GPA Group plc

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32-HOW TO USE THE FIM		
1	SEP 20/98	01
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32-FAULT CODE DIAGRAM		
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4	MAR 20/97	01
5	JUN 15/85	02
6	DEC 20/87	02
7	JAN 28/01	03
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11	DEC 20/93	04
12	DEC 20/93	05

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32-BITE INDEX		
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2	SEP 28/99	01
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104	MAY 28/99	01
105	SEP 20/93	04
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108	MAY 28/03	01
109	MAY 28/03	01
110	MAR 20/90	03
111	MAY 28/99	01
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108	MAY 28/01	05
109	MAY 28/01	01
110	SEP 28/07	01
111	DEC 20/95	03
112	BLANK	

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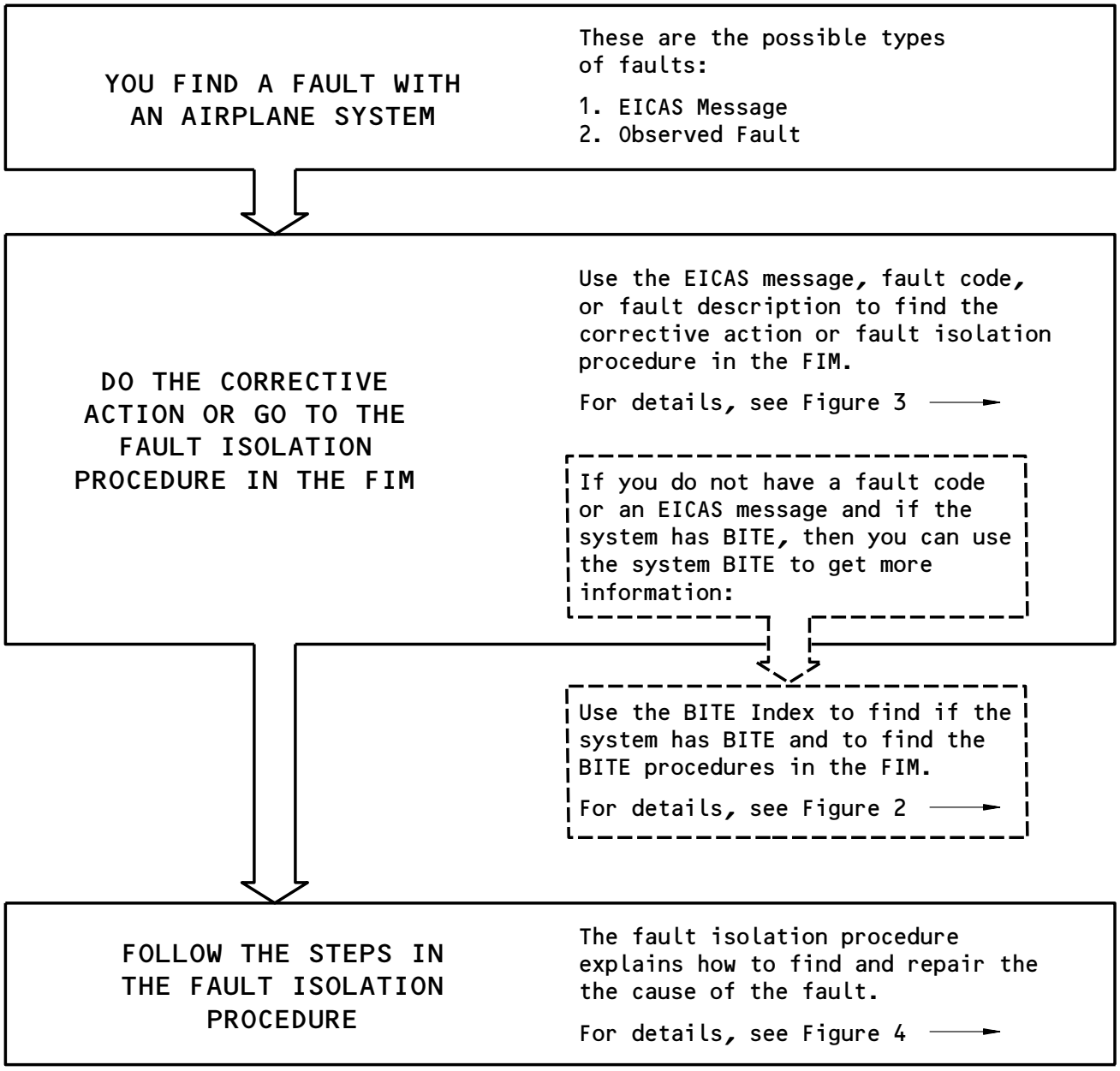
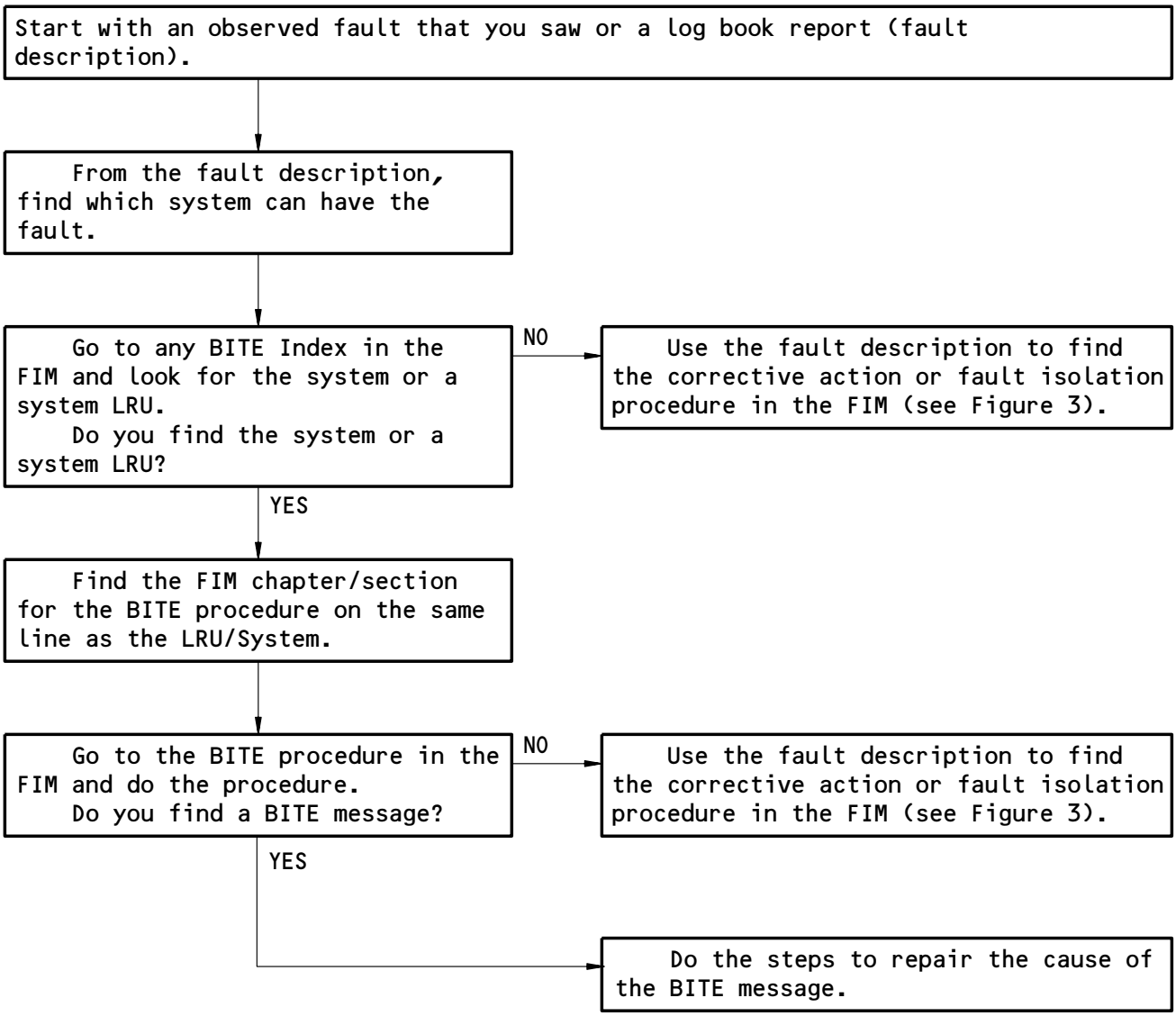


Basic Fault Isolation Process
Figure 1

H54393



How to Get Fault Information from BITE
Figure 2

H54394

IF YOU HAVE:	THEN DO THIS TO FIND THE CORRECTIVE ACTION OR FAULT ISOLATION PROCEDURE IN THE FIM:
FAULT CODE	1. The first two digits of the fault code are the FIM chapter that you need. Go to the Fault Code Index in that chapter and find the fault code. 2. Find the Fault Isolation Reference for the fault code and do the corrective action. If there is a FIM reference, then go to that fault isolation procedure in the FIM and do the steps in the procedure (see Figure 4).
EICAS MESSAGE TEXT (with no fault code)	1. If you know the chapter of the EICAS message, then go to the EICAS Messages section in that chapter and find the EICAS message. If you do not know the chapter of the EICAS message, then do these steps: A. Go to FIM EICAS MESSAGE LIST and find the EICAS message in the table. NOTE: The list follows the INTRODUCTION to the FIM. B. Find the chapter number on the same line as the EICAS message. Go to the EICAS Messages section in that chapter and find the EICAS message. 2. Do the corrective action in the "Procedure" column for the EICAS message. If there is a FIM reference, then go to that fault isolation procedure in the FIM and do the steps in the procedure (see Figure 4).
OBSERVED FAULT DESCRIPTION	1. Go to the Fault Code Diagram for the problem in the applicable chapter. 2. Do the fault analysis on the diagram and find the fault code. 3. The first two digits of the fault code are the FIM chapter that you need. Go to the Fault Code Index in that chapter and find the fault code. 4. Find the Fault Isolation Reference for the fault code and do the corrective action. If there is a FIM reference, then go to that fault isolation procedure in the FIM and do the steps in the procedure (see Figure 4).

How to Find the Corrective Action or Fault Isolation Procedure in the FIM
Figure 3

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

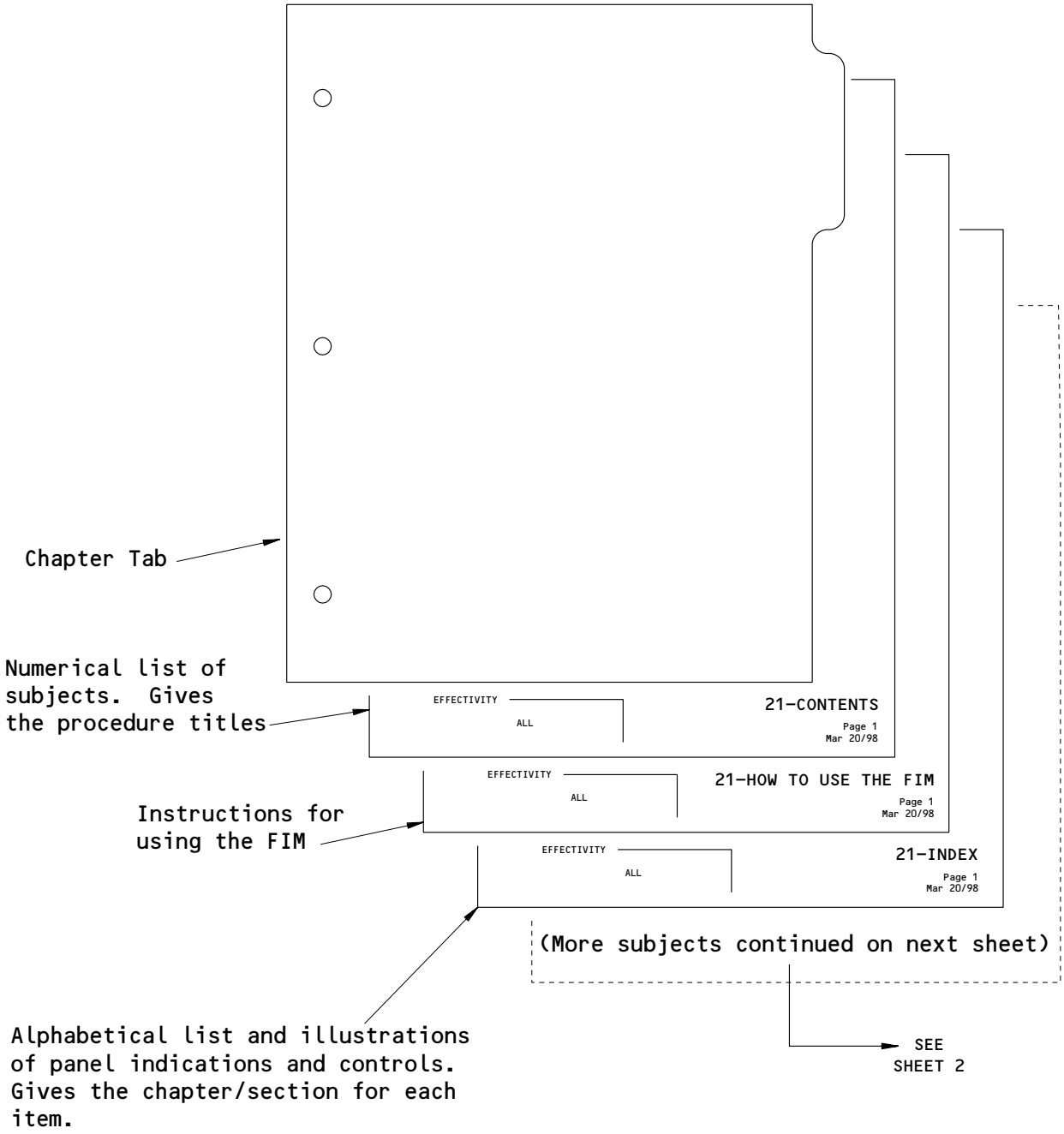
PREREQUISITES

- 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.

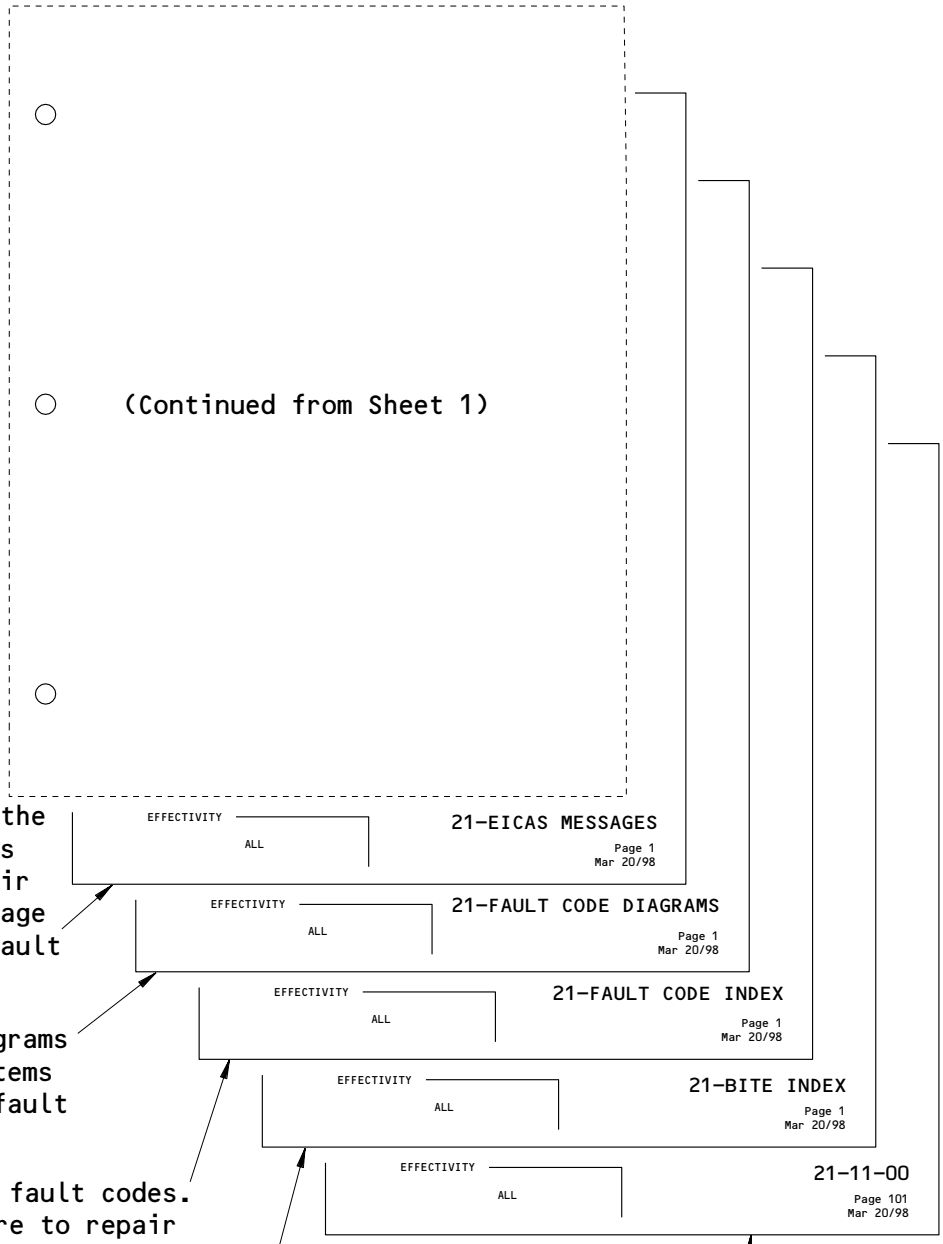
FAULT ISOLATION BLOCKS

- 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



Subjects in Each FIM Chapter
Figure 5 (Sheet 1)



Alphabetical list of the EICAS messages. Gives the procedure to repair the cause of the message or a reference to a fault isolation procedure.

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

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

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

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

Subjects in Each FIM Chapter
Figure 5 (Sheet 2)

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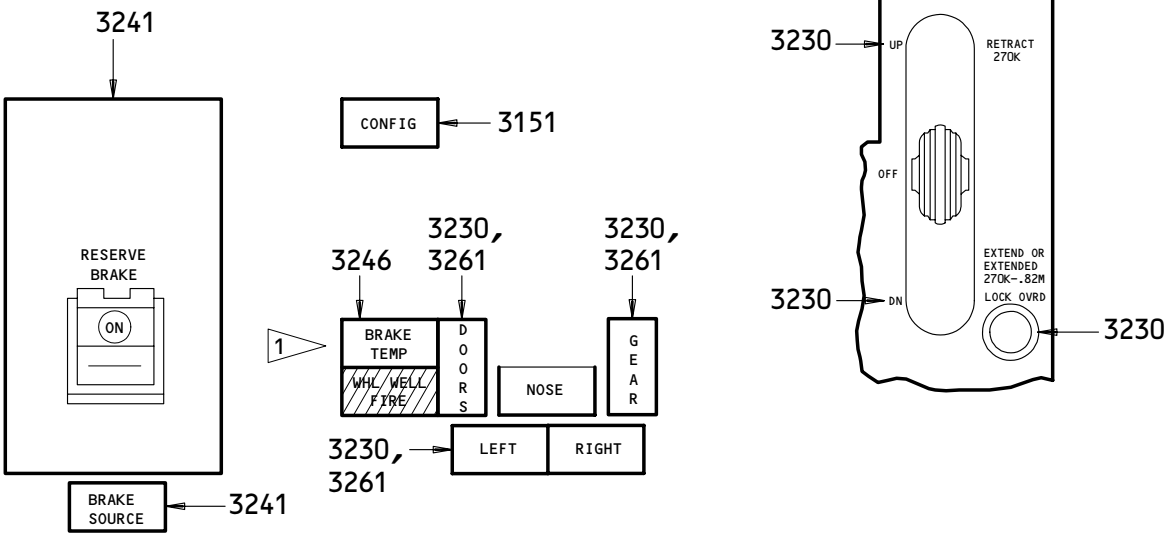
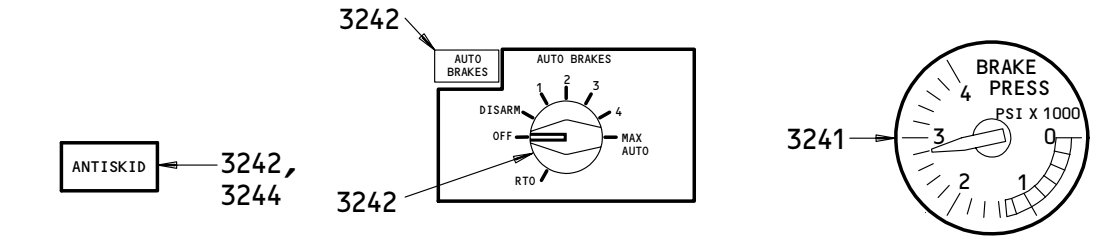
LANDING GEAR

LANDING GEAR - INDEX



CAPT'S PANEL

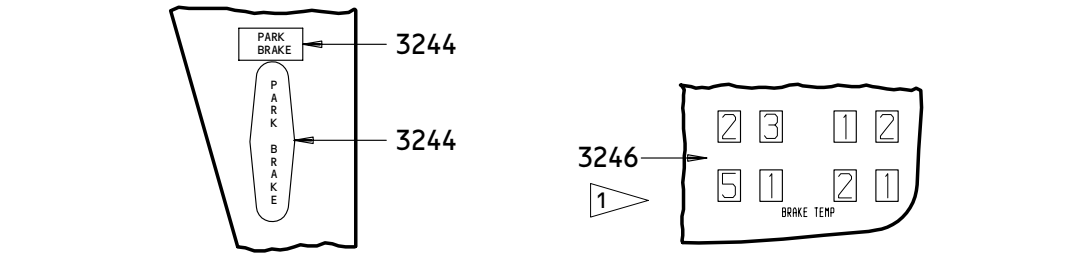
PILOTS' CENTER PANEL



OVERHEAD PANEL

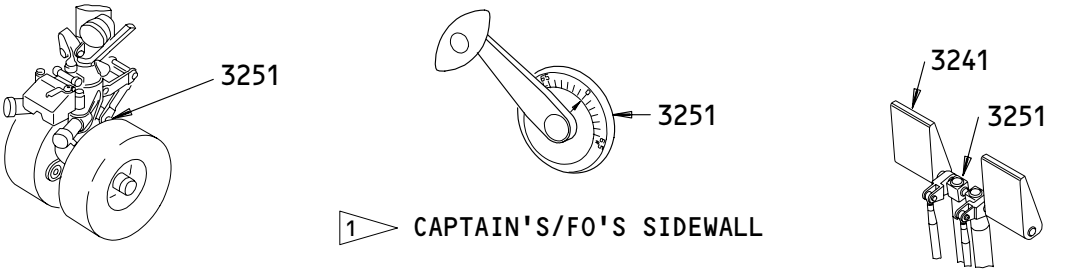
PILOTS' CENTER PANEL

F/O'S PANEL



CONTROL STAND

EICAS STATUS



1 CAPTAIN'S/FO'S SIDEWALL

RUDDER PEDALS

NOTE: IF LGT BULB INOP, SEE "LIGHTS" CHAPTER.

1 AS INSTALLED

LANDING GEAR – INDEX

EFFECTIVITY

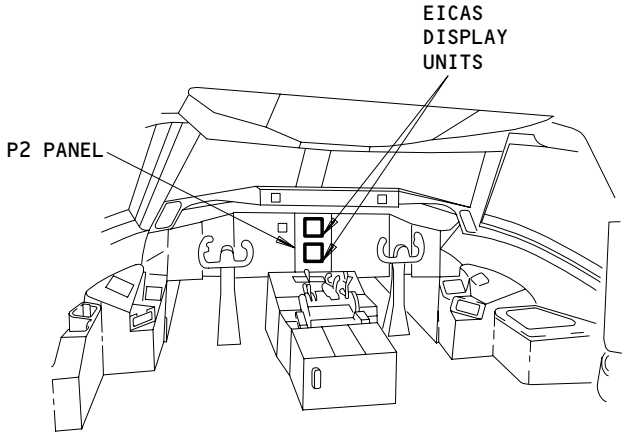
ALL

988943

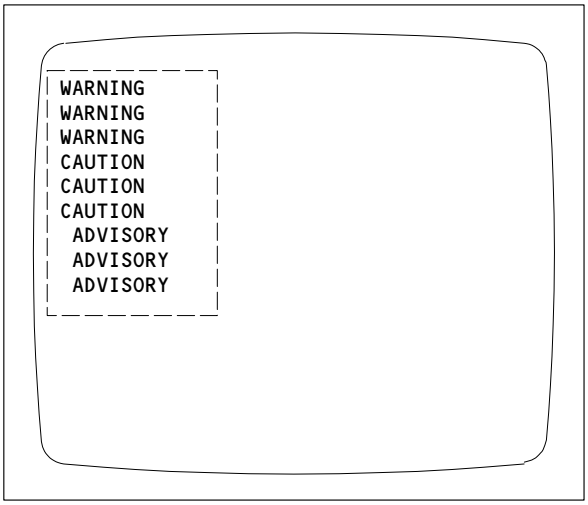
LANDING GEAR – INDEX

LANDING GEAR - EICAS MESSAGE LIST

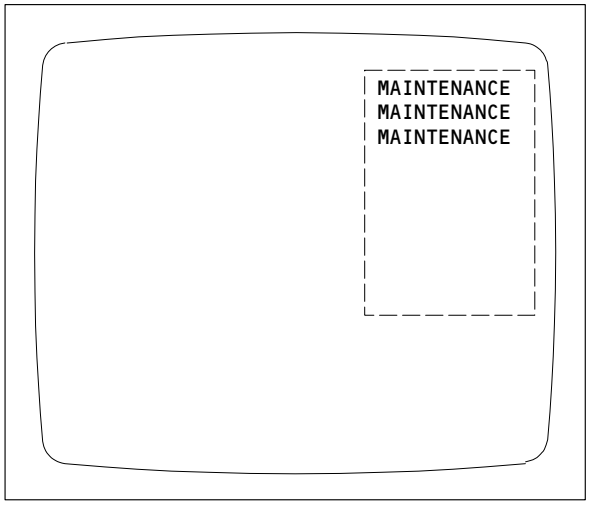
1. General
   A. This procedure shows the EICAS message locations and gives a list of procedures to find the solution for each message.
      (1) EICAS Message Locations (Fig. 1)
         (a) Figure 1 shows the location of the EICAS display units and the area where the messages show on the display units.
         (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



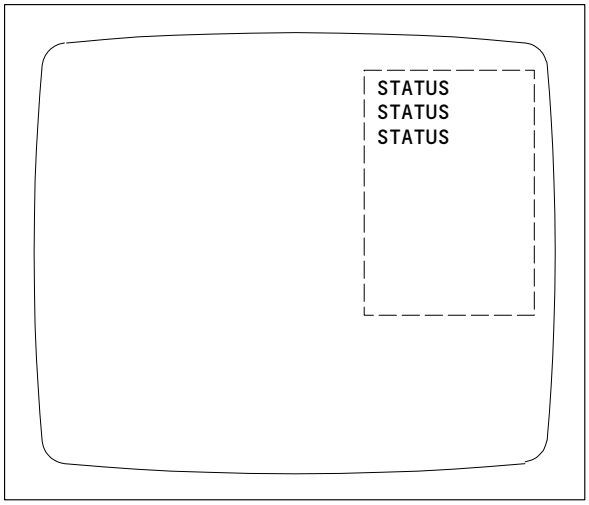
FLIGHT COMPARTMENT



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

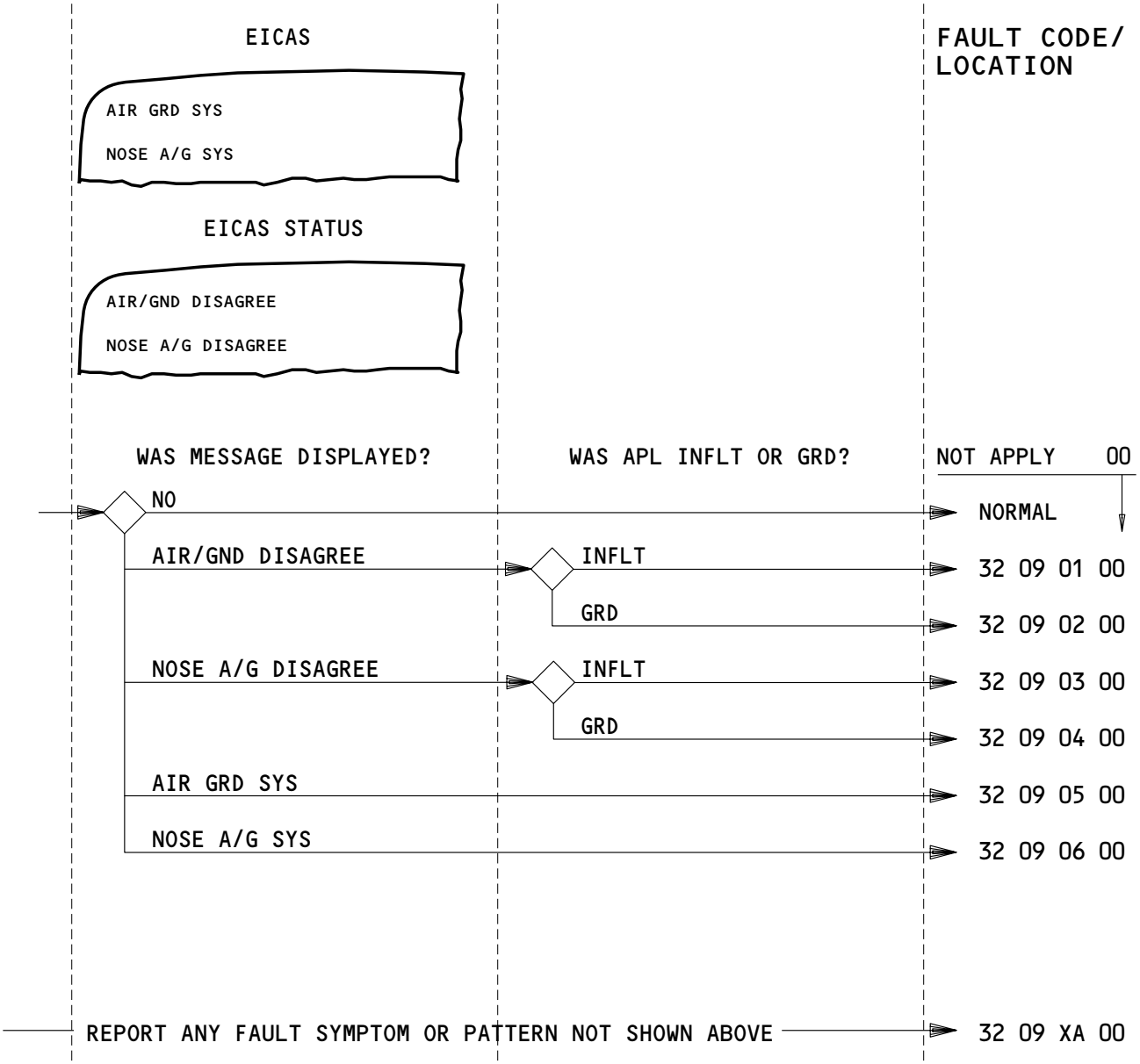
EICAS Message Locations
Figure 1

EICAS MESSAGE LIST		
EICAS MESSAGE	LEVEL	PROCEDURE
AIR/GND SYS	C	FIM 32-09-00/101, Fig. 105
AIR/GND DISAGREE	S, M	FIM 32-09-00/101, Fig. 104 (Displayed in flight) or FIM 32-09-00/101, Fig. 105 (Displayed on the ground).
ALL GEAR DOWN	M	FIM 32-09-03/101, Fig. 103
ALT ANTISKID	S, M	FIM 32-42-00/101, Fig. 108
ANTISKID	C	The ANTISKID EICAS message is always shown with one of the messages that follow: ALT ANTISKID (S,M) NORM ANTISKID (S,M) ANTISKID/AUTOBRK (M) PARKING BRAKE (C) Find the related message and do the procedure for that message.
ANTISKID/AUTOBRK	M	FIM 32-42-00/101, Fig. 109
ANTISKID OFF	C	AIRPLANES WITH AN ANTISKID ON/OFF SWITCH; Make sure that the switch is in the "ON" position. ALL AIRPLANES; If the message stays on the EICAS display, FIM 32-42-00/101, Fig. 103.
AUTOBRAKES	C	FIM 32-42-00/101, Fig. 103
BRAKE SOURCE	C	Look at the EICAS Maintenance Page to see if the L and/or R hydraulic system power is available. If hydraulic pressure is available: FIM 32-41-00/101, Fig. 103 If hydraulic pressure is not available do a check of the hydraulic system.

EICAS MESSAGE LIST		
EICAS MESSAGE	LEVEL	PROCEDURE
GEAR DISAGREE (Without GEAR DOORS Msg.)	B	With the control lever for the landing gear DN and the "NOSE" green down light not on: FIM 32-30-00/101, Fig. 106 or FIM 32-30-00/101, Fig. 107. With the control lever DN and the "LEFT" or "RIGHT" green down light not on: FIM 32-30-00/101, Fig. 110 or FIM 32-30-00/101, Fig. 111. With the control lever DN and all the green down lights not on: FIM 32-30-00/101, Fig. 112. With the control lever UP and the "LEFT" or "RIGHT" green down light is on: FIM 32-30-00/101, Fig. 116 With the control lever UP and all the green down lights are on: FIM 32-30-00/101, Fig. 118.
GEAR DISAGREE	M	FIM 32-09-03/101, Fig. 103
GEAR DOORS (With GEAR DISAGREE B-Level Msg.)	C	With the control lever for the landing gear DN and the "NOSE" green down light not on: FIM 32-30-00/101, Fig. 104 or FIM 32-30-00/101, Fig. 105. With the control lever DN and the "LEFT" or "RIGHT" green down light not on: FIM 32-30-00/101, Fig. 108 or FIM 32-30-00/101, Fig. 109. With the control lever UP and the "NOSE" green down light on:. FIM 32-30-00/101, Fig. 115. With the control lever UP and the "LEFT" or "RIGHT" green down light on: FIM 32-30-00/101, Fig. 117. With the control lever UP and all the green down lights not on: FIM 32-30-00/101, Fig. 114.

EICAS MESSAGE LIST		
EICAS MESSAGE	LEVEL	PROCEDURE
GEAR DOORS (Without GEAR DISAGREE B-Level Msg.)	C	With the control lever for the landing gear DN: FIM 32-30-00/101, Fig. 103. With the control lever UP: FIM 32-30-00/101, Fig. 113.
GEAR LEVER	M	FIM 32-61-00/101, Fig. 103.
(L,R) GEAR DOWN	M	FIM 32-09-03/101, Fig. 104 or FIM 32-30-00/101, Fig. 118C (R GEAR message and LDG GEAR MONITOR message displayed after doors opened normally with ground door release switches)
LDG GEAR MONITOR	S	FIM 32-61-00/101, Fig. 103
NORM ANTISKID	S, M	FIM 32-42-00/101, Fig. 107
NOSE A/G SYS	C	FIM 32-09-00/101, Fig. 107.
NOSE A/G DISAGREE	S, M	FIM 32-09-00/101, Fig. 106 (displayed in flight) or FIM 32-09-00/101, Fig. 107 (displayed on the ground).
NOSE GEAR DOWN	M	FIM 32-09-03/101, Fig. 104 for the nose gear down sensors S10066 and S10079.
NOSE GEAR LOCKED	M	FIM 32-09-03/101, Fig. 104 for the nose gear locked sensors S10065 and S10078.
PSEU BITE	M	FIM 32-61-00/101, Fig. 104.

EICAS MESSAGE LIST		
EICAS MESSAGE	LEVEL	PROCEDURE
TAIL STRIKE	B	WDM 32-72-11
PARK BRAKE (With ANTISKID C-level EICAS Msg.)	C	FIM 32-44-00/101, Fig. 104.
RSV BRAKE VAL	C	FIM 29-11-00/101, Fig. 120.

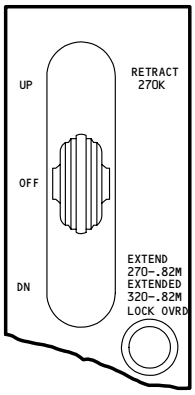


APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11R36	PROX SW TEST
11S15	LANDING GEAR AIR/GND SYS 1
11S19	LANDING GEAR AIR/GND SYS 2

AIR/GROUND RELAY - FAULT CODES

PILOTS' CENTER PANEL



FAULT CODE/ LOCATION

WAS THE GEAR LEVER FREE TO MOVE TO THE UP POS INFLT?

YES → NORMAL

NOT APPLY 00

NO → WAS GEAR LEVER FREE TO MOVE TO UP POS WHEN LOCK OVRD PUSHED?

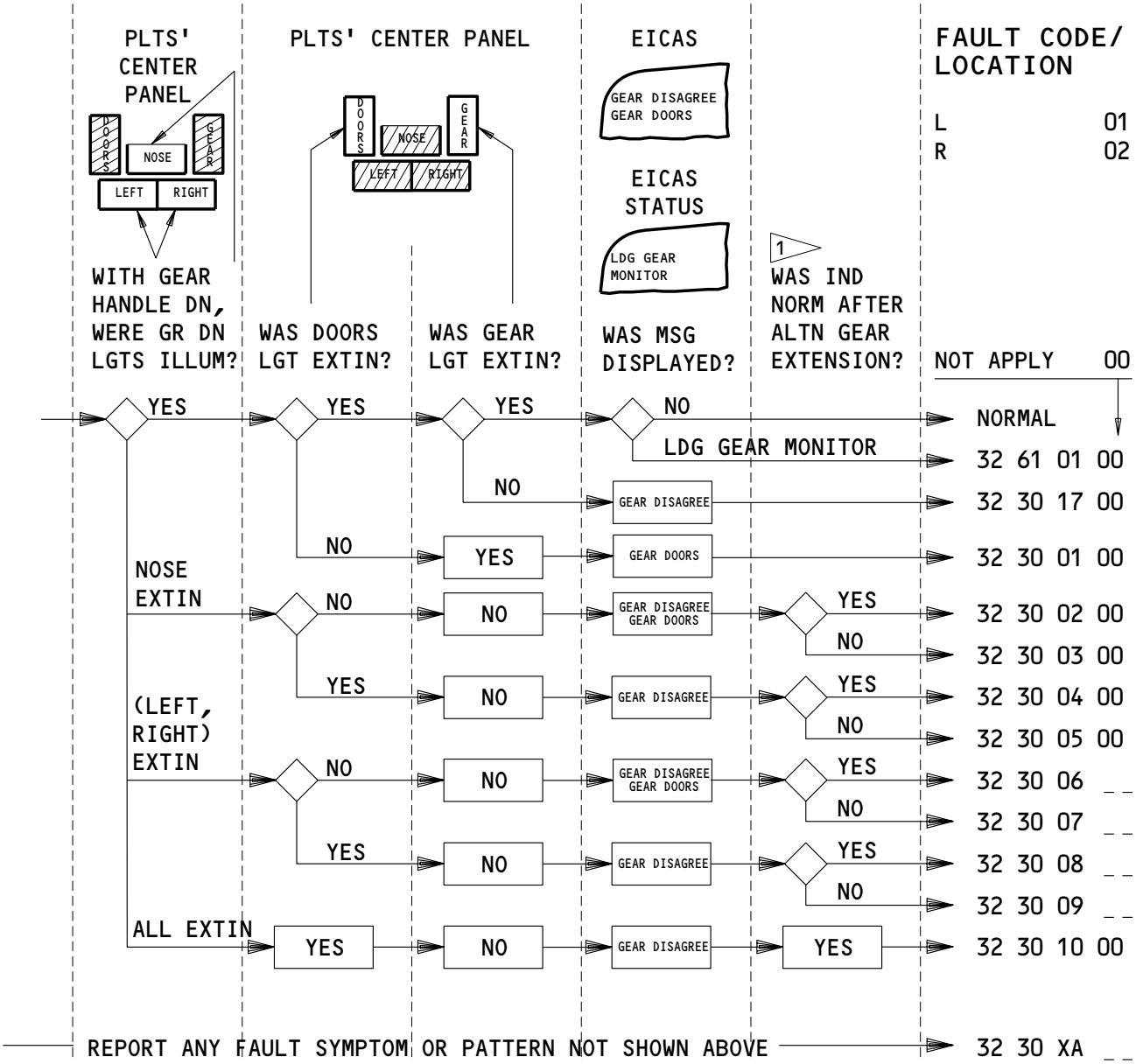
YES → 32 30 18 00

REPORT ANY FAULT SYMPTOM OR PATTERN NOT SHOWN ABOVE → 32 30 XC 00

APPLICABLE CIRCUIT BREAKERS

11R36	PROX SW TEST
11S15	LANDING GEAR AIR/GND SYS 1
11S19	LANDING GEAR AIR/GND SYS 2
11S20	LANDING GEAR LEVER LOCK

LEVER LATCH – FAULT CODES



1 GEAR DOORS WILL REMAIN OPEN AFTER ALTN GEAR EXTENSION. DOORS WILL NOT CLOSE UNTIL GEAR IS RECYCLED TO UP OR CLOSED ON THE GRD WITH DOOR CLOSE SWITCHES.

APPLICABLE CIRCUIT BREAKERS AS INSTALLED

6F5	ALTN EXT CONT	11C30	(LANDING, LDG) GEAR POS SYS 1
6F6	ALTN EXT MOTOR	11S23	(LANDING, LDG) GEAR POS SYS 2

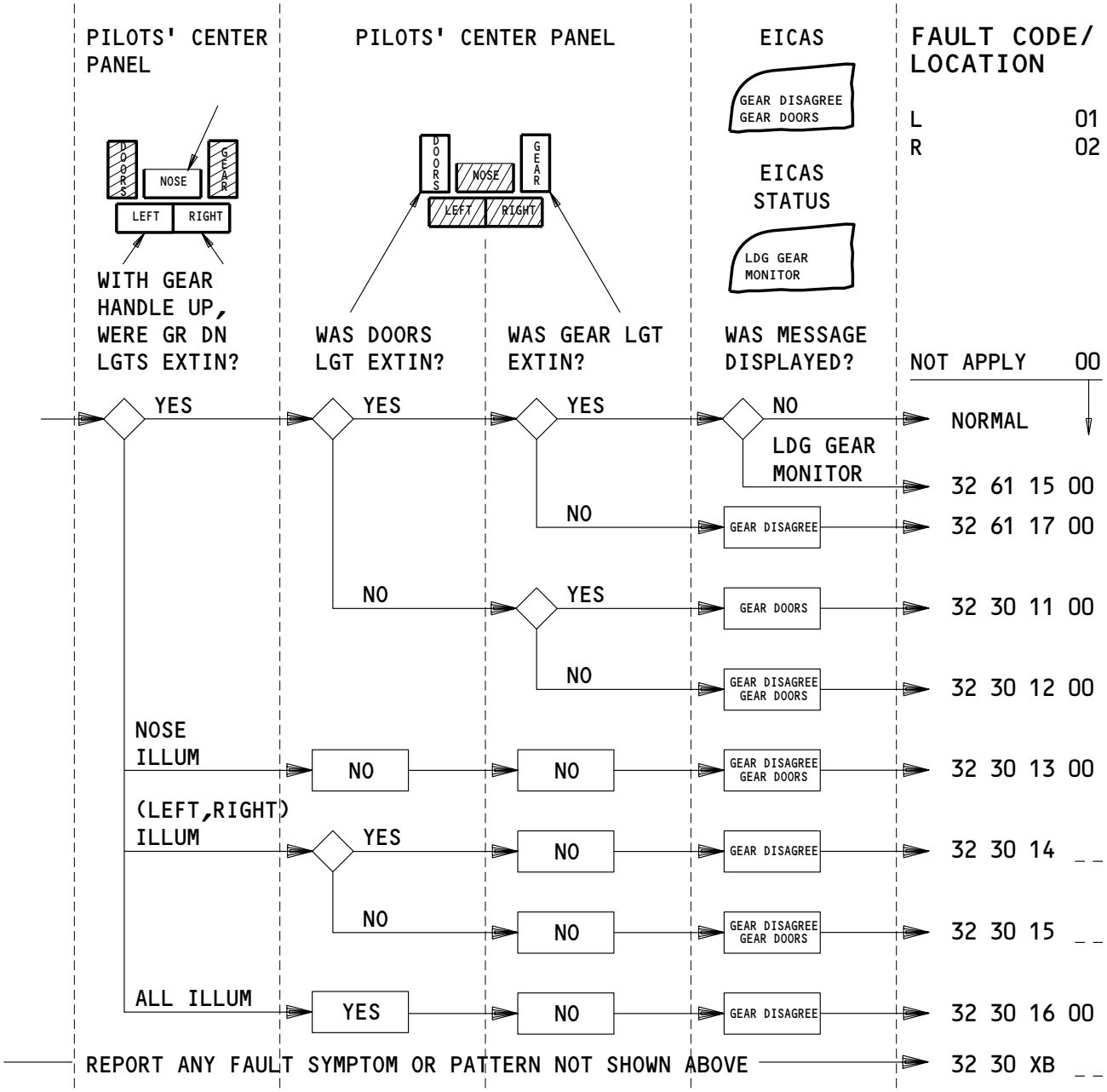
GEAR EXTENSION – FAULT CODES

EFFECTIVITY

ALL

32-FAULT CODE DIAGRAM

D05118



APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11C30	(LANDING, LDG) GEAR POS SYS 1
11S23	(LANDING, LDG) GEAR POS SYS 2

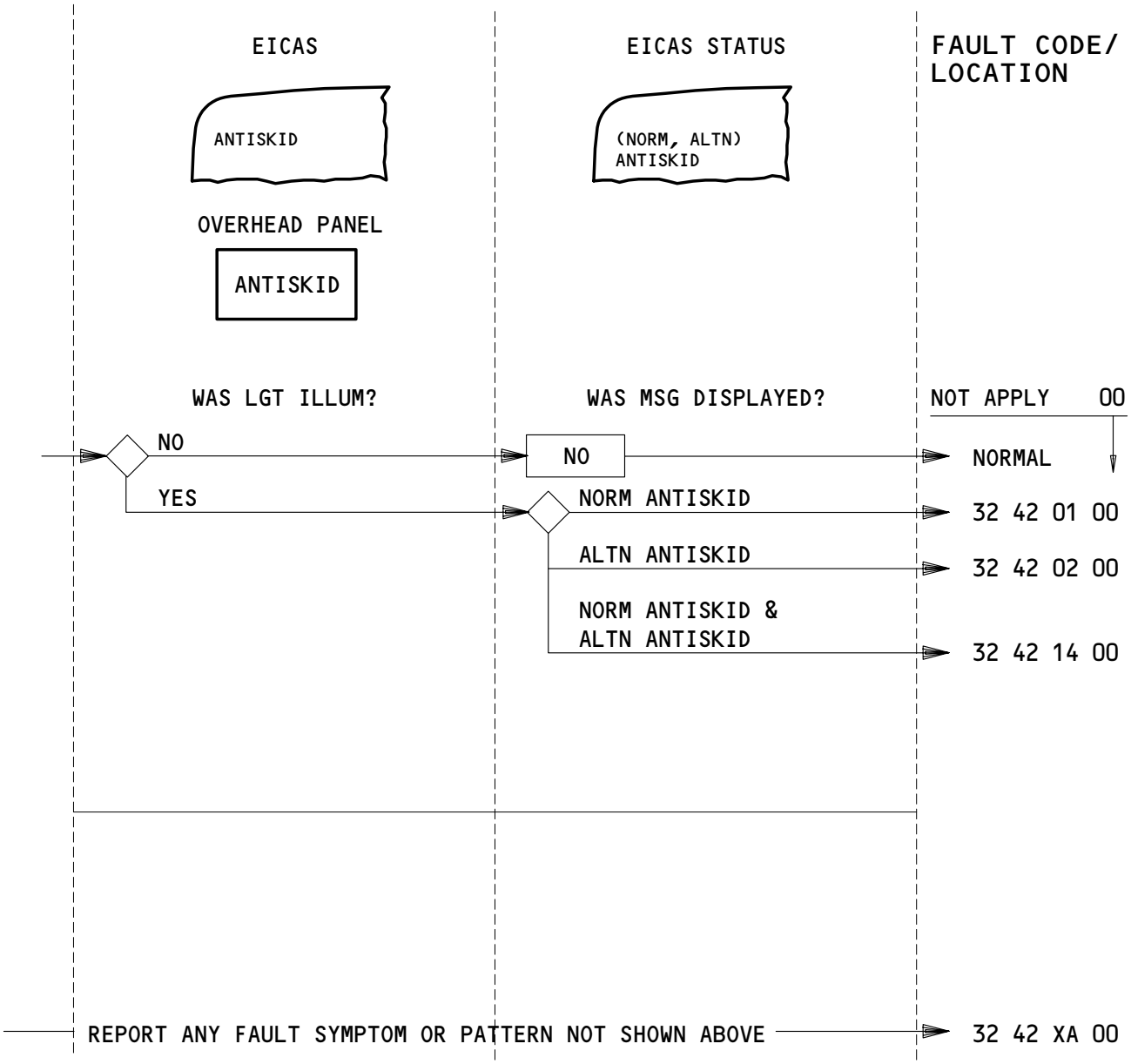
GEAR RETRACTIONS - FAULT CODES

EFFECTIVITY

ALL

32-FAULT CODE DIAGRAM

142828



APPLICABLE CIRCUIT BREAKERS

6F4	PARKING BRAKE VLV	11S18	ANTISKID 1 - 5
11C31	ANTISKID 2 - 6	11S22	ANTISKID 4 - 8
11C32	ANTISKID 3 - 7		

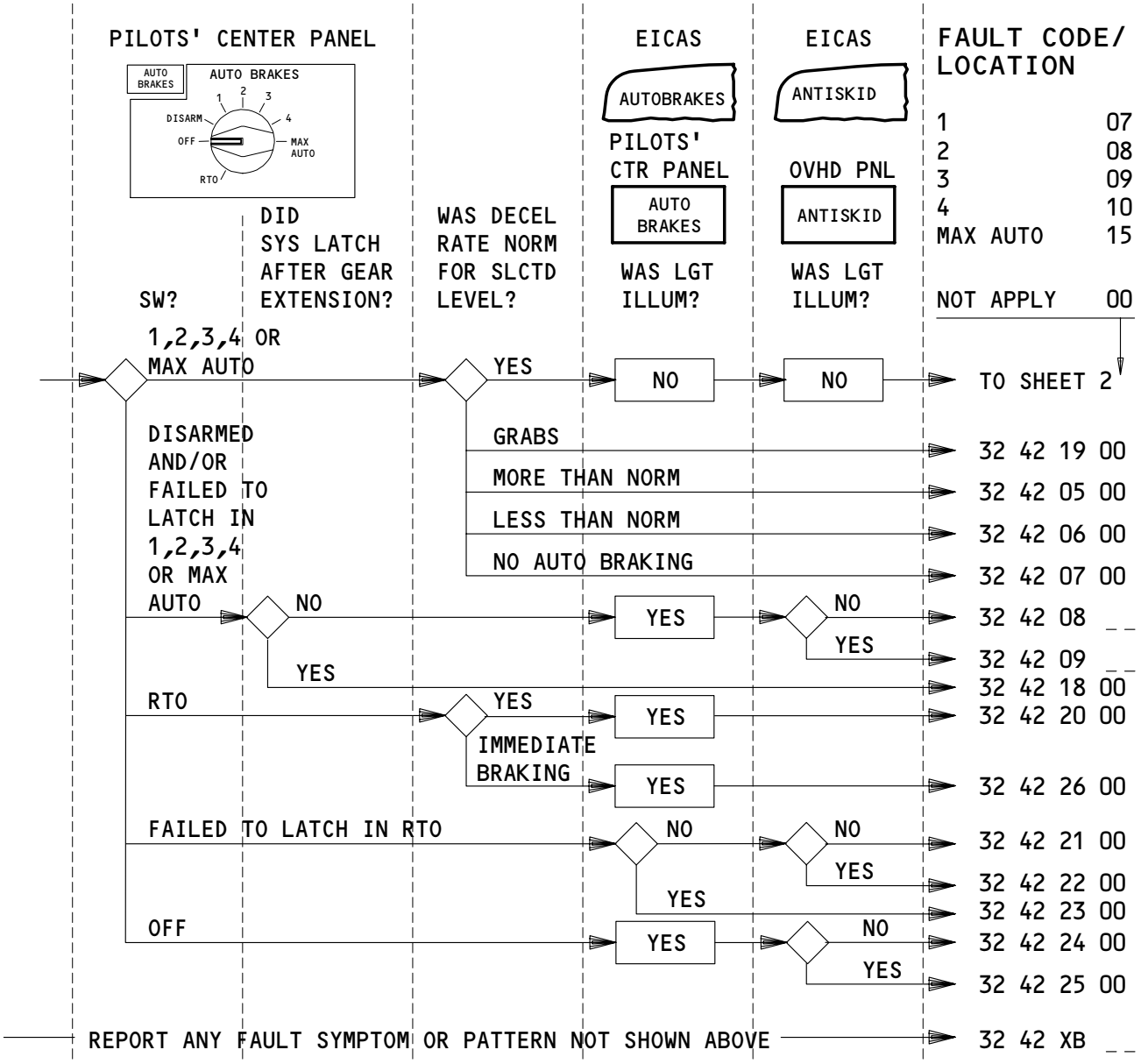
ANTISKID - FAULT CODES

EFFECTIVITY

ALL

32-FAULT CODE DIAGRAM

55116



APPLICABLE CIRCUIT BREAKERS

11C31	ANTI SKID 2 – 6	11S18	ANTI SKID 1 – 5
11C32	ANTI SKID 3 – 7	11S21	AUTO BK ANTISKID TEST IND 2
11S14	AUTO BK ANTISKID TEST IND 1	11S22	ANTI SKID 4 – 8

AUTO BRAKES (SHEET 1) – FAULT CODES

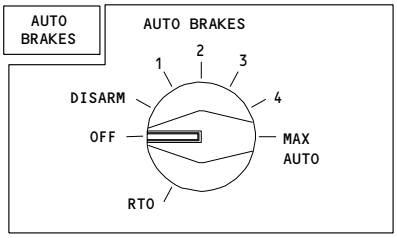
EFFECTIVITY

ALL

32-FAULT CODE DIAGRAM

125892

PILOTS' CENTER PANEL



FAULT CODE/ LOCATION

DID AUTO BRAKES DISARM NORMALLY?

NOT APPLY 00

FROM SHEET 1

YES → NORMAL

DISARMED ON LANDING → 32 42 16 00

NO DISARM WITH SPEED BRAKES LEVER PUT DOWN → 32 42 17 00

HIGH PEDAL FORCE TO RELEASE → 32 42 27 00

RETURNS TO OFF WHEN BRAKES RELEASE → 32 42 28 00

DID NOT DISARM WHEN RELEASED BY BRAKES → 32 42 29 00

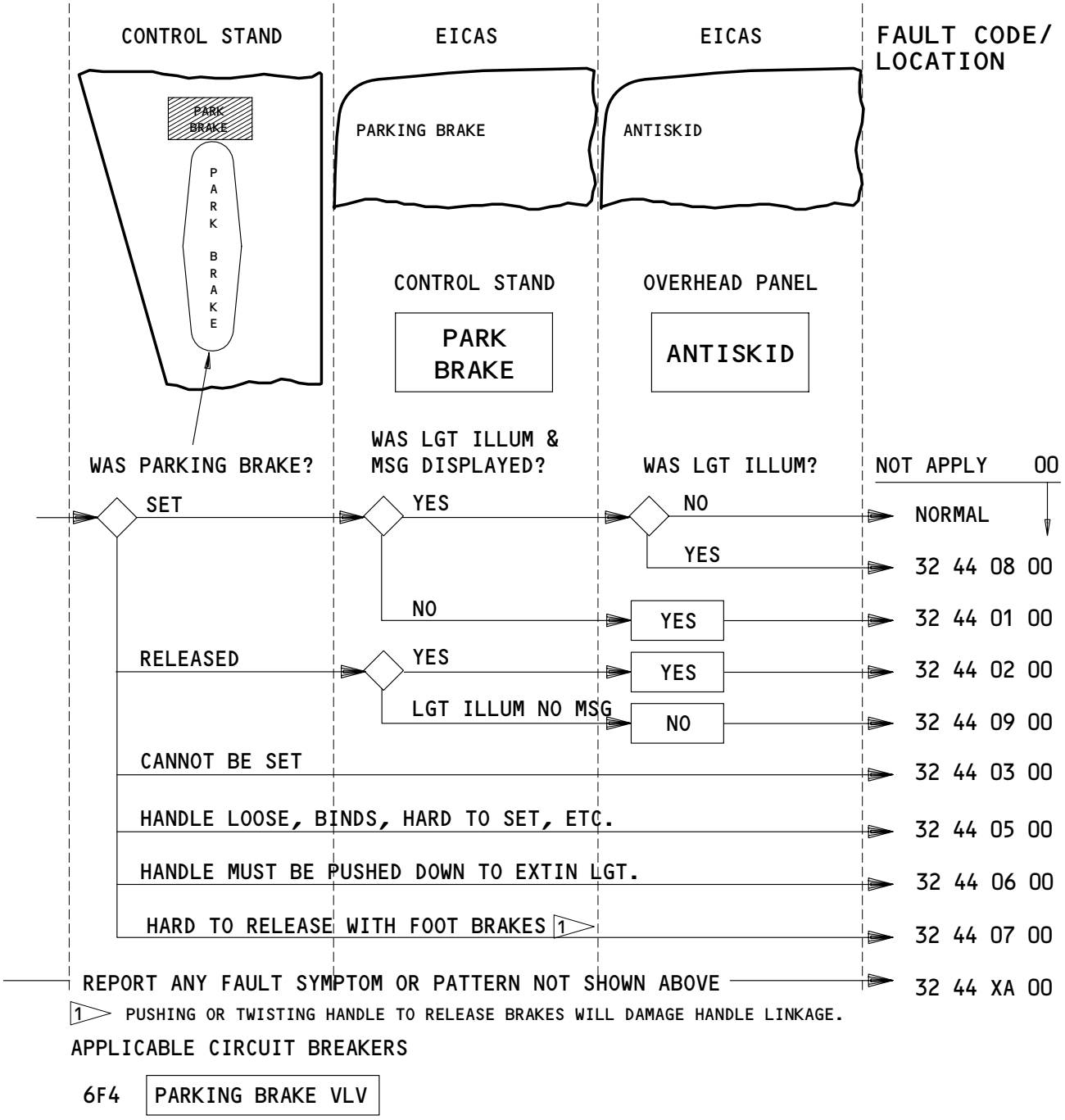
SW STICKS IN POS, AUTO BRAKES DID DISARM → 32 42 30 00

REPORT ANY FAULT SYMPTOM OR PATTERN NOT SHOWN ABOVE → 32 42 XC 00

APPLICABLE CIRCUIT BREAKERS

11C31	ANTI SKID 2 – 6	11S18	ANTI SKID 1 – 5
11C32	ANTI SKID 3 – 7	11S21	AUTO BK ANTISKID TEST IND 2
11S14	AUTO BK ANTISKID TEST IND 1	11S22	ANTI SKID 4 – 8

AUTO BRAKES (SHEET 2) – FAULT CODES



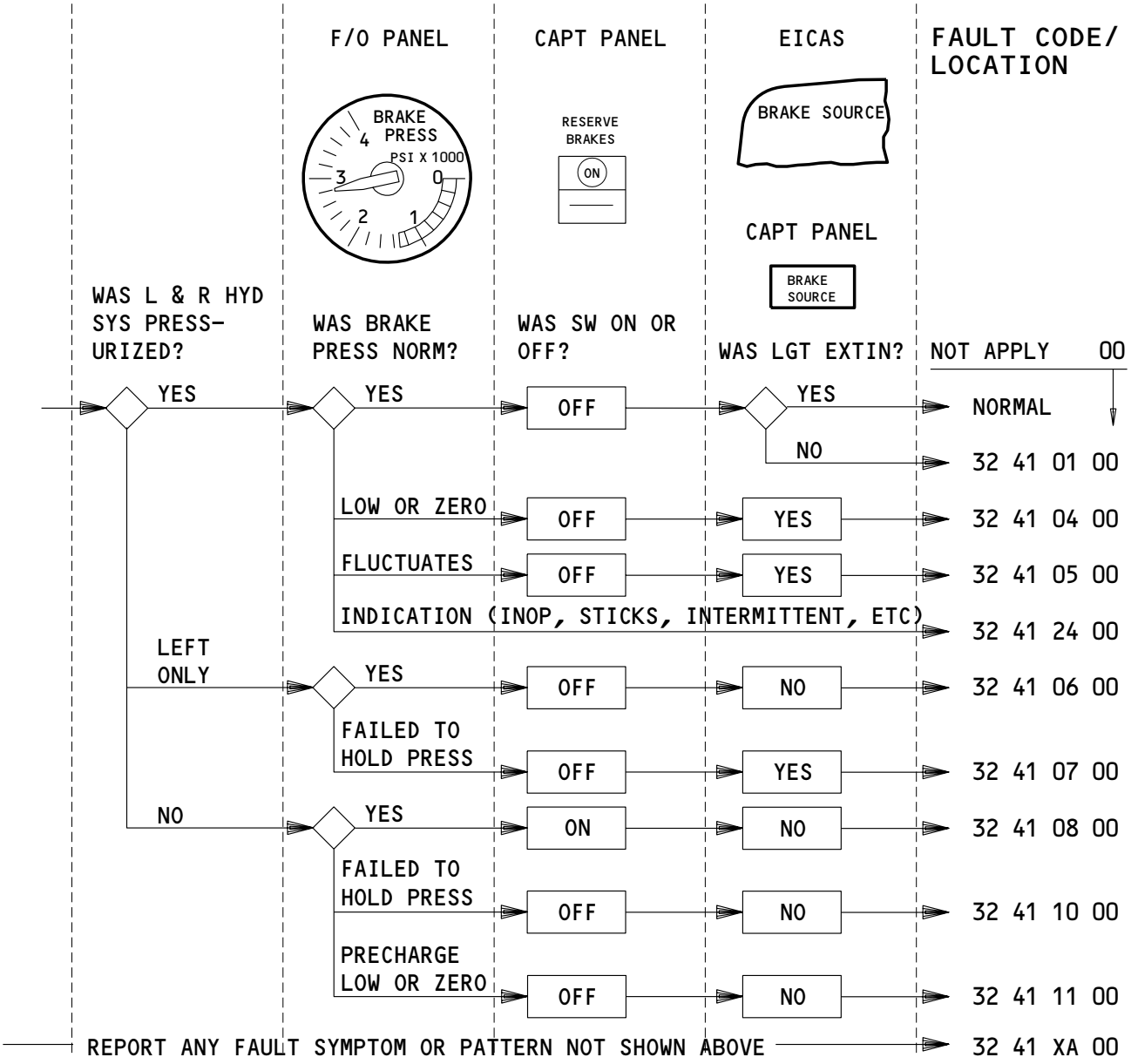
PARKING BRAKE – FAULT CODES

EFFECTIVITY

ALL

32-FAULT CODE DIAGRAM

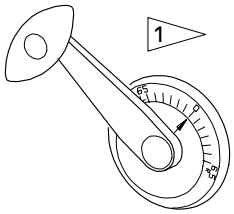
55118

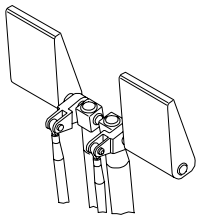


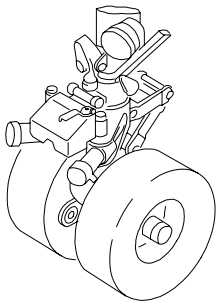
APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11K16	ELEC PUMP (R, RIGHT)
11K22	RESERVE BRAKE SOURCE
11S13	BRAKE PRESS IND

BRAKE PRESSURE SOURCE - FAULT CODES







FAULT CODE/ LOCATION 1	
L	01
R	02
L OR R	03
CAPT	04
F/O	05
CAPT & F/O	06

WAS TILLER STEERING NORMAL?	WAS PEDAL STEERING NORMAL?	WAS NOSE WHEEL OPERATION NORMAL?	NOT APPLY 00
YES	YES	YES	NORMAL
		VIBRATION TAXI/TAKEOFF/ LANDING	32 51 01 00
		VIBRATES AT RETRACTION	32 51 02 00
		MAKES LOUD NOISE IN WHEEL WELL	32 51 09 00
		STRUT BOTTOMS DURING TAXI	32 51 11 00
	INOP		32 51 03 00
PULLS L/R DURING TAXI			32 51 12 _ _
NO TILLER STEERING	NO		32 51 04 _ _
STEERS LEFT OR RIGHT ONLY			32 51 05 _ _
BINDS, NOT SMOOTH			32 51 10 _ _
SLUGGISH RESPONSE			32 51 06 _ _
HIGH FORCE REQUIRED			32 51 07 _ _
NOT CENTERED WITH INDICATOR CENTERED			32 51 08 _ _
REPORT ANY FAULT SYMPTOM OR PATTERN NOT SHOWN ABOVE			32 51 XA _ _

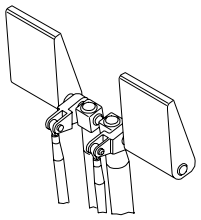
1 AS INSTALLED

APPLICABLE CIRCUIT BREAKERS

NONE

NOSE WHEEL AND STEERING - FAULT CODES

BRAKES



FAULT CODE/ LOCATION

L 01
R 02

WAS BRAKING NORMAL?

NOT APPLY 00

YES → NORMAL

BRAKES GRAB → 32 41 21 _ _

BRAKES DRAG → 32 41 22 _ _

AIRPLANE PULLS TO L OR R DURING BRAKING → 32 41 23 _ _

UNEVEN BRAKING FOR SAME PEDAL DEFLECTION → 32 41 20 00

BRAKES FEEL SPONGY → 32 41 25 _ _

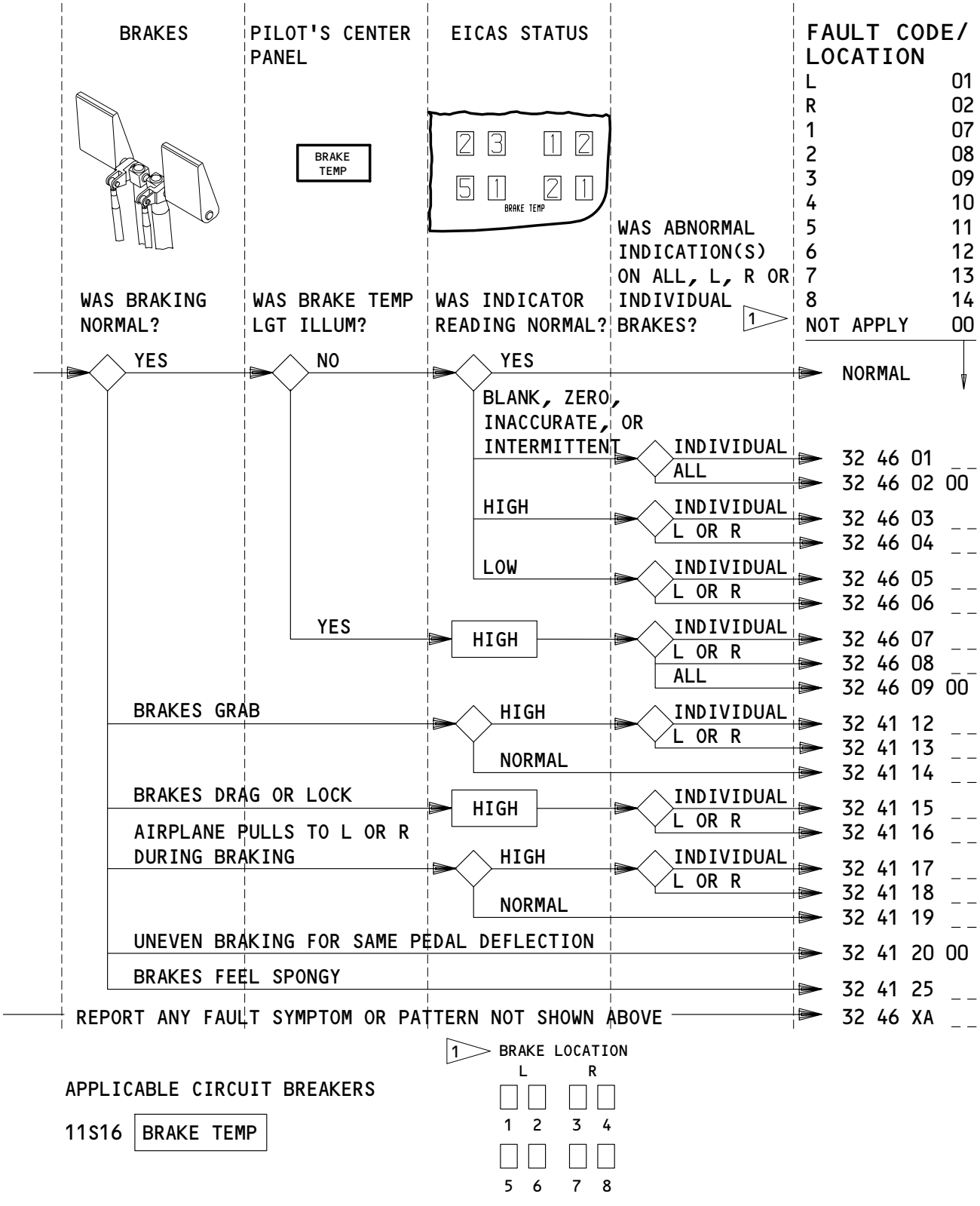
REPORT ANY FAULT SYMPTOM OR PATTERN NOT SHOWN ABOVE → 32 41 XB _ _

APPLICABLE CIRCUIT BREAKERS

NONE

BRAKING - FAULT CODES

988946

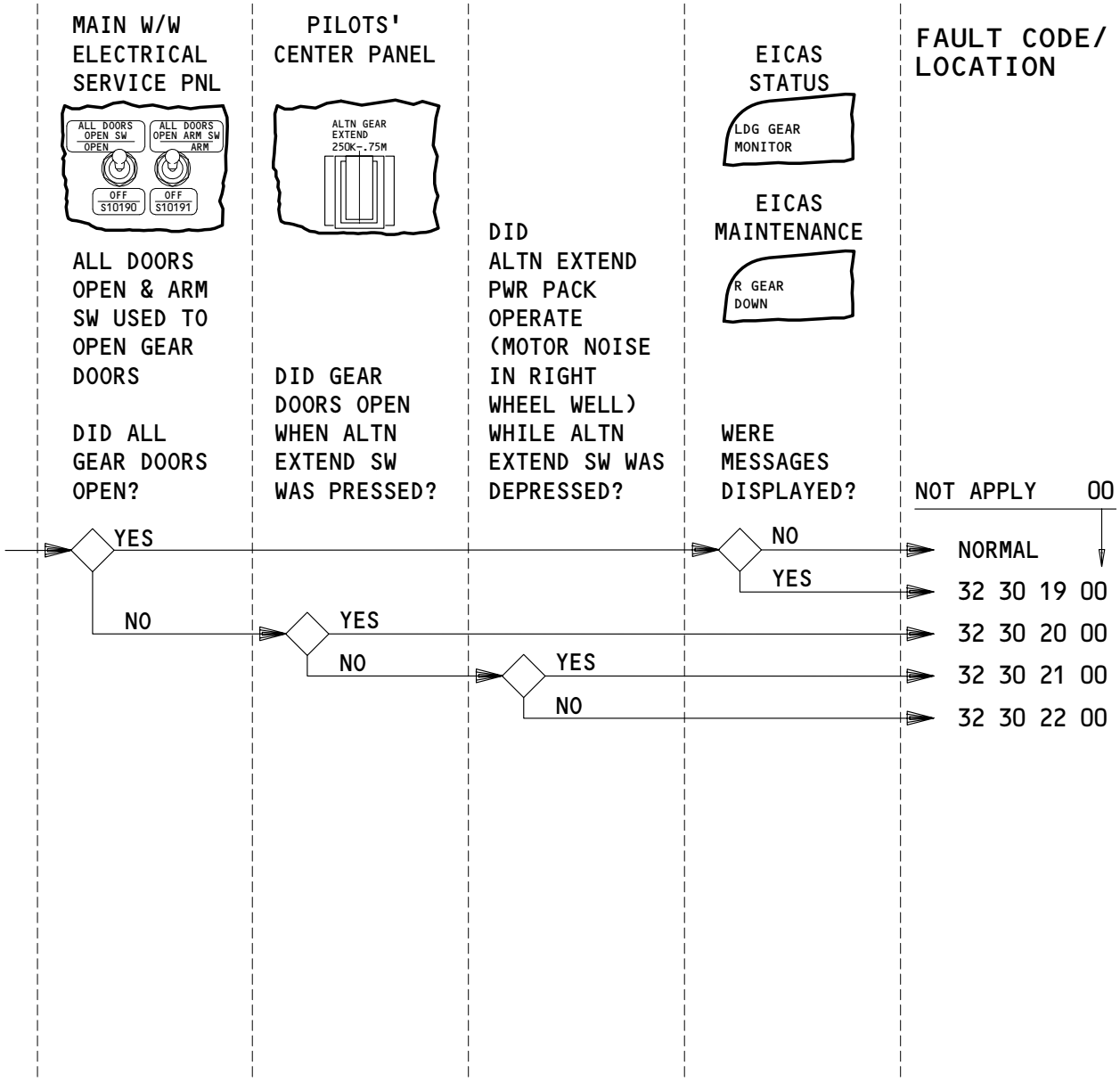


BRAKING AND BRAKE TEMPERATURE – FAULT CODES

EFFECTIVITY
AIRPLANES WITH
BRAKE TEMPERATURE SYSTEM

32-FAULT CODE DIAGRAM

988947



APPLICABLE CIRCUIT BREAKERS

6F5	ALTN EXT CONT	11C30	LANDING GEAR POS SYS 1
6F6	ALTN EXT MOTOR	11S23	LANDING GEAR POS SYS 2

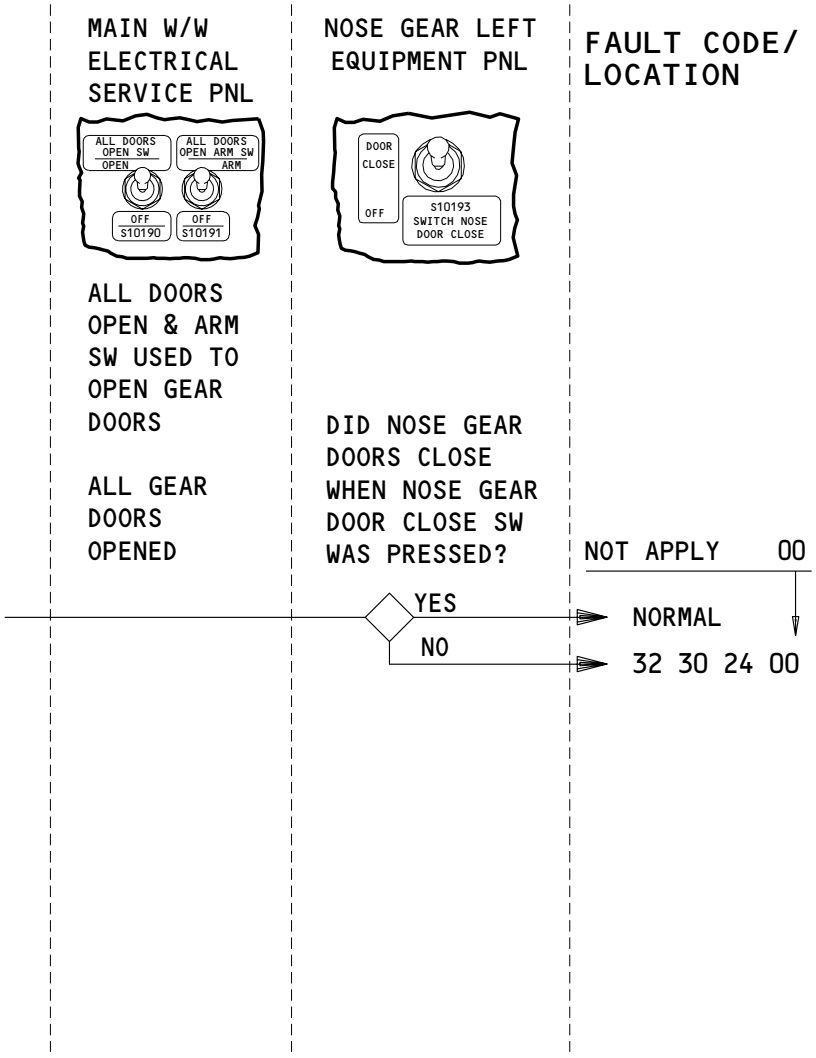
LANDING GEAR DOORS – FAULT CODES (GROUND)

EFFECTIVITY

ALL

32-FAULT CODE DIAGRAM

206251



APPLICABLE CIRCUIT BREAKERS

6F5	ALTN EXT CONT	11C30	LANDING GEAR POS SYS 1
6F6	ALTN EXT MOTOR	11S23	LANDING GEAR POS SYS 2

NOSE LANDING GEAR DOORS – FAULT CODES (GROUND)

EFFECTIVITY

ALL

32-FAULT CODE DIAGRAM

L25388

FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
32 09 XA 00	The flight crew found a problem with an air ground relay which is not included in the fault code diagrams.	SSM 32-09-02
32 30 XA --	A (01=L,02=R) gear extension problem occurred which is not included in the fault code diagrams.	SSM 32-30-01
32 30 XB --	A (01=L,02=R) gear retraction problem occurred which is not included in the fault code diagrams.	SSM 32-30-01
32 30 XC 00	The flight crew found a problem with the lever latch which is not included in the fault code diagrams.	SSM 32-30-01
32 41 XA 00	The flight crew found a problem with the brake pressure source which is not included in the fault code diagrams.	SSM 32-41-01
32 41 XB --	A (01=L,02=R) brake problem occurred which is not included in the fault code diagrams.	SSM 32-41-01
32 42 XA 00	The flight crew found an antiskid problem which is not included in the fault code diagrams.	SSM 32-42-01, SSM 32-42-04, FIM 32-42-00/101, Fig. 109A, Block 1 (if there are blown tires, or tires with flat spots or skid burns, there can be faults in the antiskid system that prevent the correct brake release and cause these conditions).
32 42 XB --	A (01=1,02=2,03=3,04=4,05=MAX AUTO) autobrakes problem occurred which is not included in the fault code diagrams.	SSM 32-42-03, SSM 32-42-04
32 42 XC 00	The flight crew found a problem with the autobrakes which is not included in the fault code diagrams.	SSM 32-42-03, SSM 32-42-04

FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
32 44 XA 00	The flight crew found a problem with the parking brake which is not included in the fault code diagrams.	SSM 32-41-01
32 51 XA --	A (01=Capt,02=F/O,03=Capt & F/O, 04=L,05=R) nose wheel steering problem occurred which is not included in the fault code diagrams.	SSM 32-51-01
32 09 01 00	EICAS msg AIR/GND DISAGREE displayed inflt.	FIM 32-09-00/101, Fig. 104, Block 1
32 09 02 00	EICAS msg AIR/GND DISAGREE displayed on gnd.	FIM 32-09-00/101, Fig. 105, Block 1
32 09 03 00	EICAS msg NOSE A/G DISAGREE displayed inflt.	FIM 32-09-00/101, Fig. 106, Block 1
32 09 04 00	EICAS msg NOSE A/G DISAGREE displayed on gnd.	FIM 32-09-00/101, Fig. 107, Block 1
32 09 05 00	EICAS msg AIR/GND SYS displayed.	If the message was displayed on the ground, FIM 32-09-00/101, Fig. 105, Block 1. If the message was displayed during flight, FIM 32-09-00/101, Fig. 104, Block 1.
32 09 06 00	EICAS msg NOSE A/G SYS displayed.	If the message was displayed on the ground, FIM 32-09-00/101, Fig. 107, Block 1. If the message was displayed during flight, FIM 32-09-00/101, Fig. 106, Block 1.
32 30 01 00	EICAS msg GEAR DOORS displayed & DOORS amber lgt on with ldg gear indicating down.	FIM 32-30-00/101, Fig. 103, Block 1
32 30 02 00	NOSE gear green dn lgt failed to come on with gear handle DN. EICAS msg GEAR DISAGREE & GEAR DOORS displayed. DOORS & GEAR amber lgts on. Indications were norm after ALTN gear goes off.	FIM 32-30-00/101, Fig. 104, Block 1

FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
32 30 03 00	NOSE gear green dn lgt failed to come on with gear handle DN. EICAS msg GEAR DISAGREE & GEAR DOORS displayed. DOORS & GEAR amber lgts on. ALTN gear off attempted.	FIM 32-30-00/101, Fig. 105, Block 1
32 30 04 00	NOSE gear green dn light failed to come on with gear handle DN. EICAS msg GEAR DISAGREE displayed. DOORS amber light was off & GEAR amber light was on. Indications were norm after ALTN gear off.	FIM 32-30-00/101, Fig. 106, Block 1
32 30 05 00	NOSE gear green dn lgt failed to come on with gear handle DN. EICAS msg GEAR DISAGREE displayed. DOORS amber light was off & GEAR amber light was on. Indications were norm after ALTN gear off was attempted.	FIM 32-30-00/101, Fig. 107, Block 1
32 30 06 --	(01=L,02=R) Gear green dn lgt failed to come on with gear handle ON. EICAS msg GEAR DISAGREE & GEAR DOORS displayed. DOORS & GEAR amber lights on. Indications were norm after ALTN gear off.	FIM 32-30-00/101, Fig. 108, Block 1
32 30 07 --	(01=L,02=R) Gear green dn lgt failed to come on with gear handle ON. EICAS msg GEAR DISAGREE & GEAR DOORS displayed. DOORS & GEAR amber lgts on. ALTN gear extension was attempted.	FIM 32-30-00/101, Fig. 109, Block 1
32 30 08 --	(01=L,02=R) Gear green dn lgt failed to come on with gear handle ON. EICAS msg GEAR DISAGREE displayed. DOORS amber lgt was off & GEAR amber lgt on. Indications were norm after ALTN gear off.	FIM 32-30-00/101, Fig. 110, Block 1

FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
32 30 09 --	(01=L,02=R) Gear green dn lgt failed to come on with gear handle ON. EICAS msg GEAR DISAGREE displayed. DOORS amber lgt was off & GEAR amber lgt on. ALTN gear ext was attempted.	FIM 32-30-00/101, Fig. 111, Block 1
32 30 10 00	All gear green dn lgts failed to come on with gear handle DN. EICAS msg GEAR DISAGREE displayed. DOORS amber lgt was off & GEAR amber lgt on. Indications were norm after ALTN gear off.	FIM 32-30-00/101, Fig. 112, Block 1
32 30 11 00	EICAS msg GEAR DOORS displayed with gear handle UP. DOORS amber lgt on. GEAR amber lgt & all green dn lgts off.	FIM 32-30-00/101, Fig. 113, Block 1
32 30 12 00	EICAS msg GEAR DOORS & GEAR DISAGREE displayed with gear handle UP. DOORS & GEAR amber lgts on. All green dn lgts off.	FIM 32-30-00/101, Fig. 114, Block 1
32 30 13 00	EICAS msg GEAR DISAGREE & GEAR DOORS displayed with gear handle UP. NOSE green dn lgt, DOORS amber lgt, & GEAR amber lgt on.	FIM 32-30-00/101, Fig. 115, Block 1
32 30 14 --	EICAS msg GEAR DISAGREE displayed with gear handle UP. A (01=L,02=R) gear green dn lgt & GEAR amber lgt on. DOORS amber lgt off.	FIM 32-30-00/101, Fig. 116, Block 1
32 30 15 --	EICAS msg GEAR DISAGREE & GEAR DOORS displayed with gear handle UP. A (01=L,02=R) gear green dn lgt, GEAR amber lgt, & DOORS amber lgt on.	FIM 32-30-00/101, Fig. 117, Block 1
32 30 16 00	All gear green dn lgts remained on with gear handle UP. EICAS msg GEAR DISAGREE displayed. DOORS amber lgt was off & GEAR amber lgt on.	FIM 32-30-00/101, Fig. 118, Block 1

FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
32 30 17 00	EICAS msg GEAR DISAGREE displayed and GEAR amber lgt on with landing gear indicating down. All gear green down lights were on.	Make sure the control lever for the landing gear is fully in the detent and that it can move freely. If the lever does move freely, make sure the landing gear control system is adjusted correctly (AMM 32-31-00/501). If the lever is in the detent, but the problem is still there, replace the control lever module (AMM 32-31-01/401).
32 30 18 00	Gear lever would not move to UP pos inflt. Was free to move to UP pos when LOCK OVRD pushed.	FIM 32-30-00/101, Fig. 118A, Block 1
32 30 19 00	All gear doors opened normally with ground door release switches. EICAS LDG GEAR MONITOR status message and R GEAR DOWN maintenance message displayed.	FIM 32-30-00/101, Fig. 118C, Block 1
32 30 20 00	Gear doors did not open with ground door release switches. Gear doors opened when ALTN GEAR EXTEND switch pushed.	Replace the hydraulic pressure switch for the alternate extension system, S10366 (AMM 32-35-51/401).
32 30 21 00	Gear doors did not open with ground door release switches. Gear doors did not open when ALTN GEAR EXTEND switch pushed. Altn extend pwr pack did operate while ALTN GEAR EXTEND switch pushed.	Examine the hydraulic lines, on the power pack for the alternate extension system, and the door lock release actuator modules for the nose and main landing gear for leaks. If there are no leaks, replace the power pack, M10231 (AMM 32-35-10/401).
32 30 22 00	Gear doors did not open on ground with either ground door release switches or ALTN GEAR EXTEND switch. Alternate extend power pack did not operate.	FIM 32-30-00/101, Fig. 118B, Block 1

FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
32 30 23 00	All gear doors opened normally with ground door release switches. Alternate extend power pack continued to operate longer than 20 seconds after all gear doors unlocked.	Replace the altn ext cont relay, K10369 (WDM 32-35-11).
32 30 24 00	All gear doors opened normally with ground door release switches. Nose gear doors did not close with Nose Gear Door Close switch.	FIM 32-30-00/101, Fig. 118D, Block 1
32 41 01 00	BRAKE SOURCE lgt on with both L&R hyd sys pressurized. Brake press indication norm. EICAS msg BRAKE SOURCE displayed.	FIM 32-41-00/101, Fig. 103, Block 1
32 41 04 00	Brake press (low _____ psi, zero). L&R hyd sys was pressurized & BRAKE SOURCE lgt was off.	FIM 32-41-00/101, Fig. 104, Block 1
32 41 05 00	Brake press ind fluctuates.	FIM 32-41-00/101, Fig. 105, Block 1
32 41 06 00	BRAKE SOURCE lgt on with L hyd sys pressurized & R hyd sys not pressurized. EICAS msg BRAKE SOURCE displayed.	Replace the pressure switch for the alternate source select valve (AMM 32-41-04/401).
32 41 07 00	Brake press failed to hold press with L hyd sys pressurized & R sys not pressurized.	FIM 32-41-00/101, Fig. 106, Block 1
32 41 08 00	BRAKE SOURCE lgt on with L&R hyd sys depressurized & RESERVE BRAKE sw ON. EICAS msg BRAKE SOURCE displayed.	FIM 32-41-00/101, Fig. 107, Block 1
32 41 10 00	Brake press failed to hold press with L&R hyd sys depressurized.	FIM 32-41-00/101, Fig. 108, Block 1
32 41 11 00	Brake press precharge (low _____ psi, zero).	FIM 32-41-00/101, Fig. 109, Block 1

FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
32 41 12 --	Brakes grabbing. (07=1,08=2, 09=3,10=4,11=5,12=6,13=7,14=8) Brake temp high _____ (max level).	Replace the brake that has the high temperature indication (AMM 32-41-10/401).
32 41 13 --	Brakes grabbing. (01=L,02=R) Brake temps high _____ (max level).	Bleed the hydraulic system for the brake to remove all the air caught in the lines (AMM 32-41-00/201). If the problem continues, do a test of the brake system (AMM 32-41-00/501).
32 41 14 --	(01=L,02=R) brakes grabbing. Brake temp normal.	Do the operational test of brake system (AMM 32-41-00/501). NOTE: At low speeds, the correct system sensitivity can cause the brakes to not engage smoothly.
32 41 15 --	Brakes (drag/locked). (07=1, 08=2,09=3,10=4,11=5,12=6,13=7, 14=8) brake temp high _____ (max level).	Examine the brake that has the high temperature indication. See if it can move freely or if there is damage or adjuster assemblies that are not there (AMM 32-41-10/401).
32 41 16 --	Brakes drag/locked. (01=L,02=R) Brake temp high _____ (max level).	Do the test on the brake system (AMM 32-41-00/501). Make sure the control system moves freely. If the brakes do not release fully, make sure there is no back pressure in the system that is caused by incorrect adjustment or a defective brake metering valve (AMM 32-41-03/401).
32 41 17 --	Airplane pulls to (L/R) during braking. (07=1,08=2,09=3,10=4, 11=5,12=6,13=7,14=8) brake temp high _____ (max level).	Replace the brake that has the high temperature indication (AMM 32-41-10/401).

FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
32 41 18 --	Airplane pulls to (O1=L,O2=R) during braking. Brake temp high _____ (max level).	Do a check of the brake system adjustment (AMM 32-41-00/501). NOTE: A difference between the travel of the left and right brake pedal can cause braking that is not even.
32 41 19 --	Airplane pulls to O1=L,O2=R during braking. Brake temps norm.	Make sure the landing gear tires have the correct inflation pressures (AMM 12-15-03/301). If the pressures were correct, do the procedure in FIM 32-42-00/101, Fig. 106, Block 1.
32 41 20 00	Braking uneven for same brake pedal deflection.	Do a check of the brake system adjustment (AMM 32-41-00/501).
32 41 21 --	(O1=L,O2=R) Brakes grab.	Bleed the hydraulic system for the brake to remove all the air that is caught in the lines (AMM 32-41-00/201). If the problem continues, do a test of the brake system (AMM 32-41-00/501).
32 41 22 --	(O1=L,O2=R) Brakes are dragging.	Do the test of the brake system and make sure the control system moves freely (AMM 32-41-00/501). If the brakes do not release fully, make sure there is no back pressure in the system that is caused by incorrect adjustment or a defective brake metering valve (AMM 32-41-03/401).

FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
32 41 23 --	Airplane pulls to O1=L,O2=R during braking.	Make sure the tires for the landing gear have the correct inflation pressures (AMM 12-15-03/301). If the pressures were correct, do the procedure in FIM 32-42-00/101, Fig. 106, Block 1. NOTE: A difference between the left and right brake pedal travel can cause braking that is not equal.
32 41 24 00	Brake pressure indication (inop sticks, intermittent, etc).	Replace the brake pressure indicator, N10. If the problem continues, replace the brake pressure transducer, TS90 (WDM 32-41-11).
32 41 25 --	(O1=L,O2=R) Brakes feel spongy.	Bleed the hydraulic system for the brakes to remove all the air caught in the lines (AMM 32-41-00/201). If the problem continues, do the test of the brake system (AMM 32-41-00/501).
32 42 01 00	EICAS msg NORM ANTISKID displayed & amber ANTISKID lgt on.	FIM 32-42-00/101, Fig. 103, Block 1. After you fix the problem, push the ECS/MSG switch on the EICAS panel at P61 and make sure the EICAS message, NORM ANTISKID, does not show on the display.
32 42 02 00	EICAS msg ALTN ANTISKID displayed & amber ANTISKID lgt on.	FIM 32-42-00/101, Fig. 103, Block 1. After you fix the problem, push the ECS/MSG switch on the EICAS panel on the right side panel, P61, and make sure the EICAS message ALTN ANTISKID does not show on the display.
32 42 05 00	Autobrakes deceleration more than normal with no faults indicated. Level selected was _____.	FIM 32-42-00/101, Fig. 103, Block 1, then Block 6

FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
32 42 06 00	Autobrakes deceleration less than normal with no fault indicated. Level selected was _____.	FIM 32-42-00/101, Fig. 103, Block 1, then Block 6
32 42 07 00	Autobrakes system inoperative with no fault indications. Level selected was _____.	FIM 32-42-00/101, Fig. 103, Block 1, then Block 3
32 42 08 --	Autobrakes selector (will not latch into, disarmed from)(07=1, 08=2,09=3,10=4,15=MAX AUTO) position. ANTISKID lgt was not on.	FIM 32-42-00/101, Fig. 103, Block 1. If no failures are identified by BITE, replace the autobrakes selector switch, S24 (WDM 32-42-12).
32 42 09 --	Autobrakes selector (will not latch into, disarmed from)(07=1, 08=2,09=3,10=4,15=MAX AUTO) position. ANTISKID lgt was not on.	FIM 32-42-00/101, Fig. 103, Block 1
32 42 11 00	EICAS msg ANTISKID/AUTOBRK displayed.	FIM 32-42-00/101, Fig. 109, Block 1
32 42 12 00	EICAS msg NORM ANTISKID displayed.	FIM 32-42-00/101, Fig. 107, Block 1
32 42 13 00	EICAS msg ALTN ANTISKID displayed.	FIM 32-42-00/101, Fig. 108, Block 1
32 42 14 00	EICAS msgs NORM ANTISKID & ALTN ANTISKID lgt on.	FIM 32-42-00/101, Fig. 103, Block 1. After you fix the problem, push the ECS/MSG switch on the EICAS panel on the right side panel, P61, and make sure the EICAS messages NORM ANTISKID and ALTN ANTISKID do not show on the display.
32 42 16 00	Autobrakes selector disarmed on landing.	FIM 32-42-00/101, Fig. 103, Block 1. If the problem continues, replace the Antiskid/Autobrake Control Unit, M102 (AMM 32-42-01/401).
32 42 17 00	Autobrakes selector did not disarm when speedbrakes lever moved down.	FIM 32-42-00/101, Fig. 109A, Block 1

FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
32 42 18 00	Autobrakes selector would not latch until after gear extension.	FIM 32-42-00/101, Fig. 103, Block 1
32 42 19 00	Brakes grab during autobrake operation.	FIM 32-42-00/101, Fig. 103, Block 1, then Block 6
32 42 20 00	AUTOBRAKES lgt is on with autobrakes selector in RTO position.	FIM 32-42-00/101, Fig. 103, Block 1
32 42 21 00	Autobrakes selector will not latch in RTO position with no fault indications.	FIM 32-42-00/101, Fig. 109B, Block 1
32 42 22 00	Autobrakes selector will not latch in RTO position with ANTISKID lgt on.	FIM 32-42-00/101, Fig. 103, Block 1
32 42 23 00	Autobrakes selector will not latch in RTO position with AUTOBRAKES lgt on.	FIM 32-42-00/101, Fig. 103, Block 1
32 42 24 00	AUTOBRAKES lgt is on with autobrakes selector in OFF position.	Replace the autobrake solenoid valve pressure switch, YAAS2 (AMM 32-42-09/401).
32 42 25 00	EICAS msgs AUTOBRAKES & ANTISKID displayed and AUTOBRAKES lgt on with autobrakes selector off.	Replace the autobrake solenoid valve pressure switch, YAAS2 (AMM 32-42-09/401).
32 42 27 00	High brake pedal force required to release autobrakes.	Replace the switch for metered pressure to the left or right brake, S82 or S83 (AMM 32-42-10/401).
32 42 28 00	Autobrakes selector goes to OFF position when released by brakes.	Replace the autobrakes selector switch, S24 (WDM 32-42-12).
32 42 29 00	Autobrakes selector will not go to DISARM using brake pedals.	FIM 32-42-00/101, Fig. 103, Block 1. If no failures are identified by BITE, replace the autobrakes selector switch, S24 (WDM 32-42-12).
32 42 30 00	Autobrakes selector (sticks, etc.). Autobrakes do disarm.	Replace the autobrakes selector switch, S24 (WDM 32-42-12).

FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
32 44 01 00	With parking brake set, PARK BRAKE lgt remains off. EICAS msg ANTISKID displayed and ANTISKID lgts were on.	FIM 32-44-00/101, Fig. 103, Block 1
32 44 02 00	With parking brake released, PARK BRAKE and ANTISKID lgt remains on. EICAS msg ANTISKID & PARKING BRAKE displayed.	FIM 32-44-00/101, Fig. 104, Block 1
32 44 03 00	Parking brake cannot be set.	FIM 32-44-00/101, Fig. 105, Block 1
32 44 05 00	Parking brake handle (loose, binds, hard to set, etc).	FIM 32-44-00/101, Fig. 105A, Block 1
32 44 06 00	Parking brake handle must be pushed down to release brakes and extin PARK BRAKE lgt.	FIM 32-44-00/101, Fig. 105B Block 1
32 44 07 00	Parking brakes difficult to release with foot brakes.	Make sure the parking brake mechanism is not caught or twisted. Examine the parking brake handle and cable for this condition. Tighten loose fasteners or replace fasteners that are not there (AMM 32-44-02/401). Adjust the parking brake mechanism (AMM 32-44-00/501).
32 44 08 00	With parking brake set, EICAS msg ANTISKID displayed. ANTISKID and PARK BRAKE lgts were on.	FIM 32-44-00/101, Fig. 103A, Block 1
32 44 09 00	With parking brake released, PARK BRAKE lgt remained on. No EICAS msg displayed.	Replace the PARK BRAKE light, L413 (WDM 32-44-11).
32 46 01 --	(07=1,08=2,09=3,10=4,11=5,12=6, 13=7,14=8) Brake temp indicates (blank, zero, inaccurate, intermittent).	FIM 32-46-00/101, Fig. 104, Block 1
32 46 02 00	All brake temps indicate (blank, zero, inaccurate, intermittent).	FIM 32-46-00/101, Fig. 103, Block 2

FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
32 46 03 --	(07=1,08=2,09=3,10=4,11=5,12=6, 13=7,14=8) Brake temp high _____ level higher than others.	FIM 32-46-00/101, Fig. 103, Block 1
32 46 04 --	(01=L,02=R) Brake temp high _____ level higher than other side.	FIM 32-46-00/101, Fig. 103, Block 2
32 46 05 --	(07=1,08=2,09=3,10=4,11=5,12=6, 13=7,14=8) Brake temp low _____ lower than others.	FIM 32-46-00/101, Fig. 103, Block 2
32 46 06 --	(01=L,02=R) Brake temp low _____ level lower than other side.	FIM 32-46-00/101, Fig. 103, Block 2
32 46 07 --	BRAKE TEMP light on. (07=1, 08=2,09=3,10=4,11=5,12=6,13=7, 14=8) Brake temp high _____ (max level).	FIM 32-46-00/101, Fig. 103, Block 1
32 46 08 --	BRAKE TEMP light on. (01=L, 02=R) Brake temp high. Max level obtained was _____.	FIM 32-46-00/101, Fig. 103, Block 1
32 46 09 00	BRAKE TEMP light on. All brake temps high _____ (max level).	FIM 32-46-00/101, Fig. 103, Block 1
32 51 01 00	Nose wheel vibrates on (taxi/takeoff/landing).	FIM 32-51-00/101, Fig. 104, Block 1
32 51 02 00	Nose wheel vibrates at gear retraction.	FIM 32-51-00/101, Fig. 104, Block 5
32 51 03 00	Rudder pedal steering (describe problem). Tiller steering ok.	FIM 32-51-00/101, Fig. 105, Block 1
32 51 04 --	Tiller steering inop from 04=Capt,05=F/O,06=Capt & F/O side.	FIM 32-51-00/101, Fig. 106, Block 1
32 51 05 --	Tiller steers 01=L,02=R direction only.	FIM 32-51-00/101, Fig. 107, Block 1
32 51 06 --	Tiller steering response sluggish from 04=Capt,05=F/O, 06=Capt & F/O side.	FIM 32-51-00/101, Fig. 108, Block 1

FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
32 51 07 --	Tiller steering forces high from 04=Capt,05=F/O,06=Capt & F/O side.	FIM 32-51-00/101, Fig. 109, Block 1
32 51 08 --	Nose wheel not centered with tiller indicator centered on (04=Capt,05=F/O,06=Capt & F/O) side.	FIM 32-51-00/101, Fig. 110, Block 1
32 51 09 00	Nose wheel makes loud noise in wheel well.	Examine the spin brake for the nose wheel to see if it is worn. Replace the spin brake pad or spring arm if it is worn or damaged (AMM 32-45-05/201).
32 51 10 --	Nose steering (binds, not smooth) when making a (01=L, 02=R,03=L or R) turn.	FIM 32-51-00/101, Fig. 110A, Block 1
32 51 11 00	Nose wheel strut bottoms during taxi.	Examine the shock strut for the nose landing gear for the correct servicing. Do the servicing if it is necessary (AMM 12-15-02/301). If the problem continues, examine the active dynamic seal on the shock strut to see if there is leakage. Replace the seal if there is damage (AMM 32-21-25/201).
32 51 12 --	Tiller steering pulls (01=L, 02=R) during taxi.	FIM 32-51-00/101, Fig. 103, Block 1. If the nose wheel steering system works correctly, do the procedure in FIM 32-42-00/101 for the antiskid/autobrake system.
32 61 01 00	EICAS msg LDG GEAR MONITOR displayed with ldg gear down & locked.	FIM 32-61-00/101, Fig. 103, Block 1
32 61 15 00	EICAS msg LDG GEAR MONITOR displayed with ldg gear up & locked.	FIM 32-61-00/101, Fig. 103, Block 1

FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
32 61 17 00	EICAS msg GEAR DISAGREE displayed with gear handle UP. GEAR amber lgt on. DOORS amber lgt & all green dn lgts off.	FIM 32-09-03/101, Fig. 103, Block 1. If the problem was with one of the main landing gear and it was not found at the PSEU, then go to FIM 32-30-00/101, Fig. 114A, Block 1.
32 61 31 00	EICAS msg PSEU BITE displayed.	FIM 32-61-00/101, Fig. 104, Block 1
32 61 32 00	EICAS msg GEAR DISAGREE displayed.	FIM 32-61-00/101, Fig. 103, Block 1
32 61 33 00	EICAS msg GEAR LEVER displayed.	FIM 32-61-00/101, Fig. 103, Block 1
32 61 34 00	EICAS msg L GEAR DOWN displayed.	FIM 32-61-00/101, Fig. 103, Block 1
32 61 35 00	EICAS msg NOSE GEAR DOWN displayed.	FIM 32-61-00/101, Fig. 103, Block 1
32 61 36 00	EICAS msg NOSE GEAR LOCKED displayed.	FIM 32-61-00/101, Fig. 103, Block 1
32 61 37 00	EICAS msg R GEAR DOWN displayed.	FIM 32-61-00/101, Fig. 103, Block 1
32 61 38 00	EICAS msg ALL GEAR DOWN displayed.	FIM 32-61-00/101, Fig. 103, Block 1

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.

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

Bite Index
Figure 1 (Sheet 1)

LRU/System Name	Acronym	FIM Reference
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

Bite Index
Figure 1 (Sheet 2)

LRU/System Name	Acronym	FIM Reference
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

Bite Index
Figure 1 (Sheet 3)

LANDING GEAR MULTIPLE USE SYSTEMS/COMPONENTS

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
CIRCUIT BREAKER –	1		FLT COMPT, P6	
HYD GEN CONT, C4349		1		*
L AOA HEAT, C1134		1		
PITOT HEAT CAPT MAIN, C1110		1		
PITOT HEAT F/O MAIN, C1116		1		
PITOT HEAT L AUX, C1112		1		
PITOT HEAT R AUX, C1114		1		
R AOA HEAT, C1135		1		
TAT PROBE HEAT, C4003		1		
CIRCUIT BREAKER –	1		FLT COMPT, P11	*
AIR/GND SYS 1, C1182		1		
AIR/GND SYS 2, C1170		1		
APU ALT CONT, C1390		1		
AUTOBK ANTISKID TEST IND 1, C1176		1		
AUTOBK ANTISKID TEST IND 2, C1173		1		
AUTO SPEEDBRAKE, C1023		1		
CABIN ALTITUDE CONTROL AUTO 1, C686		1		
CABIN ALTITUDE CONTROL AUTO 2, C701		1		
CABIN ALTITUDE CONTROL MANUAL, C683		1		
CABIN ALTITUDE CONTROL SELECT, C658		1		
ENG PROBE HTR L, C4298		1		
ENG PROBE HTR R, C4299		1		
FLIGHT RECORDER AC, C561		1		
FLIGHT RECORDER DC, C578		1		
FLT CONT CMPTR SERVO C, C524		1		
FLT CONT CMPTR SERVO L, C522		1		
FLT CONT CMPTR SERVO R, C523		1		
FLT CONT SHUTOFF TAIL C, C4035		1		
FLT CONT SHUTOFF TAIL L, C4033		1		
FLT CONT SHUTOFF TAIL R, C4034		1		
LANDING GEAR POS SYS 1, C1175		1		
LANDING GEAR POS SYS 2, C4279		1		
LANDING GEAR POS SYS 2 ALTN, C4478		1		
MAINT CONT DSPL, C520		1		
PROX SW TEST, C4223		1		
RAT CONT, 4061		1		
RAT AUTO, 4216		1		
TMC DC, C525		1		
WING ANTI-ICE, C1132	1	1		
CIRCUIT BREAKER –		1	119BL, MAIN EQUIP CTR, P37	*
HEATERS DRAIN MST AIR, C1142		1		
HEATERS F/O AUX HI, C699	1	1		
CIRCUIT BREAKER –			119BL, MAIN EQUIP CTR, P70	*
CAPT AUX HTR HI, C662		1		
CIRCUIT BREAKER –	1		822, AFT EQUIP CTR, E6	*
APU CONT, C1382		1		

* SEE THE WDM EQUIPMENT LIST

NOTE: LISTED CIRCUIT BREAKERS ARE NOT ON ALL AIRPLANES.

Landing Gear Multiple Use Systems/Components – Component Index
Figure 101 (Sheet 1)

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
COMPUTER – (FIM 31-41-00/101)				
EICAS L, M10181				
EICAS R, M10182				
MODULE – (FIM 32-09-03/101)				
PROXIMITY SWITCH ELECTRONICS UNIT (PSEU), M162				
RELAY –	2		119BL, MAIN EQUIP CTR, P36 PANEL	
AIR/GROUND SYSTEM 1, K124				
AIR/GROUND SYSTEM 1, K135				
AIR/GROUND SYSTEM 1, K140				
AIR/GROUND SYSTEM 1, K141				
AIR/GROUND SYSTEM 1, K142				
AIR/GROUND SYSTEM 1, K143				
AIR/GROUND SYSTEM 1, K144 1				
AIR/GROUND SYSTEM 1, K145				
AIR/GROUND SYSTEM 1, K148				
AIR/GROUND SYSTEM 1, K149				
AIR/GROUND SYSTEM 1, K167				
AIR/GROUND SYSTEM 1, K170				
AIR/GROUND SYSTEM 1, K177				
AIR/GROUND SYSTEM 1, K178				
AIR/GROUND SYSTEM 1, K199				
AIR/GROUND SYSTEM 1, K10107				
AIR/GROUND SYSTEM 1, K10108				
AIR/GROUND SYSTEM 1, K10238				
AIR/GROUND SYSTEM 1, K10296				
AIR/GROUND SYSTEM 1, K10306				
AIR/GROUND SYSTEM 1, K10307				
AIR/GROUND SYSTEM 1, K10384				
AIR/GROUND SYSTEM 1, K10385				
AIR/GROUND SYSTEM 1, K10388				
AIR/GROUND SYSTEM 1, K10691				
RELAY –	2		119BL, MAIN EQUIP CTR, P37 PANEL	
AIR/GROUND SYSTEM 2, K200				
AIR/GROUND SYSTEM 2, K201				
AIR/GROUND SYSTEM 2, K202				
AIR/GROUND SYSTEM 2, K203				
AIR/GROUND SYSTEM 2, K204				
AIR/GROUND SYSTEM 2, K205				
AIR/GROUND SUSTEM 2, K206				
AIR/GROUND SYSTEM 2, K207				
AIR/GROUND SYSTEM 2, K208				
AIR/GROUND SYSTEM 2, K209				
AIR/GROUND SYSTEM 2, K211				
AIR/GROUND SYSTEM 2, K213				
AIR/GROUND SYSTEM 2, K214				
AIR/GROUND SYSTEM 2, K215				
AIR/GROUND SYSTEM 2, K219				
AIR/GROUND SYSTEM 2, K263				

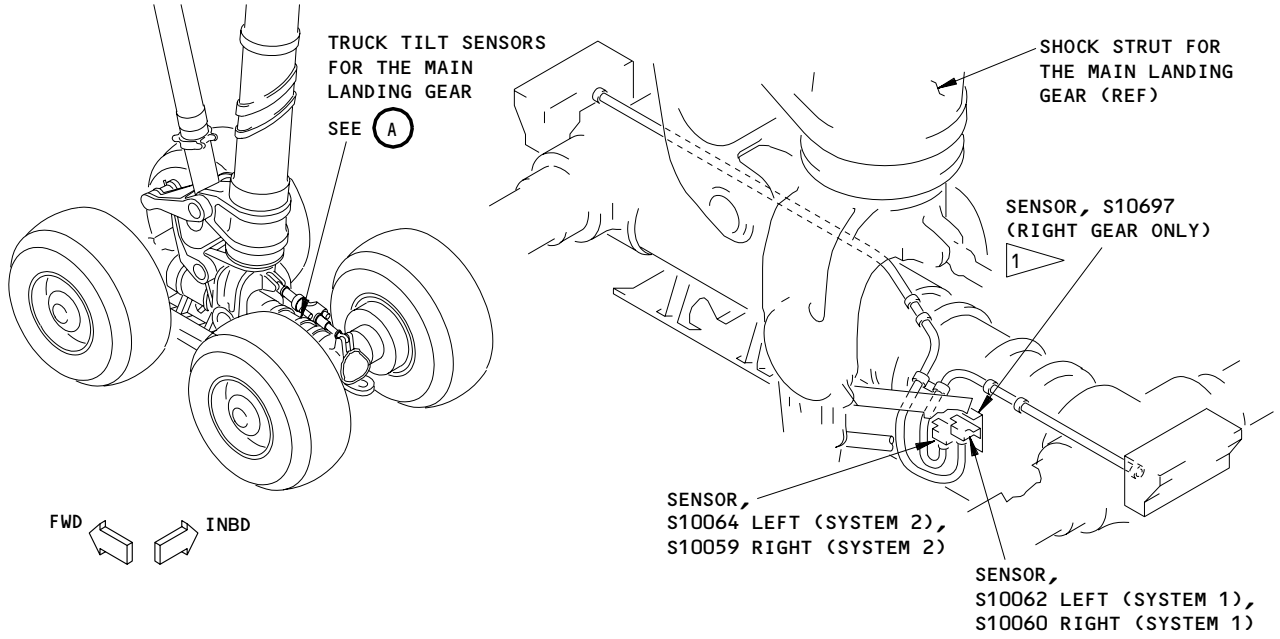
* SEE THE WDM EQUIPMENT LIST

1 119BL, MAIN EQUIP CTR, P33 ON SOME AIRPLANES

Landing Gear Multiple Use Systems/Components – Component Index
Figure 101 (Sheet 2)

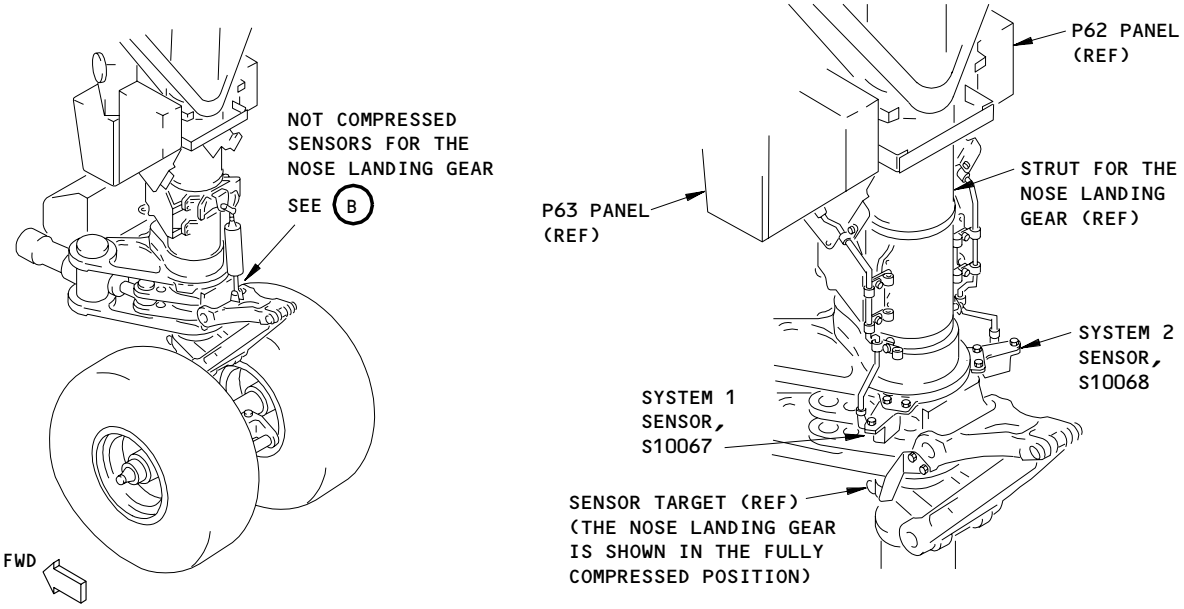
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
RELAY - (CONTINUED) AIR/GROUND SYSTEM 2, K10201 AIR/GROUND SYSTEM 2, K10202 AIR/GROUND SYSTEM 2, K10203 AIR/GROUND SYSTEM 2, K10239 AIR/GROUND SYSTEM 2, K10258 AIR/GROUND SYSTEM 2, K10293 AIR/GROUND SYSTEM 2, K10294 AIR/GROUND SYSTEM 2, K10295 AIR/GROUND SYSTEM 2, K10308 AIR/GROUND SYSTEM 2, K10309 AIR/GROUND SYSTEM 2, K10386 AIR/GROUND SYSTEM 2, K10387 BAT BUS XFER RELAY, K10718	2		119BL, MAIN EQUIP CTR, P37 PANEL	32-09-07
SENSOR - RIGHT MAIN GEAR TRUCK NOT TILT, S10697	1	1		32-09-07
SENSOR - SYS 1 LEFT MAIN GEAR TRUCK NOT TILT, S10062	1	1	TRUCK BEAM OF THE LEFT MAIN LANDING GEAR	32-09-07
SENSOR - SYS 1 NOSE GEAR NOT COMPRESSED, S10067	1	1	NOSE LANDING GEAR STRUT, LEFT SIDE	32-09-08
SENSOR - SYS 1 RIGHT MAIN GEAR TRUCK NOT TILT, S10060	1	1	TRUCK BEAM OF THE RIGHT MAIN LANDING GEAR	32-09-07
SENSOR - SYS 2 LEFT MAIN GEAR TRUCK NOT TILT, S10064	1	1	TRUCK BEAM OF THE LEFT MAIN LANDING GEAR	32-09-07
SENSOR - SYS 2 NOSE GEAR NOT COMPRESSED, S10068	1	1	NOSE LANDING GEAR STRUT, RIGHT SIDE	32-09-08
SENSOR - SYS 2 RIGHT MAIN GEAR TRUCK NOT TILT, S10059	1	1	TRUCK BEAM OF THE RIGHT MAIN LANDING GEAR	32-09-07
SWITCH - (FIM 32-30-00/101) LEFT GEAR TILT PRESSURE, S452 RIGHT GEAR TILT PRESSURE, S453				

Landing Gear Multiple Use Systems/Components - Component Index
Figure 101 (Sheet 3)



TRUCK TILT SENSORS FOR THE MAIN LANDING GEAR

A

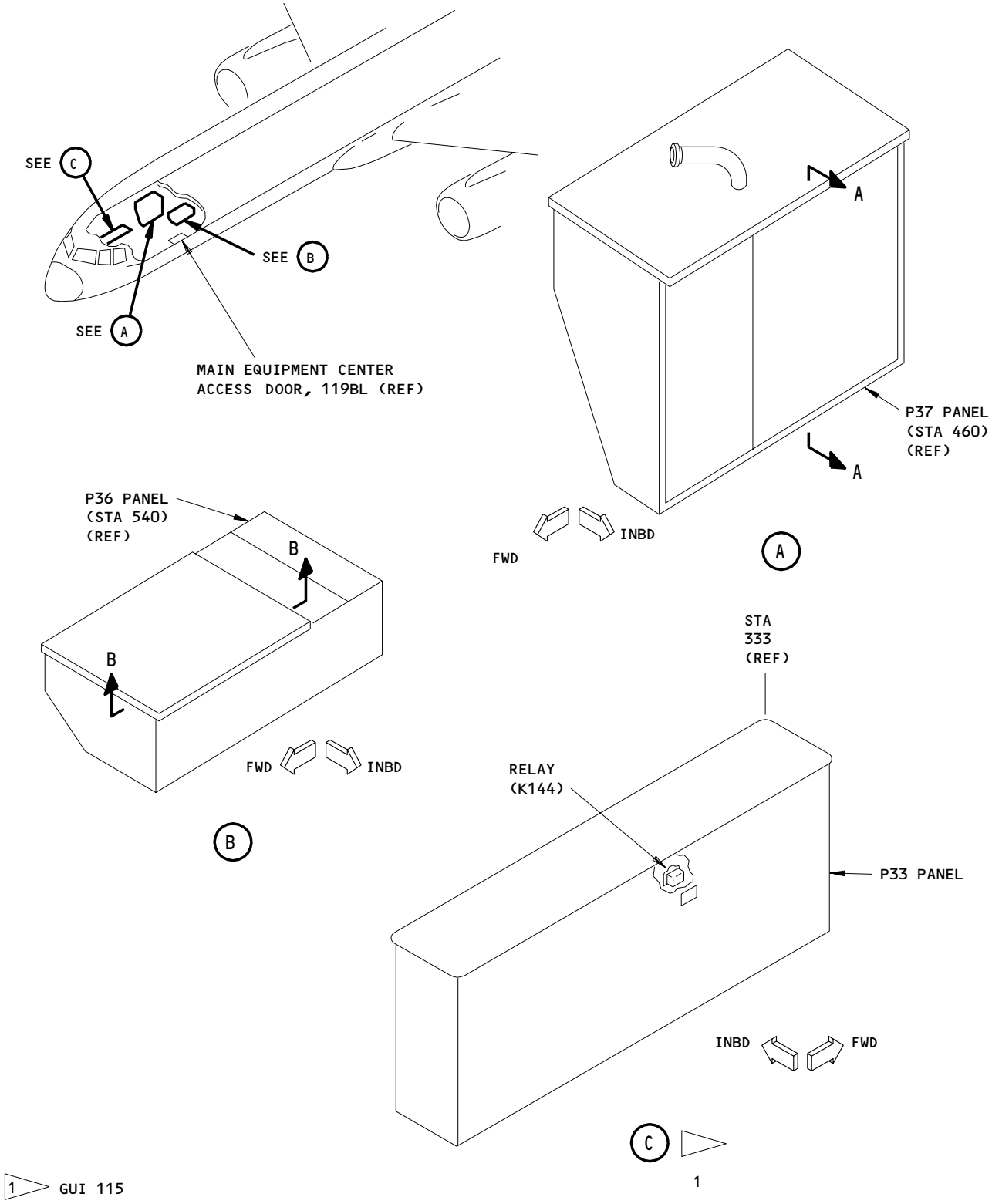


NOT COMPRESSED SENSORS FOR THE NOSE LANDING GEAR

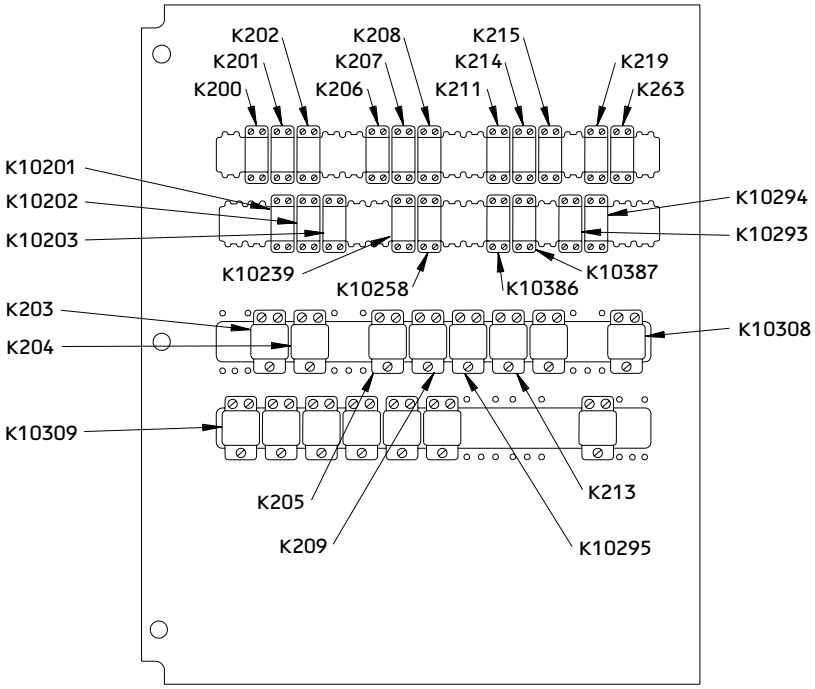
B

1 NOT INSTALLED ON ALL AIRPLANES

Landing Gear Multiple Use Systems/Components - Component Location
Figure 102 (Sheet 1)

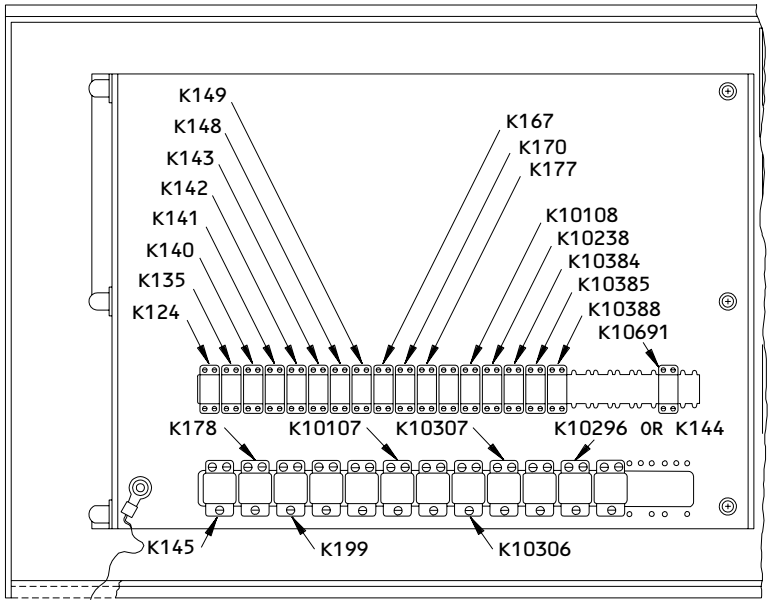


Landing Gear Multiple Use Systems/Components - Component Location
Figure 102 (Sheet 2)



NOTE: EXAMPLE RELAY INSTALLATION SHOWN. RELAYS SHOWN ARE NOT ON ALL AIRPLANES. RELAYS ARE IDENTIFIED BY EQUIPMENT NUMBER IN PANEL.

RELAY INSTALLATION IN P37 PANEL (EXAMPLE)
A-A



RELAY INSTALLATION IN P36 PANEL (EXAMPLE)
B-B

Landing Gear Multiple Use Systems/Components - Component Location
Figure 102 (Sheet 3)

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6C3,11C19,11C30,11S15,11S19,11S23

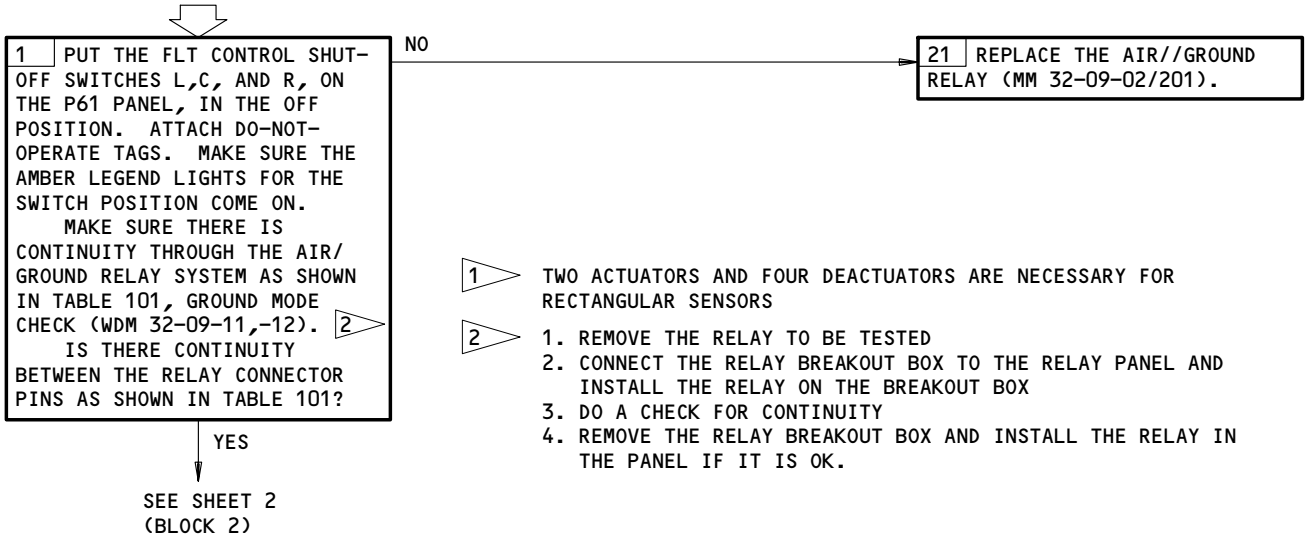
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (MM 24-22-00/201)
THE SPOILERS ARE RETRACTED (MM 27-61-00/201)
THE BRAKE LEVER IS IN THE "DOWN-AND-LOCKED" POSITION

EQUIPMENT:
PROXIMITY SWITCH ACTUATOR/DEACTUATOR SET-A27092-61 1
RELAY BREAKOUT BOX-A32074-1

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE SPOILERS OR MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILERS (MM 27-61-00/201). THE SPOILERS CAN RETRACT QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

NOTE: THIS PROCEDURE IS USED TO CHECK AN AIR/GROUND RELAY WHEN A PROBLEM WITH A RELAY IS DETECTED IN A DIFFERENT AIRPLANE SYSTEM.

AIR/GROUND RELAY PROBLEM



1 TWO ACTUATORS AND FOUR DEACTUATORS ARE NECESSARY FOR RECTANGULAR SENSORS

2
1. REMOVE THE RELAY TO BE TESTED
2. CONNECT THE RELAY BREAKOUT BOX TO THE RELAY PANEL AND INSTALL THE RELAY ON THE BREAKOUT BOX
3. DO A CHECK FOR CONTINUITY
4. REMOVE THE RELAY BREAKOUT BOX AND INSTALL THE RELAY IN THE PANEL IF IT IS OK.

Air/Ground Relay Problem
Figure 103 (Sheet 1)

2 DO THE STEPS THAT FOLLOW TO SIMULATE THE AIR/GROUND RELAYS IN THE AIR MODE:

WARNING

DO THE DEACTIVATION PROCEDURE FOR THE SPOILERS OR MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILERS. THE SPOILERS CAN MOVE QUICKLY AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

DO THE DEACTIVATION PROCEDURE FOR THE SPOILERS (AMM 27-61-00/201) OR MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE CONTROL SURFACES.

WARNING

FOLLOW THE PROCEDURE THAT PUTS THE AIRPLANE IN THE AIR MODE. IF YOU DO THE PROCEDURE INCORRECTLY, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

PUT THE AIR/GROUND RELAY SYSTEM IN THE AIR MODE (AMM 32-09-02/201).

MAKE SURE THE AIR/GROUND RELAY IS AS SHOWN IN TABLE 102, FLIGHT MODE CHECK (WDM 32-09-11, -12).

IS THERE CONTINUITY BETWEEN THE RELAY CONNECTOR PINS AS SHOWN IN TABLE 102?

NO → 22 REPLACE THE AIR/GROUND RELAY (AMM 32-09-02/201).

YES → 23 REMOVE ALL OF THE SENSOR ACTUATORS AND DEACTUATORS. PUSH THE "RESET" SWITCH ON THE PROXIMITY SWITCH ELECTRONICS UNIT (PSEU), LOCATED ON THE E3-4 SHELF IN THE MAIN ELECTRONICS EQUIPMENT CENTER, TO ERASE THE FLIGHT BITE MEMORY.

NOTE: THE CODE EEE WILL BE SHOWN ON THE PSEU WHEN YOU ERASE THE MEMORY.

THE AIR/GROUND RELAYS WILL OPERATE.

IF THE PROBLEM CONTINUES, EXAMINE AND REPAIR THE CIRCUIT BETWEEN THE APPLICABLE AIR/GROUND RELAY AND THE USER SYSTEM.

Air/Ground Relay Problem
Figure 103 (Sheet 2)

TABLE 101
AIR/GROUND RELAY
(GROUND MODE CHECK)

NOTE: BEFORE YOU DO THE CHECK FOR CONTINUITY, MAKE SURE THE POWER IS REMOVED FROM THE USER SYSTEMS CONNECTED TO THE RELAY. THE RELAY BREAKOUT BOX CAN BE USED TO MAKE THE CHECK EASIER.

AIR/ GND SYS	RELAY NO.	PANEL	RELAY STATUS	CONNECTOR NO.	CONTINUITY BETWEEN THE PINS:
1	K124	P36	DE-ENERGIZED	D582	1-13, 5-3, 7-14, AND 11-9
1	K135	P36	ENERGIZED	D1780	1-2, 5-4, 7-8, AND 11-10
1	K140	P36	ENERGIZED	D584	1-2, 5-4, 7-8, AND 11-10
1	K141	P36	ENERGIZED	D586	1-2, 5-4, 7-8, AND 11-10
1	K142	P36	ENERGIZED	D588	1-2, 5-4, 7-8, AND 11-10
1	K143	P36	ENERGIZED	D590	1-2, 5-4, 7-8, AND 11-10
1	K144	P33 (1)	ENERGIZED	D592	A2-A1, B2-B1, C2-C1, AND D2-D1
		P36 (1)			
1	K145	P36	DE-ENERGIZED	D594	A2-A3, B2-B3, C2-C3, AND D2-D3
1	K148	P36	ENERGIZED	D600	1-2, 5-4, 7-8, AND 11-10
1	K149	P36	ENERGIZED	D602	1-2, 5-4, 7-8, AND 11-10
1	K167	P36	ENERGIZED	D1782	1-2, 5-4, 7-8, AND 11-10
1	K170	P36	ENERGIZED	D604	1-2, 5-4, 7-8, AND 11-10
1	K177	P36	ENERGIZED	D606	1-2, 5-4, 7-8, AND 11-10
1	K178	P36	ENERGIZED	D608	A2-A1, B2-B1, C2-C1, AND D2-D1
1	K199	P36	ENERGIZED	D598	A2-A1, B2-B1, C2-C1, AND D2-D1
2	K200	P37	ENERGIZED	D610	1-2, 5-4, 7-8, AND 11-10
2	K201	P37	ENERGIZED	D612	1-2, 5-4, 7-8, AND 11-10
2	K202	P37	ENERGIZED	D614	1-2, 5-4, 7-8, AND 11-10
2	K203	P37	ENERGIZED	D616	A2-A1, B2-B1, C2-C1, AND D2-D1
2	K204	P37	ENERGIZED	D618	A2-A1, B2-B1, C2-C1, AND D2-D1
2	K205	P37	DE-ENERGIZED	D620	A2-A3, B2-B3, C2-C3, AND D2-D3
2	K206	P37	ENERGIZED	D622	1-2, 5-4, 7-8, AND 11-10
2	K207	P37	ENERGIZED	D624	1-2, 5-4, 7-8, AND 11-10
2	K208	P37	ENERGIZED	D1868	1-2, 5-4, 7-8, AND 11-10
2	K209	P37	DE-ENERGIZED	D626	A2-A3, B2-B3, C2-C3, AND D2-D3
2	K211	P37	ENERGIZED	D630	1-2, 5-4, 7-8, AND 11-10
2	K213	P37	ENERGIZED	D634	A2-A1, B2-B1, C2-C1, AND D2-D1
2	K214	P37	ENERGIZED	D636	1-2, 5-4, 7-8, AND 11-10
2	K215	P37	ENERGIZED	D1872	1-2, 5-4, 7-8, AND 11-10
2	K219	P37	DE-ENERGIZED	D1870	1-13, 5-3, 7-14, AND 11-9
2	K263	P37	ENERGIZED	D1866	1-2, 5-4, 7-8, AND 11-10
1	K10107	P36	ENERGIZED	D596	A2-A1, B2-B1, C2-C1, AND D2-D1
1	K10108	P36	DE-ENERGIZED	D1784	1-13, 5-3, 7-14, AND 11-9
2	K10201	P37	ENERGIZED	D1864	1-2, 5-4, 7-8, AND 11-10
2	K10202	P37	ENERGIZED	D628	1-2, 5-4, 7-8, AND 11-10
2	K10203	P37	DE-ENERGIZED	D632	1-13, 5-3, 7-14, AND 11-9
1	K10238	P36	ENERGIZED	D2754	1-2, 5-4, 7-8, AND 11-10
2	K10239	P37	ENERGIZED	D2676	1-2, 5-4, 7-8, AND 11-10
2	K10258	P37	DE-ENERGIZED	D3118	1-13, 5-3, 7-14, AND 11-9
2	K10293	P37	ENERGIZED	D4046	1-2, 5-4, 7-8, AND 11-10
2	K10294	P37	ENERGIZED	D4122	1-2, 5-4, 7-8, AND 11-10
2	K10295	P37	ENERGIZED	D4048	A2-A1, B2-B1, C2-C1, AND D2-D1
1	K10296	P36	ENERGIZED	D4124	A2-A1, B2-B1, C2-C1, AND D2-D1

(1) THIS RELAY IS INSTALLED IN THE P33 OR P36 PANEL

Air/Ground Relay Problem
Figure 103 (Sheet 3)

TABLE 101 - Continued
AIR/GROUND RELAY
(GROUND MODE CHECK)

NOTE: BEFORE YOU DO THE CHECK FOR CONTINUITY, MAKE SURE THE POWER IS REMOVED FROM THE USER SYSTEMS CONNECTED TO THE RELAY. THE RELAY BREAKOUT BOX CAN BE

AIR/ GND SYS	RELAY NO.	PANEL	RELAY STATUS	CONNECTOR NO.	CONTINUITY BETWEEN THE PINS:
1	K10306	P36	ENERGIZED	D4182	A2-A1, B2-B1, C2-C1, AND D2-D1
1	K10307	P36	ENERGIZED	D4184	A2-A1, B2-B1, C2-C1, AND D2-D1
2	K10308	P37	ENERGIZED	D4090	A2-A1, B2-B1, C2-C1, AND D2-D1
2	K10309	P37	ENERGIZED	D4092	A2-A1, B2-B1, C2-C1, AND D2-D1
1	K10384	P36	ENERGIZED	D4706	1-2, 5-4, 7-8, AND 11-10
1	K10385	P36	ENERGIZED	D4708	1-2, 5-4, 7-8, AND 11-10
2	K10386	P37	ENERGIZED	D4674	1-2, 5-4, 7-8, AND 11-10
2	K10387	P37	ENERGIZED	D4676	1-2, 5-4, 7-8, AND 11-10
1	K10388	P36	DE-ENERGIZED	D4510	1-13, 5-3, 7-14, AND 11-9
1	K10691	P36	ENERGIZED	D6914	1-2, 5-4, 7-8, AND 11-10

Air/Ground Relay Problem
Figure 103 (Sheet 4)

TABLE 102
AIR/GROUND RELAY
(FLIGHT MODE CHECK)

NOTE: BEFORE YOU DO THE CHECK FOR CONTINUITY, MAKE SURE THE POWER IS REMOVED FROM THE USER SYSTEMS CONNECTED TO THE RELAY. THE RELAY BREAKOUT BOX CAN BE USED TO MAKE THE CHECK EASIER.

AIR/ GND SYS	RELAY NO.	PANEL	RELAY STATUS	CONNECTOR NO.	CONTINUITY BETWEEN THE PINS:
1	K124	P36	ENERGIZED	D582	1-2, 5-4, 7-8, AND 11-10
1	K135	P36	DE-ENERGIZED	D1780	1-13, 5-3, 7-14, AND 11-9
1	K140	P36	DE-ENERGIZED	D584	1-13, 5-3, 7-14, AND 11-9
1	K141	P36	DE-ENERGIZED	D586	1-13, 5-3, 7-14, AND 11-9
1	K142	P36	DE-ENERGIZED	D588	1-13, 5-3, 7-14, AND 11-9
1	K143	P36	DE-ENERGIZED	D590	1-13, 5-3, 7-14, AND 11-9
1	K144	P33 1	DE-ENERGIZED	D592	A2-A3, B2-B3, C2-C3, AND D2-D3
		P36 1			
1	K145	P36	ENERGIZED	D594	A2-A1, B2-B1, C2-C1, AND D2-D1
1	K148	P36	DE-ENERGIZED	D600	1-13, 5-3, 7-14, AND 11-9
1	K149	P36	DE-ENERGIZED	D602	1-13, 5-3, 7-14, AND 11-9
1	K167	P36	DE-ENERGIZED	D1782	1-13, 5-3, 7-14, AND 11-9
1	K170	P36	DE-ENERGIZED	D604	1-13, 5-3, 7-14, AND 11-9
1	K177	P36	DE-ENERGIZED	D606	1-13, 5-3, 7-14, AND 11-9
1	K178	P36	DE-ENERGIZED	D608	A2-A3, B2-B3, C2-C3, AND D2-D3
1	K199	P36	DE-ENERGIZED	D598	A2-A3, B2-B3, C2-C3, AND D2-D3
2	K200	P37	DE-ENERGIZED	D610	1-13, 5-3, 7-14, AND 11-9
2	K201	P37	DE-ENERGIZED	D612	1-13, 5-3, 7-14, AND 11-9
2	K202	P37	DE-ENERGIZED	D614	1-13, 5-3, 7-14, AND 11-9
2	K203	P37	DE-ENERGIZED	D616	A2-A3, B2-B3, C2-C3, AND D2-D3
2	K204	P37	DE-ENERGIZED	D618	A2-A3, B2-B3, C2-C3, AND D2-D3
2	K205	P37	ENERGIZED	D620	A2-A1, B2-B1, C2-C1, AND D2-D1
2	K206	P37	DE-ENERGIZED	D622	1-13, 5-3, 7-14, AND 11-9
2	K207	P37	DE-ENERGIZED	D624	1-13, 5-3, 7-14, AND 11-9
2	K208	P37	DE-ENERGIZED	D1868	1-13, 5-3, 7-14, AND 11-9
2	K209	P37	ENERGIZED	D626	A2-A1, B2-B1, C2-C1, AND D2-D1
2	K211	P37	DE-ENERGIZED	D630	1-13, 5-3, 7-14, AND 11-9
2	K213	P37	DE-ENERGIZED	D634	A2-A3, B2-B3, C2-C3, AND D2-D3
2	K214	P37		D636	1-13, 5-3, 7-14, AND 11-9
2	K215	P37		D1872	1-13, 5-3, 7-14, AND 11-9
2	K219	P37	ENERGIZED	D1870	1-2, 5-4, 7-8, AND 11-10
2	K263	P37		D1866	1-13, 5-3, 7-14, AND 11-9
1	K10107	P36		D596	A2-A3, B2-B3, C2-C3, AND D2-D3
1	K10108	P36	ENERGIZED	D1784	1-2, 5-4, 7-8, AND 11-10
2	K10201	P37	DE-ENERGIZED	D1864	1-13, 5-3, 7-14, AND 11-9
2	K10202	P37	DE-ENERGIZED	D628	1-13, 5-3, 7-14, AND 11-9
2	K10203	P37	ENERGIZED	D632	1-2, 5-4, 7-8, AND 11-10
1	K10238	P36	DE-ENERGIZED	D2754	1-13, 5-3, 7-14, AND 11-9
2	K10239	P37	DE-ENERGIZED	D2676	1-13, 5-3, 7-14, AND 11-9
2	K10258	P37	ENERGIZED	D3118	1-2, 5-4, 7-8, AND 11-10
2	K10293	P37	DE-ENERGIZED	D4046	1-13, 5-3, 7-14, AND 11-9
2	K10294	P37	DE-ENERGIZED	D4122	1-13, 5-3, 7-14, AND 11-9
2	K10295	P37	DE-ENERGIZED	D4048	A2-A3, B2-B3, C2-C3, AND D2-D3
1	K10296	P36	DE-ENERGIZED	D4124	A2-A3, B2-B3, C2-C3, AND D2-D3

1 THIS RELAY IS INSTALLED IN THE P33 OR P36 PANEL

Air/Ground Relay Problem
Figure 103 (Sheet 5)

TABLE 102 - Continued
AIR/GROUND RELAY
(FLIGHT MODE CHECK)

NOTE: BEFORE YOU DO THE CHECK FOR CONTINUITY, MAKE SURE THE POWER IS REMOVED FROM THE USER SYSTEMS CONNECTED TO THE RELAY. THE RELAY BREAKOUT BOX CAN BE USED TO MAKE THE CHECK EASIER.

AIR/ GND SYS	RELAY NO.	PANEL	RELAY STATUS	CONNECTOR NO.	CONTINUITY BETWEEN THE PINS:
1	K10306	P36	DE-ENERGIZED	D4182	A2-A3, B2-B3, C2-C3, AND D2-D3
1	K10307	P36	DE-ENERGIZED	D4184	A2-A3, B2-B3, C2-C3, AND D2-D3
2	K10308	P37	DE-ENERGIZED	D4090	A2-A3, B2-B3, C2-C3, AND D2-D3
2	K10309	P37	DE-ENERGIZED	D4092	A2-A3, B2-B3, C2-C3, AND D2-D3
1	K10384	P36	DE-ENERGIZED	D4706	1-13, 5-3, 7-14, AND 11-9
1	K10385	P36	DE-ENERGIZED	D4708	1-13, 5-3, 7-14, AND 11-9
2	K10386	P37	DE-ENERGIZED	D4674	1-13, 5-3, 7-14, AND 11-9
2	K10387	P37	DE-ENERGIZED	D4676	1-13, 5-3, 7-14, AND 11-9
1	K10388	P36	ENERGIZED	D4510	1-2, 5-4, 7-8, AND 11-10
1	K10691	P36	DE-ENERGIZED	D6914	1-13, 5-3, 7-14, AND 11-9

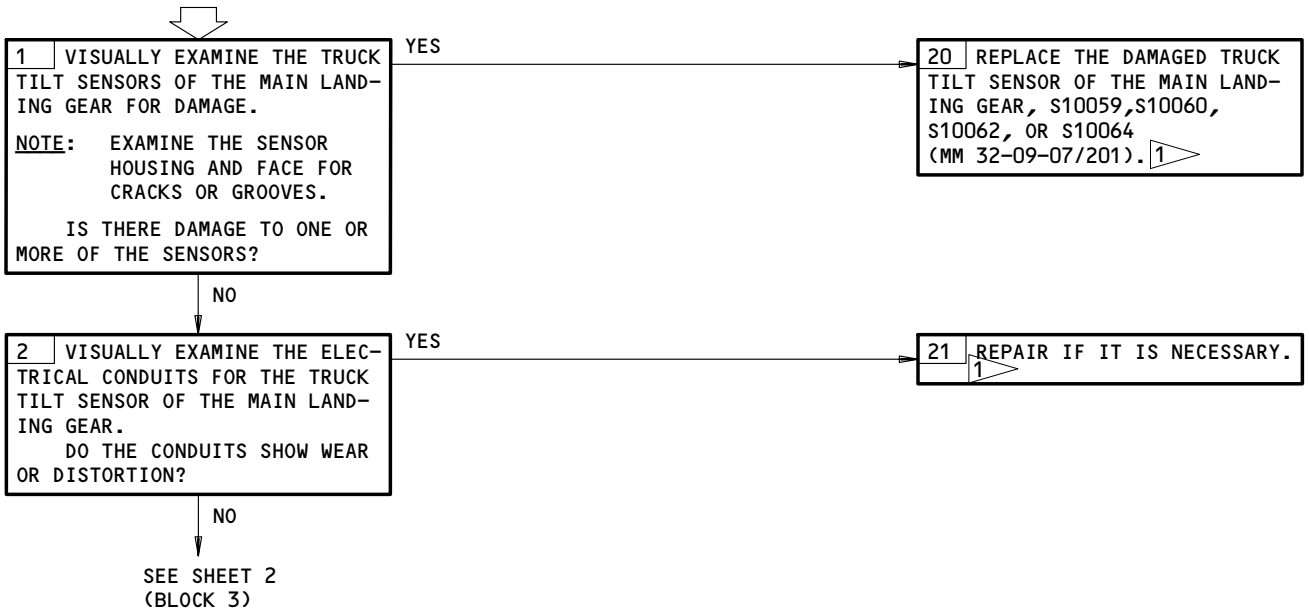
Air/Ground Relay Problem
Figure 103 (Sheet 6)

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C30,11R36,11S15,11S19,11S23

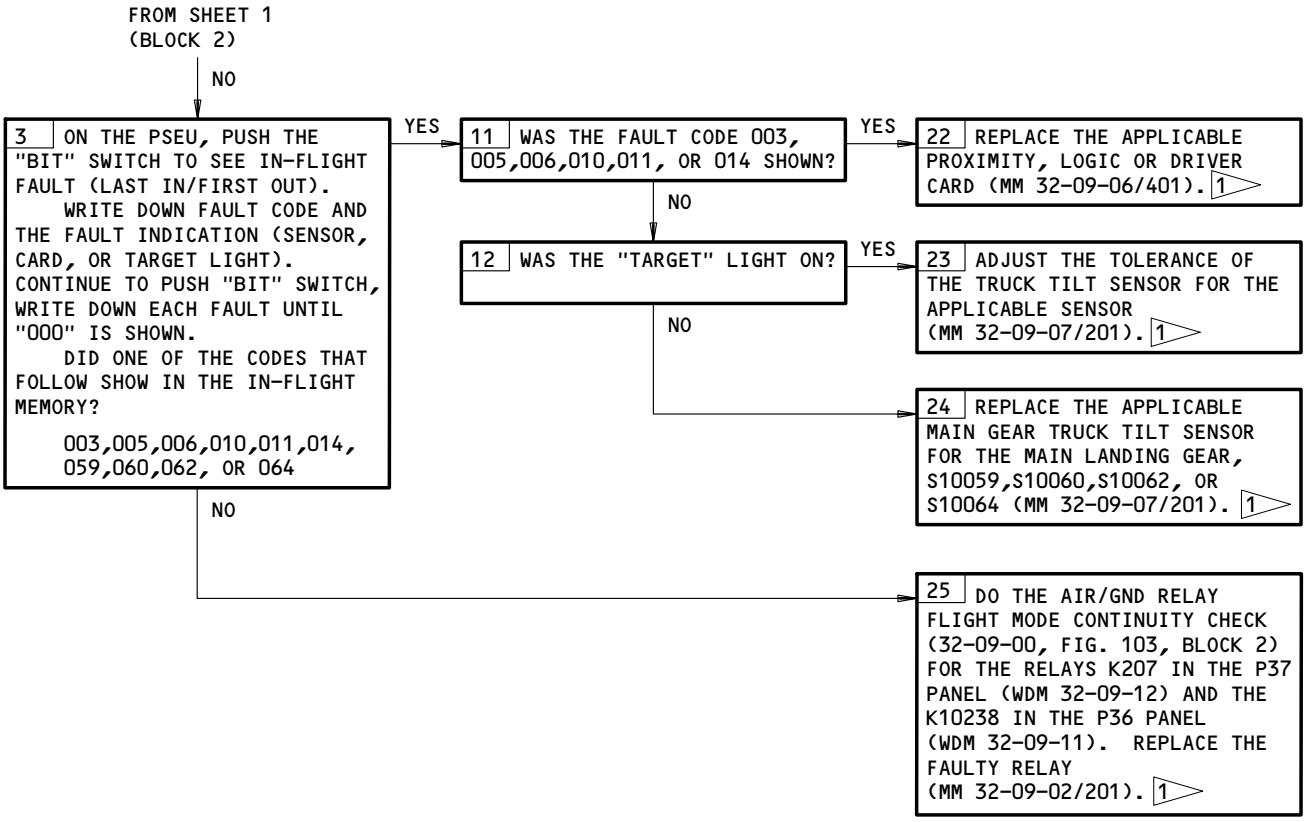
MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (MM 24-22-00/201)

EICAS "AIR/GND DISAGREE" DISPLAYED INFLT



1 ERASE THE AIR/GND DISAGREE EICAS MESSAGE (31-41-00, FIG. 109)

EICAS Msg AIR/GND DISAGREE Displayed Inflt
Figure 104 (Sheet 1)



EICAS Msg AIR/GND DISAGREE Displayed Inflt
Figure 104 (Sheet 2)

PREREQUISITES

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

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C30,11R36,11S15,11S19,11S23

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
LEFT HYDRAULIC SYSTEM IS PRESSURIZED (AMM 29-11-00/201)
LANDING GEAR CONTROL LEVER IN THE "DN" POSITION

EICAS MSG "AIR/GND DISAGREE" OR "AIR/GND SYS" DISPLAYED ON GND

1 ERASE THE "AIR/GND DISAGREE" OR " AIR/GND SYS EICAS MESSAGE (FIM 31-41-00/101, FIG. 109).
DOES THE "AIR/GND DISAGREE" " AIR/GND SYS MESSAGE COME INTO VIEW AGAIN.

NO → 11 VISUALLY EXAMINE THE TRUCK TILT SENSORS OF THE MAIN LANDING GEAR FOR DAMAGE.
NOTE: EXAMINE THE SENSOR HOUSING AND FACE FOR CRACKS OR GROOVES.
IS THERE DAMAGE TO THE SENSORS?

YES → 21 REPLACE THE DAMAGED TRUCK TILT SENSOR, S10059,S10060, S10062, S10064 (AMM 32-09-07/201).

NO → 22 THE SYSTEM IS OK.

YES → 2 VISUALLY EXAMINE THE LEFT AND THE RIGHT TRUCK TILT SENSORS AND TARGETS FOR THE MAIN LANDING GEAR.
IS THE SENSOR DEACTUATOR INSTALLED?

YES → 23 REMOVE THE DEACTUATOR. 1

NO → 3 DOES THE TARGET OR TARGET BRACKET ASSEMBLY SHOW SOME DAMAGE?

YES → 24 REPAIR IF IT IS NECESSARY AND ADJUST THE SENSOR TOLERANCE (AMM 32-09-07/201). 1

NO → 4 VISUALLY EXAMINE THE ELECTRICAL CONDUITS FOR THE TRUCK TILT SENSOR OF THE MAIN LANDING GEAR.
THE CONDUITS SHOW WEAR OR DISTORTION?

YES → 25 REPAIR IF IT IS NECESSARY. 1

NO → SEE SHEET 2 (BLOCK 5)

1 ERASE "AIR/GND DISAGREE" OR "AIR/GND SYS" EICAS MESSAGE (FIM 31-41-00, FIG. 109)

EICAS Msg AIR/GND DISAGREE or AIR/GND SYS Displayed on Gnd
Figure 105 (Sheet 1)

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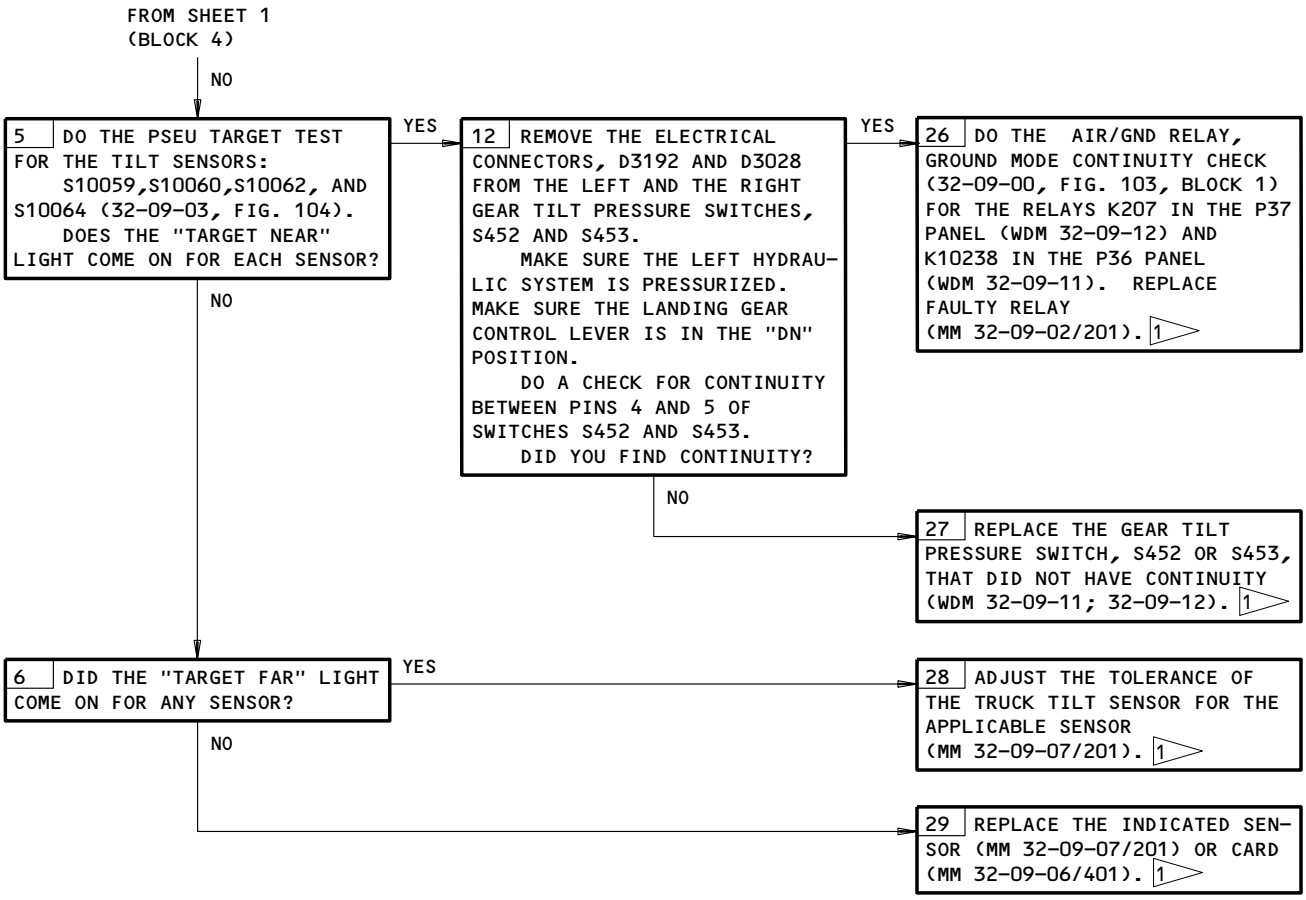


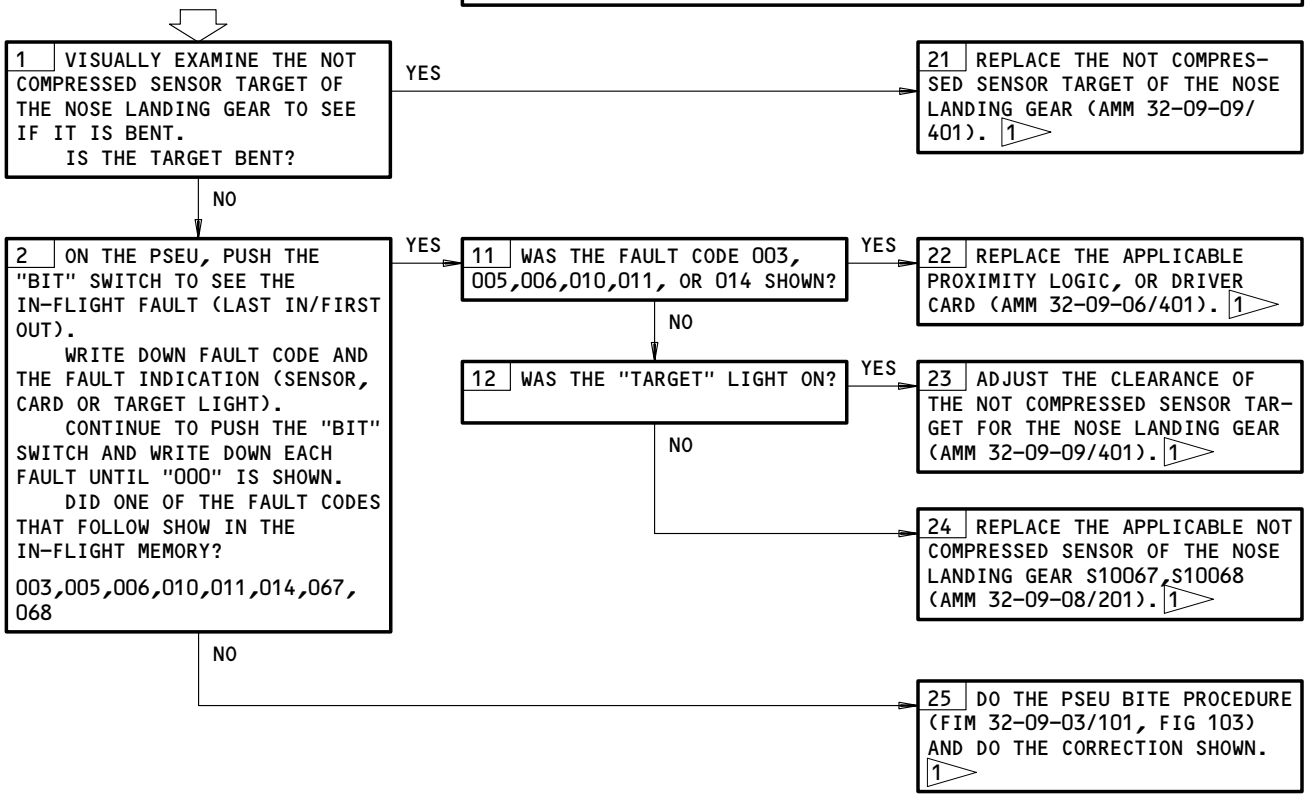
EICAS Msg AIR/GND Disagree Displayed on Gnd
Figure 105 (Sheet 2)

EICAS MSG "NOSE A/G DISAGREE" DISPLAYED IN-FLIGHT

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C30,11S15,11S19,11S23

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



1 ERASE THE "NOSE A/G DISAGREE" EICAS MESSAGE (FIM 31-41-00/101, FIG. 109)

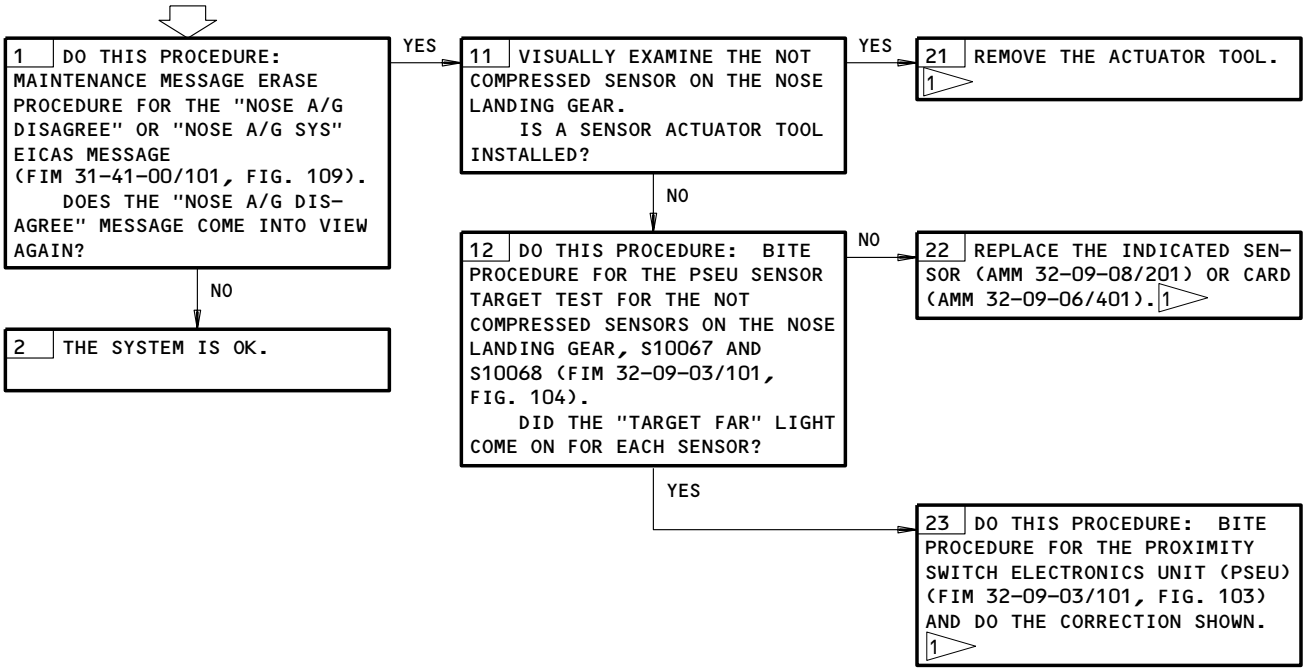
EICAS Msg NOSE A/G DISAGREE Displayed In-Flight
Figure 106

EICAS MSG "NOSE A/G DISAGREE" OR "NOSE A/G SYS" DISPLAYED ON GND

PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:
ELECTRICAL POWER (AMM 24-22-00/201)
EICAS (AMM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C30,11S15,11S19,11S23



1 DO THIS PROCEDURE: MAINTENANCE MESSAGE ERASE PROCEDURE FOR THE "NOSE A/G DISAGREE" OR "NOSE A/G SYS" EICAS MESSAGE EICAS MESSAGE (31-41-00/101, FIG. 109)

EICAS Msg NOSE A/G DISAGREE OR NOSE A/G SYS Displayed on Gnd
Figure 107

PROXIMITY SWITCH SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
CARD – PSEU DRIVER, YTFM003	2	3	119BL, MAIN EQUIP CENTER, E3-4, PSEU M162	32-09-06
CARD – PSEU LOGIC 1, YTFM002	2	2	119BL, MAIN EQUIP CENTER, E3-4, PSEU M162	32-09-06
CARD – PSEU LOGIC 2, YTFM005	2	1	119BL, MAIN EQUIP CENTER, E3-4, PSEU M162	32-09-06
CARD – PSEU PROX, YTFM001	2	6	119BL, MAIN EQUIP CENTER, E3-4, PSEU M162	32-09-06
CIRCUIT BREAKER –	1		FLIGHT COMPARTMENT, P11	
DOOR IND, C4144		1		*
LANDING GEAR POS SYS 1, C1175		1		*
LANDING GEAR POS SYS 2, C4279		1		*
LANDING GEAR POS SYS 2 ALTN, C4478		1		*
PROX SW TEST, C4223		1		*
THRUST REVERSER CONT, C1482		1		*
THRUST REVERSER CONT, C1483		1		*
THRUST REVERSER IND, C1480		1		*
THRUST REVERSER IND, C1481		1		*
CIRCUIT BREAKER –	1		119BL, MAIN EQUIP CENTER, P34	
CARGO DR CONT, C1403		1	34A5	*
MODULE – (FIM 32-30-00/101) LANDING GEAR CONTROL LEVER, M937				
MODULE – PROXIMITY SWITCH ELECTRONICS UNIT (PSEU), M162	1	1	119BL, MAIN EQUIP CENTER, E3-4	32-09-06
MODULE – PSEU BITE, YTFM004	2	1	119BL, MAIN EQUIP CENTER, E3-4, PSEU M162	32-09-06
SENSOR – CARGO DOOR CONTROL SYSTEM PROXIMITY (FIM 52-34-00/101) S10350-S10359				
SENSOR – DOOR SYSTEM PROXIMITY (FIM 52-71-00/ 101) S10083-S10097 S10373-S10378				

* SEE THE WDM EQUIPMENT LIST

Proximity Switch System – Component Index
Figure 101 (Sheet 1)

G24910

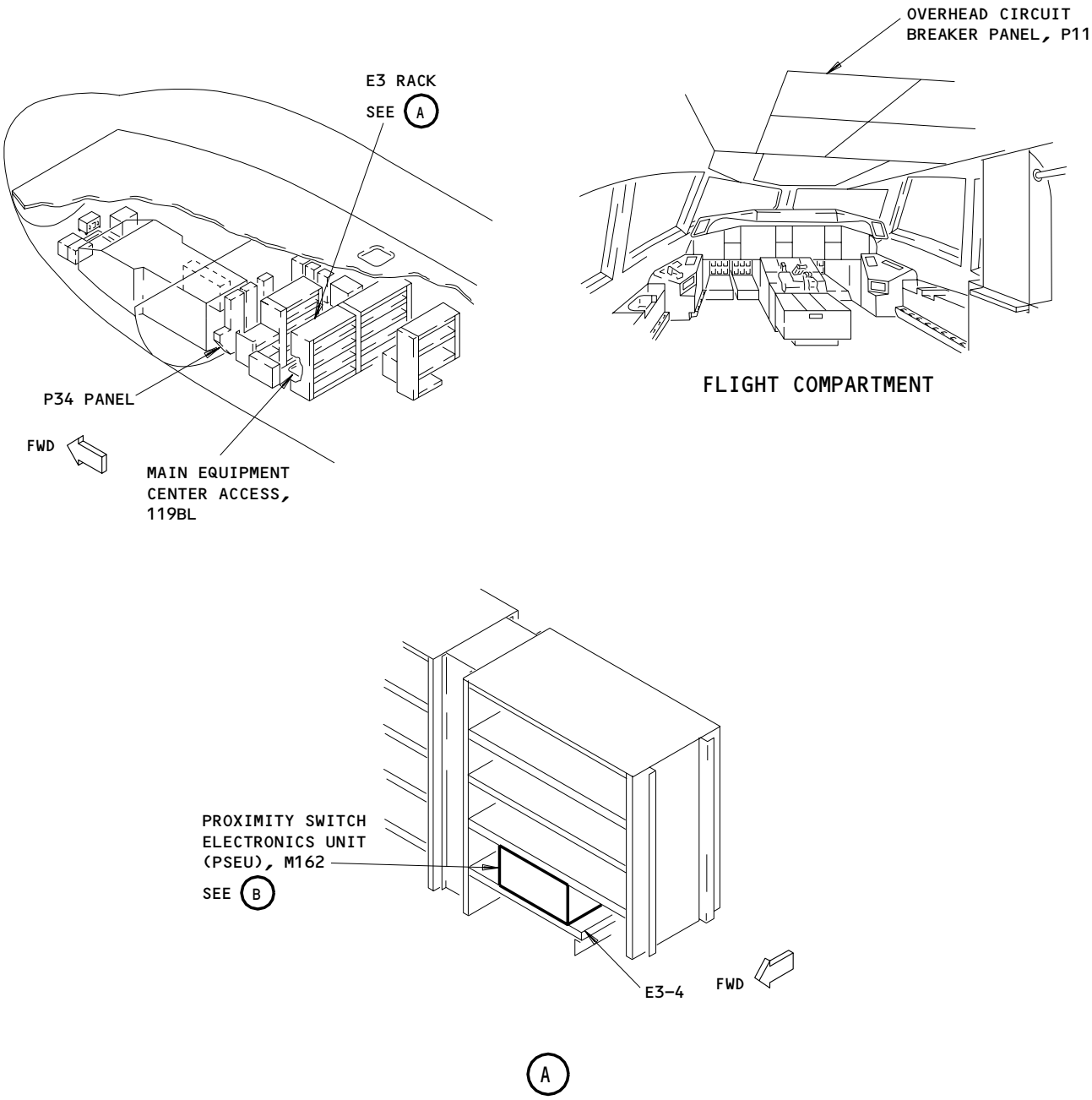
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
SENSORS - LANDING GEAR SYSTEM PROXIMITY (AIR/GND)(32-09-00/101) S10059 S10060 S10062 S10064 S10067 S10068 SENSORS - LANDING GEAR SYSTEM PROXIMITY (POSITION INDICATION)(32-61-00/101) S10057 S10061 S10065-S10066 S10069 S10070-S10081 S10238-S10243 SENSORS - THRUST REVERSER SYSTEM PROXIMITY (78-36-00/101) S164-S167 A S10435-S10438 B SWITCH - AUTO RESTOW PROX SENSOR L & R (78-34-00/101) S10105-S10108 SWITCH - GEAR TRUCK TILT PRESSURE (32-30-00/101) S452-S453				

* SEE THE WDM EQUIPMENT LIST

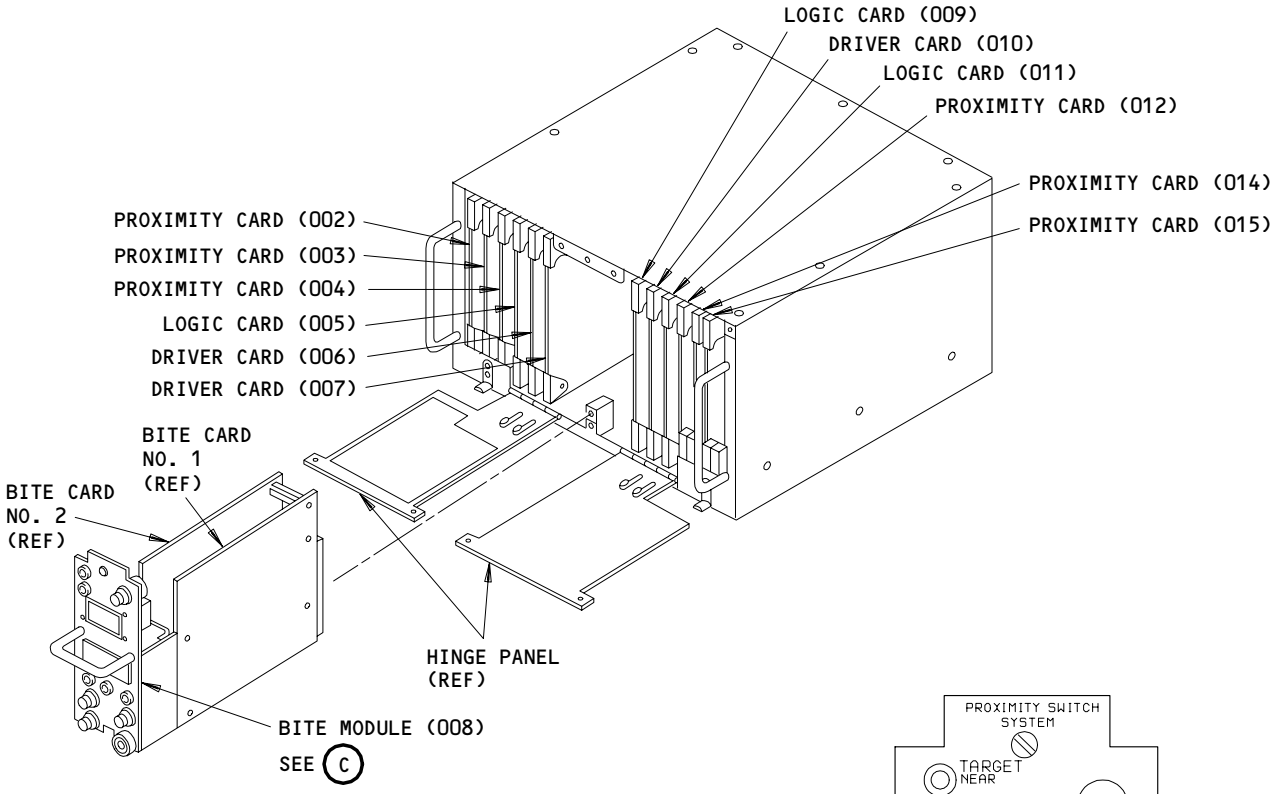
A AIRPLANES WITHOUT THRUST REVERSER SYNC-LOCKS

B AIRPLANES WITH THRUST REVERSER SYNC-LOCKS

Proximity Switch System - Component Index
Figure 101 (Sheet 2)

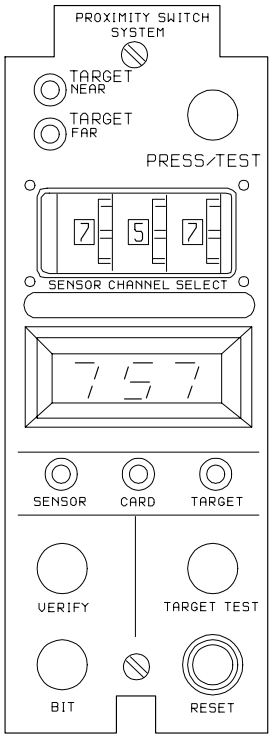


Proximity Switch System - Component Location
Figure 102 (Sheet 1)



PROXIMITY SWITCH ELECTRONICS UNIT (PSEU), M162

B FROM SHT 1



BITE MODULE (008)

C

Proximity Switch System – Component Location
Figure 102 (Sheet 2)

PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:
HYDRAULIC POWER (AMM 29-11-00/201)
EICAS (AMM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11B29,11B30,11C19,11C30,11D11,11D12,11R33,11R36,
11S23,34A5

MAKE SURE THIS CIRCUIT BREAKER IS OPEN AND ATTACH A DO-NOT-CLOSE TAG:
11G11

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
AIRPLANE IS ON THE GROUND WITH THE LANDING GEAR DOWN AND LOCKED
SPOILERS ARE RETRACTED (AMM 27-61-00/201)
THRUST REVERSERS ARE RETRACTED
AUTO SPEEDBRAKE LEVER IS IN THE DOWN-AND-LOCKED POSITION

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE SPOILERS OR MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILERS (AMM 27-61-00/201). THE SPOILERS CAN RETRACT QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

NOTE: BITE DOES A TEST OF THESE SYSTEMS:
- THE COMPLETE SYSTEM TEST
- THE INDIVIDUAL SUB-SYSTEM TESTS.

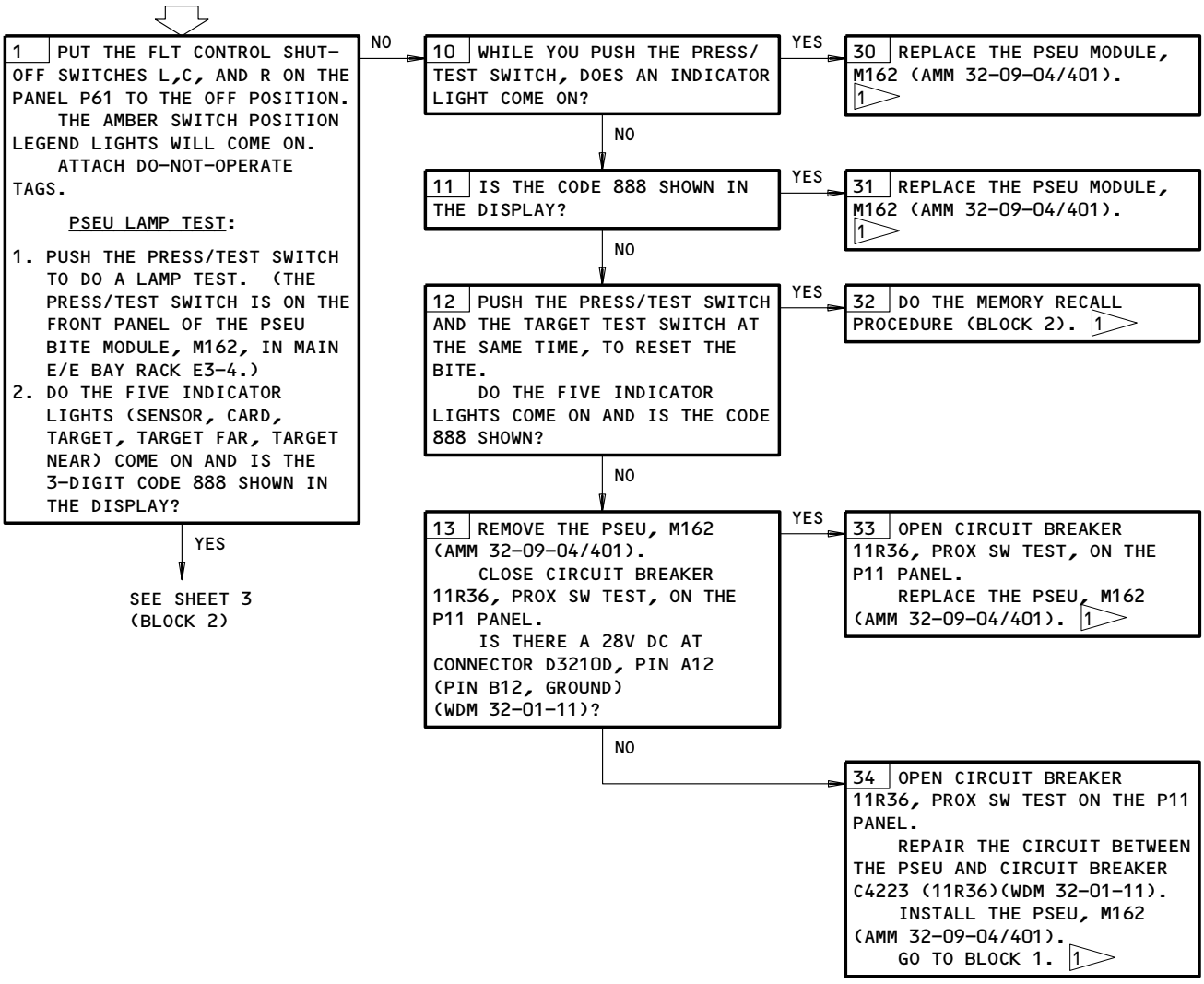
NOTE: AFTER YOU DO THE ALTERNATE GEAR EXTENSION, SOME OF THE BITE CODES FOR THE LANDING GEAR INDICATION SYSTEM WILL NOT BE VALID (GO TO BLOCKS 14 AND 21).

NOTE: IF YOU HAVE A FAULT WHICH CANNOT BE ISOLATED OR FIXED WHERE AN EICAS MESSAGE APPEARED, DO THIS PROCEDURE: EICAS MESSAGE TO PSEU CARD FAULT ISOLATION PROCEDURE (FIG. 106).

NOTE: IF YOU HAVE INTERMITTENT OR NUISANCE FAULTS, DO THIS PROCEDURE: PROXIMITY SENSOR/WIRING RESISTANCE CHECK (FIG. 105).

BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 1)

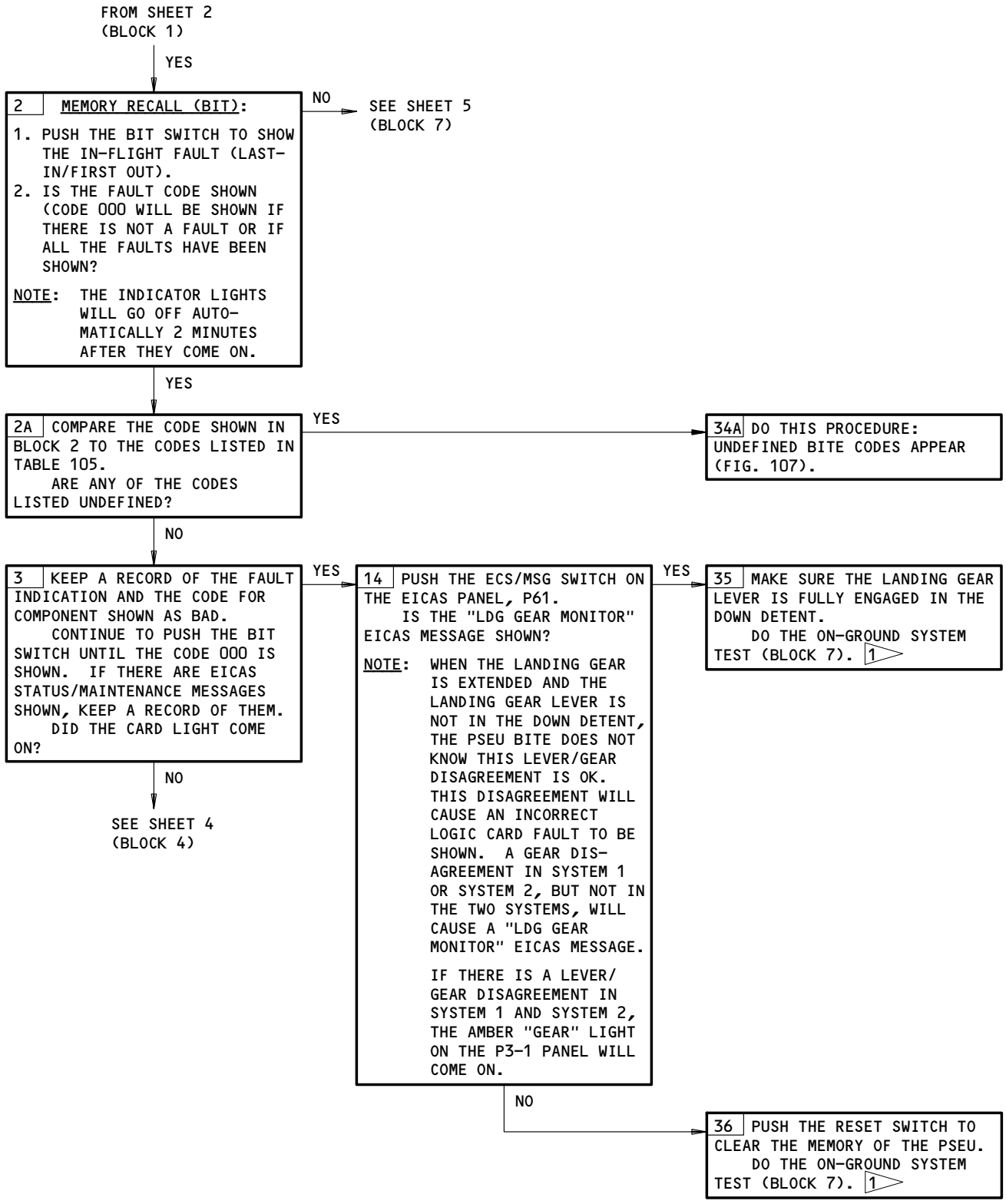
BITE PROCEDURE FOR THE PROXIMITY SWITCH ELECTRONICS UNIT (PSEU)



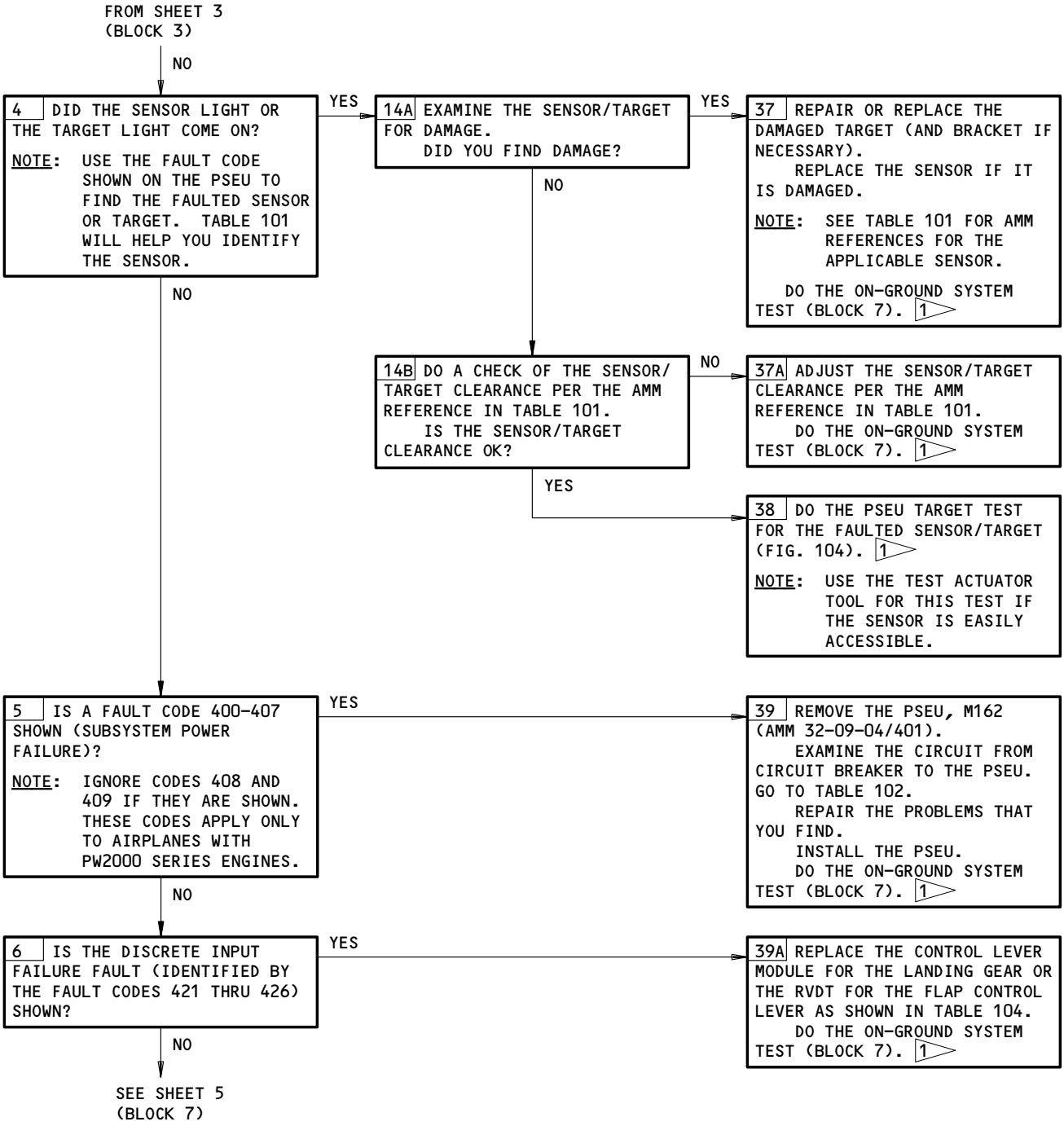
1 REMOVE THE DO-NOT-CLOSE TAG AND CLOSE THE CIRCUIT BREAKER THAT WAS OPENED IN THE PREREQUISITES BLOCK.

REMOVE THE DO-NOT-OPERATE TAGS FROM THE FLT CONTROL SHUTOFF SWITCHES ON THE P61 PANEL.

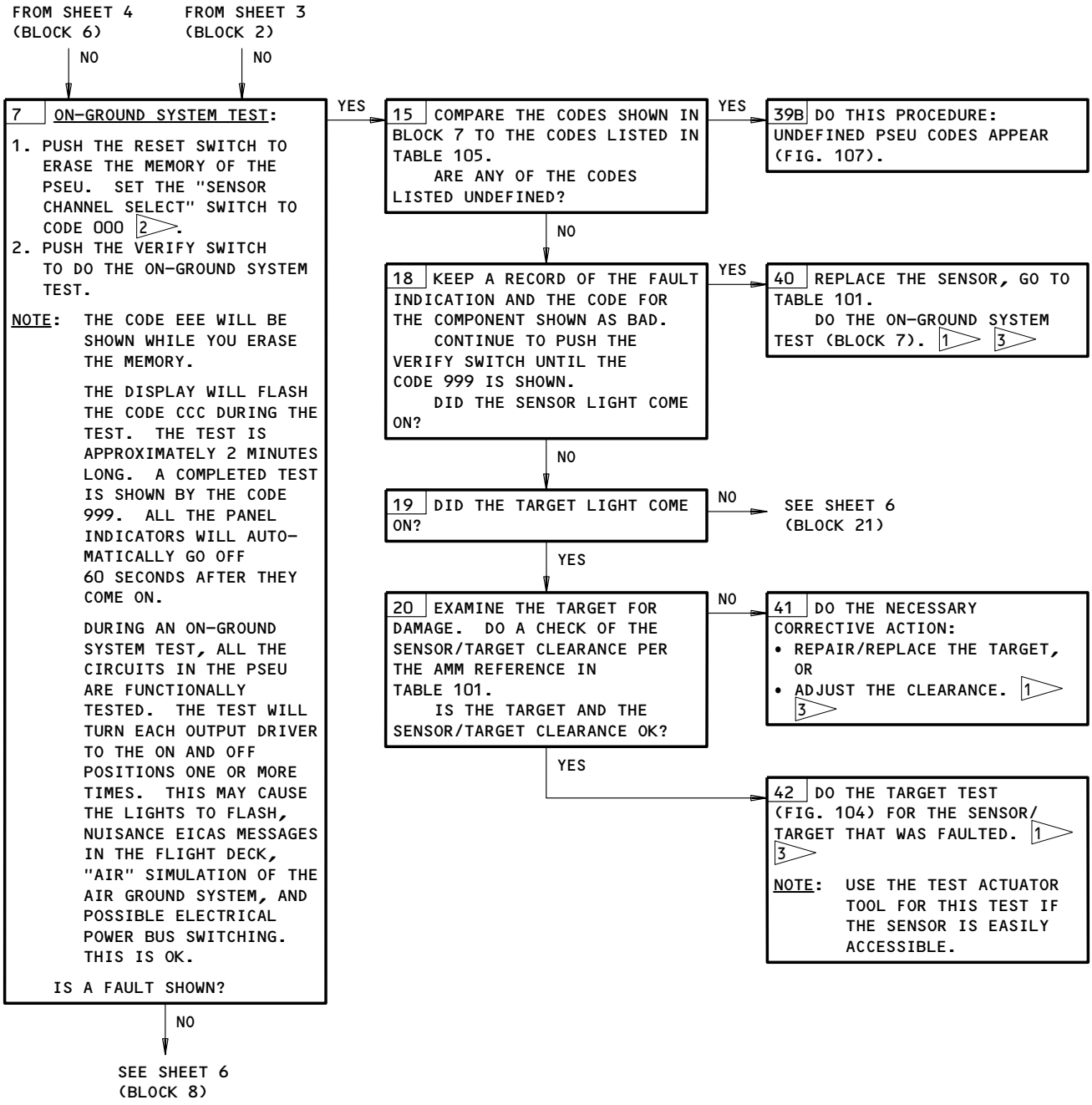
BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 2)



BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 3)



BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 4)

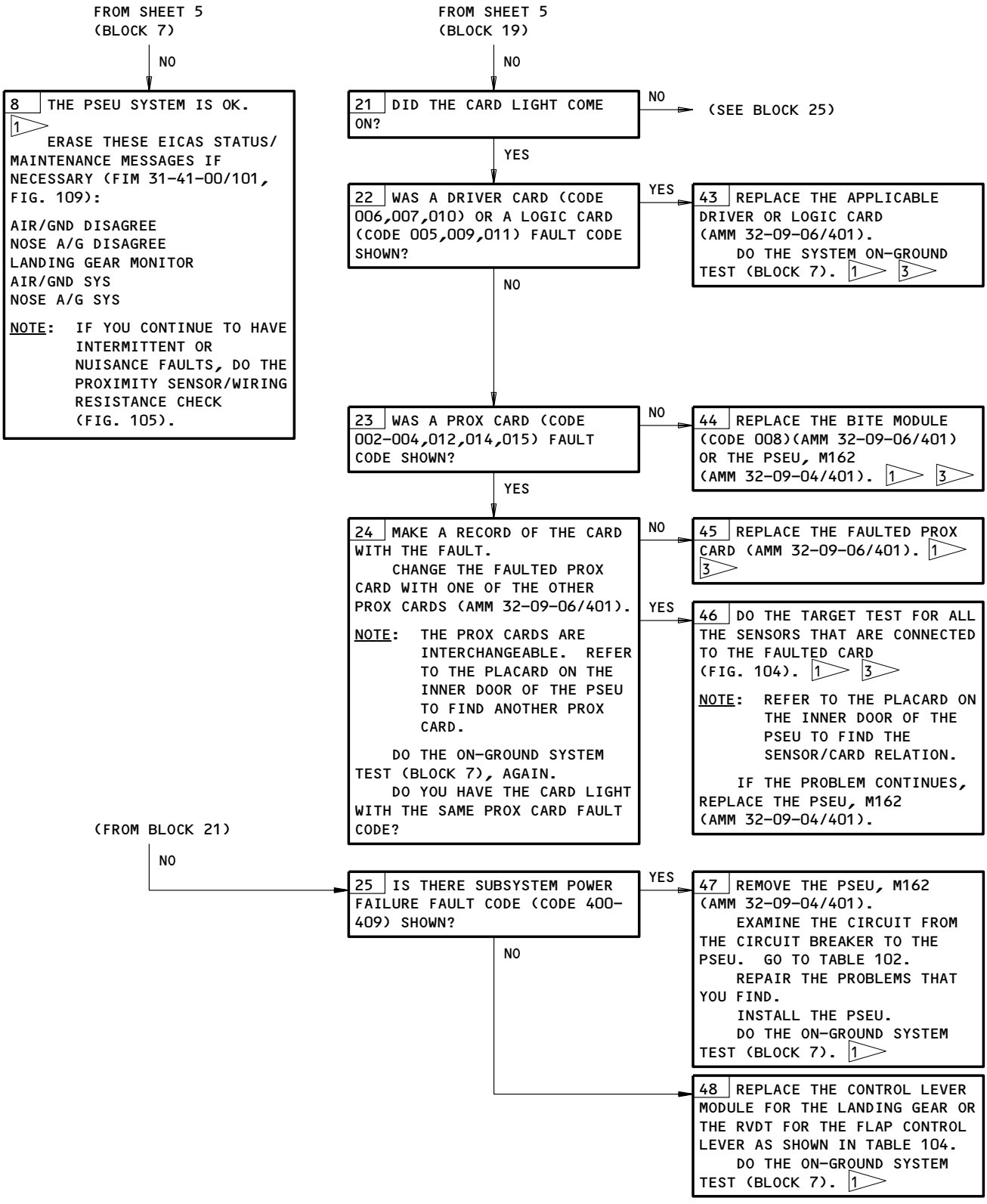


2 CODES 500-504 CAN BE USED TO TEST THE INDIVIDUAL SYSTEMS (SEE TABLE 103).

3 ERASE THESE EICAS/MAINTENANCE MESSAGES IF THEY ARE SHOWN (FIM 31-41-00/101, FIG. 109):

AIR/GND DISAGREE
NOSE A/G DISAGREE
LDG GEAR MONITOR
AIR/GND SYS
NOSE A/G SYS

BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 5)



BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 6)

PSEU BITE - WORKSHEET

USE THIS WORKSHEET TO HELP YOU RECORD THE DATA WHILE YOU DO THE BITE PROCEDURE.

PSEU FAULT	ASSOCIATED PSEU INDICATOR LIGHT			WHEN THE FAULT CODE WAS FOUND	
	SENSOR	CARD	TARGET	IN-FLT MEMORY	ON-GND TEST

RELATED EICAS MESSAGES (STATUS/MAINTENANCE LEVEL):

BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 7)

A80835

TABLE 101

FAULT CODE	SENSOR NO.	MM REF
057	S10057*	32-61-02
059	S10059	32-09-07
060	S10060	32-09-07
061	S10061*	32-61-02
062	S10062	32-09-07
064	S10064	32-09-07
065	S10065*	32-61-03
066	S10066	32-61-03
067	S10067	32-09-08
068	S10068	32-09-08
069	S10069*	32-61-02
070	S10070*	32-61-02
072	S10072	32-61-02
073	S10073*	32-61-02
074	S10074*	32-61-02
076	S10076	32-61-02
077	S10077	32-61-03
078	S10078*	32-61-03
079	S10079	32-61-03
081	S10081	32-61-03
083	S10083	52-71-00
085	S10085	52-71-00
086	S10086	52-71-00
088	S10088	52-71-00
089	S10089	52-71-00
090	S10090	52-71-00
091	S10091	52-71-00
092	S10092	52-71-00
093	S10093	52-71-00
094	S10094	52-71-00
095	S10095	52-71-00
096	S10096	52-71-00
097	S10097	52-71-00
099	S10105 (R)	78-34-07
102	S10108 (R)	78-34-07
105	S10105 (L)	78-34-07
108	S10108 (L)	78-34-07
170	S164* (R) 3A	78-36-01
171	S165* (R) 3A	78-36-01
172	S166 (R) 3A	78-36-02
173	S167 (R) 3A	78-36-02

FAULT CODE	SENSOR NO.	MM REF
238	S10238	32-61-03
239	S10239*	32-61-02
240	S10240*	32-61-02
241	S10241	32-61-02
242	S10242	32-61-02
243	S10243	32-61-03
350	S10350	52-34-35
352	S10352	52-34-35
353	S10353	52-34-35
357	S10357	52-34-35
359	S10359	52-34-35
360	S10360	52-34-35
433	S10105 (L)	78-34-07
434	S10108 (L)	78-34-07
435	S164* (L) 3A	78-36-01
436	S165* (L) 3A	78-36-01
437	S166 (L) 3A	78-36-02
438	S167 (L) 3A	78-36-02

NOTE: * – ROUND SENSOR, ALL OTHER SENSORS ARE RECTANGULAR

(L) – INSTALLED ON THE LEFT ENGINE
(R) – INSTALLED ON THE RIGHT ENGINE

3A AIRPLANES WITHOUT THE THRUST REVERSER SYNC-LOCKS

BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 8)

SUBSYSTEM INPUT POWER FAILURE CODE	EXAMINE FOR 28V DC AT THE PIN LISTED BELOW TO THE GROUND				
	CIRCUIT BREAKER	CONNECTOR	PIN	GROUND PIN	WDM REF
400	C1403 (34A5)	D3210D	J3	K3	52-34-11
401	C1480 (11D11	D3210E	J14	K14	78-36-11
402	C1481 (11B29)	D3210A	J14	K14	78-36-21
403	C1482 (11D12)	D3210B	A14	B14	78-34-11
404	C1483 (11B30)	D3210D	A14	B14	78-34-21
405	C4144 (11R33)	D3210B	J8	K8	52-71-11
406	C1175 (11C30)	D3210A	J7	K7	32-61-11
407	C4279 (11S23) OR C4478 (11C19)	D3210E	J7	K7	32-61-11

TABLE 102 - SUBSYSTEM INPUT POWER FAULTS

NOTE: IGNORE THE FAILURE CODES 408 AND 409 IF THEY ARE SHOWN (THESE CODES APPLY ONLY TO AIRPLANES WITH PW 2000 SERIES ENGINES).

TEST CODE	SYSTEM TESTED
500	CARGO DOOR CONTROL
501	ALL THRUST REVERSER SYSTEMS *
502	DOOR SYSTEM
503	LANDING GEAR SYS NO. 1
504	LANDING GEAR SYS NO. 2
505	ALL SYSTEMS

TABLE 103 - SUBSYSTEM TESTS

* INCLUDES THE SCAVANGE VALVE INDICATION (PW 2000 SERIES ENGINES)

NOTE: SUBSYSTEM TESTS SHORTEN THE BITE TEST BY APPROXIMATELY 2 MINUTES. HOWEVER, ONLY THE SELECTED SUBSYSTEM IS TESTED, A TEST OF THE RANDOM ACCESS MEMORY (RAM) IS OMITTED.

BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 9)

DISCRETE INPUT FAILURE CODE	CORRECTIVE ACTION
	NOTE: IF THE CODES 421-424 WERE SHOWN DURING THE ON-GROUND BITE SYSTEM OR SUB-SYSTEM TEST, MAKE SURE THE LANDING GEAR CONTROL LEVER IS FULLY ENGAGED IN THE DOWN DETENT.
421	REPLACE THE LANDING GEAR LEVER MODULE, M937 (AMM 32-31-01/401). IF THE PROBLEM CONTINUES, EXAMINE THE CIRCUIT FROM PIN 5, CONNECTOR D2372, OF LANDING GEAR LEVER MODULE, TO PIN H2, CONNECTOR D3210A, OF THE PSEU (WDM 32-61-11). REPAIR THE PROBLEMS THAT YOU FIND.
422	REPLACE THE LANDING GEAR LEVER MODULE, M937 (AMM 32-31-01/401). IF THE PROBLEM CONTINUES, EXAMINE THE CIRCUIT FROM PIN 6, CONNECTOR D2372, OF LANDING GEAR LEVER MODULE, TO PIN G2, CONNECTOR D3210A, OF THE PSEU (WDM 32-61-11). REPAIR THE PROBLEMS THAT YOU FIND.
423	REPLACE THE LANDING GEAR LEVER MODULE, M937 (AMM 32-31-01/401). IF THE PROBLEM CONTINUES, EXAMINE THE CIRCUIT FROM PIN 9, CONNECTOR D2372, OF LANDING GEAR LEVER MODULE, TO PIN G3, CONNECTOR D3210E, OF THE PSEU (WDM 32-61-11). REPAIR THE PROBLEMS THAT YOU FIND.
424	REPLACE THE LANDING GEAR LEVER MODULE, M937 (AMM 32-31-01/401). IF THE PROBLEM CONTINUES, EXAMINE THE CIRCUIT FROM PIN 8, CONNECTOR D2372, OF LANDING GEAR LEVER MODULE, TO PIN J3, CONNECTOR D3210E OF THE PSEU (WDM 32-61-11). REPAIR THE PROBLEMS THAT YOU FIND.
425	MAKE SURE THE LEFT HYDRAULIC SYSTEM IS PRESSURIZED (AMM 29-11-00/201). MAKE SURE THE CONTROL LEVER FOR THE LANDING GEAR IS IN THE DOWN DETENT. DISCONNECT CONNECTOR D3192, FROM THE PRESSURE SWITCH, S452, ON THE TRUCK TILT POSITIONER OF THE LEFT MAIN LANDING GEAR. MAKE SURE THERE IS CONTINUITY BETWEEN THE PINS 4 AND 5 ON THE PRESSURE SWITCH. IF THERE IS NO CONTINUITY, REPLACE THE PRESSURE SWITCH, S452 (AMM 32-32-18/401). IF THERE IS CONTINUITY, EXAMINE THE CIRCUIT FROM PIN 4, CONNECTOR D3192, OF THE PRESSURE SWITCH, TO PIN C4, CONNECTOR D3210A, OF THE PSEU (WDM 32-09-11). REPAIR THE PROBLEMS THAT YOU FIND.
426	MAKE SURE THE LEFT HYDRAULIC SYSTEM IS PRESSURIZED (AMM 29-11-00/201). MAKE SURE THE CONTROL LEVER FOR THE LANDING GEAR IS IN THE DOWN DETENT. DISCONNECT CONNECTOR D3208, FROM THE PRESSURE SWITCH, S453, ON THE TRUCK TILT POSITIONER OF THE RIGHT MAIN LANDING GEAR. MAKE SURE THERE IS CONTINUITY BETWEEN THE PINS 4 AND 5 ON THE PRESSURE SWITCH. IF THERE IS NO CONTINUITY, REPLACE THE PRESSURE SWITCH, S453 (AMM 32-32-18/401). IF THERE IS CONTINUITY, EXAMINE THE CIRCUIT FROM PIN 4, CONNECTOR D3208, OF THE PRESSURE SWITCH, TO PIN H3, CONNECTOR D3210E, OF THE PSEU (WDM 32-09-12).

DISCRETE INPUT FAULTS
TABLE 104

FROM	TO	FROM	TO	FROM	TO
427	4FF	99A	AOB	CCD	DDC
506	878	AOD	AA9	DDE	EED
902	998	AAB	CCB	EEF	FFF

UNDEFINED PSEU BITE CODES
TABLE 105

BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 10)

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PREREQUISITES

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

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C19, 11C30, 11B29, 11B30, 11D11, 11D12, 11R33, 11R36, 11S23, 34A5

MAKE SURE THIS CIRCUIT BREAKER IS OPEN AND ATTACH A DO-NOT-CLOSE TAG:
11G11

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
AIRPLANE IS ON THE GROUND WITH THE LANDING GEAR DOWN AND LOCKED
SPOILERS ARE RETRACTED (AMM 27-61-00/201)
THRUST REVERSERS ARE RETRACTED
AUTO SPEEDBRAKE LEVER IS IN THE DOWN-AND-LOCKED POSITION

EQUIPMENT:
A32102-25 - PROXIMITY SENSOR ACTUATOR TEST SET
OR
KHT8-758-01 - PROXIMITY SENSOR ACTUATOR TEST SET WHICH CONSISTS OF:
• KHT8-750-01 (RECTANGULAR) ACTUATOR
• KHT8-752-01 (ROUND) ACTUATOR
TEST GAUGE, ELDEC CORPORATION, AIRCRAFT SYSTEMS DIVISION, P.O. BOX 3002, BOTHELL, WA 98041-3002

NOTE: THE BITE DOES A TEST OF THIS SYSTEM:
• INDIVIDUAL SENSORS NEAR/FAR TARGET TESTS.

NOTE: IF YOU HAVE A FAULT WHICH CANNOT BE ISOLATED OR FIXED WHERE AN EICAS MESSAGE APPEARED, DO THIS PROCEDURE: EICAS MESSAGE TO PSEU CARD FAULT ISOLATION PROCEDURE (FIG. 106).

NOTE: METAL STRUCTURE (SIDE METAL) NEAR THE SENSOR FACE CAN CHANGE THE EFFECTIVE ACTUATION GAP OF THE SENSOR (SIDE METAL EFFECT). ALUMINUM SIDE METAL WILL CAUSE AN APPARENT GAP REDUCTION. STEEL SIDE METAL WILL CAUSE AN APPARENT GAP INCREASE. IF A SENSOR FAILS THE "TARGET NEAR" TEST WHEN AN ACTUATOR IS USED FOR THE TEST AND THE INSTALLATION CAN BE AFFECTED BY THE SIDE METAL EFFECT, DO THESE STEPS:

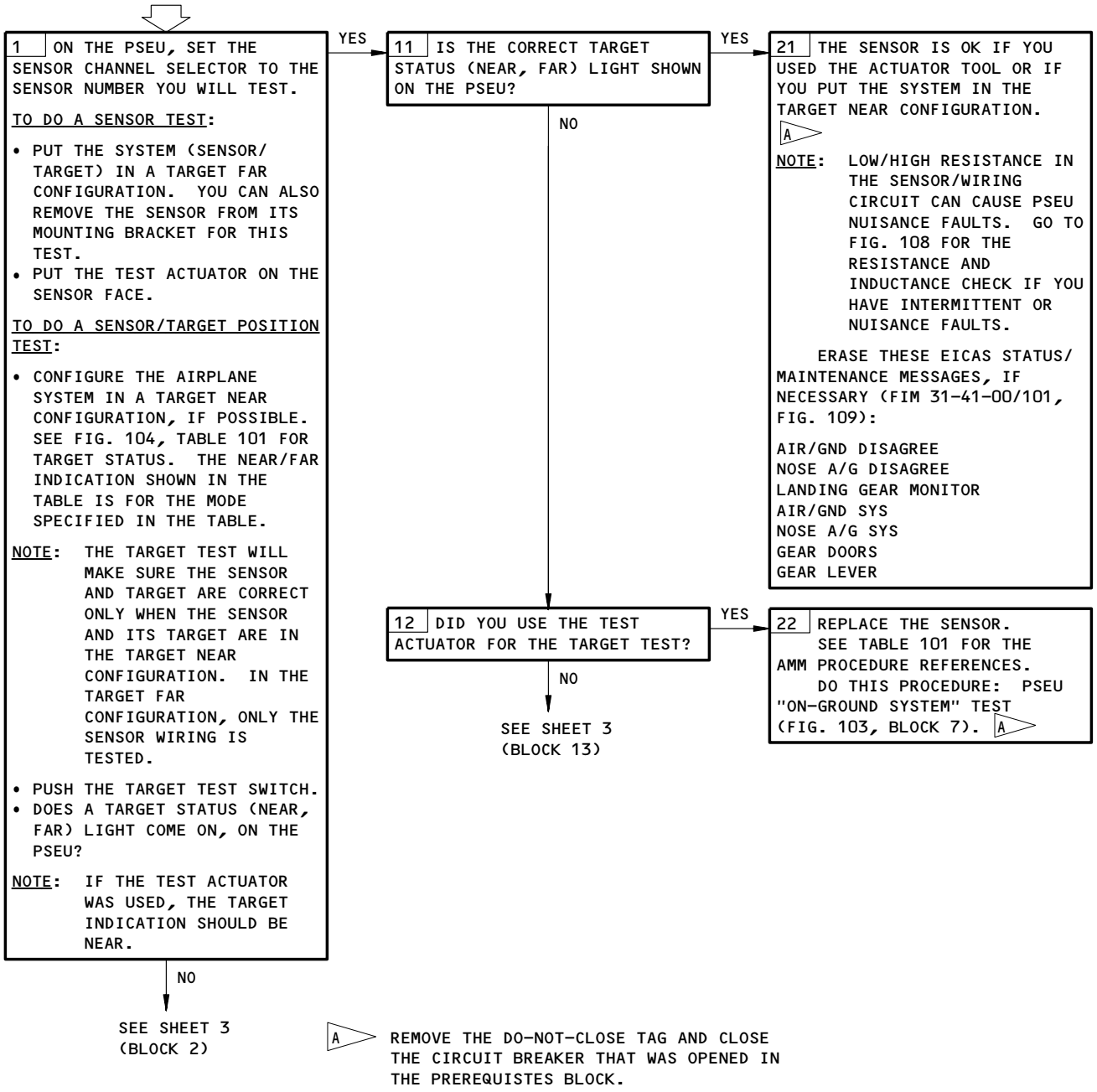
1. REMOVE THE SENSOR FROM ITS MOUNTING BRACKET WITH THE WIRING INSTALLED/CONNECTED
2. MOVE THE SENSOR AWAY FROM THE METAL STRUCTURE AND DO A TARGET TEST OF THE SENSOR WITH THE ACTUATOR AGAIN.

IF THE SENSOR ACTUATES CORRECTLY (TARGET NEAR), IT OPERATES CORRECTLY AND SENSOR REPLACEMENT IS NOT NECESSARY.

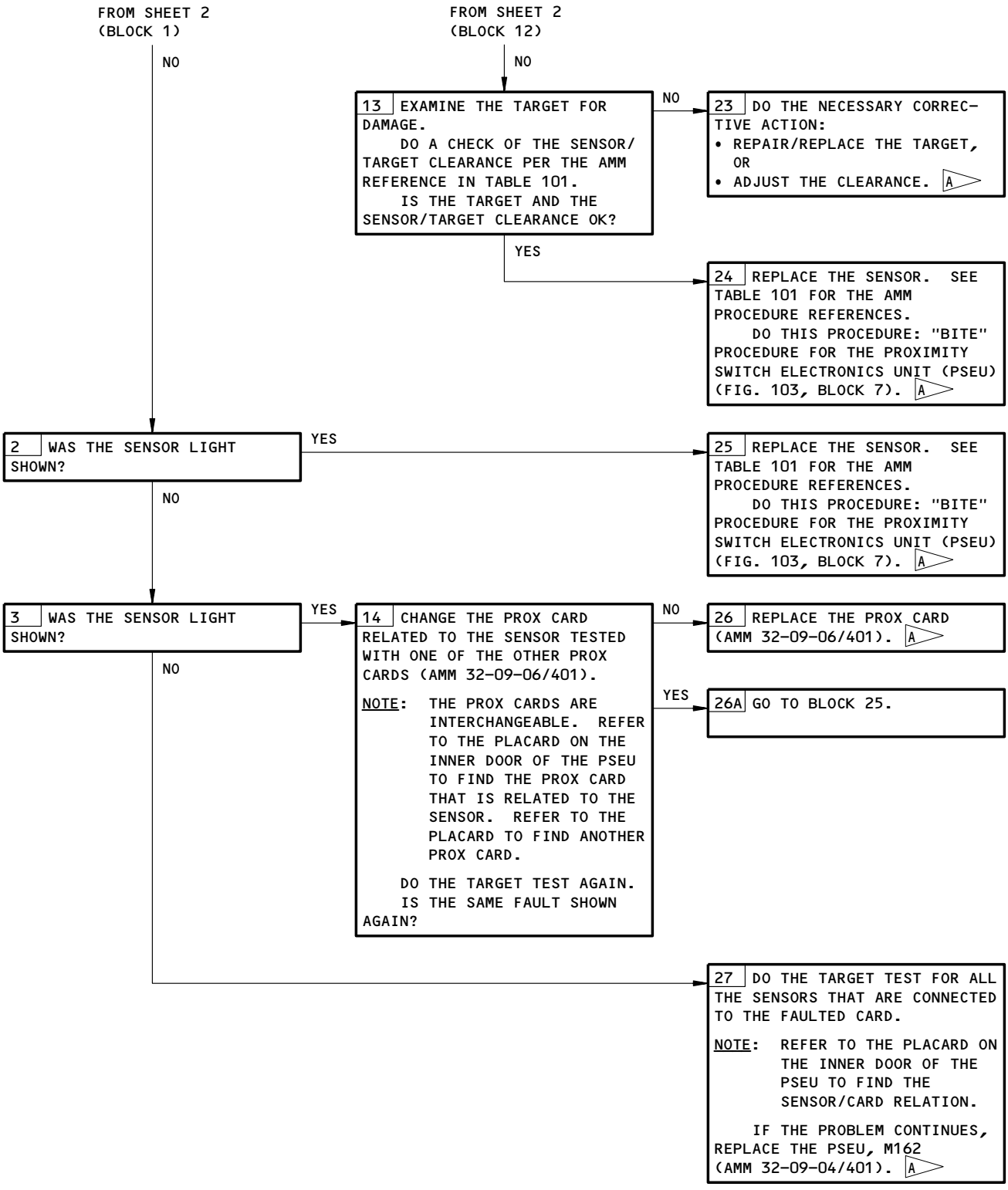
BITE Procedure for the PSEU Sensor Target Test
Figure 104 (Sheet 1)

NOTE: THIS PROCEDURE CAN BE USED TO DO TWO TESTS. WHEN YOU USE THE ACTUATOR TEST EQUIPMENT, THE SENSOR PERFORMANCE WILL BE TESTED. THIS CAN HELP FIND DAMAGE INSIDE THE SENSOR. WHEN YOU DO THE TEST WITH THE AIRPLANE SYSTEM TARGETS, YOU CAN TEST THE SENSOR AND TARGET RELATIONSHIP.

BITE PROCEDURE FOR THE PSEU SENSOR TARGET TEST



BITE Procedure for the PSEU Sensor Target Test
Figure 104 (Sheet 2)



BITE Procedure for the PSEU Sensor Target Test
Figure 104 (Sheet 3)

SENSOR NUMBER	PSEU CODE	SYSTEM/MODE	TARGET		AMM REF	WDM REF
			NEAR	FAR		
S164 *(L)	435	THRUST REVERSER SYSTEM	X			78-36-11
S164 *(R)	170	MODE: THRUST REVERSER STOWED	X		78-36-01	78-36-11
S165 *(L)	436		X			78-36-11
S165 *(R)	171		X			78-36-11
S166 (L)	437		X		78-36-02	78-36-11
S166 (R)	172		X			78-36-11
S167 (L)	438		X			78-36-11
S167 (R)	173		X			78-36-11
S10057 *	057	LANDING GEAR (POSITION INDICATION) SYSTEM MODE: MAIN GEAR EXTENDED	X		32-61-02	32-61-XX
S10059	059	LANDING GEAR (AIR/GND) SYSTEM	X		32-09-07	32-09-XX
S10060	060	MODE: ON GROUND	X			32-09-XX
S10061 *	061	LANDING GEAR (POSITION INDICATION) SYSTEM MODE: MAIN GEAR EXTENDED	X		32-61-02	32-61-XX
S10062	062	LANDING GEAR (AIR/GND) SYSTEM	X		32-09-07	32-09-XX
S10064	064	MODE: ON GROUND	X			32-09-XX
S10065 *	065	LANDING GEAR (POSITION INDICATION)	X		32-61-03	32-61-XX
S10066	066	SYSTEM MODE: NOSE GEAR EXTENDED	X			32-61-XX
S10067	067	LANDING GEAR (AIR/GND) SYSTEM		X	32-09-08	32-09-XX
S10068	068	MODE: ON GROUND		X		32-09-XX
S10069 *	069	LANDING GEAR (POSITION INDICATION)	X		32-61-02	32-61-XX
S10070 *	070	SYSTEM	X			32-61-XX
S10072	072	MODE: MAIN GEAR EXTENDED, DOORS	X			32-61-XX
S10073 *	073	CLOSED	X			32-61-XX
S10074 *	074		X			32-61-XX
S10076	076		X			32-61-XX
S10077	077	LANDING GEAR (POSITION INDICATION)		X	32-61-03	32-61-XX
S10078 *	078	SYSTEM	X			32-61-XX
S10079	079	MODE: NOSE GEAR EXTENDED, DOORS	X			32-61-XX
S10081	081	CLOSED	X			32-61-XX

TABLE 101

ALL THE SENSORS ARE THE RECTANGULAR TYPE EXCEPT THOSE NOTED BY *

(L) - INSTALLED ON THE LEFT ENGINE
(R) - INSTALLED ON THE RIGHT ENGINE

BITE Procedure for the PSEU Sensor Target Test
Figure 104 (Sheet 4)

SENSOR NUMBER	PSEU CODE	SYSTEM/MODE	TARGET		AMM REF	WDM REF
			NEAR	FAR		
S10083	083	DOOR SYSTEM		X	52-71-00	52-71-XX
S10085	085	MODE: DOORS OPEN		X		52-71-XX
S10086	086			X		52-71-XX
S10088	088			X		52-71-XX
S10090	090			X		52-71-21
S10091	091			X		52-71-21
S10092	092			X		52-71-21
S10093	093			X		52-71-21
S10094	094			X		52-71-XX
S10095	095			X		52-71-11
S10096	096			X		52-71-11
S10097	097			X		52-71-11
S10105 (L)	433	THRUST REVERSER SYSTEM	X		78-34-07	78-34-11
S10105 (R)	099	MODE: THRUST REVERSER STOWED	X			78-34-11
S10108 (L)	434		X			78-34-11
S10108 (R)	102		X			78-34-11
S10238	238	LANDING GEAR (POSITION INDICATION) SYSTEM MODE: NOSE GEAR EXTENDED		X	32-61-03	32-61-XX
S10239 *	239	LANDING GEAR (POSTION INDICATION)	X		32-61-02	32-61-XX
S10240 *	240	SYSTEM	X			32-61-XX
S10241	241	MODE: MAIN GEAR EXTENDED, DOORS	X			32-61-XX
S10242	242	CLOSED	X			32-61-XX
S10243	243	LANDING GEAR (POSITION INDICATION) SYSTEM MODE: NOSE GEAR DOORS CLOSED	X		32-61-03	32-61-XX
S10350	350	CARGO DOOR CONTROL SYSTEM	X		52-34-35	52-34-11
S10352	352	MODE: DOORS OPEN		X		52-34-11
S10357	357		X			52-35-11
S10359	359			X		52-35-XX

TABLE 101

(L) - INSTALLED ON THE LEFT ENGINE
(R) - INSTALLED ON THE RIGHT ENGINE

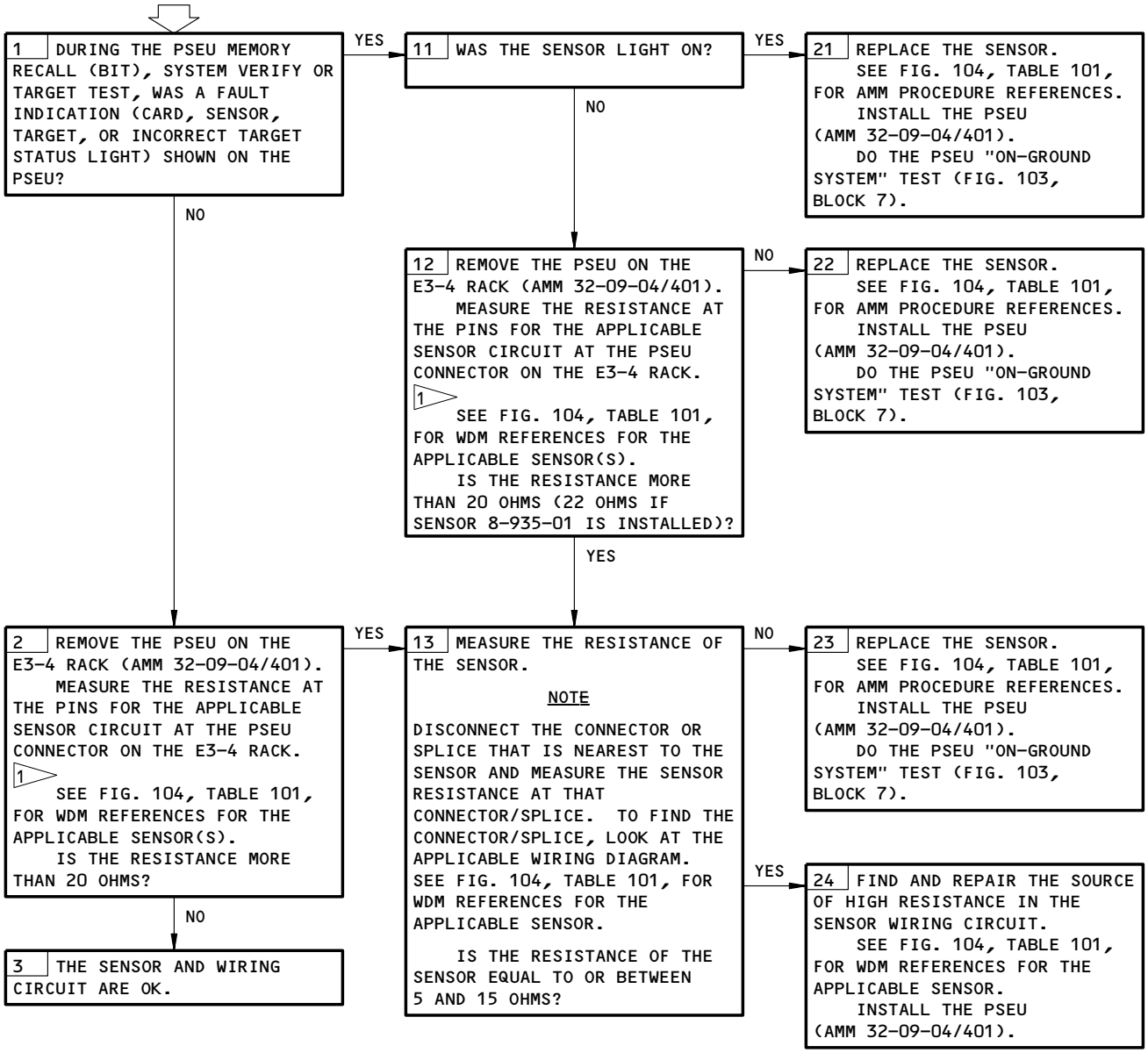
BITE Procedure for the PSEU Sensor Target Test
Figure 104 (Sheet 5)

PROXIMITY SENSOR/ WIRING RESISTANCE CHECK

PREREQUISITES

EQUIPMENT OHMMETER 0-50 OHM RANGE

NOTE: USE THIS PROCEDURE IF YOU HAVE AN INTERMITTENT PSEU/SENSOR FAULT AND/OR THE PROBLEM CANNOT BE FOUND WITH THE OTHER FIM PROCEDURES.



1 DO THIS CHECK FOR THE FAULTED SENSOR(S) OR THE SENSORS FROM THE SUSPECTED FAULTY SUBSYSTEM OR CARD.

Proximity Sensor/Wiring Resistance Check
Figure 105

PREREQUISITES

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

MAKE SURE THIS CIRCUIT BREAKER IS OPEN AND ATTACH A DO-NOT-CLOSE TAG:
11G11

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
AIRPLANE IS ON THE GROUND WITH THE LANDING GEAR DOWN AND LOCKED
SPOILERS ARE RETRACTED (AMM 27-61-00/201)
THRUST REVERSERS ARE RETRACTED
AUTO SPEEDBRAKE LEVER IS IN THE DOWN-AND-LOCKED POSITION

NOTE: USE THIS PROCEDURE IF YOU HAVE RUN THE BITE AND ARE INSTRUCTED TO REPLACE THE PSEU OR CANNOT ELIMINATE THE PROBLEM BY REPLACING OTHER COMPONENTS.

NOTE: FOR EACH EICAS MESSAGE LISTED IN THE FOLLOWING TABLE, THERE IS AN ASSOCIATED PROXIMITY CARD, LOGIC CARD AND DRIVER CARD. THE DRIVER CARDS ARE INTERCHANGEABLE AND CAN BE SWAPPED BETWEEN CARD SLOT LOCATIONS FOR FAULT ISOLATION. THE PROXIMITY CARDS ARE INTERCHANGEABLE AND CAN BE SWAPPED BETWEEN CARD SLOT LOCATIONS. THE LOGIC CARDS ARE NOT INTERCHANGEABLE.

EICAS MESSSAGE PSEU CARD FAULT ISOLATION PROCEDURE

1. IF YOU HAVE RECORDED OR CURRENTLY SEE AN EICAS MESSAGE LISTED IN THE FOLLOWING TABLE, REPLACE A CARD.
   A. REPLACE THE ASSOCIATED LOGIC CARD WITH A NEW CARD.
   B. REPLACE THE ASSOCIATED PROXIMITY AND DRIVER CARD WITH CARDS FROM ANOTHER PSEU SLOT OR A NEW CARD.
   C. REPLACE THE CARDS BY USING THE PSEU CARD REPLACEMENT PROCEDURE (AMM 32-09-06/401).
2. ERASE THE EICAS MESSAGE (AMM 31-41-00, FIG. 109).
3. CHECK TO SEE IF THE EICAS MESSAGE RETURNS AND FOLLOWS THE SUSPECT CARD.
4. IF THE MESSAGE RETURNS IN THE SAME CARD LOCATION OR WITH THE SAME EICAS MESSAGE, REPLACE THE PSEU (AMM 32-09-04/401).
   A. IF THE FAULT FOLLOWS THE CARD, REPLACE THE CARD (AMM 32-09-06/401). 1

1 REMOVE ANY DO-NOT-CLOSE TAG AND CLOSE THE CIRCUIT BREAKER THAT WAS OPENED IN THE PREREQUISITE BLOCK.

EICAS Message PSEU Card Fault Isolation Procedure
Figure 106 (Sheet 1)

EICAS MESSAGE	DRIVER/LOGIC/PROX CARD SLOT	WDM REFERENCE OF EICAS OUTPUT
AFT CARGO DOOR #2	7/9/2	52-71-11 2
E/E ACCESS COOR	7/9/2	52-71-11 2
FWD ACCESS DOOR	7/9/2	52-71-11 2
FWD CARGO DOOR #1	7/9/2	52-71-11 2
L AFT ENT DOOR #4	7/9/15	52-71-11 2
L CTR ENT DOOR #2	7/9/2	52-71-11 2
L EMER DOOR	7/9/15	52-71-11 2
L FWD ENT DOOR #1	7/9/2	52-71-11 2
R AFT ENT DOOR #4	7/9/2	52-71-11 2
R CTR ENT DOOR #2	7/9/2	52-71-11 2
R EMER DOOR	7/9/2	52-71-11 2
R FWD ENT DOOR #1	7/9/2	52-71-11 2
L REV ISLN VAL-DEPLOYED	6/5/2	78-36-11,-21
L REV ISLN VAL-TRANSIT	6/5/2	78-36-11,-21
R REV ISLN VAL-DEPLOYED	10/11/12	78-36-11,-21
R REV ISLN VAL-TRANSIT	10/11/12	78-36-11,-21
R GEAR DOWN	10 OR 6/11 OR 5/14 OR 3	32-61-21,-22
L GEAR DOWN	10 OR 6/11 OR 5/14 OR 3	32-61-21,-22
NOSE GEAR DOWN	10 OR 6/11 OR 5/14 OR 3	32-61-21,-22
NOSE GEAR LOCKED	10 OR 6/11 OR 5/14 OR 3	32-61-21
GEAR LEVER	10 OR 6/11 OR 5/14 OR 3	32-61-21
ALL GEAR DOWN	10 OR 6/11 OR 5/14 OR 3	32-61-21,-22
LDG GEAR MONITOR	10 OR 6/11 OR 5/14 OR 3	32-61-21
PSEU BITE	10 OR 6/11 OR 5/14 OR 3	32-09-01
GEAR DOORS	10 OR 6/11 OR 5/14 OR 3	32-61-21
GEAR DISAGREE	10 OR 6/11 OR 5/14 OR 3	32-61-21
AIR/GND DISAGREE	10 OR 6/11 OR 5/14 OR 3	32-09-12
NOSE A/G DISAGREE	10 OR 6/11 OR 5/14 OR 3	32-09-12
AIR/GND SYS	10 OR 6/11 OR 5/14 OR 3	32-09-12 3
NOSE A/G SYS	10 OR 6/11 OR 5/14 OR 3	32-09-12

EICAS MESSAGE TO PSEU CARD REFERENCE

2 WDM 52-71-31 FOR THE PACKAGE FREIGHTER

3 1001 SERIES EICAS COMPUTER

EICAS Message PSEU Card Fault Isolation Procedure
Figure 106 (Sheet 2)

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS OPEN AND ATTACH A DO-NOT-CLOSE TAG:
11G11

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE SPOILER OR MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILERS (AMM 27-61-00/201). THE SPOILERS CAN RETRACT QUICKLY AND CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

UNDEFINED PSEU BITE CODES APPEAR

1 REMOVE AND INSTALL ALL THE CARDS IN THE PSEU BY USING PROCEDURE AMM 32-09-06/401 AND VISUALLY CHECK FOR PROBLEMS WITH LOOSE CONNECTIONS.
DO THIS PROCEDURE: ON-GROUND SYSTEM TEST IN THE PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103, BLOCK 7).
DID AN UNDEFINED CODE APPEAR (TABLE 107)?

NO → 61 PUT THE AIRPLANE BACK TO ITS USUAL CONDITION OR REPAIR ANY FAULTS FOUND DURING THE BITE TEST. 1

YES ↓

2 DO THIS PROCEDURE: REMOVE THE CIRCUIT CARD FROM THE PROXIMITY SWITCH ELECTRONICS UNIT PROCEDURE (AMM 32-09-06/401).
REMOVE ALL THE LOGIC CARDS FROM THE PSEU CHASSIS.
DO THIS PROCEDURE: ON-GROUND SYSTEM TEST IN THE PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103, BLOCK 7).
DID AN UNDEFINED CODE APPEAR?

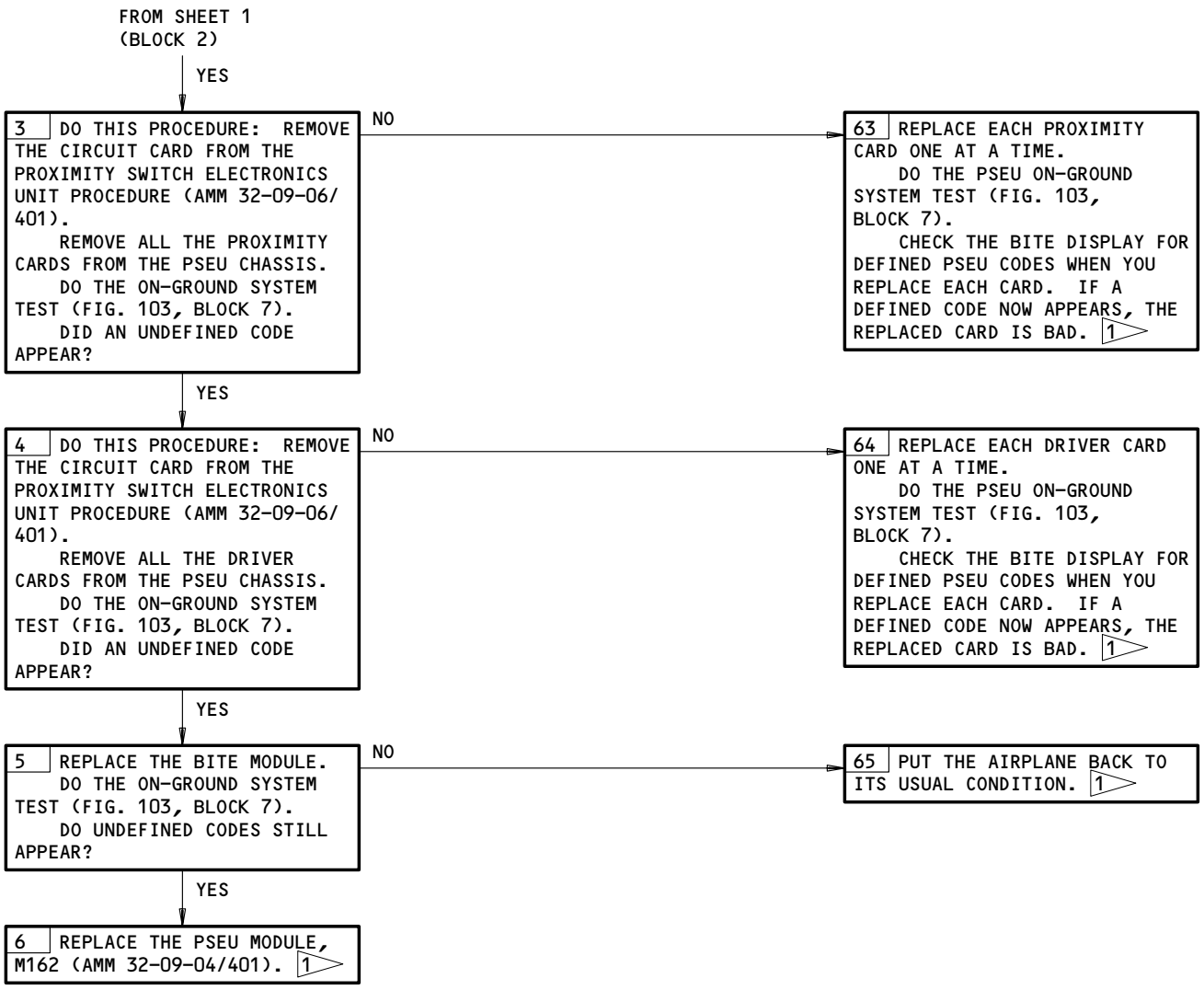
NO → 62 REPLACE EACH LOGIC CARD ONE AT A TIME.
DO THE PSEU ON-GROUND SYSTEM TEST (FIG. 103, BLOCK 7).
CHECK THE BITE DISPLAY FOR DEFINED PSEU CODES WHEN YOU REPLACE EACH CARD. IF A DEFINED CODE NOW APPEARS, THE REPLACED CARD IS BAD. 1

YES ↓

SEE SHEET 2
(BLOCK 3)

1 REMOVE THE DO-NOT-CLOSE TAG AND CLOSE THE CIRCUIT BREAKER THAT WAS OPENED IN THE PREREQUISITE BLOCK.

Undefined PSEU BITE Codes Appear
Figure 107 (Sheet 1)



Undefined PSEU BITE Codes Appear
Figure 107 (Sheet 2)

F25913

UNDEFINED PSEU BITE CODES	
FROM	TO
427	4FF
506	878
902	998
99A	A0B
A0D	AA9
AAB	CCB
CCD	DDC
DDE	EED
EEF	FFF

TABLE 107

NOTE: ALL OTHER CODES ARE DEFINED

Undefined PSEU BITE Codes Appear
Figure 107 (Sheet 3)

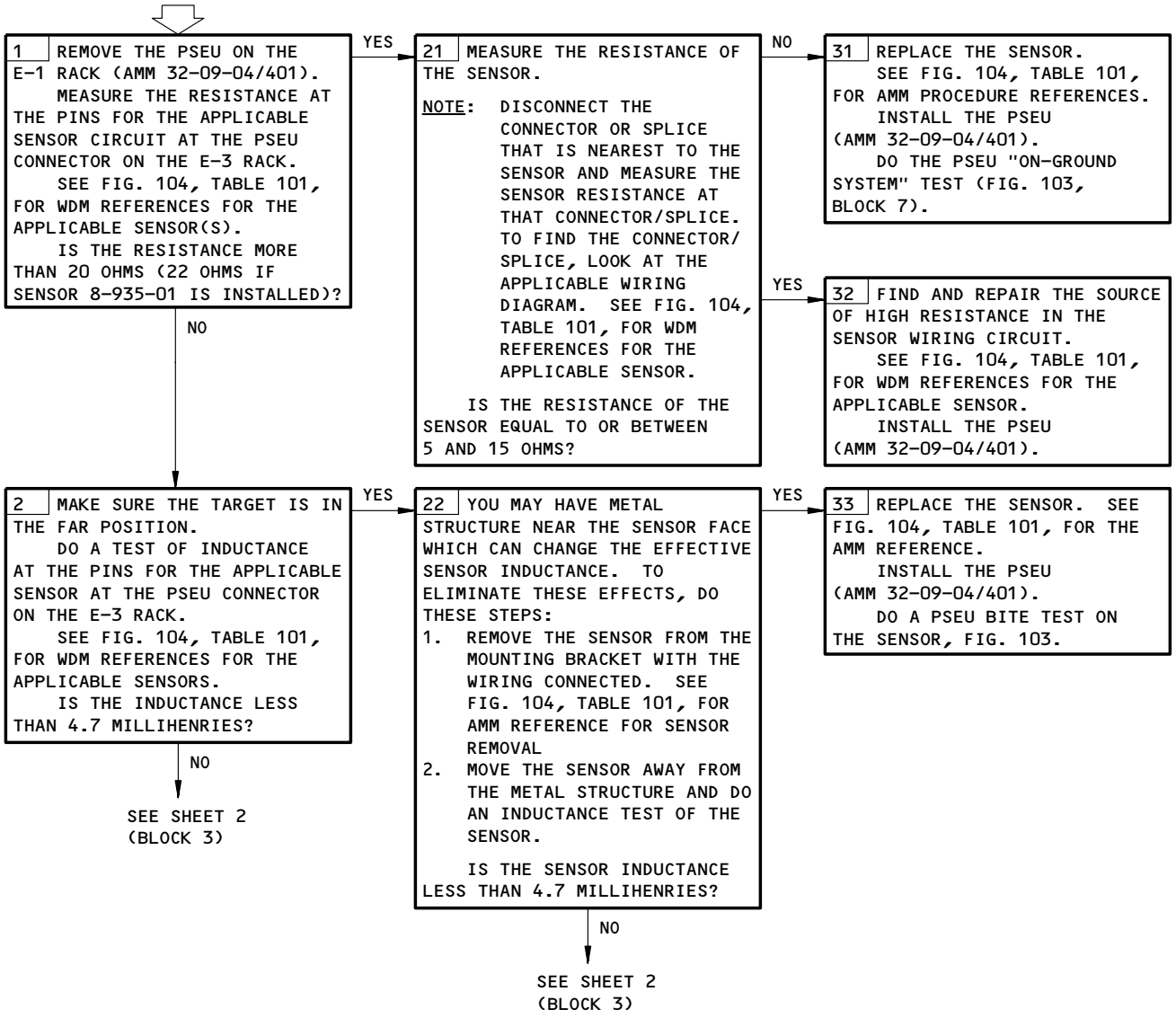
PREREQUISITES

EQUIPMENT:
1. OHMMETER 0-50 OHM
2. INDUCTANCE METER WITH AN EXCITATION FREQUENCY OF 1000 Hz

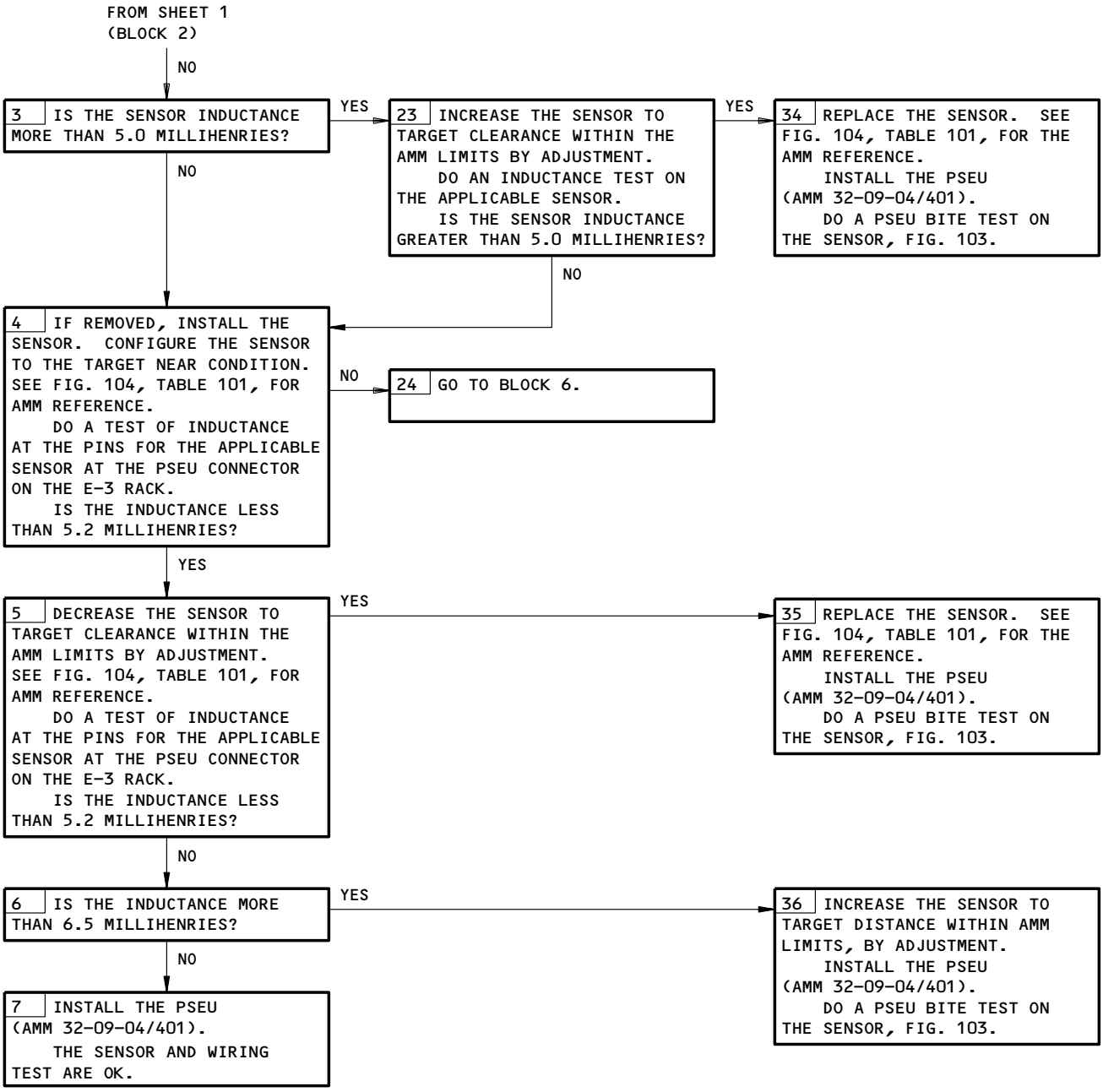
NOTE: YOU MAY USE THIS PROCEDURE IF YOU HAVE AN INTERMITTENT PSEU/SENSOR FAULT OR THE PROBLEM CANNOT BE FOUND WITH THE OTHER FIM PROCEDURES.

NOTE: DO NOT USE A DEACTUATOR TO SIMULATE THE "TARGET FAR" POSITION FOR SENSOR INDUCTANCE TROUBLESHOOTING. YOU COULD GET FALSE INDICATIONS.

PROXIMITY SENSOR/ INDUCTANCE AND RESISTANCE CHECK



Proximity Sensor/Inductance and Resistance Check
Figure 108 (Sheet 1)

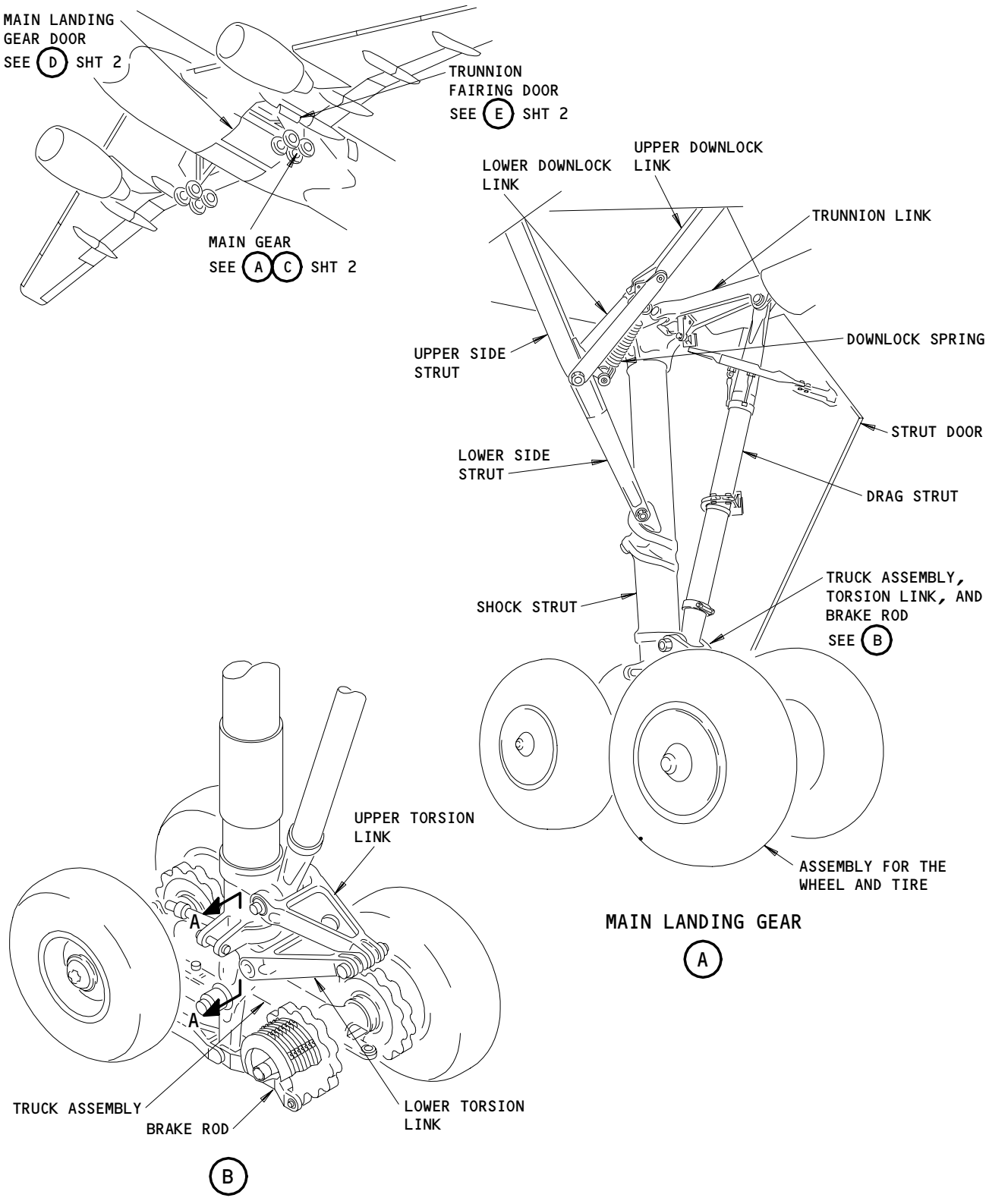


Proximity Sensor/Inductance and Resistance Check
Figure 108 (Sheet 2)

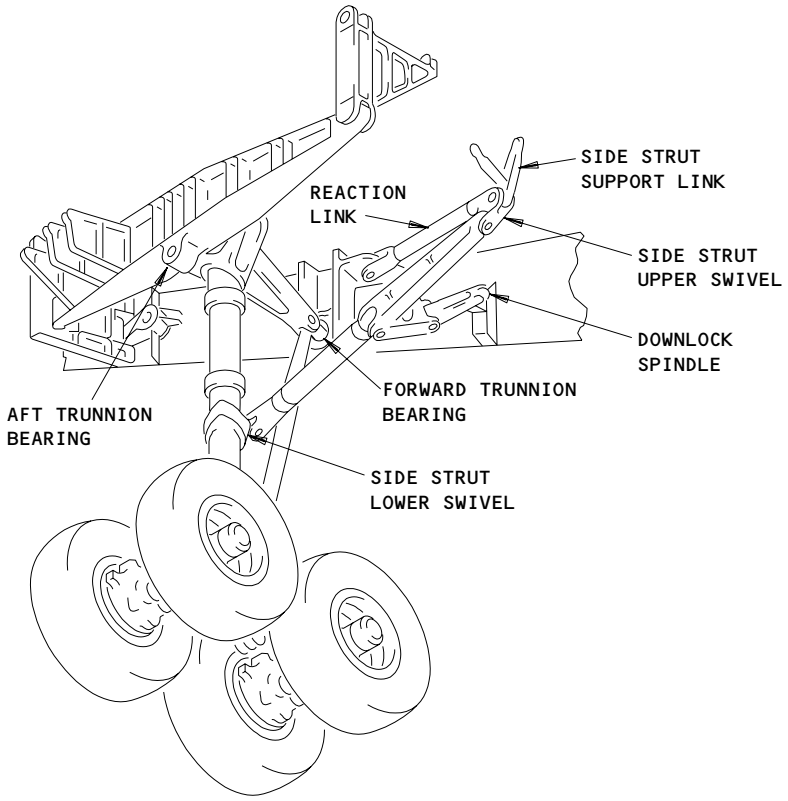
MAIN LANDING GEAR AND DOORS

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
BEARING – MAIN GEAR AFT TRUNNION	2	2	MAIN LANDING GEAR	32-11-01
BEARING – MAIN GEAR FORWARD TRUNNION	2	2	MAIN LANDING GEAR	32-11-01
DOOR – MAIN GEAR	2	2	WHEEL WELL OF THE MAIN LANDING GEAR	32-12-01
DOOR – MAIN GEAR STRUT	1	2	MAIN LANDING GEAR	32-12-04
DOOR – MAIN GEAR TRUNNION FAIRING	2	2	MAIN LANDING GEAR	32-12-10
GEAR – MAIN	1 & 2	2	MAIN LANDING GEAR	32-11-01
LINK – MAIN GEAR LOWER DOWNLOCK	1	2	MAIN LANDING GEAR	32-11-13
LINK – MAIN GEAR LOWER TORSION	1	2	MAIN LANDING GEAR	32-11-16
LINK – MAIN GEAR REACTION	2	2	MAIN LANDING GEAR	32-11-10
LINK – MAIN GEAR SIDE STRUT SUPPORT	2	2	MAIN LANDING GEAR	32-11-09
LINK – MAIN GEAR TRUNNION	1	2	MAIN LANDING GEAR	32-11-01
LINK – MAIN GEAR UPPER DOWNLOCK	1	2	MAIN LANDING GEAR	32-11-13
LINK – MAIN GEAR UPPER TORSION	1	2	MAIN LANDING GEAR	32-11-16
ROD – MAIN GEAR BRAKE	1	8	MAIN LANDING GEAR	32-11-19
SEALS – MAIN GEAR SHOCK STRUT	2	12	MAIN LANDING GEAR, SHOCK STRUT	32-11-25
SPINDLE – MAIN GEAR DOWNLOCK	2	2	MAIN LANDING GEAR	32-11-15
SPRING – MAIN GEAR DOWNLOCK	1	4	MAIN LANDING GEAR	32-11-22
STRUT – MAIN GEAR DRAG	1	2	MAIN LANDING GEAR	32-11-03
STRUT – MAIN GEAR LOWER SIDE	1	2	MAIN LANDING GEAR	32-11-05
STRUT – MAIN GEAR SHOCK	1	2	MAIN LANDING GEAR	32-11-00
STRUT – MAIN GEAR UPPER SIDE	1	2	MAIN LANDING GEAR	32-11-05
SWIVEL – MAIN GEAR SIDE STRUT LOWER	2	2	MAIN LANDING GEAR	32-11-07
SWIVEL – MAIN GEAR SIDE STRUT UPPER	2	2	MAIN LANDING GEAR	32-11-07
TRUCK ASSEMBLY – MAIN GEAR	1	2	MAIN LANDING GEAR	32-11-17
WHEEL/TIRE ASSEMBLY	1	8	MAIN LANDING GEAR	32-45-01

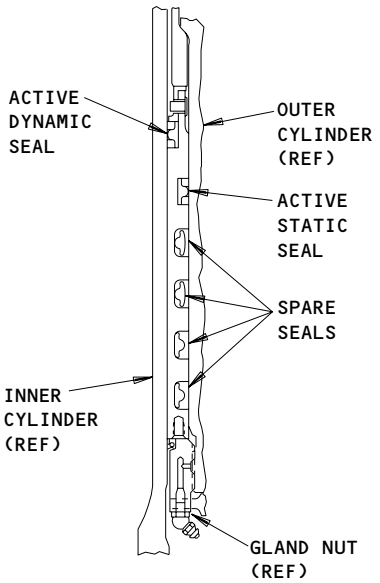
Main Landing Gear and Doors – Component Index
Figure 101



Main Landing Gear and Doors - Component Location
Figure 102 (Sheet 1)

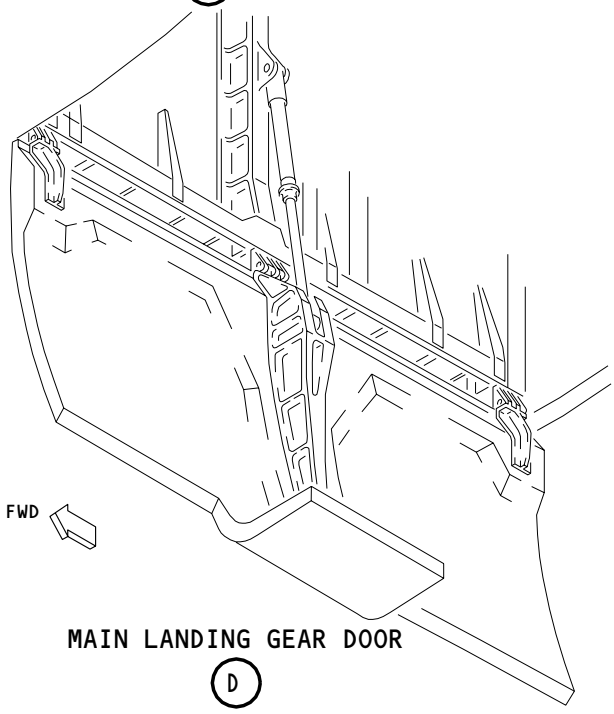


MAIN LANDING GEAR



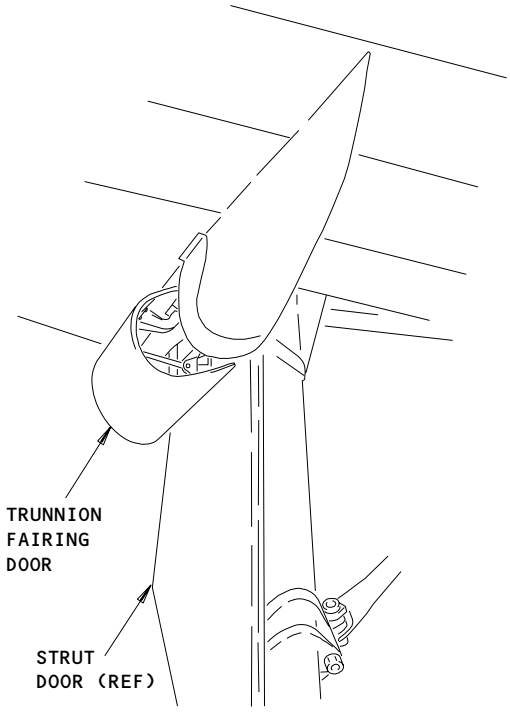
SHOCK STRUT SEALS FOR
THE MAIN LANDING GEAR
A-A

C



MAIN LANDING GEAR DOOR

D



TRUNNION FAIRING DOOR FOR
THE MAIN LANDING GEAR

E

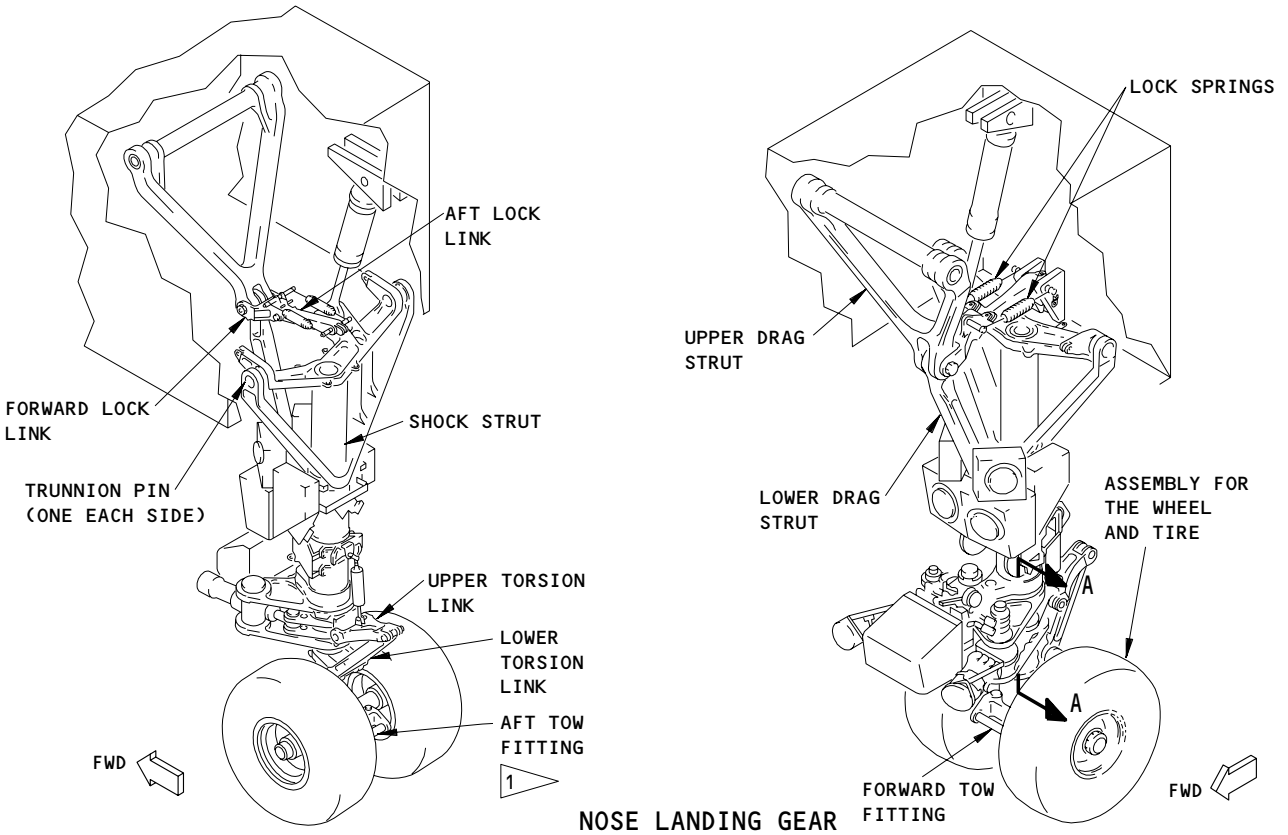
Main Landing Gear and Doors - Component Location
Figure 102 (Sheet 2)

NOSE LANDING GEAR AND DOORS

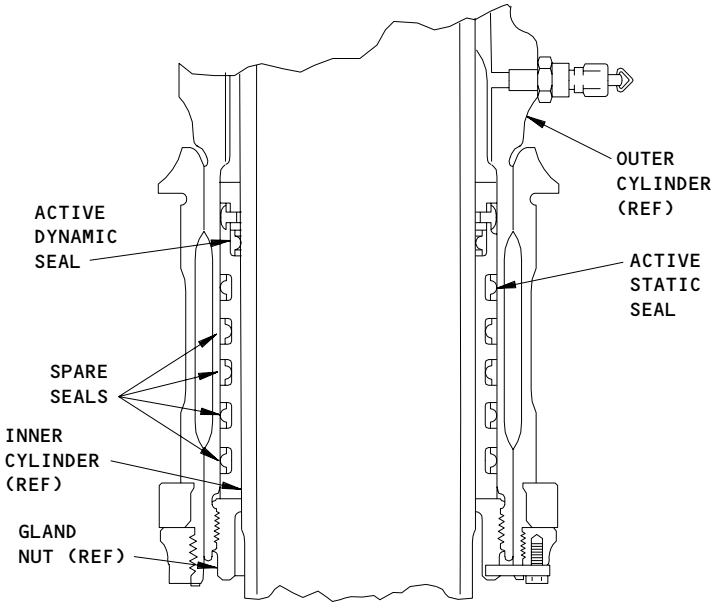
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
DOOR – NOSE GEAR AFT	2	2	NOSE WHEEL WELL	32-22-03
DOOR – NOSE GEAR FORWARD	2	2	NOSE WHEEL WELL	32-22-01
FITTING – NOSE GEAR AFT TOW 1	1	1	NOSE LANDING GEAR	32-21-13
FITTING – NOSE GEAR FORWARD TOW	1	1	NOSE LANDING GEAR	32-21-13
GEAR – NOSE	1	1	NOSE LANDING GEAR	32-21-01
LINK – NOSE GEAR AFT LOCK	1	1	NOSE WHEEL WELL	32-21-06
LINK – NOSE GEAR FORWARD LOCK	1	1	NOSE WHEEL WELL	32-21-06
LINK – NOSE GEAR LOWER TORSION	1	1	NOSE LANDING GEAR	32-21-09
LINK – NOSE GEAR UPPER TORSION	1	1	NOSE LANDING GEAR	32-21-09
MECHANISM – NOSE GEAR AFT DOOR OPERATING	2	2	NOSE WHEEL WELL	32-22-05
MECHANISM – NOSE GEAR FORWARD DOOR OPERATING	2	1	NOSE WHEEL WELL	32-22-02
PIN – NOSE GEAR TRUNNION	1	2	NOSE WHEEL WELL	32-21-12
SEALS – NOSE GEAR SHOCK STRUT	1	6	NOSE LANDING GEAR, SHOCK STRUT	32-21-25
SPRING – NOSE GEAR LOCK	1	2	NOSE WHEEL WELL	32-21-15
STRUT – NOSE GEAR LOWER DRAG	1	1	NOSE LANDING GEAR	32-21-04
STRUT – NOSE GEAR SHOCK	1	1	NOSE LANDING GEAR	32-21-00
STRUT – NOSE GEAR UPPER DRAG	1	1	NOSE LANDING GEAR	32-21-04
WHEEL/TIRE ASSEMBLY	1	2	NOSE LANDING GEAR	32-45-02

1 IF INSTALLED

Nose Landing Gear and Doors – Component Index
Figure 101



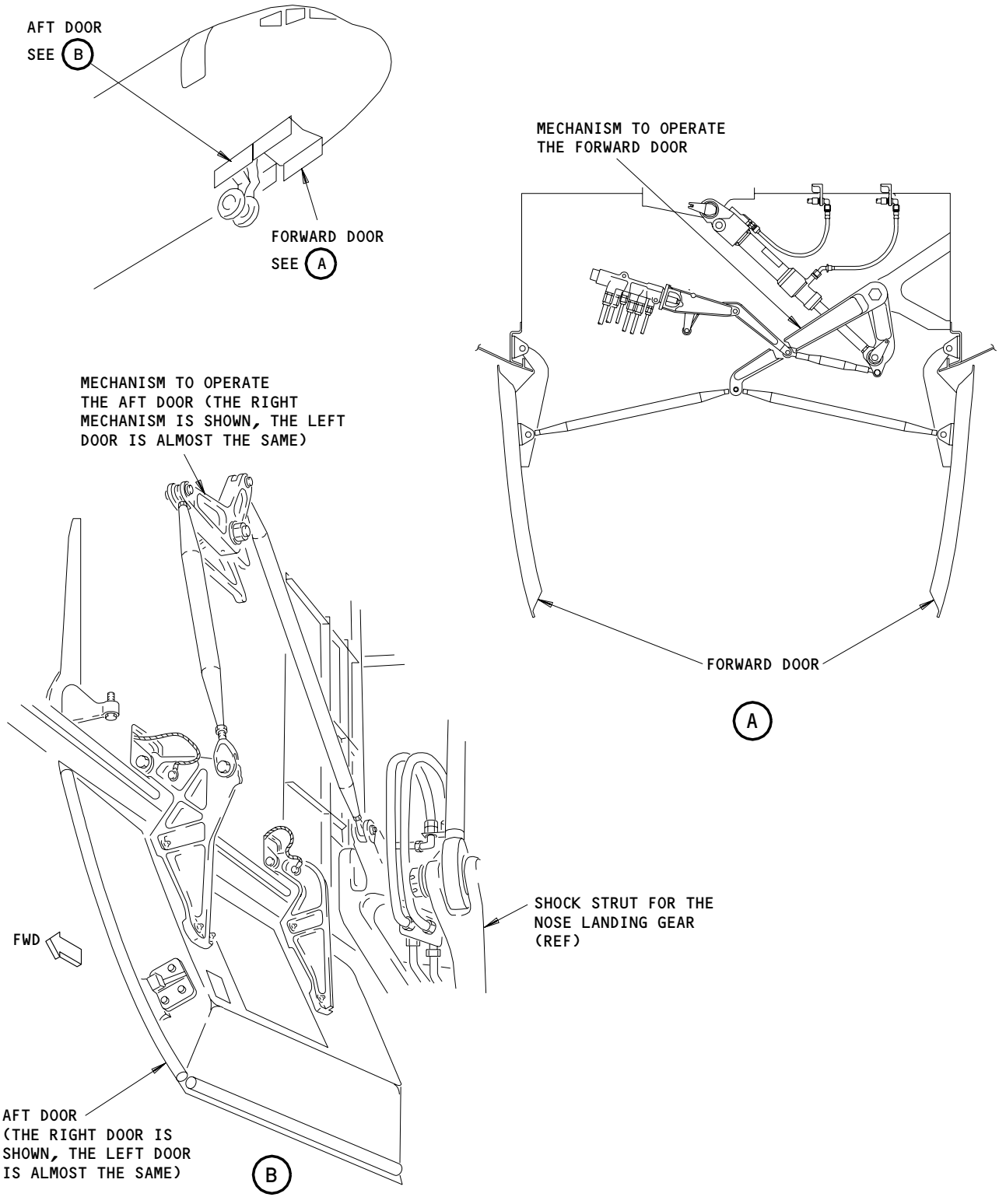
NOSE LANDING GEAR



SHOCK STRUT SEALS FOR THE NOSE LANDING GEAR
A-A

1 IF INSTALLED

Nose landing Gear and Doors - Component Location
Figure 102 (Sheet 1)



Nose Landing Gear and Doors - Component Location
Figure 102 (Sheet 2)

EXTENSION AND RETRACTION

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
ACTUATOR – MAIN GEAR ALTERNATE UPLOCK RELEASE	2	2	LEFT & RIGHT MAIN WHEEL WELLS	32-35-01
ACTUATOR – MAIN GEAR DOOR	3	2	LEFT & RIGHT MAIN WHEEL WELLS	32-32-12
ACTUATOR – MAIN GEAR DOOR LOCK RELEASE	3	2	LEFT & RIGHT MAIN WHEEL WELLS	32-35-03
ACTUATOR – MAIN GEAR DOOR RELEASE INTERLOCK, M10279, M10280	3	2	LEFT & RIGHT MAIN WHEEL WELLS	32-35-06
ACTUATOR – MAIN GEAR DOWNLOCK	7	2	LEFT & RIGHT MAIN GEAR	32-32-02
ACTUATOR – MAIN GEAR RETRACT	7	2	551BB, 651BB WING ACCESS PANELS	32-32-01
ACTUATOR – MAIN GEAR TRUCK POSITIONER	7	2	LEFT & RIGHT MAIN GEAR	32-32-15
ACTUATOR – MAIN GEAR UPLOCK	2	2	LEFT & RIGHT MAIN WHEEL WELLS	32-32-04
ACTUATOR – NOSE GEAR ALTERNATE UPLOCK RELEASE	8	1	NOSE WHEEL WELL	32-35-21
ACTUATOR – NOSE GEAR DOOR	8	1	NOSE WHEEL WELL	32-34-03
ACTUATOR – NOSE GEAR DOOR LOCK RELEASE	8	1	NOSE WHEEL WELL	32-35-22
ACTUATOR – NOSE GEAR DOOR RELEASE INTERLOCK, M10281	8	1	NOSE WHEEL WELL	32-35-24
ACTUATOR – NOSE GEAR LOCK	8	1	NOSE WHEEL WELL	32-34-02
ACTUATOR – NOSE GEAR RETRACT	11	1	NOSE WHEEL WELL	32-34-01
CABLES – LANDING GEAR EXTENSION AND RETRACTION CONTROL	13	4	FROM CONTROL LEVER QUADRANT, AFT TO SELECTOR VALVE IN RIGHT MAIN WHEEL WELL	32-00-05
CIRCUIT BREAKERS	1		FLT COMPT, P6, P11	
LANDING GEAR ALTN EXT CONT, C4177		1	6F5	*
LANDING GEAR ALTN EXT MOTOR, C4248		1	6F6	*
DOORS CLOSE GROUND ACCESS, C4178		1	11S17	*
LEVER LOCK, C1174		1	11S20	*
LIGHT – MAIN GEAR DOOR UNSAFE, L490, L505	3	2	LEFT & RIGHT MAIN WHEEL WELLS	*
LIGHT – NOSE GEAR DOOR UNSAFE, L489	8	1	NOSE WHEEL WELL	*
MODULE – LANDING GEAR CONTROL LEVER, M937	1	1	FLT COMPT, P3	32-31-01
POWER PACK – ALTERNATE EXTENSION SYSTEM, M10231	5	1	RIGHT MAIN WHEEL WELL	32-35-10
RELAY – (FIM 31-01-36/101)				
ALTN EXT CONT, K10369				
ALTN EXT CONT LATCH, K10370				
RELAY – (FIM 32-09-00/101)				
SYS NO. 2 AIR/GND, K209				
RESISTOR – (FIM 31-01-36/101)				
ALTN EXT SYS, R10266				
ALTN EXT SYS, R10267				
SOLENOID – LANDING GEAR LEVER, L1	1	1	FLT COMPT, P3, CONTROL LEVER MODULE	*
SWITCH – ALL DOORS OPEN, S10190	12	1	198PR, LANDING GEAR DOOR GROUND CONTROL ACCESS PANEL, P72	*
SWITCH – ALL DOORS OPEN ARM, S10191	12	1	198PR, LANDING GEAR DOOR GROUND CONTROL ACCESS PANEL, P72	*
SWITCH – ALTN GEAR EXTENSION, S10260	1	1	FLT COMPT, P3	*
SWITCH – GEAR TILT PRESSURE, S452, S453	6	2	LEFT & RIGHT MAIN WHEEL WELLS, TRUCK POSITIONER SHUTTLE VALVE	*
SWITCH – HYDRAULIC PRESSURE, S10366	8	1	NOSE WHEEL WELL	*
SWITCH – (FIM 32-61-00/101)				
LANDING GEAR LEVER UP, S1				

* SEE THE WDM EQUIPMENT LIST

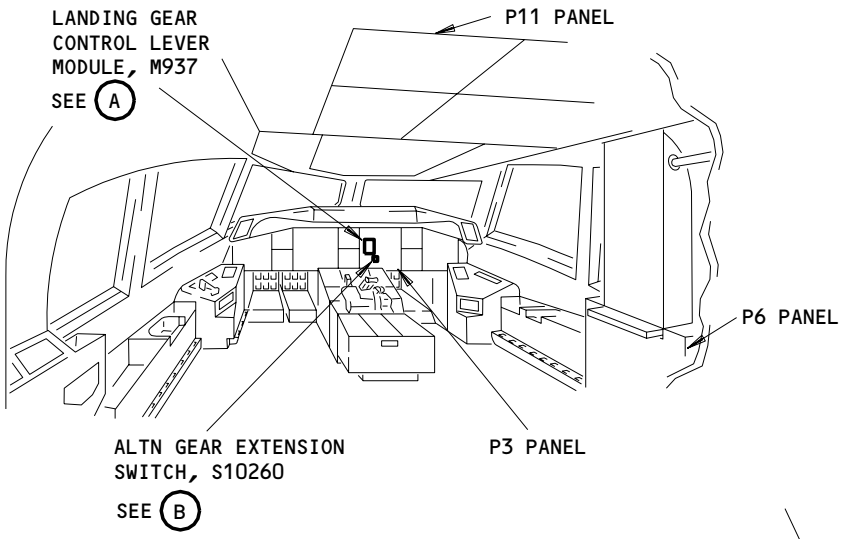
Extension and Retraction – Component Index
Figure 101 (Sheet 1)

683287

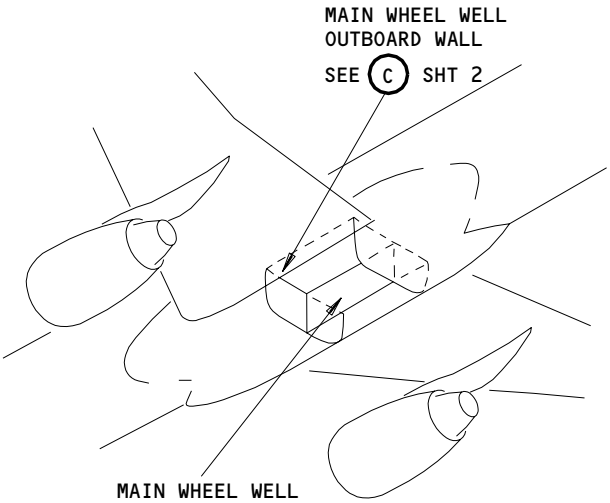
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
SWITCH – MAIN GEAR DOOR CLOSE, S10192	12	1	198PR, LANDING GEAR DOOR GROUND CONTROL ACCESS PANEL, P72	*
SWITCH – MAIN GEAR DOOR CLOSED, S10370,S10371	2	2	LEFT & RIGHT MAIN WHEEL WELLS	*
SWITCH – MAIN GEAR DOOR LOCKED, S10363,S10364	4	2	LEFT & RIGHT MAIN WHEEL WELLS	*
SWITCH – MAIN GEAR DOOR UNSAFE LT PTT, S10365	12	1	198PR, LANDING GEAR DOOR GROUND CONTROL ACCESS PANEL, P72	*
SWITCH – NOSE GEAR DOOR CLOSE, S10193	11	1	NOSE GEAR, P63	*
SWITCH – NOSE GEAR DOOR CLOSED, S10372	8	1	NOSE WHEEL WELL	*
SWITCH – NOSE GEAR DOOR LOCKED, S10362	9	1	NOSE WHEEL WELL	*
SWITCH – NOSE GEAR DOOR UNSAFE LT PTT, S10361	11	1	NOSE GEAR, P63	*
UPLOCK ASSEMBLY – MAIN GEAR	2	2	LEFT & RIGHT MAIN WHEEL WELLS	32-32-16
VALVE – LANDING GEAR ALTERNATE EXTENSION SHUTTLE	14	1	RIGHT MAIN WHEEL WELL	32-35-27
VALVE – LANDING GEAR SELECTOR	5	1	RIGHT MAIN WHEEL WELL	32-31-02
VALVE – MAIN GEAR DOOR SAFETY	3	2	LEFT & RIGHT MAIN WHEEL WELLS	32-35-05
VALVE – MAIN GEAR DOOR-OPERATED GEAR SEQUENCE	3	2	LEFT & RIGHT MAIN WHEEL WELLS	32-32-05
VALVE – MAIN GEAR DOWNLOCK-OPERATED DOOR SEQUENCE	6	2	LEFT & RIGHT MAIN WHEEL WELLS	32-32-07
VALVE – MAIN GEAR TRUCK POSITIONER SHUTTLE	6	2	LEFT & RIGHT MAIN WHEEL WELLS	32-32-17
VALVE – MAIN GEAR UPLOCK-OPERATED SEQUENCE	2	2	LEFT & RIGHT MAIN WHEEL WELLS	32-32-09
VALVE – NOSE GEAR DOOR FLOW CONTROL	8	1	NOSE WHEEL WELL	32-34-00
VALVE – NOSE GEAR DOOR SAFETY	8	1	NOSE WHEEL WELL	32-35-23
VALVE – NOSE GEAR DOOR-OPERATED SEQUENCE	8	1	NOSE WHEEL WELL	32-34-05
VALVE – NOSE GEAR GEAR SEQUENCE VALVE BYPASS	8	1	NOSE WHEEL WELL	32-34-04
VALVE – NOSE GEAR GEAR-OPERATED SEQUENCE	8	1	NOSE WHEEL WELL	32-34-06

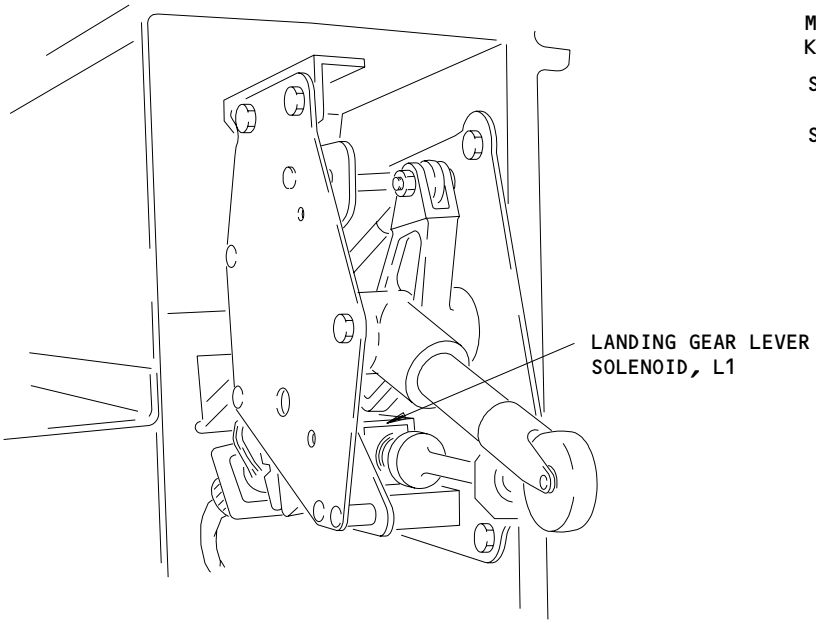
* SEE WM EQUIPMENT LIST

Component Index
Figure 101 (Sheet 2)



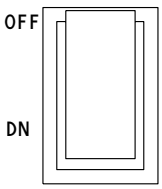
FLIGHT COMPARTMENT





LANDING GEAR CONTROL LEVER MODULE, M937

A

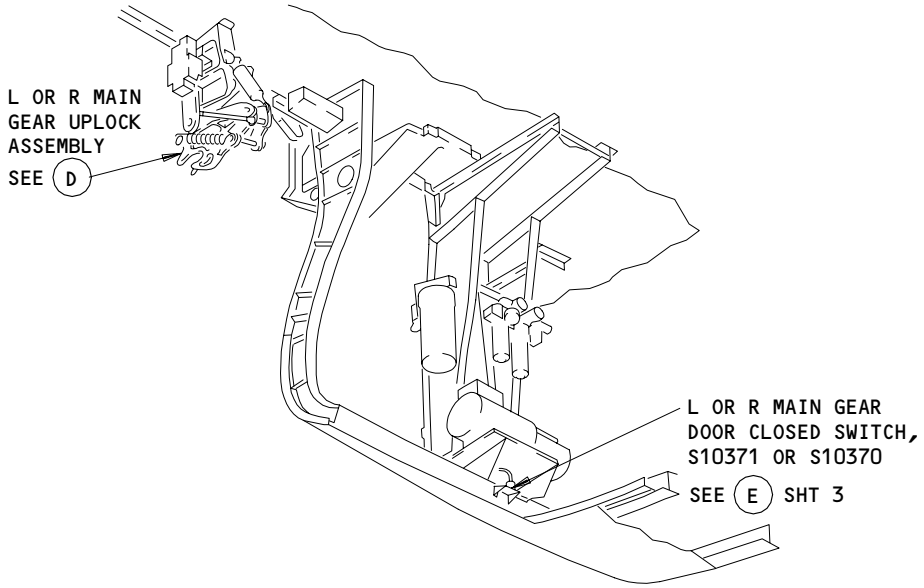


ALTN GEAR
EXTENSION SWITCH, S10260

B

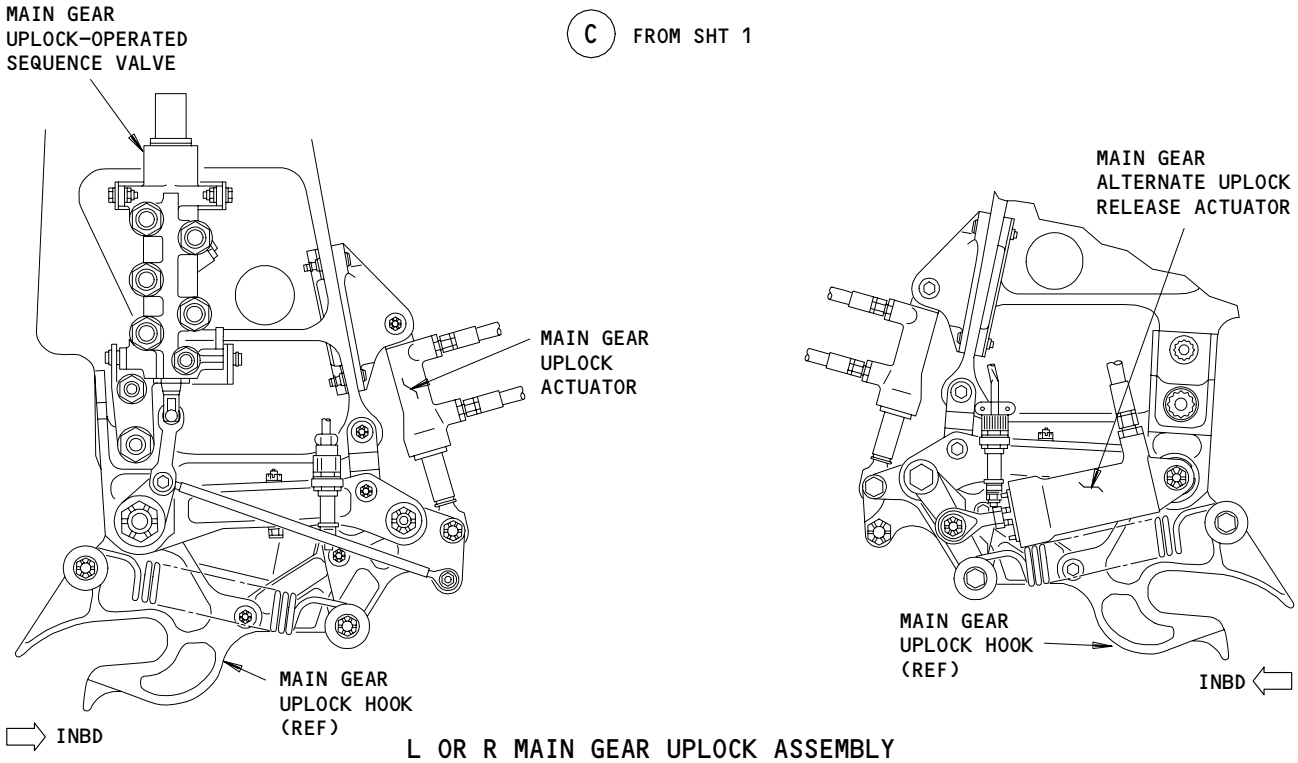
Component Location
Figure 102 (Sheet 1)

G39358



LEFT MAIN
WHEEL WELL OUTBOARD WALL
(RIGHT SIMILAR)

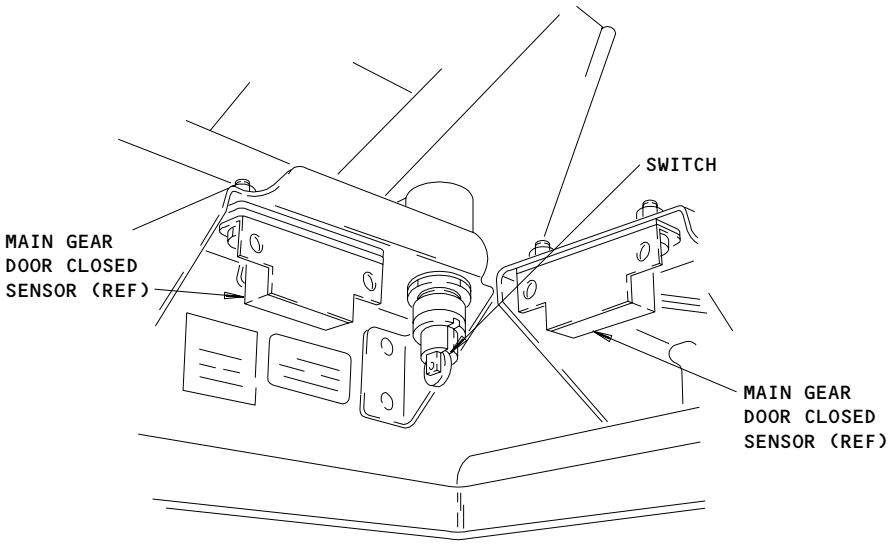
C FROM SHT 1



L OR R MAIN GEAR UPLOCK ASSEMBLY

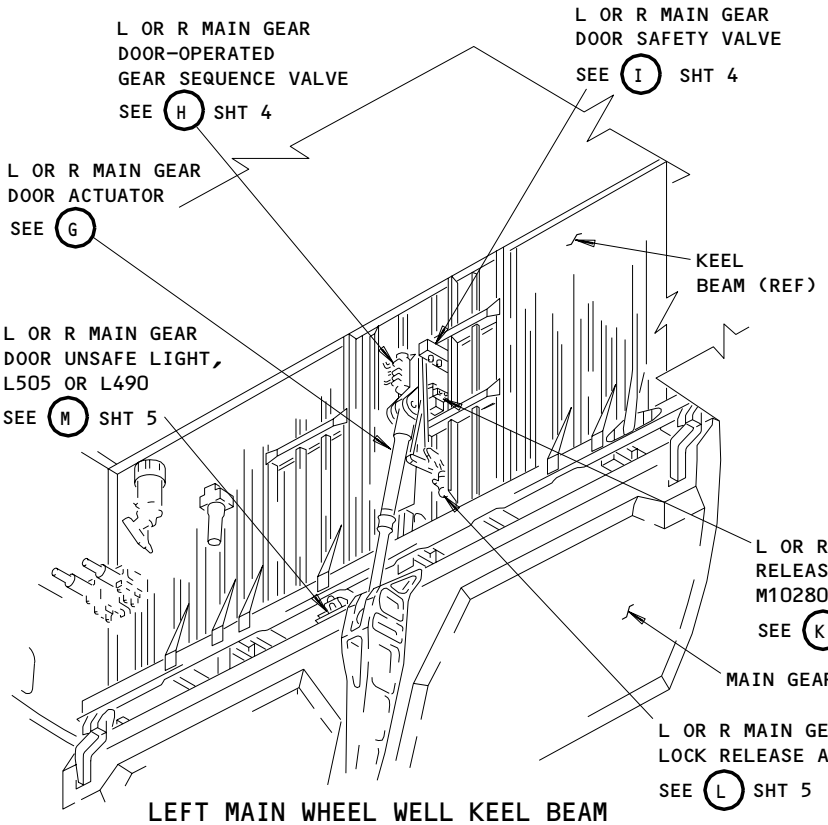
D

Component Location
Figure 102 (Sheet 2)



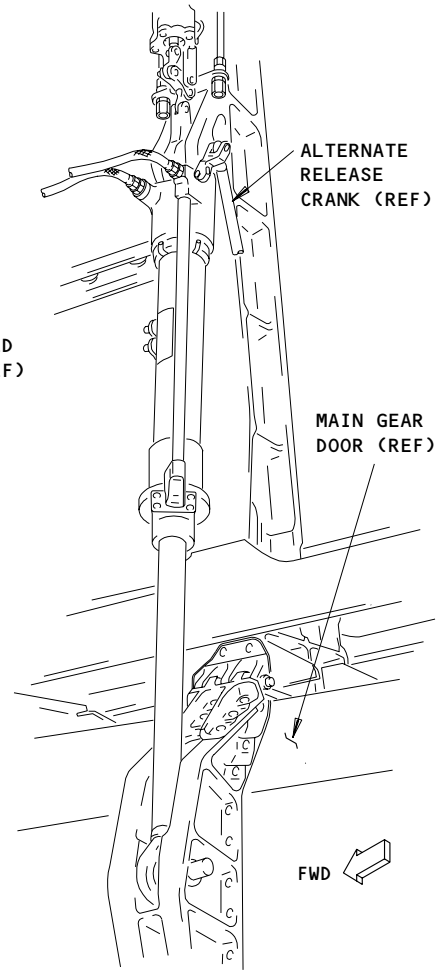
L OR R MAIN GEAR DOOR CLOSED
SWITCH, S10371 OR S10370

(E) FROM SHT 2



LEFT MAIN WHEEL WELL KEEL BEAM
(RIGHT SIMILAR)

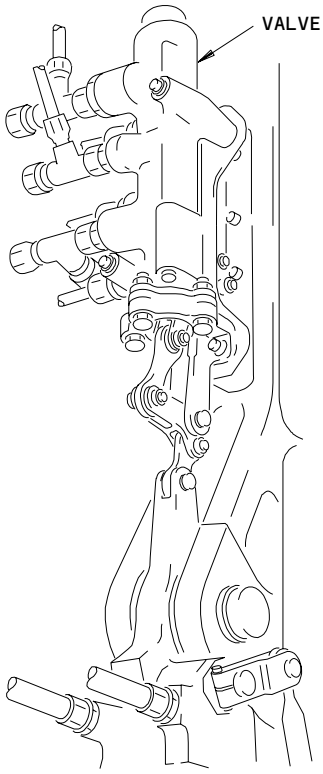
(F) FROM SHT 1



L OR R MAIN GEAR DOOR ACTUATOR

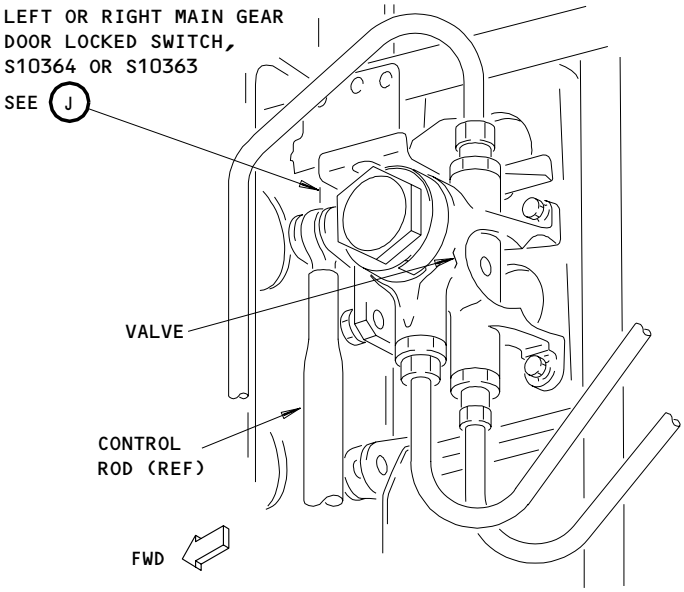
(G)

Component Location
Figure 102 (Sheet 3)



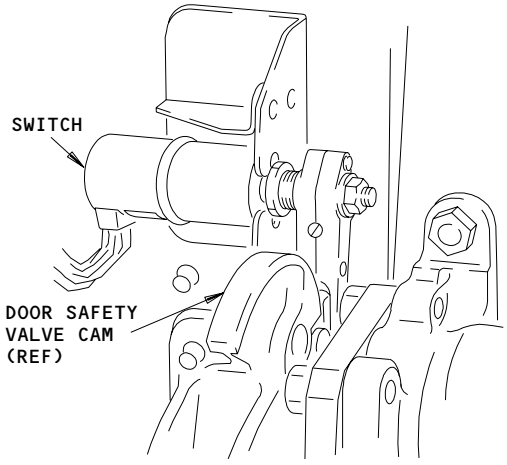
LEFT OR RIGHT MAIN GEAR DOOR-OPERATED GEAR SEQUENCE VALVE

H FROM SHT 3



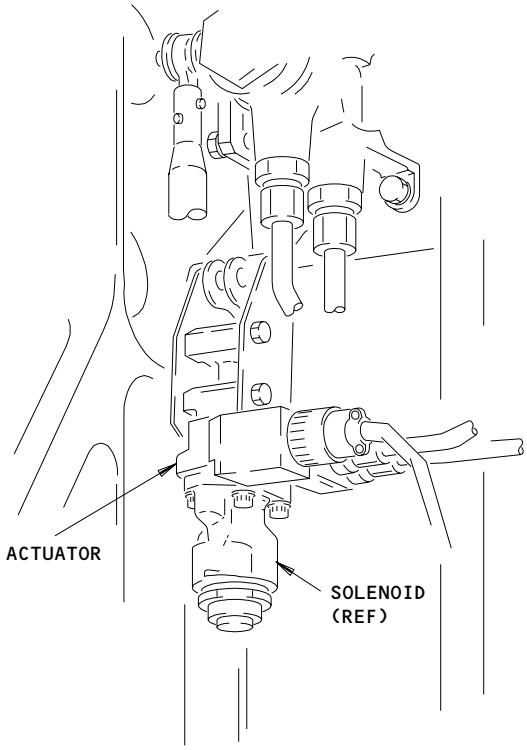
LEFT OR RIGHT MAIN GEAR DOOR SAFETY VALVE

I FROM SHT 3



LEFT OR RIGHT MAIN GEAR DOOR LOCKED SWITCH, S10364 OR S10363

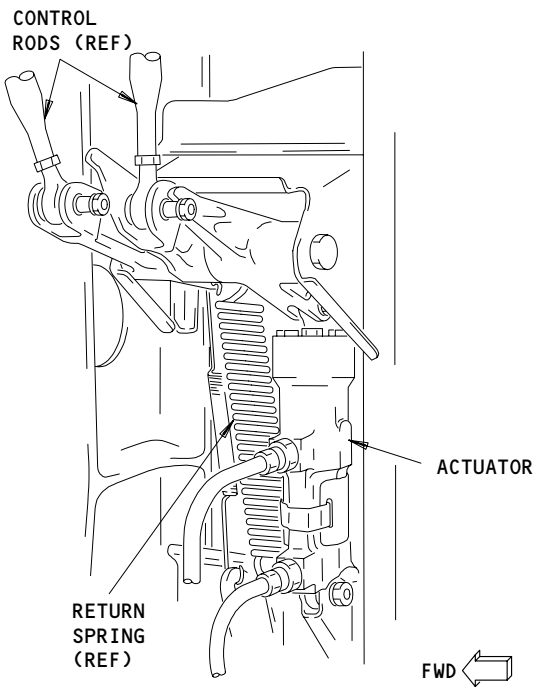
J



LEFT OR RIGHT MAIN GEAR DOOR RELEASE INTERLOCK ACTUATOR

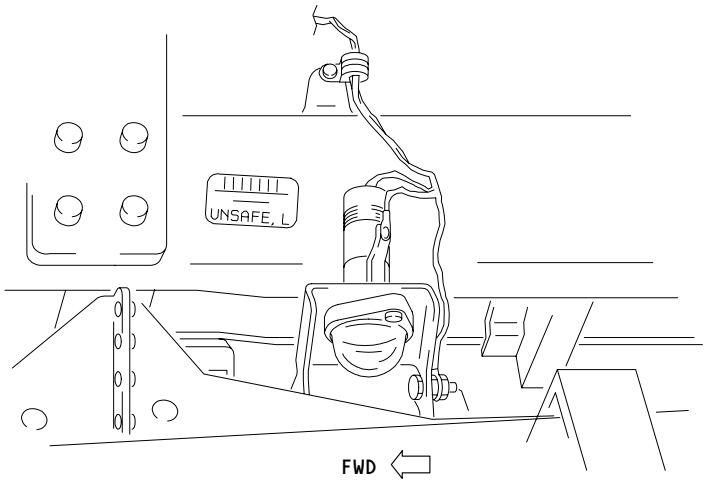
K FROM SHT 3

Extension and Retraction - Component Location
Figure 102 (Sheet 4)



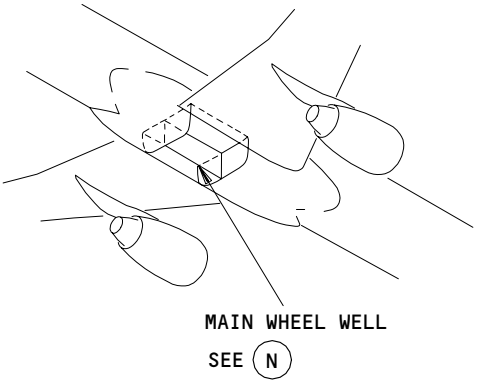
L OR R MAIN GEAR DOOR LOCK
RELEASE ACTUATOR

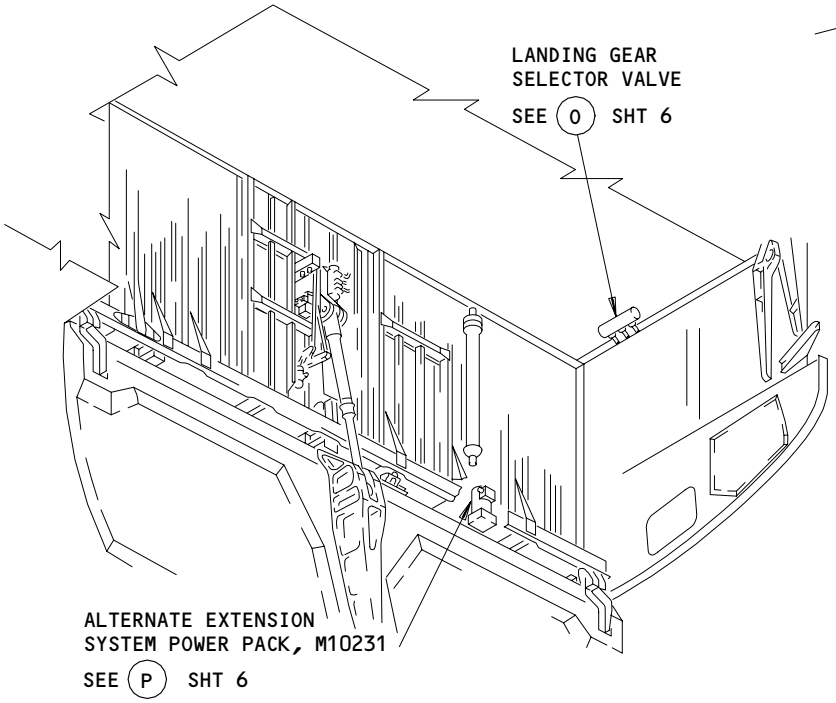
(L) FROM SHT 3



L OR R MAIN GEAR
DOOR UNSAFE LIGHT, L505 OR L490

(M) FROM SHT 3



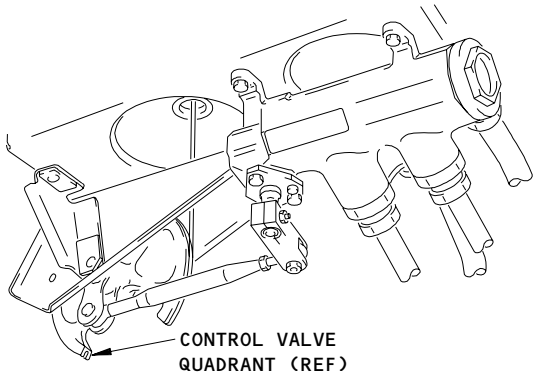


RIGHT MAIN WHEEL WELL (ONLY)

(N)

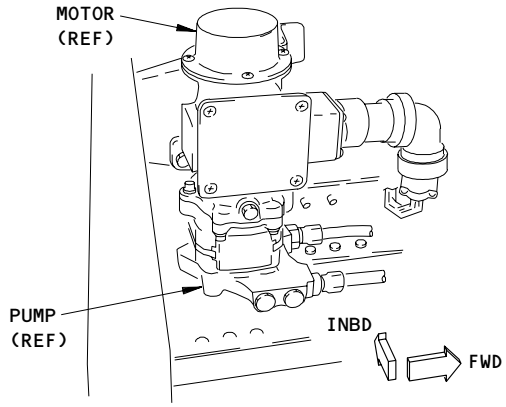
Component Location
Figure 102 (Sheet 5)

99388



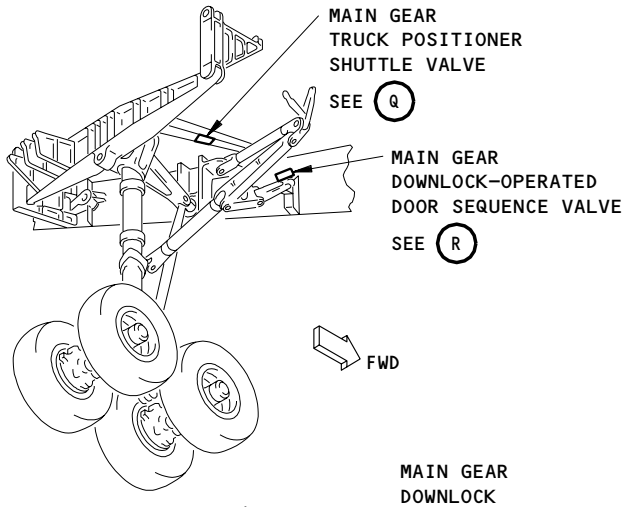
LANDING GEAR SELECTOR VALVE

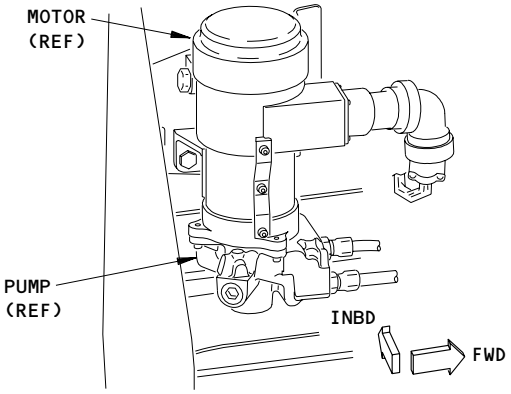
(O) FROM SHT 5



FRISBY ALTERNATE EXTENSION SYSTEM POWER PACK, M10231

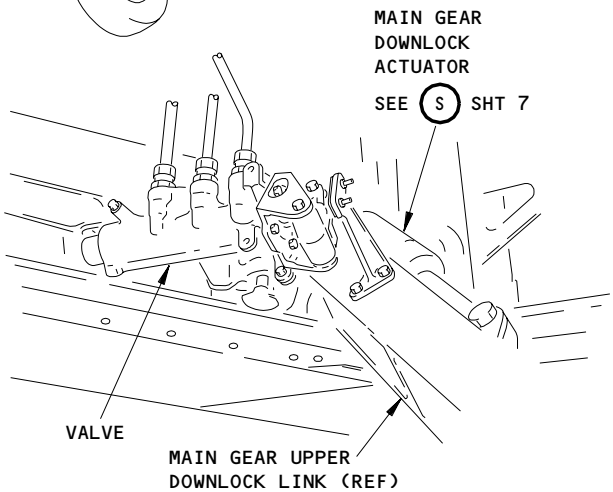
(P) FROM SHT 5





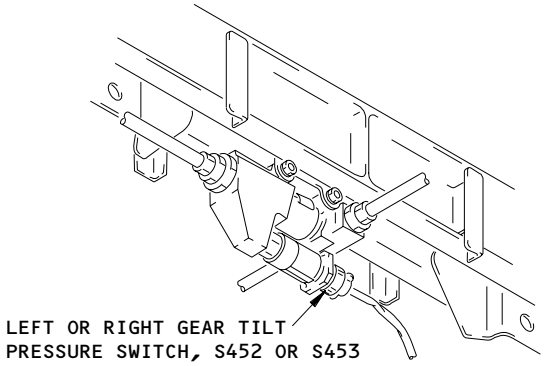
DOWTY ROTAL ALTERNATE EXTENSION SYSTEM POWER PACK, M10231

(P) FROM SHT 5



LEFT OR RIGHT MAIN GEAR DOWNLOCK–OPERATED DOOR SEQUENCE VALVE

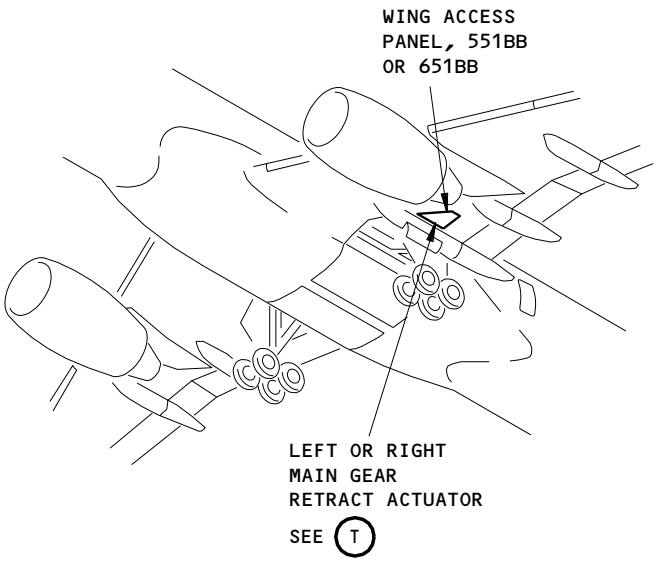
(R)

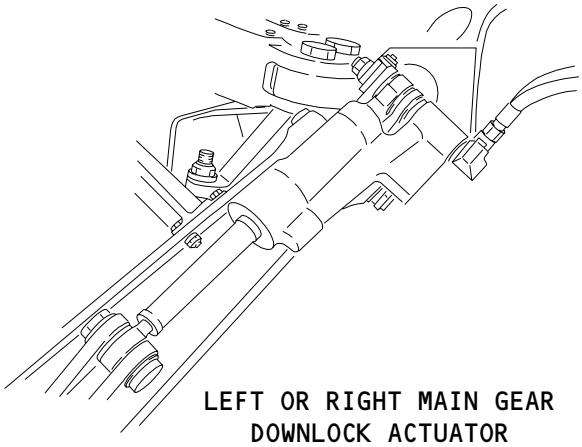


LEFT OR RIGHT MAIN GEAR TRUCK POSITIONER SHUTTLE VALVE

(Q)

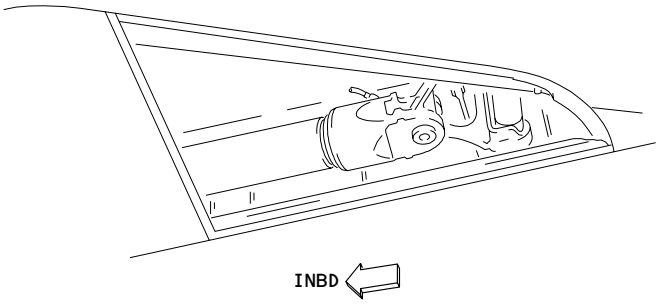
Extension and Retraction – Component Location
Figure 102 (Sheet 6)





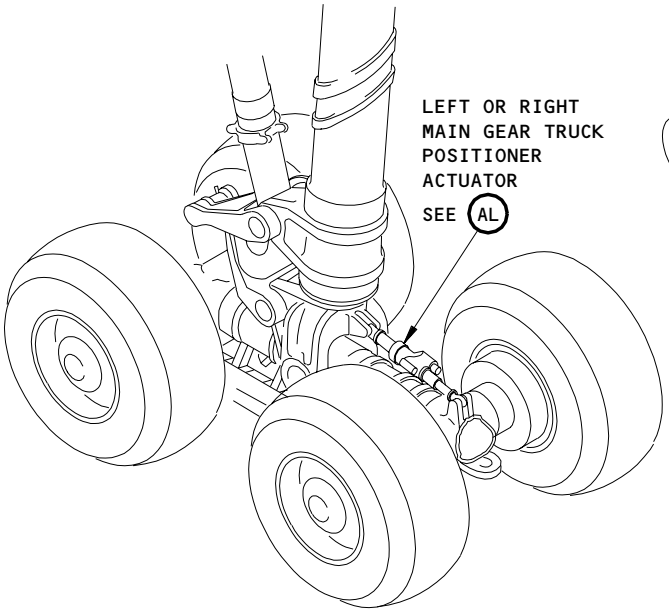
LEFT OR RIGHT MAIN GEAR
DOWNLOCK ACTUATOR

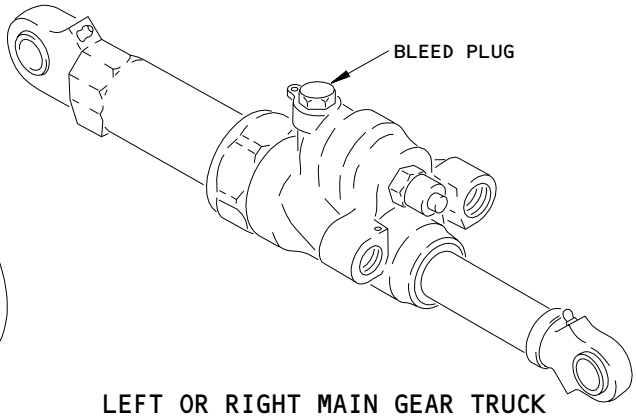
(S) FROM SHT 6



LEFT OR RIGHT MAIN GEAR RETRACT ACTUATOR

(T)



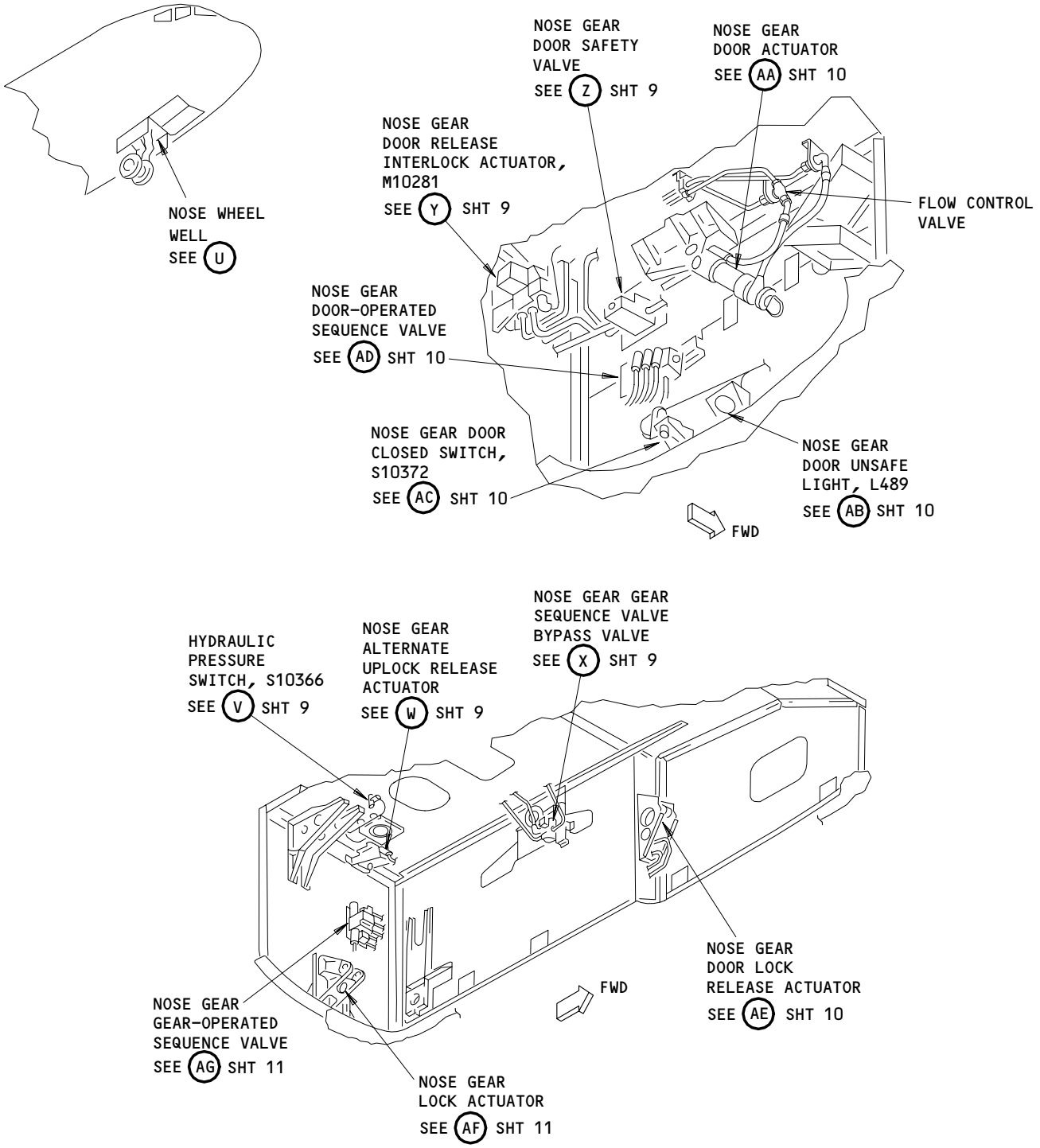


LEFT OR RIGHT MAIN GEAR TRUCK
POSITIONER ACTUATOR

(AL)

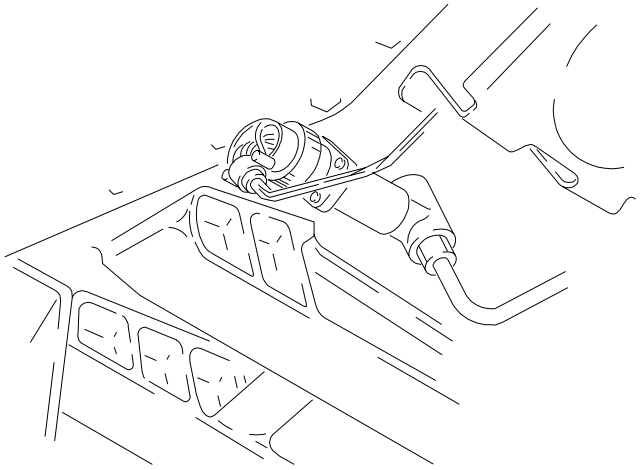
Extension and Retraction - Component Location
Figure 102 (Sheet 7)

107945



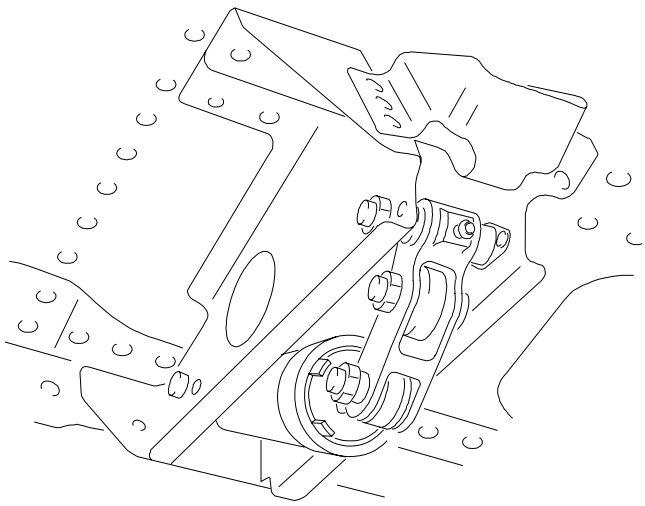
NOSE WHEEL WELL
U

Component Location
Figure 102 (Sheet 8)



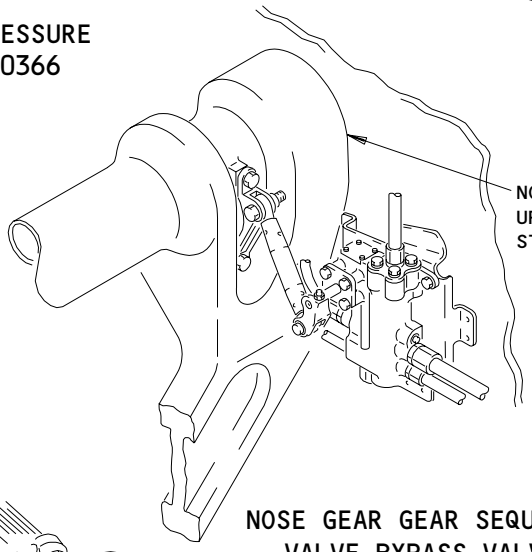
HYDRAULIC PRESSURE SWITCH, S10366

V



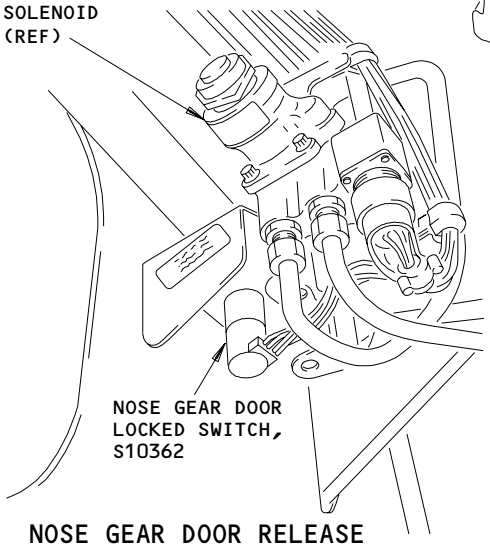
NOSE GEAR ALTERNATE UPLOCK RELEASE ACTUATOR

W



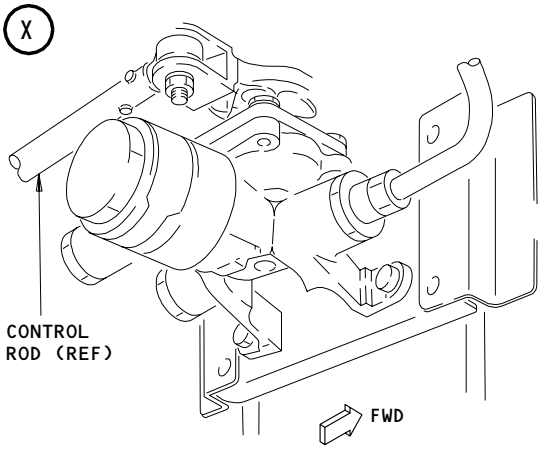
NOSE GEAR GEAR SEQUENCE VALVE BYPASS VALVE

X



NOSE GEAR DOOR RELEASE INTERLOCK ACTUATOR

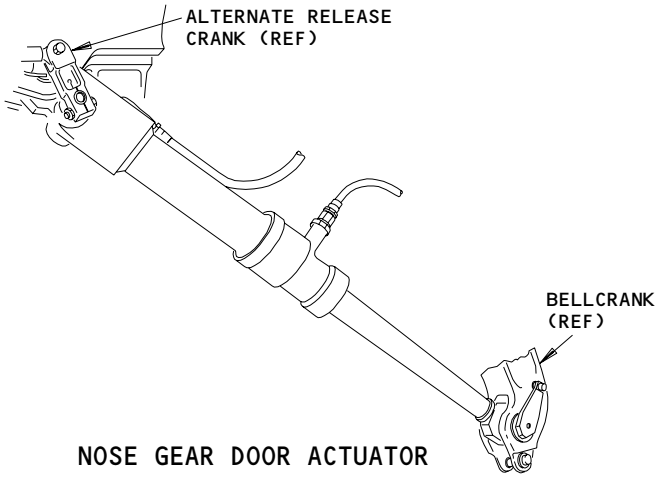
Y



NOSE GEAR DOOR SAFETY VALVE

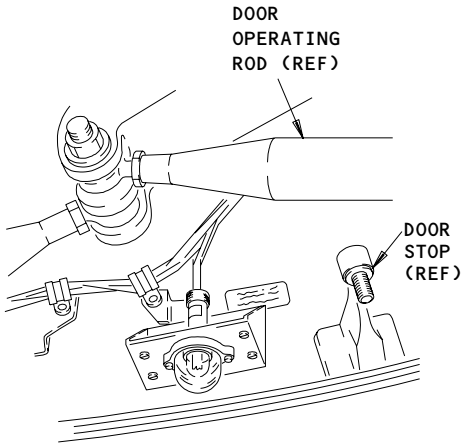
Z

Extension and Retraction - Component Location (Details from Sheet 8)
Figure 102 (Sheet 9)



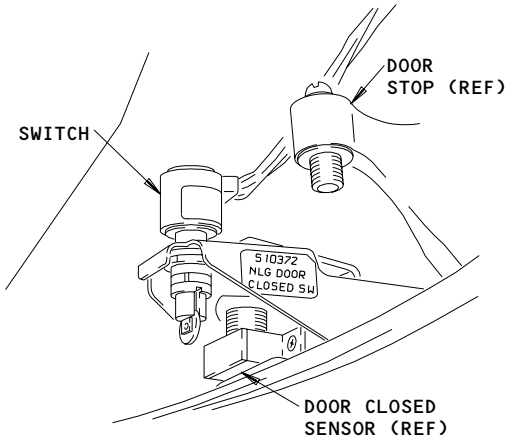
NOSE GEAR DOOR ACTUATOR

AA



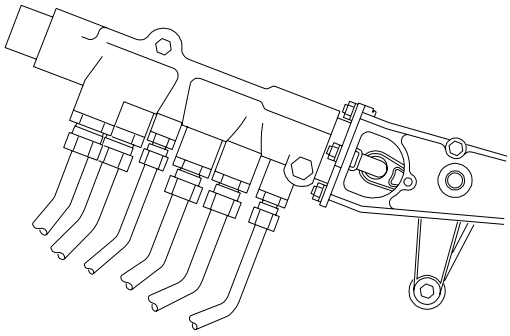
NOSE GEAR DOOR UNSAFE LIGHT, L489

AB



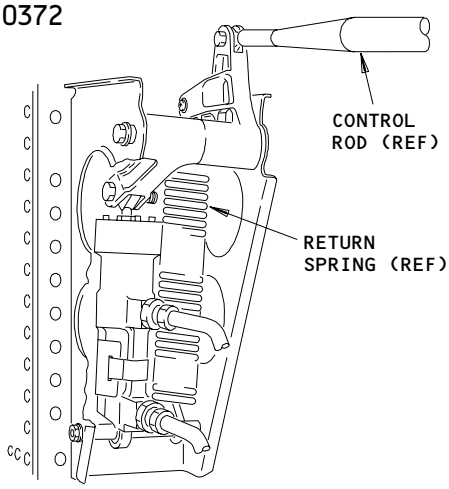
NOSE GEAR DOOR CLOSED SWITCH, S10372

AC



NOSE GEAR DOOR-OPERATED SEQUENCE VALVE

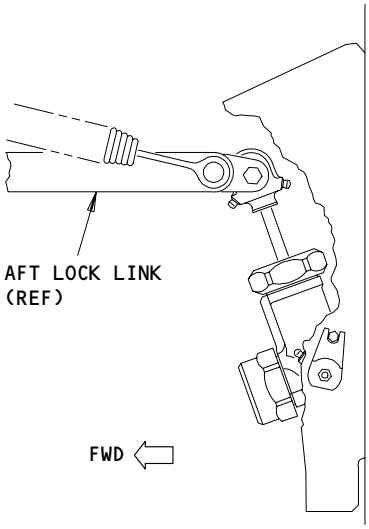
AD



NOSE GEAR DOOR LOCK RELEASE ACTUATOR

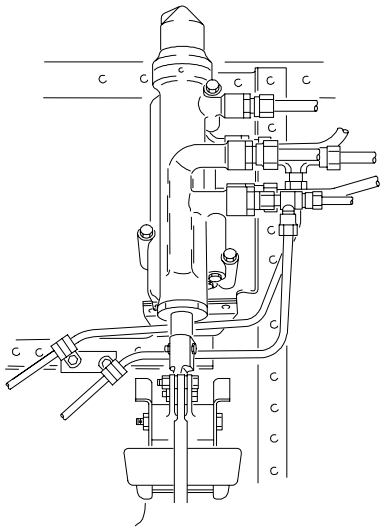
AE

Component Location (Details From Sht 8)
Figure 102 (Sheet 10)



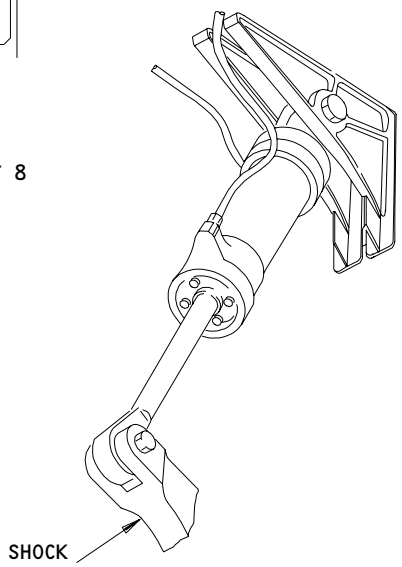
NOSE GEAR
LOCK ACTUATOR

(AF) FROM SHT 8



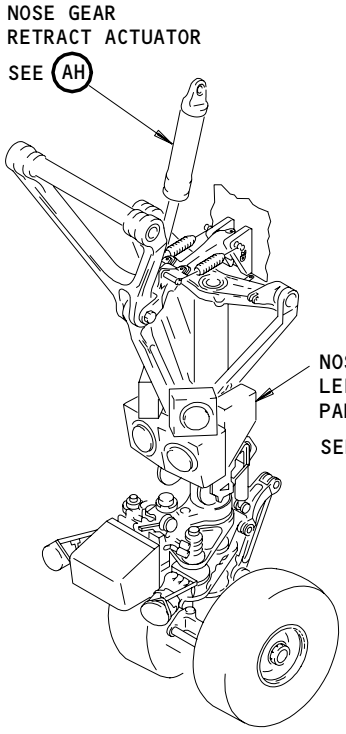
NOSE GEAR
GEAR-OPERATED SEQUENCE VALVE

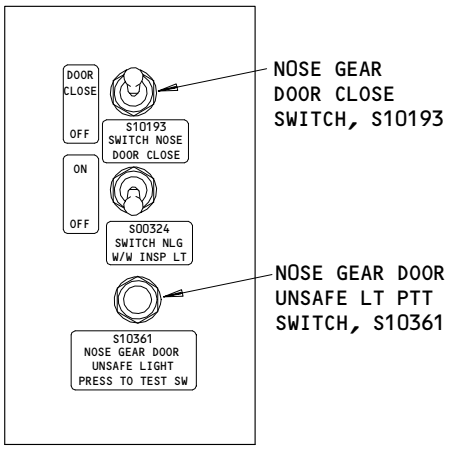
(AG) FROM SHT 8



NOSE GEAR
RETRACT ACTUATOR

(AH)

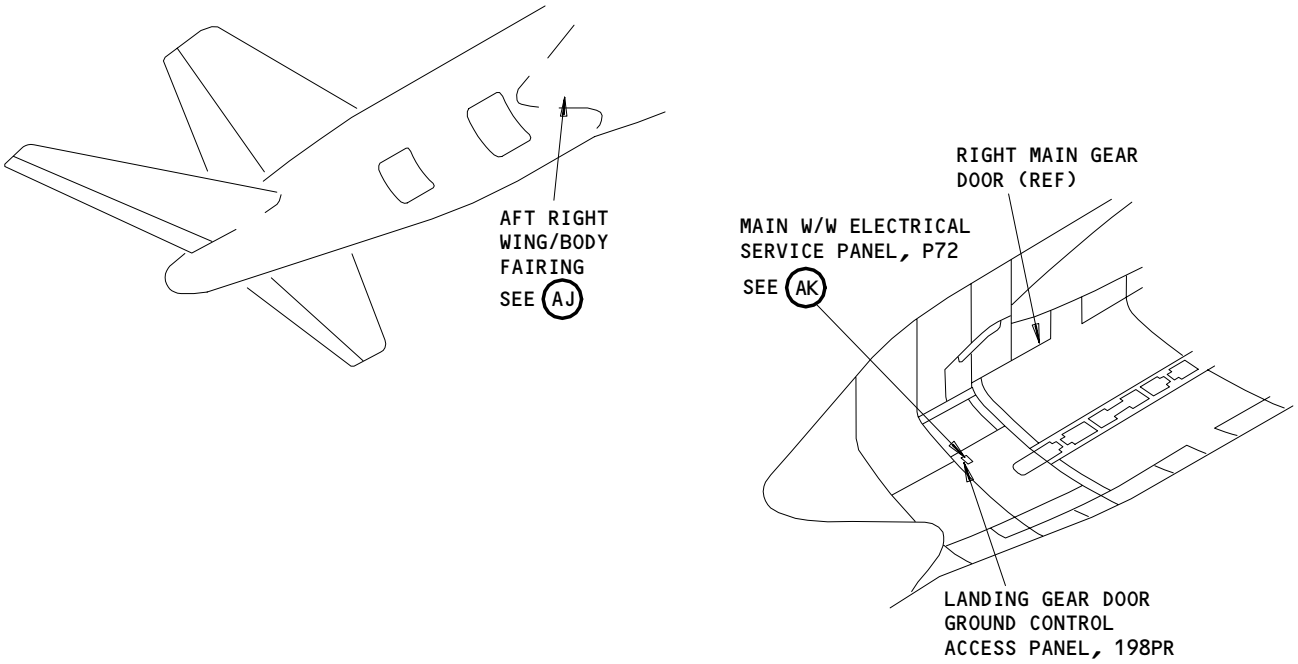




NOSE GEAR LEFT
EQUIPMENT PANEL, P63

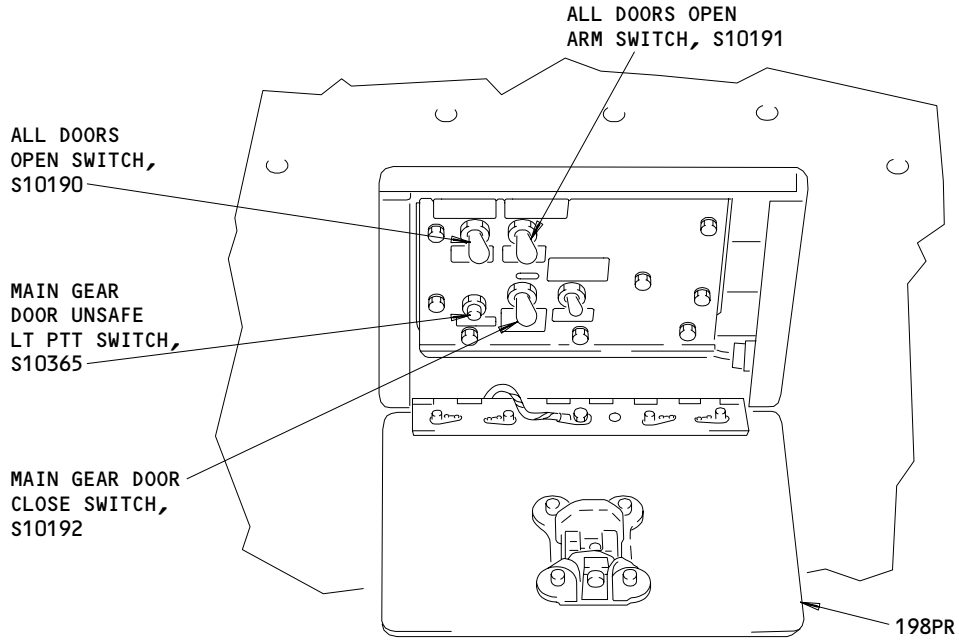
(AI)

Component Location
Figure 102 (Sheet 11)



AFT RIGHT WING/BODY FAIRING

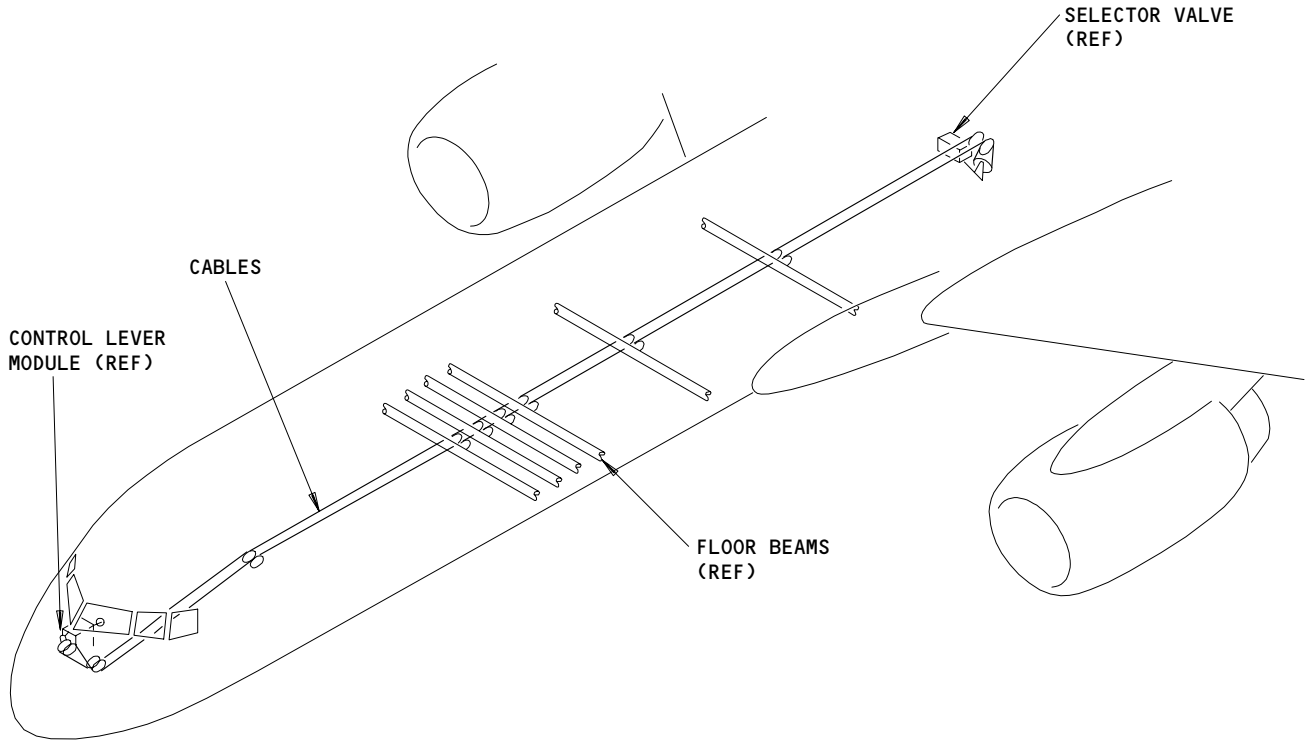
AJ



MAIN W/W ELECTRICAL SERVICE PANEL, P72

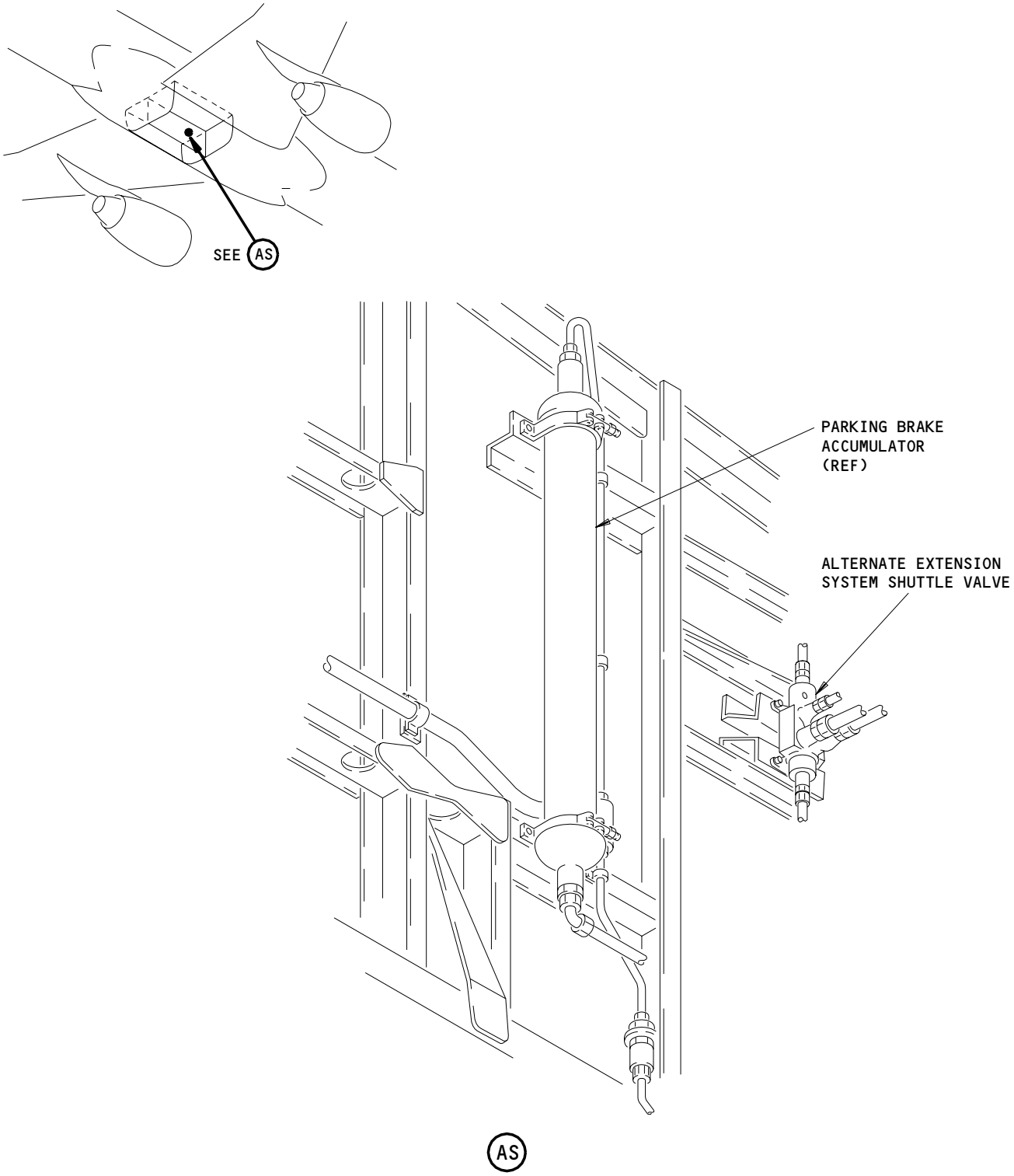
AK

Component Location
Figure 102 (Sheet 12)



LANDING GEAR EXTENSION AND
RETRACTION CONTROL CABLES

Component Location
Figure 102 (Sheet 13)



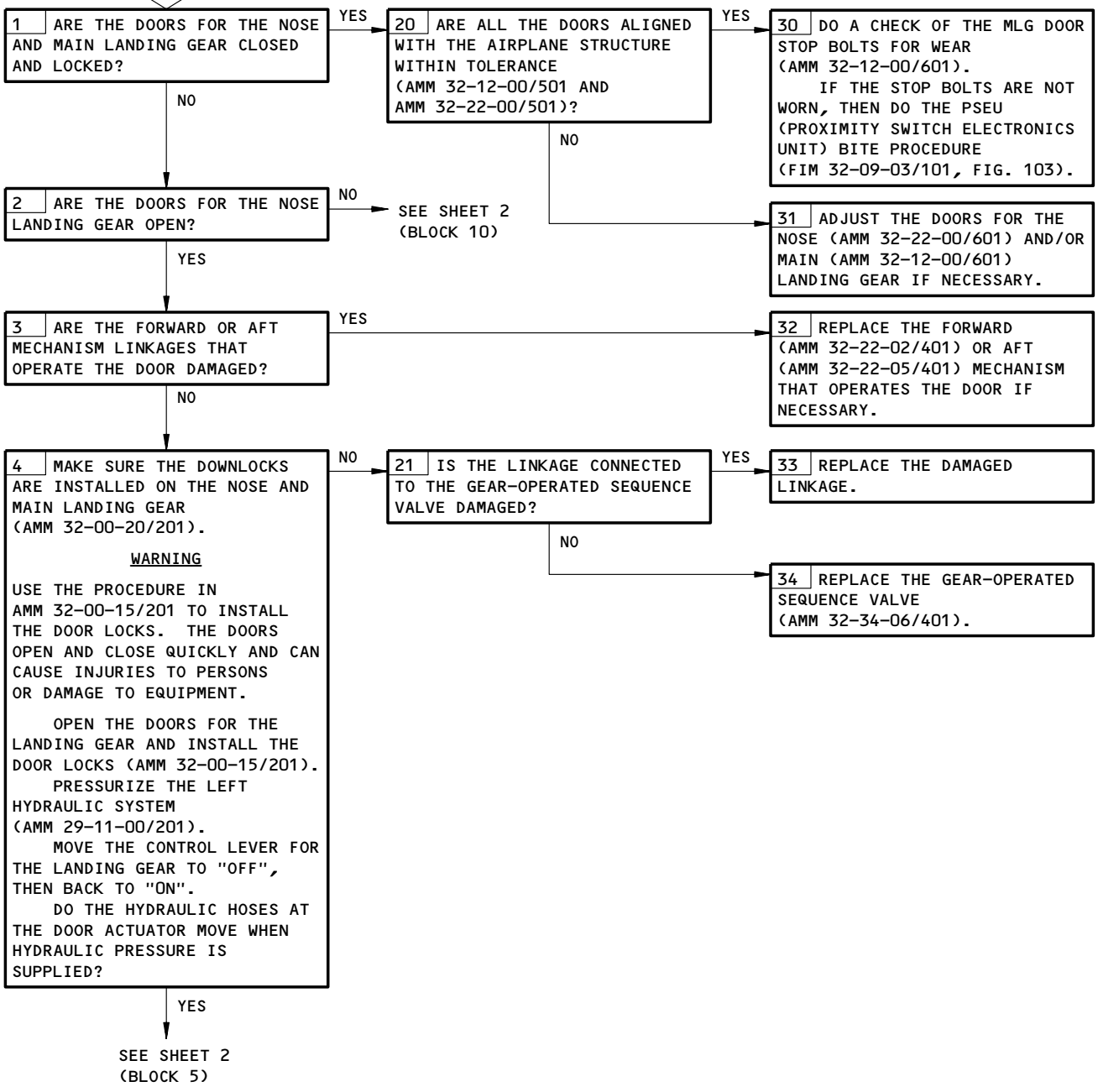
Component Location
Figure 102 (Sheet 14)

"EICAS" MSG "GEAR DOORS" DISPLAYED & "DOORS" AMBER LGT ILLUM WITH LDG GEAR INDICATING DOWN

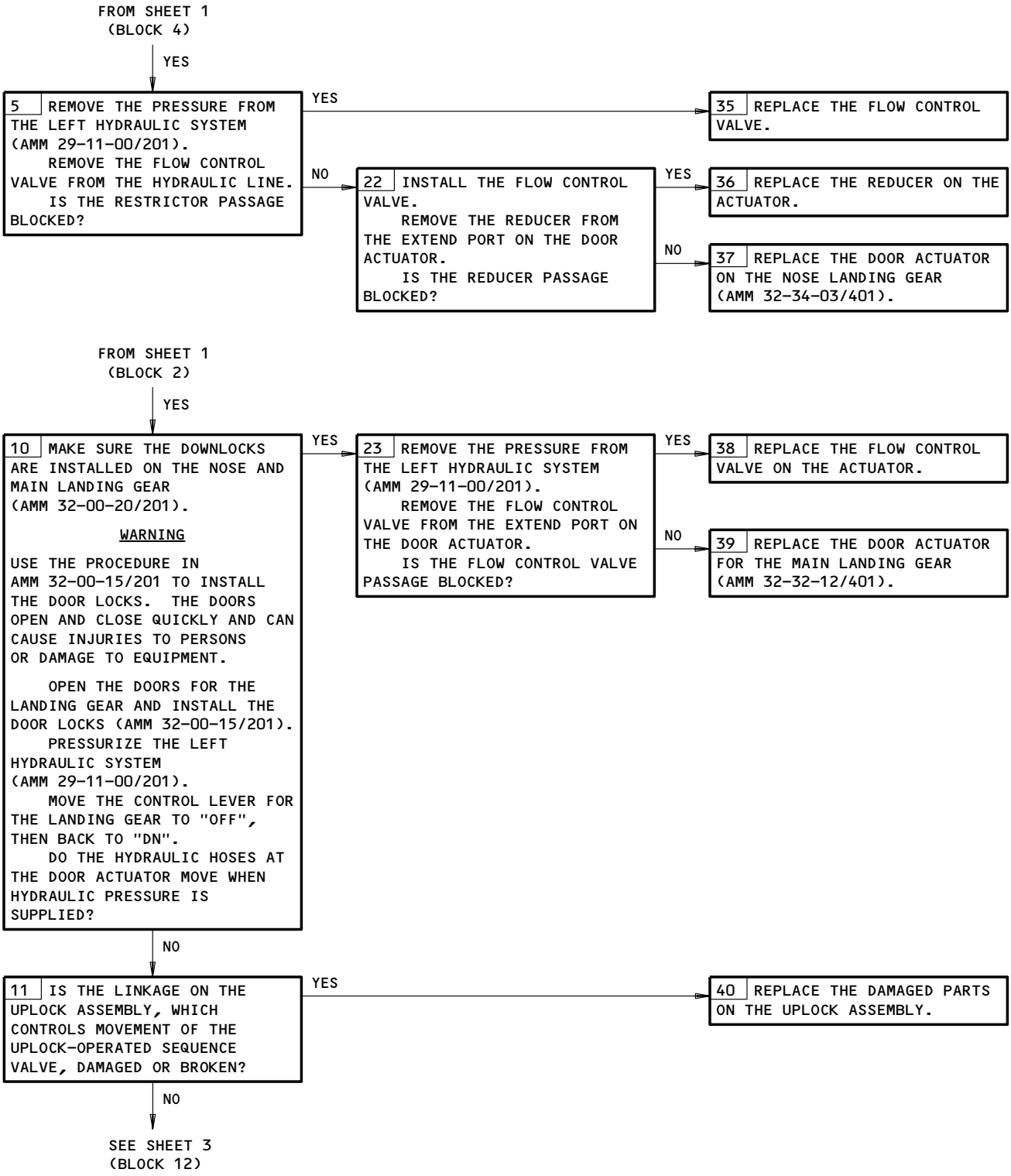
PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6F5, 6F6

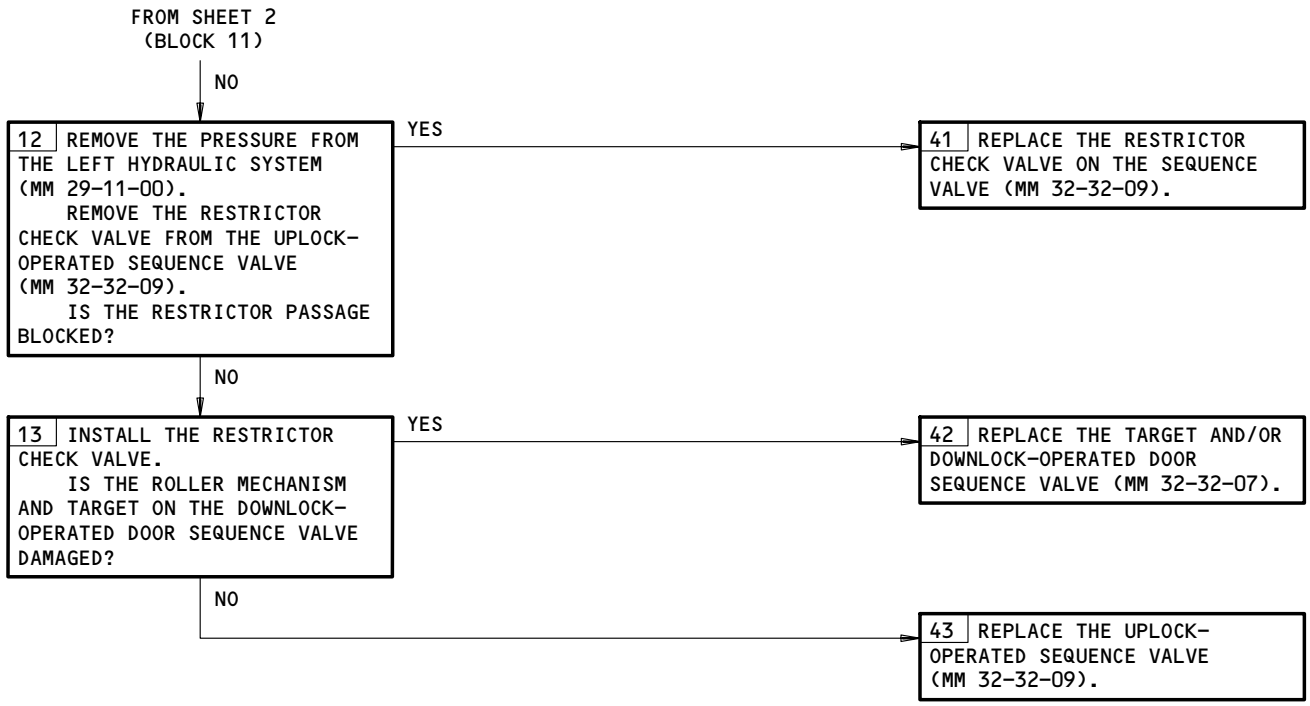
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)



EICAS Msg GEAR DOORS Displayed & DOORS Amber Lgt Illu
with Ldg Gear Indicating Down
Figure 103 (Sheet 1)



EICAS Msg GEAR DOORS Displayed & DOORS Amber Lgt Illum
with Ldg Gear Indicating Down
Figure 103 (Sheet 2)



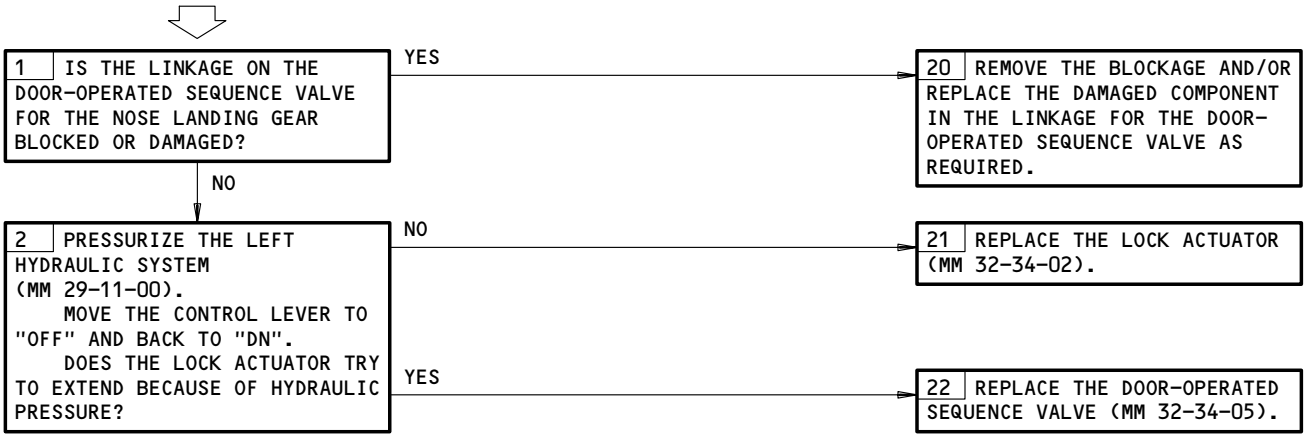
EICAS Msg GEAR DOORS Displayed & DOORS Amber Lgt Illum
with Ldg Gear Indicating Down
Figure 103 (Sheet 3)

"NOSE" GEAR GREEN DN LGT FAILED TO ILLUM WITH GEAR HANDLE "DN". "EICAS" MSG "GEAR DISAGREE" & "GEAR DOORS" DISPLAYED. "DOORS" & "GEAR" AMBER LGTS ILLUM. INDICATIONS WERE NORM AFTER ALT GEAR EXT.

PREREQUISITES

DOWNLOCKS INSTALLED (MM 32-00-20)
DOOR LOCKS INSTALLED (MM 32-00-15)
ELECTRICAL POWER (MM 24-22-00)

CB'S: NONE

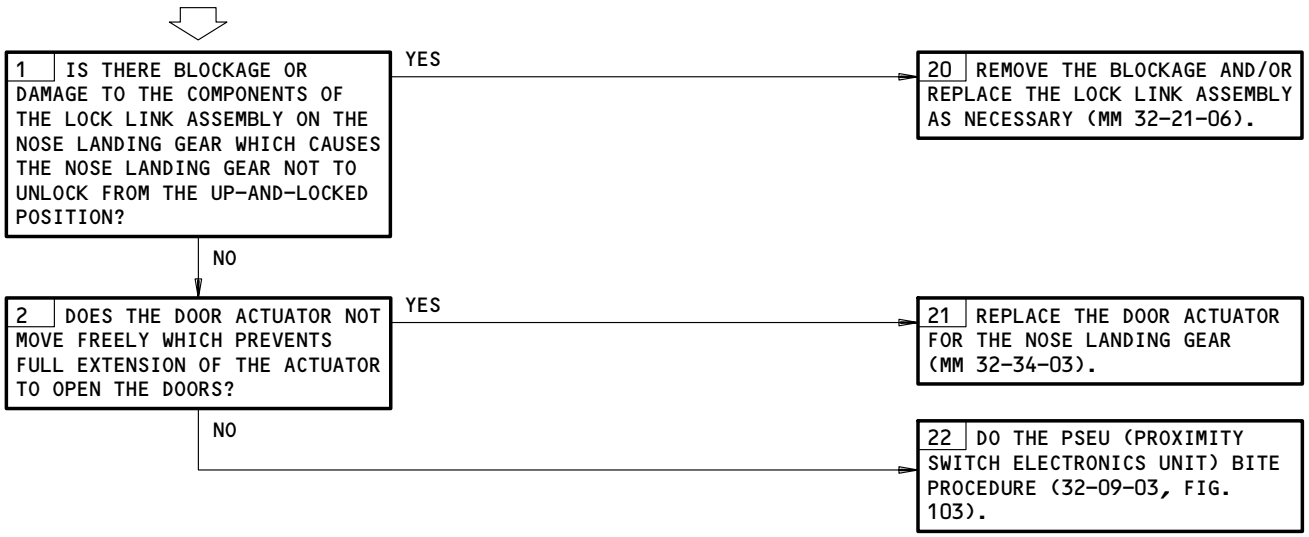


NOSE Gear Green Dn Lgt Failed to Illum with Gear Handle DN.
EICAS Msg GEAR DISAGREE & GEAR DOORS Displayed. DOORS & GEAR Amber Lgts Illum.
Indications were Norm After Alt Gear Ext.
Figure 104

"NOSE" GEAR GREEN DN LGT FAILED TO ILLUM WITH GEAR HANDLE "DN". "EICAS" MSG "GEAR DISAGREE" & "GEAR DOORS" DISPLAYED. "DOORS" & "GEAR" AMBER LGTS ILLUM. ALT GEAR EXT ATTEMPTED.

PREREQUISITES

CB'S: NONE



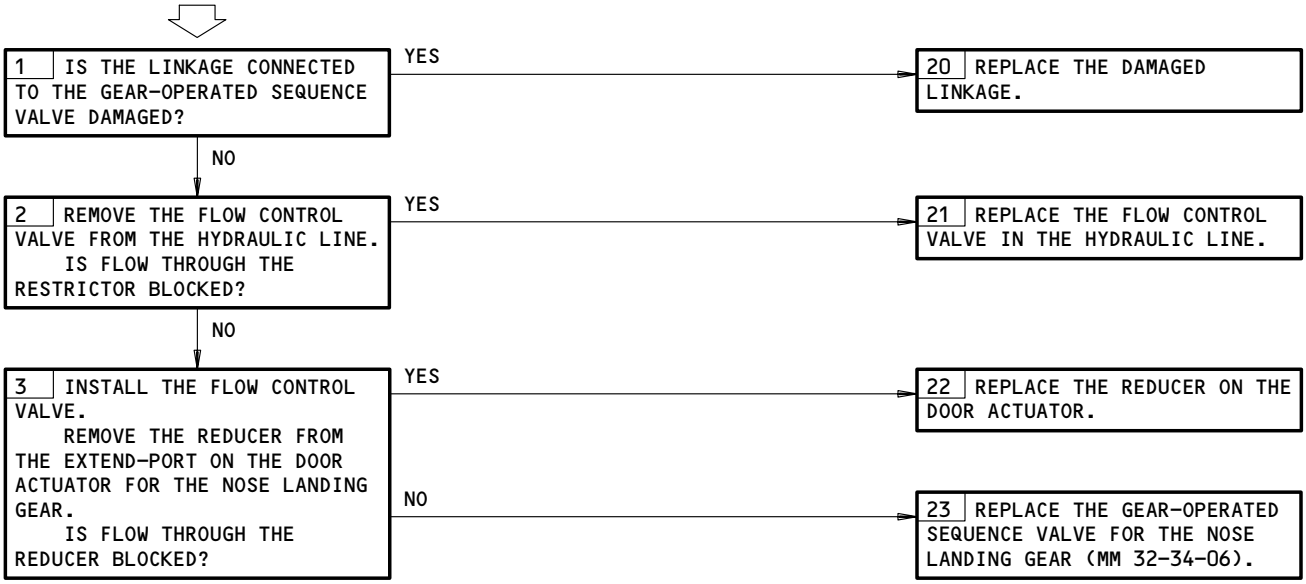
NOSE Gear Green Dn Lgt Failed to Illum with Gear Handle DN.
EICAS Msg GEAR DISAGREE & GEAR DOORS Displayed. DOORS & GEAR Amber Lgts Illum. Alt Gear Ext Attempted.
Figure 105

"NOSE" GEAR GREEN DN LGT FAILED TO ILLUM WITH GEAR HANDLE "DN". "EICAS" MSG "GEAR DISAGREE" DIS-PLAYED. "DOORS" AMBER LGT WAS EXTIN & "GEAR" AMBER LGT WAS ILLUM. INDICA-TIONS WERE NORM AFTER ALT GEAR EXT.

PREREQUISITES

LEFT HYDRAULIC SYSTEM DEPRESSURIZED (MM 29-11-00)

CB'S: NONE

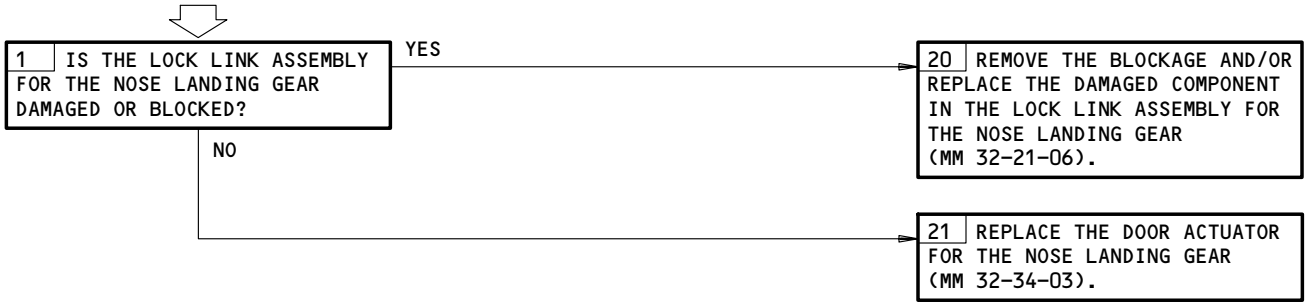


NOSE Gear Green Dn Lgt Failed to Illum with Gear Handle DN.
EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt was Extin & GEAR Amber Lgt was Illum. Indications were Norm After Alt Gear Ext.
Figure 106

"NOSE" GEAR GREEN DN LGT FAILED TO ILLUM WITH GEAR HANDLE "DN". "EICAS" MSG "GEAR DISAGREE" DISPLAYED. "DOORS" AMBER LGT WAS EXTIN & "GEAR" AMBER LGT WAS ILLUM. ALT GEAR EXT WAS ATTEMPTED.

PREREQUISITES

CB'S: NONE

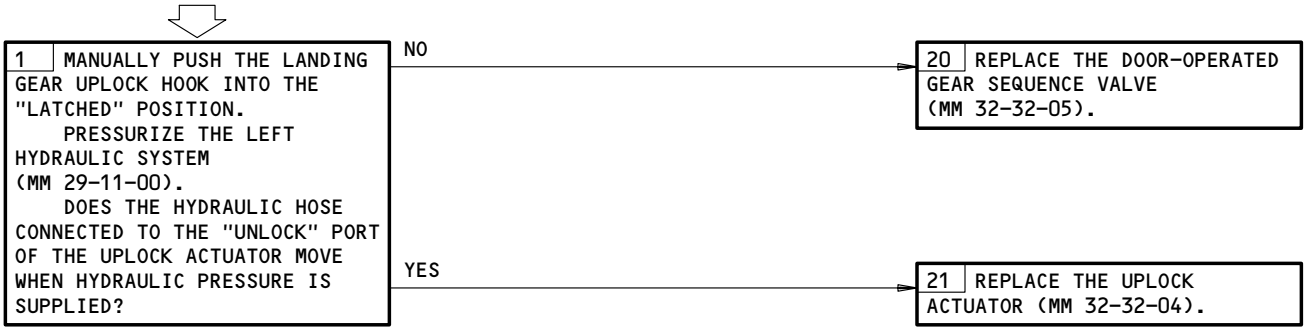


NOSE Gear Green Dn Lgt Failed to Illum with Gear Handle DN. EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt was Extin & GEAR Amber Lgt was Illum. Alt Gear Ext was Attempted.
Figure 107

GEAR GREEN DN LGT FAILED TO ILLUM WITH GEAR HANDLE "DN". "EICAS" MSG "GEAR DISAGREE" & "GEAR DOORS" DISPLAYED. "DOORS" & "GEAR" ANBER LGTS ILLUM. INDICATIONS WERE NORM AFTER ALT GEAR EXT.

PREREQUISITES

DOWNLOCKS INSTALLED (MM 32-00-20)
DOOR LOCKS INSTALLED (MM 32-00-15)
CB'S: NONE

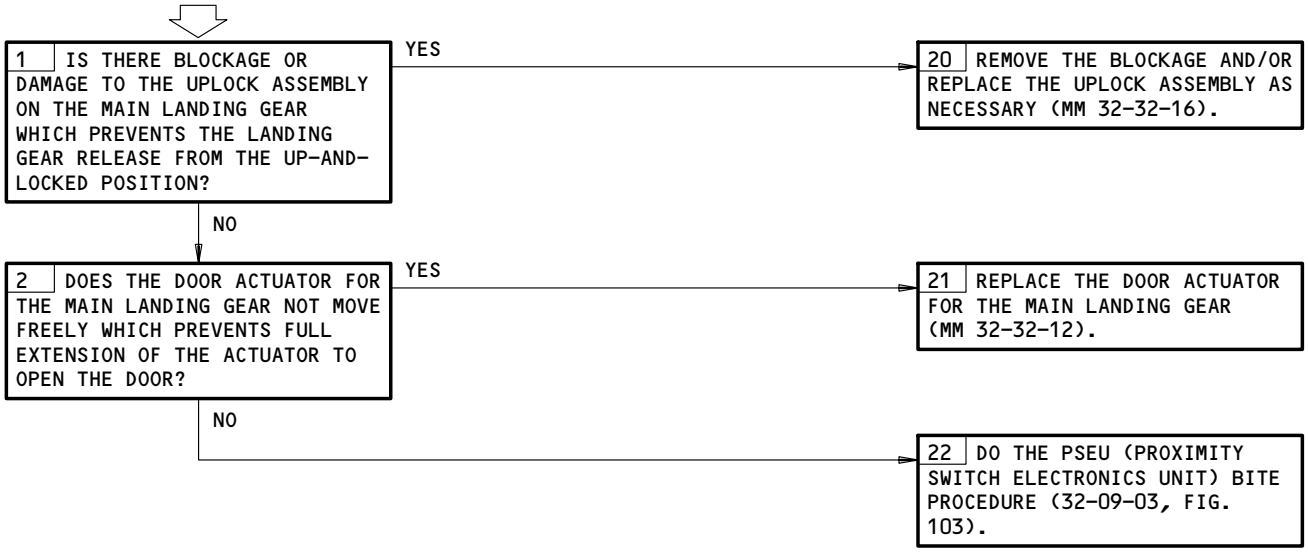


Gear Green Dn Lgt Failed to Illum with Gear Handle DN. EICAS Msg GEAR DISAGREE & GEAR DOORS Displayed. DOORS & GEAR Amber Lgts Illum. Indications were Norm After Alt Gear Ext.
Figure 108

GEAR GREEN DN LGT FAILED TO ILLUM WITH GEAR HANDLE "DN". "EICAS" MSG "GEAR DISAGREE" & "GEAR DOORS" DISPLAYED. "DOORS" & "GEAR" AMBER LGTS ILLUM. ALT GEAR EXTENSION WAS ATTEMPTED.

PREREQUISITES

CB'S: NONE



Gear Green Dn Lgt Failed to Illum with Gear Handle DN. EICAS Msg GEAR DISAGREE & GEAR DOORS Displayed. DOORS & GEAR Amber Lgts Illum. Alt Gear Extension was Attempted.
Figure 109

GEAR GREEN DN LGT FAILED TO ILLUM WITH GEAR HANDLE "DN". "EICAS" MSG "GEAR DISAGREE" DISPLAYED. "DOORS" AMBER LGT WAS EXTIN & "GEAR" AMBER LGT ILLUM. INDICATIONS WERE NORM AFTER ALT GEAR EXT.

PREREQUISITES

LEFT HYDRAULIC SYSTEM DEPRESSURIZED (MM 29-11-00)

CB'S: NONE

1 REMOVE THE FLOW CONTROL VALVE FROM THE EXTEND PORT ON THE DOOR ACTUATOR FOR THE MAIN LANDING GEAR.
IS FLOW THROUGH THE FLOW CONTROL VALVE BLOCKED?

YES → 20 REPLACE THE FLOW CONTROL VALVE ON THE DOOR ACTUATOR.

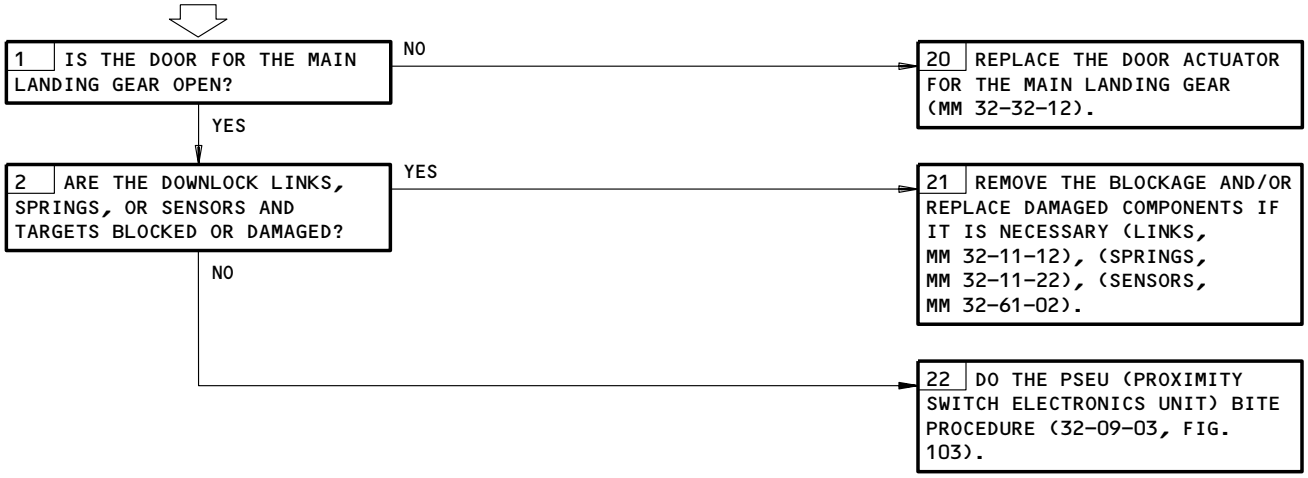
NO → 21 REPLACE THE UPLOCK-OPERATED SEQUENCE VALVE (MM 32-32-09) AND/OR THE DOWNLOCK-OPERATED DOOR SEQUENCE VALVE (MM 32-32-07).

Gear Green Dn Lgt Failed to Illum with Gear Handle DN. EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt was Extin & GEAR Amber Lgt Illum. Indications were Norm After Alt Gear Ext.
Figure 110

GEAR GREEN DN LGT FAILED TO ILLUM WITH GEAR HANDLE "DN". "EICAS" MSG "GEAR DISAGREE" DISPLAYED. "DOORS" AMBER LGT WAS EXTIN & "GEAR" AMBER LGT ILLUM. ALT GEAR EXT WAS ATTEMPTED.

PREREQUISITES

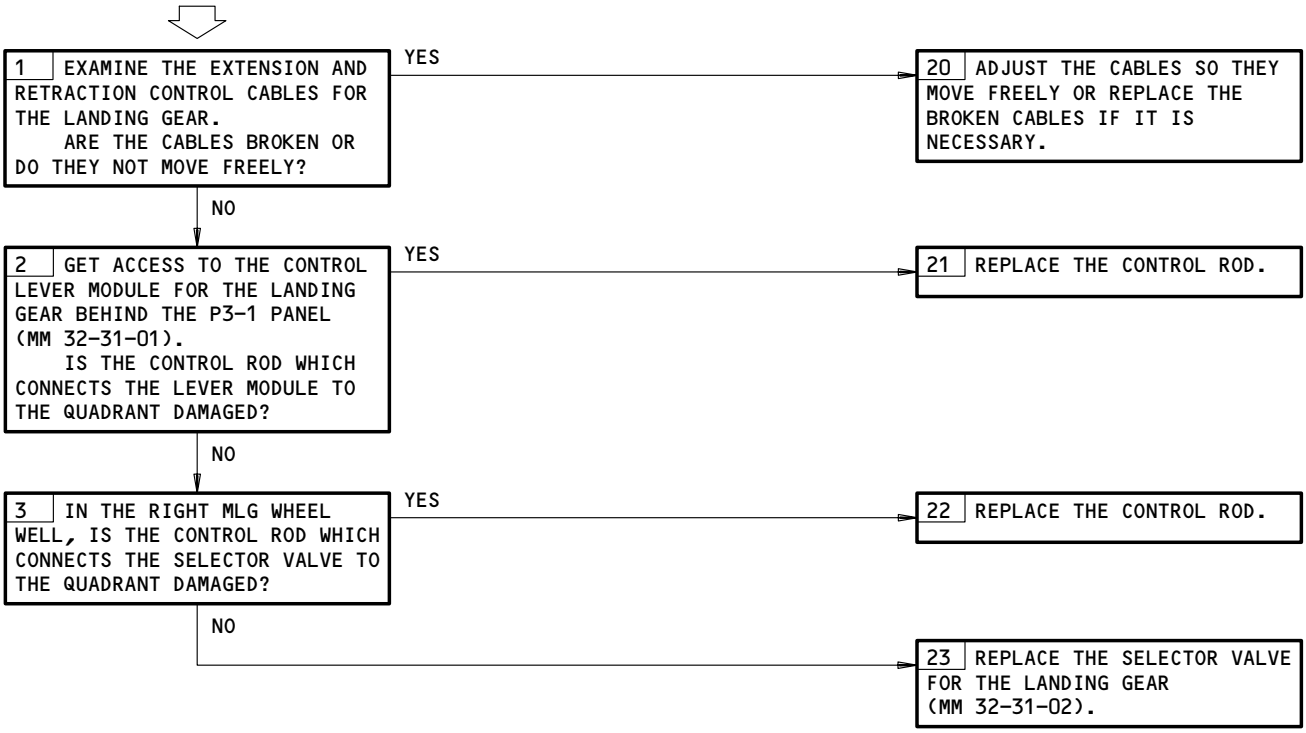
CB'S: NONE



Gear Green Dn Lgt Failed to Illum with Gear Handle DN. EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt was Extin & GEAR Amber Lgt Illum. Alt Gear Ext was Attempted.
Figure 111

ALL GEAR GREEN DN LGTS FAILED TO ILLUM WITH GEAR HANDLE "DN". "EICAS" MSG "GEAR DISAGREE" DISPLAYED. "DOORS" AMBER LGT WAS EXTIN & "GEAR" AMBER LGT ILLUM. INDICATIONS WERE NORM AFTER ALT GEAR EXT.

PREREQUISITES
CB'S: NONE



All Gear Green Dn Lgts Failed to Illum with Gear Handle DN. EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt was Extin & GEAR Amber Lgt Illum. Indications were Norm after Alt Gear Ext.
Figure 112

EICAS MSG "GEAR DOORS" DISPLAYED WITH GEAR HANDLE "UP". "DOORS" AMBER LGT COMES ON. "GEAR" AMBER LGT AND ALL GREEN DN LGTS EXTIN.

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6F5, 6F6, 11S20

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
AIRPLANE IS ON JACKS (AMM 07-11-01/201)
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
LEFT HYDRAULIC SYSTEM IS PRESSURIZED (AMM 29-11-00/201)

1 REMOVE THE DOWNLOCKS ON THE NOSE AND MAIN LANDING GEAR (AMM 32-00-20/201).

WARNING

KEEP PERSONS AND EQUIPMENT AWAY FROM THE LANDING GEAR AREAS WHEN YOU RETRACT THE LANDING GEAR. INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN THE LANDING GEAR IS RETRACTED IF THE AREA IS NOT KEPT CLEAR.

MOVE THE CONTROL LEVER TO "UP" TO RETRACT THE LANDING GEAR.

DO THE FORWARD DOORS FOR THE NOSE LANDING GEAR STAY OPEN WITH THE LANDING GEAR "UP-AND-LOCKED"?

NO → 10 DOES THE DOOR FOR THE LEFT OR RIGHT MAIN LANDING GEAR REMAIN OPEN?

NO → 20 DO A CHECK OF THE MLG DOOR STOP BOLTS FOR WEAR (AMM 32-12-00/501).

IF THE STOP BOLTS ARE NOT WORN, THEN DO THE PSEU (PROXIMITY SWITCH ELECTRONICS UNIT) BITE PROCEDURE (FIM 32-09-03/101, FIG. 103).

YES → SEE SHEET 2 (BLOCK 11)

YES → SEE SHEET 3 (BLOCK 2)

EICAS Msg GEAR DOORS Displayed with Gear Handle UP. DOORS Amber Lgt Comes On. GEAR Amber Lgt and All Green Dn Lgts Extin.
Figure 113 (Sheet 1)

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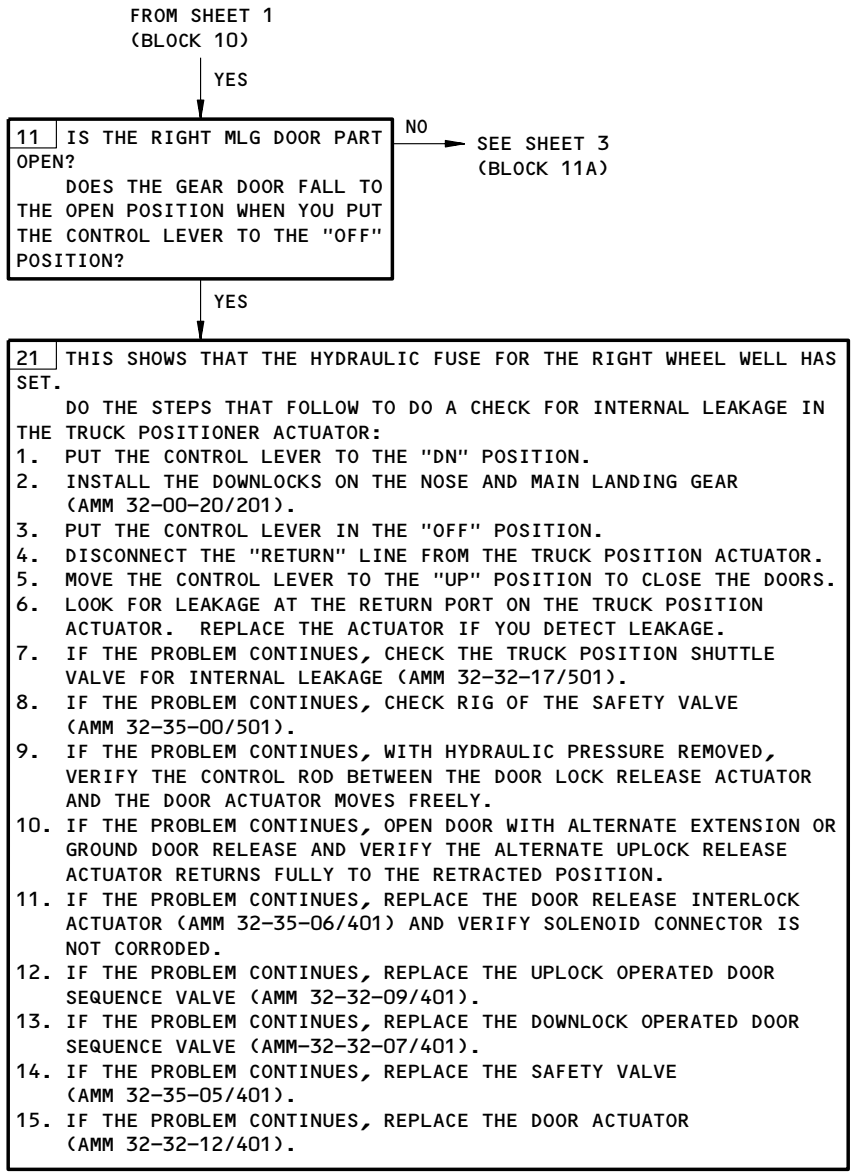
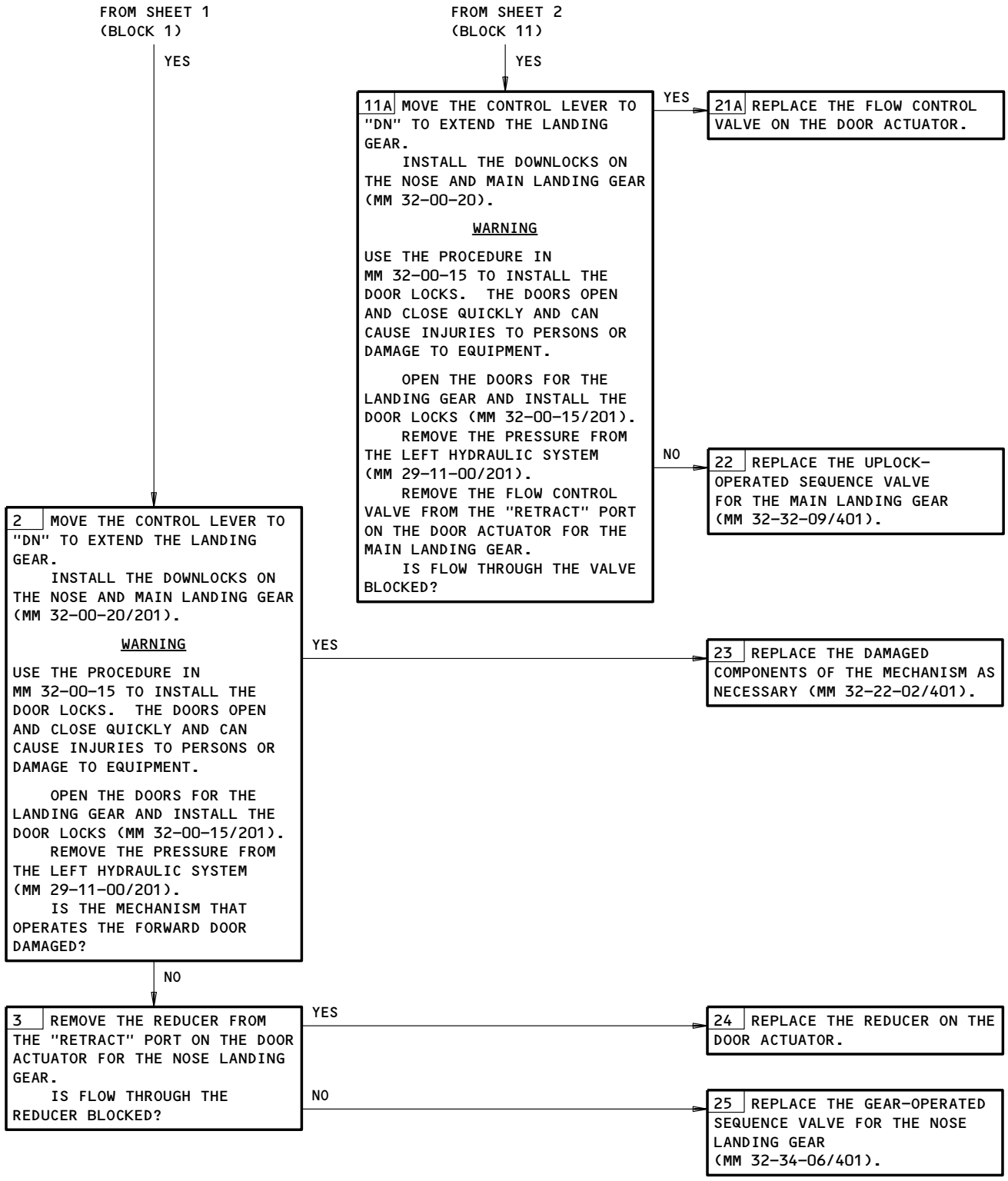


EICAS Msg GEAR DOORS Displayed with Gear Handle UP. DOORS Amber Lgt Comes On. GEAR Amber Lgt and All Green Dn Lgts Extin.
Figure 113 (Sheet 2)



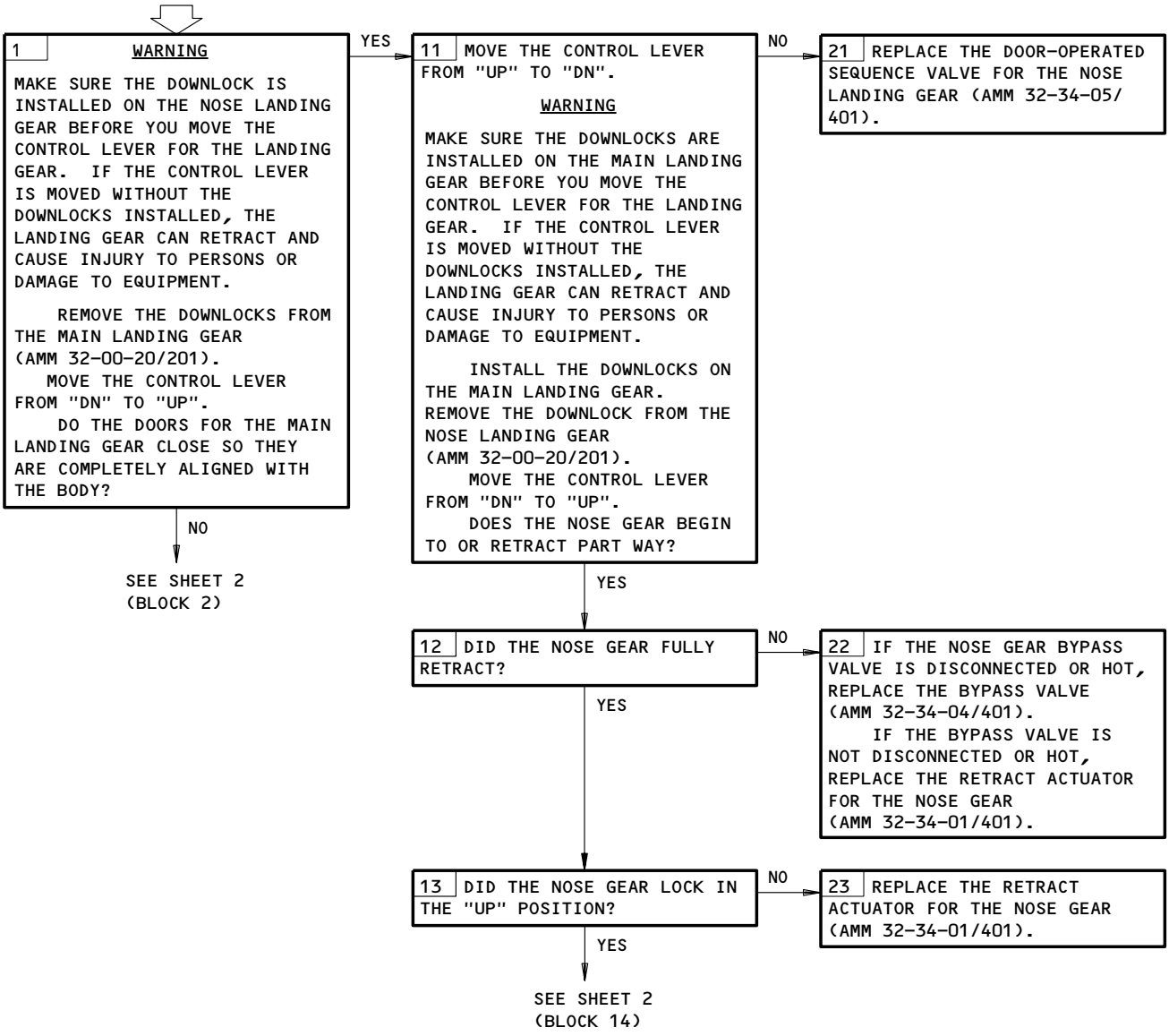
EICAS Msg GEAR DOORS Displayed with Gear Handle UP. DOORS Amber Lgt Comes On. GEAR Amber Lgt and All Green Dn Lgts Extin.
Figure 113 (Sheet 3)

"EICAS" MSG "GEAR DOORS" & "GEAR DISAGREE" DISPLAYED WITH GEAR HANDLE "UP". "DOORS" & "GEAR" AMBER LGTS ILLUM. ALL GREEN DN LGTS EXTIN.

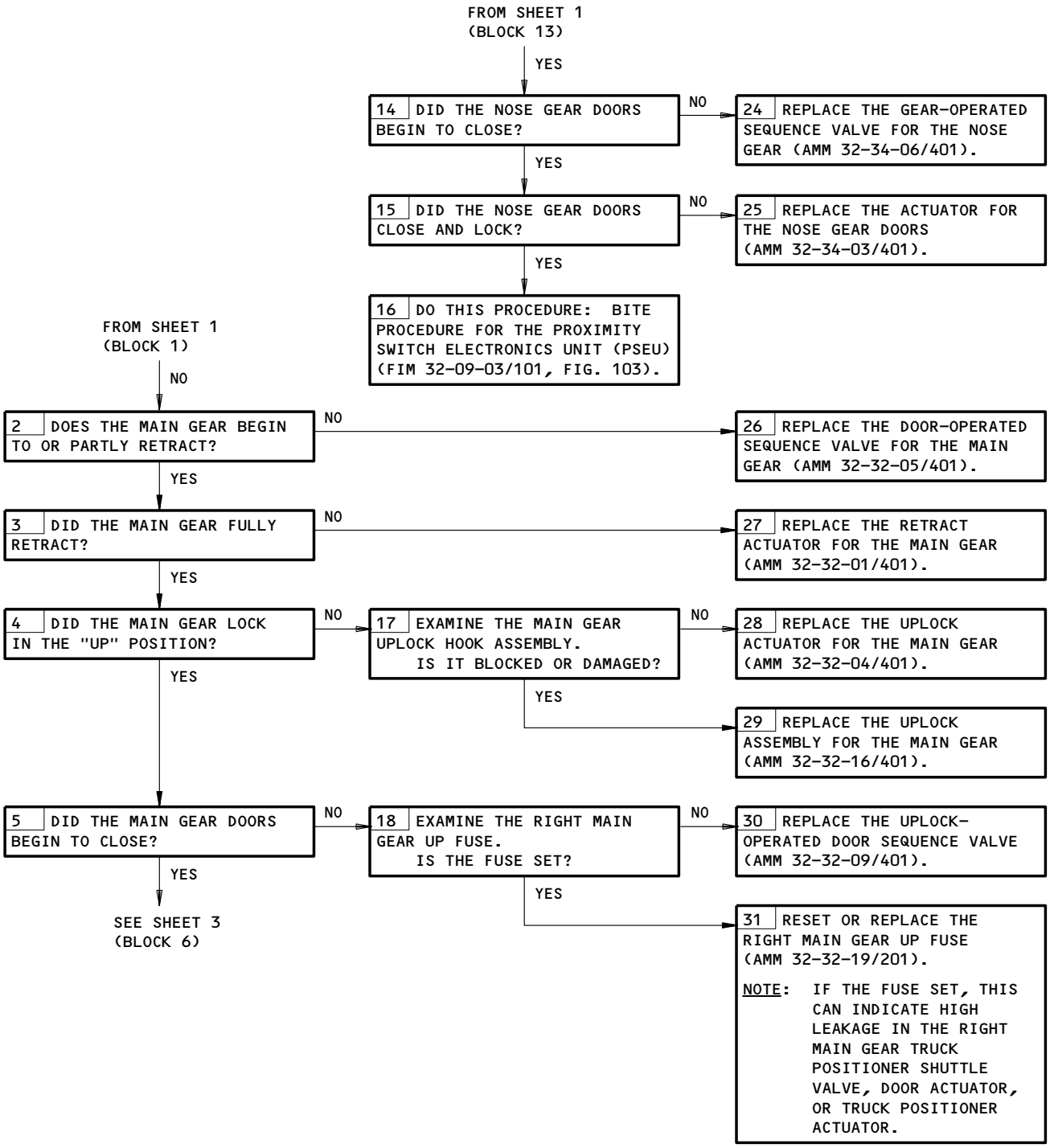
PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
LEFT HYDRAULIC SYSTEM (AMM 29-11-00/201)

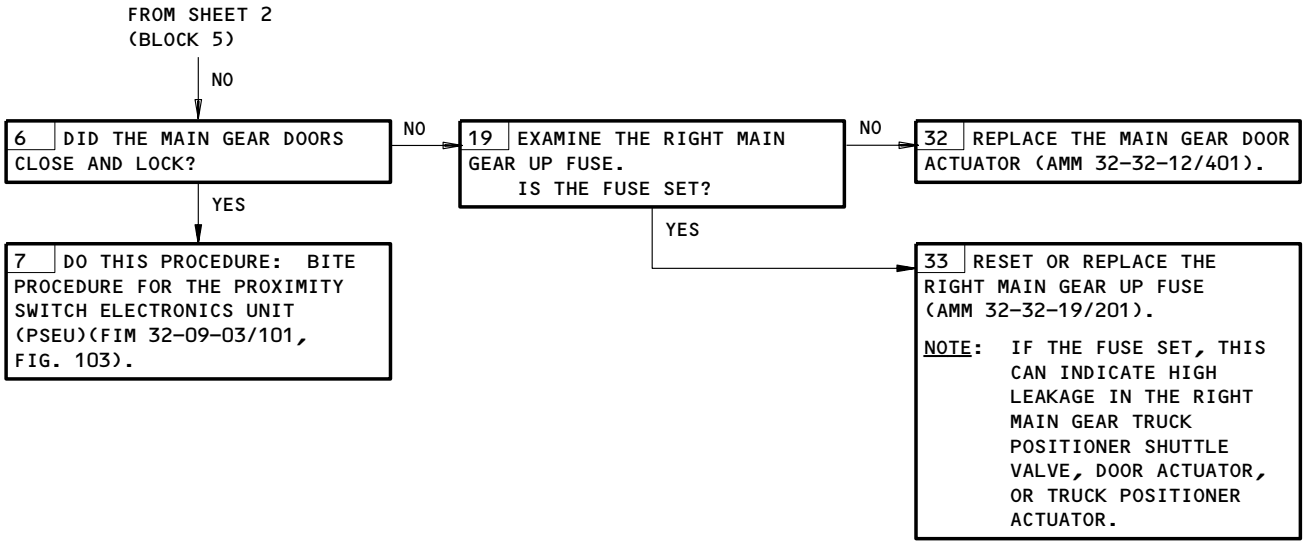
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
AIRPLANE JACKED (AMM 07-11-01/201)



EICAS Msg GEAR DOORS & GEAR DISAGREE Displayed with Gear Handle UP. DOORS & GEAR Amber Lgts Illum. All Green Dn Lgts Extin.
Figure 114 (Sheet 1)



EICAS Msg GEAR DOORS & GEAR DISAGREE Displayed with Gear Handle UP. DOORS & GEAR Amber Lgts Illum. All Green Dn Lgts Extin.
Figure 114 (Sheet 2)



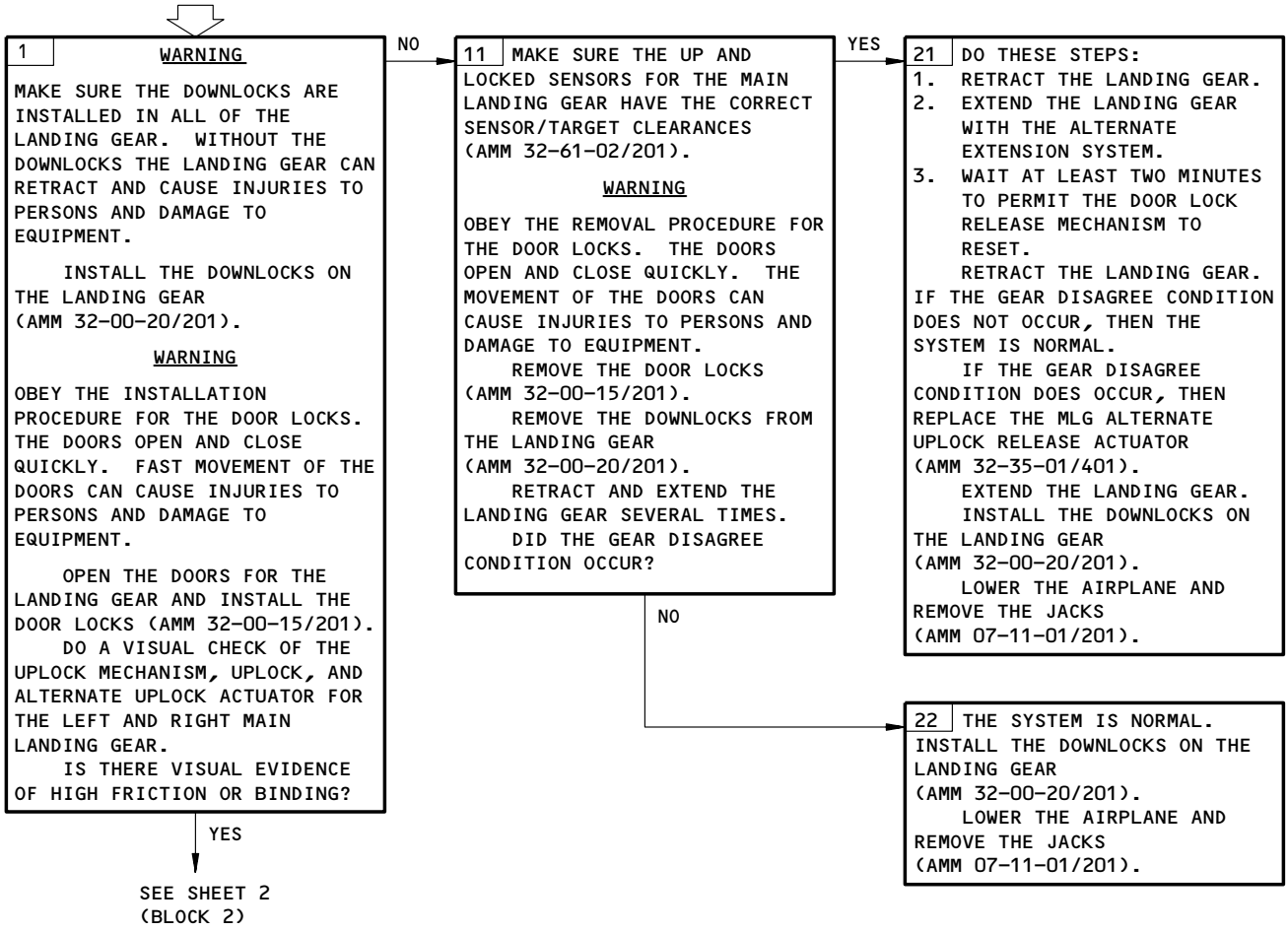
EICAS Msg GEAR DOORS & GEAR DISAGREE Displayed with Gear Handle UP. DOORS & GEAR Amber Lgts Illum. All Green Dn Lgts Extin.
Figure 114 (Sheet 3)

"EICAS" MSG "GEAR DISAGREE" DISPLAYED WITH GEAR HANDLE "UP". "GEAR" AMBER LGT ILLUM. ALL GREEN DN LGTS EXTIN.

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
LEFT HYDRAULIC SYSTEM (AMM 29-11-00/201)

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
AIRPLANE JACKED (AMM 07-11-01/201)



EICAS Msg GEAR DISAGREE Displayed with Gear Handle UP.
GEAR Amber Lgt Illum. All Green Dn Lgts Extin.
Figure 114A (Sheet 1)

FROM SHEET 1
(BLOCK 1)

YES

2 LUBRICATE THE UPLOCK MECHANISM (AMM 12-21-14/301).

DO THESE STEPS TO DO A DETAILED CHECK OF THE UPLOCK MECHANISM:

1. REMOVE THE TWO UPLOCk SPRINGS.
2. REMOVE THE SHOULDEREDBOLT TO DISCONNECT THE ROD END OF THE UPLOCK ACTUATOR FROM THE UPLOCK ASSEMBLY. MOVE THE ACTUATOR AND SECURE IT SO THAT IT WILL BE CLEAR OF THE UPLOCK ASSEMBLY WHEN YOU MANUALLY OPERATE THE UPLOCK HOOK.
3. DISCONNECT THE SEQUENCE VALVE LINK FROM THE UPLOCK ASSEMBLY (AMM 32-32-16/401).
4. OPERATE THE UPLOCK HOOK MANUALLY TO MAKE SURE THERE IS NO FRICTION OR BINDING. THE HOOK SHOULD MOVE FREELY.

DID THE UPLOCK HOOK MOVE FREELY?

YES

23 DO THESE STEPS TO REASSEMBLE THE UPLOCK ASSEMBLY:

1. CONNECT THE SEQUENCE VALVE LINK (AMM 32-32-16/401).
2. CONNECT THE ROD END OF THE UPLOCK ACTUATOR TO THE UPLOCK ASSEMBLY (AMM 32-32-04/401).
3. INSTALL THE UPLOCK SPRINGS.

WARNING

OBEY THE REMOVAL PROCEDURES FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

REMOVE THE DOOR LOCKS (AMM 32-00-15/201).
REMOVE THE DOWNLOCKS FROM THE LANDING GEAR (AMM 32-00-20/201).
RETRACT AND EXTEND THE LANDING GEAR SEVERAL TIMES.
IF THE GEAR DISAGREE CONDITION DOES NOT OCCUR, THEN THE SYSTEM IS NORMAL.
IF THE GEAR DISAGREE CONDITION DOES OCCUR. THEN DO THESE STEPS:

1. RETRACT THE LANDING GEAR.
2. EXTEND THE LANDING GEAR WITH THE ALTERNATE EXTENSION SYSTEM.
3. WAIT AT LEAST TWO MINUTES TO PERMIT THE DOOR LOCK RELEASE MECHANISM TO RESET, THEN RETRACT THE LANDING GEAR.

IF THE GEAR DISAGREE CONDITION DOES NOT OCCUR, THEN THE SYSTEM IS NORMAL.
IF THE GEAR DISAGREE CONDITION DOES OCCUR, THEN REPLACE THE MLG ALTERNATE UPLOCK RELEASE ACTUATOR (AMM 32-35-01/401).
EXTEND THE LANDING GEAR.
INSTALL THE DOWNLOCKS ON THE LANDING GEAR (AMM 32-00-20/201).
LOWER THE AIRPLANE AND REMOVE THE JACKS (AMM 07-11-01/201).

NO

24 REPLACE THE UPLOCK ASSEMBLY (AMM 32-32-16/401).

WARNING

OBEY THE REMOVAL PROCEDURES FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

REMOVE THE DOOR LOCKS (AMM 32-00-15/201).
REMOVE THE DOWNLOCKS FROM THE LANDING GEAR (AMM 32-00-20/201).
RETRACT AND EXTEND THE LANDING GEAR SEVERAL TIMES.
IF THE GEAR DISAGREE CONDITION DOES NOT OCCUR, THEN THE SYSTEM IS NORMAL.
IF THE GEAR DISAGREE CONDITION DOES OCCUR. THEN DO THESE STEPS:

1. RETRACT THE LANDING GEAR.
2. EXTEND THE LANDING GEAR WITH THE ALTERNATE EXTENSION SYSTEM.
3. WAIT AT LEAST TWO MINUTES TO PERMIT THE DOOR LOCK RELEASE MECHANISM TO RESET, THEN RETRACT THE LANDING GEAR.

IF THE GEAR DISAGREE CONDITION DOES NOT OCCUR, THEN THE SYSTEM IS NORMAL.
IF THE GEAR DISAGREE CONDITION DOES OCCUR, THEN REPLACE THE MLG ALTERNATE UPLOCK RELEASE ACTUATOR (AMM 32-35-01/401).
EXTEND THE LANDING GEAR.
INSTALL THE DOWNLOCKS ON THE LANDING GEAR (AMM 32-00-20/201).
LOWER THE AIRPLANE AND REMOVE THE JACKS (AMM 07-11-01/201).

EICAS Msg GEAR DISAGREE Displayed with Gear Handle UP.
GEAR Amber Lgt Illum. All Green Dn Lgts Extin.
Figure 114A (Sheet 2)

"EICAS" MSG "GEAR DISAGREE" & "GEAR DOORS" DISPLAYED WITH GEAR HANDLE "UP". "NOSE" GREEN DN LGT, "DOORS" AMBER LGT, & "GEAR" AMBER LGT ILLUM.

PREREQUISITES
NONE

1 IS THE LOCK LINK ASSEMBLY FOR THE NOSE LANDING GEAR BLOCKED OR DAMAGED?

YES → 20 REPLACE THE DAMAGED COMPONENT IN THE LOCK LINK ASSEMBLY FOR THE NOSE LANDING GEAR (MM 32-21-06/201).

NO

2 PRESSURIZE THE LEFT HYDRAULIC SYSTEM (MM 29-11-00/201).

WARNING

MAKE SURE THE DOWNLOCKS ARE INSTALLED ON THE NOSE AND MAIN LANDING GEAR BEFORE YOU MOVE THE CONTROL LEVER FOR THE LANDING GEAR. IF THE CONTROL LEVER IS MOVED WITHOUT THE DOWNLOCKS INSTALLED, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

MAKE SURE THE DOWNLOCKS ARE INSTALLED ON THE NOSE AND MAIN LANDING GEAR (MM 32-00-20/201).
PUSH THE "OVRD" BUTTON AND MOVE THE CONTROL LEVER FROM "DN" TO "UP".
DO THE DOORS FOR THE NOSE LANDING GEAR OPEN FULLY?

NO → 21 REPLACE THE DOOR ACTUATOR FOR THE NOSE LANDING GEAR (MM 32-34-03/201).

YES

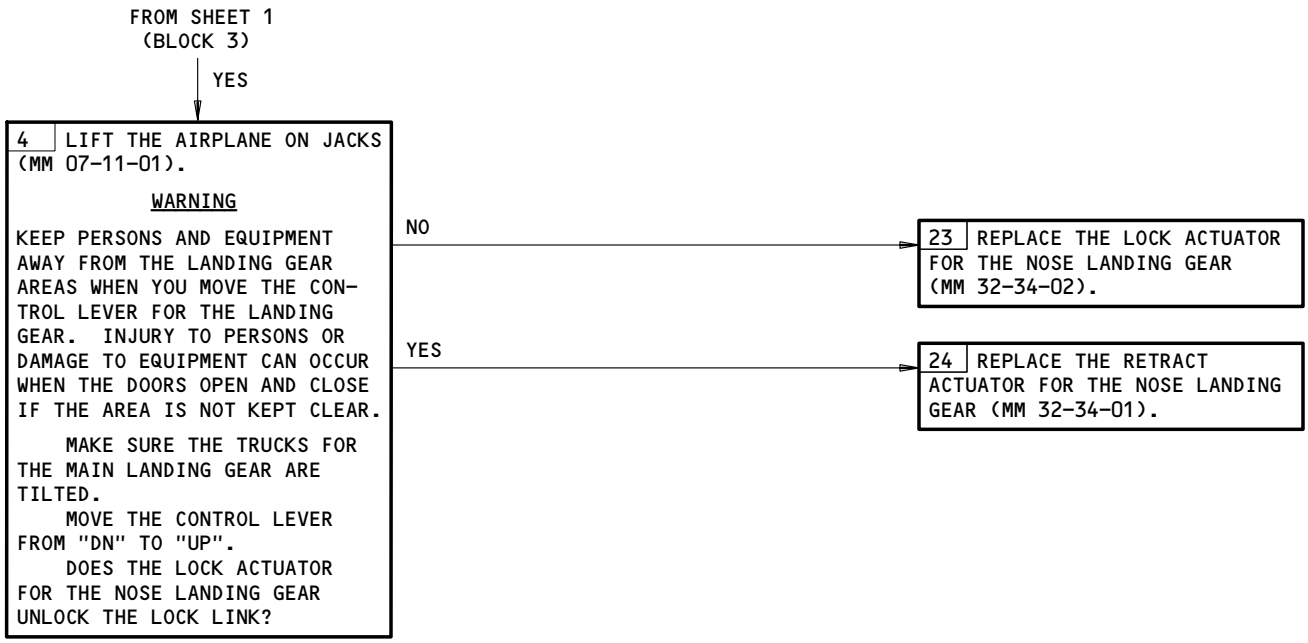
3 PUSH THE "OVRD" BUTTON AND MOVE THE CONTROL LEVER FROM "DN" TO "UP".
DO THE HYDRAULIC HOSES AT THE RETRACT ACTUATOR FOR THE NOSE LANDING GEAR MOVE WHEN HYDRAULIC PRESSURE IS SUPPLIED?

NO → 22 REPLACE THE DOOR OPERATED SEQUENCE VALVE FOR THE NOSE LANDING GEAR (MM 32-34-05/401).

YES

SEE SHEET 2 (BLOCK 4)

EICAS Msg GEAR DISAGREE & GEAR DOORS Displayed With Gear Handle UP.
NOSE Green Dn Lgt, DOORS Amber Lgt, & GEAR Amber Lgt Illum.
Figure 115 (Sheet 1)

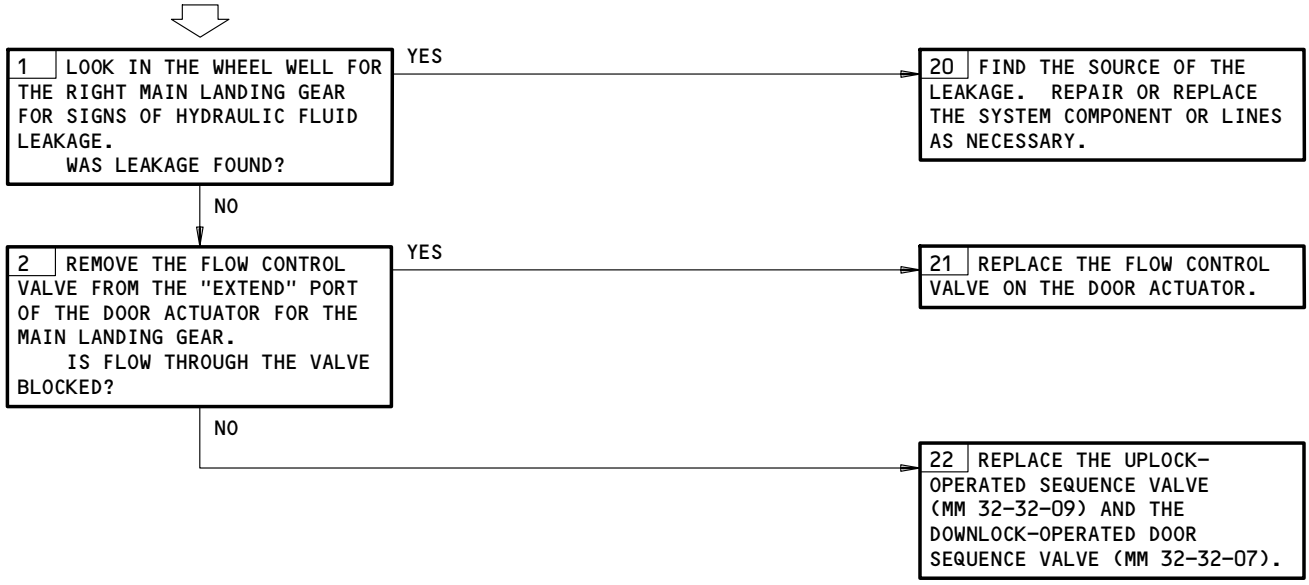


EICAS Msg GEAR DISAGREE & GEAR DOORS Displayed With Gear Handle UP.
NOSE Green Dn Lgt, DOORS Amber Lgt, & GEAR Amber Lgt Illum.
Figure 115 (Sheet 2)

"EICAS" MSG "GEAR DISAGREE" DISPLAYED WITH GEAR HANDLE "UP". GEAR GREEN DN LGT AND "GEAR" AMBER LGT ILLUM. "DOORS" AMBER LGT EXTIN.

PREREQUISITES

LEFT HYDRAULIC SYSTEM DEPRESSURIZED (MM 29-11-00)



EICAS Msg GEAR DISAGREE Displayed with Gear Handle UP. Gear Green Dn Lgt and GEAR Amber Lgt Illum. DOORS Amber Lgt Extin.
Figure 116

"EICAS" MSG "GEAR DISAGREE" & "GEAR DOORS" DISPLAYED WITH GEAR HANDLE "UP". GEAR GREEN DN LGT, "GEAR" AMBER LGT, & "DOORS" AMBER LGT ILLUM.

PREREQUISITES
CB'S: NONE

1 PRESSURIZE THE LEFT HYDRAULIC SYSTEM (MM 29-11-00).

WARNING

MAKE SURE THE DOWNLOCKS ARE INSTALLED ON THE NOSE AND MAIN LANDING GEAR BEFORE YOU MOVE THE CONTROL LEVER FOR THE LANDING GEAR. IF THE CONTROL LEVER IS MOVED WITHOUT THE DOWNLOCKS INSTALLED, THE LANDING GEAR CAN RETRACT AND CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

MAKE SURE THE DOWNLOCKS ARE INSTALLED ON THE NOSE AND MAIN LANDING GEAR (MM 32-00-20).

USE THE "OVRD" BUTTON AND MOVE THE CONTROL LEVER FROM "DN" TO "UP".

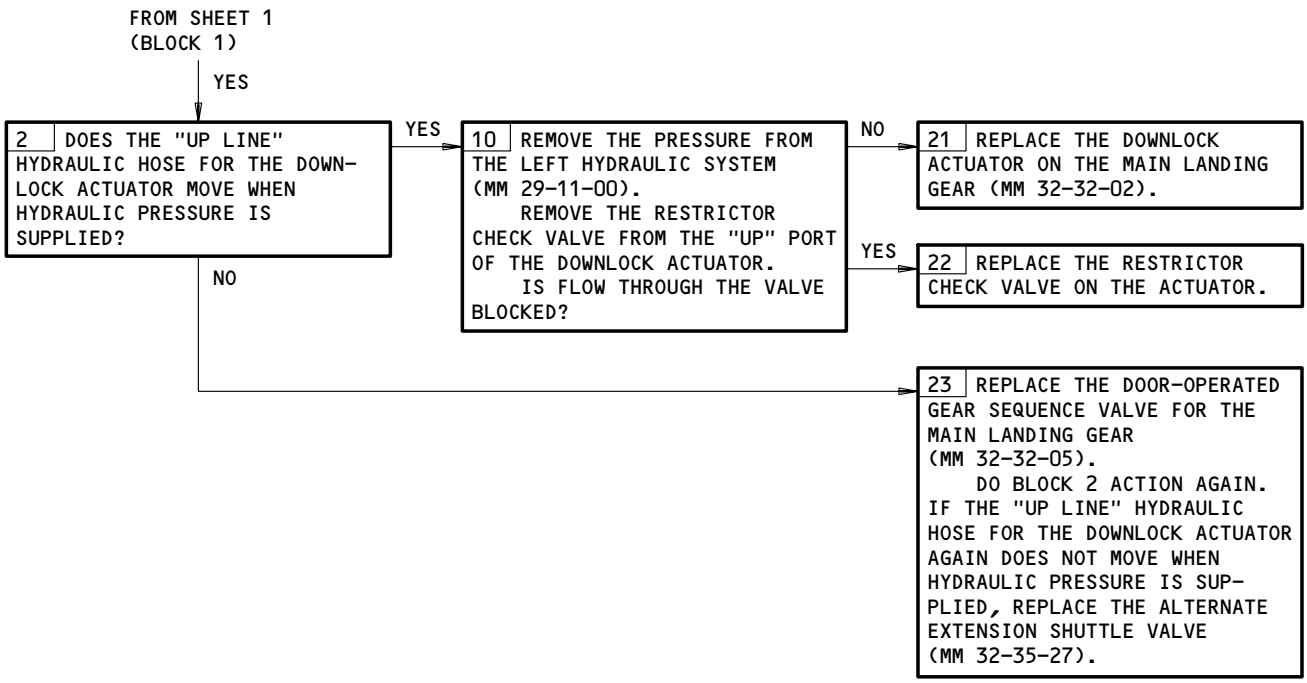
DO THE DOORS FOR THE MAIN LANDING GEAR OPEN FULLY?

NO → 20 REPLACE THE DOOR ACTUATOR FOR THE MAIN LANDING GEAR (MM 32-32-12).

YES

SEE SHEET 2 (BLOCK 2)

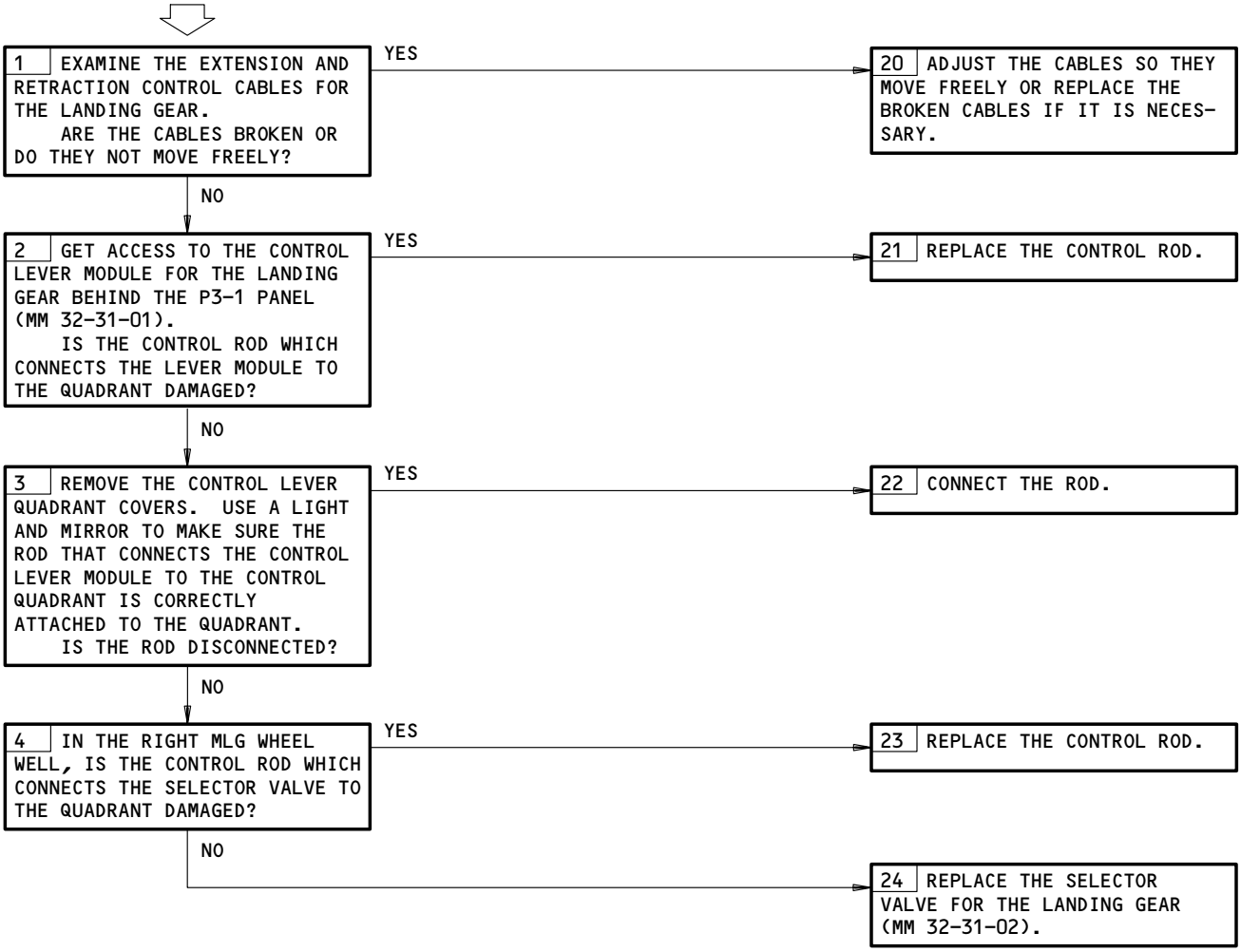
EICAS Msg GEAR DISAGREE & GEAR DOORS Displayed with Gear Handle UP.
GEAR Green Dn Lgt, GEAR Amber Lgt, & DOORS Amber Lgt Illum.
Figure 117 (Sheet 1)



EICAS Msg GEAR DISAGREE & GEAR DOORS Displayed with Gear Handle UP.
GEAR Green Dn Lgt, GEAR Amber Lgt, & DOORS Amber Lgt Illum.
Figure 117 (Sheet 2)

ALL GEAR GREEN DN LGTS REMAINED ILLUM WITH GEAR HANDLE "UP". "EICAS" MSG "GEAR DISAGREE" DISPLAYED. "DOORS" AMBER LGT WAS EXTIN & "GEAR" AMBER LGT ILLUM.

PREREQUISITES
CB'S: NONE



All Gear Green Dn Lgts Remained Illum with Gear Handle UP. EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt was Extin & GEAR Amber Lgt Illum.
Figure 118

GEAR LEVER WOULD NOT MOVE TO "UP" POS INFLT; WAS FREE TO MOVE TO "UP" POS WHEN "LOCK OVRD" PUSHED

PREREQUISITES

ELECTRICAL POWER (MM 24-22-00)
DOOR LOCKS INSTALLED (MM 32-00-15)
DOWNLOCKS INSTALLED (MM 32-00-20)

CB'S: 11S20

1 MAKE SURE THE "AUTO SPD BRK" LIGHT ON THE AUX ANNUNCIATOR POWER-PANEL (P5) IS NOT ON AND THE EICAS MSG "AUTO SPEEDBRAKE" IS NOT SHOWN.

NOTE: THE PRESSURE RELIEF VALVE FOR THE TRUCK POSITIONER WILL OPERATE AT 3500 ±100 PSI. IF THE VALVE OPERATES BECAUSE THE PRESSURE IS TOO HIGH, THE LANDING GEAR WILL NOT RETRACT UNLESS YOU PUSH THE "LOCK OVRD" BUTTON.

IS THE LIGHT ON AND THE MESSAGE IN VIEW?

YES → 14 DO THE FAULT ISOLATION FOR HYDRAULIC SYSTEM OVERPRESSURE FOR THE LEFT HYDRAULIC SYSTEM (29-11-00, FIG. 116, BLOCK 1).
IF THE FAULT CONTINUES, DO BLOCK 2 ACTION.

NO ↓

2 ARE THERE BLOCKAGES WHICH WOULD PREVENT TILT OF THE TRUCK ASSEMBLY FOR THE MAIN LANDING GEAR?

YES → 15 REMOVE THE BLOCKAGES FROM THE TRUCK ASSEMBLY.

NO ↓

3 VISUALLY EXAMINE THE TRUCK POSITIONER ACTUATORS ON THE MAIN LANDING GEAR FOR HYDRAULIC FLUID LEAKAGE AROUND THE BLEEDER PLUG.
IS LEAKAGE FOUND?

YES → 16 REPLACE THE TRUCK POSITIONER ACTUATOR (MM 32-32-15). DO THE HYDRAULIC FUSE SET PROCEDURE (MM 32-32-19).

NO ↓

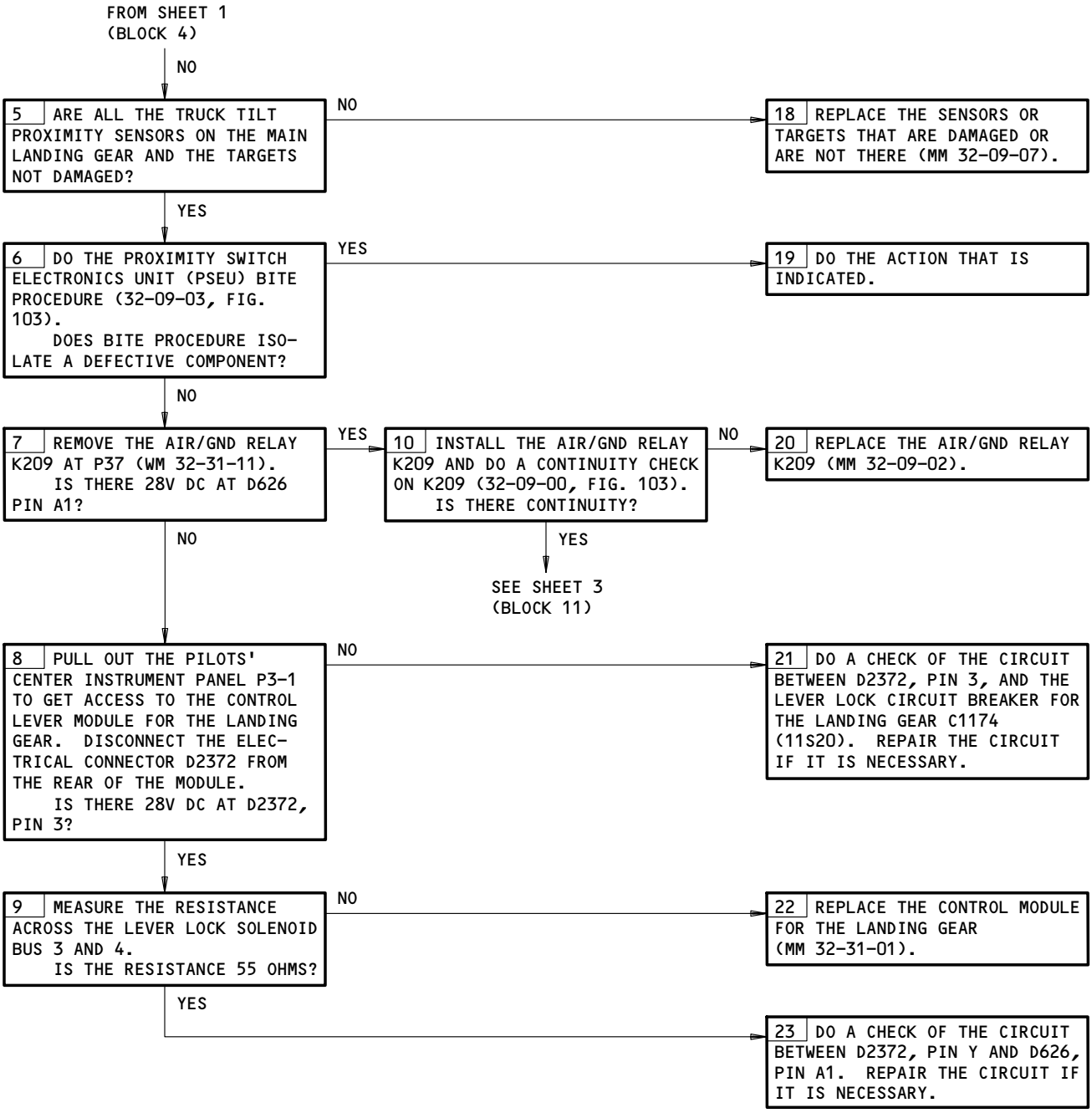
4 VISUALLY EXAMINE THE ATTACHMENT LUG ON THE HEAD END OF THE TRUCK POSITIONER ACTUATOR FOR THE MAIN LANDING GEAR.
IS THE ATTACHMENT LUG BROKEN?

YES → 17 REPLACE THE TRUCK POSITIONER ACTUATOR (MM 32-32-15).

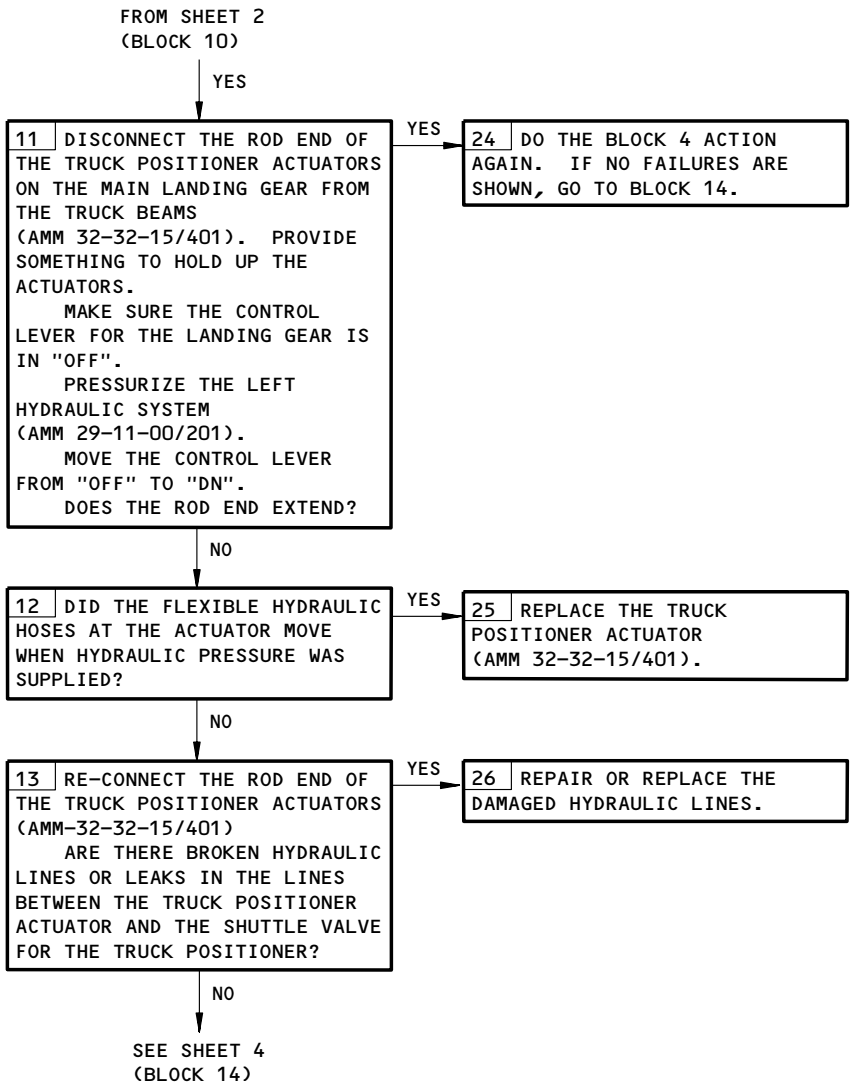
NO ↓

SEE SHEET 2
(BLOCK 5)

Gear Lever would not Move to UP Pos Inflt; was Free to Move to UP Pos when LOCK OVRD Pushed
Figure 118A (Sheet 1)



Gear Lever would not Move to UP Pos Inflt; was Free to Move to UP Pos when LOCK OVRD Pushed
Figure 118A (Sheet 2)



Gear Lever would not Move to UP Pos Inflt; was Free to Move to UP Pos when LOCK OVRD Pushed
Figure 118A (Sheet 3)

FROM SHEET 3
(BLOCK 13)

NO

14 DO THE EXTENSION AND RETRACTION TEST (AMM 32-32-00/501). KEEP THE AIRPLANES ON JACKS.
PRESSURIZE THE LEFT HYDRAULIC SYSTEM (29-11-00/201).
WITH THE LANDING GEAR EXTENDED USE AXLE JACKS TO LEVEL THE MAIN LANDING GEAR TRUCKS.
RELEASE THE AXLE JACKS TO PERMIT THE TRUCK POSITIONER ACTUATORS TO EXTEND.
IF ONE SIDE DID NOT EXTEND, NOTE THE SIDE THAT DID NOT EXTEND AND CONTINUE.
IF BOTH SIDES EXTENDED, GO TO BLOCK 27.
OPEN THE MAIN LANDING GEAR DOORS AND INSTALL THE DOOR LOCKS (AMM 32-00-15/201).
RETRACT AND EXTEND THE LANDING GEAR.
WITH THE LANDING GEAR EXTENDED USE AXLE JACKS TO LEVEL THE MAIN LANDING GEAR TRUCKS.
RELEASE THE AXLE JACKS TO PERMIT THE TRUCK POSITIONER ACTUATORS TO EXTEND.
DID THE SIDE THAT PREVIOUSLY DID NOT EXTEND NOW EXTEND?

NO → 27 DO THE HYDRAULIC FUSE SET PROCEDURE (AMM 32-32-19/201).
IF THE FAILURE CONTINUES, REPLACE THE SHUTTLE VALVE FOR THE TRUCK POSITIONER ACTUATOR (AMM 32-32-17/401).

YES → 28 REPLACE THE DOOR ACTUATOR FOR THE MAIN LANDING GEAR ON THAT SIDE (AMM 32-32-12/401).
DO THE EXTENSION AND RETRACTION TEST (AMM 32-32-00/501).

Gear Lever would not Move to UP Pos Inflt; was Free to Move to UP Pos when LOCK OVRD Pushed
Figure 118A (Sheet 4)

GEAR DOORS WOULD NOT OPEN (ON GROUND) WITH EITHER GROUND DOOR RELEASE SWITCHES OR ALTN GEAR EXTEND SWITCH. ALTN EXTEND PWR PACK DID NOT OPERATE

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
6F5, 6F6

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

1 MAKE SURE THE DOWNLOCKS ARE INSTALLED ON THE NOSE AND MAIN LANDING GEAR (AMM 32-00-20/201).
PRESSURIZE THE LEFT HYDRAULIC SYSTEM (AMM 29-11-00/201).

WARNING

MAKE SURE THE AREA AROUND THE LANDING GEAR DOORS IS CLEAR OF PERSONS AND EQUIPMENT. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

PUSH THE LOCK OVERRIDE AND MOVE THE CONTROL LEVER TO THE "UP" POSITION TO OPEN THE LANDING GEAR DOORS.
WHEN THE LANDING GEAR DOORS ARE OPEN MOVE THE CONTROL LEVER TO THE "OFF" POSITION.
REMOVE THE PRESSURE FROM THE LEFT HYDRAULIC SYSTEM (AMM 29-11-00/201).
INSTALL A "DO NOT OPERATE" TAG ON THE CONTROL LEVER FOR THE LANDING GEAR.

NOTE: THE "GEAR DOORS" AND "GEAR DISAGREE" EICAS MESSAGES WILL BE DISPLAYED.

WARNING

DO NOT ENTER THE WHEEL WELL FOR THE NOSE AND MAIN LANDING GEAR WITH THE HYDRUALIC SYSTEMS PRESSURIZED. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

MANUALLY SET THE DOOR SAFETY VALVE FOR THE LEFT AND RIGHT MAIN LANDING GEAR DOORS. TO DO THIS, PULL DOWN ON THE SAFETY VALVE CONTROL ROD UNTIL THE DOOR SAFETY VALVE IS LATCHED IN THE SAFE POSITION (AMM 32-35-00/501, FIG. 501).

MANUALLY SET THE DOOR SAFETY VALVE FOR THE NOSE LANDING GEAR DOORS. TO DO THIS, PUSH THE SEQUENCING CONTROL ROD UNTIL THE DOOR SAFETY VALVE IS LATCHED IN THE SAFE POSITION (AMM 32-35-00/501, FIG. 502).

NOTE: THE DOOR UNSAFE LIGHTS FOR THE MAIN AND NOSE LANDING GEAR DOORS ARE ON WHEN THE DOOR SAFETY VALVE IS IN THE UNSAFE POSITION. THE LIGHT IS OFF WHEN THE DOOR SAFETY VALVE IS IN THE SAFE POSITION.

INSTALL THE DOORS LOCKS (AMM 32-00-15/201).
OPEN, AND THEN CLOSE THIS CIRCUIT BREAKER ON THE P6 PANEL:

6G5 ALTN EXT CONT

DISCONNECT THE ELECTRICAL CONNECTOR FROM THE ALTERNATE EXTEND POWER PACK, M10231 (WDM 32-35-11).
DO NOT OPERATE THE ALTERNATE GEAR EXTEND SWITCH ON THE P3 PANEL.
DO A CHECK FOR 28V DC BETWEEN PINS A AND B (GROUND) OF THE POWER PACK CONNECTOR.
IS THERE 28V DC?

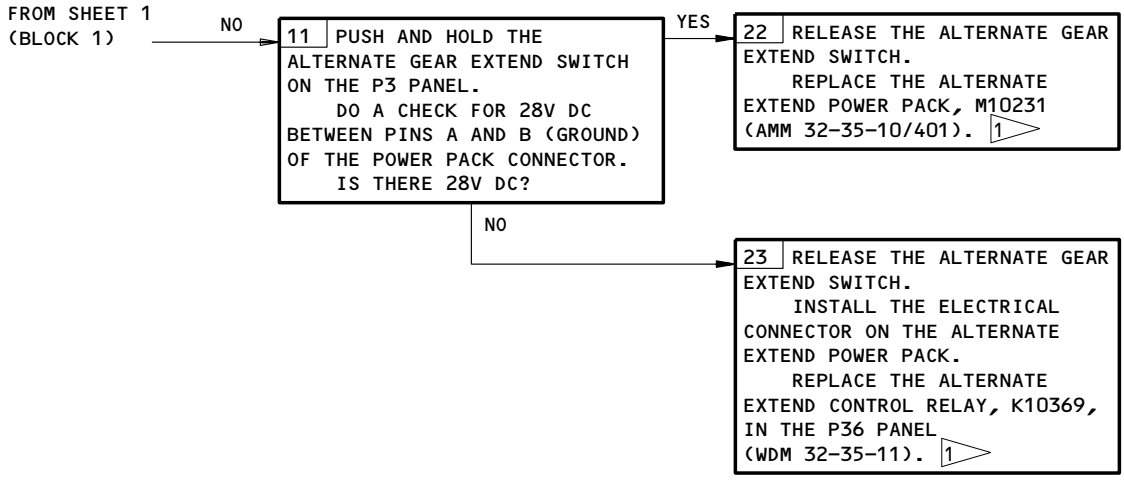
YES → 21 REPLACE THE ALTERNATE EXTEND CONTROL RELAY, K10369, IN THE P36 PANEL (WDM 32-35-11).
REPLACE THE ALTERNATE EXTEND POWER PACK, M10231 (AMM 32-35-10). 1

NO → SEE SHEET 2 (BLOCK 11

1 WARNING: USE THE PROCEDURE IN AMM 32-00-15 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

REMOVE THE DOOR LOCKS FROM THE LANDING GEAR AND CLOSE THE DOORS (AMM 32-00-15).

Gear Doors Would Not Open (On Ground) With Either Ground Door Release Switches or Altn Gear Extend Switch. Altn Extend Pwr Pack Did Not Operate
Figure 118B (Sheet 1)



Gear Doors Would Not Open (On Ground) With Either Ground Door Release Switches or Altn Gear Extend Switch. Altn Extend Pwr Pack Did Not Operate
Figure 118B (Sheet 2)

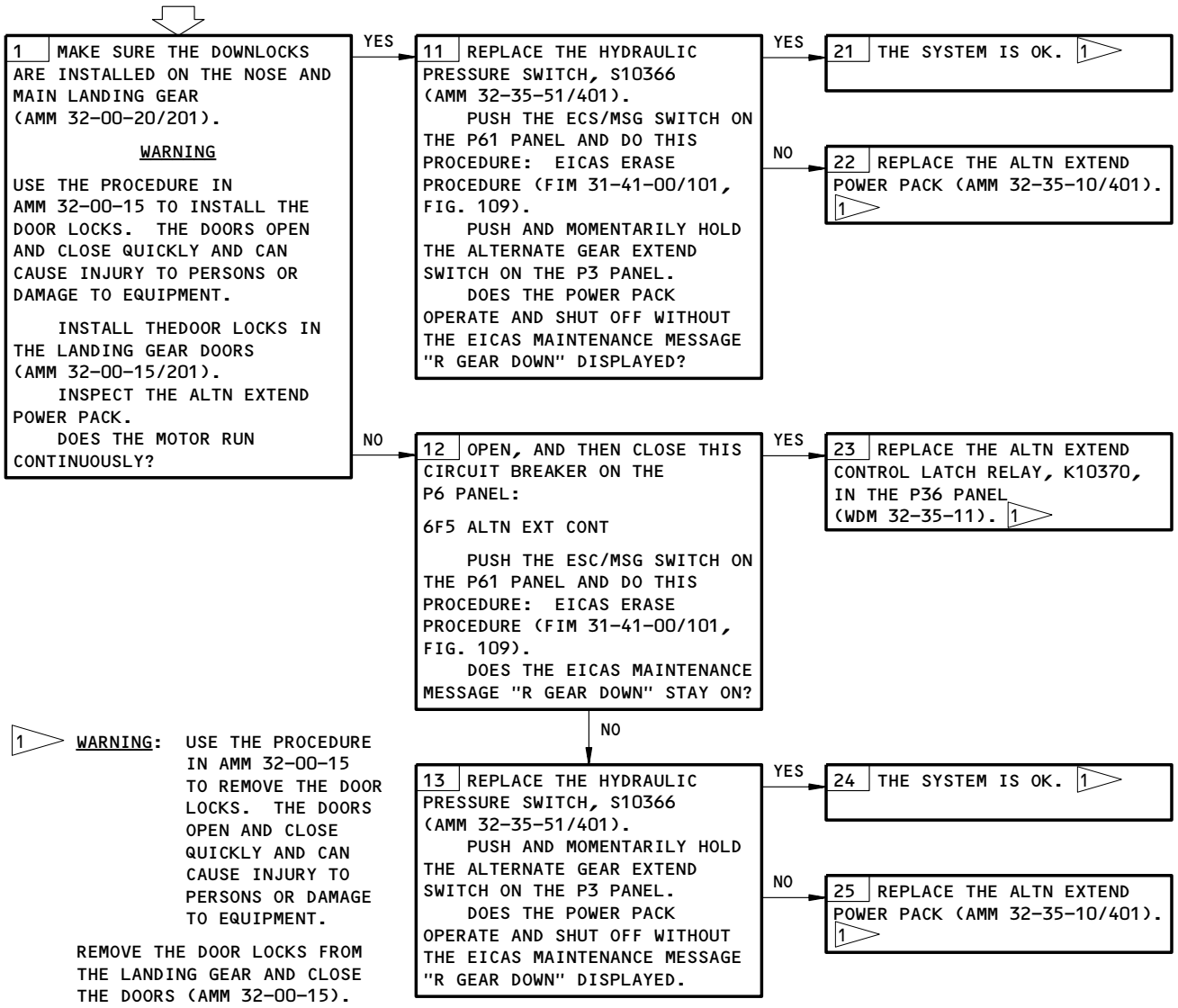
ALL GEAR DOORS OPENED NORMALLY WITH GROUND DOOR RELEASE SWITCHES. EICAS "LDG GEAR MONITOR" (STATUS) AND "R GEAR DOWN" (MAINT) MESSAGES DISPLAYED

PREREQUISITES

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

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6F5, 6F6, 11C30, 11R36, 11S23

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



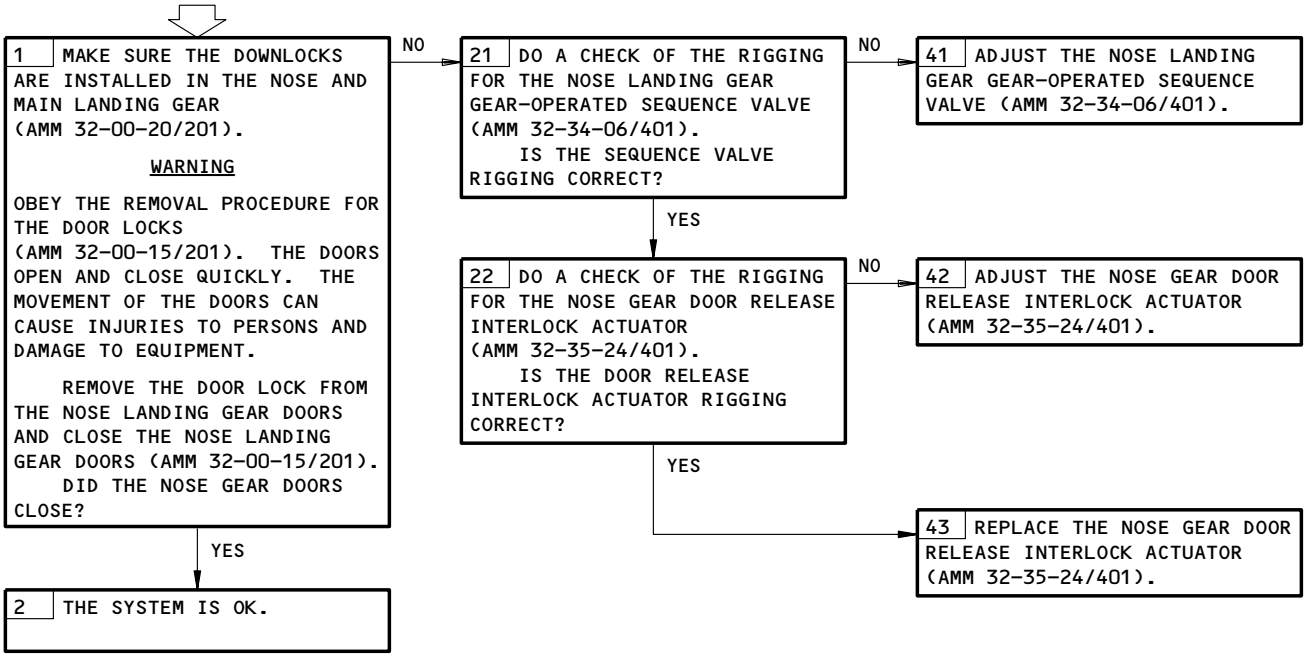
All Gear Doors Opened Normally with Ground Door Release Switches. EICAS LDG GEAR MONITOR (Status) and R GEAR DOWN (Maint) Messages Displayed
Figure 118C

NOSE GEAR DOORS WOULD NOT CLOSE (ON GROUND) WITH NOSE GEAR DOOR CLOSE SWITCH

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6F5, 6F6

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



Nose Gear Doors Would Not Close (On Ground) With Nose Gear Door Close Switch
Figure 118D

NOSE GEAR GREEN DN LGT OFF, GEAR HANDLE DN. AMBER GEAR LGT ON. EICAS SHOWS GEAR DISAGREE. DOORS AMBER LGT OFF. LEFT AND RIGHT GEAR LGTS ARE ON.

PREREQUISITES
AIRPLANE ON THE GROUND.

WARNING: DO NOT LET YOURSELF OR ANOTHER PERSON BE UNDER THE AIRPLANE UNTIL YOU ARE SURE THE NOSE GEAR DOWNLOCK OR AIRPLANE JACK IS INSTALLED. INJURY OR DEATH TO PERSONS AND DAMAGE TO EQUIPMENT CAN RESULT.

1 DO YOU KNOW FOR SURE THAT THE NOSE GEAR DOWNLOCK IS INSTALLED?

YES → 30 DO THE LANDING GEAR POSITION INDICATING AND WARNING SYSTEM - ADJUSTMENT/ TEST PROCEDURE (AMM 32-61-00/501).

NO

2 WARNING: MOVEMENT OF THE AIRPLANE CAN CAUSE THE INADVERTENT RETRACTION OF THE NOSE LANDING GEAR IF IT IS NOT IN THE LOCKED POSITION AND THE DOWNLOCK IS NOT INSTALLED.

1. STOP ALL MAINTENANCE AND LOADING ACTIVITIES THAT CAUSE THE AIRPLANE TO BOUNCE, SHAKE OR MOVE.
2. MAKE SURE THAT THE CONFIGURATION OF THE HYDRAULIC SYSTEM IS NOT CHANGED.

   NOTE: IF HYDRAULIC POWER IS SUPPLIED, LEAVE IT ON. IF HYDRAULIC POWER IS NOT SUPPLIED, LEAVE IT OFF.

3. MAKE SURE THE PARKING BRAKE IS SET.
4. MAKE SURE CHOCKS ARE SECURED AGAINST THE FRONT AND BACK OF AT LEAST ONE SET OF MAIN GEAR TIRES.
5. MAKE SURE THE DOWNLOCKS ARE INSTALLED IN THE MAIN LANDING GEAR (AMM 32-00-20/201).

   WARNING: DO NOT LET YOURSELF OR ANOTHER PERSON BE UNDER THE AIRPLANE WHEN YOU PUT THE CHOCK IN FRONT OF THE NOSE LANDING GEAR TIRE. IF THE NOSE LANDING GEAR RETRACTS, INJURY OR DEATH TO PERSONS AND DAMAGE TO EQUIPMENT CAN RESULT.

6. USE ROPES OR A LONG POLE TO PUT A CHOCK IN FRONT OF THE NOSE LANDING GEAR TIRES, IF CHOCKCS ARE NOT ALREADY INSTALLED.

   NOTE: DO NOT PUT A CHOCK BEHIND THE NOSE LANDING GEAR TIRE. IT WILL NOT HELP PREVENT AN INADVERTANT RETRACTION OF THE NOSE LANDING GEAR.

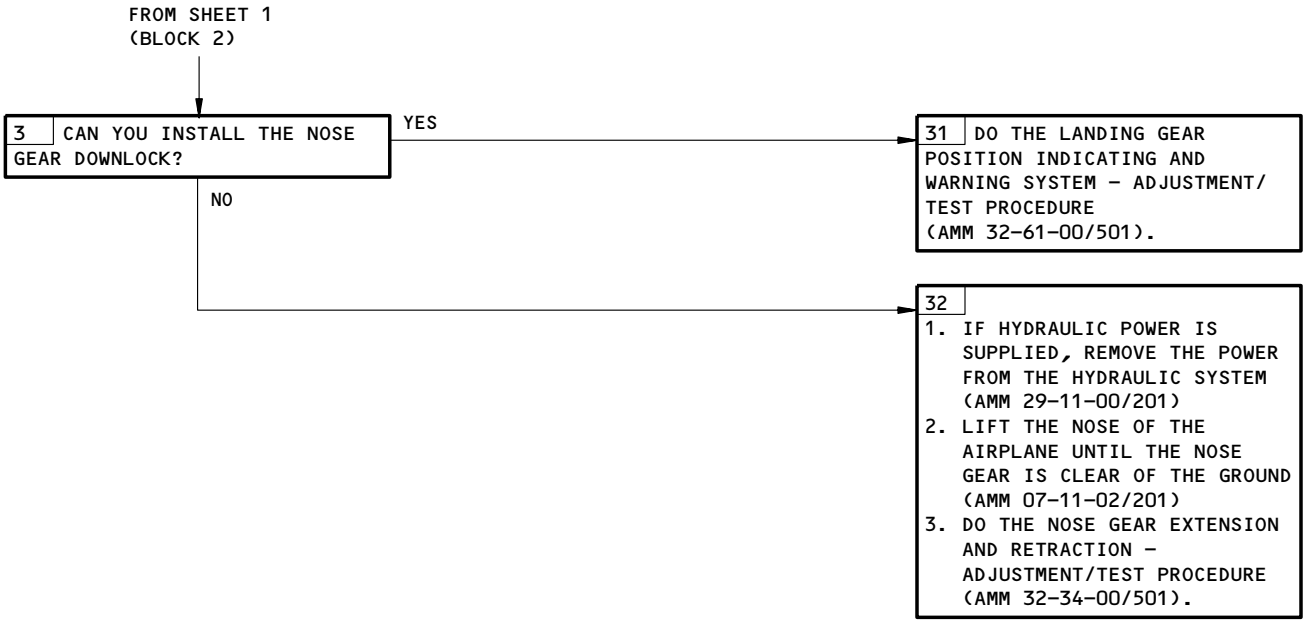
WARNING: DO NOT LET YOURSELF OR ANOTHER PERSON BE UNDER THE AIRPLANE WHEN YOU INSTALL THE JACK PAD. IF THE NOSE LANDING GEAR RETRACTS, INJURY OR DEATH TO PERSONS AND DAMAGE TO EQUIPMENT CAN RESULT.

7. PUT A JACK UNDER THE NLG BODY JACK PAD SUCH THAT THE JACK SUPPORTS SOME OF THE WEIGHT OF THE AIRPLANE, BUT DOES NOT LIFT THE NOSE LANDING GEAR TIRE OFF THE GROUND (AMM 07-11-02/201).

→ SEE SHEET 2 (BLOCK 3)

Nose Gear Green Dn Lgt off, Gear Handle DN. Amber GEAR Lgt On. EICAS shows GEAR DISAGREE. DOORS Amber Lgt off. LEFT and RIGHT Gear Lgts Are On.
Figure 119 (Sheet 1)

H43779



Nose Gear Green Dn Lgt off, Gear Handle DN. Amber GEAR Lgt On. EICAS shows GEAR DISAGREE. DOORS Amber Lgt off. LEFT and RIGHT Gear Lgts Are On.
Figure 119 (Sheet 2)

HYDRAULIC BRAKE SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ACCUMULATOR - (REF 32-44-00, FIG. 101)				
PARKING BRAKE	1	2	L/R MLG WHEEL WELL ON ALTERNATE METERING VALVE	32-41-09
BRAKE - HYDRAULIC	3	8	MAIN LANDING GEAR	32-41-10
CABLES - BRAKE CONTROL	1	8	821, FWD CARGO COMPT CLG AREA	32-00-05
CHECK VALVE - (REF 32-44-00, FIG. 101)				
THERMAL RELIEF				
CIRCUIT BREAKERS	3		FLT COMPT, P6,P11	
BRAKE PRESS IND, C1180		1	11S13	*
PARKING BRAKE VLV, C1179		1	6F4	*
HYDRAULICS RESERVE BRAKE SOURCE, C4292		1	11K22	*
COMPUTER - (REF 31-41-00, FIG. 101)				
EICAS, L, M10181				
EICAS, R, M10182				
CONTROL UNIT - (REF 32-42-00, FIG. 101)				
ANTISKID AUTOBRAKE, M102				
DISCONNECT - BRAKE	3	8	MAIN LANDING GEAR	32-41-08
GAGE - (REF 32-44-00, FIG. 101)				
PNEUMATIC PRESSURE				
INDICATOR - BRAKE PRESS., N10	3	1	FLT COMPT, P3	*
LIGHT - BRAKE SOURCE, L491	3	1	FLT COMPT, P1	*
LIGHT - (REF 32-44-00, FIG. 101)				
PARK BRAKE, L413				
MECHANISM, BRAKE PEDAL BUS	1	1	113AL, FWD EQUIP COMPT	32-41-01
MODULE - (REF 32-42-00, FIG. 101)				
ALTERNATE ANTISKID CONTROL VALVE, L&R				
ANTISKID SHUTTLE VALVE, L&R				
MODULE - (REF 32-42-00, FIG. 101)				
AUTOBRAKE VALVE, M239			L&R MAIN GEAR WHEEL WELLS, FWD BULKHD	32-41-02
NORMAL ANTISKID VALVE, L&R				
PEDALS - BRAKE (CAPTAIN'S AND FIRST OFFICER'S)	1	4	FLT COMPT	32-41-00
		4	FLT COMPT	32-41-00
RELAY - (REF 32-44-00, FIG. 101)				
PARK BRAKE CLOSE SENSE, K419				
RELAY - (REF 29-11-00, FIG. 101)				
RESERVE BRAKE CONTROL, K10426				
SWITCH - ALTERNATE SOURCE SELECT VALVE PRESS, S415	2	1	R MAIN GEAR WHEEL WELL	32-41-04
SWITCH - (REF 32-42-00, FIG. 101)				
BRAKE, LH, S82				
BRAKE, RH, S83				

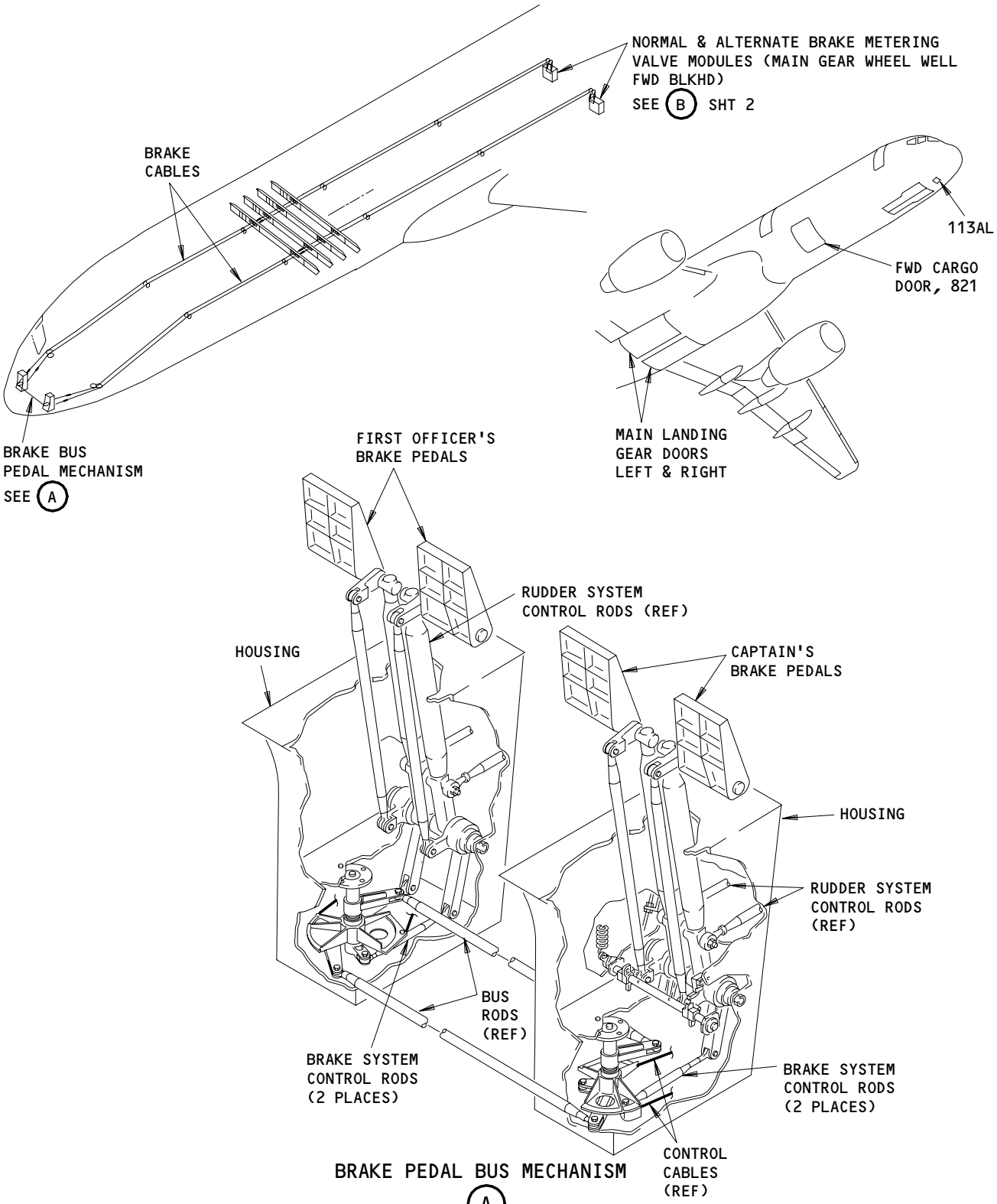
* SEE WM EQUIPMENT LIST

Component Index
Figure 101 (Sheet 1)

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
SWITCH - SYS R ACMP PRESS, S30 (REF 29-31-00, FIG. 101) SWITCH - SYS R PRESS, S32 (REF 29-31-00, FIG. 101) SWITCH - RESERVE BRAKE, S10390 (REF 29-11-00, FIG. 101) SWITCH - PARK BRAKE, S459 (REF 32-44-00, FIG. 101) TRANSDUCER, HYD BRAKE SOURCE, TS90 VALVE, AUTOBRAKE SHUTTLE, L&R (REF 32-42-00, FIG. 101) VALVE, MAIN GEAR SELECTOR (REF 32-30-00, FIG. 101) VALVE - ACCUMULATOR ISOLATION (REF 32-44-00, FIG. 101)	2	1	R MAIN GEAR WHEEL WELL	32-41-00
VALVE - ALTERNATE BRAKE SELECTOR VALVE AND MOTOR - PARKING BRAKE, V41 (REF 32-44-00, FIG. 101) VALVE - STANDPIPE SELECTOR, V10117 (REF 29-11-00, FIG. 101) VALVE - SYSTEM ISOLATION, M10118 (REF 29-11-00, FIG. 101)	2	1	R MAIN GEAR WHEEL WELL	32-41-04
VALVE ASSEMBLY - BRAKE METERING	2	2	L (R) MAIN GEAR WHEEL WELL, FWD BULKHEAD	32-41-03

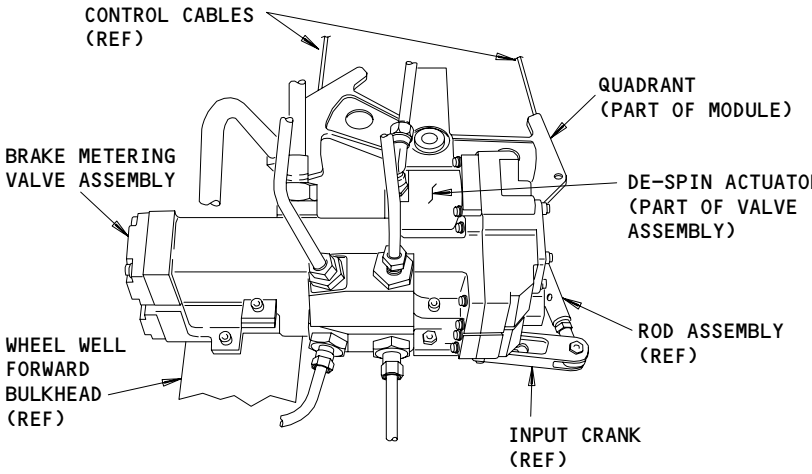
* SEE WM EQUIPMENT LIST

Component Index
Figure 101 (Sheet 2)

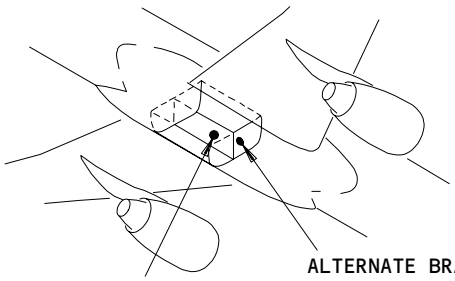


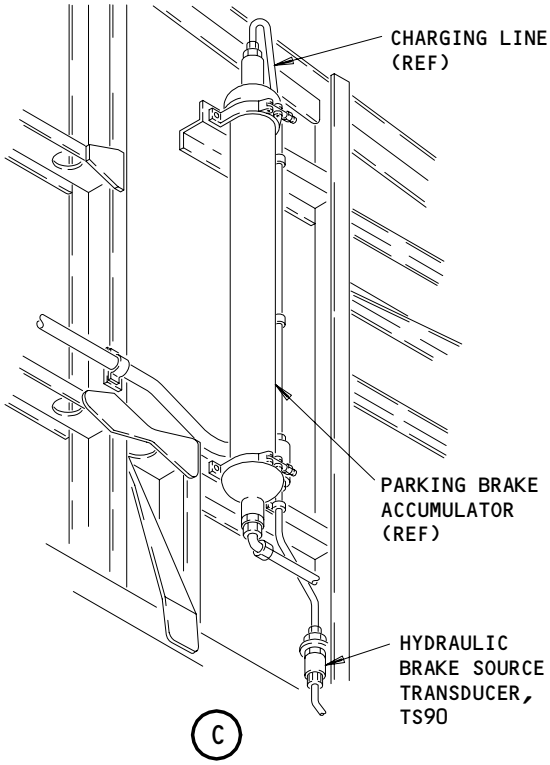
BRAKE PEDAL BUS MECHANISM
(A)

Component Location
Figure 102 (Sheet 1)

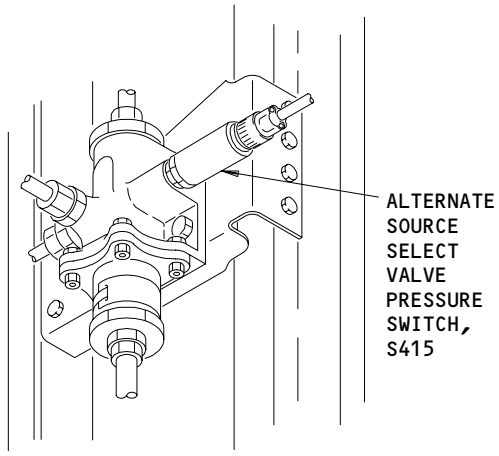


BRAKE METERING VALVE ASSEMBLY
(LEFT SIDE INSTALLATION SHOWN;
RIGHT SIDE INSTALLATION SIMILAR)
B



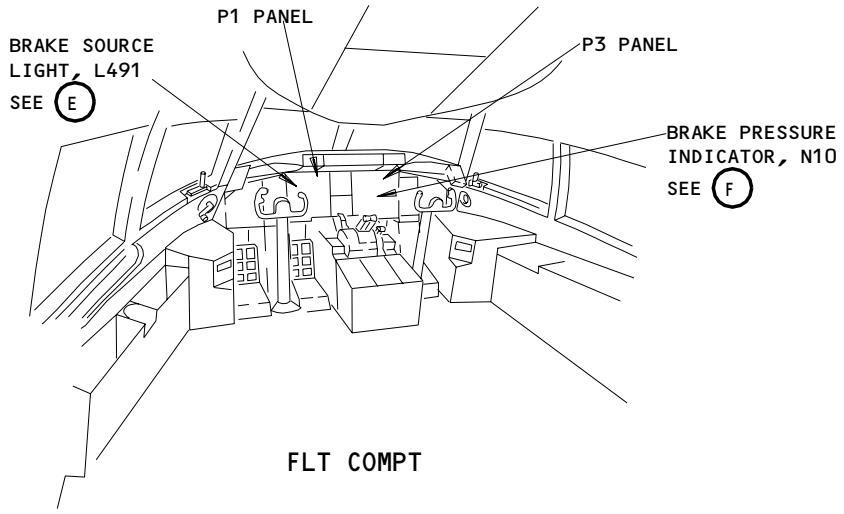


C

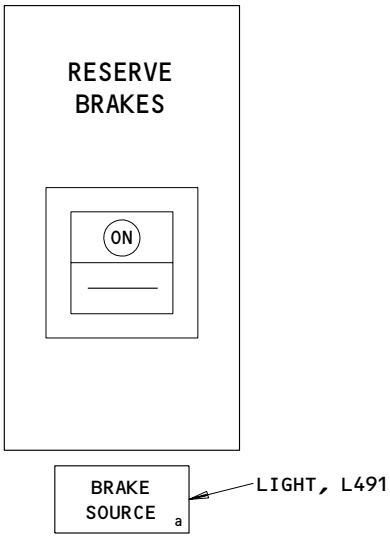


ALTERNATE BRAKE SELECTOR VALVE
D

Component Location
Figure 102 (Sheet 2)

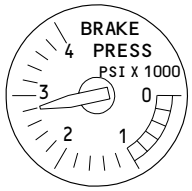


FLT COMPT



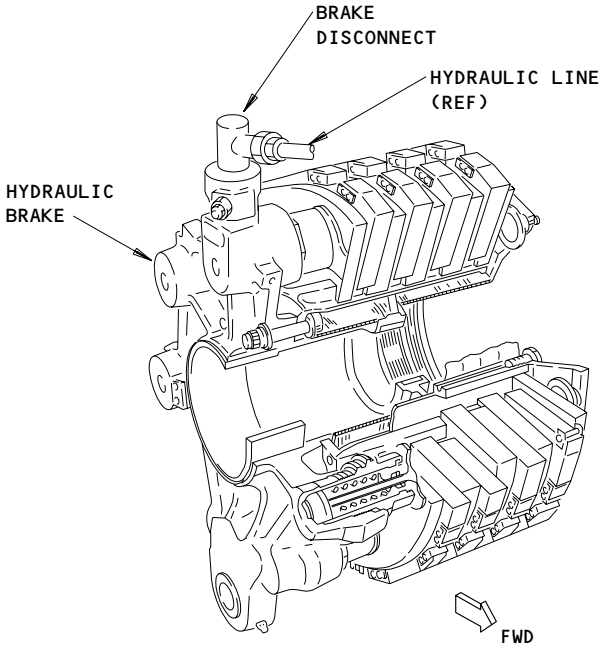
BRAKE SOURCE LIGHT, L491

E



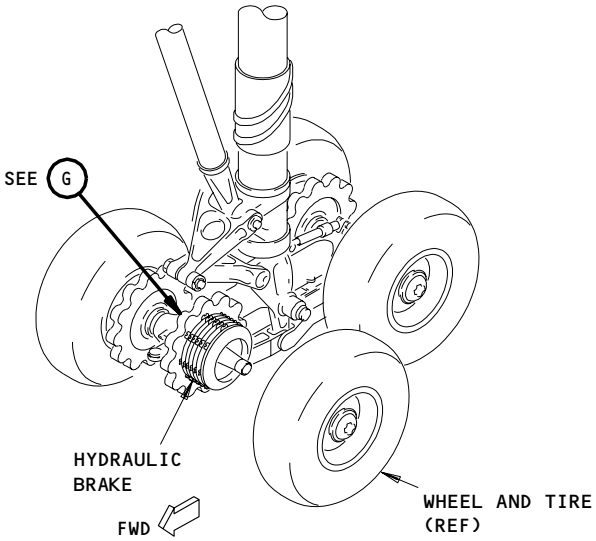
BRAKE PRESSURE INDICATOR, N10

F



BRAKE DISCONNECT

G



Component Location
Figure 102 (Sheet 3)

"BRAKE SOURCE" LIGHT ILLUM WITH BOTH L AND R HYD SYS PRESSURIZED. BRAKE PRESSURE INDICATION NORMAL. EICAS MSG "BRAKE SOURCE" DISPLAYED

PREREQUISITES

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

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
- 11A15,11K16

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

1 REMOVE THE CONNECTOR FOR PIN 2 FROM THE BRAKE SOURCE LIGHT, L491, ON THE P1 PANEL (WDM 32-41-11).
DOES THE LIGHT GO OFF?

NO → 20 CONNECT THE PIN 2 CONNECTOR TO THE BRAKE SOURCE LIGHT, L491.
REPAIR THE CIRCUIT IN THE MASTER DIM AND TEST SYSTEM (33-16-00, FIG. 103).

YES → 21 CONNECT THE PIN 2 CONNECTOR TO THE BRAKE SOURCE LIGHT, L491. REMOVE THE EICAS COMPUTERS M10181 AND M10182 (MM 31-41-02/401).
EXAMINE AND REPAIR THE CIRCUIT BETWEEN PIN 2 OF THE BRAKE SOURCE LIGHT, L491, PINS H12 OF EICAS COMPUTERS M10181 AND M10182, AND PIN 3 OF CONNECTOR D3064 ON THE PRESSURE SWITCH, S32 (WDM 29-11-22; 32-41-11; 32-42-11).
INSTALL THE EICAS COMPUTERS (MM 31-41-02/401).

BRAKE SOURCE Light Illum With Both L and R Hyd Sys Pressurized.
Brake Press Indication Normal. EICAS Msg BRAKE SOURCE Displayed
Figure 103

PREREQUISITES

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

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11A15,11K16

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
LEFT AND RIGHT HYDRAULIC SYSTEMS ARE PRESSURIZED (AMM 29-11-00/201)

BRAKE PRESS (LOW___ PSI, ZERO). L AND R SYS WAS PRESSURIZED AND "BRAKE SOURCE" LGT WAS EXTINGUISHED 1

NOTE: HYDRAULIC PRESSURE MUST BE LESS THAN 1700 PSI BEFORE THE "BRAKE SOURCE" LIGHT COMES ON.

1 EXAMINE THE HYDRAULIC CONTROL PANEL LOW "PRESS" LIGHTS ON THE P5 PANEL.
ARE ANY "PRESS" LIGHTS ON?

YES → 19 DO THIS PROCEDURE: L (R) EDP PRESSURE LIGHT ILLUMINATED PROCEDURE (FIM 29-11-00/101, FIG. 125).

NO

1A PUSH IN THE "ELEC/HYD" SWITCH ON THE P61 PANEL.
IS THE PRESSURE STABLE IN THE LEFT AND RIGHT HYDRAULIC SYSTEMS?

NO → 20 DO THIS PROCEDURE: L (R) ACMP PRESSURE LOW PROCEDURE (FIM 29-11-00/101, FIG. 118).

YES → 21 DO THE SERVICING OF THE HYDRAULIC BRAKE ACCUMULATOR (AMM 12-15-04/301).
IF THE PROBLEM CONTINUES, DO THE PROCEDURE IN FIG. 106.
IF THE PROBLEM CONTINUES, REPLACE THE BRAKE PRESSURE GAGE, N10 (WDM 32-41-11).
IF THE PROBLEM CONTINUES, REPLACE THE HYD BRAKE PRESSURE TRANSDUCER, TS90 (WDM 32-41-11).

1 IT IS NORMAL FOR BRAKE PRESSURE INDICATION TO DROP FROM 3000 PSI SYSTEM PRESSURE TO 2500-2700 PSI DURING A FLIGHT DUE TO LOW AMBIENT TEMPERATURES AT CRUISE ALTITUDE THAT CAUSE THE GAS IN THE BRAKE ACCUMULATOR AND THE ACCUMULATOR GAS CHARGING LINE TO COOL, RESULTING IN LOWER GAS PRESSURE. THE BRAKE PRESSURE TRANSMITTER SENSES THE GAS PRESSURE AND SENDS AN ELECTRICAL SIGNAL REPRESENTING THIS PRESSURE TO THE BRAKE PRESSURE INDICATOR ON THE FLIGHT DECK. AT NORMAL AMBIENT TEMPERATURE, THERE IS ENOUGH GAS VOLUME IN THE ACCUMULATOR AND CHARGING LINE, SO THAT THE HYDRAULIC PRESSURE ON THE SYSTEM SIDE OF THE PISTON COMPRESSES THE GAS UNTIL THE PRESSURE ON BOTH SIDES OF THE PISTON IS BALANCED, AND ACTUAL SYSTEM PRESSURE IS TRANSMITTED TO THE PRESSURE INDICATOR. DURING DESCENT, THE GAS WARMS AND EXPANDS, CAUSING THE BRAKE PRESSURE INDICATION TO SHOW THE ACTUAL SYSTEM PRESSURE AGAIN (APPROXIMATELY 3000 PSI).

Brake Press (Low___ PSI, Zero). L and R Hyd Sys Was Pressurized And BRAKE SOURCE Light Was Extinguished
Figure 104

PREREQUISITES

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

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11A15

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

BRAKE PRESS IND FLUCTUATES 1

1 PUSH IN THE "ELEC/HYD" SWITCH ON THE P61 PANEL.
IS THE RIGHT HYDRAULIC SYSTEM PRESSURE STABLE?

NO → 20 DO THIS PROCEDURE: L (R) ACMP PRESSURE LOW PROCEDURE (FIM 29-11-00/101, FIG. 118).

YES

2 EXAMINE THE LOG BOOK REPORTS TO SEE IF THE RIGHT HYDRAULIC SYSTEM HAS HAD PRESSURE FLUCTUATIONS.
HAVE RIGHT HYDRAULIC SYSTEM PRESSURE FLUCTUATIONS BEEN REPORTED?

YES → 21 DO A FAULT ISOLATION OF THE RIGHT HYDRAULIC SYSTEM TO FIND THE CAUSE OF PRESSURE FLUCTUATION (AMM 29-11-00/101).

NO → 22 DO THE SERVICING OF THE HYDRAULIC BRAKE ACCUMULATOR (AMM 12-15-04/301).
IF THE PROBLEM CONTINUES, DO THE PROCEDURE IN FIG. 106.
IF THE PROBLEM CONTINUES, REPLACE THE BRAKE PRESSURE GAGE, N10 (WDM 32-41-11).
IF THE PROBLEM CONTINUES, REPLACE THE HYD BRAKE PRESSURE TRANSDUCER, TS90 (WDM 32-41-11).

1 IT IS NORMAL FOR BRAKE PRESSURE INDICATION TO DROP FROM 3000 PSI SYSTEM PRESSURE TO 2500-2700 PSI DURING A FLIGHT DUE TO LOW AMBIENT TEMPERATURES AT CRUISE ALTITUDE THAT CAUSE THE GAS IN THE BRAKE ACCUMULATOR AND THE ACCUMULATOR GAS CHARGING LINE TO COOL, RESULTING IN LOWER GAS PRESSURE. THE BRAKE PRESSURE TRANSMITTER SENSES THE GAS PRESSURE AND SENDS AN ELECTRICAL SIGNAL REPRESENTING THIS PRESSURE TO THE BRAKE PRESSURE INDICATOR ON THE FLIGHT DECK. AT NORMAL AMBIENT TEMPERATURE, THERE IS ENOUGH GAS VOLUME IN THE ACCUMULATOR AND CHARGING LINE, SO THAT THE HYDRAULIC PRESSURE ON THE SYSTEM SIDE OF THE PISTON COMPRESSES THE GAS UNTIL THE PRESSURE ON BOTH SIDES OF THE PISTON IS BALANCED, AND ACTUAL SYSTEM PRESSURE IS TRANSMITTED TO THE PRESSURE INDICATOR. DURING DESCENT, THE GAS WARMS AND EXPANDS, CAUSING THE BRAKE PRESSURE INDICATION TO SHOW THE ACTUAL SYSTEM PRESSURE AGAIN (APPROXIMATELY 3000 PSI).

Brake Pressure Ind Fluctuates
Figure 105

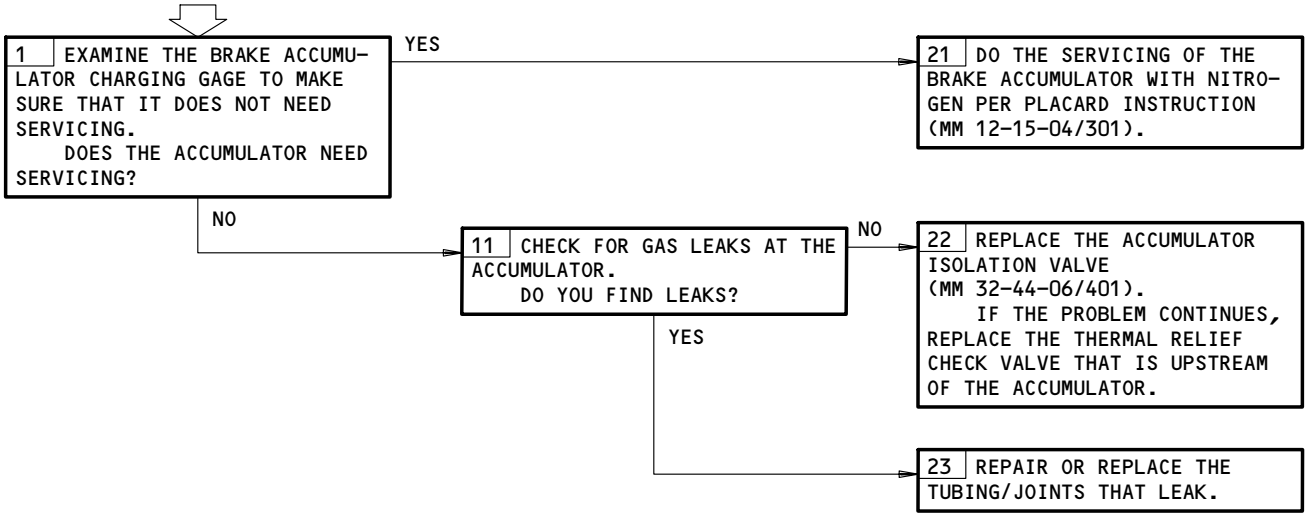
PREREQUISITES

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

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11A15

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

"BRAKE PRESS" FAILED TO HOLD PRESSURE WITH L HYD SYS PRESSURIZED AND R SYS NOT PRESSURIZED



BRAKE PRESS Failed to Hold Pressure with L Hyd Sys Pressurized and R Sys Not Pressurized
Figure 106

"BRAKE SOURCE" LGT ILLUM WITH L AND R HYD SYS DEPRESSURIZED AND RESERVE BRAKE SW "ON". EICAS MSG "BRAKE SOURCE" DISPLAYED

PREREQUISITES

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

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11A15,11K16,11K22

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

1 REMOVE RELAY, K10426, AT THE P37 PANEL.
IS THERE CONTINUITY ACROSS PINS D1 AND D2 ON CONNECTOR D5122 (WDM 29-21-31)?

NO

21 REPLACE THE RELAY, K10426, ON THE P37 PANEL (WDM 29-21-31; 32-42-11).

YES

22 INSTALL THE RELAY, K10426, ON THE P37 PANEL. REPLACE R HYD SYSTEM PRESSURE SWITCH, S30 (WDM 29-11-32).
IF THE PROBLEM CONTINUES, REMOVE THE EICAS COMPUTERS M10181 AND M10182 (MM 31-41-02/401).
EXAMINE AND REPAIR THE CIRCUIT BETWEEN PIN 2 OF THE BRAKE SOURCE LIGHT, L491, PINS H12 OF THE EICAS COMPUTERS AND PIN D2 OF RELAY, K10426 (WDM 32-41-11; 32-42-11).
INSTALL THE EICAS COMPUTERS (MM 31-41-02/401).

BRAKE SOURCE Lgt Illum with L and R Hyd Sys Depressurized and Reserve Brake Sw ON. EICAS Message BRAKE SOURCE Displayed
Figure 107

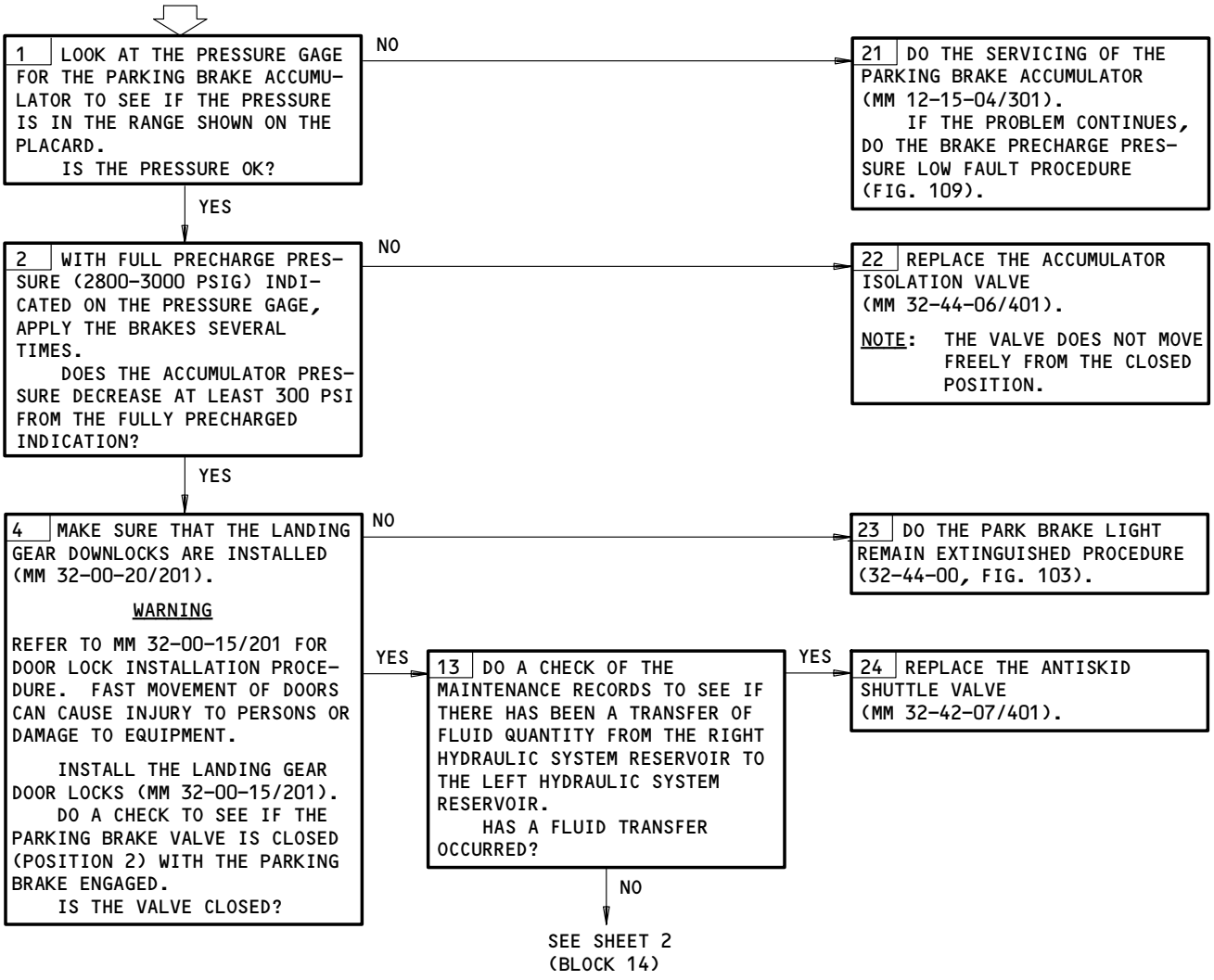
PREREQUISITES

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

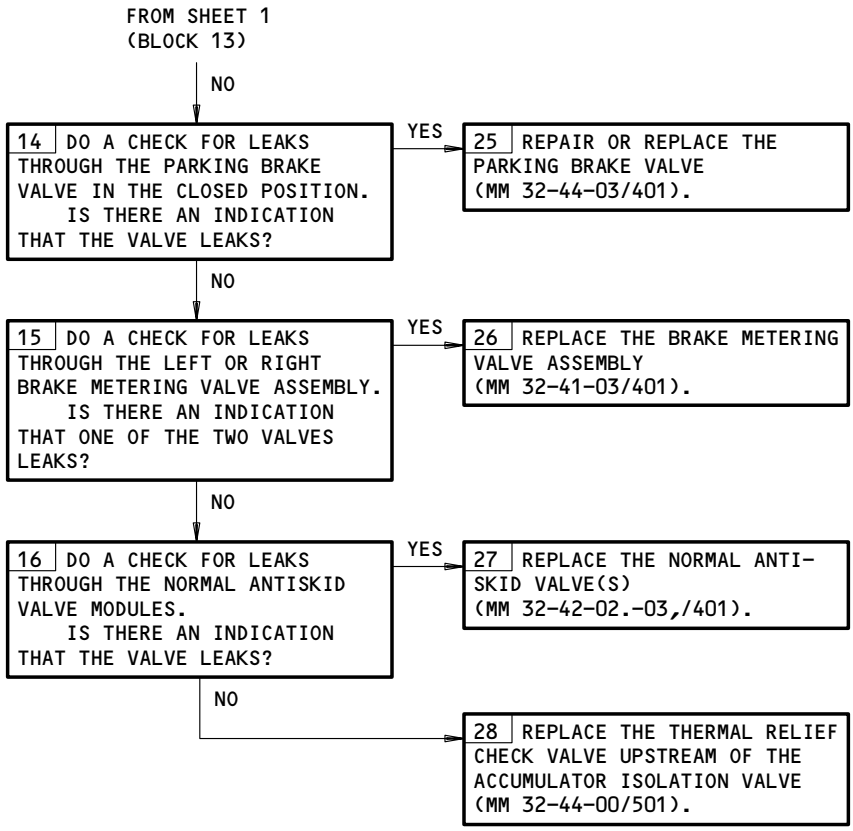
MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6F4,11S13

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (MM 24-22-00/201)
DOWNLOCKS INSTALLED (MM 32-00-20/201)
DOORLOCKS INSTALLED (MM 32-00-15/201)

BRAKE PRESS FAILED TO HOLD (BLEEDS OFF) WITH L AND R HYD SYS DEPRESSURIZED



Brake Press Failed to Hold Press with L and R Hyd Sys Depressurized
Figure 108 (Sheet 1)



Brake Press Failed to Hold Press with L and R Hyd Sys Depressurized
Figure 108 (Sheet 2)

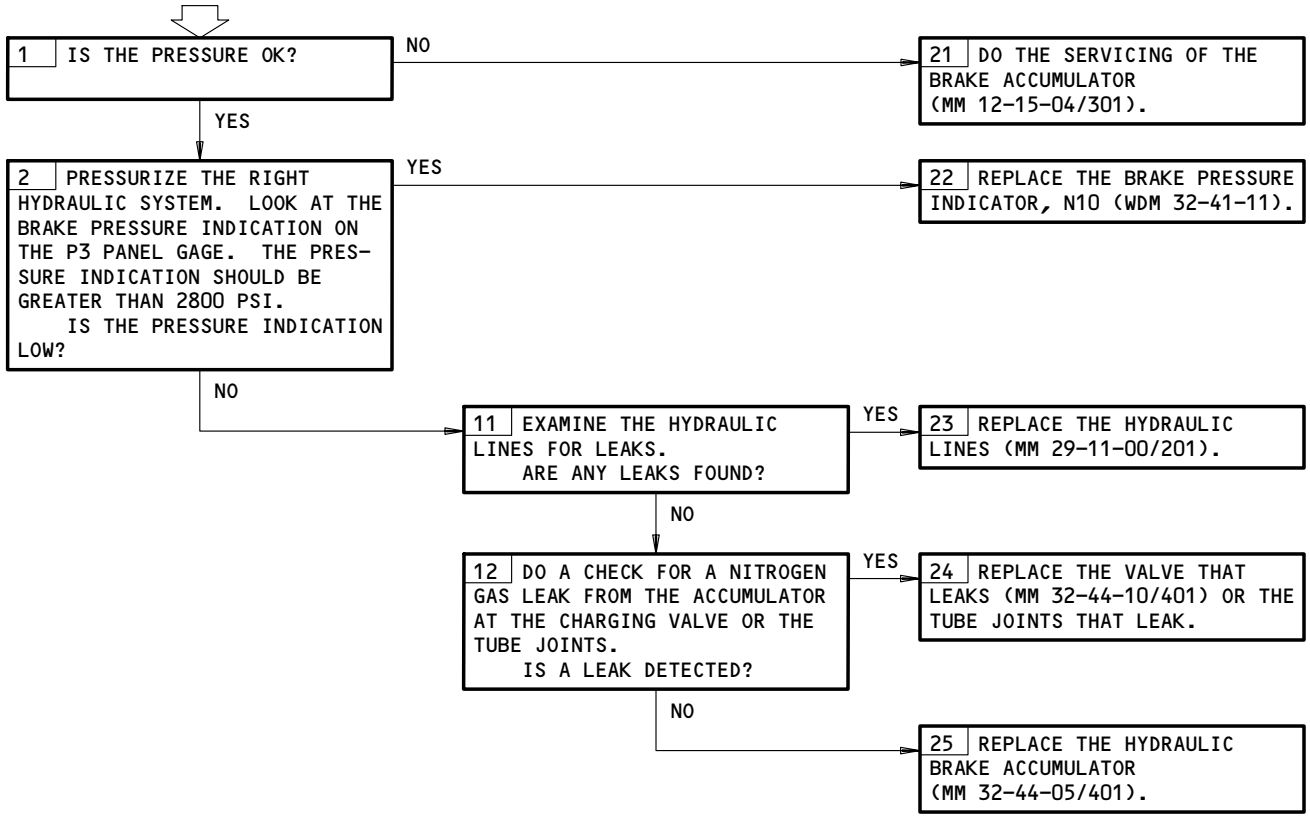
PREREQUISITES

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

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11A15

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

BRAKE PRESS PRECHARGE PROBLEMS



Brake Press Precharge Problems
Figure 109

ANTISKID/AUTOBRAKE SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
CARD - AUTOBRAKE CIRCUIT	6	1	821, FWD CARGO COMPT, E5, ANTI-SKID/AUTOBRAKE CONTROL UNIT, M102	32-42-01
CARD - BITE CIRCUIT	6	1	821, FWD CARGO COMPT, E5, ANTI-SKID/AUTOBRAKE CONTROL UNIT, M102	32-42-01
CARD - INTERFACE/DISPLAY CIRCUIT	6	1	821, FWD CARGO COMPT, E5, ANTI-SKID/AUTOBRAKE CONTROL UNIT, M102	32-42-01
CARD - MAIN WHEEL CIRCUIT	6	4	821, FWD CARGO COMPT, E5, ANTI-SKID/AUTOBRAKE CONTROL UNIT, M102	32-42-01
CIRCUIT BREAKERS	1		FLT COMPT, P11	
ANTI-SKID 1-5, C1171		1	11S18	*
ANTI-SKID 4-8, C1172		1	11S22	*
AUTOBK ANTISKID TEST IND 1, C1176		1	11S21	*
AUTOBK ANTISKID TEST IND 2, C1173		1	11S14	*
LANDING GEAR ANTI-SKID 2-6, C1183		1	11C31	*
LANDING GEAR ANTI-SKID 3-7, C1184		1	11C32	*
COMPUTER - (REF 31-41-00, FIG. 101)				
EICAS L, M10181				
EICAS R, M10182				
DIODES -				
R217,R218,R10279		3	FLT COMPT	*
DRIVE - ANTISKID TRANSDUCER	5	8	MAIN WHEEL HUBCAP	32-42-04
FILTER - ALTERNATE ANTISKID MODULE INLET	3	2	L MAIN WHL WELL KEEL BEAM FWD, R MAIN WHL WELL KEEL BEAM FWD, ALT ANTISKID MODULE	32-42-03
FILTER - ALTERNATE ANTISKID MODULE SCREEN	3	2	L MAIN WHL WELL KEEL BEAM FWD, R MAIN WHL WELL KEEL BEAM FWD, ALT ANTISKID MODULE	32-42-03
FILTER - ANTISKID SHUTTLE VALVE MODULE	3	8	L MAIN WHL WELL CEILING FWD, R MAIN WHL WELL CEILING FWD, ANTISKID SHUTTLE VALVE MODULE	32-42-07
FILTER - NORMAL ANTISKID MODULE INLET	2	2	L MAIN WHL WELL FAIRING, R MAIN WHL WELL FAIRING, NORMAL ANTI-SKID MODULE	32-42-03
FILTER - NORMAL ANTISKID MODULE SCREEN	2	2	L MAIN WHL WELL FAIRING, R MAIN WHL WELL FAIRING, NORMAL ANTI-SKID MODULE	32-42-03
FUSE - ALTERNATE ANTISKID MODULE	3	4	L MAIN WHL WELL KEEL BEAM FWD, R MAIN WHL WELL KEEL BEAM FWD, ALT ANTISKID MODULE	32-42-03
FUSE - NORMAL ANTISKID MODULE	2	8	L MAIN WHL WELL FAIRING, R MAIN WHL WELL FAIRING, NORMAL ANTI-SKID MODULE	32-42-03

* SEE WM EQUIPMENT LIST

Component Index
Figure 101 (Sheet 1)

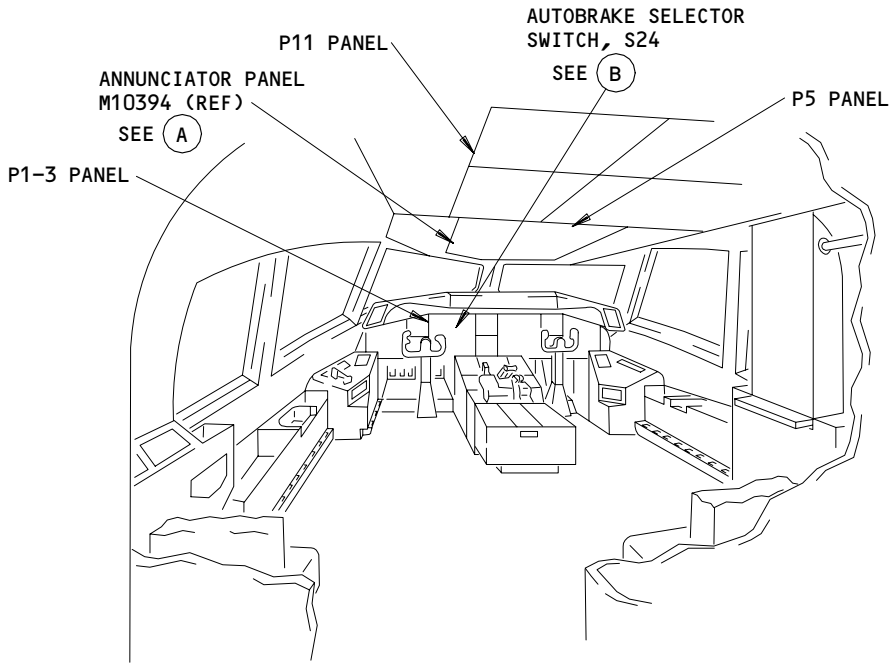
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
LIGHT – ANTISKID, YNELO19	1	1	FLT COMPT, P5, ANNUNCIATOR PANEL M10394	*
LIGHT – AUTOBRAKES, L24	1	1	FLT COMPT, P1	*
MODULE – AUTOBRAKE, M239	4	1	L MAIN WHL WELL FWD BULKHEAD	32-42-09
MODULE – LEFT ANTISKID SHUTTLE VALVE	3	1	L MAIN WHL WELL CEILING FWD	32-42-07
MODULE – LEFT ANTISKID (ALTERNATE)	2	1	L MAIN WHL WELL KEEL BEAM FWD	32-42-02
MODULE – LEFT ANTISKID (NORMAL)	2	1	L MAIN WHL WELL FAIRING	32-42-02
MODULE – RIGHT ANTISKID SHUTTLE VALVE	3	1	R MAIN WHL WELL CEILING FWD	32-42-07
MODULE – RIGHT ANTISKID (ALTERNATE)	2	1	R MAIN WHL WELL KEEL BEAM FWD	32-42-02
MODULE – RIGHT ANTISKID (NORMAL)	2	1	R MAIN WHL WELL FAIRING	32-42-02
PACK – (REF 22-32-00, FIG. 101) AUTOTHROTTLE MICROSWITCH, M966				
PANEL – (REF 30-31-00, FIG. 101) ANNUNCIATOR, M10394				
PLUG – FLIGHT DISPATCH DISCONNECT	3	1	L OR R MAIN WHL WELL CEILING FWD, ANTISKID SHUTTLE VALVE OR FLYAWAY STORAGE BOX	32-42-00
RELAY – (REF 31-01-36, FIG. 101) ANTISKID 1 & 5 FAILED, K10229 ANTISKID 2 & 6 FAILED, K10231 ANTISKID 3 & 7 FAILED, K10232 ANTISKID 4 & 8 FAILED, K10230 ANTISKID ALTERNATE FAIL, K10233 LEFT IRS SELECT, K511 PARK BRAKE CLOSE SENSE, K419 SYS 1 AIR/GROUND, K10388				
RELAY – (REF 31-01-37, FIG. 101) RIGHT IRS SELECT, K510 SYS 2 AIR/GROUND, K10258				
SWITCH – (REF 32-41-00, FIG. 101) ALTERNATE VALVE SEL PRESS, S415				
SWITCH – AUTOBRAKE SELECTOR, S24	1	1	FLT COMPT, P1-3	*
SWITCH – AUTOBRAKE SERVO VALVE PRESSURE, YAAS1	4	1	R MAIN WHL WELL FWD BULKHEAD, AUTOBRAKE MODULE, M239	32-42-09
SWITCH – AUTOBRAKE SOLENOID VALVE PRESSURE, YAAS2	4	1	R MAIN WHL WELL FWD BULKHEAD, AUTOBRAKE MODULE, M239	32-42-09
SWITCH – (REF 34-22-00, FIG. 101) L IRS INSTR SOURCE SEL, S4 R IRS INSTR SOURCE SEL, S12				
SWITCH – LEFT METERED PRESSURE, S82	4	1	L MAIN WHL WELL FWD BULKHEAD, AUTOBRAKE SHUTTLE VALVE ASSY	32-42-10
SWITCH – RIGHT METERED PRESSURE, S83	4	1	R MAIN WHL WELL FWD BULKHEAD, AUTOBRAKE SHUTTLE VALVE ASSY	32-42-10
SWITCH – (REF 31-51-00, FIG. 101) SPEED BRAKE POSITION, S493				
SWITCH – THRUST LEVER POSITION, L NO. 1 (L AUTOBRAKE/AUTOBRAKE RTO), S2	7	1	113AL, AUTOTHROTTLE MICROSWITCH PACK, M966	22-32-04
SWITCH – THRUST LEVER POSITION, L NO. 2 (L AUTOBRAKE/AUTOBRAKE RTO), S3	7	1	113AL, AUTOTHROTTLE MICROSWITCH PACK, M966	22-32-04
SWITCH – THRUST LEVER POSITION, R NO. 1 (R AUTOBRAKE/AUTOBRAKE RTO), S6	7	1	113AL, AUTOTHROTTLE MICROSWITCH PACK, M966	22-32-04
SWITCH – THRUST LEVER POSITION, R NO. 2 (R AUTOBRAKE/AUTOBRAKE RTO), S7	7	1	113AL, AUTOTHROTTLE MICROSWITCH PACK, M966	22-32-04

* SEE WM EQUIPMENT LIST

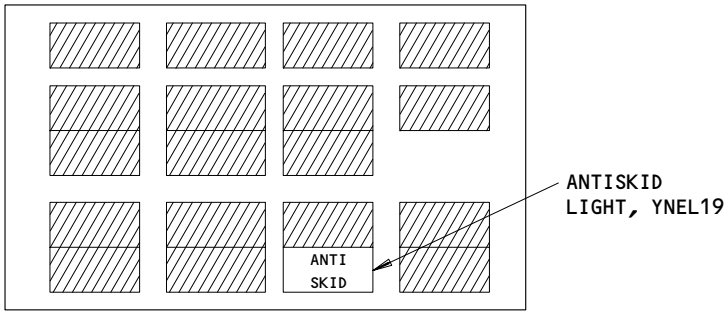
Component Index
Figure 101 (Sheet 2)

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
TRANSDUCER - ANTISKID	5	8	HUBCAP, MAIN WHL AXLE	32-42-06
WHEEL 1, TS82			L FWD OUTBD WHL	
WHEEL 2, TS83			L FWD INBD WHL	
WHEEL 3, TS86			R FWD INBD WHL	
WHEEL 4, TS87			R FWD OUTBD WHL	
WHEEL 5, TS84			L AFT OUTBD WHL	
WHEEL 6, TS85			L AFT INBD WHL	
WHEEL 7, TS88			R AFT INBD WHL	
WHEEL 8, TS89			R AFT OUTBD WHL	
UNIT - ANTISKID/AUTOBRAKE CONTROL, M102	6	1	821, FWD CARGO COMPT, E5 RACK ACCESS PANEL	32-42-01
UNIT - (REF 34-21-00, FIG. 101)				
CENTER INERTIAL REFERENCE, M160				
LEFT INERTIAL REFERENCE, M159				
RIGHT INERTIAL REFERENCE, M161				
UNIT - (REF 32-09-03, FIG. 101)				
PROXIMITY SWITCH ELECTRONICS UNIT, M162				
VALVE - ANTISKID SHUTOFF	2	2	L MAIN WHL WELL FAIRING, R MAIN WHL WELL FAIRING, NORMAL ANTISKID MODULE	32-42-03
VALVE - ANTISKID SHUTTLE	3	8	L MAIN WHL WELL CEILING FWD, R MAIN WHL WELL CEILING FWD, ANTISKID SHUTTLE VALVE MODULE	32-42-07
VALVE - AUTOBRAKE SERVO, YAAV2	4	1	L MAIN WHL WELL FWD BULKHEAD, AUTOBRAKE MODULE, M239	32-42-09
VALVE - AUTOBRAKE SHUTTLE	4	2	L MAIN WHL WELL FWD BULKHEAD, R MAIN WHL WELL FWD BULKHEAD	32-42-10
VALVE - AUTOBRAKE SOLENOID SHUTOFF, YAAV1	4	1	L MAIN WHL WELL FWD BULKHEAD, AUTOBRAKE MODULE, M239	32-42-09
VALVE - LEFT ALTERNATE ANTISKID	2	2	L MAIN WHL WELL KEEL BEAM FWD, ALTERNATE ANTISKID MODULE	32-42-03
WHEELS NO. 1 & NO. 2, V38				
WHEELS NO. 5 & NO. 6, V37				
VALVE - LEFT NORMAL ANTISKID	2	4	L MAIN WHL WELL FAIRING, NORMAL ANTISKID MODULE	32-42-03
WHEEL NO. 1, V30				
WHEEL NO. 2, V29				
WHEEL NO. 5, V32				
WHEEL NO. 6, V31				32-42-03
VALVE - RIGHT ALTERNATE ANTISKID	2	2	R MAIN WHL WELL KEEL BEAM FWD, ALTERNATE ANTISKID MODULE	
WHEELS NO. 3 & NO. 4, V39				
WHEELS NO. 7 & NO. 8, V40				
VALVE - RIGHT NORMAL ANTISKID	2	4	R MAIN WHL WELL FAIRING, NORMAL ANTISKID MODULE	32-42-03
WHEEL NO. 3, V33				
WHEEL NO. 4, V34				
WHEEL NO. 7, V35				
WHEEL NO. 8, V36				

Component Index
Figure 101 (Sheet 3)

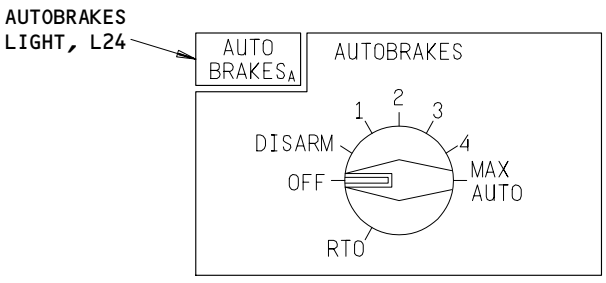


FLT COMPT



ANNUNCIATOR PANEL, M10394 (REF)

A

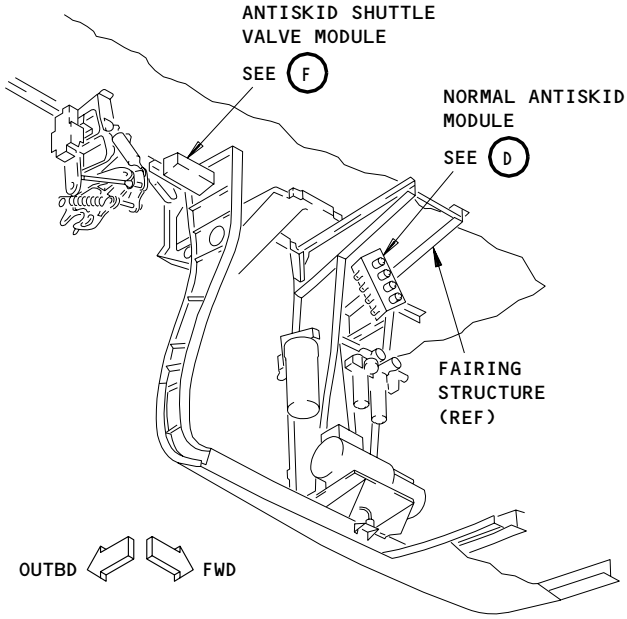


AUTOBRAKES SELECTOR SWITCH, S24

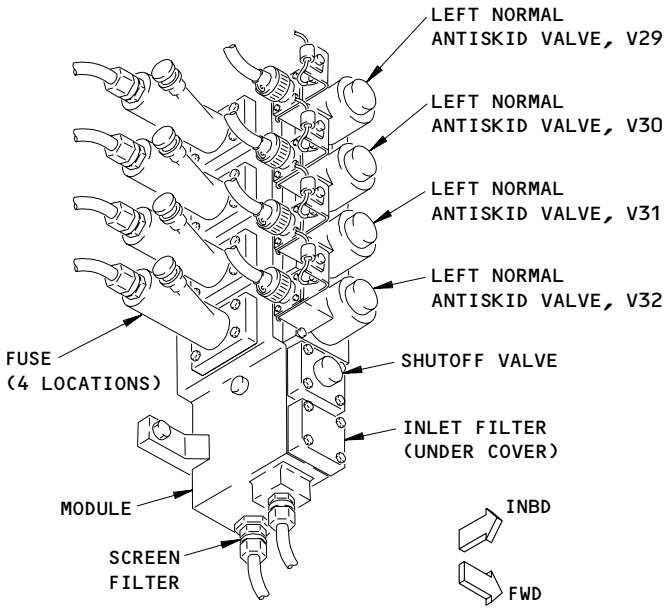
B

NOTE: DETAIL C NOT USED

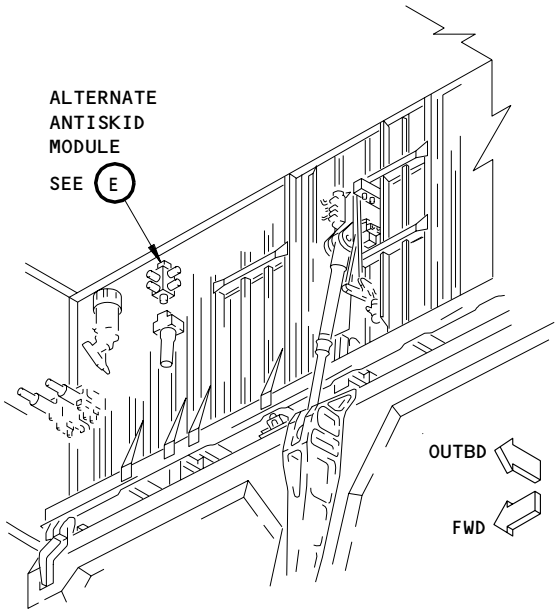
Component Location
Figure 102 (Sheet 1)



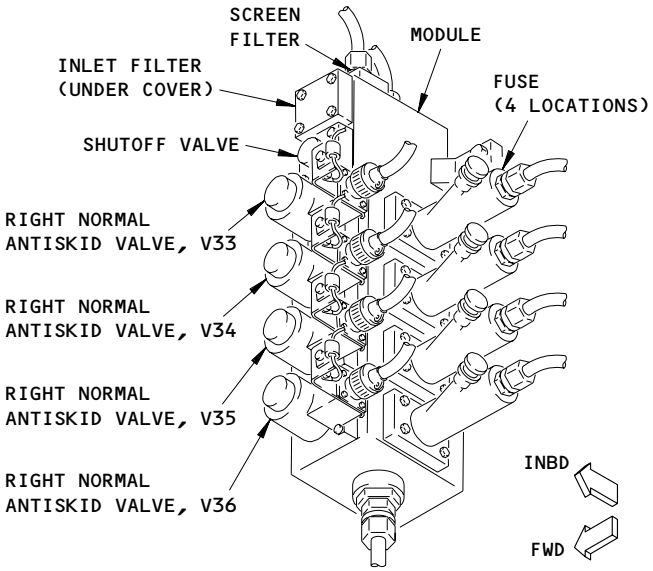
LEFT WHEEL WELL
(RIGHT WHEEL WELL IS EQUIVALENT)



NORMAL ANTISKID MODULE,
LEFT WHEEL WELL
D

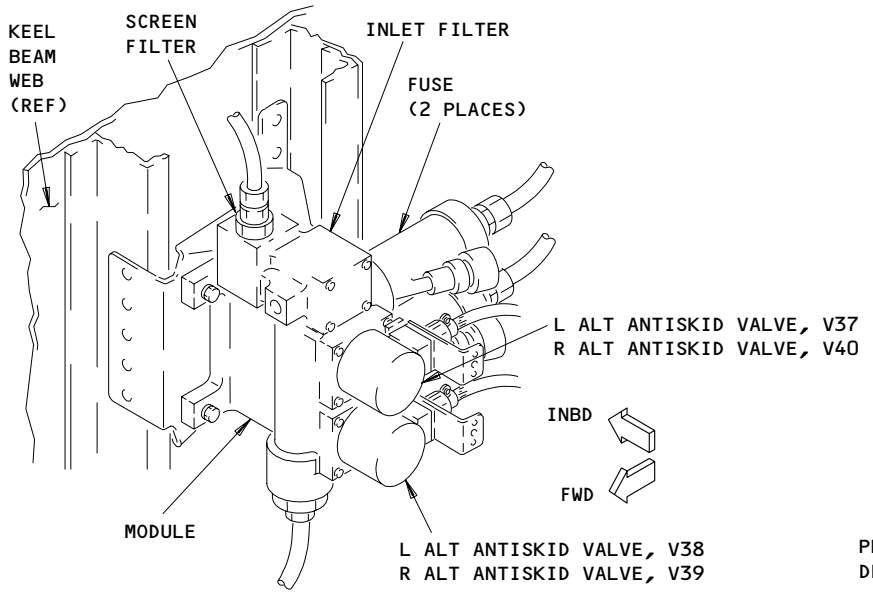


LEFT WHEEL WELL
(LEFT SYSTEM IS SHOWN)



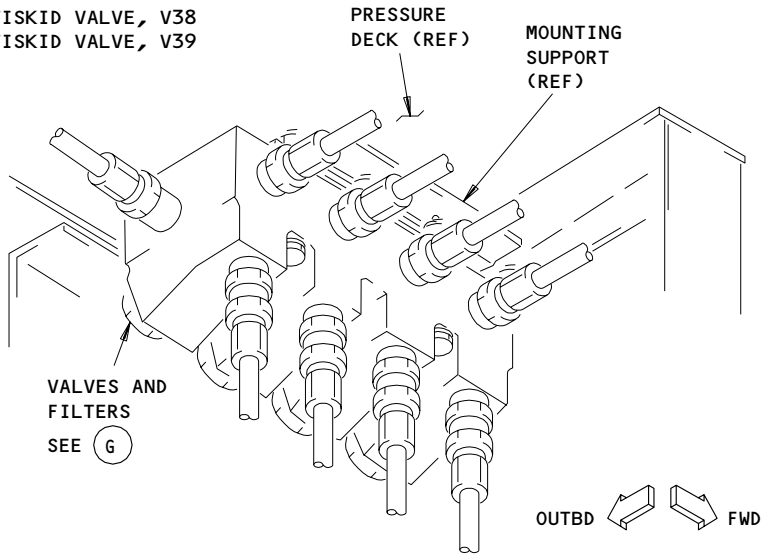
NORMAL ANTISKID MODULE,
RIGHT WHEEL WELL
D

Antiskid/Antibrake System – Component Location
Figure 102 (Sheet 2)



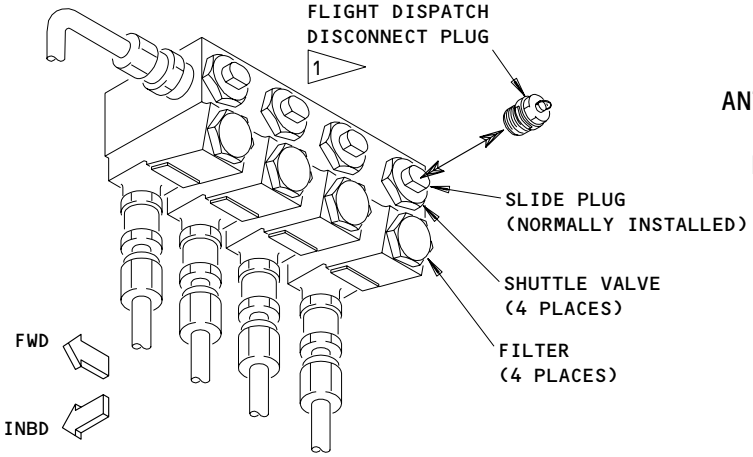
ALTERNATE ANTISKID MODULE
(LEFT WHEEL WELL SHOWN,
RIGHT WHEEL WELL SIMILAR)

E



ANTISKID SHUTTLE VALVE MODULE
(LEFT WHEEL WELL SHOWN,
RIGHT WHEEL WELL SIMILAR)

F

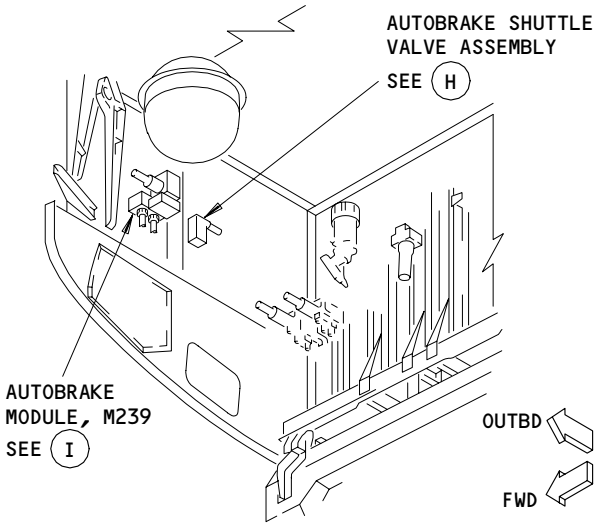


VALVES AND FILTERS

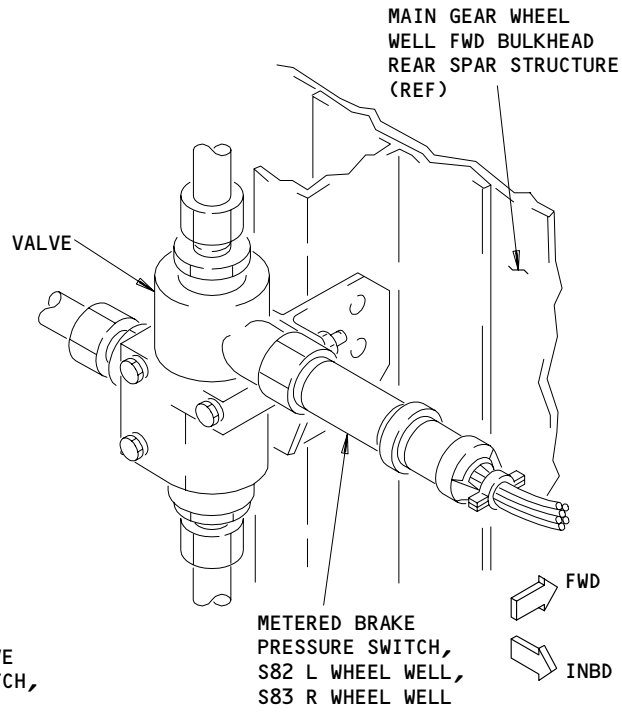
G

1 NORMALLY STORED IN LANDING GEAR DOWNLOCK PIN BOX AS PART OF FLYAWAY EQUIPMENT WHEN NOT USED

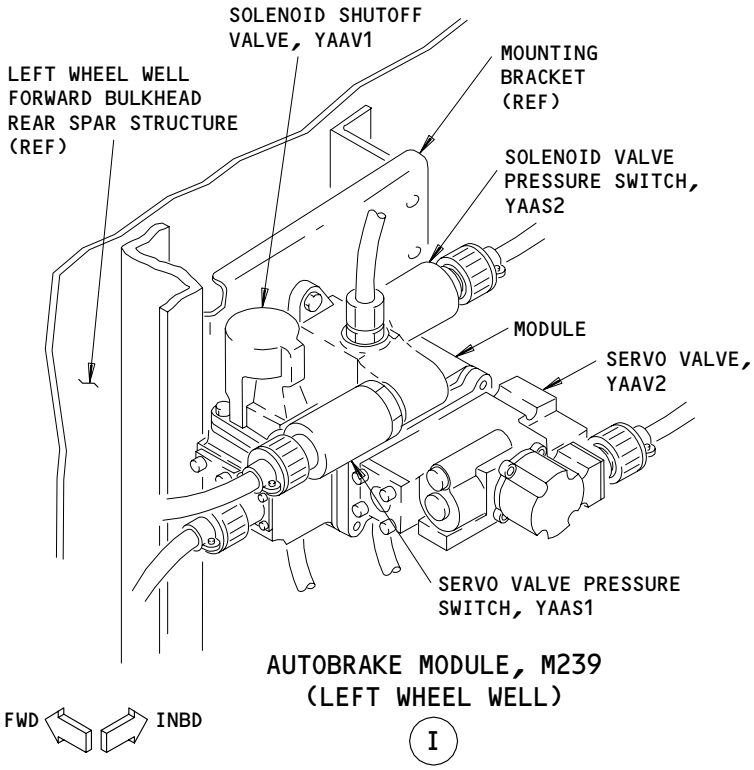
Component Location
Figure 102 (Sheet 3)



LEFT WHEEL WELL

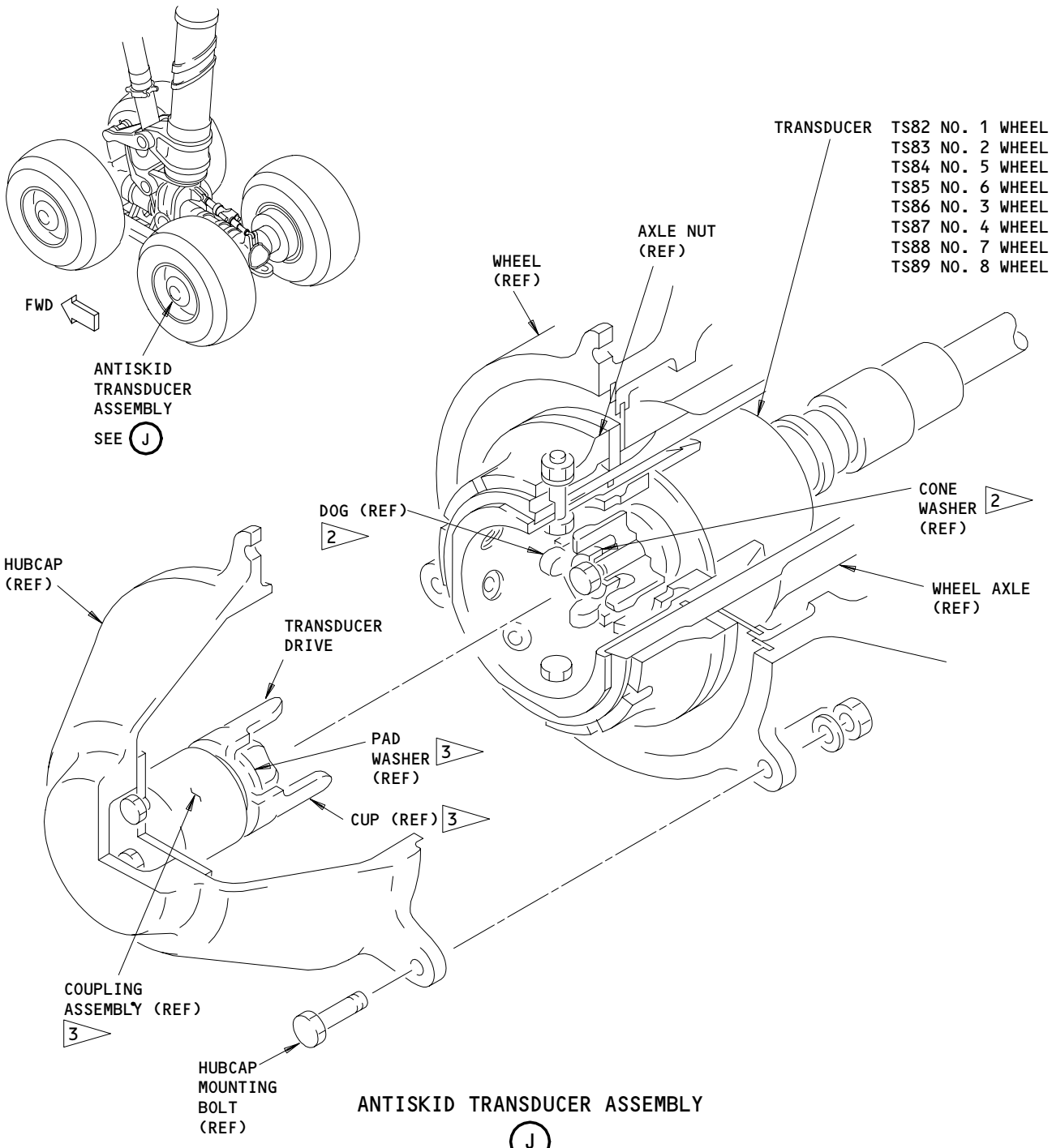


AUTOBRAKE SHUTTLE VALVE ASSEMBLY
(LEFT WHEEL WELL SHOWN,
RIGHT WHEEL WELL SIMILAR)
(H)



AUTOBRAKE MODULE, M239
(LEFT WHEEL WELL)
(I)

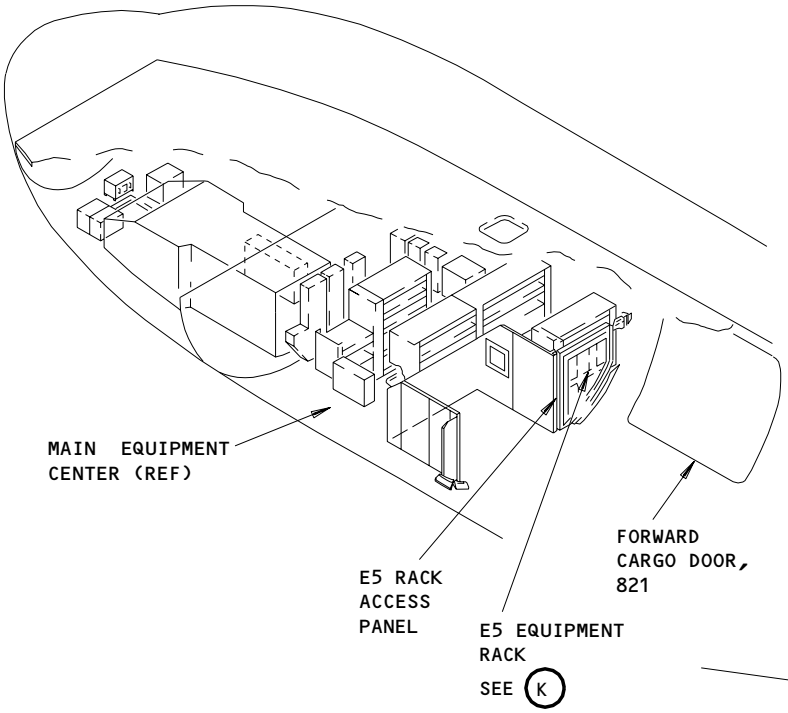
Component Location
Figure 102 (Sheet 4)

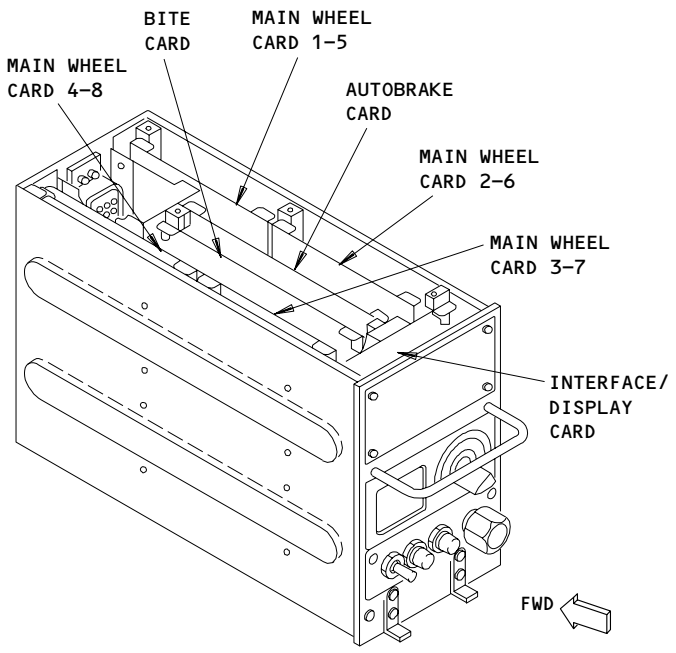


ANTISKID TRANSDUCER ASSEMBLY
(J)

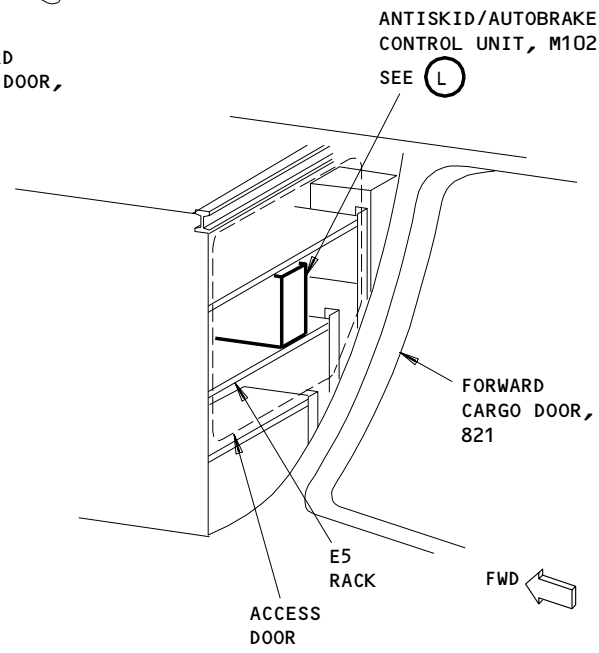
2 TRANSDUCER ASSEMBLY COMPONENT
3 TRANSDUCER DRIVE COMPONENT

Component Location
Figure 102 (Sheet 5)



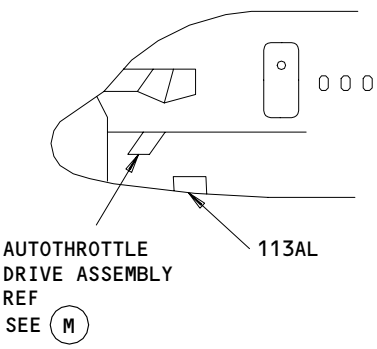


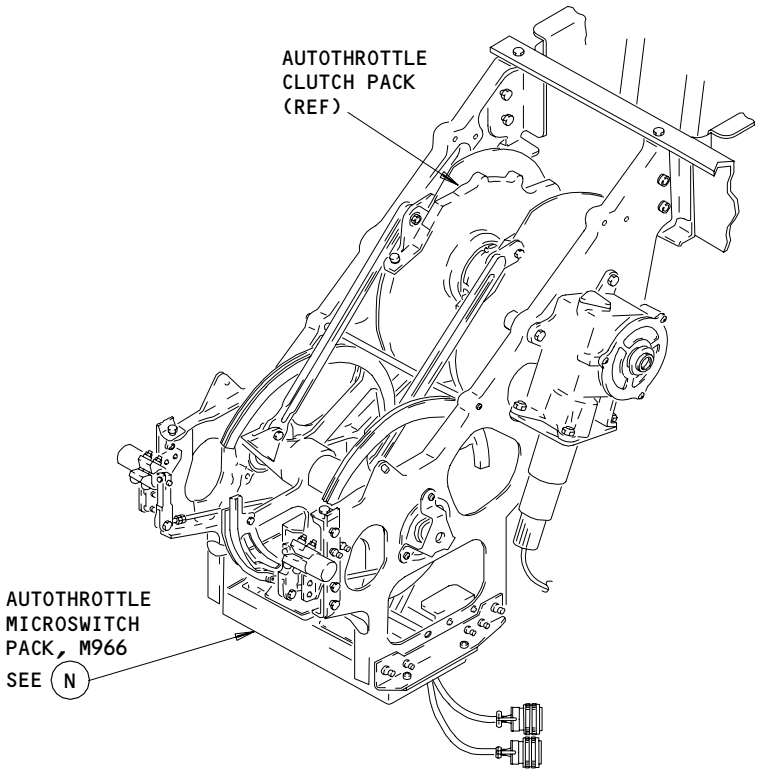
ANTISKID/AUTOBRAKE CONTROL UNIT, M102
(COVER REMOVED)
(L)



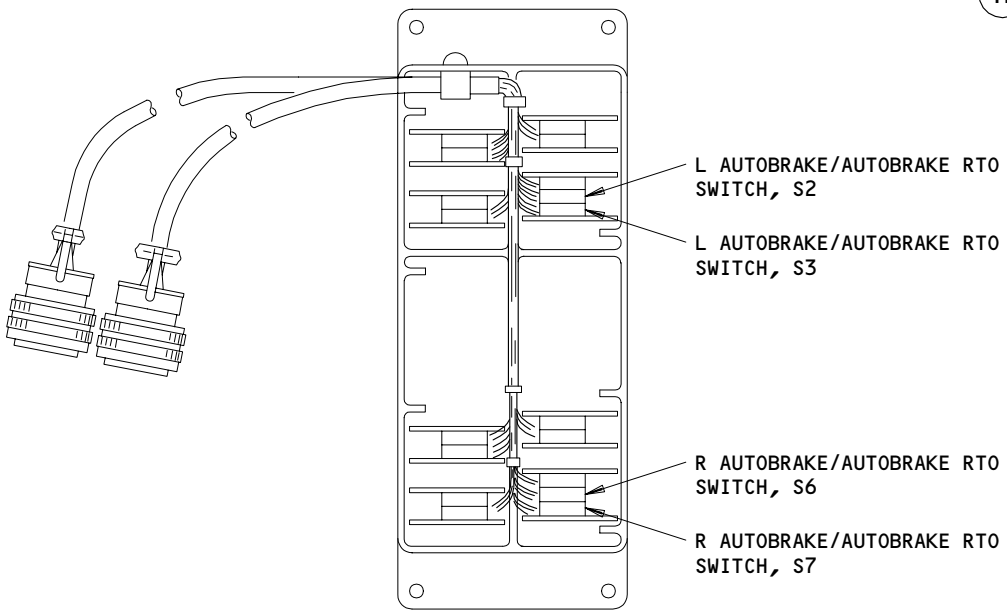
E5 EQUIPMENT RACK
(K)

Component Location
Figure 102 (Sheet 6)





AUTOTHROTTLE DRIVE ASSEMBLY (REF)
(M)



AUTOTHROTTLE MICROSWITCH PACK, M966
(N)

Component Location
Figure 102 (Sheet 7)

ANTISKID/AUTOBRAKE CONTROL UNIT BITE PROCEDURE

PREREQUISITES

ELECTRICAL POWER (MM 24-22-00)
RIGHT AND LEFT SYSTEMS HYDRAULIC POWER (MM 29-11-00)
AIRPLANE (AIR/GND RELAYS) IN GROUND MODE, THRUST LEVERS IN IDLE, SPOILERS STOWED
CB'S: 6F4,11A33,11C30,11C31,11C32,11J2,11J3,11J29, 11J30,11J31,11J32,11P28,11P29,11S14,11S15, 11S18,11S19,11S21,11S22,11S23

1 ALIGN L, R & C IRU'S IN NAV MODE (MM 34-21-00). CHOCK WHEELS AND RELEASE PARKING BRAKE.
PLACE THE PRESS/TEST-BIT TOGGLE SWITCH TO THE PRESS/ TEST POSITION AND RELEASE TO PERFORM A LAMP TEST.
DO ALL DISPLAY SEGMENTS ON UNIT, ANTISKID LIGHT ON P5 PANEL,AND AUTOBRAKE LIGHT ON P1-3 PANEL ILLUMINATE FOR ABOUT 5 SECONDS?

NO → 20 ARE SOME OF THE LIGHTS IN BLOCK 1 ILLUMINATED?

YES → 40 REPLACE ANTISKID/AUTOBRAKE CONTROL UNIT M102 (MM 32-42-01). 1

NO → 21 REMOVE ANTISKID/AUTOBRAKE CONTROL UNIT M102 (MM 32-42-01).
DOES 28V DC EXIST AT CONNECTOR D2744B, PIN A11 (PIN C13 GROUND)(WM 32-42-11)?

YES → 41 REPLACE ANTISKID/AUTOBRAKE CONTROL UNIT M102 (MM 32-42-01). 1

NO → 42 CHECK AND REPAIR CIRCUIT BETWEEN UNIT M102 CONNECTOR D2744B, PIN A11, AND CIRCUIT BREAKER C1176 (11S14) (WM 32-42-11).
INSTALL ANTISKID/AUTOBRAKE CONTROL UNIT M102 (MM 32-42-01).
REPEAT BLOCK 1 ACTION. 1

YES →

2 PLACE THE PRESS/TEST-BIT SWITCH TO BIT POSITION AND THEN RELEASE TO RECALL IN-FLIGHT FAULT.
IS FAULT INDICATED ON DISPLAY?

NOTE: WHEN THE BIT POSITION IS SELECTED AND RELEASED, THE FIRST FAILURE WILL BE DISPLAYED. SUBSEQUENT BIT SELECTIONS WILL DISPLAY ANY REMAINING FAULTS UNTIL TEST END IS DISPLAYED, INDICATING NO REMAINING FAULTS.

YES → 43 RECORD COMPONENT NAME INDICATED AS FAULTY. CONTINUE TO SELECT BIT, AND RECORD EACH FAULT UNTIL ALL STORED FAULTS ARE DISPLAYED.
REFER TO TABLE 101 FOR CORRECTIVE ACTION FOR ANY OF THE FOLLOWING FAILURES INDICATED ON DISPLAY.

VLV (1 THRU 8)
VLV (1-2,3-4,5-6,7-8)
XDCR (1 THRU 8)
BOX (1-5,2-6,3-7,4-8)
BOX BITE
BOX A/B
A/B CNTL
A/B SOL
A/B SEL
PARK BRK
IRS (L, R)
A/G SW
THR SW

AFTER CORRECTING THE FAULT 1 .

NO →

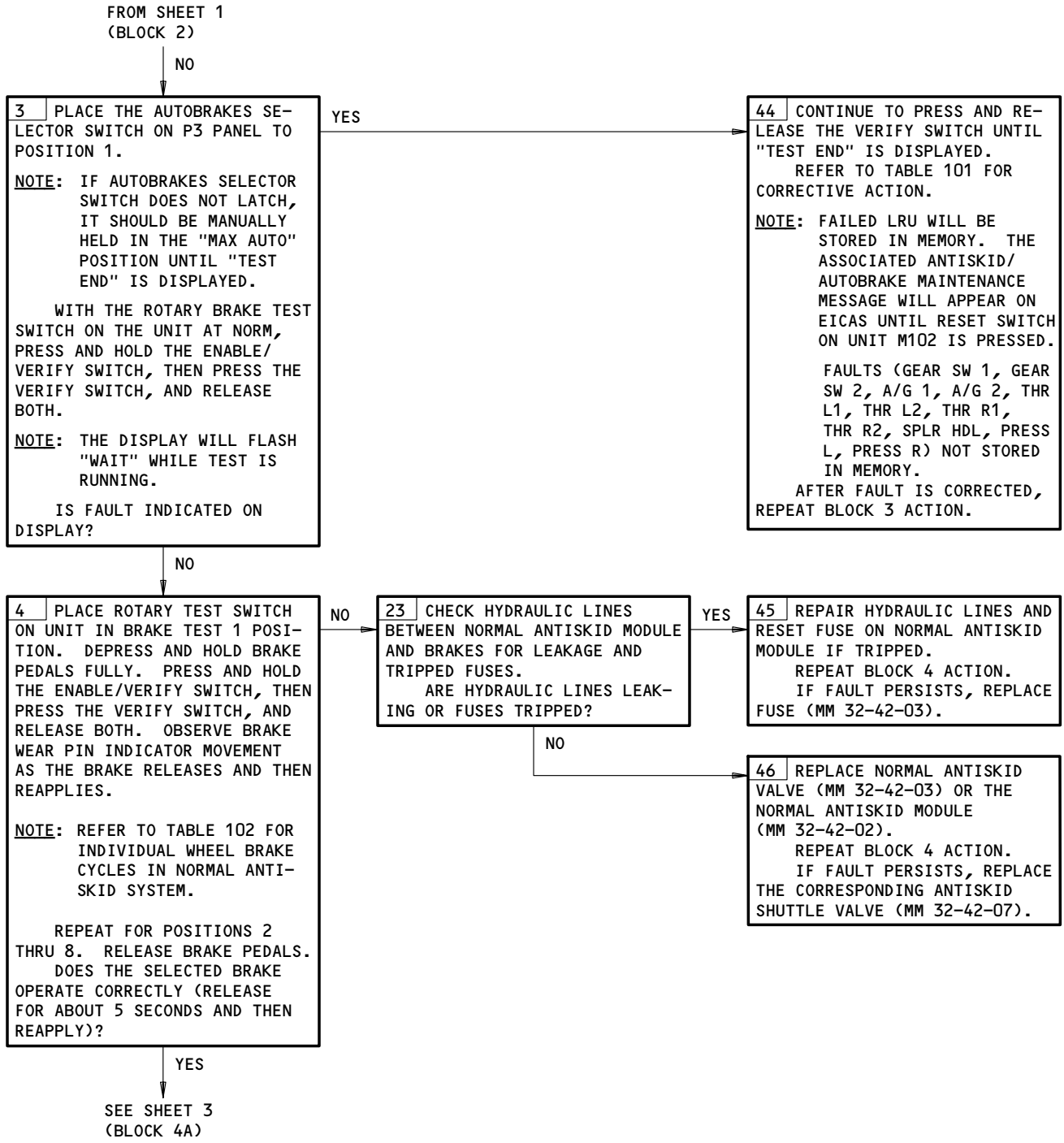
SEE SHEET 2
(BLOCK 3)

1 PRESS RESET SWITCH ON UNIT M102 TO CLEAR MEMORY.

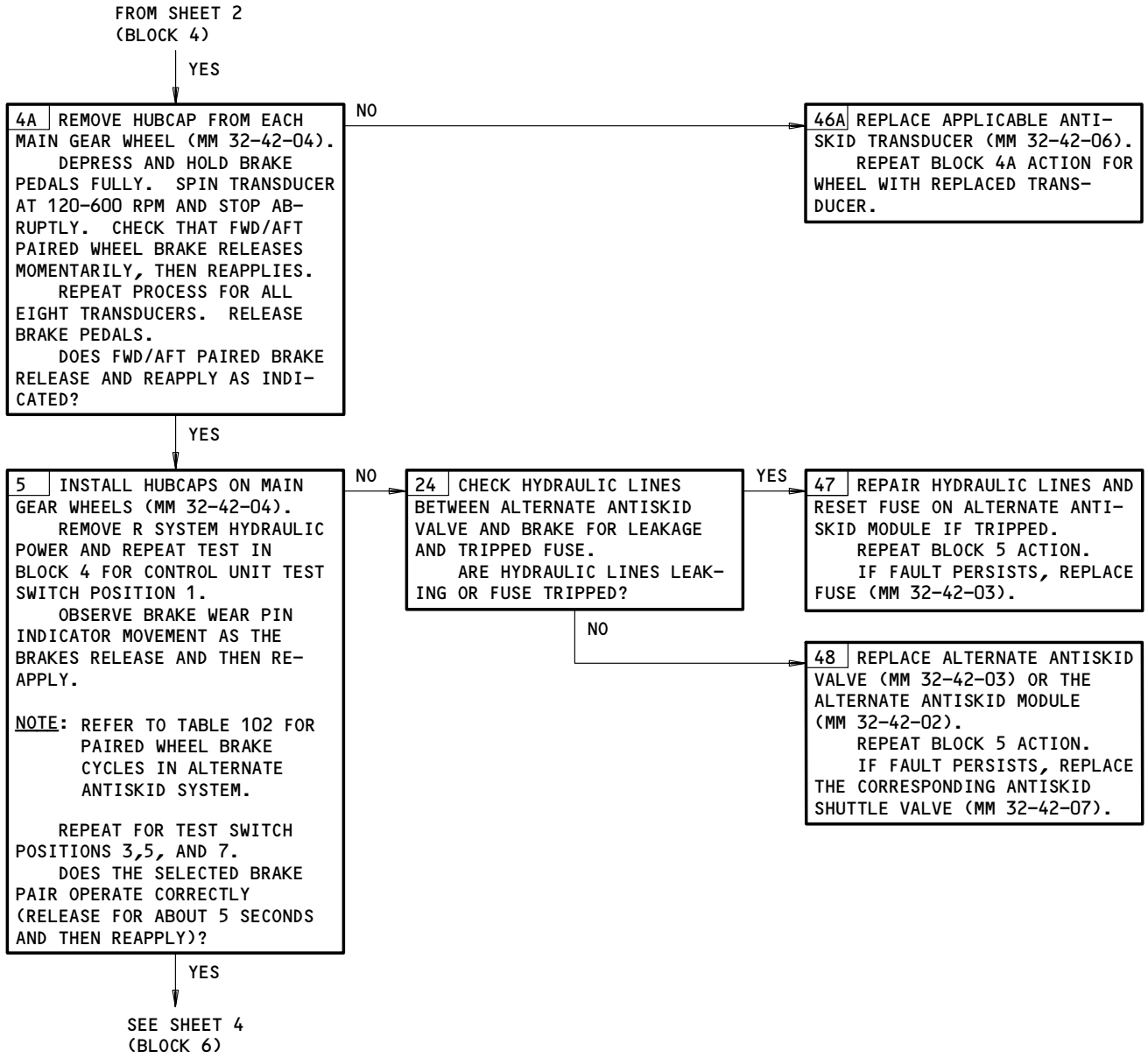
NOTE: UNIT DISPLAY WILL READ "MEM CLR" FOR ABOUT 5 SECONDS.

ERASE "ANTISKID/AUTOBRK" EICAS MESSAGE (31-41-00, FIG. 109) IF IT APPEARS ON EICAS DISPLAY UNIT AT P2 PANEL. RETURN L, R, & C IRU'S TO OFF. SET PARKING BRAKE.

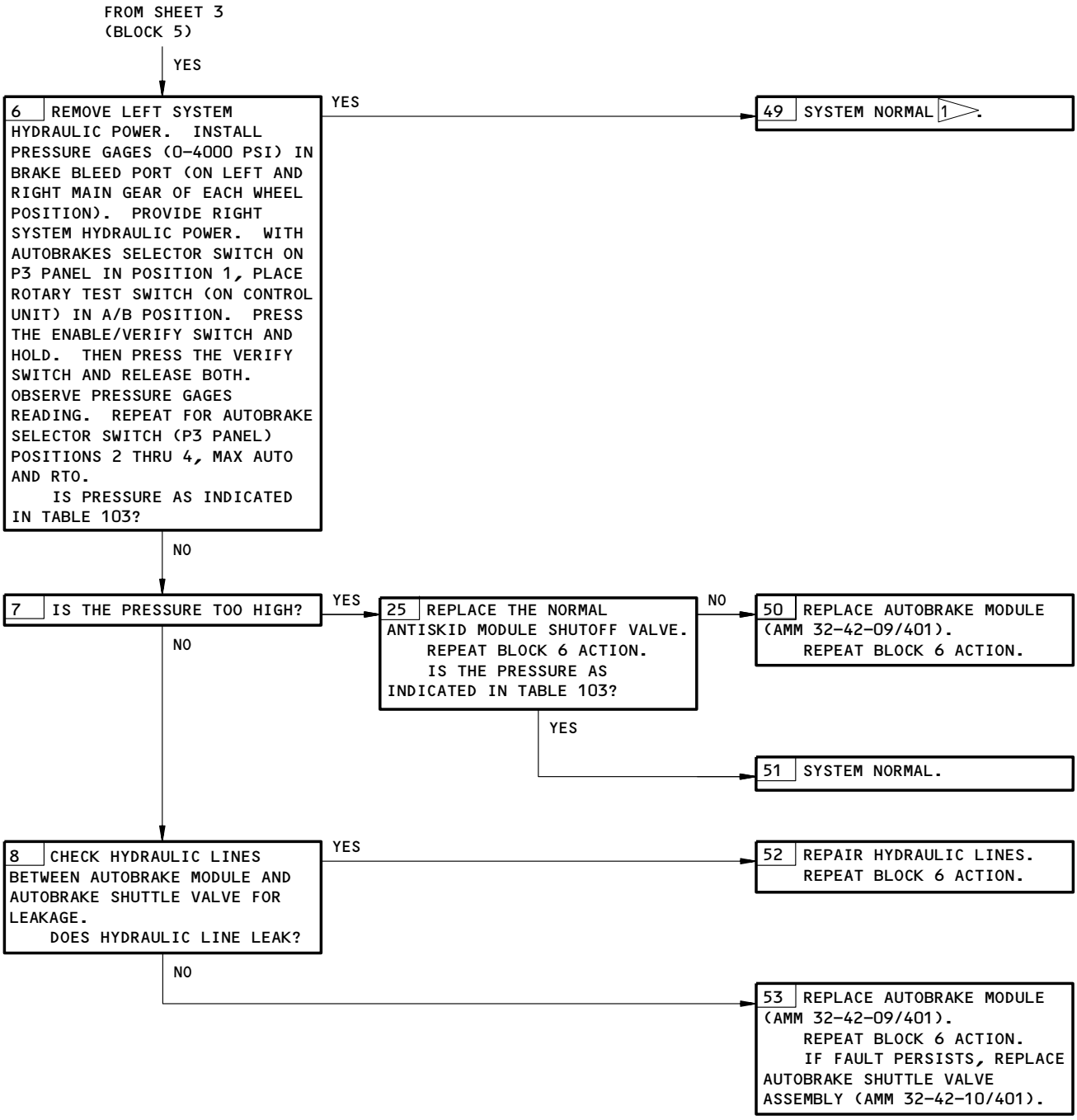
Antiskid/Autobrake Control Unit BITE Procedure
Figure 103 (Sheet 1)



Antiskid/Autobrake Control Unit BITE Procedure
Figure 103 (Sheet 2)



Antiskid/Autobrake Control Unit BITE Procedure
Figure 103 (Sheet 3)



Antiskid/Autobrake Control Unit BITE Procedure
Figure 103 (Sheet 4)

MESSAGE DISPLAYED	CORRECTIVE ACTION
VLV 1 OR 2, 3, 4, 5, 7, 8, 1-2, 3-4, 5-6, 7-8	REMOVE CONNECTOR ON THE AFFECTED VALVE. CHECK THAT RESISTANCE BETWEEN PINS 1 AND 2 OF VALVE IS 185 ±50 OHMS. IF NOT OK, REPLACE VALVE (AMM 32-42-03/401). IF OK, REMOVE ANTISKID/AUTOBRAKE CONTROL UNIT, M102 (AMM 32-42-01/401), CHECK CIRCUITS BETWEEN CONTROL UNIT AND INDICATED VALVE (WDM 32-42-11). INSTALL UNIT M102 -(AMM 32-42-01/401).
XDCR 1 OR 2, 3, 4, 5, 6, 7, 8	VISUALLY CHECK ELECTRICAL CONDUITS ON MAIN LANDING GEAR OF AFFECTED TRANSDUCER FOR DISTORTION OR CHAFING. REPAIR IF NECESSARY. IF NO DAMAGE TO CONDUITS, REMOVE THE AFFECTED TRANSDUCER (AMM 32-42-06/401). CHECK THAT RESISTANCE BETWEEN PINS 1 AND 3 ON TRANSDUCER (WDM 32-42-11) IS BETWEEN LIMITS SHOWN ON TRANSDUCER RESISTANCE VS. TEMPERATURE CHART. IF NOT OK, REPLACE TRANSDUCER (AMM 32-42-06/401). IF OK, REMOVE ANTISKID/AUTOBRAKE CONTROL UNIT, M102 (AMM 32-42-01/401), CHECK CIRCUIT FROM CONTROL UNIT FOR AN OPEN WIRE, ONE WIRE SHORTED TO GROUND OR BOTH WIRES SHORTED TOGETHER (WDM 32-42-11). INSTALL UNIT M102 (AMM 32-42-01/401). INSTALL TRANSDUCER (AMM 32-42-06/401).
BOX 1-5 OR 2-6,3-7,4-8 5456 XDCR 1	REPLACE APPROPRIATE WHEEL CARD OR THE ANTISKID/AUTOBRAKE CONTROL UNIT, M102 (AMM 32-42-01/401). IF NOT OK, REPLACE TRANSDUCER 1 OR 5, 2 OR 6, 3 OR 7, 4 OR 8 (AMM 32-42-06/401). NOTE: THE FAULT MESSAGE 1-5, 2-6, 3-7, OR 4-8 COULD BE CAUSED BY A TRANSDUCER INDUCTIVE FAILURE. USE DISABLE SWITCH ON ANTISKID/ AUTOBRAKE CONTROL UNIT TO ISOLATE BAD TRANSDUCER. IF THERE IS A BAD TRANSDUCER AT A SELECTED DISABLE POSITION, THE FAULT INDICATION WILL CLEAR. CHECK ANTISKID VALVES FOR THE PROPER RESISTANCE.
BOX BITE	REPLACE BITE CARD OR THE ANTISKID/AUTOBRAKE CONTROL UNIT, M102 (AMM 32-42-01/401)
BOX A/B	PRESS RESET BUTTON ON CONTROL UNIT TO CLEAR FAULT INDICATION(S). PERFORM BLOCK 3 ACTION. IF "BOX A/B" FAULT REPEATS DURING THIS TEST, REPLACE ANTISKID/AUTOBRAKE CONTROL UNIT, M102 (AMM 32-42-01/401). IF NO FAULTS ARE INDICATED, CONTROL UNIT IS SATISFACTORY (NUISANCE FAULT). THE "BOX A/B" FAULT COULD BE CAUSED BY A HIGH RESISTANCE ACROSS THE CONTACTS ON ANY ONE OF THE THRUST LEVER SWITCHES S2, S3, S6 OR S7 IN THE M966 MODULE (WDM 32-42-12, AUTOBRAKE SYSTEM). CHECK THE RESISTANCE OF THE SWITCH CONTACTS AT THE ANTISKID/AUTOBRAKE CONTROL UNIT (AACU) DISCONNECT. A RESISTANCE BELOW 25 OHMS IS ACCEPTABLE. THE TEST PROCEDURE WILL CHECK THE RESISTANCE ACROSS THE CONTACTS FROM THE AACU RACK CONNECTORS WHILE MOVING THE THRUST LEVERS THROUGHOUT THE IDLE RANGE. THE FOLLOWING GIVES THE SWITCH AND AACU DISCONNECT PIN NUMBERS TO PERFORM A TEST OF THE APPROPRIATE CONTACTS: FOR SWITCH L1, PIN A7 ON D2744A TO PIN A4 ON D2744B. FOR SWITCH R1, PIN A7 ON D2744A TO PIN D6 ON D2744B. FOR SWITCH L2, PIN B9 ON D2744B TO PIN A7 ON D2744B. FOR SWITCH R2, PIN B9 ON D2744B TO PIN A2 ON D2744B. NOTE: USE OF BOEING TOOL A34011 BREAKOUT BOX IS RECOMMENDED TO PREVENT DAMMAGE TO THE AACU DISCONNECT PINS WHEN MAKING THE RESISTANCE MEASUREMENTS.
A/B SYS	IF THE MESSAGE "A/B SYS" APPEARS DURING THE TEST AS A RESULT OF THE RTO MODE BEING SIMULATED, NO FURTHER TROUBLESHOOTING IS REQUIRED.

TABLE 101

Antiskid/Autobrake Control Unit BITE Procedure
Figure 103 (Sheet 5)

MESSAGE DISPLAYED	CORRECTIVE ACTION
A/B CNTL	REMOVE THE AUTOBRAKE CONTROL (SERVO) VALVE, CONNECTOR D2668. CHECK THAT RESISTANCE BETWEEN PINS 1 AND 2 ON VALVE (WDM 32-42-12) IS 500 ±50 OHMS. IF NOT OK, REPLACE CONTROL VALVE, YAAV2 (AMM 32-42-09/401). IF OK, RECONNECT CONNECTOR D2668. REPLACE CONTROL VALVE PRESSURE SWITCH, YAAS1 (AMM 32-42-09/401).
-SY6 XDCR	ON SOME CONTROL UNITS A MESSAGE "-SY6 XDCR" IS DISPLAYED WHEN THE MESSAGE "BOX 4-8" SHOULD BE DISPLAYED. DO THE SAME CORRECTIVE ACTION AS FOR A "BOX 4-8" MESSAGE.
A/B SOL	REMOVE THE AUTOBRAKE SOLENOID VALVE CONNECTOR D2672, CHECK THAT RESISTANCE BETWEEN PINS 1 AND 2 ON VALVE (WDM 32-42-12) IS A MINIMUM OF 65 OHMS BUT LESS THAN 500 OHMS. IF NOT OK, REPLACE SOLENOID VALVE, YAAV1 (AMM 32-42-09). IF OK, RECONNECT CONNECTOR D2672. REPLACE SOLENIOD VALVE PRESSURE SWITCH, YAAS2 (AMM 32-42-09).
A/B SEL	REPLACE AUTOBRAKES SELECTOR SWITCH, S24 (WDM 32-42-12).
PARK BRK	REFER TO FIM 32-44-00/101, FIG. 104.
A/G SW	REFER TO FIG. 105.
THR SW	REFER TO FIG. 104.
IRS L, OR IRS R	FOR THE 757-200 WITH IRU, REFER TO FIM 34-21-00/101, FIG. 107. IF THE PROBLEM CONTINUES, REPLACE RELAY K511 IN P36 PANEL FOR IRS L, AND RELAY K510 IN P37 PANEL FOR IRS R (WDM 32-42-11). FOR THE 757-300 WITH ADIRU, REFER TO FIM 34-26-00/101, FAULT ISOLATION TABLE, MESSAGE NAME IR FAIL.
GEAR SW 1 OR GEAR SW 2	CHECK THAT LANDING GEAR CONTROL LEVER IS IN THE DN DETENT AND THAT LANDING GEAR IS DOWN AND LOCKED. IF THE PROBLEM CONTINUES, DO THIS PROCEDURE: PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103, BLOCK 7).
PRES L	CHECK THAT MANUAL BRAKING IS NOT BEING APPLIED AND THAT PARKING BRAKE IS NOT SET. IF OK, REPLACE LEFT AUTOBRAKE SHUTTLE VALVE PRESSURE SWITCH (AMM 32-42-10).
PRES R	CHECK THAT MANUAL BRAKING IS NOT BEING APPLIED AND THAT PARKING BRAKE IS NOT SET. IF OK, REPLACE RIGHT AUTOBRAKE SHUTTLE VALVE PRESSURE SWITCH (AMM 32-42-10).
THR L1 OR L2,R1,R2	CHECK THAT THRUST LEVERS ARE NOT ADVANCED. IF THE PROBLEM CONTINUES, DO FIG. 104.
SPLR HDL	CHECK THAT SPOILER HANDLE ON CONTROL STAND IS IN THE DN DETENT. IF THE PROBLEM CONTINUES, REPLACE SPEEDBRAKE POSITION SWITCH, S493 (AMM 31-51-03/401).
A/G 1	CHECK THAT AIRPLANE (AIR/GND RELAY SYSTEM) IS IN GROUND MODE. IF THE PROBLEM CONTINUES, REPLACE AIR/GROUND RELAY, K10388 IN P36 PANEL (AMM 32-09-02/401).
A/G 2	CHECK THAT AIRPLANE (AIR/GND RELAY SYSTEM) IS IN GROUND MODE. IF THE PROBLEM CONTINUES, REPLACE AIR/GROUND RELAY, K10258, IN P37 PANEL (AMM 32-09-02/401).
PRES ACC	PROVIDE RIGHT AND LEFT HYDRAULIC SYSTEM POWER (AMM 29-11-00/201).

TABLE 101

Antiskid/Autobrake Control Unit BITE Procedure
Figure 103 (Sheet 6)

TABLE 101 (Continued)

MESSAGE DISPLAYED	CORRECTIVE ACTION
PWR A/B, OR 1-5,2-6,3-7,4-8, BITE	CHECK THAT 28 VOLTS DC POWER IS AT THE APPROPRIATE CIRCUIT BREAKERS C1173 (11S21),C1171 (11S18),C1183 (11C31),C1184 (11C32),C1172 (11S22),C1176 (11S14) (WM 32-42-11,-12)
SOL PSW	REPLACE SOLENOID VALVE PRESSURE SWITCH (MM 32-42-09)
CNTL PSW	REPLACE CONTROL VALVE PRESSURE SWITCH (MM 32-42-09)

TABLE 102

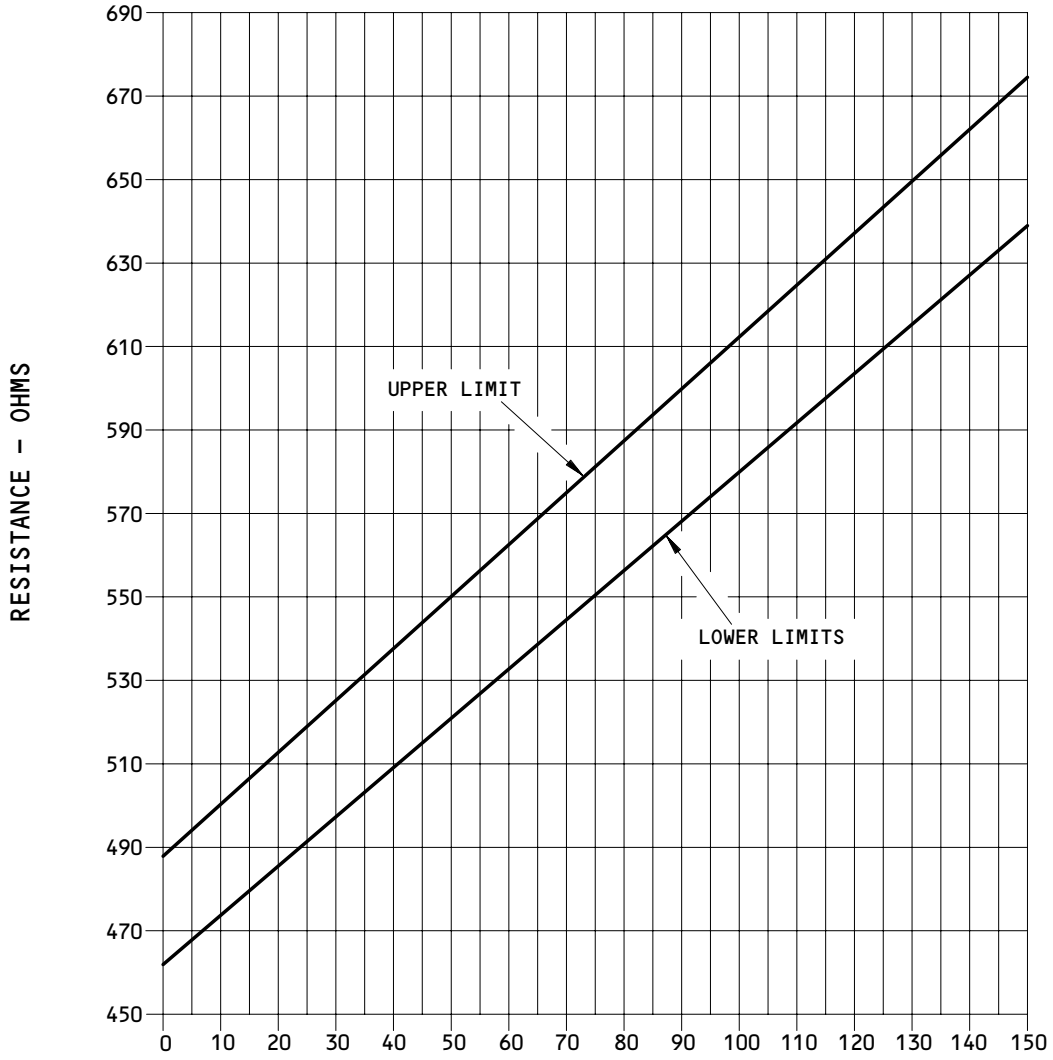
CONTROL UNIT BRAKE TEST SWITCH POSITION	CONTROL UNIT MESSAGE DISPLAY DURING BRAKE CYCLE	NORMAL ANTISKID SYSTEM	ALTERNATE ANTISKID SYSTEM
		WHEEL NO.	WHL PAIRS
BRAKE TEST 1	BRK 1	1	1-2
BRAKE TEST 5	BRK 5	5	5-6
BRAKE TEST 2	BRK 2	2	
BRAKE TEST 6	BRK 6	6	
BRAKE TEST 3	BRK 3	3	3-4
BRAKE TEST 7	BRK 7	7	7-8
BRAKE TEST 4	BRK 4	4	
BRAKE TEST 8	BRK 8	8	

TABLE 103

AUTOBRAKE SEL POSITION (FLIGHT COMPT)	CONT UNIT DISPLAY MESSAGE	BRAKE PRESSURE (PSI)
1	BRK A/B 1	1500 ±250 FOR ABOUT 10 SEC, RETURN TO 300 ±250 FOR ABOUT 5 SEC, THEN RETURN TO ZERO
2	BRK A/B 2	1750 ±250 FOR ABOUT 10 SEC, RETURN TO 300 ±250 FOR ABOUT 5 SEC, THEN RETURN TO ZERO
3	BRK A/B 3	2000 ±250 FOR ABOUT 10 SEC, RETURN TO 300 ±250 FOR ABOUT 5 SEC, THEN RETURN TO ZERO
4	BRK A/B 4	2400 ±250 FOR ABOUT 10 SEC, RETURN TO 300 ±250 FOR ABOUT 5 SEC, THEN RETURN TO ZERO
MAX AUTO	BRK A/B 5	3000 ±250 FOR ABOUT 10 SEC, RETURN TO 300 ±250 FOR ABOUT 5 SEC, THEN RETURN TO ZERO
RTO	BRK RTO	2900 ±100 FOR ABOUT 15 SEC, RETURN TO LESS THAN 100, THEN TO ZERO

Antiskid/Autobrake Control Unit BITE Procedure
Figure 103 (Sheet 7)

TRANSDUCER RESISTANCE VS TEMPERATURE LIMITS



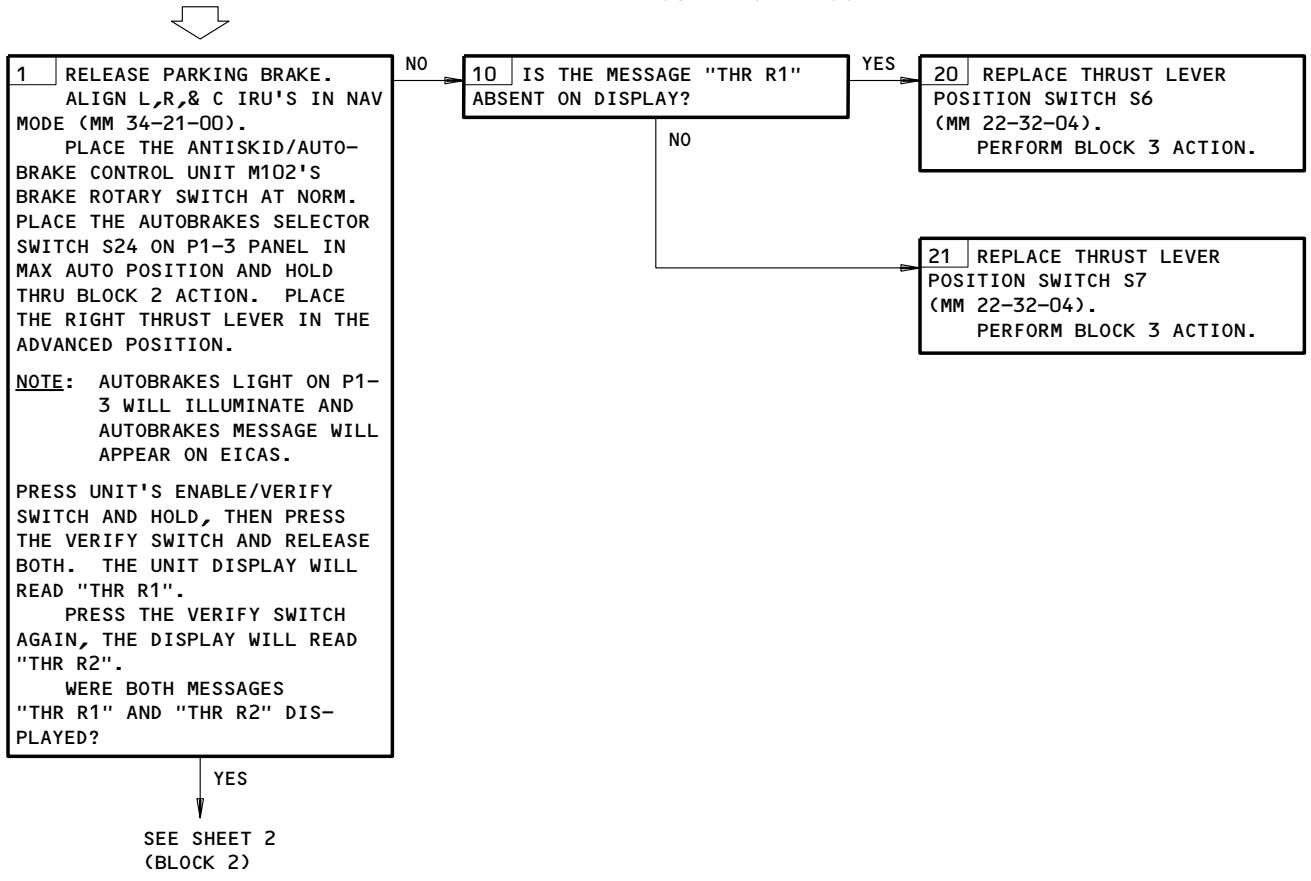
Antiskid/Autobrake Control Unit BITE Procedure
Figure 103 (Sheet 8)

"THR SW" FAILURE MESSAGE INDICATED ON CONTROL UNIT DISPLAY (ANTISKID/ AUTOBRAKE CONTROL UNIT BITE PROCEDURE)

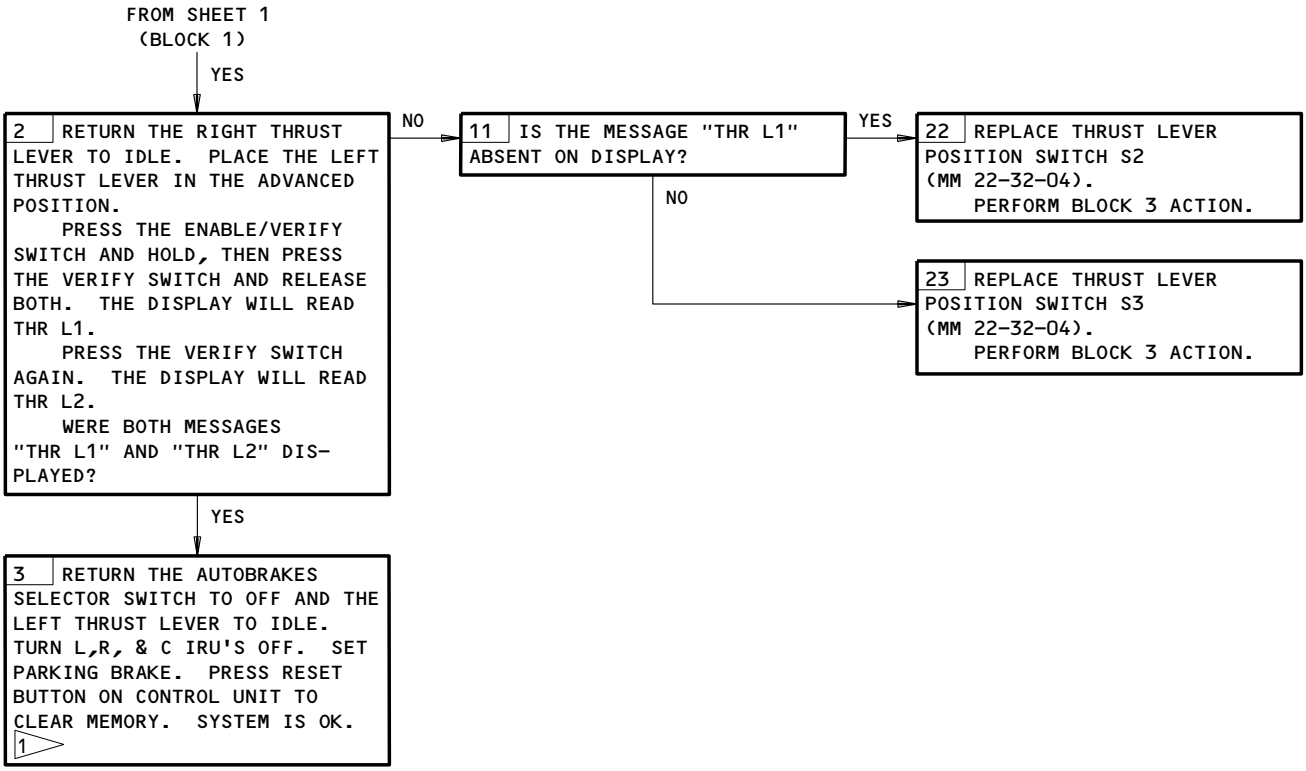
PREREQUISITES

ELECTRICAL POWER (MM 24-22-00)
RIGHT SYSTEM HYDRAULIC POWER (MM 29-11-00)
WHEELS CHOCKED, THRUST LEVERS IN IDLE, SPOILERS STOWED
CB'S: 6F4,11A33,11C30,11C31,11C32,11J2,11J3,11J29, 11J30,11J31,11J32,11P28,11P29,11S14,11S15, 11S18,11S19,11S21,11S22,11S23

WARNING: REFER TO MM 27-61-00/201 FOR APPROPRIATE SPOILER/SPEEDBRAKE DEACTIVATION PROCEDURE. INADVERTENT SPOILER MOVEMENT RESULTING FROM THRUST LEVER MOVEMENT COULD CAUSE SERIOUS INJURY TO PERSONNEL.



THR SW Failure Message Indicated on Control Unit Display
(Antiskid/Autobrake Control Unit BITE Procedure)
Figure 104 (Sheet 1)



1 ERASE "ANTISKID/AUTOBRK" EICAS MESSAGE (31-41-00, FIG. 109) IF IT APPEARS ON EICAS UNIT AT P2 PANEL

THR SW Failure Message Indicated on Control Unit Display
(Antiskid/Autobrake Control Unit BITE Procedure)
Figure 104 (Sheet 2)

"A/G SW" FAILURE MESSAGE INDICATED ON CONTROL UNIT DISPLAY (ANTISKID/ AUTOBRAKE CONTROL UNIT BITE PROCEDURE)

PREREQUISITES

ELECTRICAL POWER (MM 24-22-00)
RIGHT SYSTEM HYDRAULIC POWER (MM 29-11-00)
THRUST LEVERS IN IDLE, SPOILERS STOWED.
PROXIMITY SWITCH ACTUATOR/DEACTUATOR SET - A27092
(2 DEACTUATORS FOR RECTANGULAR SENSORS REQUIRED)

CB'S: 6F4,11A33,11C30,11C31,11C32,11J2,11J3,11J29, 11J30,11J31,11J32,11P28,11P29,11S14,11S15, 11S18,11S19,11S21,11S22,11S23

1 ALIGN L, R & C IRU'S IN NAV MODE (MM 34-21-00). CHECK THAT WHEELS ARE CHOCKED AND RELEASE PARKING BRAKE.
PLACE PROXIMITY SWITCH DEACTUATORS TO SYSTEM 1 MAIN GEAR TRUCK TILT SENSORS (S10062 LH, S10060 RH). PLACE THE ANTISKID/AUTOBRAKE CONTROL UNIT M102'S BRAKE ROTARY SWITCH AT NORM. PLACE THE AUTOBRAKES SELECTOR SWITCH S24 ON P1-3 PANEL IN MAX AUTO POSITION AND HOLD THRU BLOCK 2 ACTION. PRESS THE UNIT'S ENABLE/VERIFY SWITCH AND HOLD. THEN PRESS THE VERIFY SWITCH AND RELEASE BOTH. THE UNIT DISPLAY WILL READ "A/G 1."
DOES THE DISPLAY READ AS DESCRIBED?

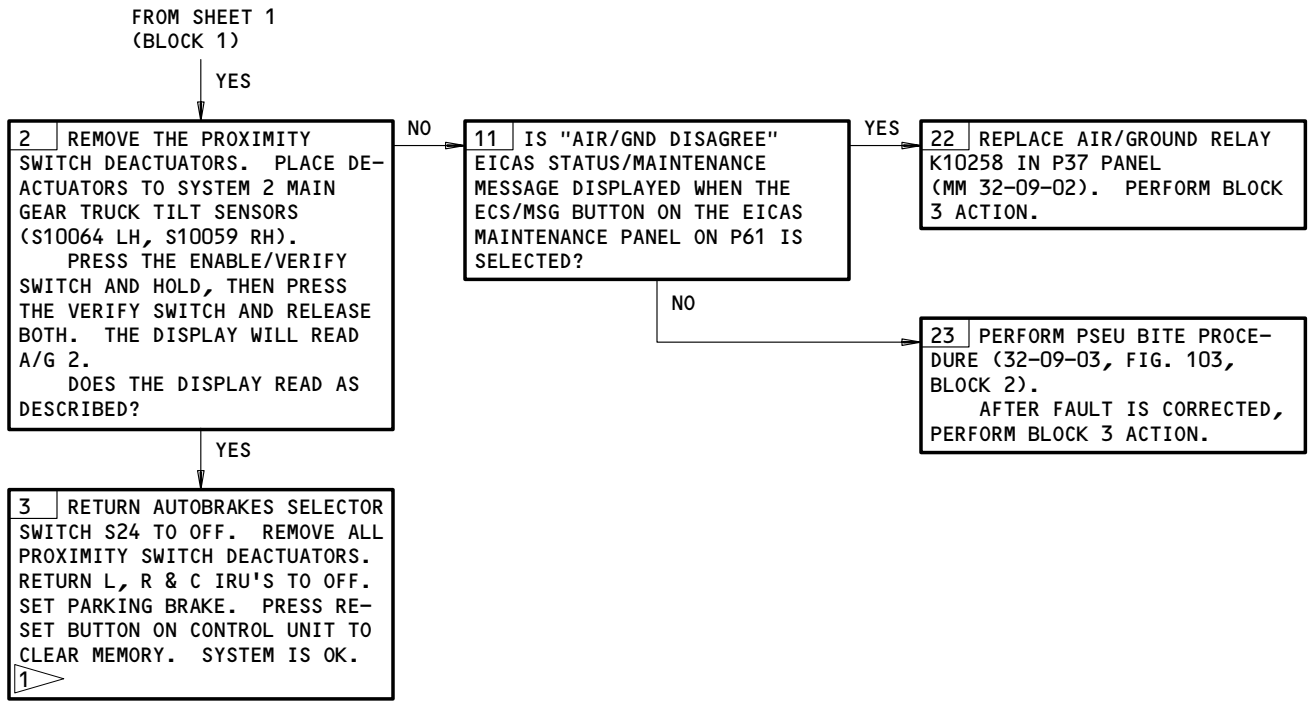
NO → 10 IS "AIR/GND DISAGREE" EICAS STATUS/MAINTENANCE MESSAGE DISPLAYED WHEN THE ECS/MSG BUTTON ON THE EICAS MAINTENANCE PANEL ON P61 IS SELECTED?

YES → 20 REPLACE AIR/GROUND RELAY K10388 IN P36 PANEL (MM 32-09-02). PERFORM BLOCK 2 ACTION.

NO → 21 PERFORM PSEU BITE PROCEDURE (32-09-03, FIG. 103, BLOCK 2).
AFTER FAULT IS CORRECTED, PERFORM BLOCK 2 ACTION.

YES → SEE SHEET 2 (BLOCK 2)

A/G SW Failure Message Indicated on Control Unit Display
(Antiskid/Autobrake Control Unit BITE Procedure)
Figure 105 (Sheet 1)

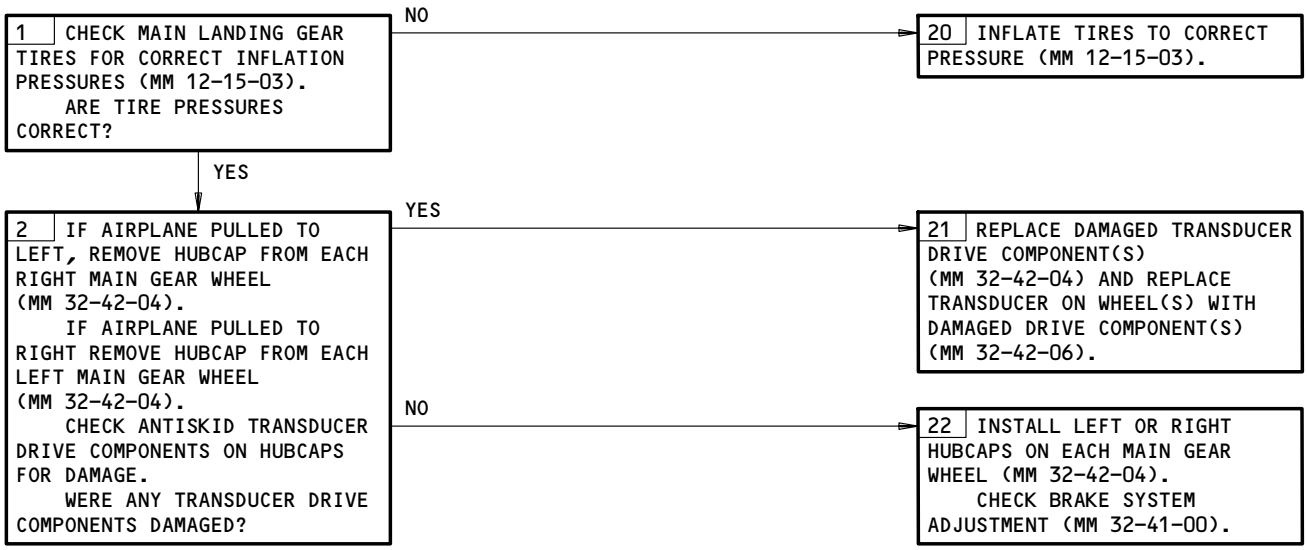


1 ERASE "ANTISKID/AUTOBRK" EICAS MESSAGE (31-41-00, FIG. 109) IF IT APPEARS ON EICAS UNIT AT P2 PANEL

A/G SW Failure Message Indicated on Control Unit Display
(Antiskid/Autobrake Control Unit BITE Procedure)
Figure 105 (Sheet 2)

AIRPLANE PULLS TO LEFT OR RIGHT DURING BRAKING. AMBER "ANTISKID" LGT EXTIN

PREREQUISITES
NONE



Airplane Pulls to Left or Right During Braking. Amber ANTISKID Lgt Extin
Figure 106

188474

PREREQUISITES

ELECTRICAL POWER (MM 24-22-00)
RIGHT AND LEFT SYSTEMS HYDRAULIC POWER (MM 29-11-00)
THRUST LEVERS IN IDLE, SPOILERS STOWED
CB'S: 6F4,11A33,11C30,11C31,11C32,11J2,11J3,11J29, 11J30,11J31,11J32,11P28,11P29,11S14,11S15, 11S18,11S19,11S21,11S22,11S23

EICAS MSG "NORM ANTISKID" DISPLAYED

1 ALIGN L, R, & C IRU'S IN NAV MODE (MM 34-21-00).
CHECK THAT WHEELS ARE CHOCKED, ANTISKID SWITCH IS ON, AND RELEASE PARKING BRAKE.
DOES "NORM ANTISKID" MSG REMAIN AFTER PREREQUISITES ARE SATISFIED?

YES → 11 PERFORM ANTISKID/AUTOBRAKE CONTROL UNIT BITE PROCEDURE - CONTROL TEST (FIG. 103, BLOCK 3).
DID BITE IDENTIFY FAULT(S)?

YES → 20 PERFORM INDICATED CORRECTIVE ACTION. 1

NO → 12 REMOVE ANTISKID 1-5 LT RELAY, K10229 IN P36 PANEL (WDM 32-42-11).
DOES ANTISKID LIGHT ON P5 PANEL EXTINGUISH?

YES → 21 REPLACE ANTISKID 1-5 LT RELAY, K10229 IN P36 PANEL (WDM 32-41-11). 1

NO → 13 INSTALL RELAY K10229.
REMOVE ANTISKID 4-8 LT RELAY, K10230 IN P36 PANEL (WDM 32-42-11).
DOES ANTISKID LIGHT ON P5 PANEL EXTINGUISH?

YES → 22 REPLACE ANTISKID 4-8 LT RELAY, K10230 IN P36 PANEL (WDM 32-42-11). 1

NO → 14 INSTALL RELAY K10230.
REMOVE ANTISKID 2-6 LT RELAY, K10231 IN P36 PANEL (WDM 32-42-11).
DOES ANTISKID LIGHT ON P5 PANEL EXTINGUISH?

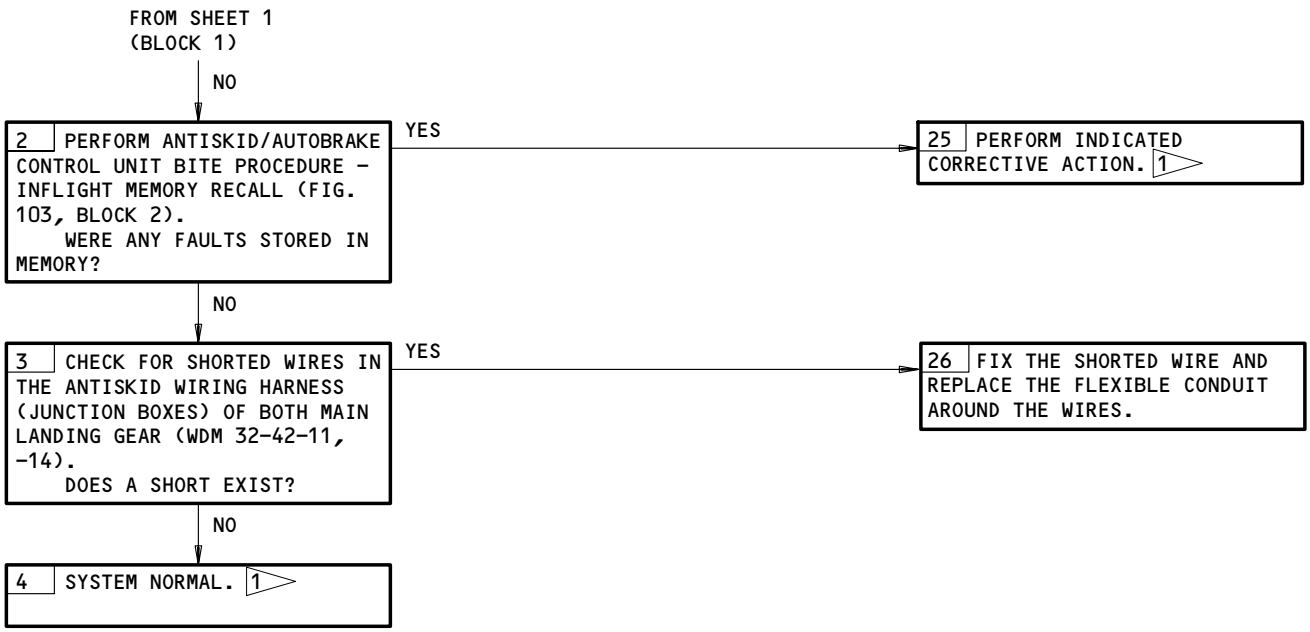
YES → 23 REPLACE ANTISKID 2-6 LT RELAY, K10231 IN P36 PANEL (WDM 32-42-11). 1

NO → 24 INSTALL RELAY, K10231.
REPLACE ANTISKID 3-7 LT RELAY, K10232 IN P36 PANEL (WDM 32-42-11). 1

NO → SEE SHEET 2 (BLOCK 2)

1 SET PARKING BRAKE.
RETURN L, R, & C IRU'S TO OFF.

EICAS Msg NORM ANTISKID Displayed
Figure 107 (Sheet 1)



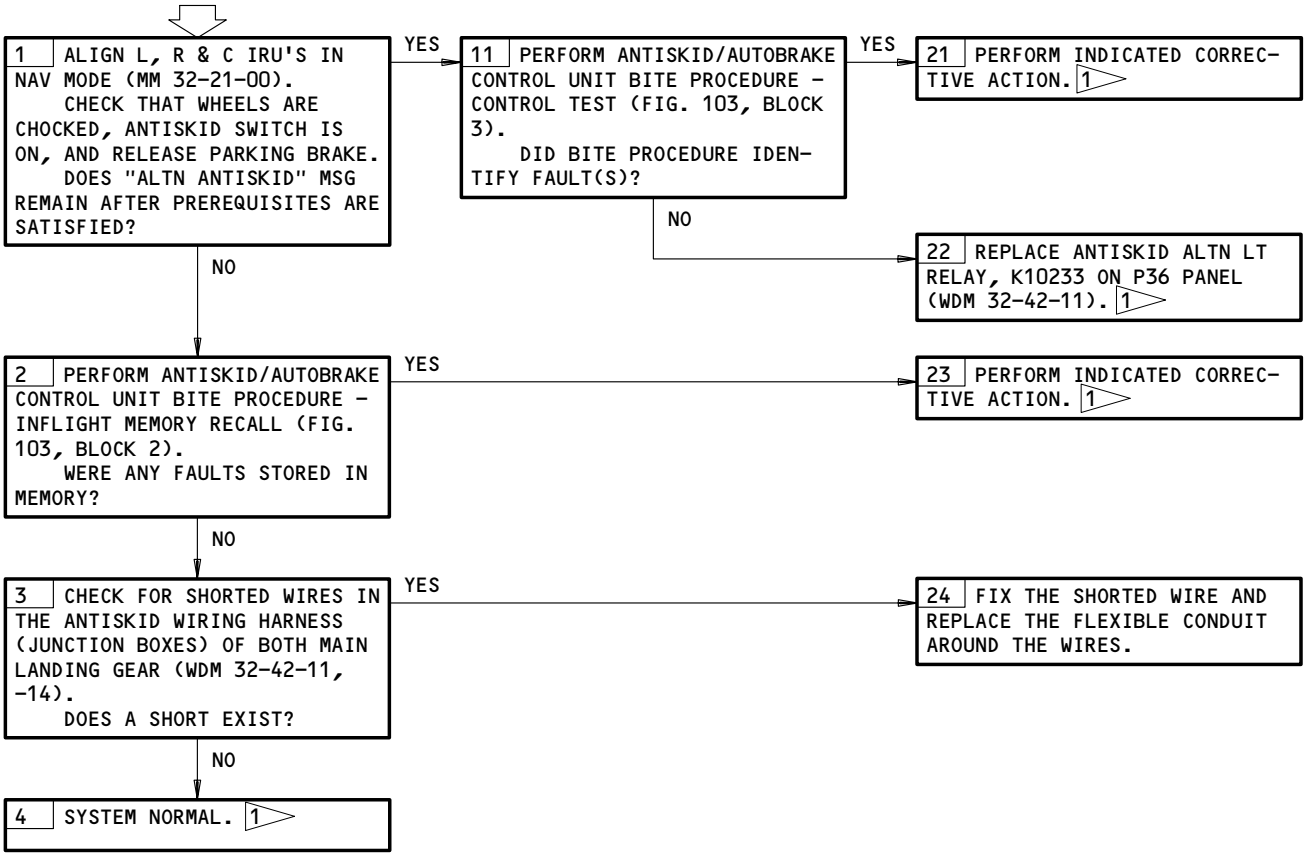
EICAS Msg NORM ANTISKID Displayed
Figure 107 (Sheet 2)

PREREQUISITES

ELECTRICAL POWER (MM 24-22-00)
RIGHT AND LEFT SYSTEMS HYDRAULIC POWER (MM 29-11-00)
THRUST LEVERS IN IDLE, SPOILERS STOWED

CB'S: 11A33,11C30,11C31,11C32,11J2,11J3,11J29,11J30, 11J31,11J32,11P28,11P29,11S14,11S15,11S18, 11S19,11S21,11S22,11S23,6F4

EICAS MSG "ALTN ANTISKID" DISPLAYED



1 SET PARKING BRAKE.
RETURN L, R, & C IRU'S TO OFF.

EICAS Msg ALTN ANTISKID Displayed
Figure 108

PREREQUISITES

ELECTRICAL POWER (MM 24-22-00)
RIGHT AND LEFT SYSTEMS HYDRAULIC POWER (MM 29-11-00)
WHEELS CHOCKED, THRUST LEVERS IN IDLE, SPOILERS STOWED

CB'S: 6F4,11A33,11C30,11C31,11C32,11J2,11J3,11J29, 11J30,11J31,11J32,11P28,11P29,11S14,11S15, 11S18,11S19,11S21,11S22,11S23

EICAS MSG "ANTI-SKID/AUTOBRK" DISPLAYED

1 ON ANTISKID/AUTOBRAKE CONTROL UNIT, M102, PLACE THE PRESS/TEST-BIT SWITCH TO BIT POSITION AND THEN RELEASE TO RECALL INFLIGHT FAULT(S).

NOTE: WHEN THE BIT POSITION IS SELECTED AND RELEASED, THE FIRST FAILURE WILL BE DISPLAYED. SUBSEQUENT BIT SELECTIONS WILL DISPLAY ANY REMAINING FAULTS UNTIL "TEST END" IS DISPLAYED, INDICATING THE LAST STORED FAULT.

RECORD ANY INDICATED FAULTS.

NOTE: MESSAGE "BOX A/B" FAULT IS NORMALLY ASSOCIATED WITH THE "ANTISKID/AUTOBRK" EICAS MESSAGE.

PRESS THE REST BUTTON ON UNIT TO CLEAR FAULT(S) STORED (UNIT DISPLAY WILL READ "MEM CLR").

RELEASE PARKING BRAKE. PLACE L, R, & C IRU'S IN NAV MODE (ALIGNED)(MM 34-21-00).

POSITION AUTOBRAKE SELECTOR SWITCH ON P1 PANEL TO POSITION 1.

WITH ROTARY SWITCH ON UNIT AT NORM, PRESS AND HOLD THE ENABLE/VERIFY SWITCH, THEN PRESS VERIFY SWITCH AND RELEASE BOTH.

NOTE: THE DISPLAY WILL FLASH "WAIT" WHILE TEST IS RUNNING.

IS "BOX A/B" FAULT INDICATION DISPLAYED ON UNIT?

NOTE: IF ANY FAULT IS INDICATED, PRESS VERIFY SWITCH UNTIL "TEST END" IS DISPLAYED.

YES → 21 REPLACE ANTISKID/AUTOBRAKE CONTROL UNIT, M102 (MM 32-42-01). 1

NO → 11 WAS FAULT OTHER THAN "BOX A/B" INDICATED ON UNIT?

YES → 22 PERFORM CORRECTIVE ACTION FOR INDICATED FAULT PER ANTISKID/AUTOBRAKE CONTROL UNIT BITE PROCEDURE (32-42-00, FIG. 103). 1

NO → 23 SYSTEM NORMAL. 1

NOTE: ANTISKID/AUTOBRAKE CONTROL UNIT NUISANCE FAULT MESSAGE.

1 ERASE "ANTISKID/AUTOBRK" EICAS MESSAGE (31-41-00, FIG. 109).

RETURN L, R, & C IRU'S TO OFF POSITION. SET PARKING BRAKE.

EICAS Msg ANTISKID/AUTOBRK Displayed
Figure 109

PREREQUISITES

ELECTRICAL POWER (MM 24-22-00)
RIGHT AND LEFT SYSTEMS HYDRAULIC POWER (MM 29-11-00)
THRUST LEVERS IN IDLE, SPOILERS STOWED
CB'S: 6F4,11A33,11C30,11C31,11C32,11J2,11J3,11J29, 11J30,11J31,11J32,11P28,11P29,11S14,11S15,11S18, 11S19,11S21,11S22,11S23

AUTOBRAKES SELECTOR DID NOT DISARM WHEN SPEEDBRAKES LEVER MOVED DOWN

1 CHECK THAT WHEELS ARE CHOCKED AND RELEASE PARKING BRAKE. ALIGN L,R, & C IRU'S IN NAV MODE (MM 34-21-00).
CHECK THAT SPOILER HANDLE ON CONTROL STAND IS IN DOWN DETENT.
PERFORM ANTISKID/AUTOBRAKE CONTROL UNIT BITE PROCEDURE, ANTISKID/AUTOBRAKE CONTROL TEST (FIG. 103, BLOCK 3).
IS MESSAGE "SPLR HDL" INDICATED ON CONTROL UNIT DISPLAY?

NO → 30 REPLACE AUTOBRAKE SELECTOR SWITCH S24 ON P1 PANEL (WM 32-42-12). 1

YES → 31 REPLACE SPEED BRAKE POSITION SWITCH S493 (MM 31-51-03). 1

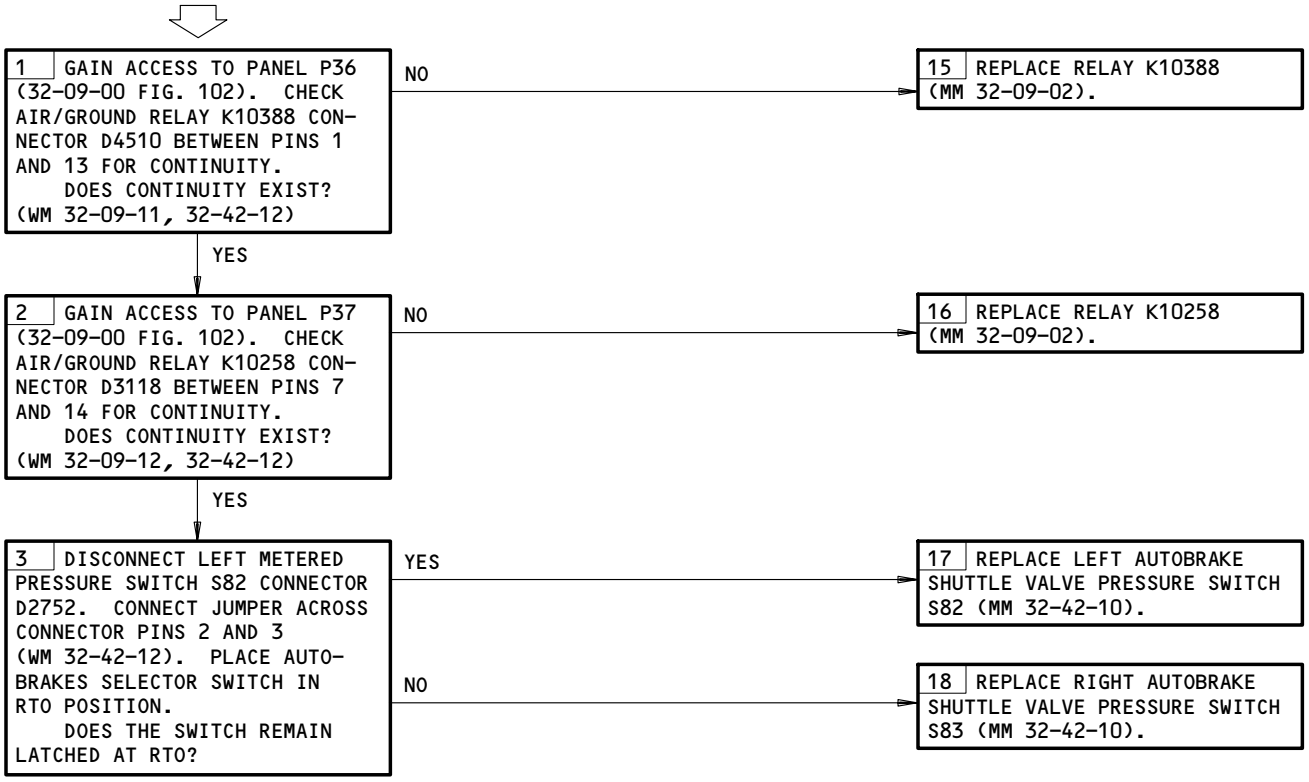
1 ERASE "ANTISKID/AUTOBRK" EICAS MESSAGE (31-41-00, FIG. 109) IF IT APPEARS ON EICAS DISPLAY AT P2 PANEL. TURN L,R, & C IRU'S OFF. SET PARKING BRAKE.

Autobrakes Selector did not Disarm when Speedbrakes Lever Moved Down
Figure 109A

AUTOBRAKES SELECTOR WILL NOT LATCH IN "RTO" POSITION WITH NO FAULT INDICATIONS

PREREQUISITES
ELECTRICAL POWER (MM 24-22-00)

CB'S: 11C31,11C32,11S14,11S18,11S21,11S22



Autobrakes Selector Will Not Latch in RTO Position with No Fault Indications
Figure 109B

PREREQUISITES

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

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
6F4,11A33,11C30,11C31,11C32,11J2,11J3,11J29,11J30,
11J31,11J32,11P28,11P29,11S14,11S15,11S18,11S19,
11S21,11S22,11S23

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

MAIN GEAR TIRES ARE BLOWN OUT OR WORN FLAT IN AREAS OR SHOW SKID BURN DAMAGE

1 ARE THE DAMAGED TIRES AT ONE OR TWO WHEEL LOCATIONS AND ARE THE RELATED WHEEL FUSE PLUGS MELTED?

YES → 21 AT EACH OF THESE WHEEL LOCATIONS, DO THESE STEPS TO SEE IF THE WHEELS TURN FREELY WITH THE BRAKES RELEASED:

1. JACK THE WHEEL AXLE (MM 07-11-03/201)
2. PRESSURIZE THE RIGHT AND LEFT HYDRAULIC SYSTEMS (MM 29-11-00/201)
3. MAKE SURE THAT THE PARKING BRAKE IS RELEASED AND THE BRAKES ARE NOT OPERATED
4. TRY TO TURN THE WHEEL.

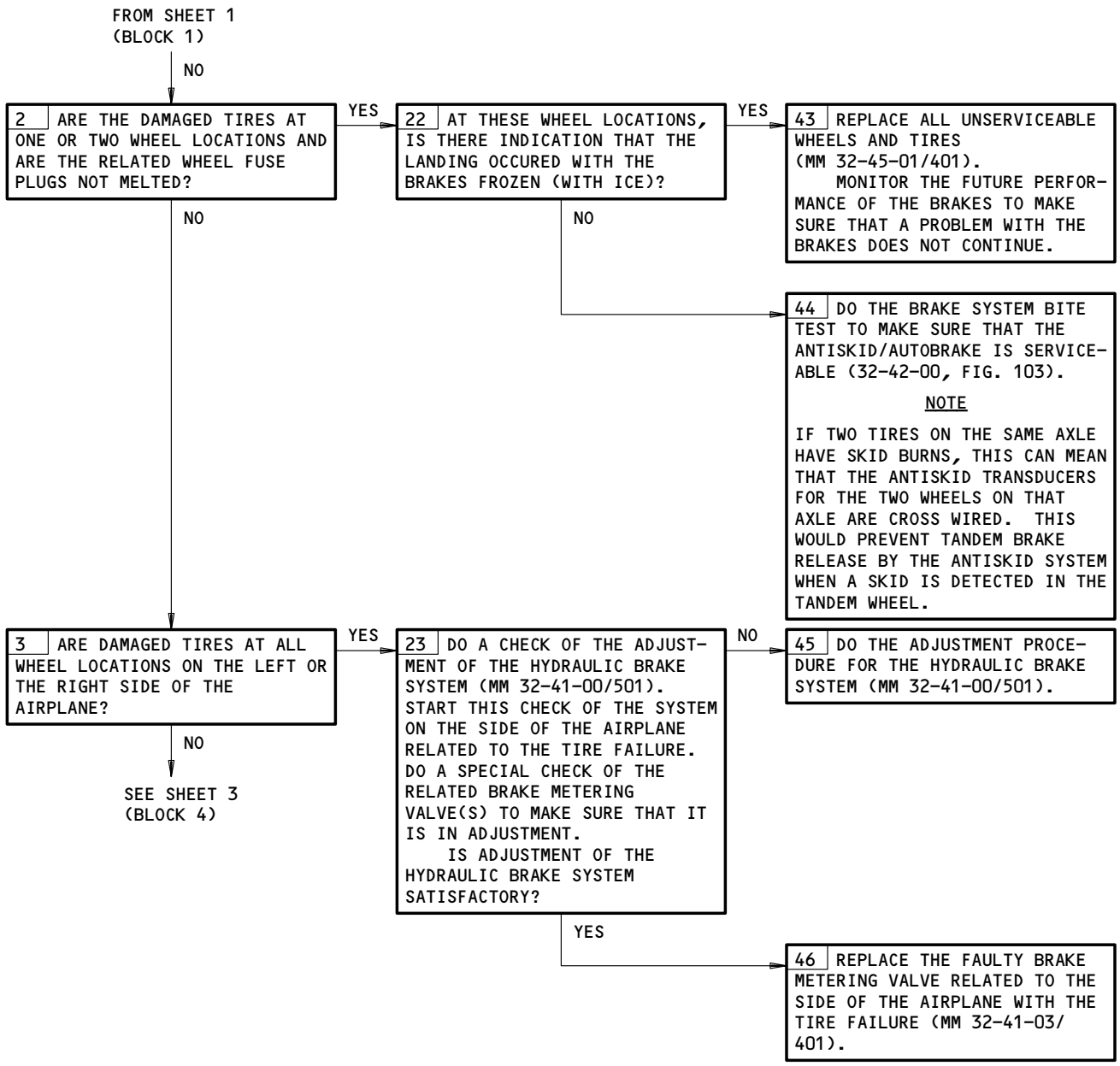
DOES THE WHEEL TURN FREELY?

NO → 41 REPLACE THE BRAKE UNIT AT THE WHEEL LOCATION WHERE THE WHEEL DOES NOT TURN FREELY (MM 32-41-15/401).

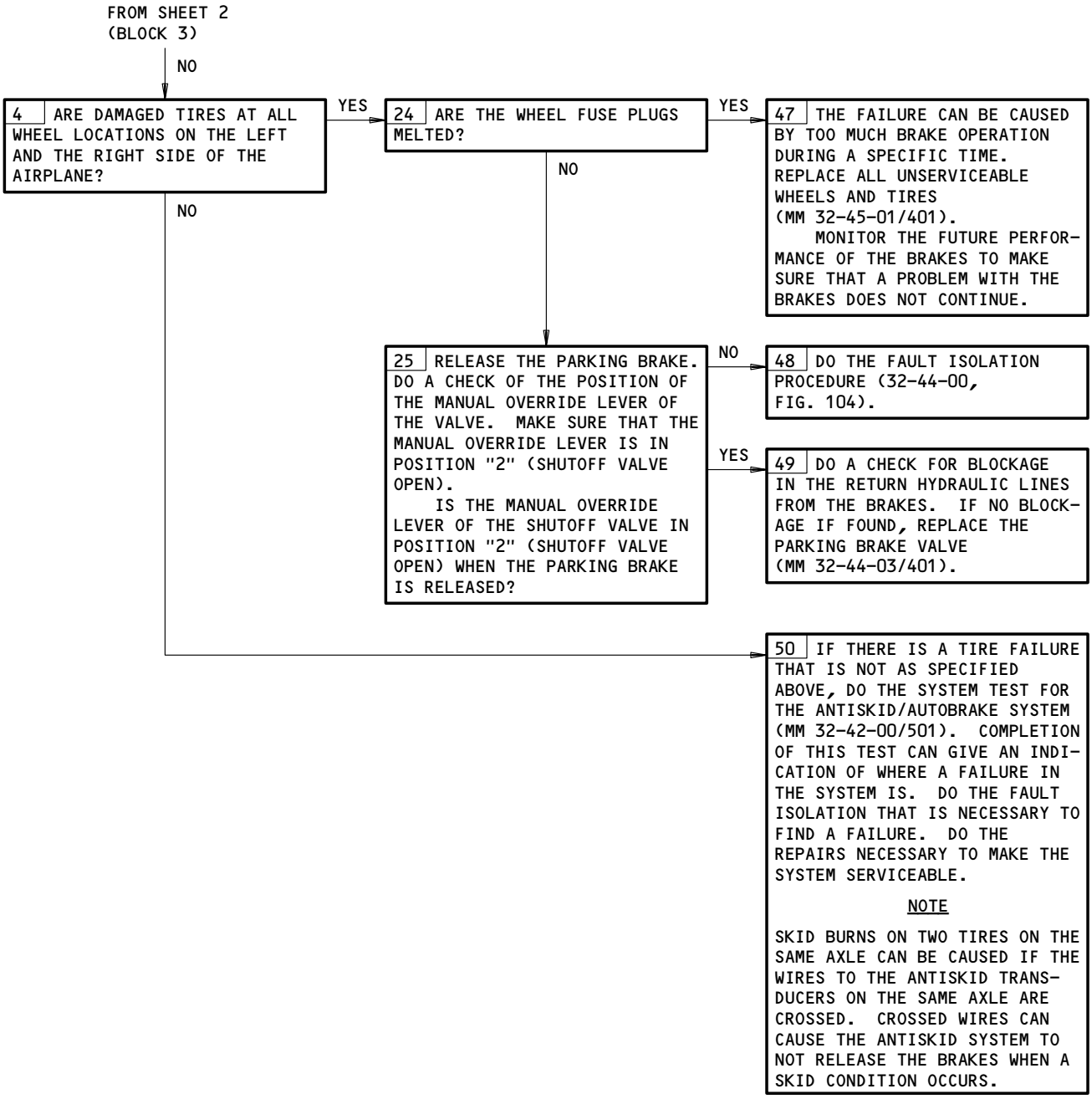
YES → 42 THE FAILURE CAN BE CAUSED BY TOO MUCH BRAKE OPERATION DURING A SPECIFIC TIME. REPLACE ALL UNSERVICEABLE WHEELS AND TIRES (MM 32-45-01/401).
MONITOR THE FUTURE PERFORMANCE OF THE BRAKES TO MAKE SURE THAT A PROBLEM WITH THE BRAKES DOES NOT CONTINUE.

NO → SEE SHEET 2 (BLOCK 2)

Main Gear Tires are Blown Out or Worn Flat in Areas or Show Skid Burn Damage
Figure 110 (Sheet 1)



Main Gear Tires are Blown Out or Worn Flat in Areas or Show Skid Burn Damage
Figure 110 (Sheet 2)



Main Gear Tires are Blown Out or Worn Flat in Areas or Show Skid Burn Damage
Figure 110 (Sheet 3)

PARKING BRAKE SYSTEM

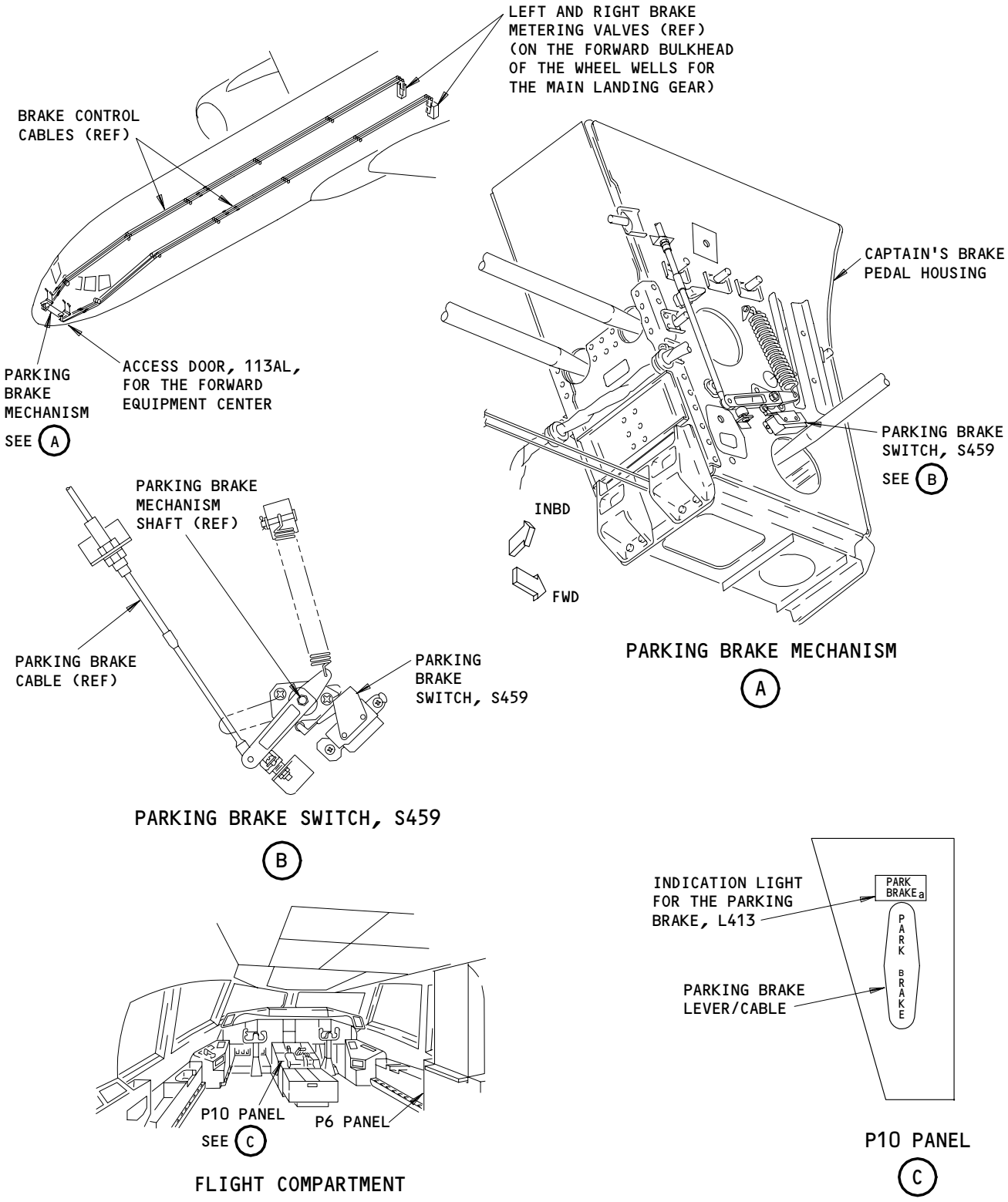
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ACCUMULATOR - PARKING BRAKE	2	1	WHEEL WELL FOR THE RIGHT MAIN LANDING GEAR	32-44-05
BRAKE HYDRAULIC - (32-41-00/101)				
CABLES - (32-41-00/101)				
BRAKE CONTROL				
CIRCUIT BREAKERS -	1		FLIGHT COMPARTMENT, P6,P11	
BRAKE PRESS IND, C1180		1	11S13	*
PARKING BRAKE VLV, C1179		1	6F4	*
CHECK VALVE - THERMAL RELIEF	2	1	WHEEL WELL FOR THE RIGHT MAIN LANDING GEAR	32-44-00
COMPUTERS - (31-41-00/101)				
EICAS, L, M10181				
EICAS, R, M10182				
GAGE - PNEUMATIC PRESSURE	2	1	197KL, L AFT WING/BODY FAIRING	32-44-00
LEVER/CABLE - PARKING BRAKE	1	1	FLIGHT COMPARTMENT, P10	32-44-01
INDICATOR - (32-41-00/101)				
BRAKE PRESS, N10				
LIGHT - (32-41-00/101)				
BRAKE SOURCE, L491				
LIGHT - PARK BRAKE INDICATION, L413	1	1	FLIGHT COMPARTMENT, P10	*
LIGHT - PARKING BRAKE ON INDICATION, L456 1	4	1	NOSE LANDING GEAR	*
MECHANISM - (32-41-00/101)				
BRAKE PEDAL BUS				
MODULES - (32-41-00/101)				
ALTERNATE BRAKE METERING VALVE, L&R				
NORMAL BRAKE METERING VALVE, L&R				
PEDALS - (32-41-00/101)				
BRAKE (CAPTAIN'S AND FIRST OFFICER'S)				
RELAY - (31-01-36/101)				
PARK BRAKE CLOSE SENSE, K419				
SWITCH - PARK BRAKE, S459	1	1	113AL, FWD EQUIP COMPT, BRAKE PEDAL BUS MECHANISM (REF)	32-44-08
TRANSDUCER - (32-41-00/101)				
PRESSURE				
VALVE - (32-41-00/101)				
ALTERNATE BRAKE SELECTOR				
VALVE - ACCUMULATOR ISOLATION	2	1	WHEEL WELL FOR THE RIGHT MAIN LANDING GEAR	32-44-06
VALVE - CHARGING			197KL, L AFT WING/BODY FAIRING	32-44-10
VALVE AND MOTOR - PARKING BRAKE, V41	2	1	WHEEL WELL FOR THE RIGHT MAIN	32-44-03
	2	1	LANDING GEAR	

* SEE THE WDM EQUIPMENT LIST

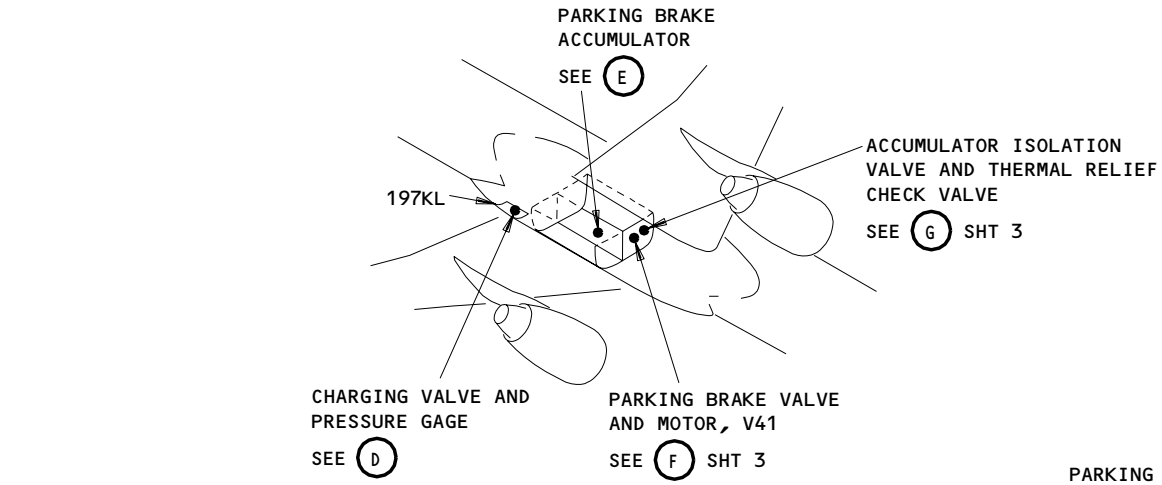
1 GUI 115

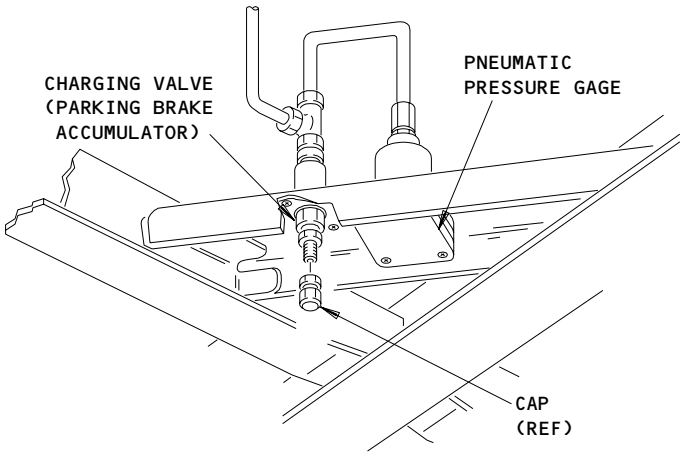
Parking Brake System - Component Index
Figure 101

A73884



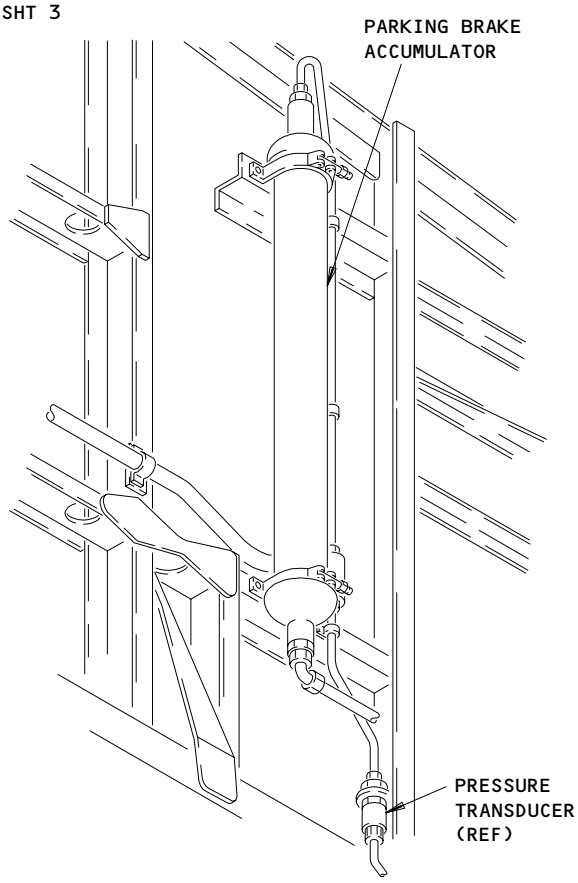
Parking Brake System - Component Location
Figure 102 (Sheet 1)





CHARGING VALVE AND PRESSURE GAGE
(AFT WING/BODY FAIRING)

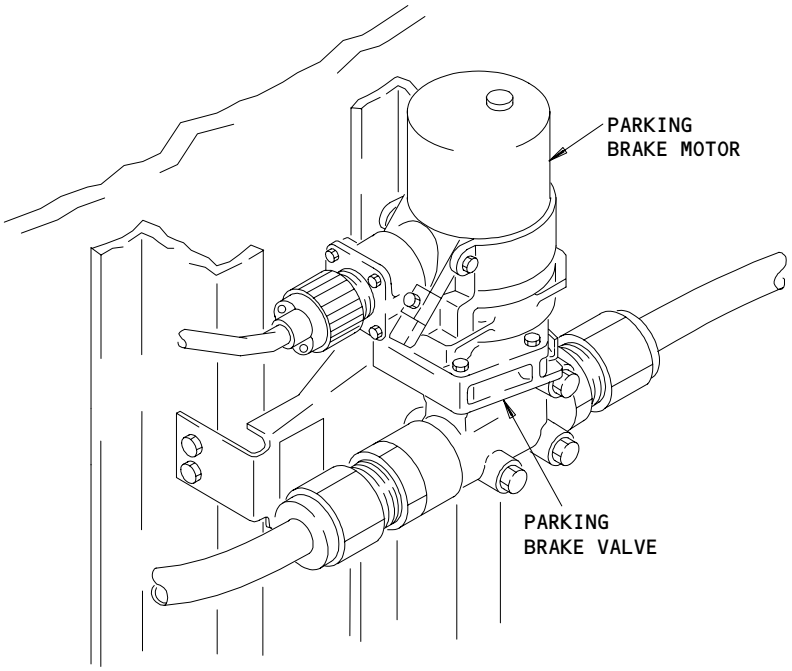
D



PARKING BRAKE ACCUMULATOR

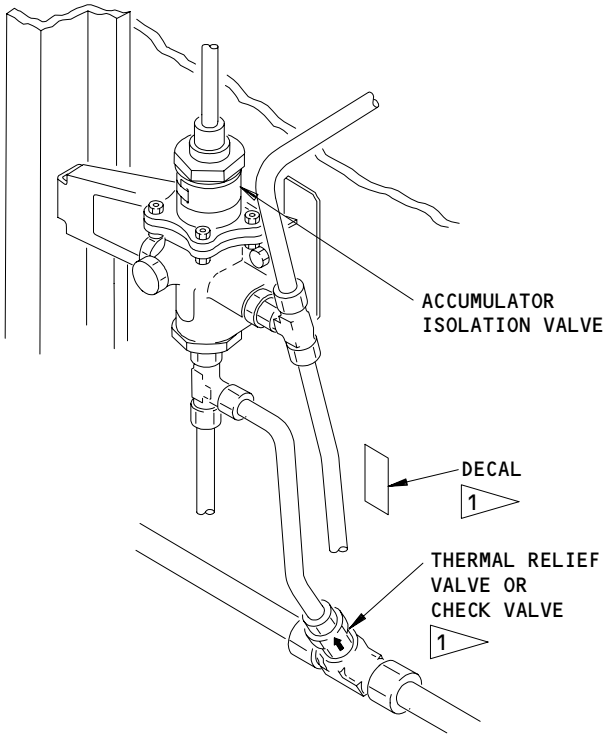
E

Parking Brake System – Component Location
Figure 102 (Sheet 2)



PARKING BRAKE VALVE AND MOTOR, V41

(F)



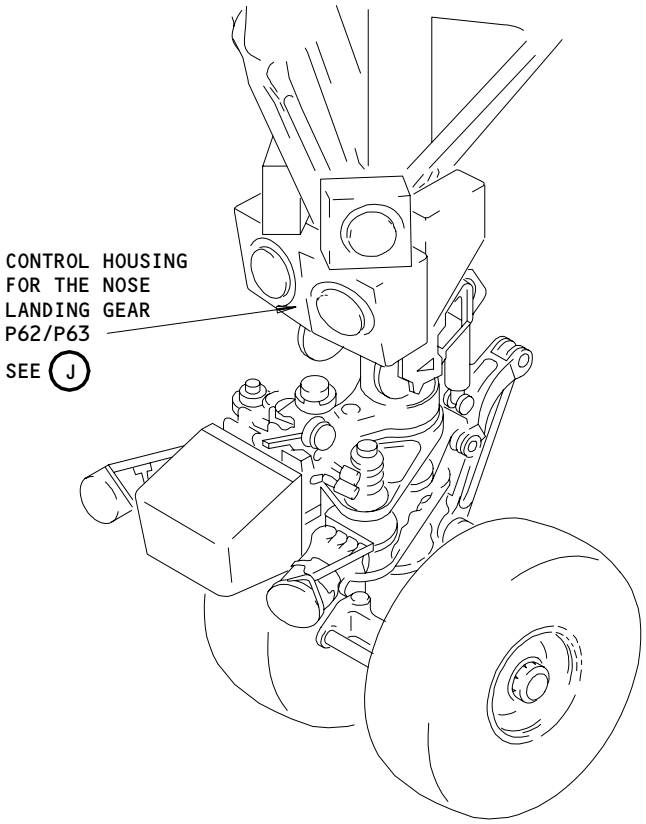
ACCUMULATOR ISOLATION VALVE
AND THERMAL RELIEF CHECK VALVE

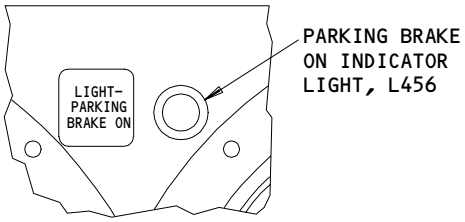
(G)

1 SEE DECAL TO SEE IF CHECK VALVE OR THERMAL RELIEF VALVE IS INSTALLED

Parking Brake System – Component Location (Details from sht 2)
Figure 102 (Sheet 3)

60086





CONTROL HOUSING FOR THE NOSE LANDING GEAR
P62/P63

J

Parking Brake System – Component Location
Figure 102 (Sheet 4)

99999

WITH PARK BRAKE SET, "PARK BRAKE" LIGHT REMAINS EXTINGUISHED. EICAS MSG "ANTISKID" DISPLAYED AND "ANTISKID" LIGHT ILLUMINATED

PREREQUISITES

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

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
6F4

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

1 MAKE SURE THE PARKING BRAKE IS SET.

WARNING

USE THE PROCEDURE IN 32-00-15 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

OPEN THE DOORS FOR THE LANDING GEAR AND INSTALL THE DOOR LOCKS (REF MM 32-00-15/201).

EXAMINE THE POSITION OF THE MANUAL OVERRIDE LEVER FOR THE PARKING BRAKE VALVE, V41.

IS THE LEVER IN "POSITION 2" (VALVE CLOSED)?

YES → 11 REMOVE THE CONNECTOR, D2646 FOR THE PARK BRAKE (WDM 32-44-11).

MAKE SURE THERE IS CONTINUITY BETWEEN PINS 9 AND 10 ON THE PARK BRAKE VALVE.

DOES CONTINUITY EXIST BETWEEN PINS 9 AND 10?

NO → 21 REPLACE THE MOTOR/VALVE UNIT, V41 (MM 32-44-03/401).

YES → 22 EXAMINE AND REPAIR THE CIRCUIT BETWEEN PIN 10 OF THE VALVE CONNECTOR, D2646 AND PIN 4 OF THE CONNECTOR, D2768 FOR THE PARKING BRAKE CLOSE SENSE RELAY, K419.

INSTALL THE D2646 CONNECTOR (WDM 32-44-11).

NO → 12 REMOVE THE CONNECTOR, D2646 FOR THE PARK BRAKE VALVE, V41 (WDM 32-44-11).

IS THERE 28V DC AT PIN 2 (GROUND IS AT PIN 1)?

YES → 23 REPLACE THE MOTOR/VALVE UNIT, V41 (MM 32-44-03/401).

NO ↓

13 EXAMINE THE CIRCUIT BETWEEN PIN 2 OF THE CONNECTOR D2646 FOR THE VALVE AND CIRCUIT BREAKER 6F4 (WDM 32-44-11).

IS THE CIRCUIT OKAY?

NO → 24 EXAMINE AND REPAIR THE CIRCUIT BETWEEN PIN 2 OF THE D2646 VALVE CONNECTOR AND THE CIRCUIT BREAKER, 6F4.

INSTALL THE CONNECTOR, D2646 (WDM 32-44-11).

YES ↓

14 INSTALL THE CONNECTOR, D2646.

EXAMINE THE PARK BRAKE SWITCH, S459 AND THE LINKAGE MECHANISM ADJUSTMENT (MM 32-44-00/501).

IS IT CORRECTLY ADJUSTED?

NO → 25 ADJUST THE SWITCH AND THE LINKAGE MECHANISM (MM 32-44-00/501).

YES → 26 REPLACE THE PARK BRAKE SWITCH, S459 (MM 32-44-08/201).

With Park Brake Set, PARK BRAKE Light Remains Extinguished. EICAS Msg ANTISKID Displayed and ANTISKID Light Illuminated
Figure 103

WITH PARKING BRAKE SET, EICAS MSG "ANTISKID" DIS-PLAYED. "ANTISKID" AND "PARK BRAKE" LIGHTS WERE ILLUM

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
6F4

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

1 MAKE SURE THE PARKING BRAKE IS SET. MAKE SURE THE "PARK BRAKE" LIGHT IS ON.
REMOVE THE ANTISKID/AUTO-BRAKE CONTROL UNIT ON THE E6 RACK (MM 32-42-01/401).
IS THERE A GROUND AT PIN D15 OF ELECTRICAL CONNECTOR, D2744A (WDM 32-44-11)?

YES → 20 INSTALL THE ANTISKID/AUTO-BRAKE CONTROL UNIT (MM 32-42-01/401).
DO THE BITE PROCEDURE FOR THE AINTISKID/AUTOBRAKE CON-TROL UNIT (32-42-00, FIG. 103 CORRECT THE FAULTS SHOWN.

NO → 21 INSTALL THE ANTISKID/AUTO-BRAKE CONTROL UNIT (MM 32-42-01/401).
REPLACE THE PARKING BRAKE CLOSE SENSE RELAY, K419, IN THE P36 PANEL (WDM 32-44-11).

With Parking Brake Set, EICAS Msg ANTISKID Displayed. ANTISKID and PARK BRAKE Lights Were Illum
Figure 103A

WITH PARK BRAKE RELEASED, "PARK BRAKE" AND ANTI-SKID LIGHTS REMAIN ILLUMINATED. EICAS MSG "ANTISKID" AND PARKING BRAKE DISPLAYED.

PREREQUISITES

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

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
6F4

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

1 EXAMINE THE POSITION OF THE MANUAL OVERRIDE LEVER FOR THE PARK BRAKE VALVE V41.
IS THE LEVER IN POSITION 2 (VALVE CLOSED)?

YES → 10 REMOVE THE CONNECTOR, D2646 FOR THE PARK BRAKE VALVE, V41. MAKE SURE THERE IS 28V DC AT PIN 3 OF THE CONNECTOR (WDM 32-44-11).
IS THERE VOLTAGE?

YES → 20 REPLACE THE MOTOR/VALVE UNIT, V41 (MM 32-44-03/401).

NO → 21 REPLACE THE PARKING BRAKE SWITCH, S459 (MM 32-44-08/201).
IF THE PROBLEM CONTINUES, EXAMINE THE SWITCH ADJUSTMENT (MM 32-44-08/201).
IF THE PROBLEM CONTINUES, EXAMINE AND REPAIR THE CIRCUIT FROM THE PARKING BRAKE SWITCH S459, PIN 1NO AND THE PARKING BRAKE VALVE CONNECTOR, D2646, PIN 3 (WDM 32-44-12).

NO → 11 REMOVE THE CONNECTOR, D2646 FOR THE PARK BRAKE VALVE, V41 (WDM 32-44-11).
IS THERE 28V DC AT PIN 3 (GROUND IS AT PIN 1)?

YES → 22 REPLACE THE MOTOR/VALVE UNIT V41 (MM 32-44-03/401).

NO → 12 EXAMINE THE CIRCUIT BETWEEN PIN 3 OF THE VALVE CONNECTOR, D2646 AND CB 6F4 (WDM 32-44-11).
IS THE CIRCUIT OKAY?

NO → 23 EXAMINE AND REPAIR THE CIRCUIT BETWEEN PIN 3 OF THE VALVE CONNECTOR, D2646 AND CB 6F4 (WDM 32-44-11).

YES → 13 INSTALL THE CONNECTOR, D2646.
EXAMINE THE PARK BRAKE VALVE, V41 AND THE LINKAGE MECHANISM ADJUSTMENT (MM 32-44-00/501).
IS IT CORRECTLY ADJUSTED?

NO → 24 ADJUST THE PARK BRAKE SWITCH, S459 AND THE LINKAGE MECHANISM (MM 32-44-00/501).

YES → 25 REPLACE THE PARK BRAKE SWITCH, S459 (MM 32-44-08/201).

With Park Brake Released, PARK BRAKE and Antiskid Lights Remain Illuminated.
EICAS Msg ANTISKID and PARKING BRAKE Displayed.
Figure 104

PREREQUISITES

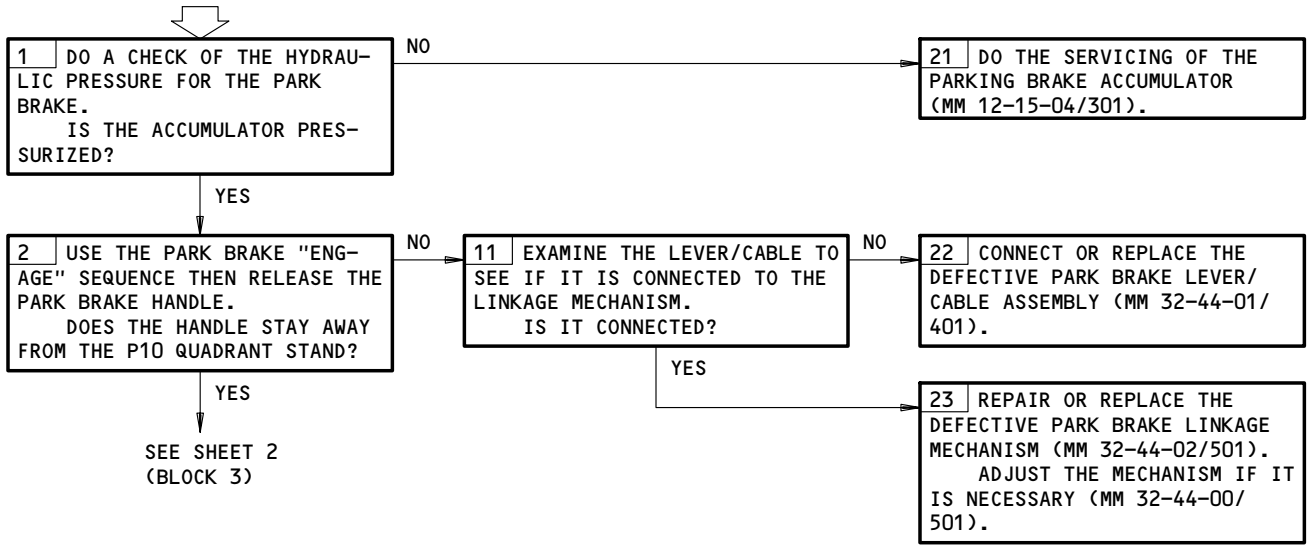
MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (MM 31-41-00/201)

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
6F4

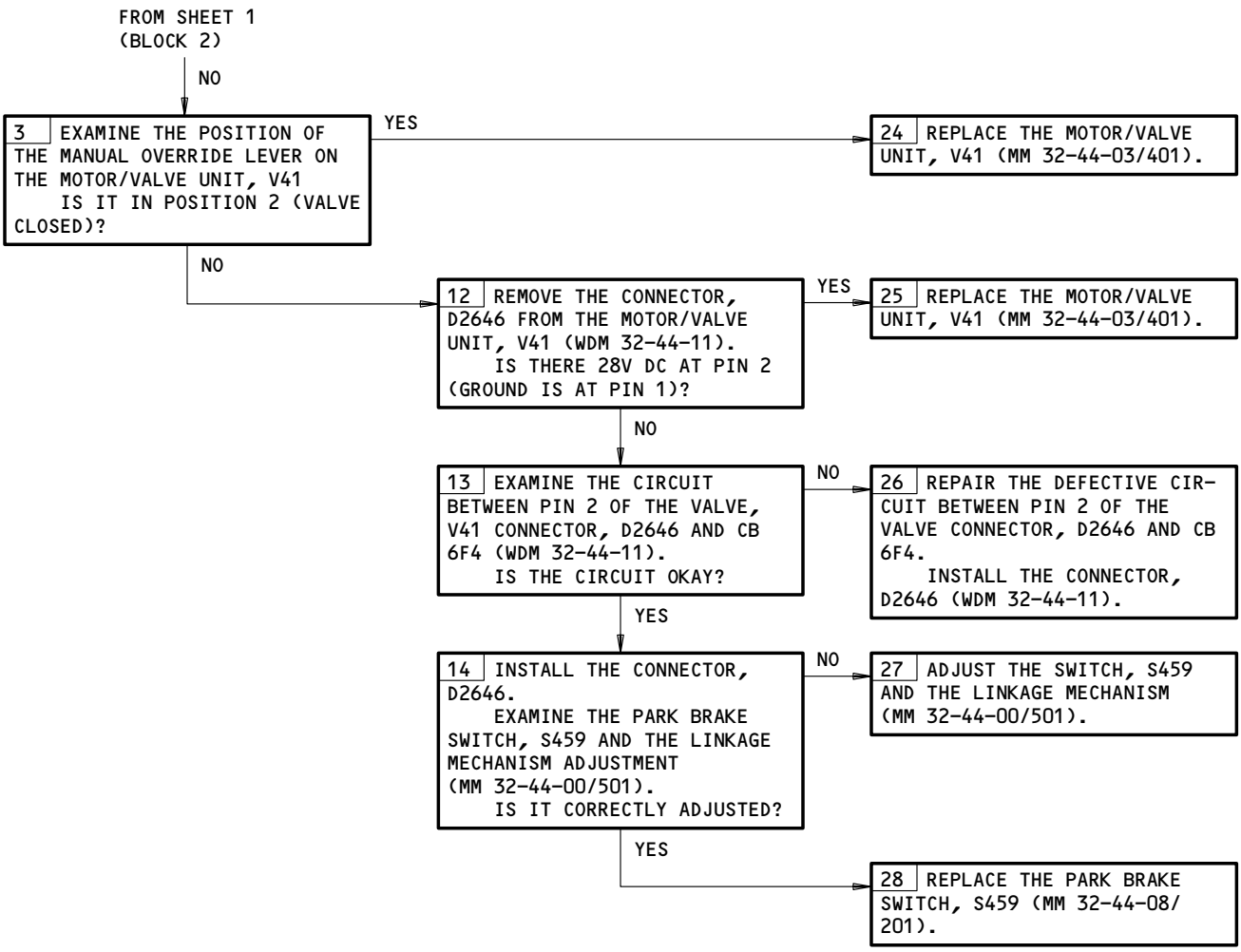
MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (MM 24-22-00/201)

NOTE: IF YOU HAVE PROBLEMS WITH THE BLEED DOWN PROCEDURE FOR THE PARKING BRAKE, DO THE HYDRAULIC BRAKE SYSTEM PROCEDURE (32-41-00, FIG. 108).

PARKING BRAKE CANNOT BE SET



Parking Brake Cannot Be Set
Figure 105 (Sheet 1)

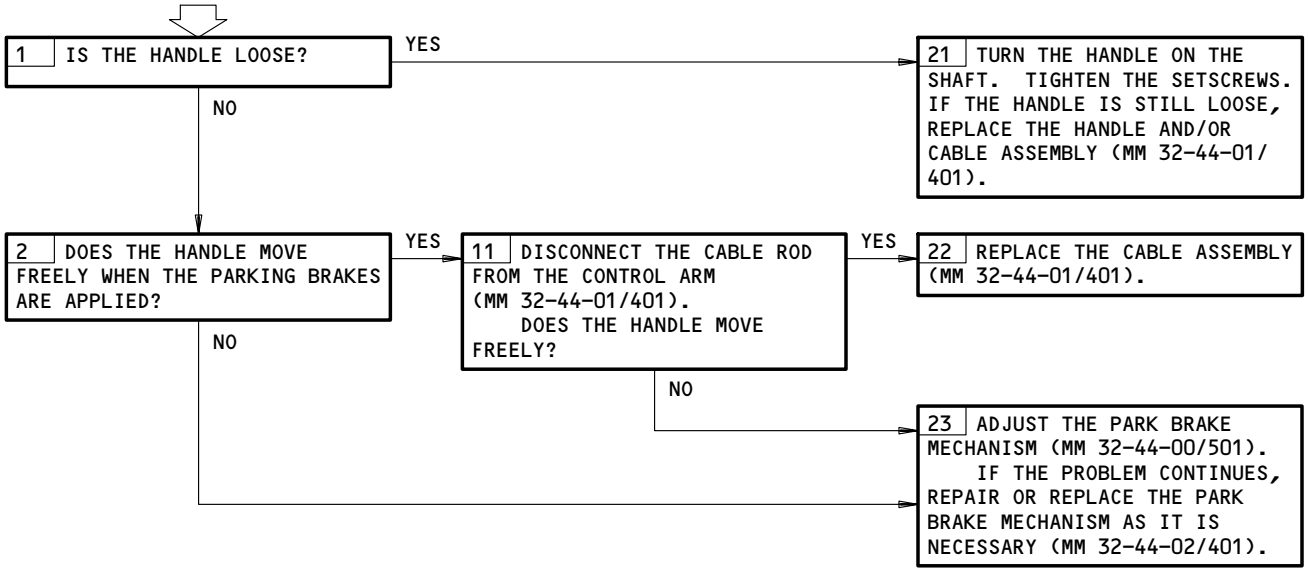


Parking Brake Cannot Be Set
Figure 105 (Sheet 2)

PARKING BRAKE HANDLE (LOOSE, BINDS, OR HARD TO SET)

PREREQUISITES

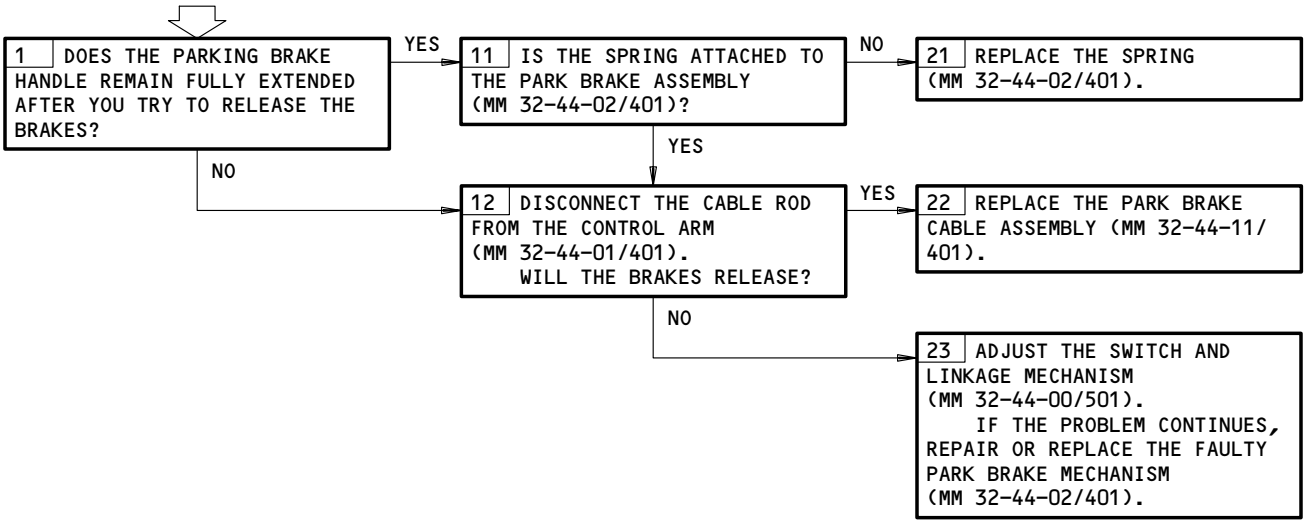
NONE



Parking Brake Handle (Loose, Binds, or Hard to Set)
Figure 105A

PARKING BRAKE HANDLE MUST BE PUSHED DOWN TO RELEASE BRAKES AND EXTINGUISH LIGHT

PREREQUISITES
NONE



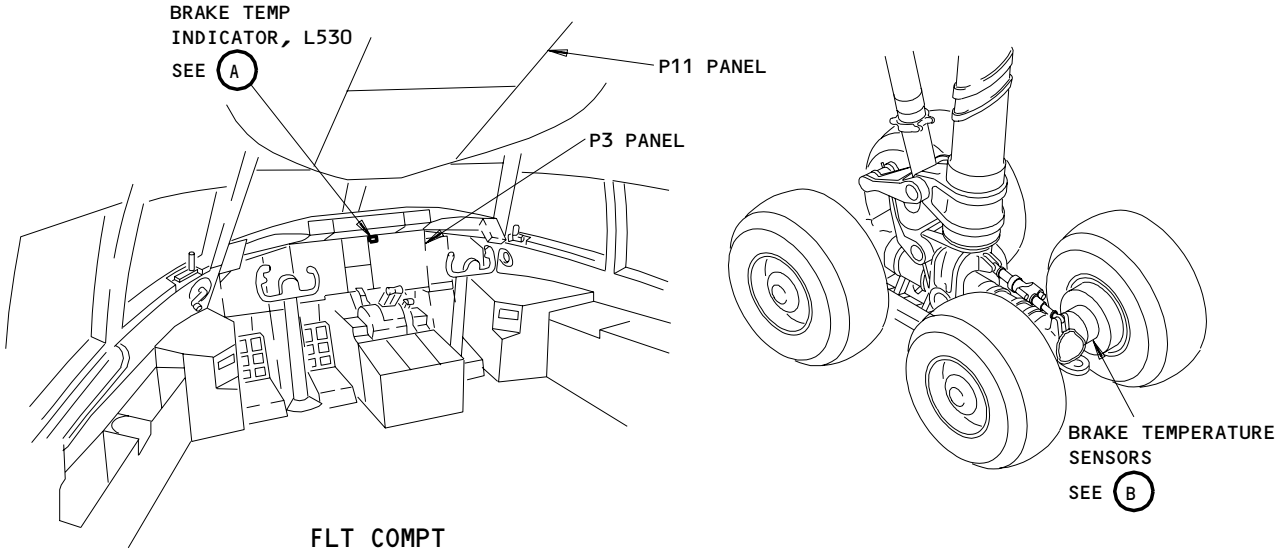
Parking Brake Handle Must be Pushed Down to Release Brakes and Extinguish Light
Figure 105B

BRAKE TEMPERATURE MONITORING SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
BRAKE ASSEMBLY (REF 32-41-00, FIG. 101)				
CIRCUIT BREAKER			FLT COMPT, P11	
BRAKE TEMP, C1181	-	1	11S16	*
COMPUTER - EICAS L, M10181 (REF 31-41-00, FIG. 101)				
COMPUTER - EICAS R, M10182 (REF 31-41-00, FIG. 101)				
LIGHT - BRAKE TEMP INDICATOR, L530	1	1	FLT COMPT, P3	
SENSOR - BRAKE TEMP				
NO. 1 BRAKE SENSOR, TS91	1	1	MAIN LANDING GEAR BRAKE	32-46-03
NO. 2 BRAKE SENSOR, TS92	1	1	MAIN LANDING GEAR BRAKE	32-46-03
NO. 3 BRAKE SENSOR, TS95	1	1	MAIN LANDING GEAR BRAKE	32-46-03
NO. 4 BRAKE SENSOR, TS96	1	1	MAIN LANDING GEAR BRAKE	32-46-03
NO. 5 BRAKE SENSOR, TS93	1	1	MAIN LANDING GEAR BRAKE	32-46-03
NO. 6 BRAKE SENSOR, TS94	1	1	MAIN LANDING GEAR BRAKE	32-46-03
NO. 7 BRAKE SENSOR, TS97	1	1	MAIN LANDING GEAR BRAKE	32-46-03
NO. 8 BRAKE SENSOR, TS98	1	1	MAIN LANDING GEAR BRAKE	32-46-03
UNIT - BRAKE TEMP MONITOR, M115	2	1	822, AFT CARGO COMPT, E6	32-46-01

* SEE WM EQUIPMENT LIST

Component Index
Figure 101

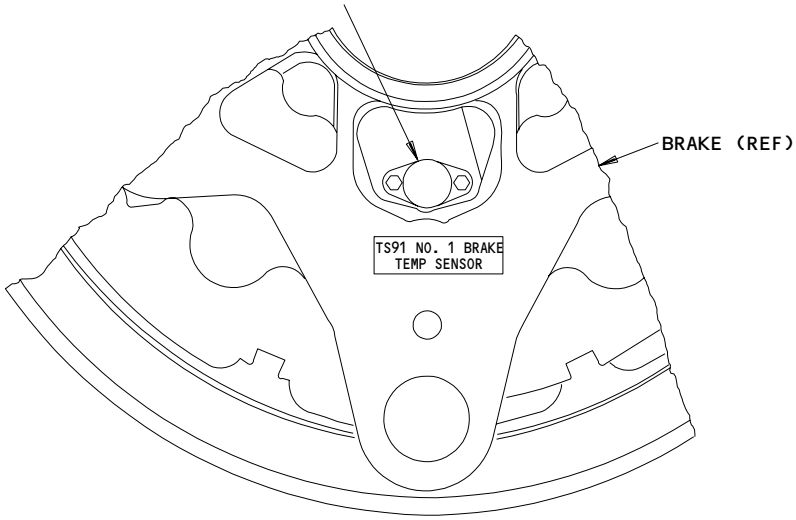


BRAKE TEMPERATURE SENSOR
BRAKE NO. 1, TS91
BRAKE NO. 2, TS92
BRAKE NO. 3, TS95
BRAKE NO. 4, TS96
BRAKE NO. 5, TS93
BRAKE NO. 6, TS94
BRAKE NO. 7, TS97
BRAKE NO. 8, TS98
(BRAKE NO. 1 SENSOR SHOWN, OTHERS SIMILAR)

BRAKE
TEMP
W

BRAKE TEMP INDICATOR, L530

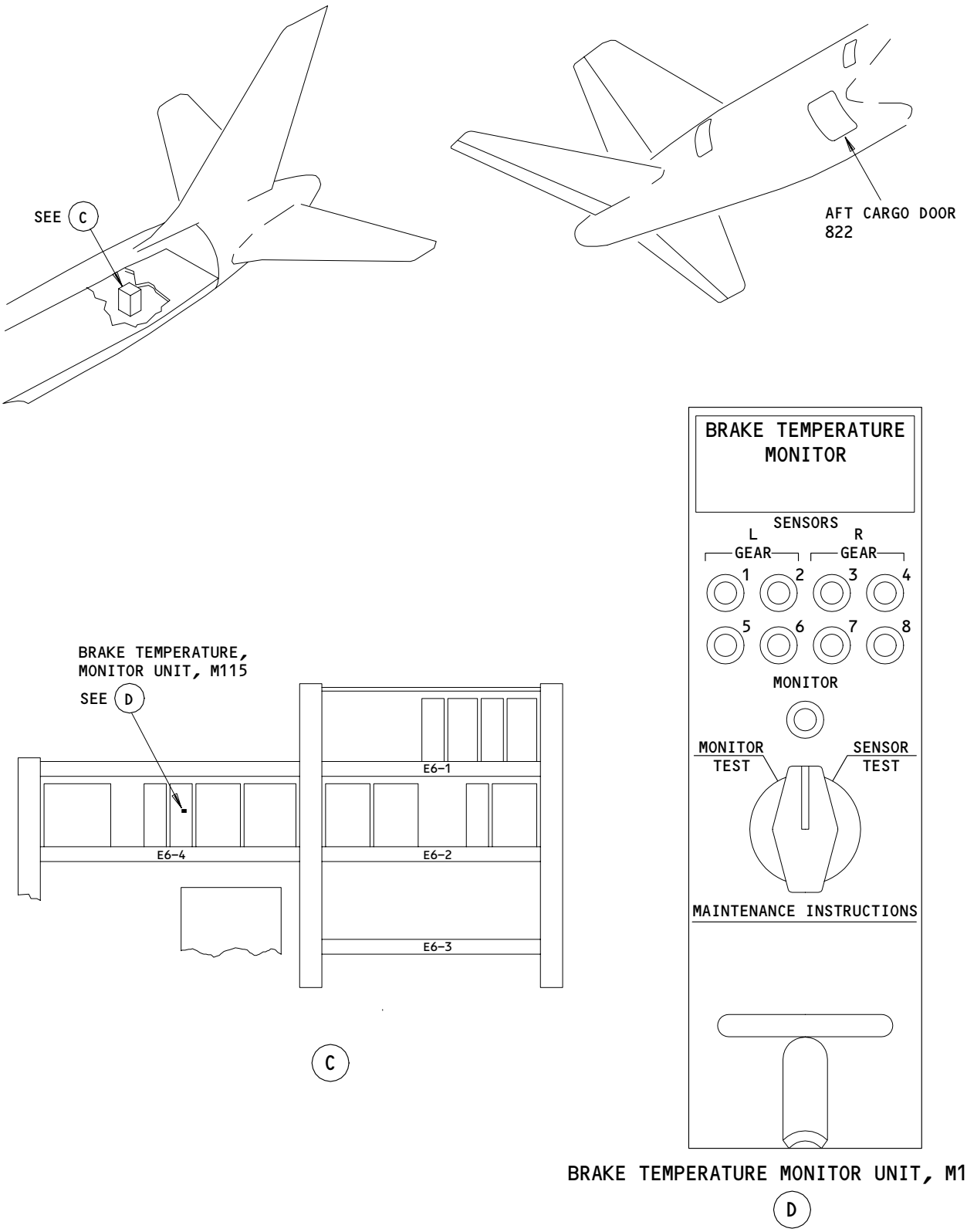
A



BRAKE TEMPERATURE SENSOR(S)

B

Component Location
Figure 102 (Sheet 1)



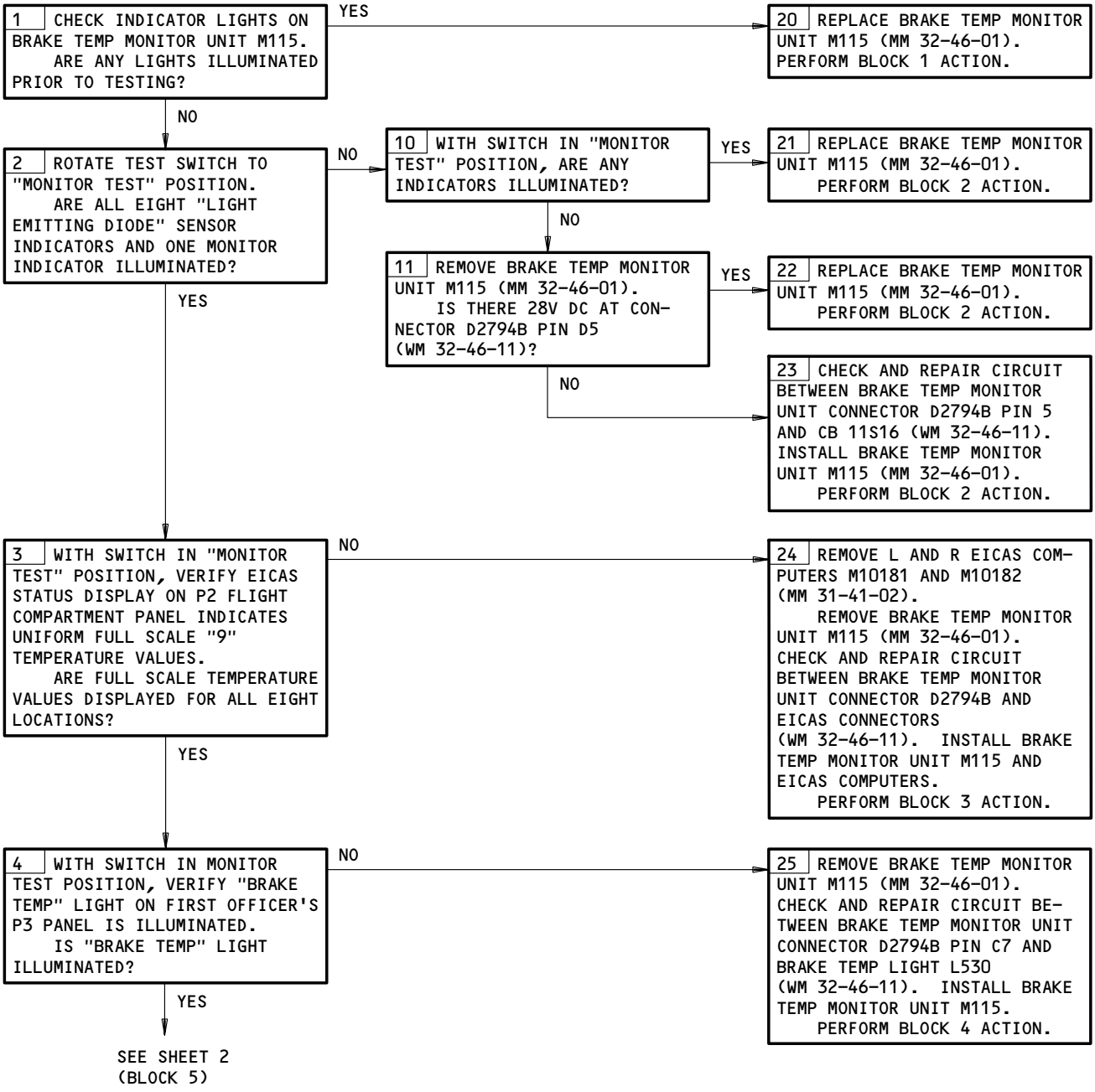
Component Location
Figure 102 (Sheet 2)

BRAKE TEMPERATURE MONITOR UNIT BITE PROCEDURE

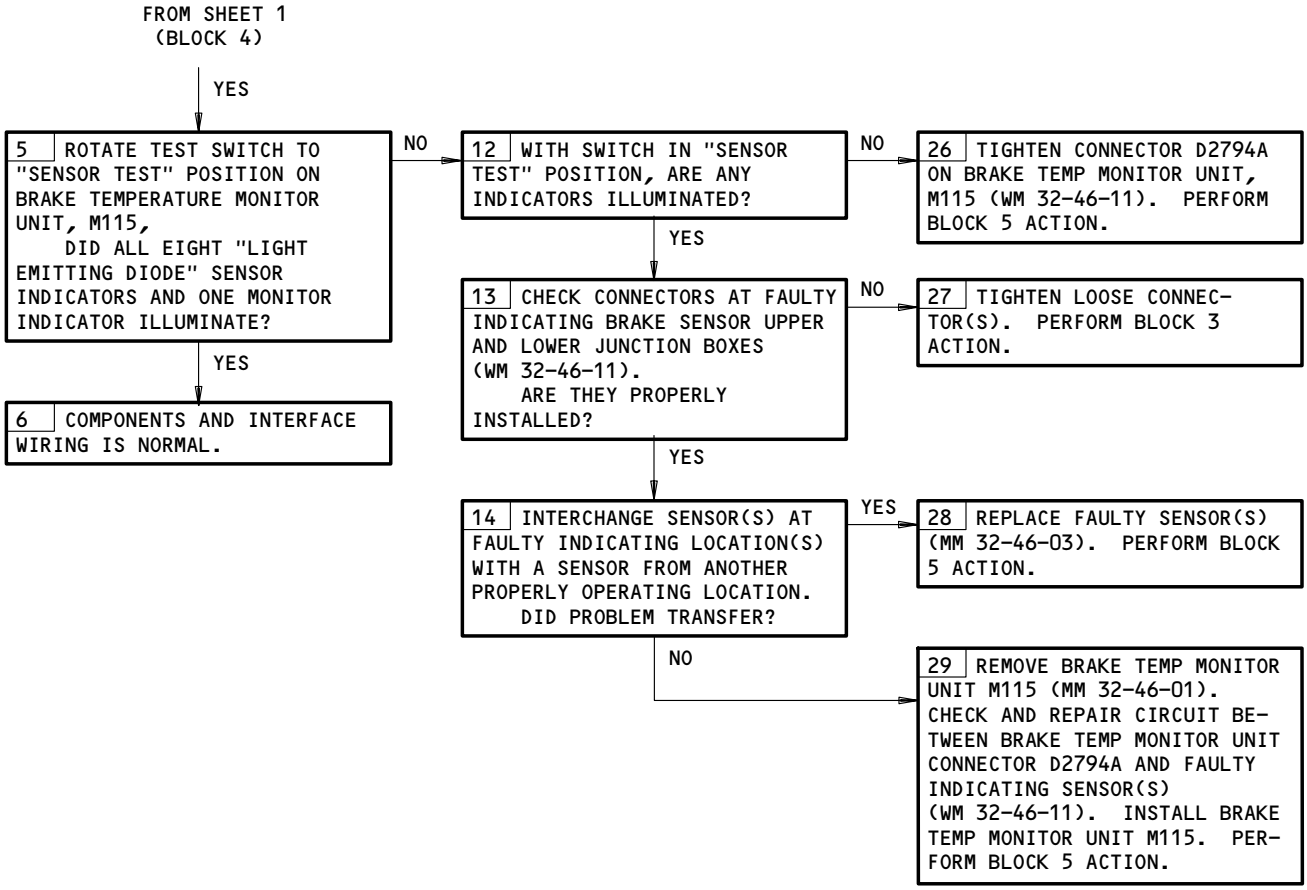
PREREQUISITES

ELECTRICAL POWER (MM 24-22-00)
EICAS (MM 31-41-00)
MASTER DIM AND TEST (MM 33-16-00)

CB: 11S16

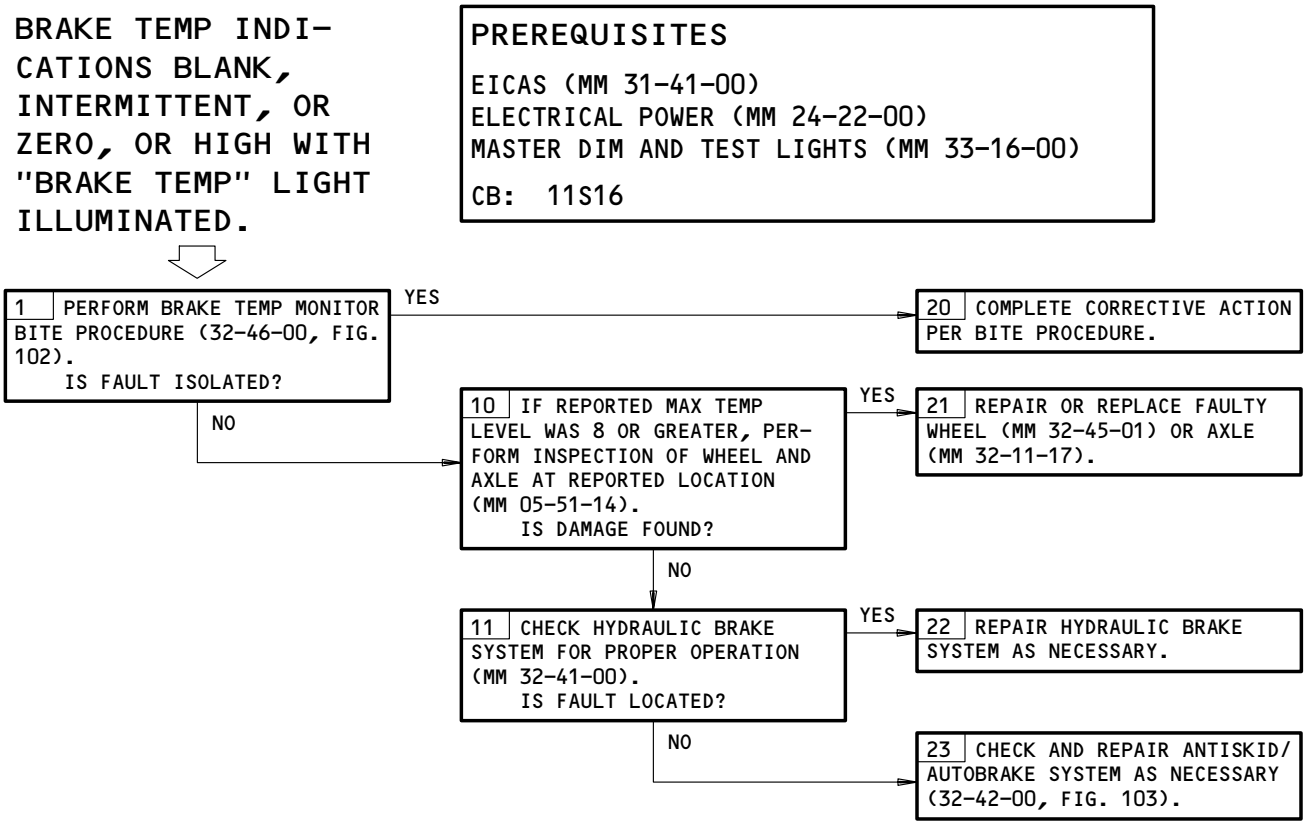


Brake Temperature Monitor Unit BITE Procedure
Figure 103 (Sheet 1)



Brake Temperature Monitor Unit BITE Procedure
Figure 103 (Sheet 2)

54973



Brake Temp Indications Blank, Intermittent, or Zero, or High with BRAKE TEMP Light Illuminated.
Figure 104

NOSE WHEEL STEERING SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ACTUATOR – STEERING	3	2	NOSE LANDING GEAR	32-51-11
CABLES – STEERING	2	4	113AL, FWD EQUIP COMPT, NOSE LANDING GEAR	32-00-05
COLLAR – STEERING	3	1	NOSE LANDING GEAR	32-51-00
CARTRIDGE – SPRING	3	1	NOSE LANDING GEAR	32-51-08
DRUM AND LINK – STEERING CONTROL	3	1	NOSE LANDING GEAR	32-51-06
DRUM – TORQUE LIMITER	2	1	113AL, FWD EQUIP COMPT, L SIDE	32-51-02
MECHANISM – RUDDER PEDAL STEERING INTERCONNECT	3	1	113AL, FWD EQUIP COMPT	32-51-05
MECHANISM – SUMMING	3	1	NOSE LANDING GEAR	32-51-09
MODULE – METERING VALVE	3	1	NOSE LANDING GEAR	32-51-12
TILLER AND GEARBOX	2	1	113AL, FWD EQUIP COMPT, FLT COMPT, P13	32-51-01

* SEE THE WDM EQUIPMENT LIST

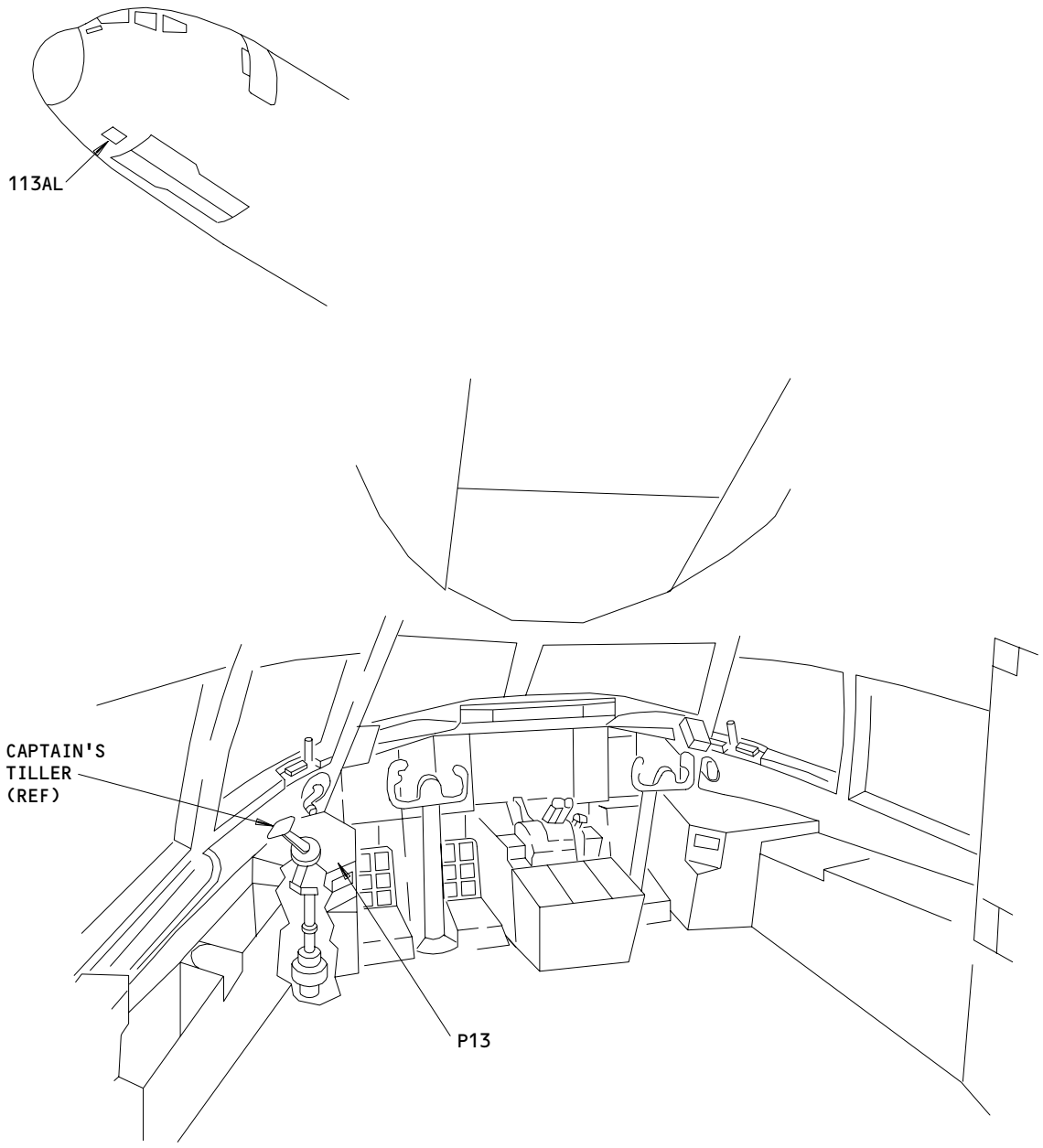
Nose Wheel Steering System – Component Index
Figure 101

788390

NOSE WHEEL STEERING SYSTEM

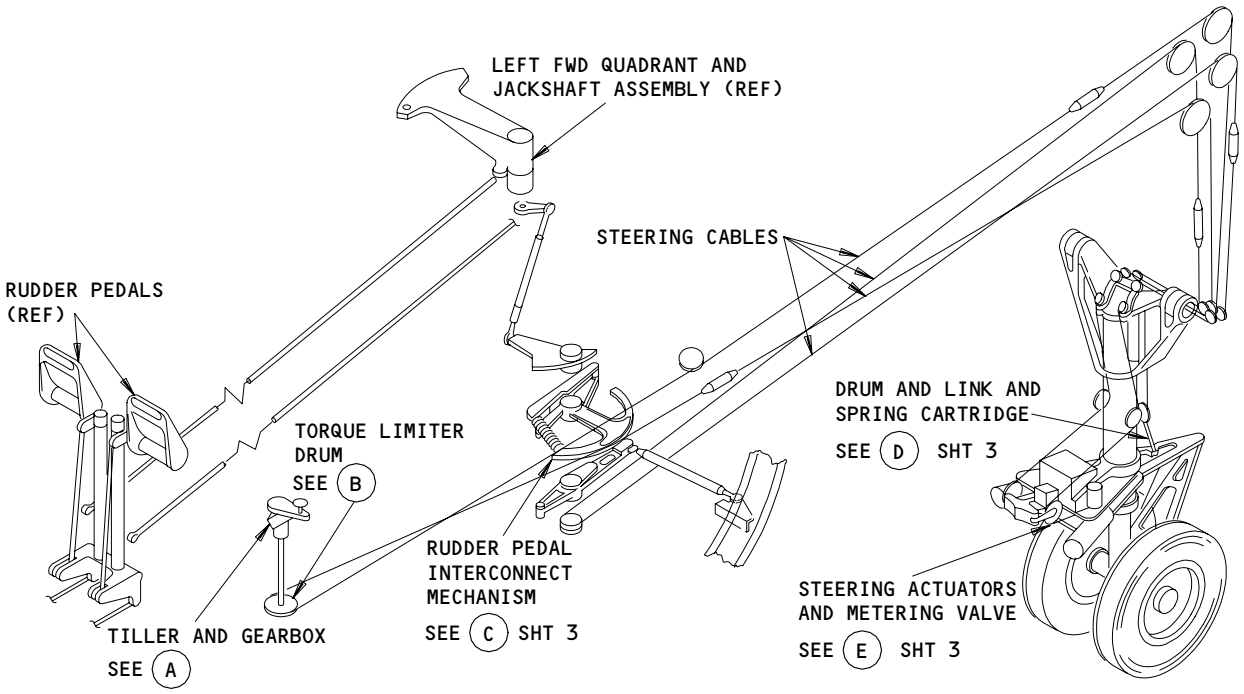
COMPONENT	FIG. 102A SHT	QTY	ACCESS/AREA	AMM REFERENCE
ACTUATOR - STEERING	3	2	NOSE LANDING GEAR	32-51-11
CABLES - STEERING	2	4	113AL, FWD EQUIP COMPT, NOSE LANDING GEAR	32-00-05
COLLAR - STEERING	3	1	NOSE LANDING GEAR	32-51-00
CARTRIDGE - SPRING	3	1	NOSE LANDING GEAR	32-51-08
DRUM AND LINK - STEERING CONTROL	3	1	NOSE LANDING GEAR	32-51-06
DRUM - TORQUE LIMITER	2	1	113AL, FWD EQUIP COMPT, L SIDE	32-51-02
MECHANISM - RUDDER PEDAL STEERING INTERCONNECT	3	1	113AL, FWD EQUIP COMPT	32-51-05
MECHANISM - SUMMING	3	1	NOSE LANDING GEAR	32-51-09
MODULE - METERING VALVE	3	1	NOSE LANDING GEAR	32-51-12
QUADRANT - FORWARD, FIRST OFFICER'S STEERING	2	1	113AL, FWD EQUIP COMPT	32-51-00
TILLER AND GEARBOX	2	2	113AL, FWD EQUIP COMPT, FLT COMPT, P13,P14	32-51-01

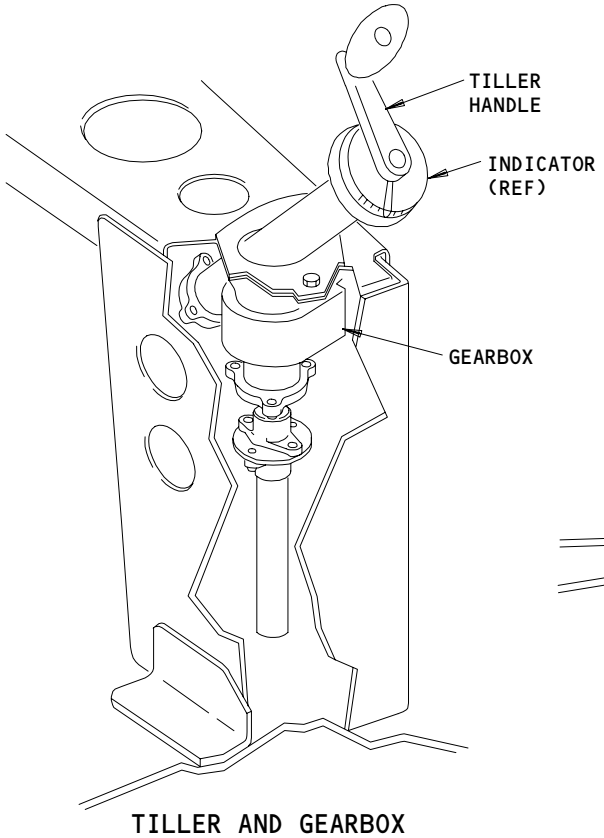
Nose Wheel Steering System - Component Index
Figure 101A



FLIGHT COMPARTMENT

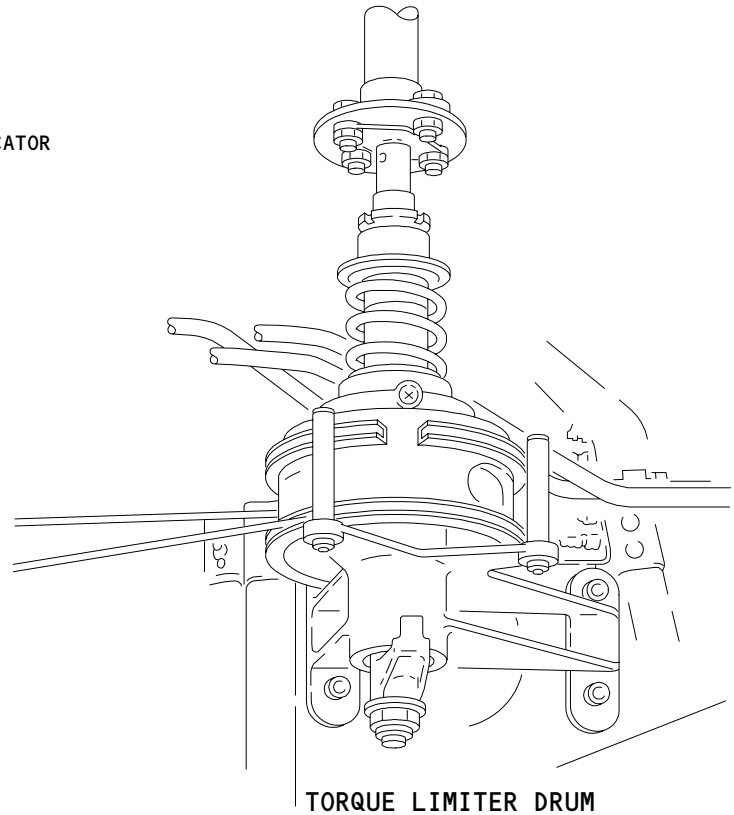
Nose Wheel Steering System - Component Location
Figure 102 (Sheet 1)





TILLER AND GEARBOX

A

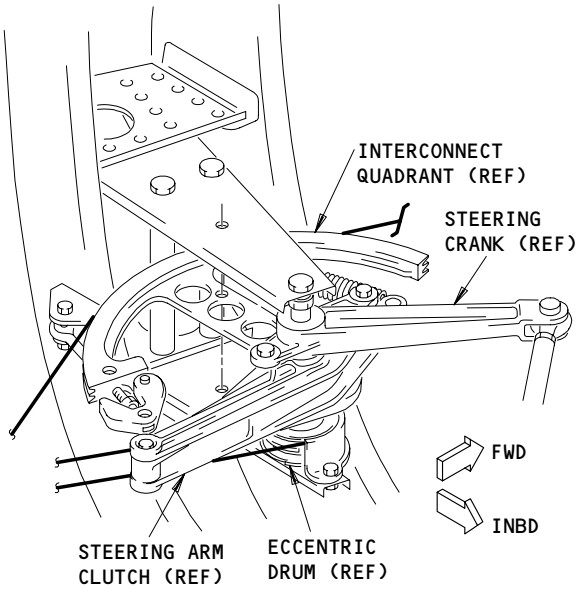


TORQUE LIMITER DRUM

B

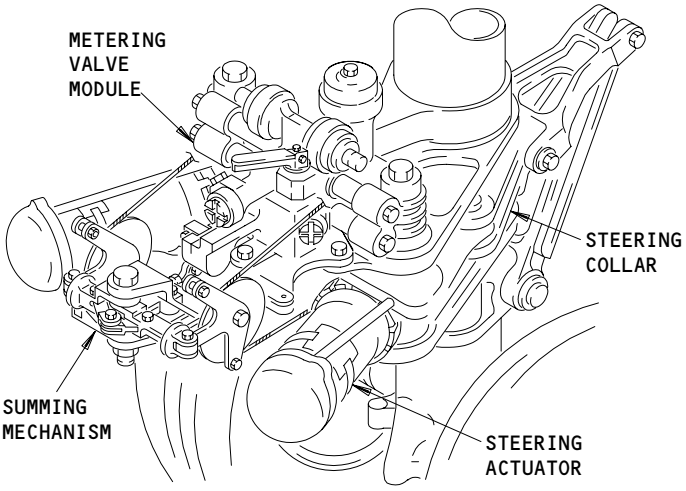
Component Location
Figure 102 (Sheet 2)

55522



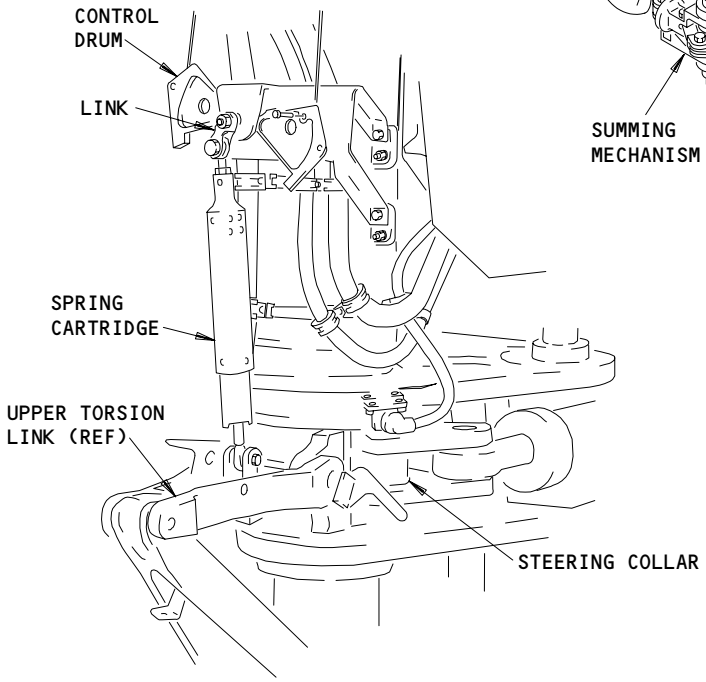
RUDDER PEDAL STEERING INTERCONNECT MECHANISM

C



STEERING ACTUATORS AND METERING VALVE

D

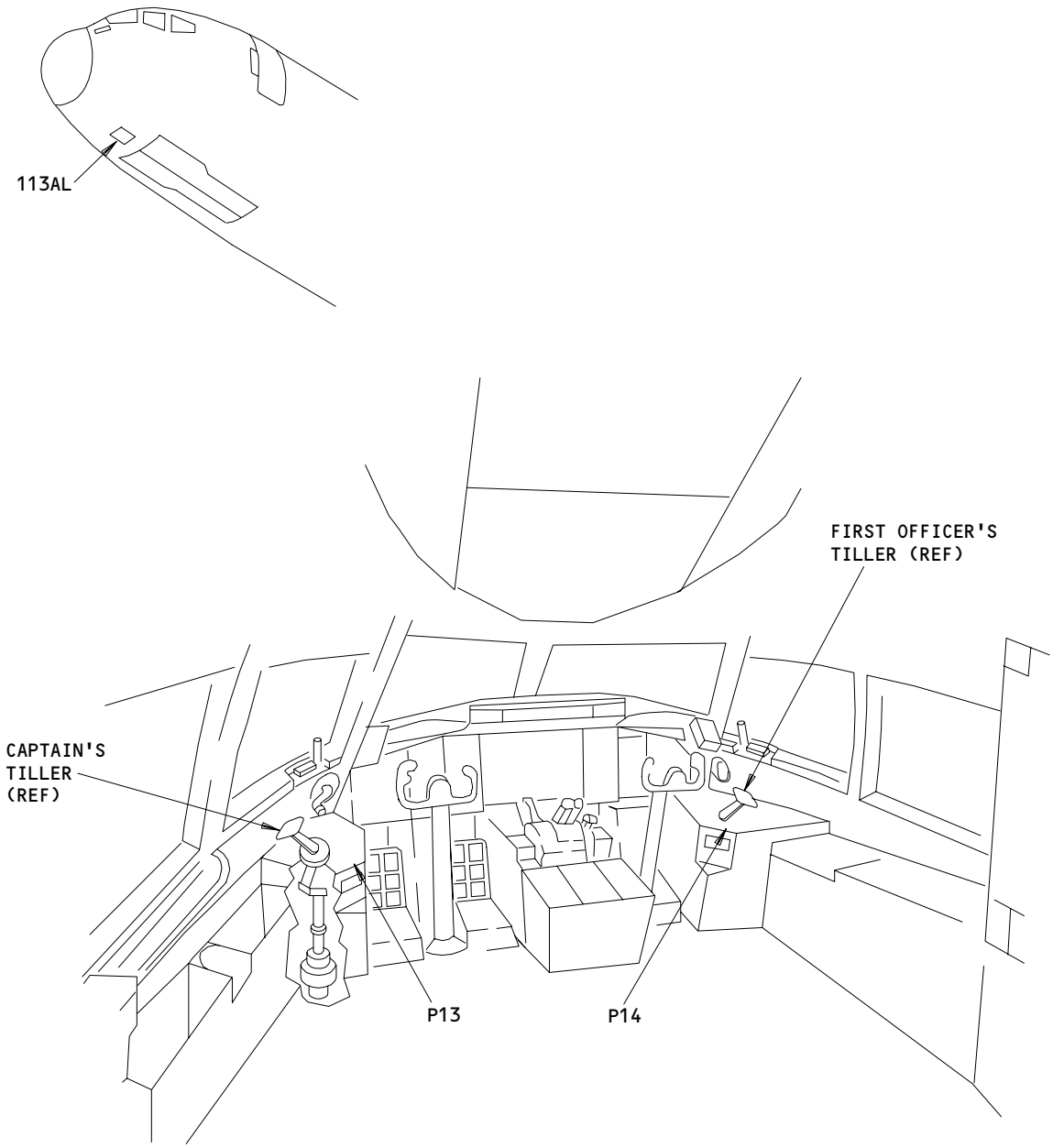


CONTROL DRUM AND LINK AND SPRING CARTRIDGE

E

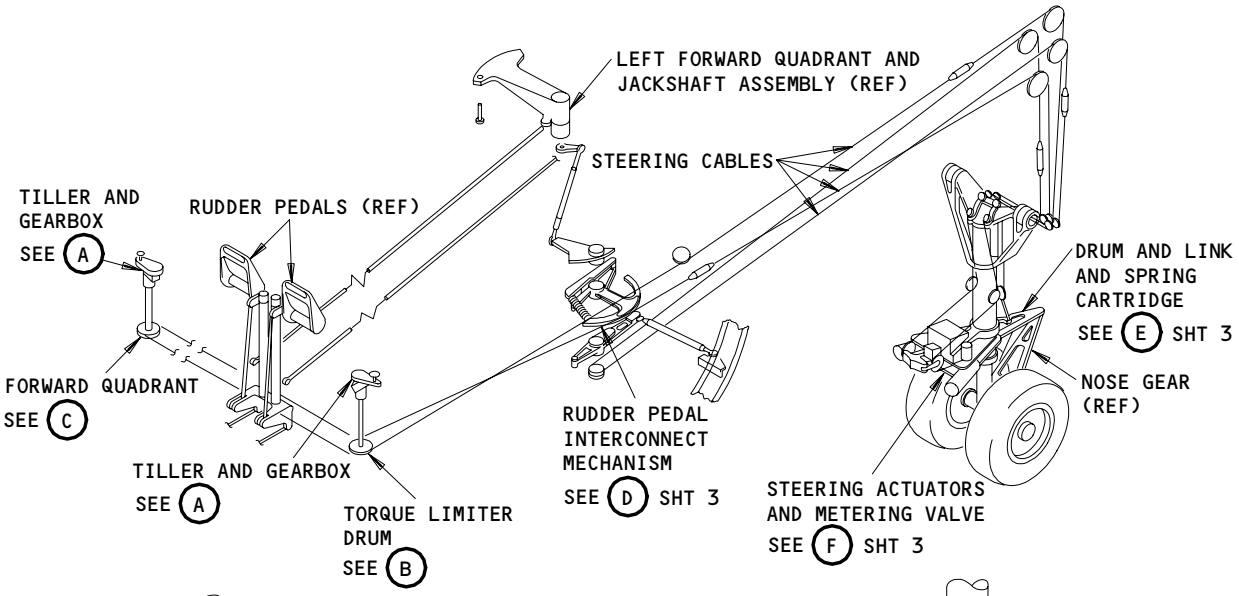
Component Location
Figure 102 (Sheet 3)

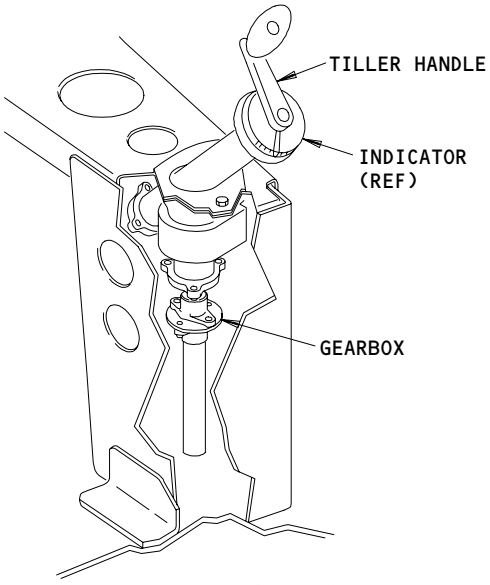
55726



FLIGHT COMPARTMENT

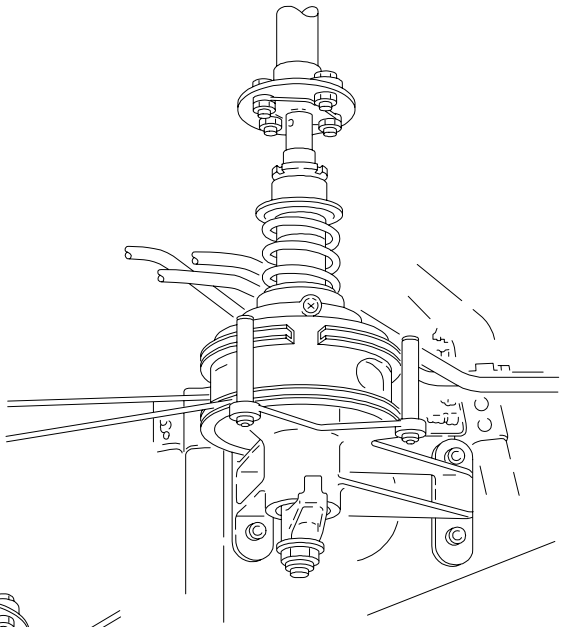
Nose Wheel Steering System - Component Location
Figure 102A (Sheet 1)





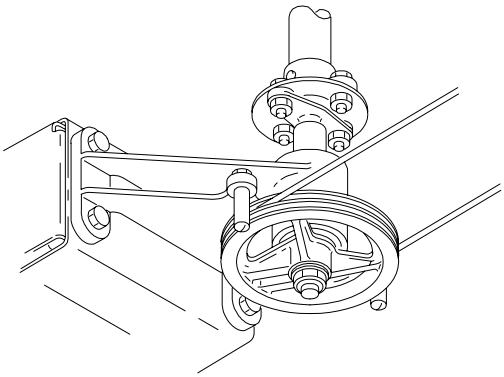
TILLER AND GEARBOX

A



TORQUE LIMITER DRUM

B

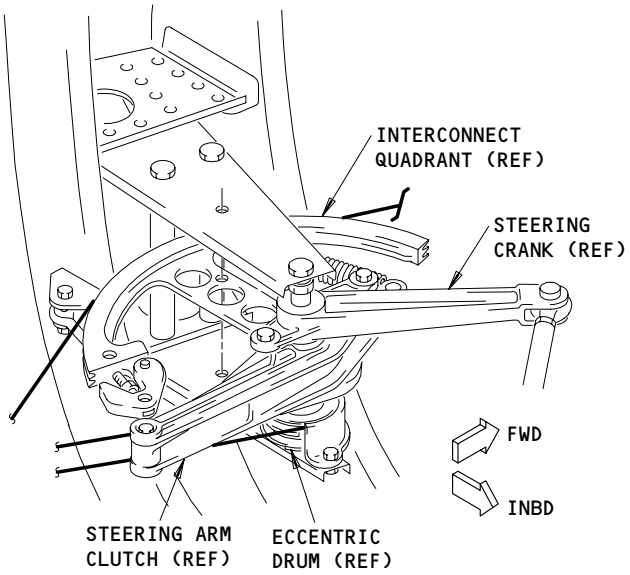


FORWARD QUADRANT
(FIRST OFFICER'S)

C

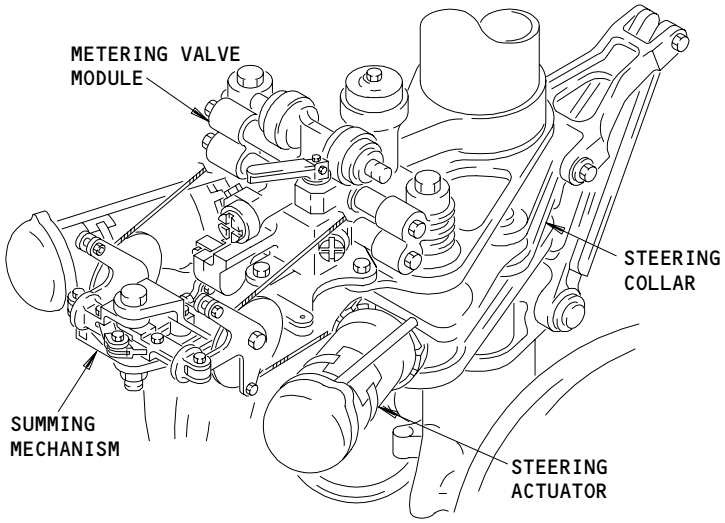
Nose Wheel Steering System – Component Location
Figure 102A (Sheet 2)

787285



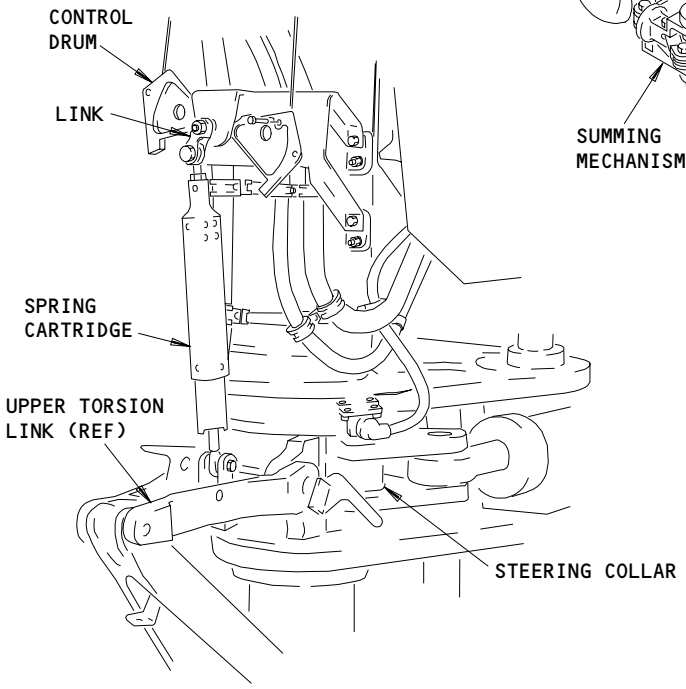
RUDDER PEDAL STEERING INTERCONNECT MECHANISM

(D)



STEERING ACTUATORS AND METERING VALVE

(E)



CONTROL DRUM AND LINK AND SPRING CARTRIDGE

(F)

Nose Wheel Steering System - Component Location
Figure 102A (Sheet 3)

AIRPLANE PULLS L/R DURING TAXI

PREREQUISITES

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
LEFT AND RIGHT HYDRAULIC SYSTEMS ARE PRESSURIZED (AMM 29-11-00/201)

1 LUBRICATE THE STEERING COLLAR ON THE NOSE LANDING GEAR (AMM 12-21-12/301).
DO THE NOSE WHEELS STEER FREELY?

NO → 20 DO THE GENERAL RIGGING CHECK OF THE NWS SYSTEM (AMM 32-51-00/501).

YES ↓

2 LOOK AT THE TIRES FOR THE MAIN LANDING GEAR ON EACH SIDE OF THE AIRPLANE TO SEE IF THE PRESSURE IS LOW.
ARE THERE TIRES WITH LOW PRESSURE?

YES → 21 DO THE SERVICING OF THE TIRES FOR THE MAIN LANDING GEAR (AMM 12-15-03/301).

NO ↓

3 WARNING

MAKE SURE ALL PERSONS AND EQUIPMENT ARE AWAY FROM THE MOVABLE HYDRAULIC COMPONENTS. THE COMPONENTS CAN MOVE AND CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

MAKE SURE THE CONTROL LEVER FOR THE LANDING GEAR IS IN THE "DN" POSITION.
DO THE STEPS THAT FOLLOW TO MAKE SURE THE BRAKES APPLY AND RELEASE:

1. RELEASE THE PARKING BRAKE
2. MAKE SURE THERE IS NO PRESSURE ON THE BRAKE PEDALS
3. MAKE SURE THE BRAKE ROTORS AND STATORS DO NOT TOUCH (AMM 32-41-10/601)
4. PUSH THE BRAKE PEDALS IN FULLY. MAKE SURE THE BRAKE ROTORS AND STATORS TOUCH.

DID YOU FIND A BRAKE WHERE THE ABOVE CONDITIONS DID NOT OCCUR?

YES → 11 DO A CHECK OF THE ANTISKID/AUTOBRAKE SYSTEM (FIM 32-42-00/101).
DID YOU FIND A FAULT WITH THE ANTISKID/AUTOBRAKE SYSTEM?

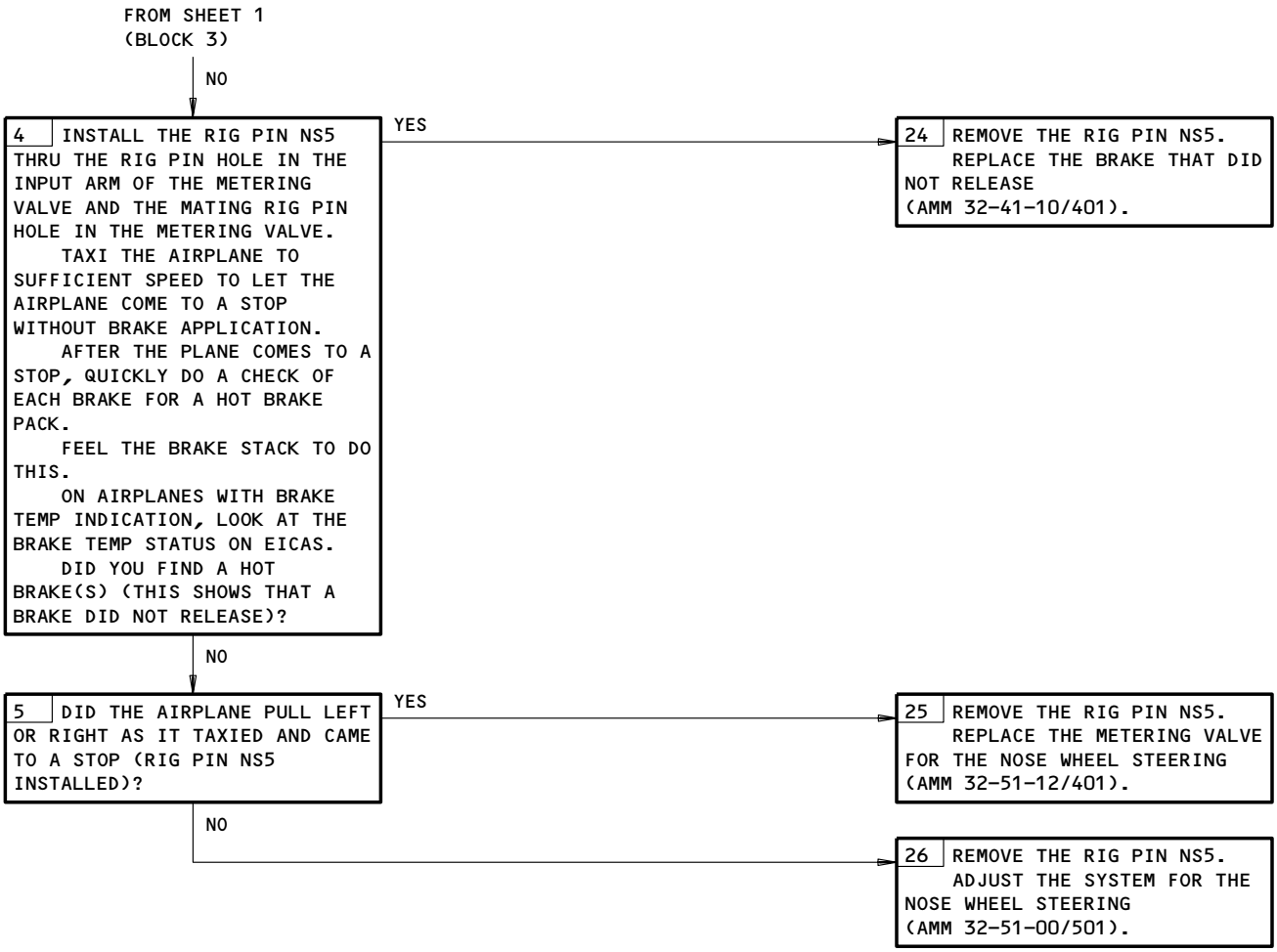
NO → 22 REPLACE THE APPLICABLE BRAKE(S) (AMM 32-41-10/401).

YES → 23 REPAIR OR REPLACE THE APPLICABLE ANTISKID/AUTOBRAKE LRU(S) (AMM 32-42-00/501).

NO ↓

SEE SHEET 2
(BLOCK 4)

Airplane Pulls L/R During Taxi
Figure 103 (Sheet 1)



Airplane Pulls L/R During Taxi
Figure 103 (Sheet 2)

A71788

NOSE WHEEL VIBRATES ON (TAKEOFF/LANDING)

PREREQUISITES
NONE

1 MAKE SURE THE NOSE WHEEL TIRES ARE INFLATED TO THE CORRECT PRESSURE.
ARE THE TIRES INFLATED TO THE CORRECT PRESSURE?
- NO → 20 DO THE SERVICING OF THE NOSE WHEEL TIRES (AMM 12-15-03/301).
- YES ↓

2 MAKE SURE THE SERVICING FOR THE SHOCK STRUT ON THE NOSE LANDING GEAR IS CORRECT.
IS THE SERVICING ON THE SHOCK STRUT CORRECT?
- NO → 21 DO THE SERVICING OF THE SHOCK STRUT FOR THE NOSE LANDING GEAR. USE THE PLACARD FOR SERVICING THAT IS INSTALLED ON THE DOOR FOR THE NOSE LANDING GEAR (AMM 12-15-02/301).
- YES ↓

3 VISUALLY EXAMINE THE NOSE WHEEL TIRES FOR DAMAGE OR WORN AREAS.
IS THERE DAMAGE OR WORN AREAS ON THE TIRES?
- YES → 22 REPLACE THE WHEEL ASSEMBLY/ASSEMBLIES ON THE NOSE LANDING GEAR (AMM 32-45-02/401).
- NO ↓

4 VISUALLY EXAMINE THE WHEELS ON THE NOSE LANDING GEAR FOR STRUCTURAL DAMAGE (IE: CRACKS).
IS THERE DAMAGE TO THE WHEELS?
- YES → 23 REPLACE THE WHEEL ASSEMBLY/ASSEMBLIES ON THE NOSE LANDING GEAR (AMM 32-45-02/401).
- NO ↓

5 WARNING

MAKE SURE ALL PERSONS AND EQUIPMENT ARE AWAY FROM THE MOVABLE HYDRAULIC COMPONENTS. THESE COMPONENTS CAN MOVE AND CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

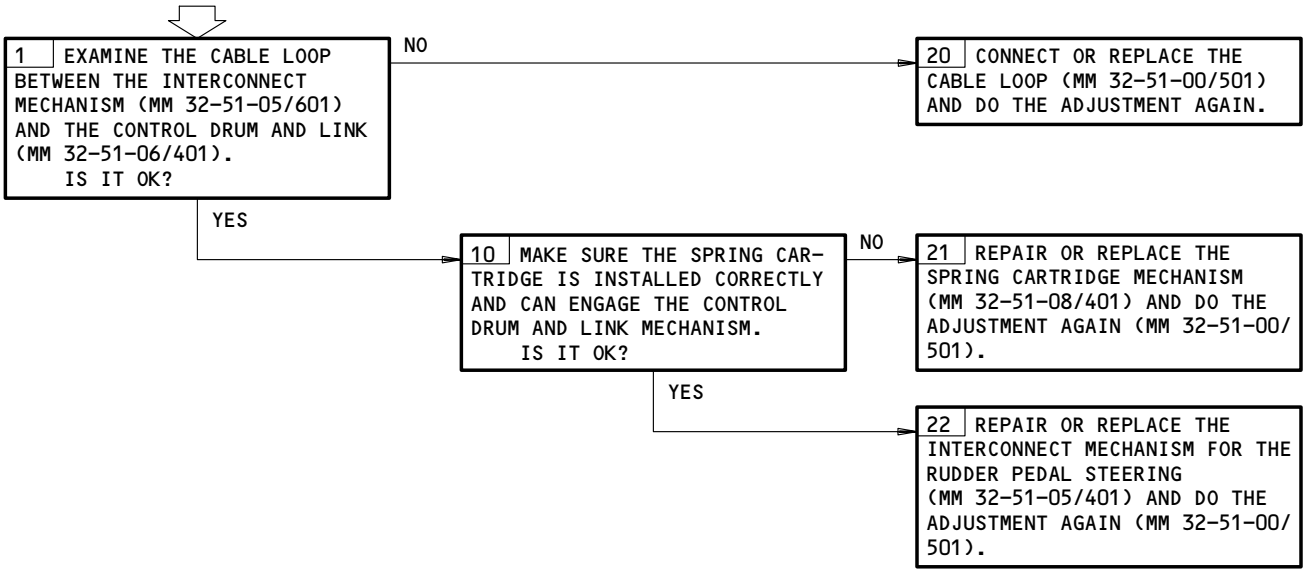
STEER LEFT AND RIGHT WITH THE TILLER. MAKE SURE THE LINKAGE FOR THE NOSE WHEEL STEERING IS NOT UNUSUALLY LOOSE OR THERE IS NOT TOO MUCH PLAY.
IS THE LINKAGE UNUSUALLY LOOSE OR IS THERE TOO MUCH PLAY?

- YES → 10 IS THE STEERING CABLE LOOP LOOSE OR IS THERE PLAY IN IT?
  - YES → 24 ADJUST THE SYSTEM FOR THE NOSE WHEEL STEERING (AMM 32-51-00/501).
  - NO → 25 REPAIR OR REPLACE THE LINKAGE FOR THE STEERING ACTUATOR (AMM 32-51-11/401).
- NO → 11 MAKE SURE THE AXLE NUT TORQUE ON THE TWO WHEELS IS CORRECT.
  IS THE AXLE NUT TORQUE CORRECT?
  - NO → 26 TORQUE THE AXLE NUTS ON THE LEFT AND/OR RIGHT WHEELS (AMM 32-45-02/401).
  - YES → 27 REPLACE THE WHEEL ASSEMBLY/ASSEMBLIES ON THE NOSE LANDING GEAR (AMM 32-45-02/401).

Nose Wheel Vibrates On (Takeoff/Landing)
Figure 104

RUDDER PEDAL STEERING (DESCRIBE PROBLEM), TILLER STEERING OK

PREREQUISITES
NONE



Rudder Pedal Steering (Describe Problem), Tiller Steering OK
Figure 105

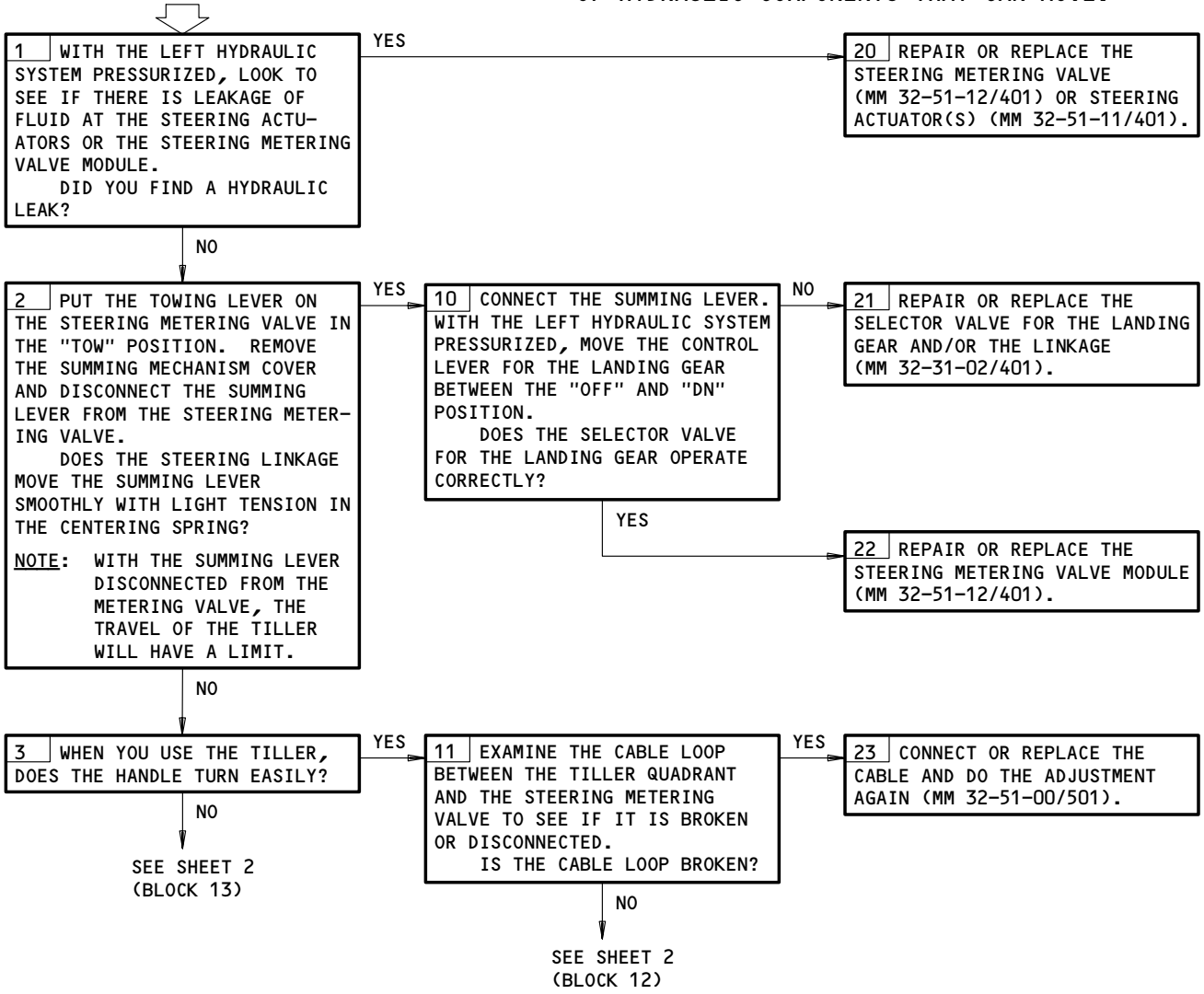
PREREQUISITES

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:

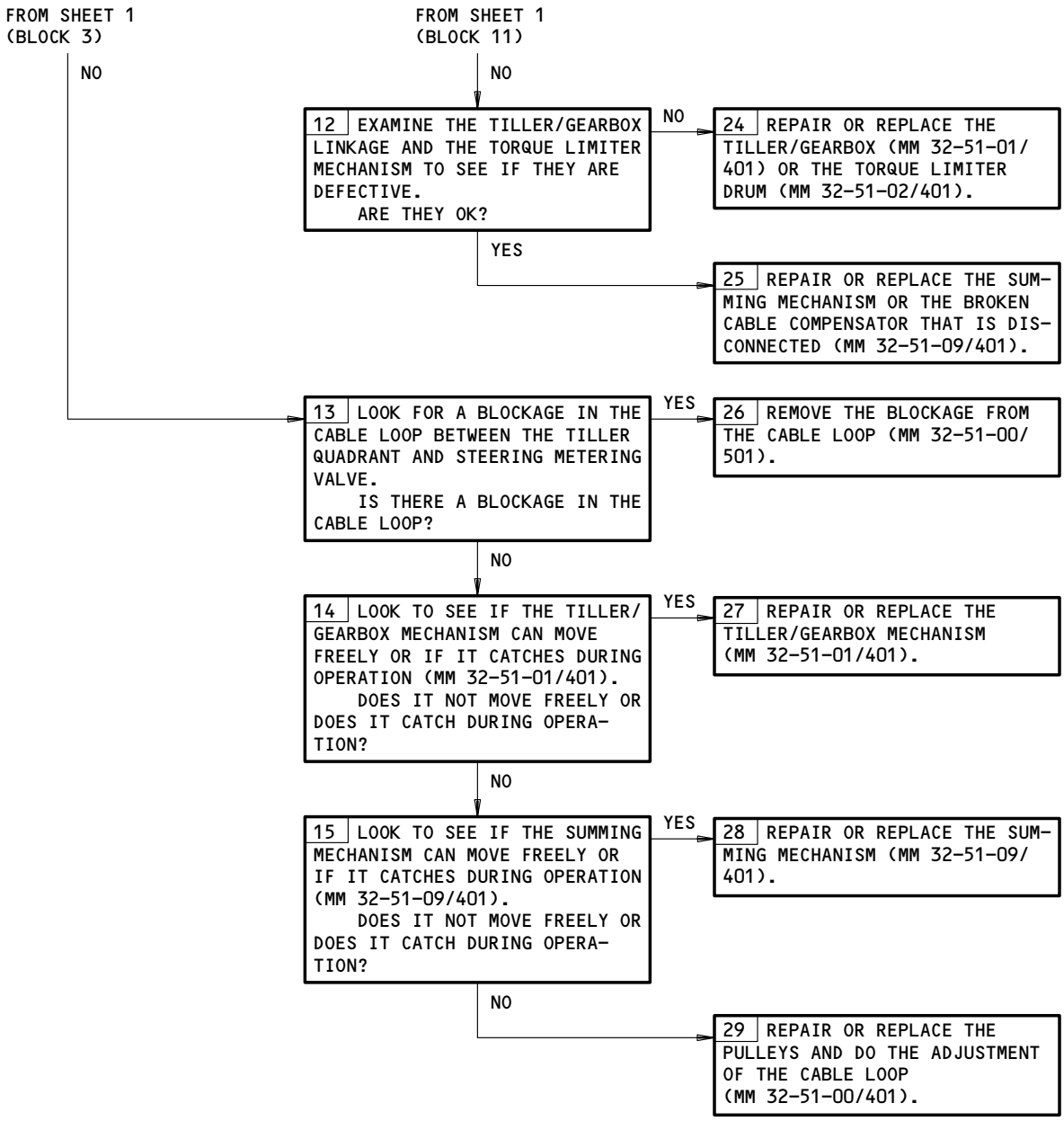
- ELECTRICAL POWER IS ON (MM 24-22-00/201)
- LEFT HYDRAULIC SYSTEM IS PRESSURIZED (MM 29-11-00/201)
- CONTROL LEVER FOR THE LANDING GEAR IS IN THE "DN" POSITION
- TOWING LEVER IN THE "NORMAL" POSITION

TILLER STEERING INOP

WARNING: TO PREVENT PERSONNEL INJURY/OR EQUIPMENT DAMAGE, KEEP PERSONNEL AND EQUIPMENT CLEAR OF HYDRAULIC COMPONENTS THAT CAN MOVE.



Tiller Steering Inop
Figure 106 (Sheet 1)



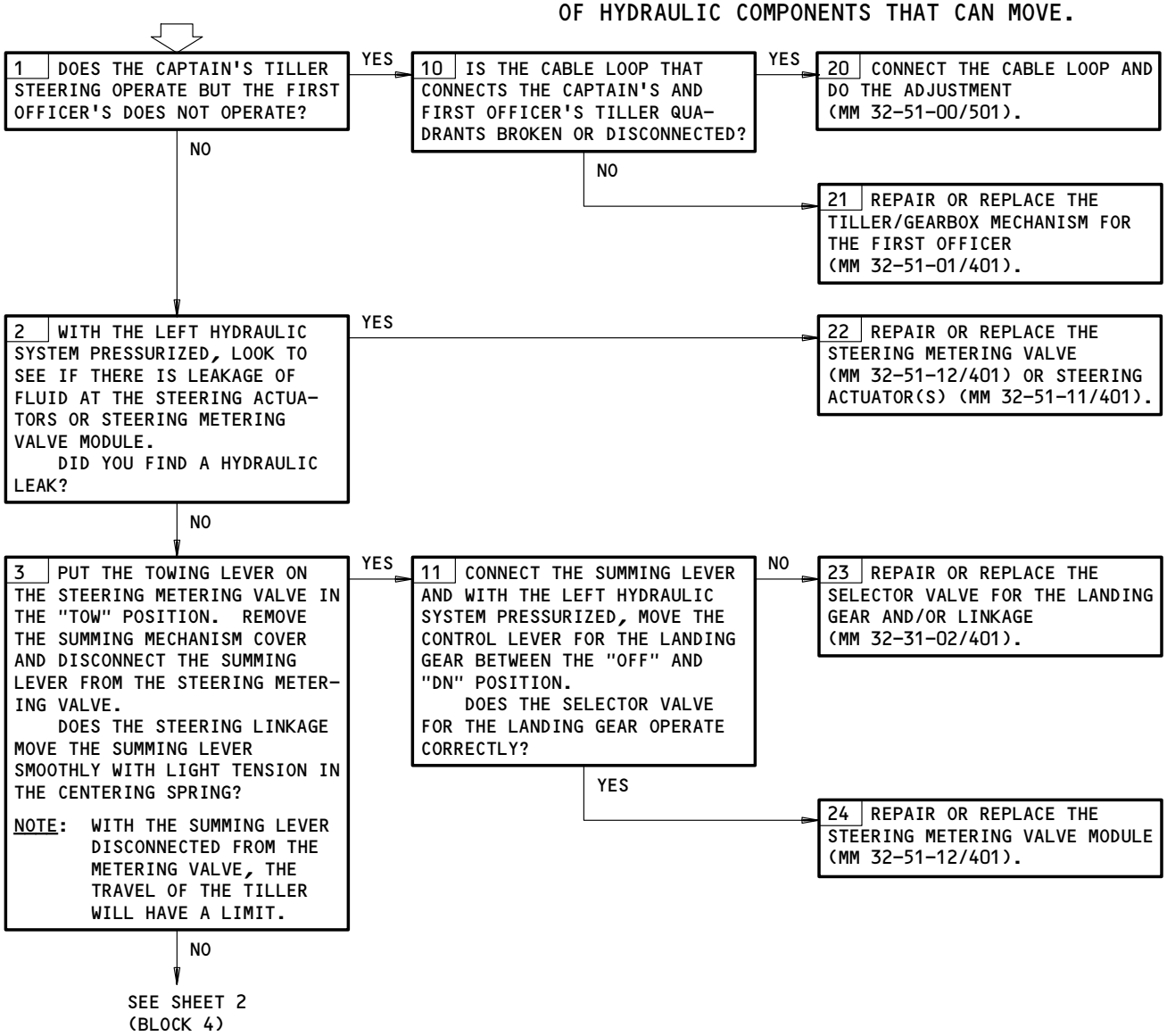
Tiller Steering Inop
Figure 106 (Sheet 2)

PREREQUISITES

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
- ELECTRICAL POWER IS ON (MM 24-22-00/201)
- LEFT HYDRAULIC SYSTEM IS PRESSURIZED (MM 29-11-00/201)
- CONTROL LEVER FOR THE LANDING GEAR IS IN THE "DN" POSITION
- TOWING LEVER IN THE "NORMAL" POSITION

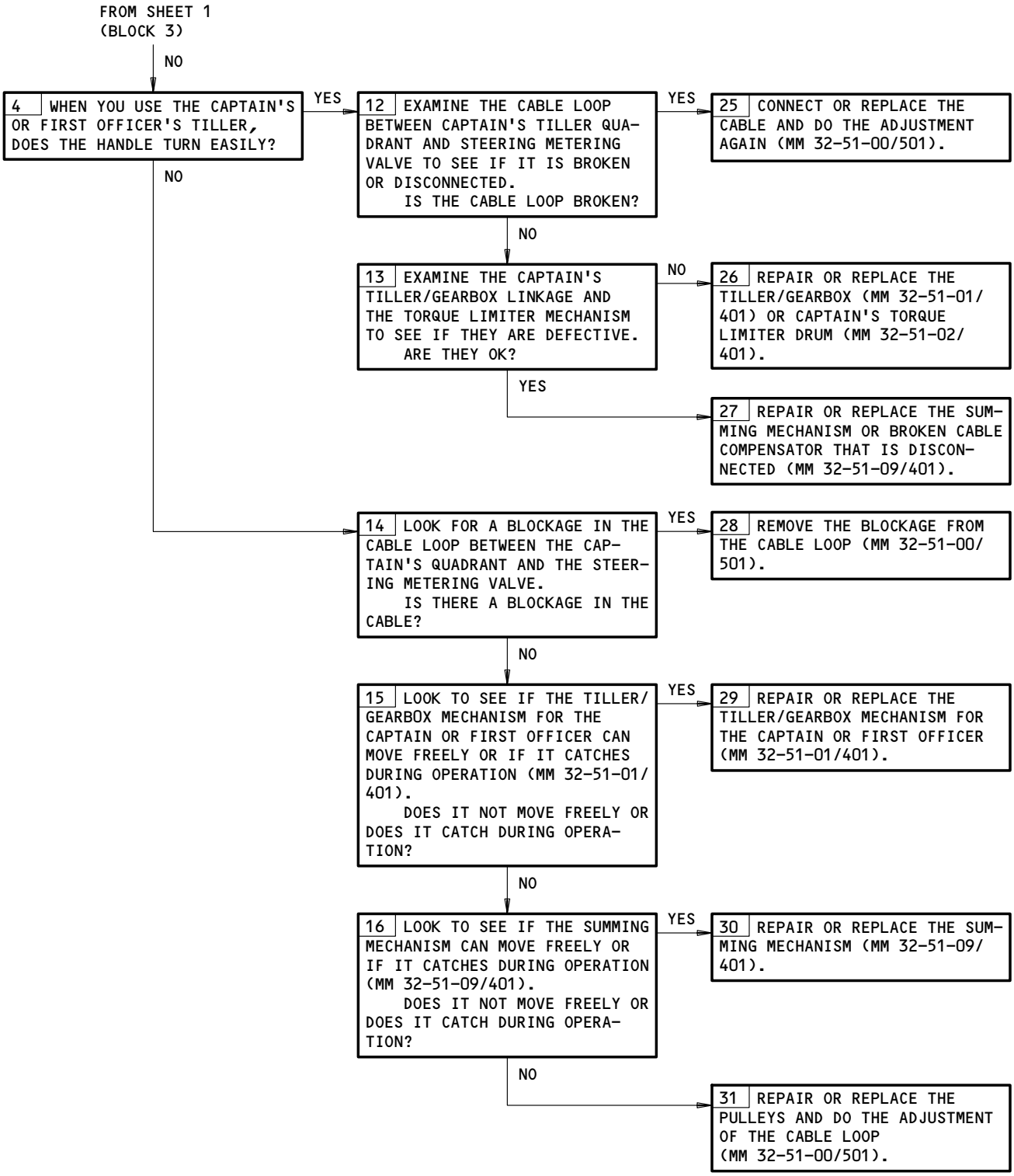
TILLER STEERING INOP

WARNING: TO PREVENT PERSONNEL INJURY/OR EQUIPMENT DAMAGE, KEEP PERSONNEL AND EQUIPMENT CLEAR OF HYDRAULIC COMPONENTS THAT CAN MOVE.



Tiller Steering Inop
Figure 106A (Sheet 1)

788393



Tiller Steering Inop
Figure 106A (Sheet 2)

PREREQUISITES
NONE

TILLER STEERS RIGHT (LEFT) DIRECTION ONLY

WARNING: TO PREVENT PERSONNEL INJURY/OR EQUIPMENT DAMAGE, KEEP PERSONNEL AND EQUIPMENT CLEAR OF HYDRAULIC COMPONENTS THAT CAN MOVE.

1 EXAMINE THE SUMMING MECHANISM FOR THE NOSE WHEEL STEERING TO SEE IF IT IS CAUGHT AND CANNOT MOVE (MM 32-51-09/401).
IS THE MECHANISM CAUGHT?

YES → 20 REPAIR OR REPLACE THE SUMMING MECHANISM THAT IS CAUGHT (MM 32-51-09/401).

NO → 21 REPLACE THE STEERING METERING VALVE MODULE (MM 32-51-12/401).

Tiller Steers Right (Left) Direction Only
Figure 107

PREREQUISITES
NONE

TILLER STEERS RIGHT (LEFT) DIRECTION ONLY

WARNING: TO PREVENT PERSONNEL INJURY/OR EQUIPMENT DAMAGE, KEEP PERSONNEL AND EQUIPMENT CLEAR OF HYDRAULIC COMPONENTS THAT CAN MOVE.

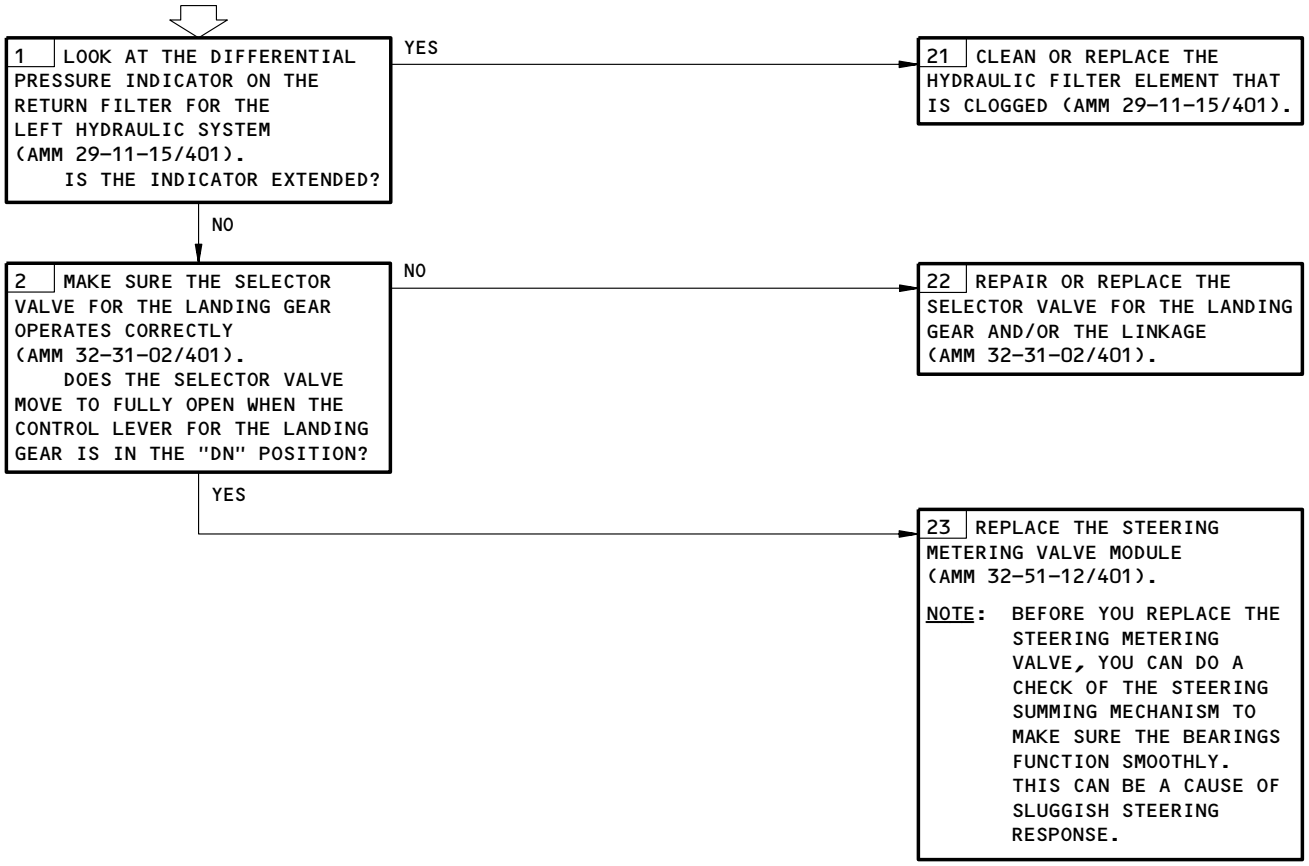
Tiller Steers Right (Left) Direction Only
Figure 107A

PREREQUISITES

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

WARNING: TO PREVENT PERSONNEL INJURY/OR EQUIPMENT DAMAGE, KEEP PERSONNEL AND EQUIPMENT CLEAR OF HYDRAULIC COMPONENTS THAT CAN MOVE.

TILLER STEERING RESPONSE SLUGGISH



Tiller Steering Response Sluggish
Figure 108

PREREQUISITES

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
- ELECTRICAL POWER IS ON (MM 24-22-00/201)
- CONTROL LEVER FOR THE LANDING GEAR IN THE "DN" POSITION
- TOWING LEVER IN THE "NORMAL" POSITION

TILLER STEERING FORCES HIGH

1 REMOVE THE PRESSURE FROM THE HYDRAULIC SYSTEM AND DISCONNECT THE SUMMING LEVER FROM THE METERING VALVE.
DO THE STEERING FORCES STAY HIGH?

YES → 20 EXAMINE THE CABLE LOOP BETWEEN THE CAPTAIN'S QUADRANT AND THE METERING VALVE MODULE AND REPAIR IF IT IS NECESSARY. REFER TO BLOCK 3, FIG. 106.

NO → 21 REPAIR OR REPLACE THE STEERING METERING VALVE MODULE (MM 32-51-12/401).

Tiller Steering Forces High
Figure 109

PREREQUISITES

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
- ELECTRICAL POWER IS ON (MM 24-22-00/201)
- CONTROL LEVER FOR THE LANDING GEAR IN THE "DN" POSITION
- TOWING LEVER IN THE "NORMAL" POSITION

TILLER STEERING FORCES HIGH

1 REMOVE THE PRESSURE FROM THE HYDRAULIC SYSTEM AND DISCONNECT THE SUMMING LEVER FROM THE METERING VALVE.
DO THE STEERING FORCES STAY HIGH?

YES → 20 EXAMINE THE CABLE LOOP BETWEEN THE FIRST OFFICER'S QUANDRANT AND THE METERING VALVE MODULE AND REPAIR IF IT IS NECESSARY. REFER TO BLOCK 4, FIG. 106).

NO → 21 REPAIR OR REPLACE THE STEERING METERING VALVE MODULE (MM 32-51-12/401).

Tiller Steering Forces High
Figure 109A

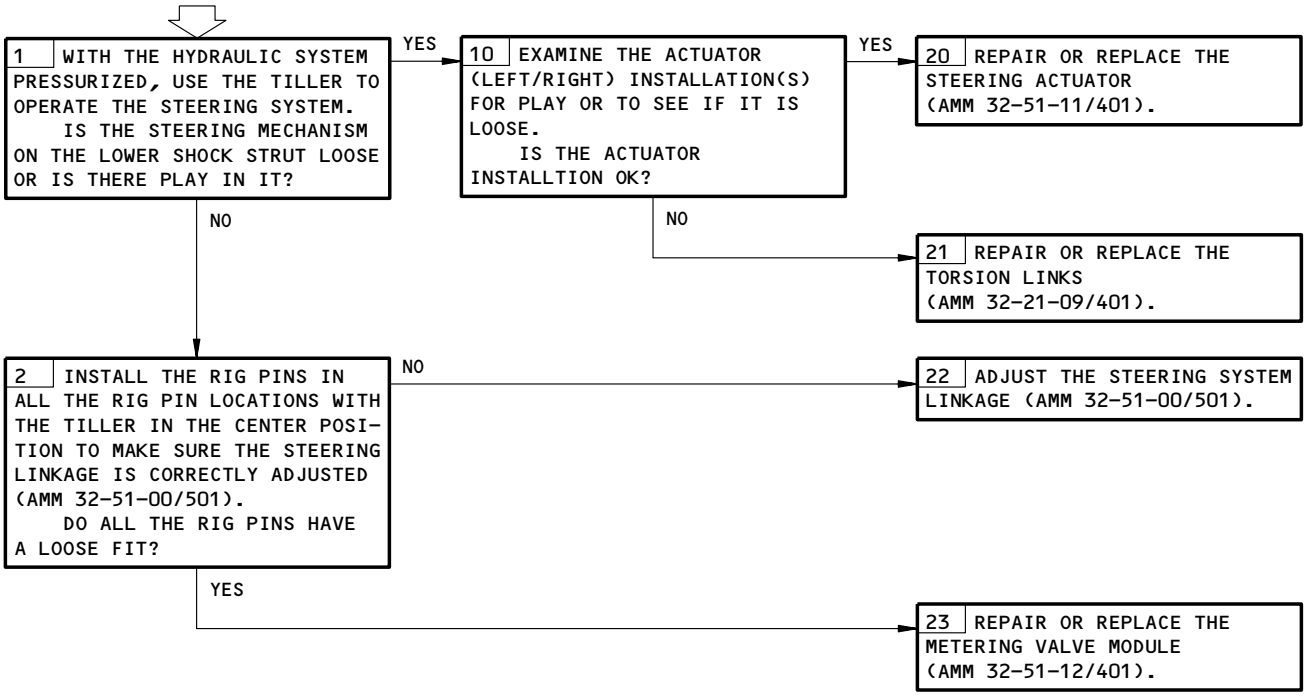
788458

PREREQUISITES

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
- ELECTRICAL POWER IS ON (AMM 24-22-00/201)
- LEFT HYDRAULIC SYSTEM IS PRESSURIZED (AMM 29-11-00/201)
- CONTROL LEVER FOR THE LANDING GEAR IS IN THE "DN" POSITION
- TOWING LEVER IS IN THE "NORMAL" POSITION

NOSE WHEEL NOT CENTERED WITH TILLER INDICATOR CENTERED

WARNING: TO PREVENT PERSONNEL INJURY/OR EQUIPMENT DAMAGE, KEEP PERSONNEL AND EQUIPMENT CLEAR OF HYDRAULIC COMPONENTS THAT CAN MOVE.



Nose Wheel Not Centered With Tiller Indicator Centered
Figure 110

PREREQUISITES

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

NOSE STEERING BINDS (NOT SMOOTH) WHEN MAKING A TURN

1 REMOVE THE COVER FROM THE STEERING METERING VALVE.
DISCONNECT THE TORSION LINKS ON THE NOSE LANDING GEAR. USE A ROPE TO HOLD THE UPPER LINK AT RIGHT ANGLES TO THE SHOCK STRUT TO MAKE SURE IT IS CLEAR OF THE NOSE WHEELS, SENSORS, AND STRUCTURE WHEN IT MOVES.
USE THE STEERING TILLER TO OPERATE THE NWS SYSTEM THROUGH THE FULL TRAVEL. LOOK FOR CONDITIONS IN THE CONTROL SYSTEM CABLES, PULLEYS, LINKAGES WHERE THEY ARE CAUGHT OR DO NOT MOVE FREELY.
DID YOU FIND A CONDITION WHERE THE COMPONENTS ARE CAUGHT OR CANNOT MOVE FREELY?

YES → 10 REMOVE THE BLOCKAGE OR REPAIR THE CONDITION AND REPLACE THE DAMAGED COMPONENTS (MM 32-51-00/501).

NO

2 LOOK TO SEE IF ALL OF THE WASHERS ARE INSTALLED UNDER THE 3 CAP SCREWS THAT HOLD THE TILLER/GEARBOX ASSEMBLY INDICATOR PLATE TO THE INDICATOR ASSEMBLY (MM 32-51-01/401).
ARE ALL OF THE WASHERS INSTALLED?

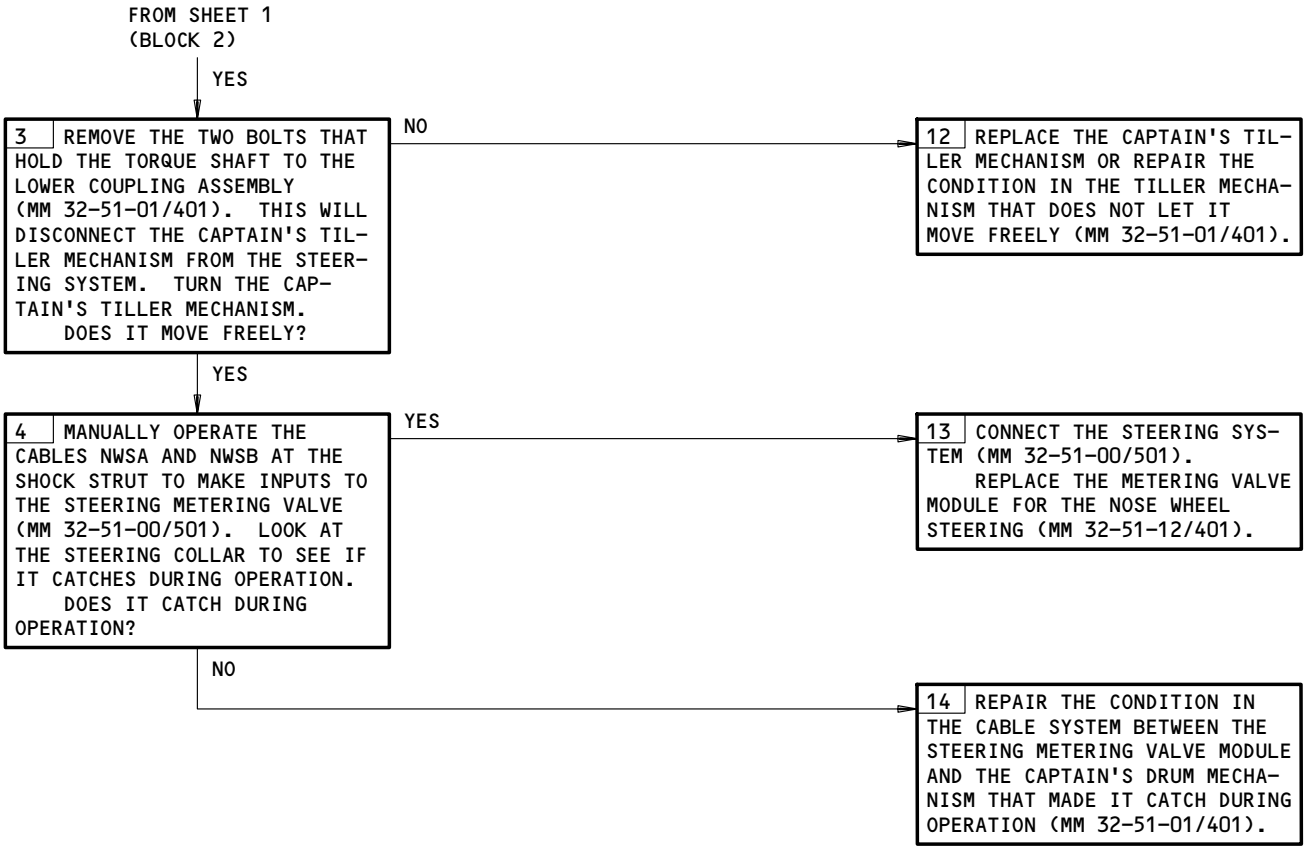
NOTE: IF THE WASHERS ARE NOT INSTALLED, THE HEADS OF THE SCREWS CAN GO INTO SLOTS OF THE INDICATOR PLATE. THIS WILL CAUSE THE INDICATOR TO MOVE FROM THE CENTER POSITION, AND THE NOSE WHEEL STEERING WILL NOT OPERATE SMOOTHLY.

NO → 11 ADD THE WASHERS THAT ARE NOT THERE (MM 32-51-01/401) AND INSTALL THE SCREWS.

YES

SEE SHEET 2
(BLOCK 3)

Nose Steering Binds (Not Smooth) When Making a Turn
Figure 110A (Sheet 1)



Nose Steering Binds (Not Smooth) When Making a Turn
Figure 110A (Sheet 2)

PREREQUISITES

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

NOSE STEERING BINDS (NOT SMOOTH) WHEN MAKING A TURN

1 REMOVE THE COVER FROM THE STEERING METERING VALVE.
DISCONNECT THE TORSION LINKS ON THE NOSE LANDING GEAR. USE A ROPE TO HOLD THE UPPER LINK AT A RIGHT ANGLE TO THE SHOCK STRUT TO MAKE SURE IT IS CLEAR OF THE NOSE WHEELS, SENSORS, AND STRUCTURE WHEN IT MOVES.
USE THE CAPTAIN'S STEERING TILLER TO OPERATE THE NWS SYSTEM THROUGH THE FULL TRAVEL. LOOK FOR CONDITIONS IN THE CONTROL SYSTEM CABLES, PULLEYS, LINKAGES WHERE THEY ARE CAUGHT OR DO NOT MOVE FREELY.
DID YOU FIND A CONDITION WHERE THE COMPONENTS ARE CAUGHT OR CANNOT MOVE FREELY?

YES → 10 REMOVE THE BLOCKAGE OR REPAIR THE CONDITION AND REPLACE THE DAMAGED COMPONENTS (MM 32-51-00/501).

NO ↓

2 LOOK TO SEE IF ALL OF THE WASHERS ARE INSTALLED UNDER THE SCREWS (3 LOCATIONS) THAT HOLD THE TILLER/GEARBOX ASSEMBLY INDICATOR PLATE TO THE INDICATOR ASSEMBLY (MM 32-51-01/401).
ARE ALL OF THE WASHERS INSTALLED?

NOTE: IF THE WASHERS ARE NOT INSTALLED, THE HEADS OF THE SCREWS CAN GO INTO SLOTS OF THE INDICATOR PLATE. THIS WILL CAUSE THE INDICATOR TO MOVE FROM THE CENTER POSITION, AND THE NOSE WHEEL STEERING WILL NOT OPERATE SMOOTHLY.

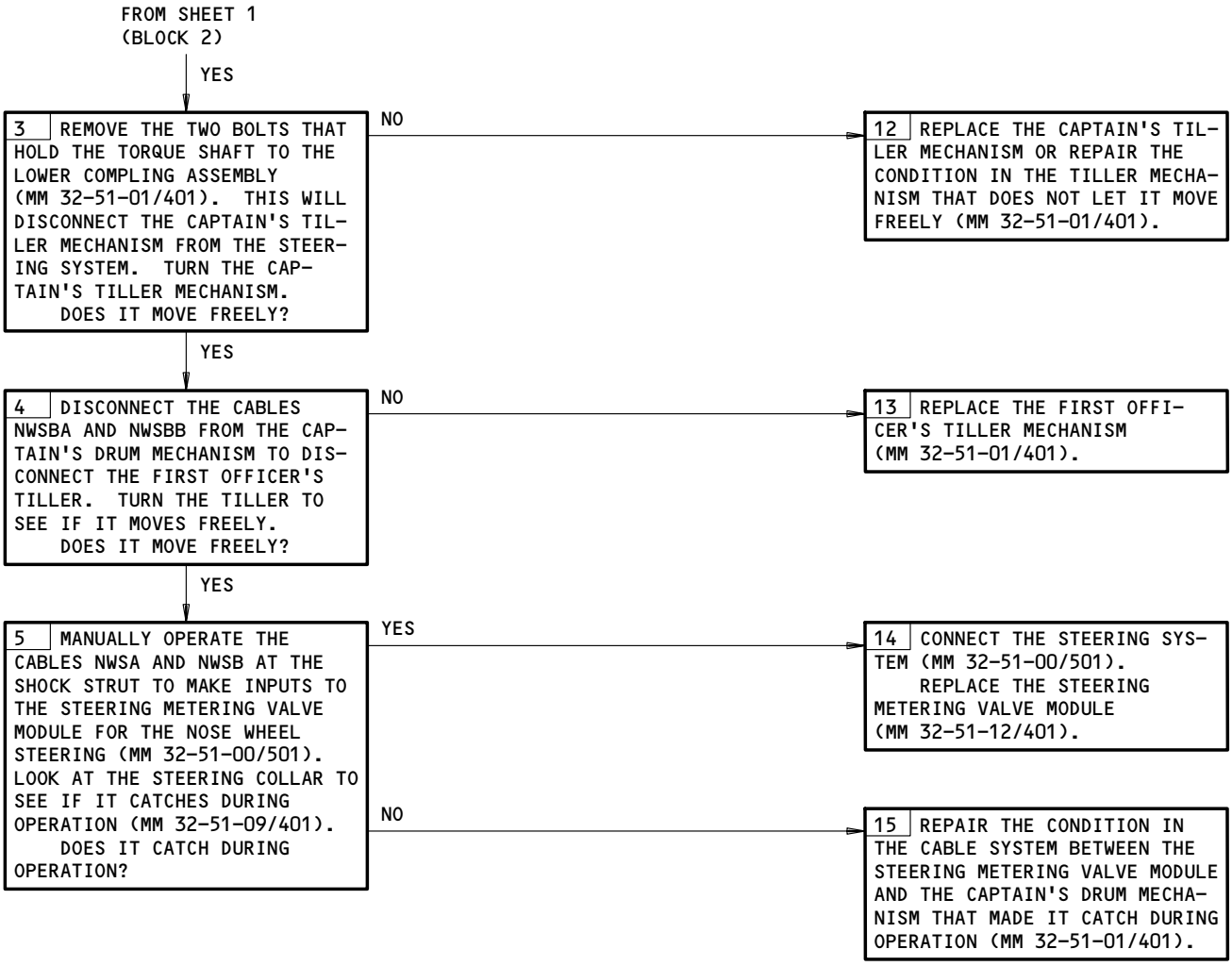
NO → 11 ADD THE WASHERS THAT ARE NOT THERE (MM 32-51-01/401) AND INSTALL THE SCREWS.

YES ↓

SEE SHEET 2
(BLOCK 3)

Nose Steering Binds (Not Smooth) When Making a Turn
Figure 110B (Sheet 1)

788496



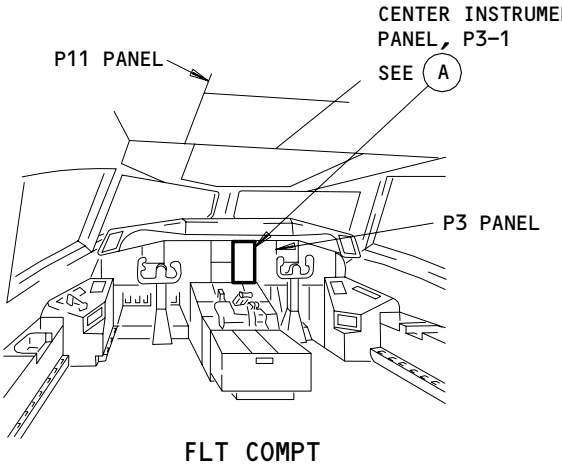
Nose Steering Binds (Not Smooth) When Making a Turn
Figure 110B (Sheet 2)

LANDING GEAR POSITION INDICATION AND WARNING SYSTEM

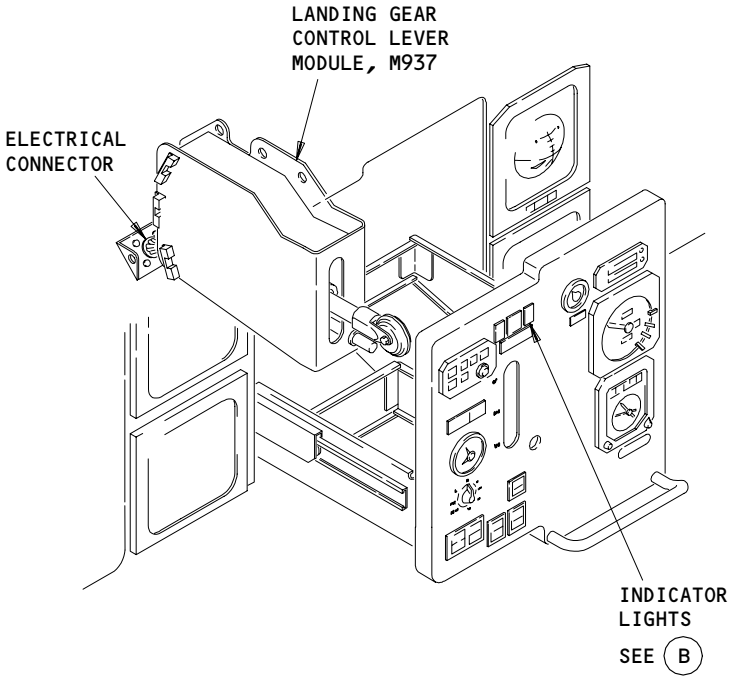
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
CIRCUIT BREAKERS –	1		FLT COMPT, P11	
LANDING GEAR POS SYS 1, C1175		1	11C30	*
LANDING GEAR POS SYS 2, C4279		1	11S23	*
LANDING GEAR POS SYS 2 ALTN, C4478		1	11C19	*
COMPUTERS – (31-41-00/101)				
EICAS L, M10181				
EICAS R, M10182				
LIGHTS – INDICATION, DOORS, L396	1	1	FLT COMPT, P3	*
LIGHTS – INDICATION, GEAR, L397	1	1	FLT COMPT, P3	*
LIGHTS – INDICATION LEFT, L400	1	1	FLT COMPT, P3	*
LIGHTS – INDICATION, MOSE, L398	1	1	FLT COMPT, P3	*
LIGHTS – INDICATION, RIGHT, L399	1	1	FLT COMPT, P3	*
MODULE – (31-51-00/101)				
LDG CONFIGURATION WARNING, M983				
MODULE – (32-30-00/101)				
LDG GEAR CONTROL LEVER, M937				
RELAY – (31-01-36/101)				
GEAR LEVER DOWN, K10240				
RELAYS – (31-01-37/101)				
GEAR DISAGREE, K10266				
GEAR DOORS OPEN, K10267				
SENSOR – L MLG DOOR CLOSED, SYS 1, S10242	6	1	L MLG WHEEL WELL, OUTBD EDGE	32-61-02
SENSOR – L MLG DOOR CLOSED, SYS 2, S10076	6	1	L MLG WHEEL WELL, OUTBD EDGE	32-61-02
SENSOR – L MLG DOWN AND LOCKED, SYS 1, S10061	4	1	L MLG LOCK LINK	32-61-02
SENSOR – L MLG DOWN AND LOCKED, SYS 2, S10074	4	1	L MLG LOCK LINK	32-61-02
SENSOR – L MLG UP AND LOCKED, SYS 1, S10240	5	1	L MLG WHEEL WELL, UPLOCK AREA	32-61-02
SENSOR – L MLG UP AND LOCKED, SYS 2, S10073	5	1	L MLG WHEEL WELL, UPLOCK AREA	32-61-02
SENSOR – NOSE GEAR DOOR CLOSED, SYS 1, S10243	3	1	NOSE GEAR WHEEL WELL, FWD BLKHD	32-61-03
SENSOR – NOSE GEAR DOOR CLOSED, SYS 2, S10081	3	1	NOSE GEAR WHEEL WELL, FWD BLKHD	32-61-03
SENSOR – NOSE GEAR DOWN, SYS 1, S10066	2	1	NOSE GEAR WHEEL WELL, TRUNNION AREA	32-61-03
SENSOR – NOSE GEAR DOWN, SYS 2, S10079	2	1	NOSE GEAR WHEEL WELL, TRUNNION AREA	32-61-03
SENSOR – NOSE GEAR LOCKED, SYS 1, S10065	2	1	NOSE GEAR LOCK LINK	32-61-03
SENSOR – NOSE GEAR LOCKED, SYS 2, S10078	2	1	NOSE GEAR LOCK LINK	32-61-03
SENSOR – NOSE GEAR UP, SYS 1, S10238	2	1	NOSE GEAR WHEEL WELL, TRUNNION AREA	32-61-03
SENSOR – NOSE GEAR UP, SYS 2, S10077	2	1	NOSE GEAR WHEEL WELL, TRUNNION AREA	32-61-03
SENSOR – R MLG DOOR CLOSED, SYS 1, S10241	6	1	R MLG WHEEL WELL, OUTBD EDGE	32-61-02
SENSOR – R MLG DOOR CLOSED, SYS 2, S10072	6	1	R MLG WHEEL WELL, OUTBD EDGE	32-61-02
SENSOR – R MLG DOWN AND LOCKED, SYS 1, S10057	4	1	R MLG LOCK LINK	32-61-02
SENSOR – R MLG DOWN AND LOCKED, SYS 2, S10070	4	1	R MLG LOCK LINK	32-61-02
SENSOR – R MLG UP AND LOCKED, SYS 1, S10239	5	1	R MLG WHEEL WELL, UPLOCK AREA	32-61-02
SENSOR – R MLG UP AND LOCKED, SYS 2, S10069	5	1	R MLG WHEEL WELL, UPLOCK AREA	32-61-02
UNIT – (32-09-03/101)				
PROXIMITY SWITCH ELECTRONICS (PSEU), M162				

* SEE THE WDM EQUIPMENT LIST

Landing Gear Position Indication and Warning System – Component Index
Figure 101

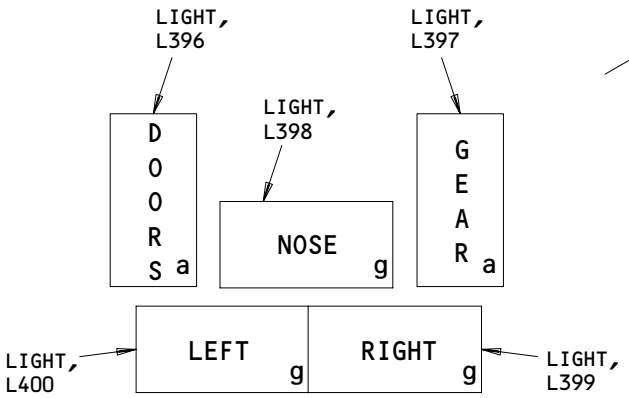


FLT COMPT



CENTER INSTRUMENT PANEL, P3-1

A

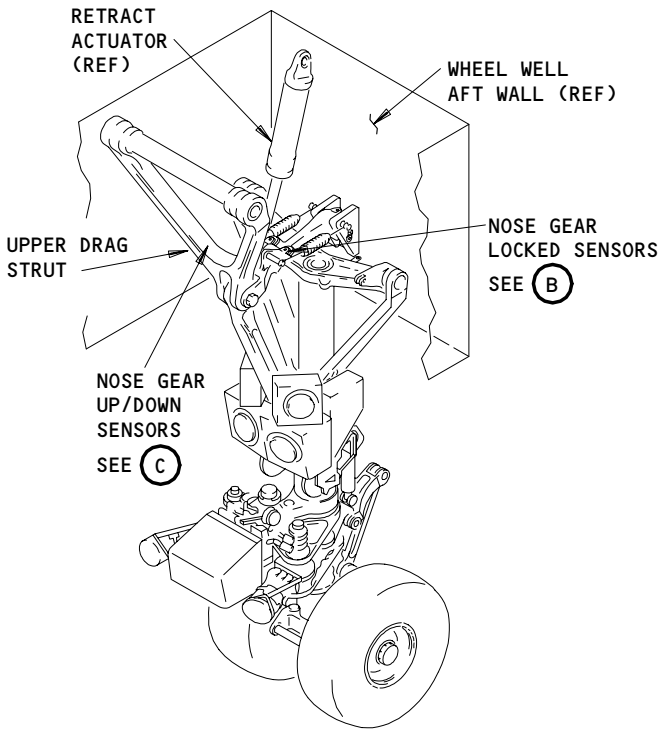


INDICATOR LIGHTS

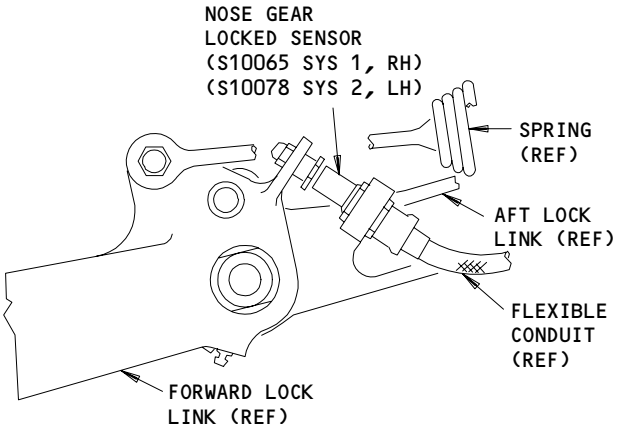
B

Component Location
Figure 102 (Sheet 1)

98734

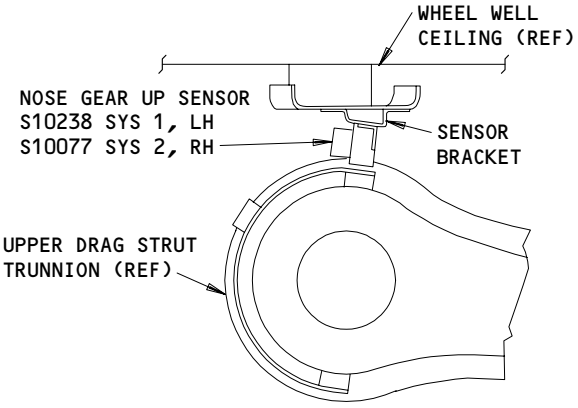


NOSE LANDING GEAR

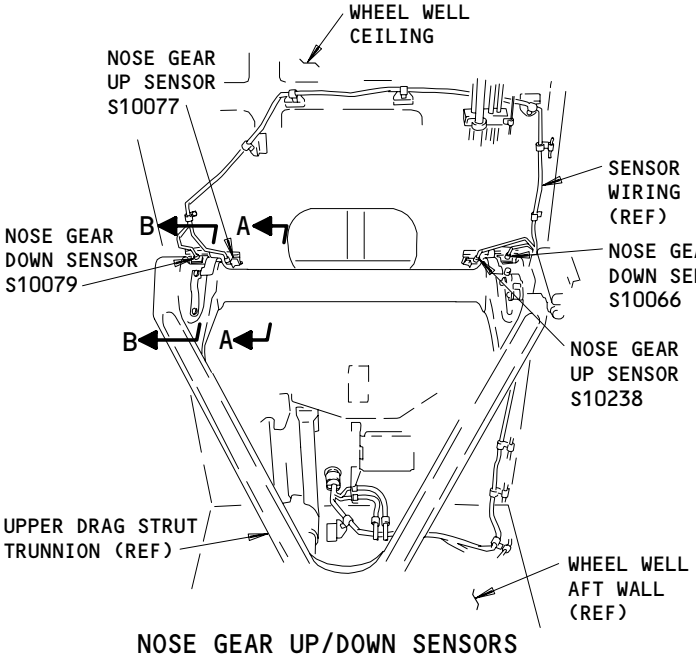


NOSE GEAR LOCKED SENSORS

B

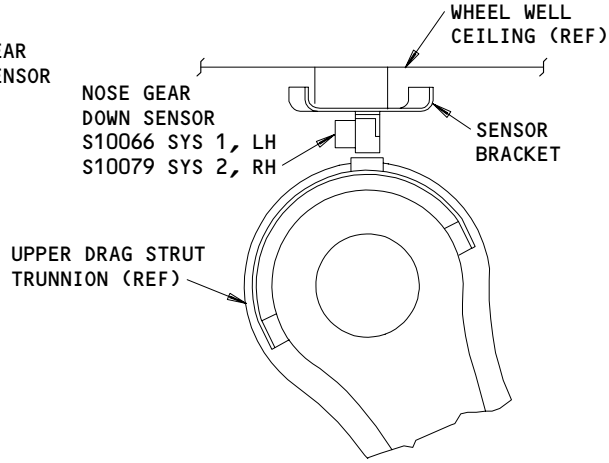


(GEAR SHOWN IN UP ATTITUDE)
A–A



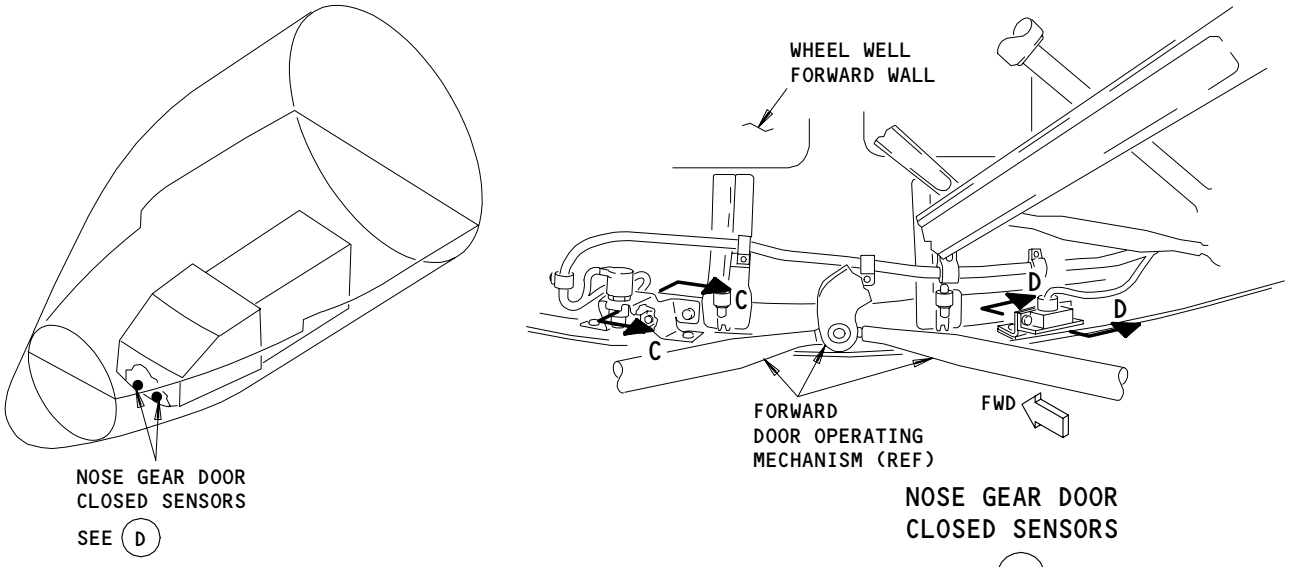
NOSE GEAR UP/DOWN SENSORS

C

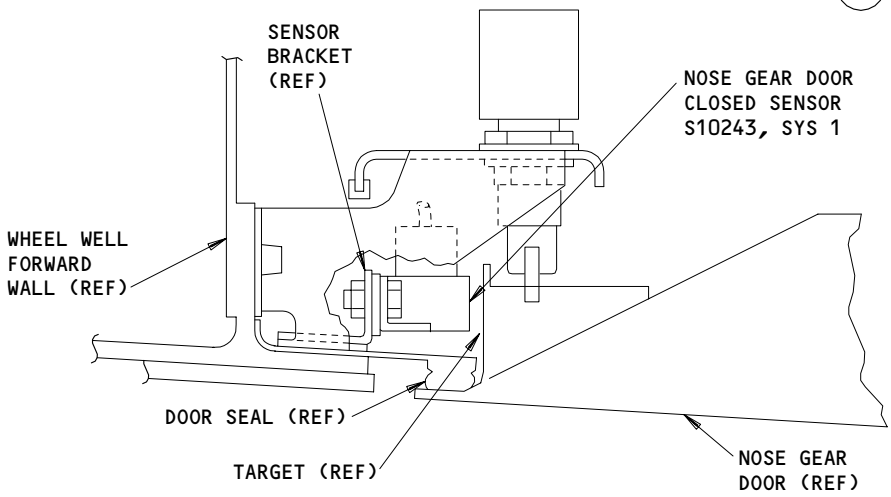


(GEAR SHOWN IN DOWN ATTITUDE)
B–B

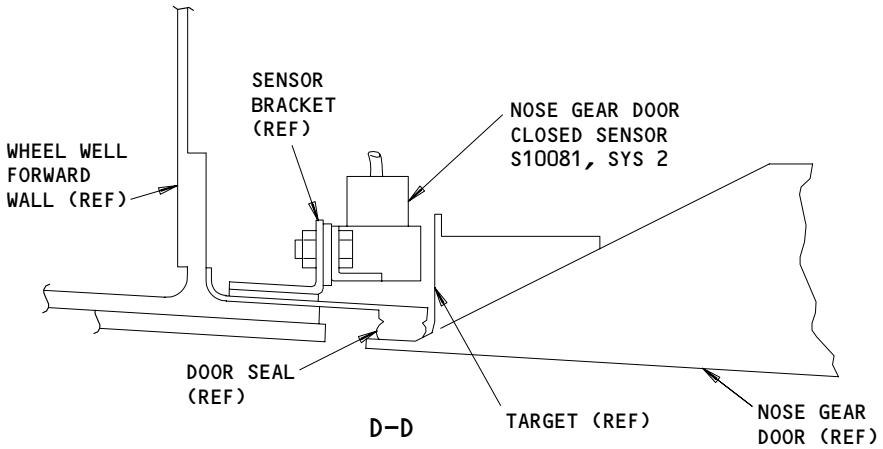
Component Location
Figure 102 (Sheet 2)



NOSE GEAR DOOR
CLOSED SENSORS
(D)

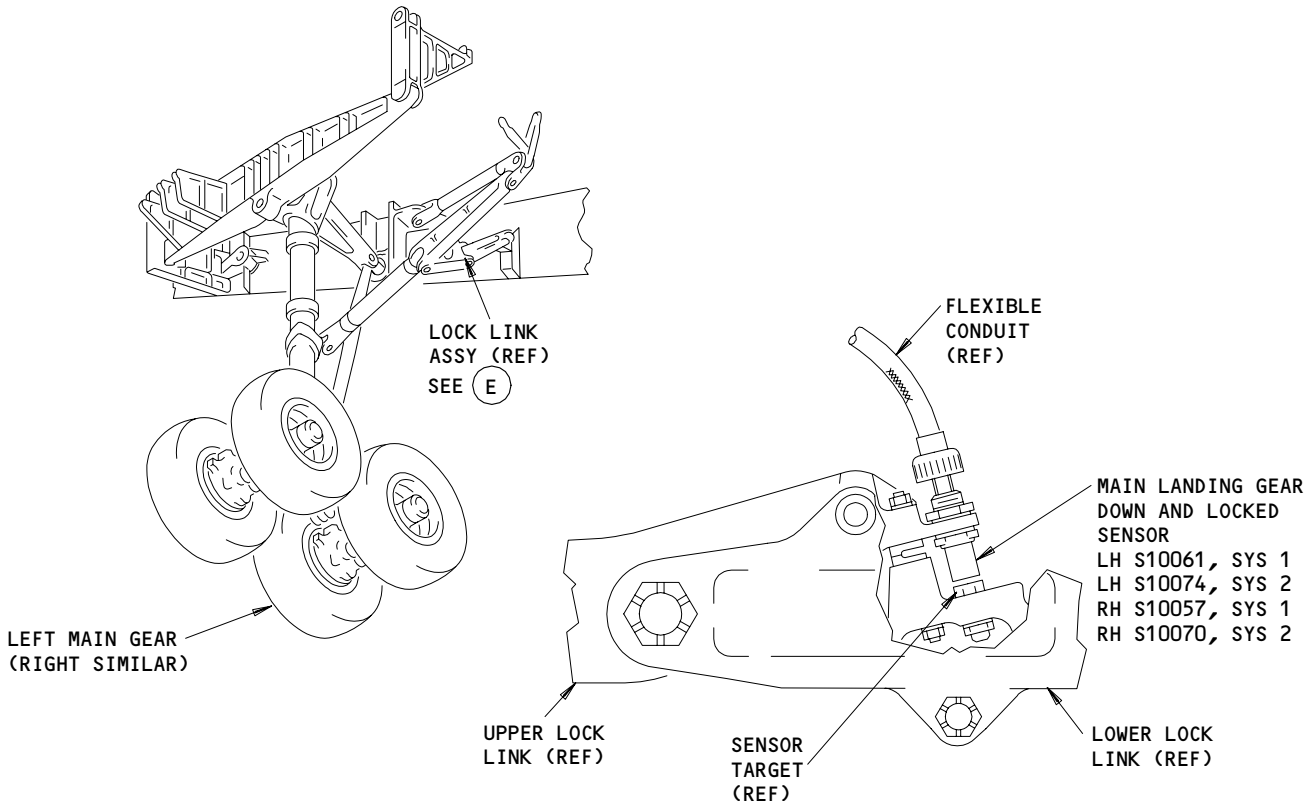


C–C



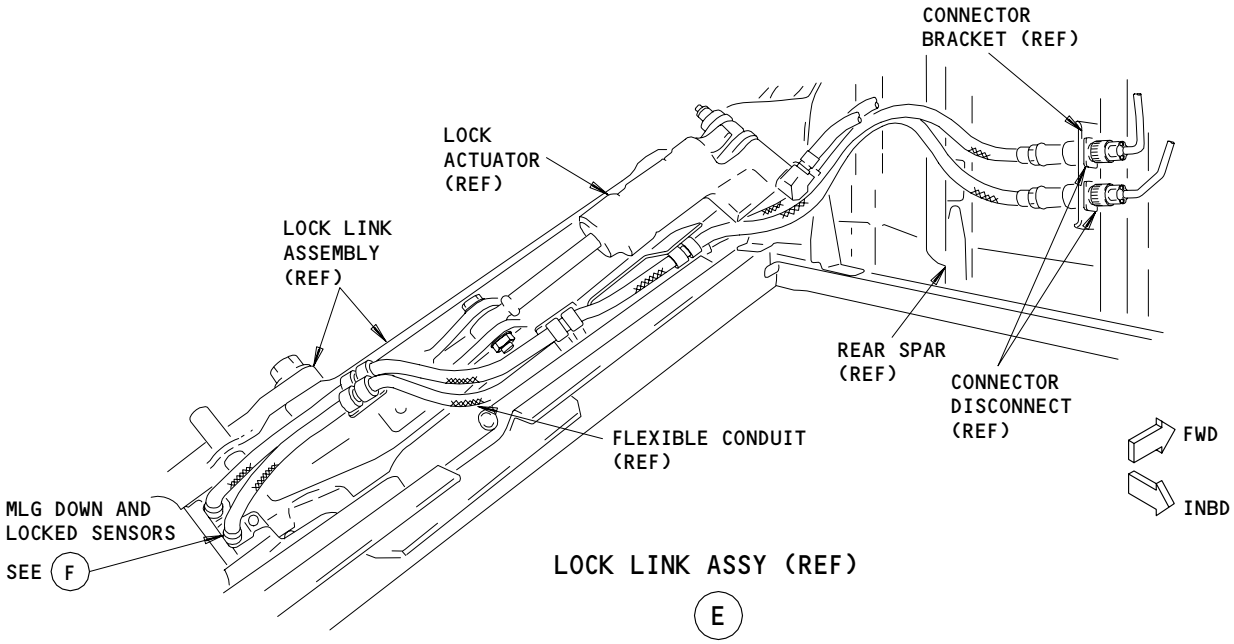
D–D

Component Location
Figure 102 (Sheet 3)



MLG DOWN AND LOCKED SENSORS

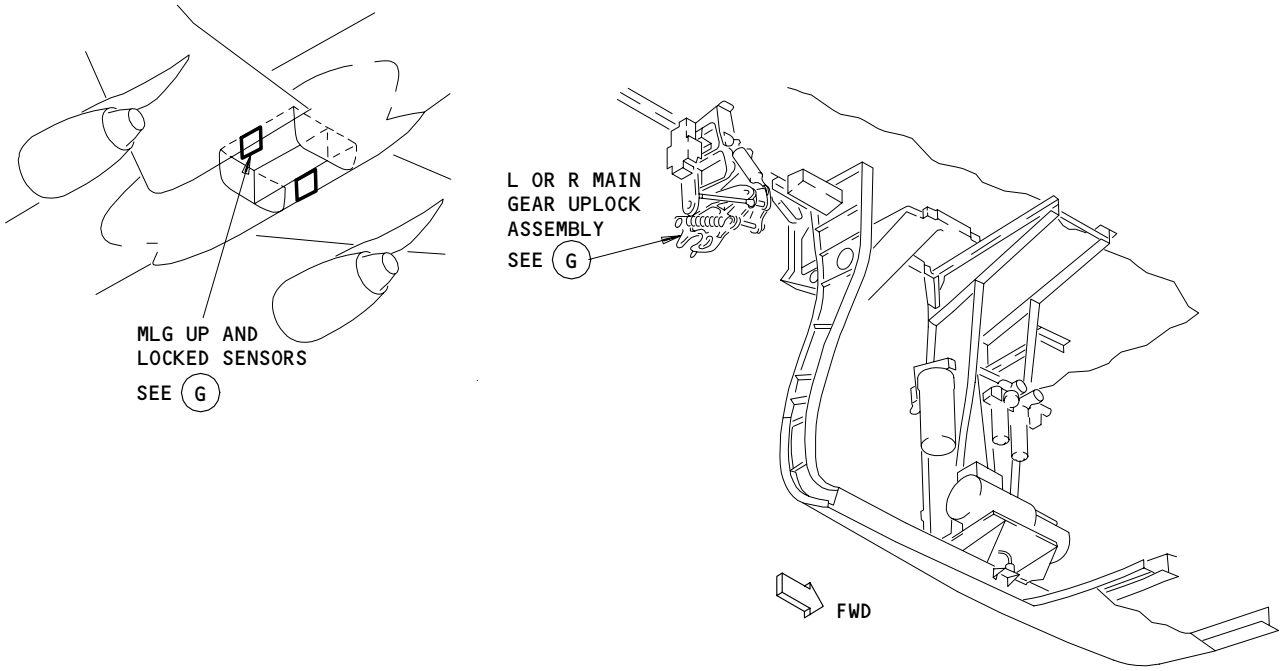
F



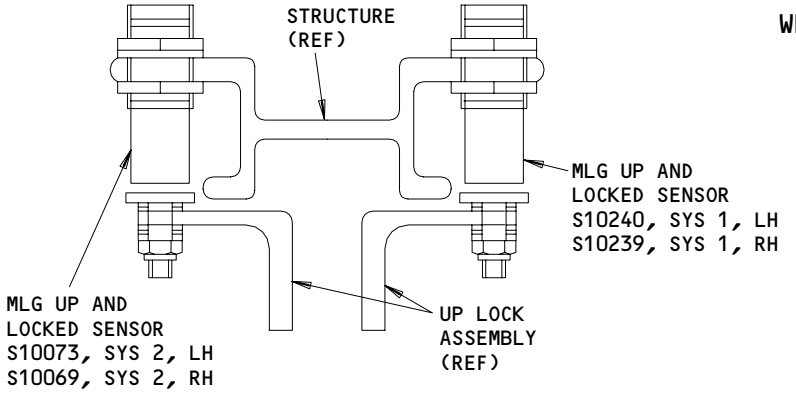
LOCK LINK ASSY (REF)

E

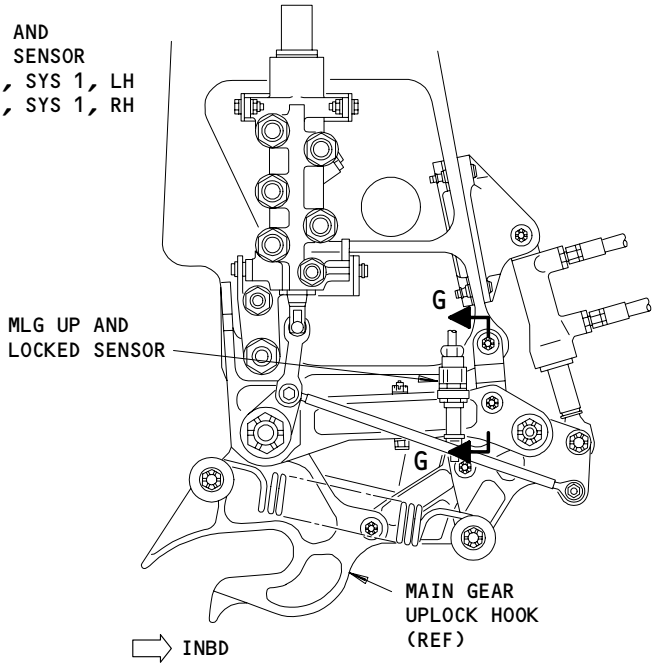
Component Location
Figure 102 (Sheet 4)



LEFT MAIN
WHEEL WELL OUTBOARD WALL
(RIGHT SIMILAR)

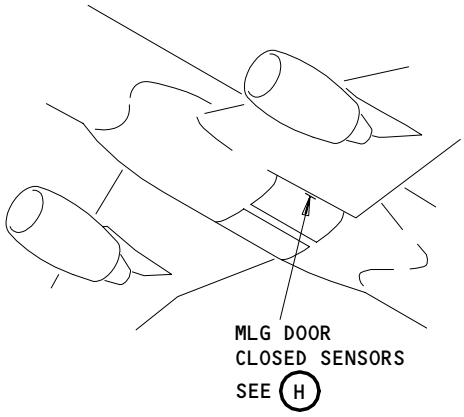


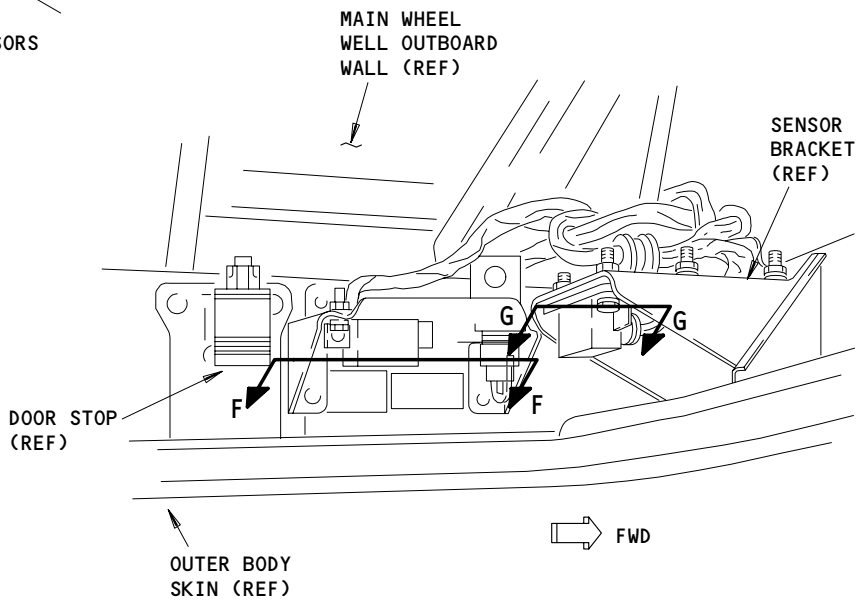
LEFT SHOWN, RIGHT OPPOSITE
G–G



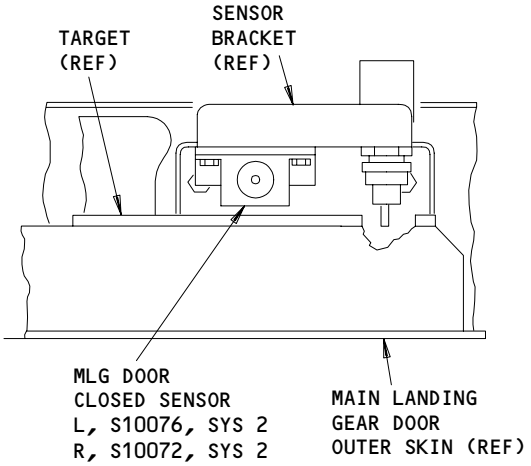
L MAIN GEAR UPLOCK ASSEMBLY (RIGHT SIMILAR)
G

Component Location
Figure 102 (Sheet 5)

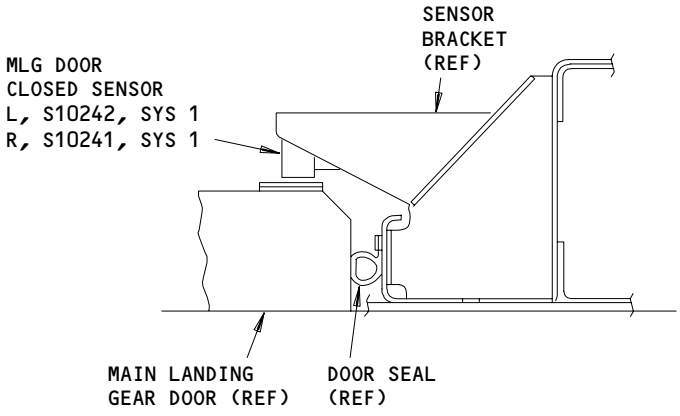




MLG DOOR CLOSED SENSORS
(LEFT SHOWN, RIGHT OPPOSITE)
(H)



F–F



G–G

Component Location
Figure 102 (Sheet 6)

EICAS MSG "LDG GEAR MONITOR" DISPLAYED

PREREQUISITES

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

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C19, 11C30, 11R36, 11S23

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

1 MAKE SURE THE DOWNLOCKS ARE INSTALLED ON THE NOSE AND MAIN LANDING GEAR (AMM 32-00-20/201).

WARNING

USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAB CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

OPEN THE LANDING GEAR DOORS AND INSTALL THE DOOR LOCKS (AMM 32-00-15/201).

IF DOORS DO NOT OPEN, DO THIS PROCEDURE: GEAR DOORS WOULD NOT OPEN (ON GROUND) WITH EITHER GROUND DOOR RELEASE SWITCHES OR ALTN GEAR EXTEND SWITCH. ALTN EXTEND PWR PACK DID NOT OPERATE (FIM 32-30-00/101, FIG. 118B).

MOVE THE CONTROL LEVER FOR THE LANDING GEAR TO "OFF" THEN TO "DN". MAKE SURE THE CONTROL LEVER IS FULLY ENGAGED IN THE DETENT.

PUSH THE ECS/MSG SWITCH ON THE EICAS MAINTENANCE PANEL AT P61 TO EXAMINE THE EICAS MAINTENANCE MESSAGES. IF ANY OF THESE MESSAGES LISTED BELOW ARE DISPLAYED, PLEASE WRITE THEM FOR REFERENCE AS AN INTERMITTENT FAILURE:

NOSE GEAR DOWN
NOSE GEAR LOCKED
L (R) GEAR DOWN
GEAR DISAGREE
ALL GEAR DOWN
GEAR DOORS
GEAR LEVER

DO THIS PROCEDURE: EICAS STATUS/MAINTENANCE MESSAGE ERASE PROCEDURE (FIM 31-41-00/101, FIG. 109).

DOES THE EICAS MESSAGE "LDG GEAR MONITOR" SHOW ON THE LOWER DISPLAY?

YES

SEE SHEET 2 (BLOCK 11)

NO

10 DO THIS PROCEDURE: PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103) TO RECALL ALL THE IN-FLIGHT FAILURES. RECALL AND WRITE DOWN ALL THE STORED FAILURES.

WERE THERE FAILURES SHOWN?

YES

21 REPLACE THE DEFECTIVE COMPONENT (FIM 32-09-03/101, FIG. 103). 1

IF ANY OF THE STORED FAILURES IS "R GEAR DOWN", THEN DO THIS OPERATIONAL TEST: LANDING GEAR ALTERNATE EXTENSION (AMM 32-35-00/501).

IF THE EICAS "LDG GEAR MONITOR" (STATUS) AND "R GEAR DOWN" (MAINTENANCE) MESSAGES APPEAR, THEN DO THIS PROCEDURE: ALL GEAR OPENED NORMALLY WITH GROUND DOOR RELEASE SWITCHES. EICAS "LDG GEAR MONITOR" (STATUS) AND "R GEAR DOWN" (MAINTENANCE) MESSAGES DISPLAYED (FIM 32-30-00/101, FIG. 118C).

NO

22 VISUALLY EXAMINE THE POSITION INDICATION SENSORS FOR THE LANDING GEAR. SEE IF THEY ARE LOOSE OR DAMAGED.

NOTE: MAKE SURE THE FACE OF THE SENSOR AND THE HOUSING DOES NOT HAVE CRACKS, CHIPS, OR GOUGES.

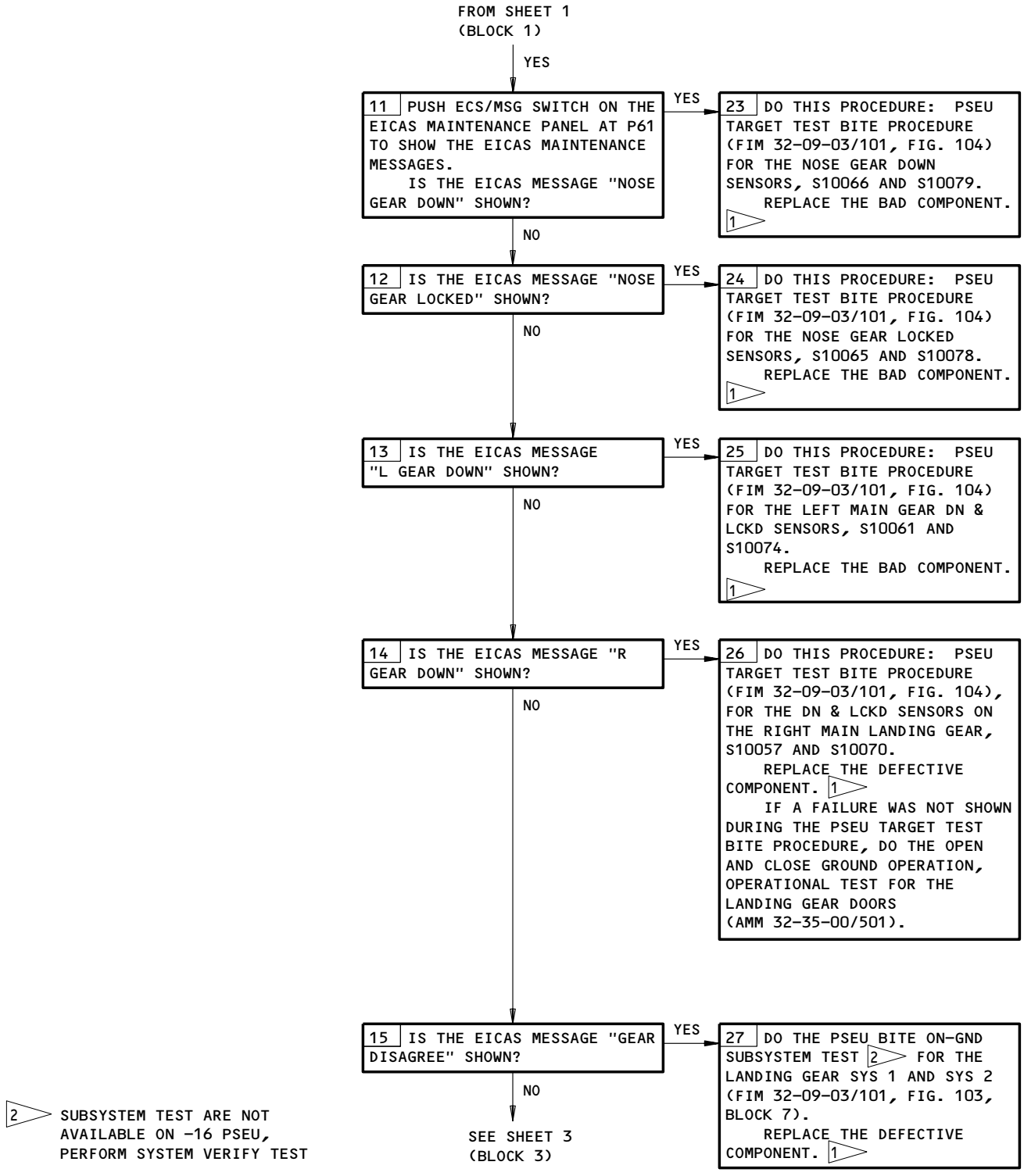
REPLACE THE DAMAGED SENSOR (AMM 32-61-02/201, AMM 32-61-03/201).

1 WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

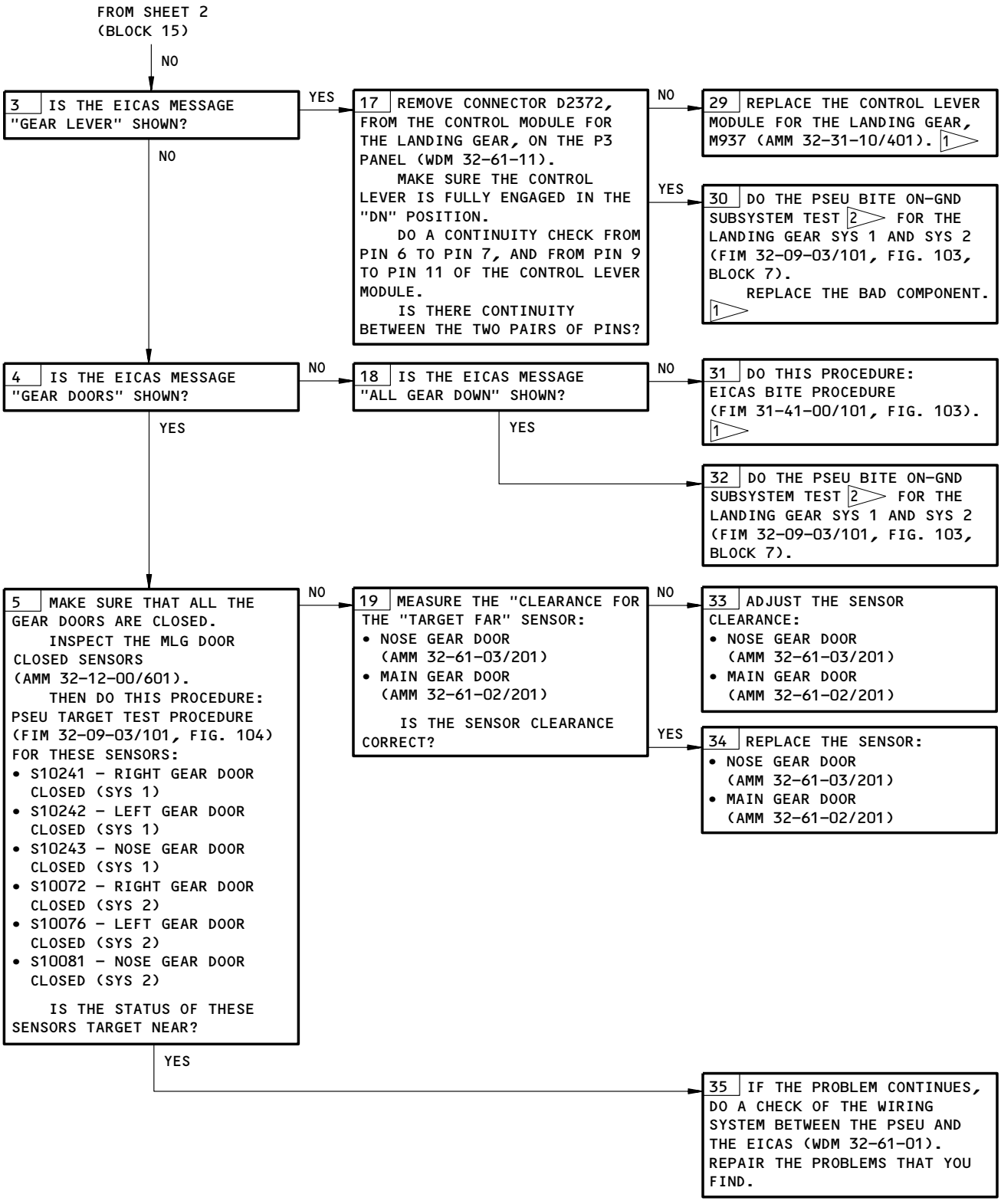
REMOVE THE DOOR LOCKS AND CLOSE THE LANDING GEAR DOORS (AMM 32-00-15/201).

DO THIS PROCEDURE: EICAS STATUS/MAINTENANCE MESSAGE ERASE PROCEDURE (FIM 31-41-00/101, FIG. 109).

EICAS Msg LDG GEAR MONITOR Displayed
Figure 103 (Sheet 1)



EICAS Msg LDG GEAR MONITOR Displayed
Figure 103 (Sheet 2)



EICAS Msg LDG GEAR MONITOR Displayed
Figure 103 (Sheet 3)

PREREQUISITES

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

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C19,11C30,11R36,11S23

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
PRESSURE IS REMOVED FROM THE LEFT HYDRAULIC SYSTEM (AMM 29-11-00/201)

EICAS MSG "PSEU BITE" DISPLAYED

1 MAKE SURE THE DOORS FOR THE MAIN AND NOSE LANDING GEAR ARE CLOSED. PUT THE CONTROL LEVER FOR THE LANDING GEAR IN THE "DN" POSITION. MAKE SURE THE LEVER IS FULLY SEATED IN THE DETENT.
PUSH THE ECS/MSG SWITCH ON THE EICAS MAINTENANCE PANEL AT P61 TO EXAMINE THE EICAS MAINTENANCE MESSAGES. IF ANY OF THESE MESSAGES LISTED BELOW ARE DISPLAYED, PLEASE WRITE THEM FOR REFERENCE AS AN INTERMITTENT FAILURE:

NOSE GEAR DOWN
NOSE GEAR LOCKED
L (R) GEAR DOWN
GEAR DISAGREE
ALL GEAR DOWN

DO THIS PROCEDURE: MAINTENANCE MESSAGE ERASE PROCEDURE (FIM 31-41-00/101, FIG. 109).
DOES THE "PSEU BITE" MESSAGE STAY ON?

YES → 11 DO THE ON-GND SUBSYSTEM TEST FOR THE LANDING GEAR SYS 1 AND SYS 2 (FIM 32-09-03/101, FIG. 103, BLOCK 7).
DID THE BITE SHOW BAD COMPONENTS?

YES → 21 REPLACE THE BAD COMPONENT. 1

NO → 12 MOVE THE EICAS COMPUTER SELECT SWITCH TO THE "L" THEN TO THE "R" POSITION.
WRITE DOWN THE INDICATIONS THAT CHANGE.
IS THE DISPLAY FROM THE TWO EICAS COMPUTERS THE SAME?

NO → 22 DO THIS PROCEDURE: EICAS BITE PROCEDURE (FIM 31-41-00/101, FIG. 103). 1

YES → 23 EXAMINE THE CIRCUIT FROM PIN F8, CONNECTOR D3210A OF THE PSEU, TO PIN 37, CONNECTOR D41867P ON THE E4-2 SHELF; AND FROM PIN C6, CONNECTOR D3210E OF THE PSEU, TO PIN 36, CONNECTOR D41867P ON THE E4-2 SHELF (WDM 32-61-11). 1
REPAIR THE PROBLEMS THAT YOU FIND.

NO → 2 DO THIS PROCEDURE: PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103, BLOCK 2) TO SEE THE IN-FLIGHT FAILURES. WRITE DOWN ALL THE FAILURES THAT OCCURRED IN FLIGHT.
WERE FAILURE CODES SHOWN?

YES → 24 REPLACE THE BAD COMPONENT (FIM 32-09-03/101, FIG. 103).

NO → 3 THE SYSTEM IS OK.

1 DO THIS PROCEDURE: MAINTENANCE MESSAGE ERASE PROCEDURE (FIM 31-41-00/101, FIG. 109).

EICAS Msg PSEU BITE Displayed
Figure 104