTEM ACMP C2 CASE DRAIN TEMPERATURE		1	197KL, AFT LEFT WING-TO-BODY FAIRING, CENTER SYSTEM ACMP C2, M10030	*
SWITCH - LEFT SYSTEM ACMP CASE DRAIN TEMPERATURE		1	LEFT WHEEL WELL, LEFT SYSTEM ACMP, M231	*
SWITCH - LEFT SYSTEM EDP CASE DRAIN TEMPERATURE, S10006	2	1	434AL, LEFT NACELLE STRUT - AFT FAIRING, LEFT SYSTEM EDP PRESSURE/CASE DRAIN FILTER MODULE	29-32-01
SWITCH - RIGHT SYSTEM ACMP CASE DRAIN TEMPERATURE		1	RIGHT WHEEL WELL, RIGHT SYSTEM ACMP, M234	*
SWITCH - RIGHT SYSTEM EDP CASE DRAIN TEMPERATURE, S10007	2	1	444AL, RIGHT NACELLE STRUT - AFT FAIRING, RIGHT SYSTEM EDP PRESSURE/CASE DRAIN FILTER MODULE	29-32-01
TRANSMITTER - CENTER SYSTEM FLUID TEMPERATURE, TS5194	4	1	197KL, AFT LEFT WING-TO-BODY FAIRING, CENTER SYSTEM HYDRAULIC RESERVOIR	29-32-03
TRANSMITTER - LEFT SYSTEM FLUID TEMPERATURE, TS5193	3	1	LEFT WHEEL WELL, LEFT SYSTEM HYDRAULIC RESERVOIR	29-32-03
TRANSMITTER - RIGHT SYSTEM FLUID TEMPERATURE, TS5195	3	1	RIGHT WHEEL WELL, RIGHT SYSTEM HYDRAULIC RESERVOIR	29-32-03

* SEE THE WDM EQUIPMENT LIST

Hydraulic Fluid Temperature Indicating System - Component Index
Figure 101 (Sheet 2)

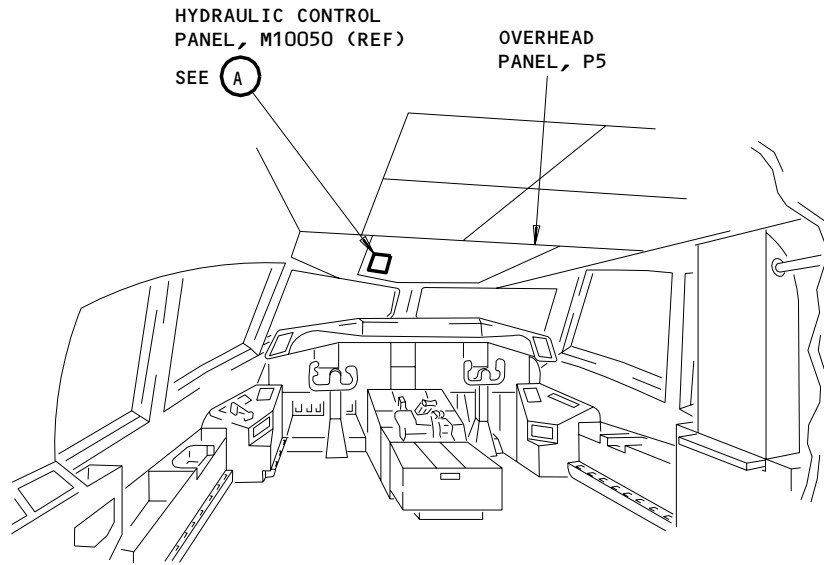


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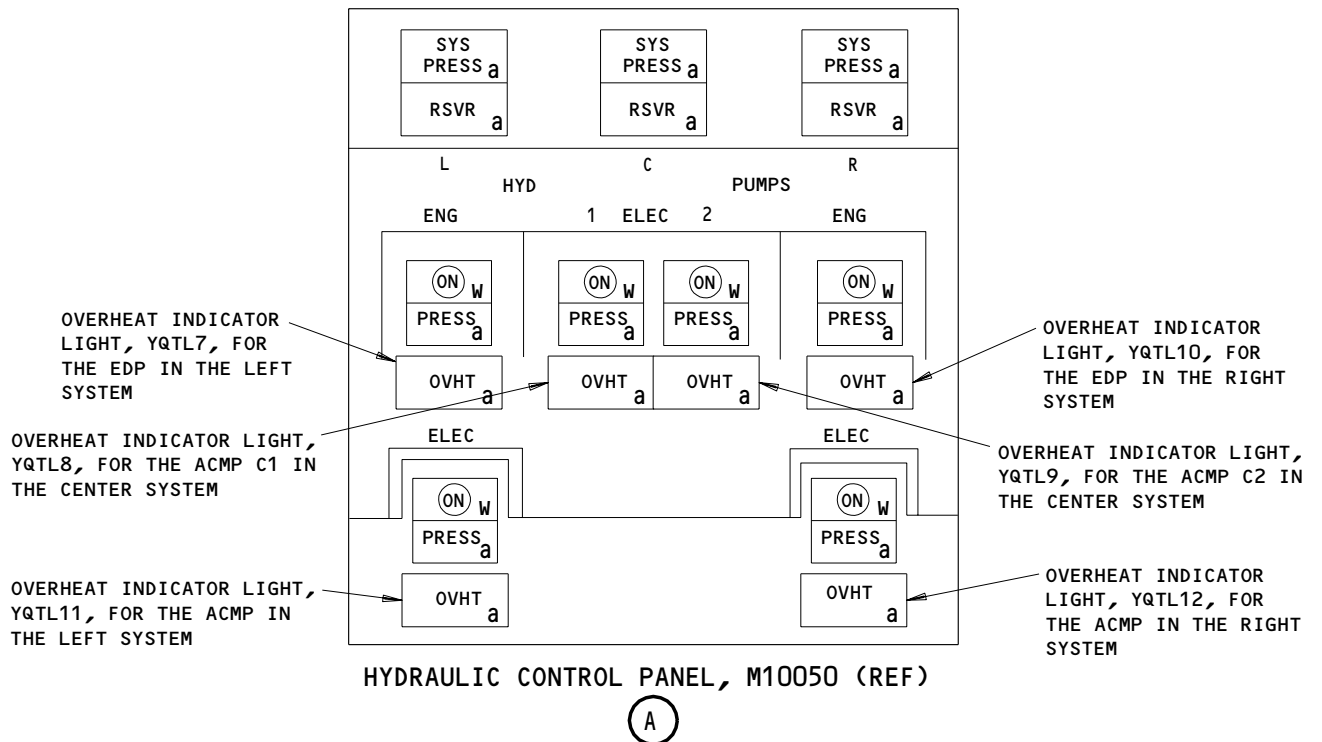
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FAULT ISOLATION/MAINT MANUAL



FLIGHT COMPARTMENT



Hydraulic Fluid Temperature Indicating System - Component Location
Figure 102 (Sheet 1)

EFFECTIVITY

ALL

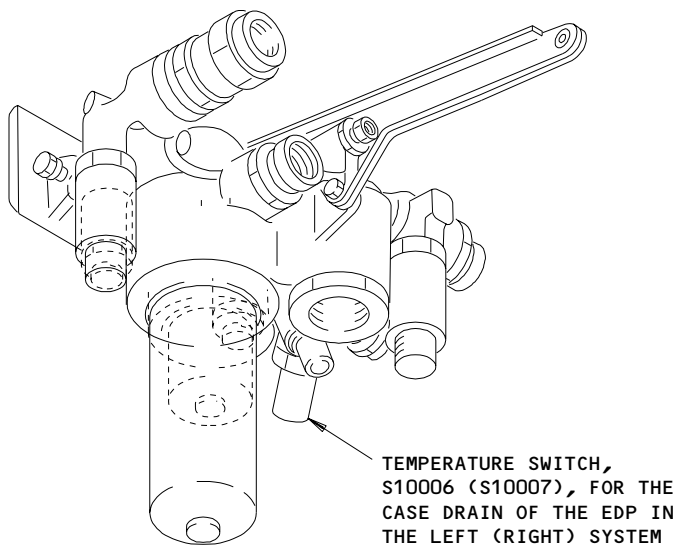
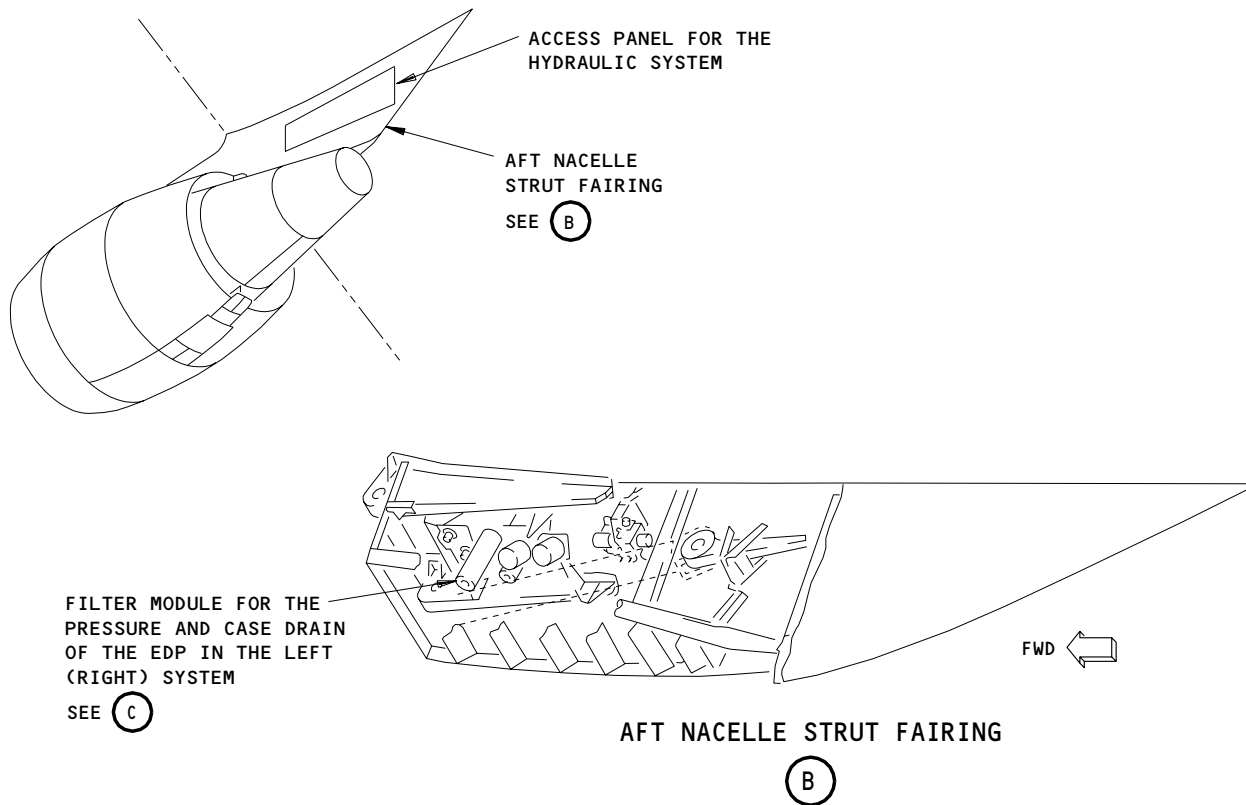
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FAULT ISOLATION/MAINT MANUAL

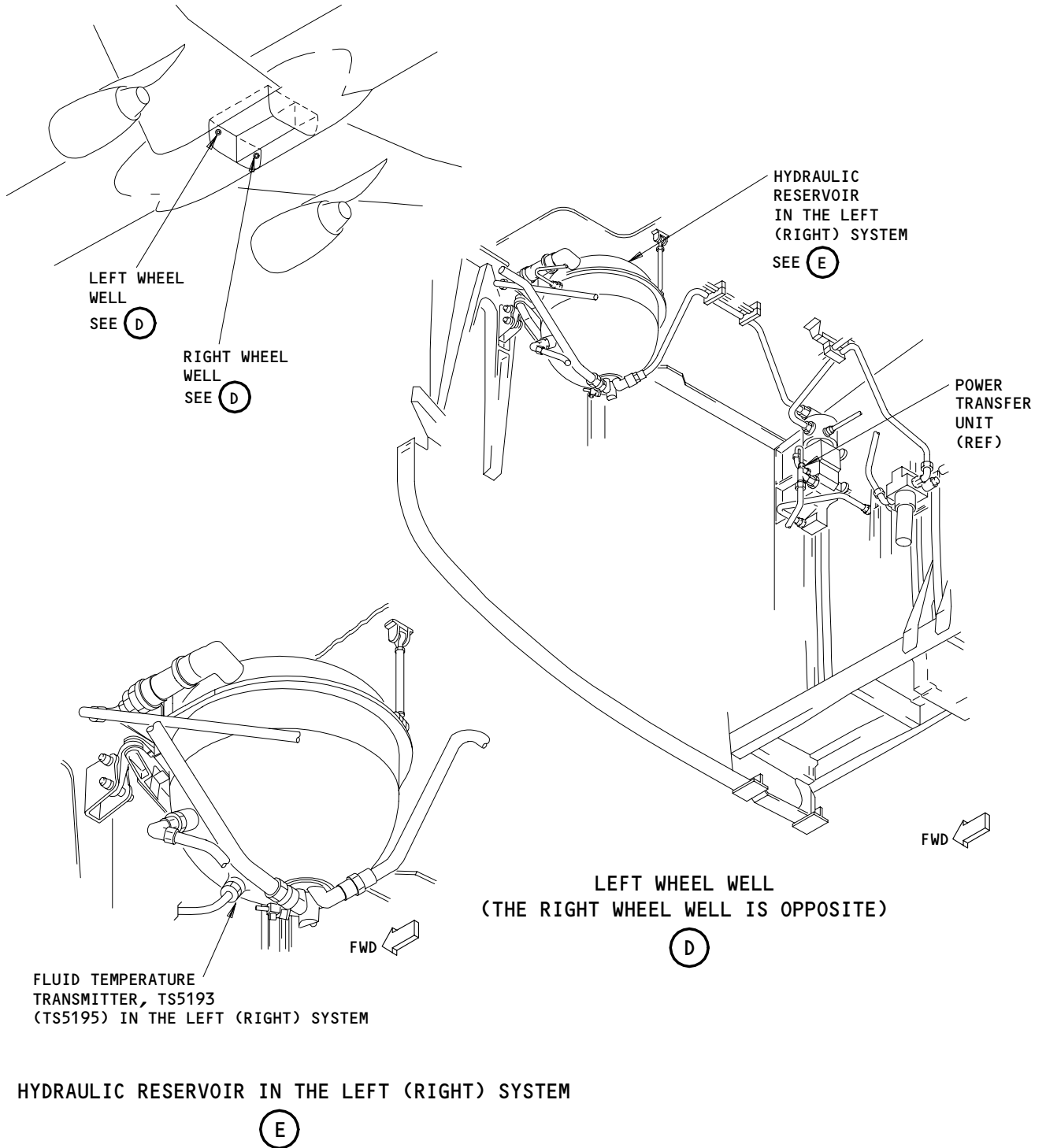


FILTER MODULE FOR THE PRESSURE AND CASE DRAIN OF THE EDP IN THE LEFT (RIGHT) SYSTEM (C)

Hydraulic Fluid Temperature Indicating System - Component Location
Figure 102 (Sheet 2)

EFFECTIVITY	ALL
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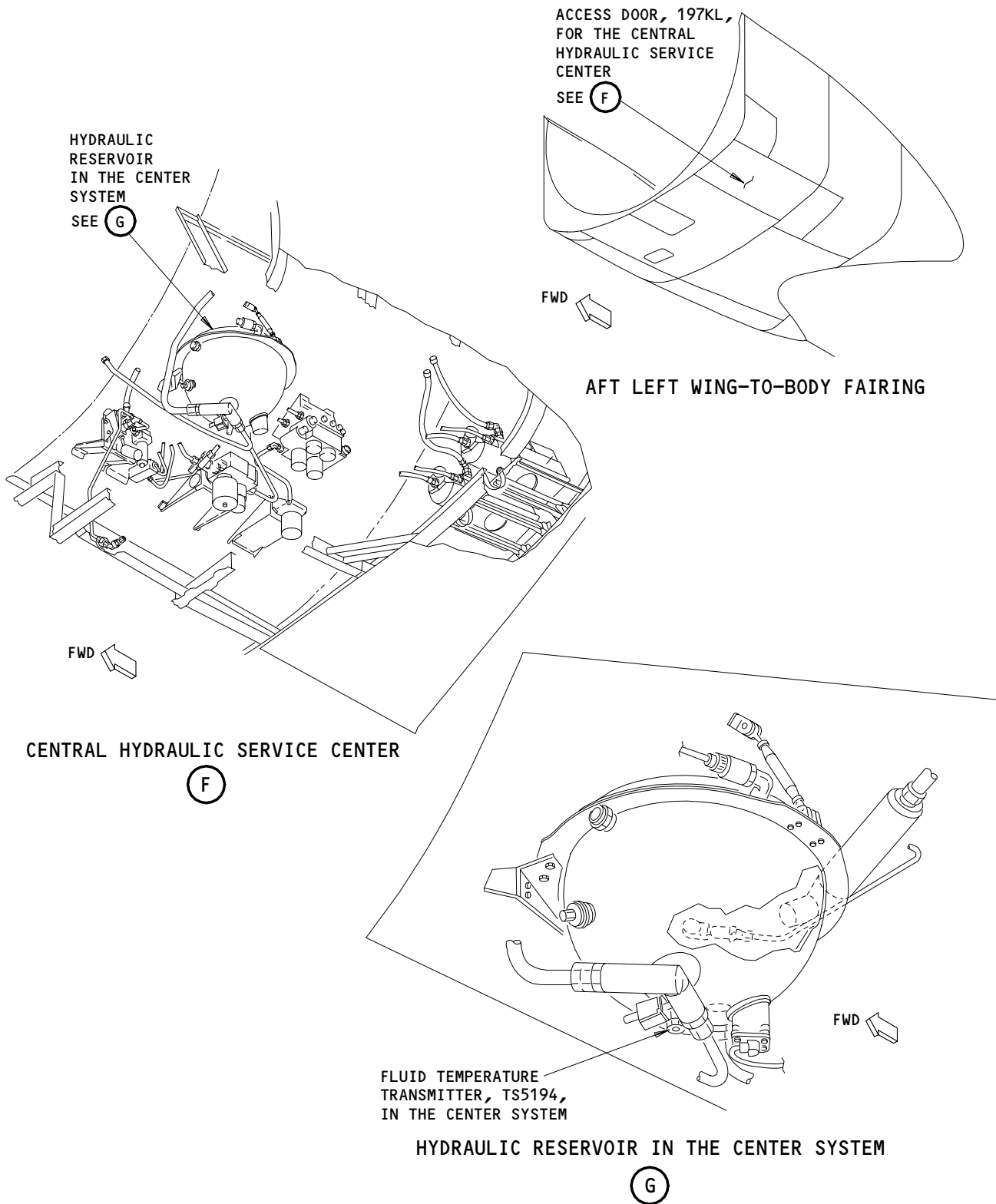
Hydraulic Fluid Temperature Indicating System - Component Location
Figure 102 (Sheet 3)

EFFECTIVITY	
	ALL

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Hydraulic Fluid Temperature Indicating System - Component Location
Figure 102 (Sheet 4)

EFFECTIVITY

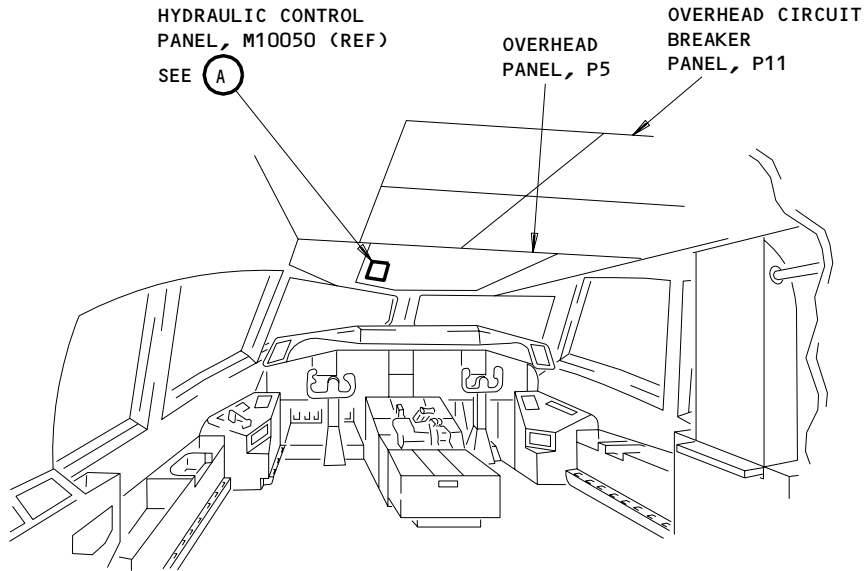
ALL

29-32-00

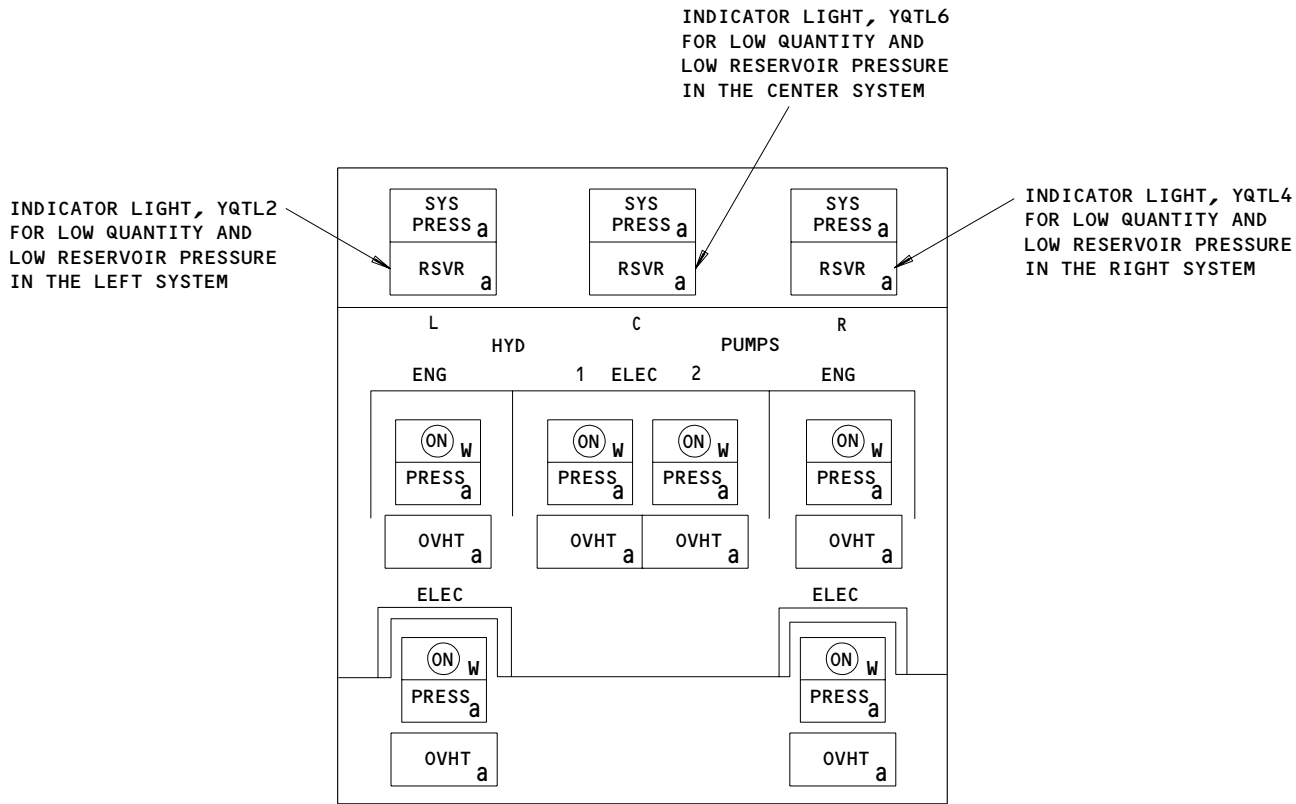
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FLIGHT COMPARTMENT



HYDRAULIC CONTROL PANEL, M10050 (REF)

(A)

Hydraulic Fluid Quantity Indicating System - Component Location
Figure 102 (Sheet 1)

EFFECTIVITY

ALL

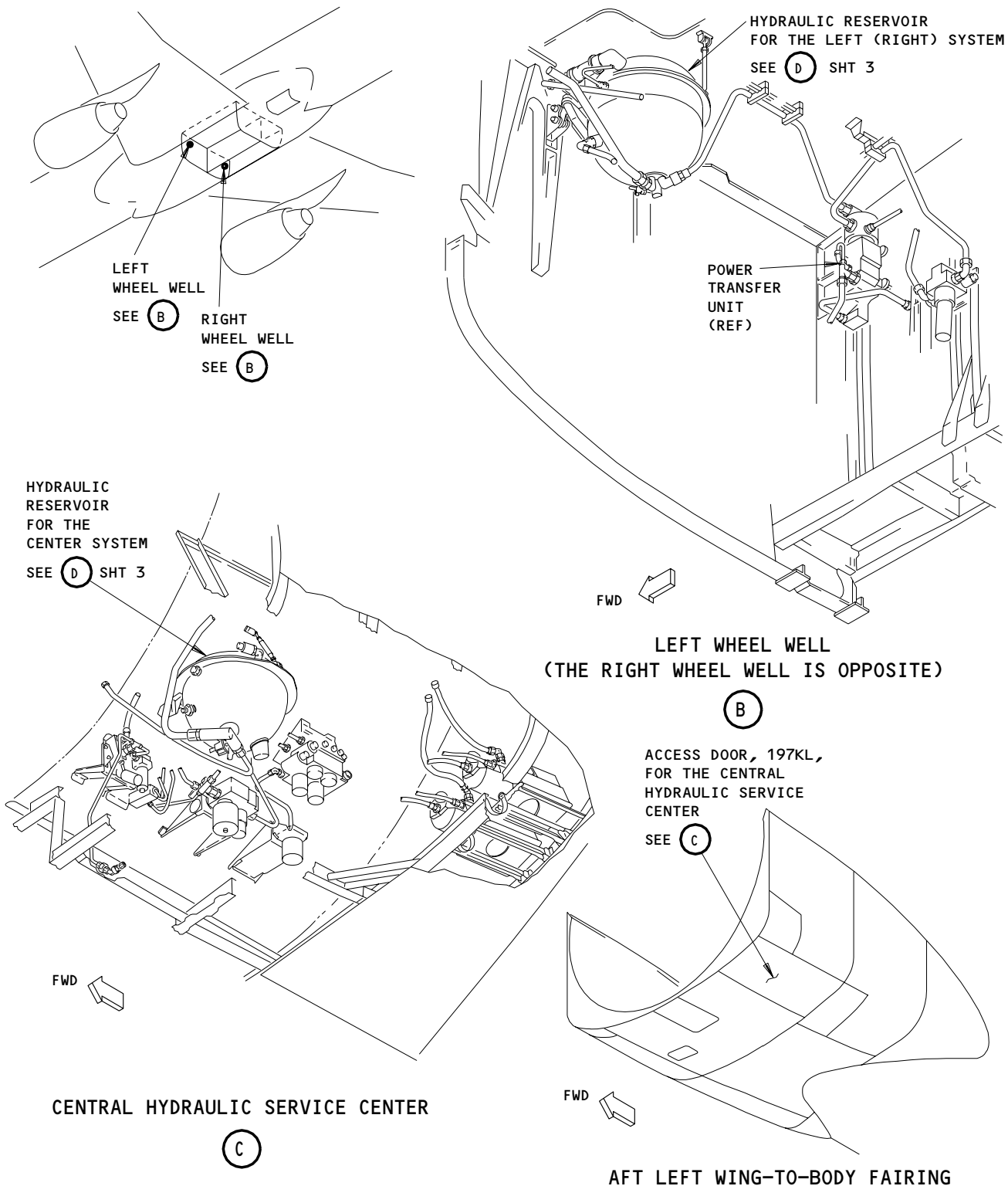
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FAULT ISOLATION/MAINT MANUAL



Hydraulic Fluid Quantity Indicating System - Component Location
Figure 102 (Sheet 2)

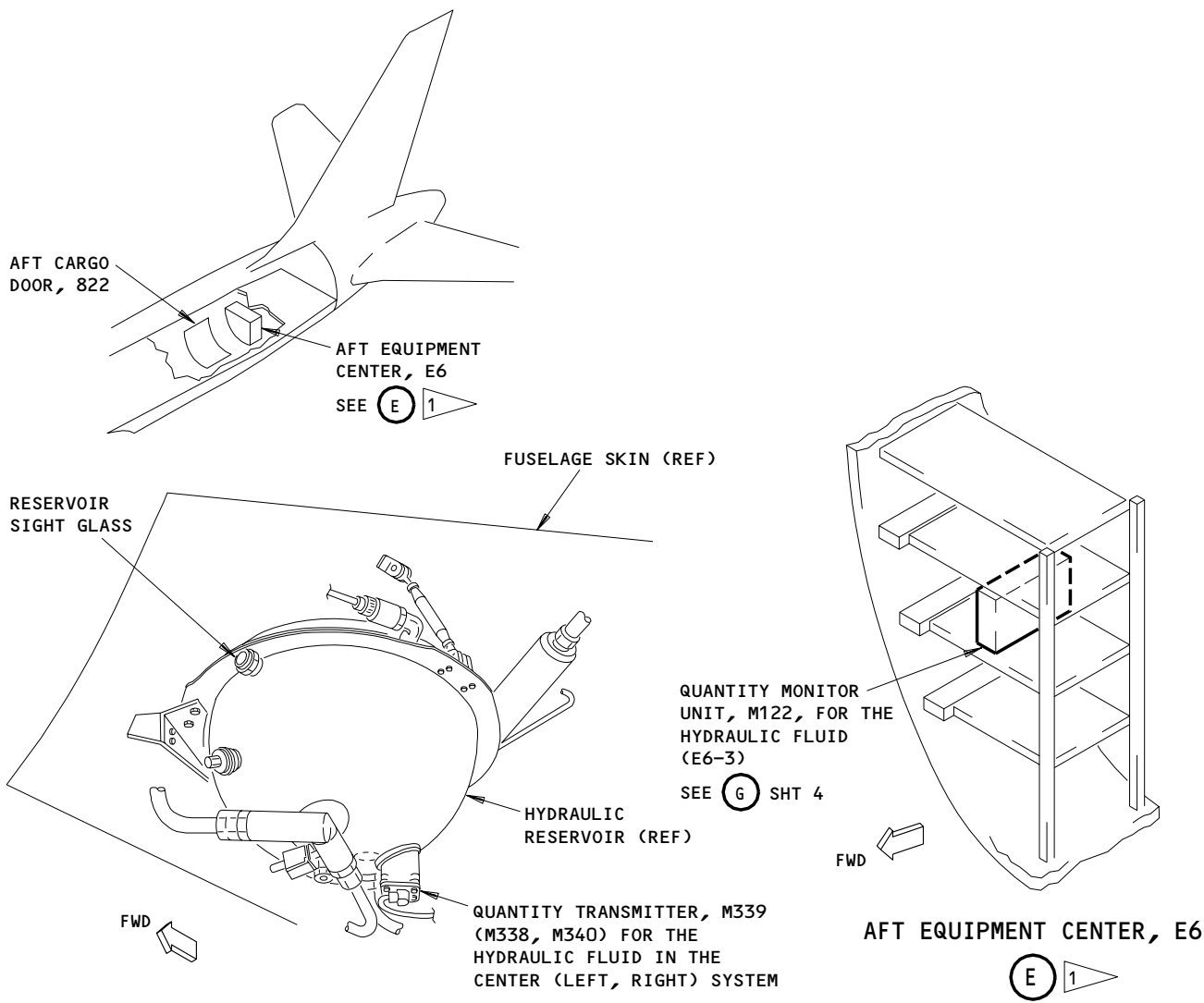
EFFECTIVITY	ALL
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HYDRAULIC RESERVOIR IN THE CENTER SYSTEM IS SHOWN
(THE HYDRAULIC RESERVOIRS IN THE LEFT AND RIGHT SYSTEMS ARE ALMOST THE SAME)

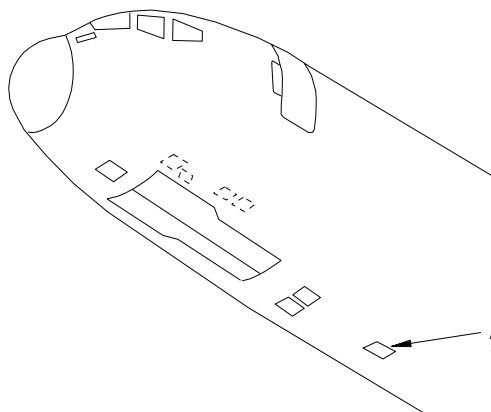
(D) FROM SHT 2

1 IT IS POSSIBLE THE QUANTITY MONITOR UNIT IS INSTALLED IN THE MAIN EQUIPMENT CENTER.

Hydraulic Fluid Quantity Indicating System - Component Location
Figure 102 (Sheet 3)

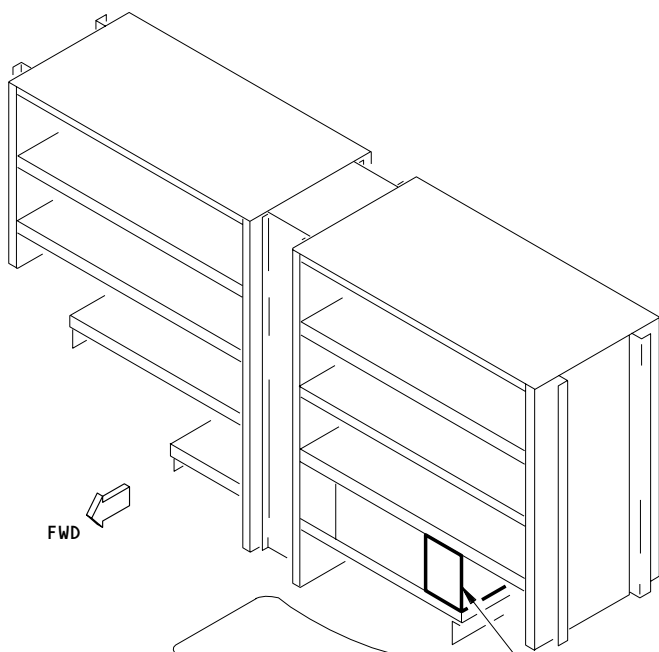
EFFECTIVITY	ALL
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29-33-00



ACCESS DOOR, 119BL, FOR THE MAIN EQUIPMENT CENTER

SEE (F) 2

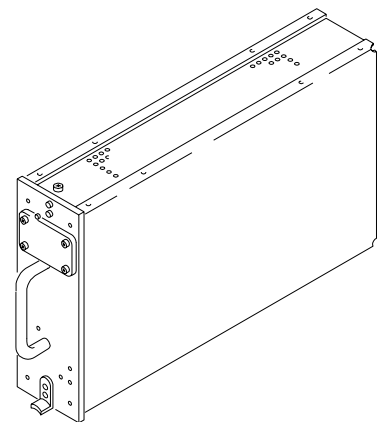


FWD

ACCESS DOOR, 119BL, FOR THE MAIN EQUIPMENT CENTER

QUANTITY MONITOR UNIT, M122, FOR THE HYDRAULIC FLUID (E3-4)

SEE (G)



QUANTITY MONITOR UNIT, M122, FOR THE HYDRAULIC FLUID

(G)

MAIN EQUIPMENT CENTER

(F) 2

2 IT IS POSSIBLE THE QUANTITY MONITOR UNIT IS INSTALLED IN THE AFT EQUIPMENT CENTER.

Hydraulic Fluid Quantity Indicating System - Component Location
Figure 102 (Sheet 4)

EFFECTIVITY	ALL
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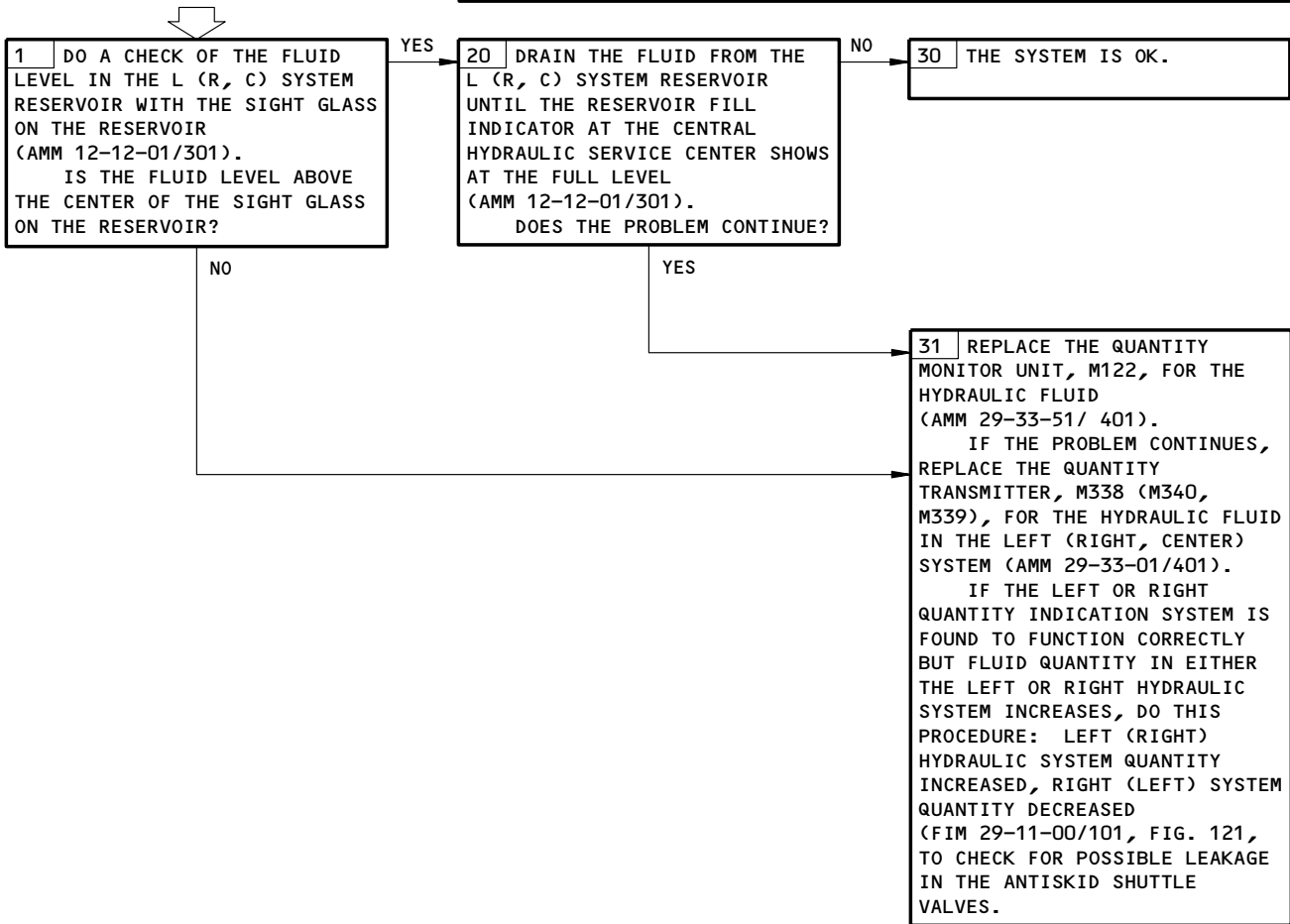
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L (R, C) HYDRAULIC QUANTITY READS HIGH

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11K19, 11K20, 11K21

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



L (R,C) Hydraulic Quantity Reads High
Figure 103

EFFECTIVITY	ALL
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29-33-00

L (R,C) HYDRAULIC
QUANTITY INDICATES
RF (REFILL) NEXT TO
QUANTITY READING

PREREQUISITES

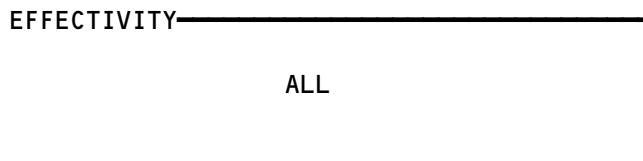
MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (MM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11K19,11K20,11K21

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



L (R,C) Hydraulic Quantity Indicates RF (Refill) Next to Quantity Reading
Figure 104



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 FAULT ISOLATION/MAINT MANUAL

HYDRAULIC RESERVOIR PRESSURE INDICATION SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
COMPUTER - (REF 31-41-00, FIG. 101) EICAS L, M10181 EICAS R, M10182 DIODE - (REF 31-01-37, FIG. 101) CENTER SYSTEM - RESERVOIR PRESSURE ISOLA- TION, R10198 LEFT SYSTEM - RESERVOIR PRESSURE ISOLATION, R10197 RIGHT SYSTEM - RESERVOIR PRESSURE ISOLA- TION, R10199				
LIGHT - CENTER SYSTEM LOW QUANTITY/RESERVOIR PRESSURE INDICATOR, YQTL6	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
LIGHT - LEFT SYSTEM LOW QUANTITY/RESERVOIR PRESSURE INDICATOR, YQTL2	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
LIGHT - RIGHT SYSTEM LOW QUANTITY/RESERVOIR PRESSURE INDICATOR, YQTL4	1	1	FLIGHT COMPARTMENT, P5 PANEL, HYDRAULIC CONTROL PANEL, M10050	*
SWITCH - CENTER SYSTEM HYDRAULIC RESERVOIR PRESSURE, S10033	3	1	197KL, AFT LEFT WING-TO-BODY FAIRING, CENTER SYSTEM HYDRAULIC RESERVOIR	29-35-01
SWITCH - LEFT SYSTEM HYDRAULIC RESERVOIR PRESSURE, S10032	3	1	LEFT WHEEL WELL, LEFT SYSTEM HYDRAULIC RESERVOIR	29-35-01
SWITCH - RIGHT SYSTEM HYDRAULIC RESERVOIR PRESSURE, S10034	3	1	RIGHT WHEEL WELL, RIGHT SYSTEM HYDRAULIC RESERVOIR	29-35-01

* SEE THE WDM EQUIPMENT LIST

Hydraulic Reservoir Pressure Indication System - Component Index
Figure 101

EFFECTIVITY

ALL

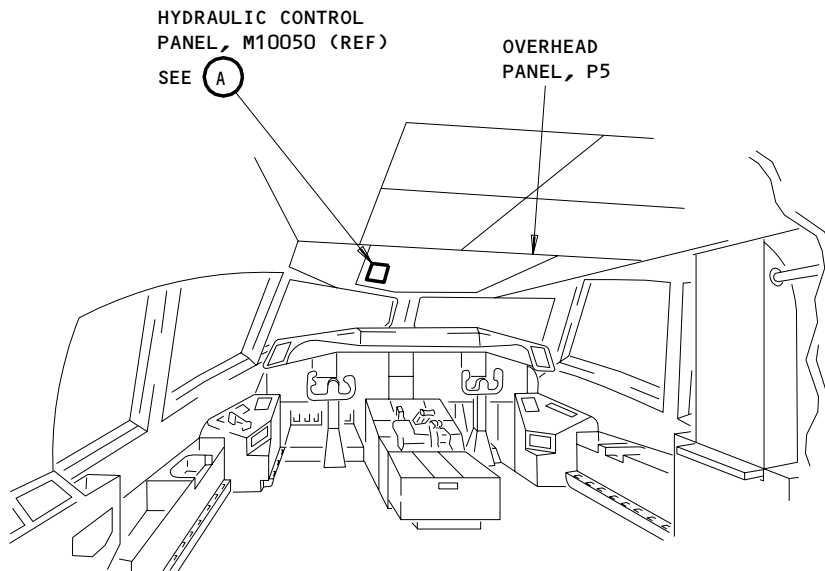
29-35-00

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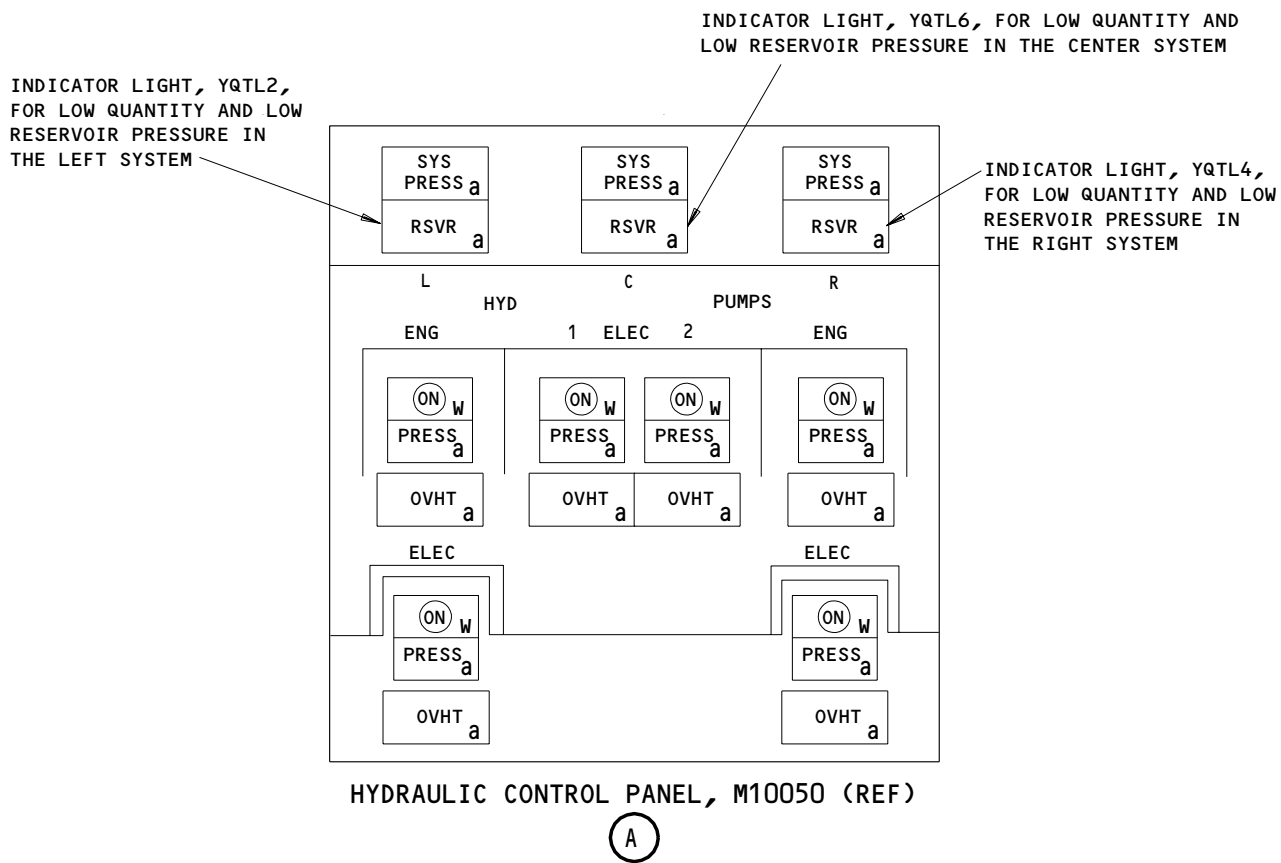
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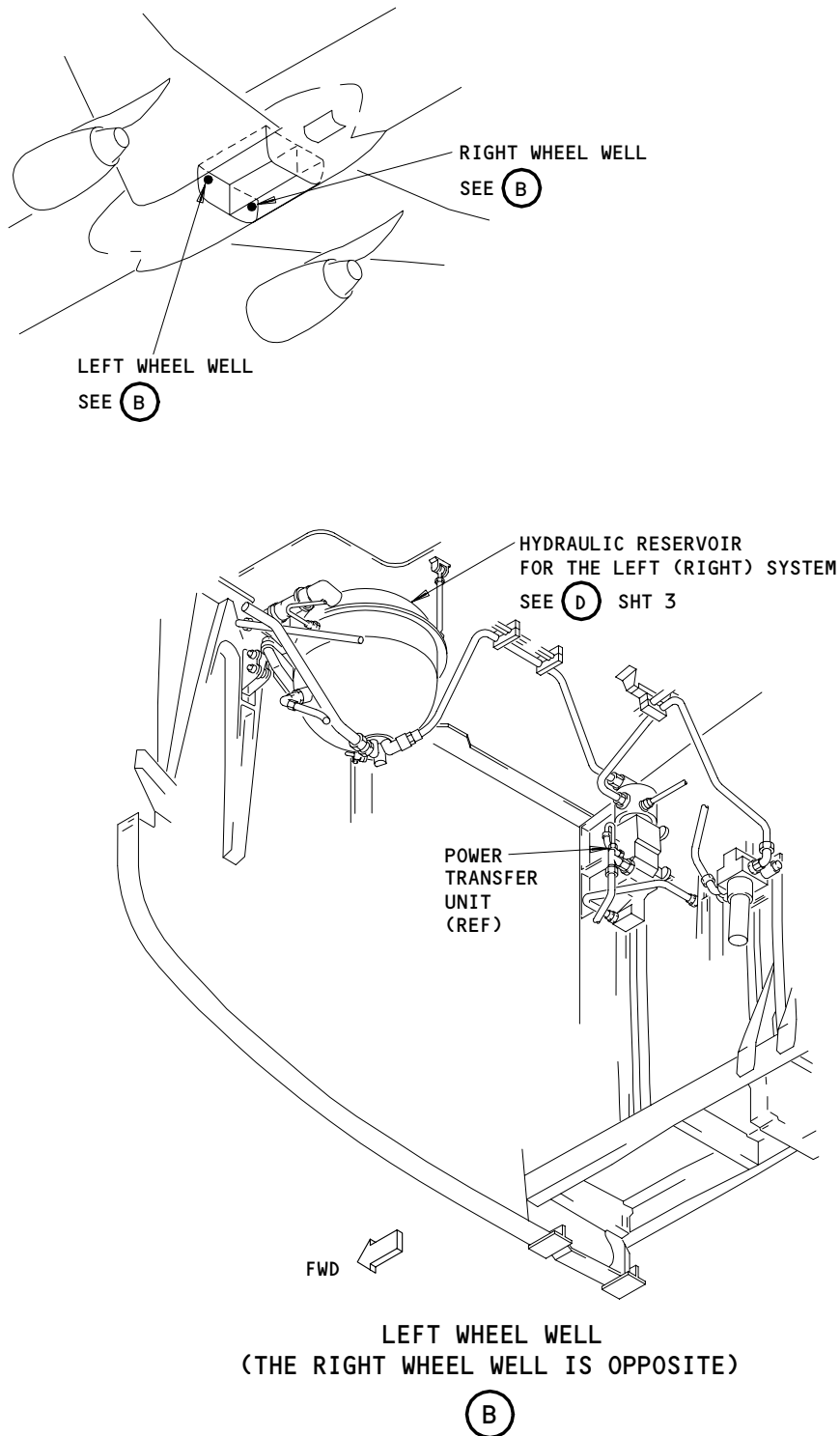
FLIGHT COMPARTMENT



Hydraulic Reservoir Pressure Indication System - Component Location
Figure 102 (Sheet 1)

EFFECTIVITY	ALL
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29-35-00



Hydraulic Reservoir Pressure Indication System - Component Location
Figure 102 (Sheet 2)

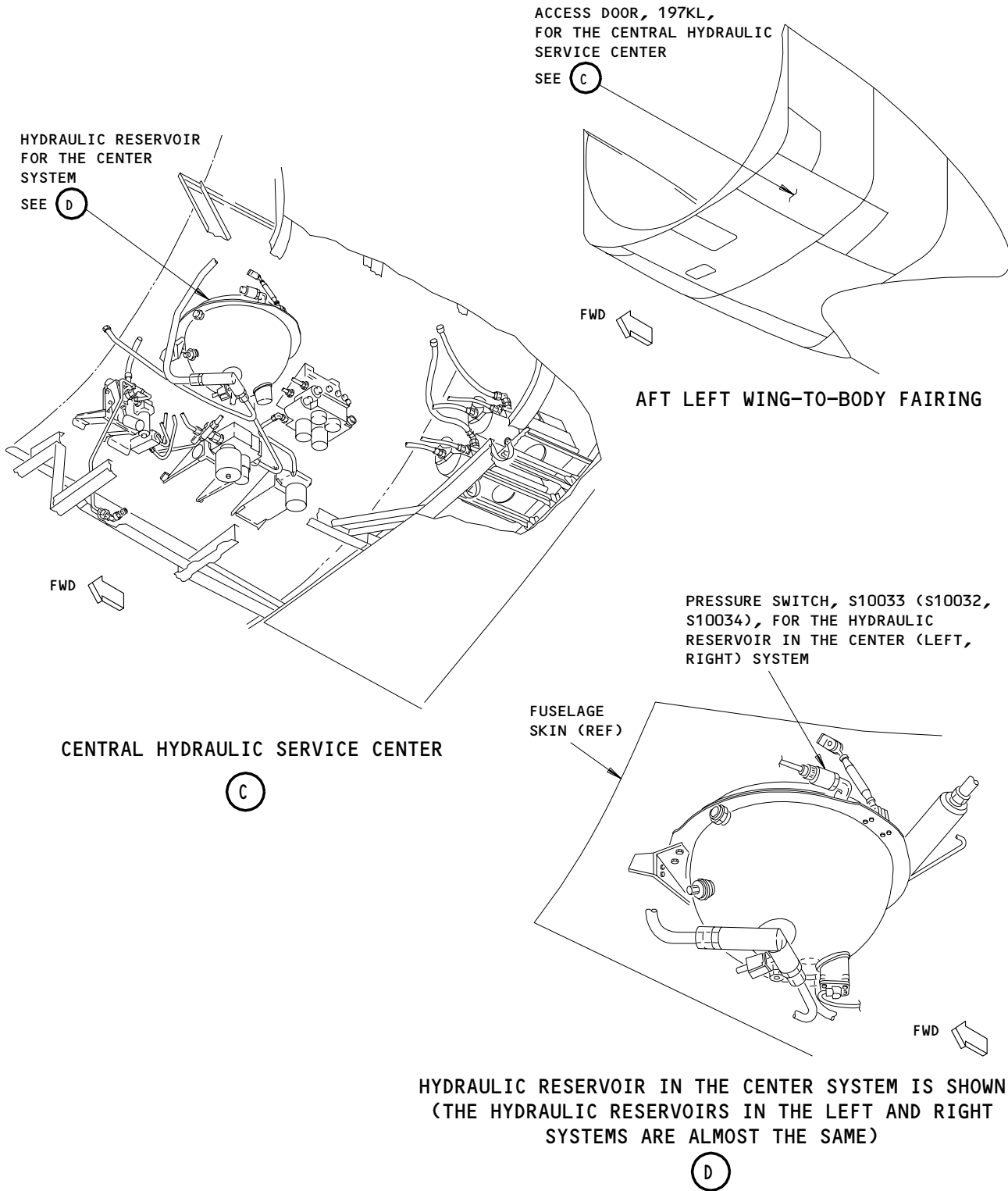
EFFECTIVITY	
	ALL

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FAULT ISOLATION/MAINT MANUAL



Hydraulic Reservoir Pressure Indication System - Component Location
Figure 102 (Sheet 3)

EFFECTIVITY	ALL
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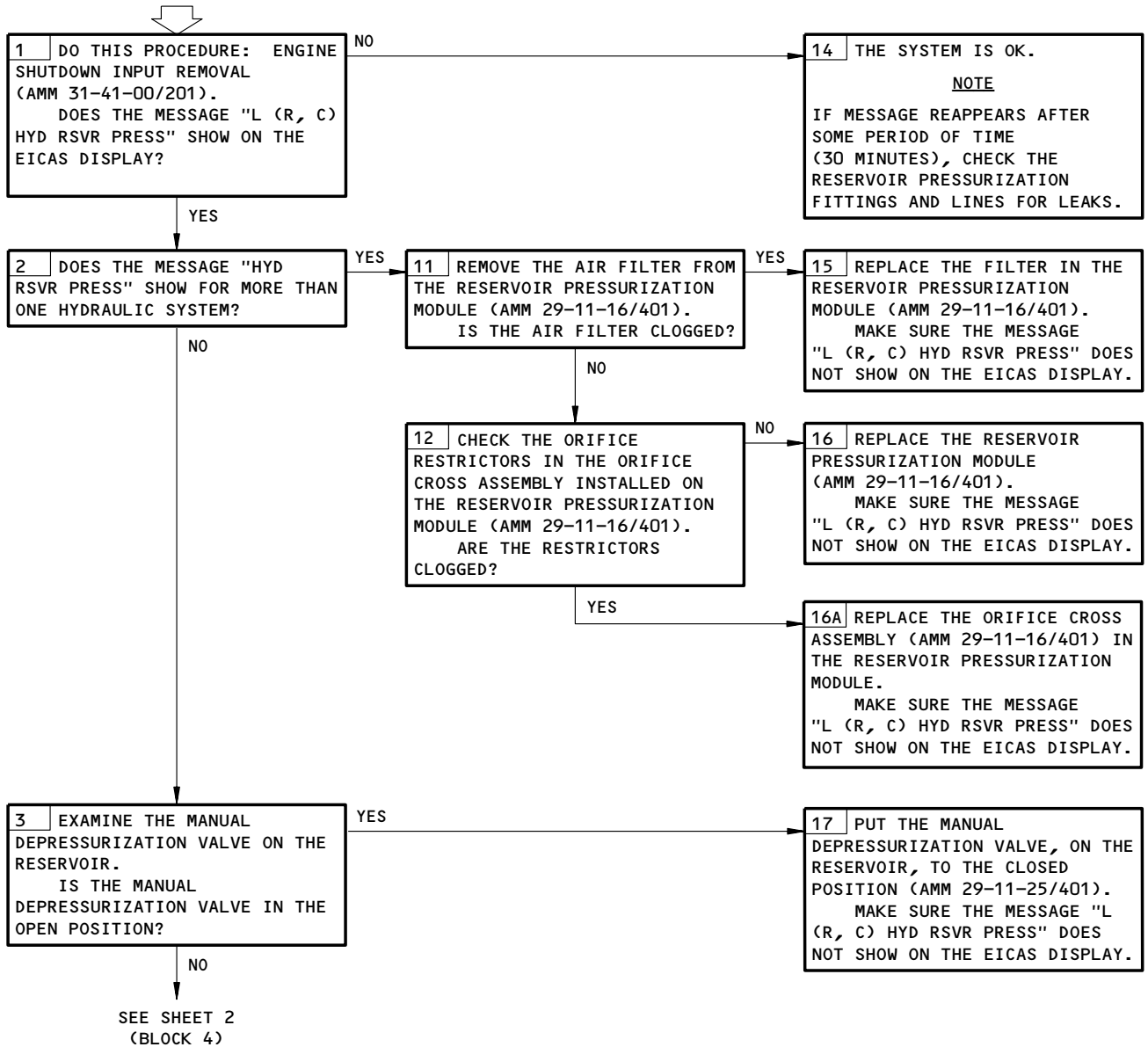
29-35-00

"L (R, C) HYD RSVR PRESS" EICAS ADVISORY MESSAGE ILLUMINATED, "HYD QTY" IS NORMAL

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (AMM 31-41-00/201)

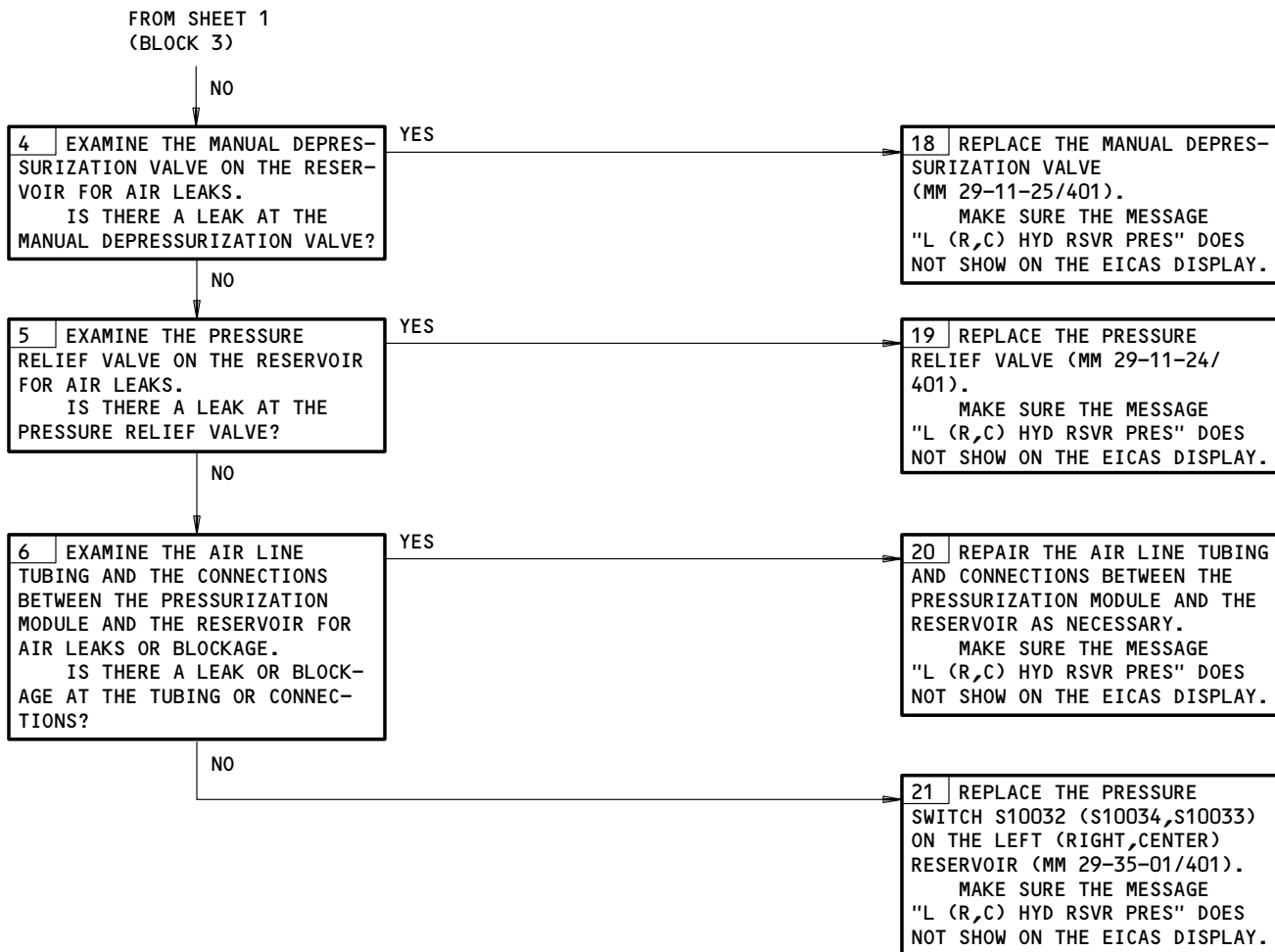
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
PNEUMATIC POWER IS ON (THE DUCT PRESSURE MUST BE MORE THAN 17 PSI) (AMM 36-00-00/201)



L (R, C) HYD RSVR PRES EICAS Advisory Message Illuminated, HYD QTY is Normal
Figure 103 (Sheet 1)

EFFECTIVITY	ALL
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29-35-00



L (R,C) HYD RSVR PRES EICAS Message Illuminated, HYD QTY is Normal
Figure 103 (Sheet 2)

EFFECTIVITY	ALL
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29-35-00