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| ANTISKID/AUTOBRAKE SYSTEM     | 32-42-00                             |             |                    |
| Component Location            |                                      | 101         | ALL                |
| Component Index               |                                      |             |                    |
| Component Location            |                                      |             |                    |
| Fault Isolation               |                                      |             |                    |
| A/G SW Failure Message        |                                      | 121         |                    |
| Indicated on Control Unit     |                                      |             |                    |
| Display (Antiskid/Autobrake   |                                      |             |                    |
| Control Unit BITE Procedure)  |                                      |             |                    |
| (Fig. 105)                    |                                      |             |                    |
| Airplane Pulls to Left or     |                                      | 123         |                    |
| Right During Braking. Amber   |                                      |             |                    |
| ANTISKID Lgt Extin (Fig. 106) |                                      |             |                    |
| Antiskid/Autobrake Control    |                                      | 111         |                    |
| Unit BITE Procedure (Fig.     |                                      |             |                    |
| 103)                          |                                      |             |                    |
| Autobrakes Selector did not   |                                      | 128         |                    |
| Disarm when Speedbrakes Lever |                                      |             |                    |
| Moved Down (Fig. 109A)        |                                      |             |                    |
| Autobrakes Selector Will Not  |                                      | 129         |                    |
| Latch in RTO Position with No |                                      |             |                    |
| Fault Indications (Fig. 109B) |                                      |             |                    |
| EICAS Msgs NORM ANTISKID      |                                      | 124         |                    |
| Displayed (Fig. 107)          |                                      |             |                    |
| EICAS Msg ALTN ANTISKID       |                                      | 126         |                    |
| Displayed (Fig. 108)          |                                      |             |                    |
| EICAS Msg ANTISKID/AUTOBRK    |                                      | 127         |                    |
| Displayed (Fig. 109)          |                                      |             |                    |
| Main Gear Tires are Blown Out |                                      | 130         |                    |
| or Worn Flat in Areas or Show |                                      |             |                    |
| Skid Burn Damage (Fig. 110)   |                                      |             |                    |
| THR SW Failure Message        |                                      | 119         |                    |
| Indicated on Control Unit     |                                      |             |                    |
| Display (Antiskid/Autobrake   |                                      |             |                    |
| Control Unit BITE Procedure)  |                                      |             |                    |
| (Fig. 104)                    |                                      |             |                    |

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| <u>Subject</u>   | <u>Chapter<br/>Section<br/>Subject</u> | <u>Page</u> | <u>Effectivity</u> |
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| PARKING BRAKE SYSTEM   | 32-44-00                               |             |                    |
| Component Location   |  | 101         | ALL                |
| Component Index  |  |             |                    |
| Component Location   |  |             |                    |
| Fault Isolation  |  |             |                    |
| Parking Brake Cannot Be Set<br>(Fig. 105)  |  | 109         |                    |
| Parking Brake Handle (Loose,<br>Binds, or Hard to Set) (Fig.<br>105A)  |  | 111         |                    |
| Parking Brake Handle Must be<br>Pushed Down to Release Brakes<br>and Extinguish Light (Fig.<br>105B)   |  | 112         |                    |
| With Park Brake Released, PARK<br>BRAKE and Antiskid Lights<br>Remain Illuminated. EICAS Msg<br>ANTISKID and PARKING BRAKE<br>Displayed (Fig. 104) |  | 108         |                    |
| With Park Brake Set, PARK<br>BRAKE Light Remains<br>Extinguished. EICAS Msg<br>ANTISKID Displayed and<br>ANTISKID Light Illuminated<br>(Fig. 103)  |  | 106         |                    |
| With Parking Brake Set, EICAS<br>Msg ANTISKID Displayed.<br>ANTISKID and PARK BRAKE<br>Lights Were Illum (Fig. 103A)                               |  | 107         |                    |
| BRAKE TEMPERATURE MONITORING<br>SYSTEM   | 32-46-00                               |             |                    |
| Component Location   |  | 101         | ALL                |
| Component Index  |  |             |                    |
| Component Location   |  |             |                    |
| Fault Isolation  |  |             |                    |
| Brake Temp Indications Blank,<br>Intermittent, or Zero, or<br>High with BRAKE TEMP Light<br>Illuminated (Fig. 104)                                 |  | 106         |                    |
| Brake Temperature Monitor Unit<br>BITE Procedure (Fig. 103)  |  | 104         |                    |

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|---|--------------------------------------|-------------|--------------------|
| <u>STEERING</u>   | 32-50-00                             |             |                    |
| NOSE WHEEL STEERING SYSTEM  | 32-51-00                             |             |                    |
| Component Location  |                                      | 101         | ALL                |
| Component Index   |                                      |             |                    |
| Component Location  |                                      |             |                    |
| Fault Isolation   |                                      |             |                    |
| Airplane Pulls L/R During Taxi<br>(Fig. 103)                                  |                                      | 109         |                    |
| Nose Steering Binds (Not<br>Smooth) When Making a Turn<br>(Fig. 110A)         |                                      | 123         |                    |
| Nose Steering Binds (Not<br>Smooth) When Making a Turn<br>(Fig. 110B)         |                                      | 125         |                    |
| Nose Wheel Not Centered With<br>Tiller Indicator Centered<br>(Fig. 110)       |                                      | 122         |                    |
| Nose Wheel Vibrates On<br>(Takeoff/Landing) (Fig. 104)                        |                                      | 111         |                    |
| Rudder Pedal Steering<br>(Describe Problem), Tiller<br>Steering OK (Fig. 105) |                                      | 112         |                    |
| Tiller Steering Forces High<br>(Fig. 109)                                     |                                      | 120         |                    |
| Tiller Steering Forces High<br>(Fig. 109A)                                    |                                      | 121         |                    |
| Tiller Steering Inop (Fig.<br>106)  |                                      | 113         |                    |
| Tiller Steering Inop (Fig.<br>106A)   |                                      | 115         |                    |
| Tiller Steering Response<br>Sluggish (Fig. 108)                               |                                      | 119         |                    |
| Tiller Steers Right (Left)<br>Direction Only (Fig. 107)                       |                                      | 117         |                    |
| Tiller Steers Right (Left)<br>Direction Only (Fig. 107A)                      |                                      | 118         |                    |

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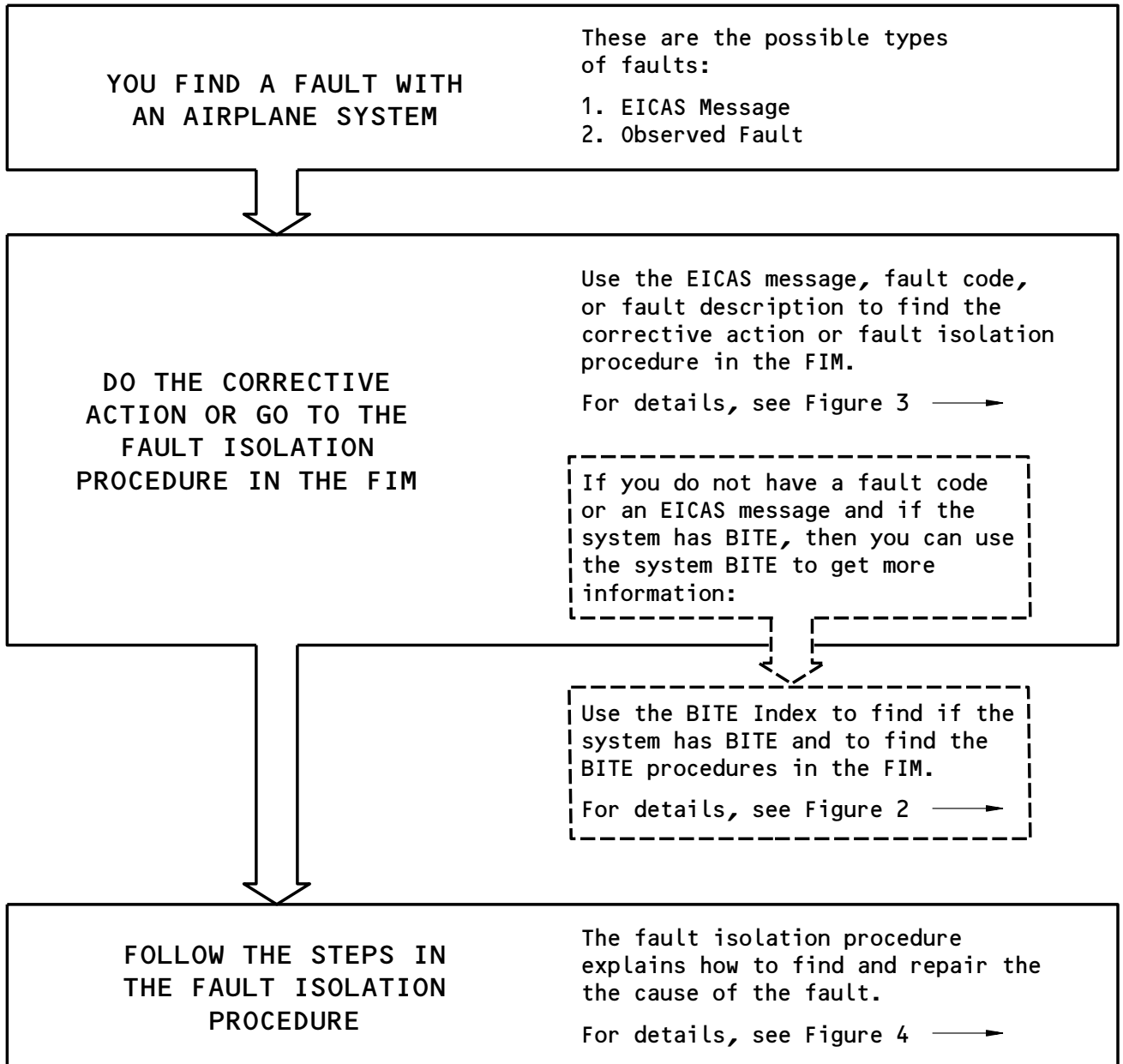
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| <u>POSITION AND WARNING</u>                            | 32-60-00                             |             |                    |
| LANDING GEAR POSITION INDICATING<br>AND WARNING SYSTEM | 32-61-00                             |             |                    |
| Component Location                                     |                                      | 101         | ALL                |
| Component Index  |                                      |             |                    |
| Component Location                                     |                                      |             |                    |
| Fault Isolation  |                                      |             |                    |
| EICAS Msg LDG GEAR MONITOR<br>Displayed (Fig. 103)     |                                      | 108         |                    |
| EICAS Msg PSEU BITE Displayed<br>(Fig. 104)            |                                      | 111         |                    |

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Basic Fault Isolation Process  
Figure 1

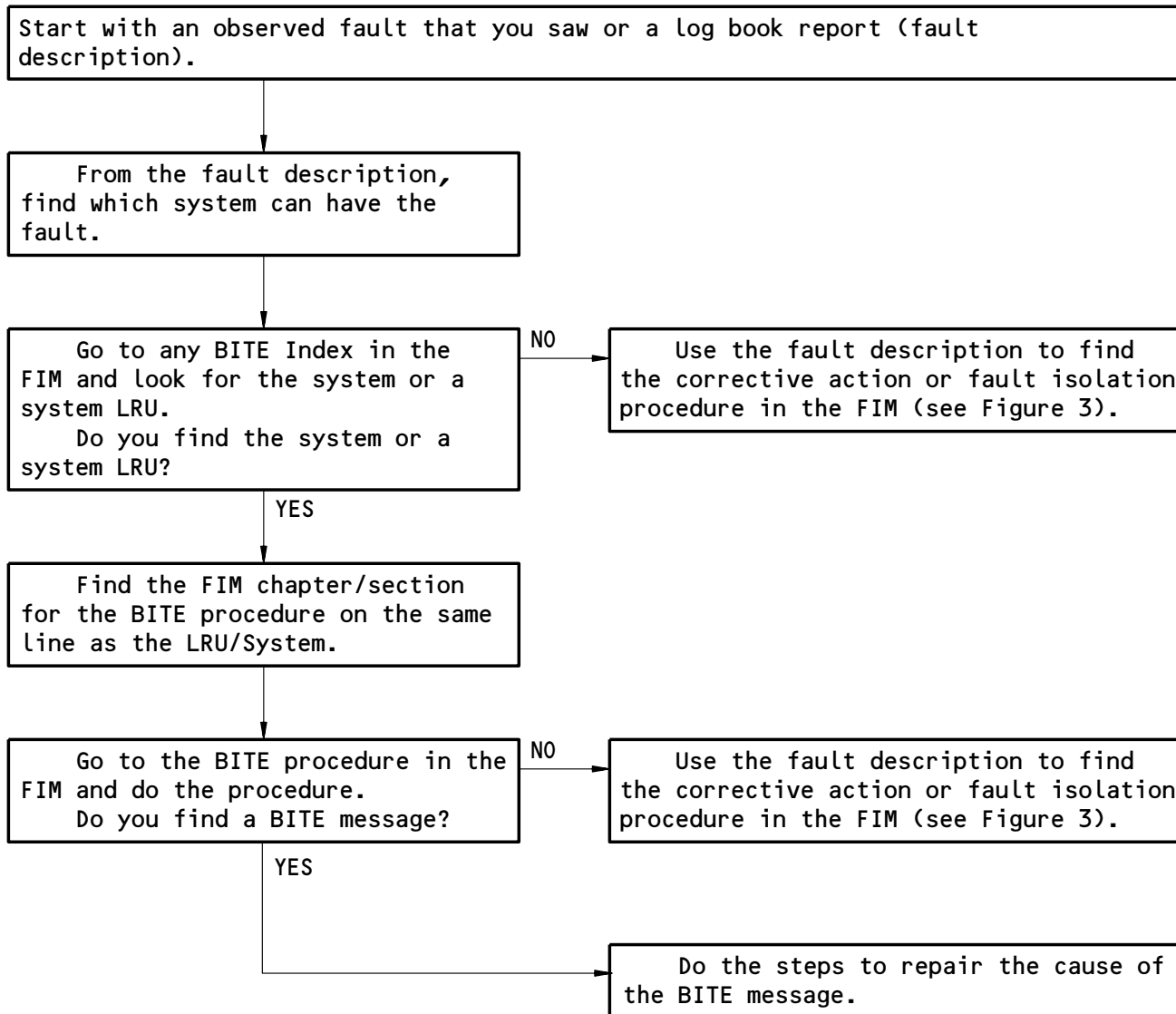
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## 32-HOW TO USE THE FIM

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How to Get Fault Information from BITE  
Figure 2

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## 32-HOW TO USE THE FIM

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IF YOU HAVE:

THEN DO THIS TO FIND THE CORRECTIVE ACTION OR FAULT ISOLATION PROCEDURE IN THE FIM:

FAULT CODE

1. The first two digits of the fault code are the FIM chapter that you need. Go to the Fault Code Index in that chapter and find the fault code.
2. Find the Fault Isolation Reference for the fault code and do the corrective action. If there is a FIM reference, then go to that fault isolation procedure in the FIM and do the steps in the procedure (see Figure 4).

EICAS MESSAGE TEXT  
(with no fault code)

1. If you know the chapter of the EICAS message, then go to the EICAS Messages section in that chapter and find the EICAS message.  
  
If you do not know the chapter of the EICAS message, then do these steps:
  - A. Go to FIM EICAS MESSAGE LIST and find the EICAS message in the table.  
  
**NOTE:** The list follows the INTRODUCTION to the FIM.
  - B. Find the chapter number on the same line as the EICAS message. Go to the EICAS Messages section in that chapter and find the EICAS message.
2. Do the corrective action in the "Procedure" column for the EICAS message. If there is a FIM reference, then go to that fault isolation procedure in the FIM and do the steps in the procedure (see Figure 4).

OBSERVED FAULT DESCRIPTION

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

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

Figure 3

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## 32-HOW TO USE THE FIM



ASSUMED CONDITIONS AT START OF TASK

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

PREREQUISITES

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

FAULT ISOLATION BLOCKS

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

Do the Fault Isolation Procedure  
Figure 4

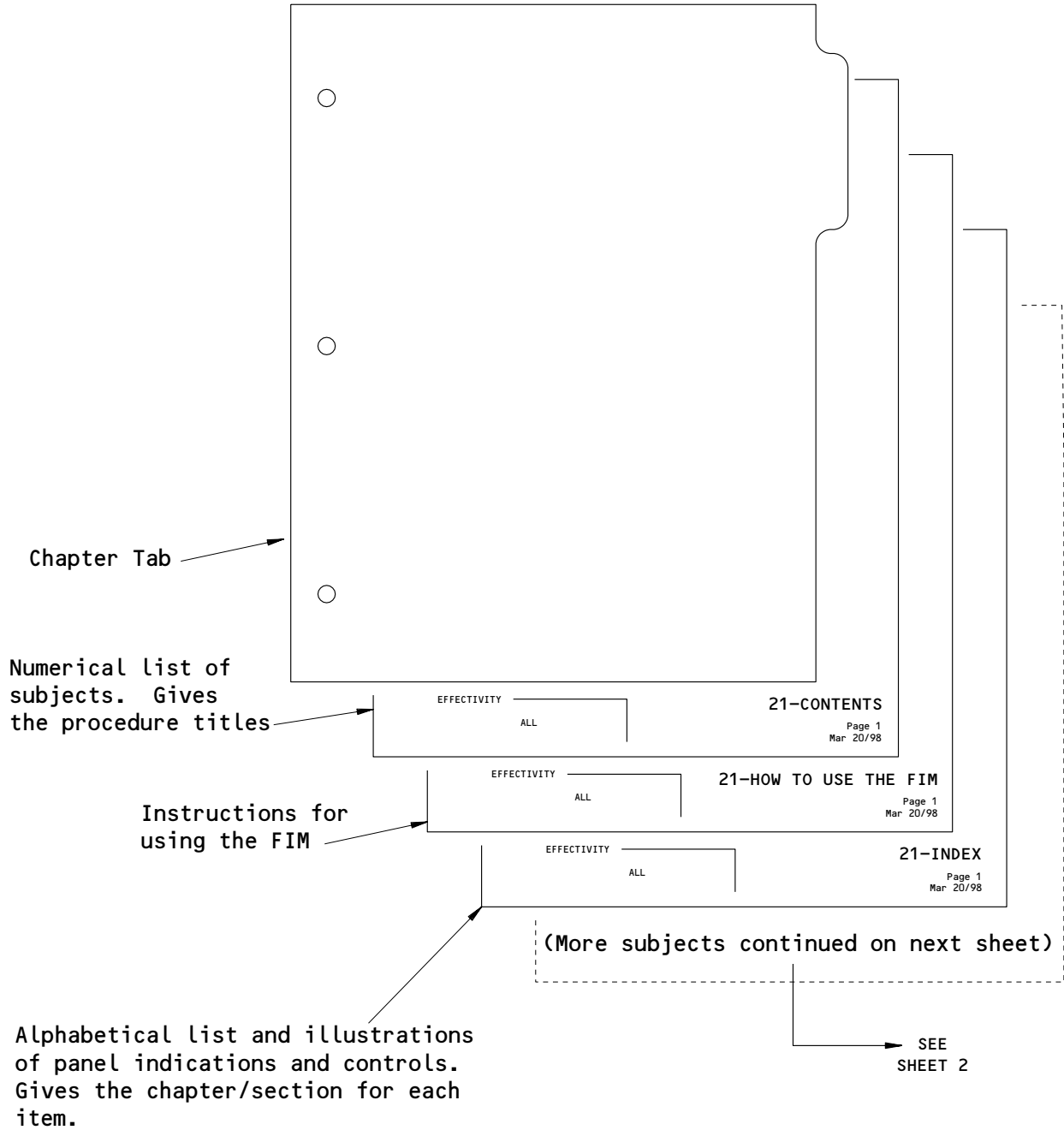
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**32-HOW TO USE THE FIM**

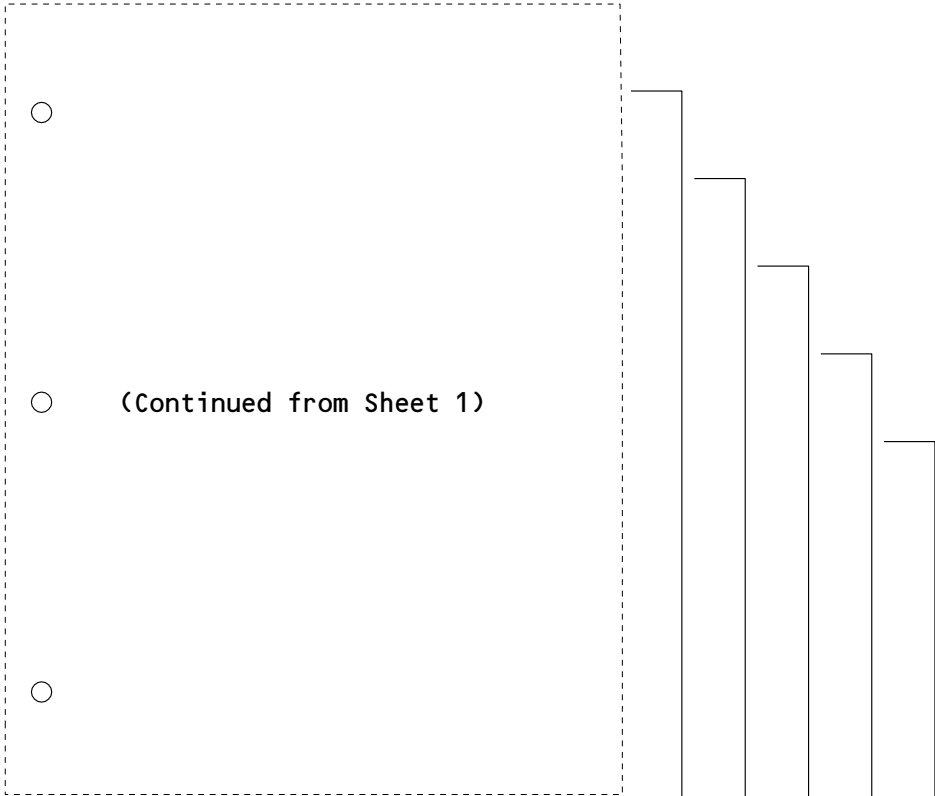
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Subjects in Each FIM Chapter  
Figure 5 (Sheet 1)

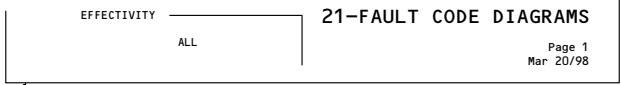
|  |  |
|--|--|
| <p>EFFECTIVITY</p> <hr/> <p align="center">ALL</p> | <p align="center"><b>32-HOW TO USE THE FIM</b></p> <p align="right">01</p> <p align="right">Page 5<br/>Sep 20/98</p> |
|--|--|



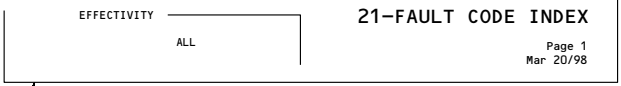
Alphabetical list of the EICAS messages. Gives the procedure to repair the cause of the message or a reference to a fault isolation procedure.



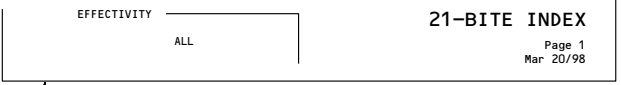
Failure analysis diagrams for the airplane systems to find the correct fault code for the fault.



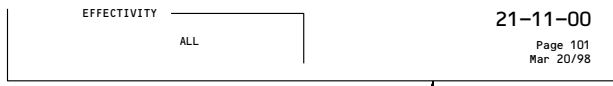
Numerical list of fault codes. Gives the procedure to repair the cause of the fault or a reference to a fault isolation procedure.



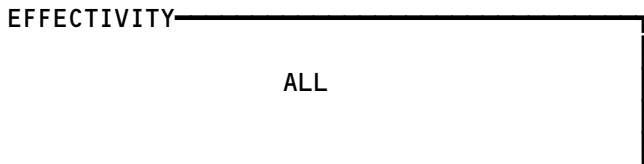
Alphabetical list of all the LRUs/systems that have BITE. Gives the chapter/section for the BITE procedure.



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



Subjects in Each FIM Chapter  
Figure 5 (Sheet 2)

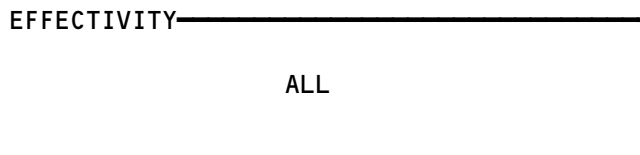


# 32-HOW TO USE THE FIM

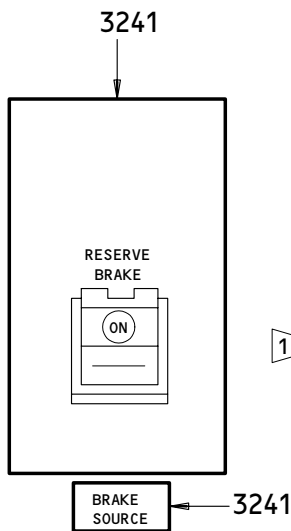
LANDING GEAR

| <u>EICAS MESSAGES</u>       | <u>CHAP/SEC</u> |
|-----------------------------|-----------------|
| AIR/GRD DISAGREE.....       | 3209            |
| AIR/GRD SYS .....           | 3209            |
| ANTISKID.....               | 3242,3244       |
| (ALTN, NORM) ANTISKID ..... | 3242            |
| AUTOBRAKES.....             | 3242            |
| BRAKE SOURCE.....           | 3241            |
| GEAR DISAGREE.....          | 3230            |
| GEAR DOORS.....             | 3230            |
| GEAR NOT DOWN.....          | 3151            |
| LDG GEAR MONITOR.....       | 3261            |
| NOSE A/G DISAGREE.....      | 3209            |
| NOSE A/G SYS .....          | 3209            |
| PARKING BRAKE.....          | 3244            |

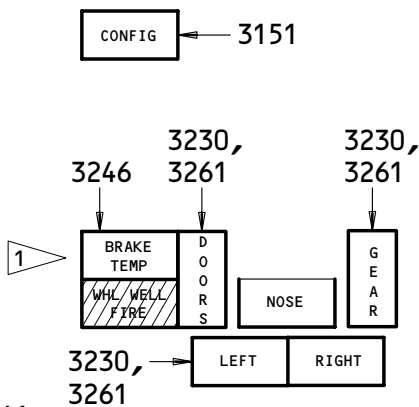
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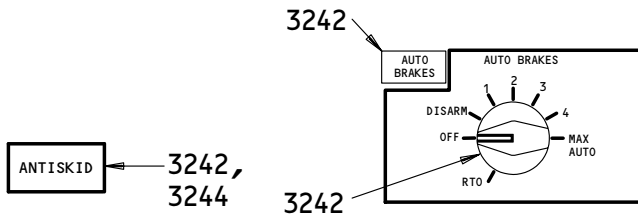
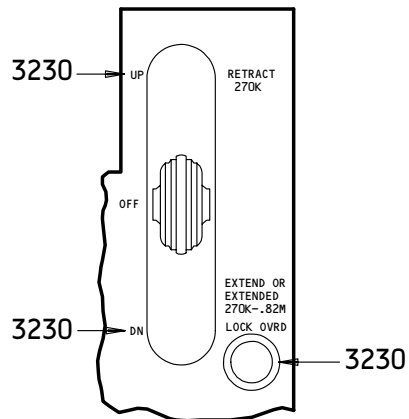
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CAPT'S PANEL

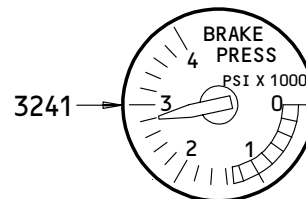


PILOTS' CENTER PANEL

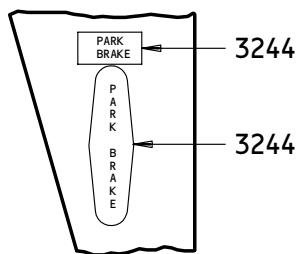


OVERHEAD PANEL

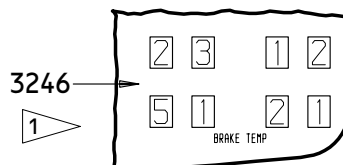
PILOTS' CENTER PANEL



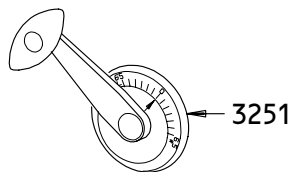
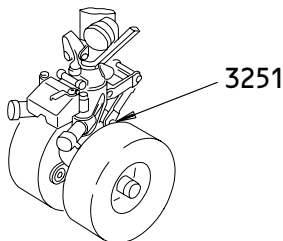
F/O'S PANEL



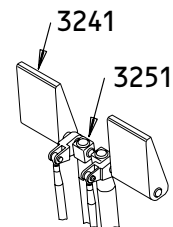
CONTROL STAND



EICAS STATUS



1 CAPTAIN'S/FO'S SIDEWALL



RUDDER PEDALS

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

1 AS INSTALLED

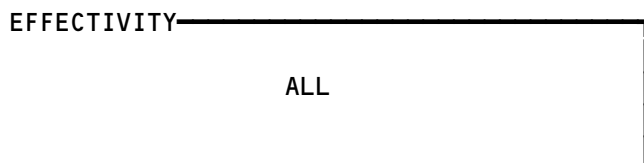
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| <u>TITLE</u>                 | <u>CHAP/SEC</u> |
|------------------------------|-----------------|
| AIR/GRD RELAY.....           | 3209            |
| ANTISKID.....                | 3242,3244       |
| AUTOBRAKES .....             | 3242            |
| BRAKE PRESSURE.....          | 3241            |
| BRAKING .....                | 3241            |
| DOORS (GEAR).....            | 3230            |
| EXTENSION .....              | 3230            |
| LEVER LATCH.....             | 3230            |
| LIGHT BULBS INOP.....        | CHAPTER 33      |
| NOSE WHEEL (VIBRATION) ..... | 3251            |
| PARKING BRAKE.....           | 3244            |
| RETRACTION .....             | 3230            |
| STEERING .....               | 3251            |

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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

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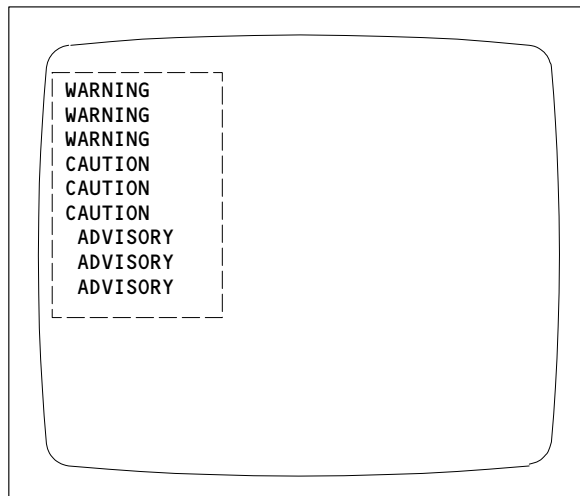
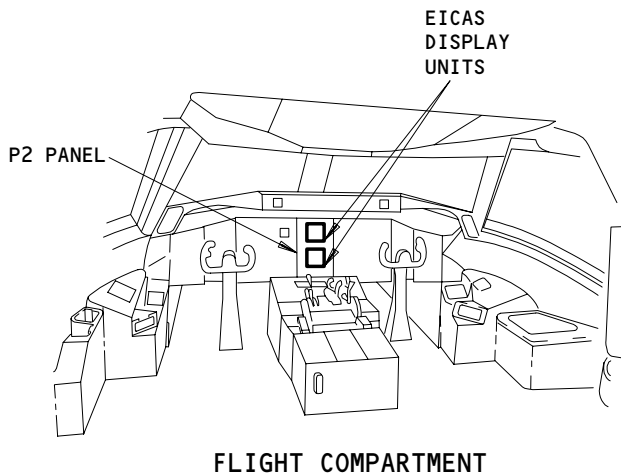
ALL

## 32-EICAS MESSAGES

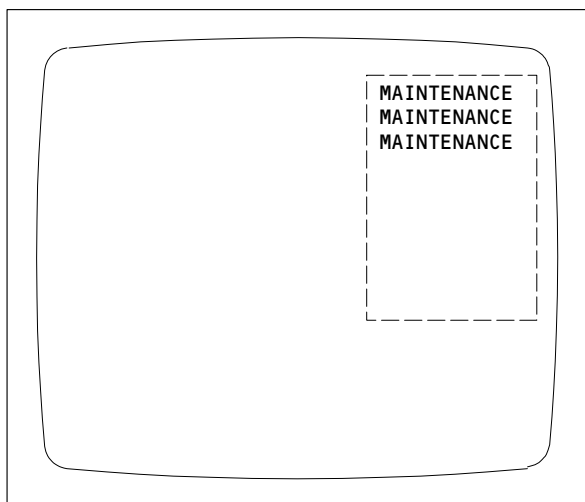
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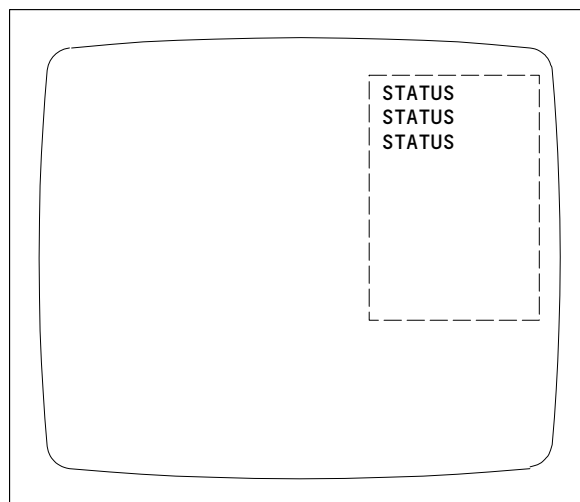
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ENGINE PRIMARY PAGE OR COMPACTED PAGE  
(TOP DISPLAY UNIT)



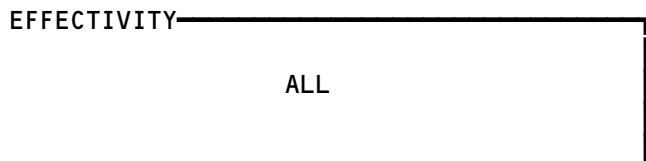
ECS/MSG PAGE  
(BOTTOM DISPLAY UNIT)



STATUS PAGE  
(BOTTOM DISPLAY UNIT)

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

EICAS Message Locations  
Figure 1



# 32-EICAS MESSAGES





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| 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:<br>ALT ANTISKID (S,M)<br>NORM ANTISKID (S,M)<br>ANTISKID/AUTOBRK (M)<br>PARKING BRAKE (C)<br>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;<br>Make sure that the switch is in the "ON" position.<br><br>ALL AIRPLANES;<br>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.<br><br>If hydraulic pressure is available:<br>FIM 32-41-00/101, Fig. 103<br><br>If hydraulic pressure is not available do a check of the hydraulic system. |

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| 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:<br>FIM 32-30-00/101, Fig. 106 or<br>FIM 32-30-00/101, Fig. 107.<br>With the control lever DN and the "LEFT" or "RIGHT" green down light not on:<br>FIM 32-30-00/101, Fig. 110 or<br>FIM 32-30-00/101, Fig. 111.<br>With the control lever DN and all the green down lights not on:<br>FIM 32-30-00/101, Fig. 112.<br>With the control lever UP and the "LEFT" or "RIGHT" green down light is on:<br>FIM 32-30-00/101, Fig. 116<br>With the control lever UP and all the green down lights are on:<br>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:<br>FIM 32-30-00/101, Fig. 104 or<br>FIM 32-30-00/101, Fig. 105.<br>With the control lever DN and the "LEFT" or "RIGHT" green down light not on:<br>FIM 32-30-00/101, Fig. 108 or<br>FIM 32-30-00/101, Fig. 109.<br>With the control lever UP and the "NOSE" green down light on:<br>FIM 32-30-00/101, Fig. 115.<br>With the control lever UP and the "LEFT" or "RIGHT" green down light on:<br>FIM 32-30-00/101, Fig. 117.<br>With the control lever UP and all the green down lights not on:<br>FIM 32-30-00/101, Fig. 114.     |

EFFECTIVITY

ALL

## 32-EICAS MESSAGES

01

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| 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:<br>FIM 32-30-00/101, Fig. 103.<br>With the control lever UP:<br>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.   |

EFFECTIVITY

ALL

## 32-EICAS MESSAGES

01

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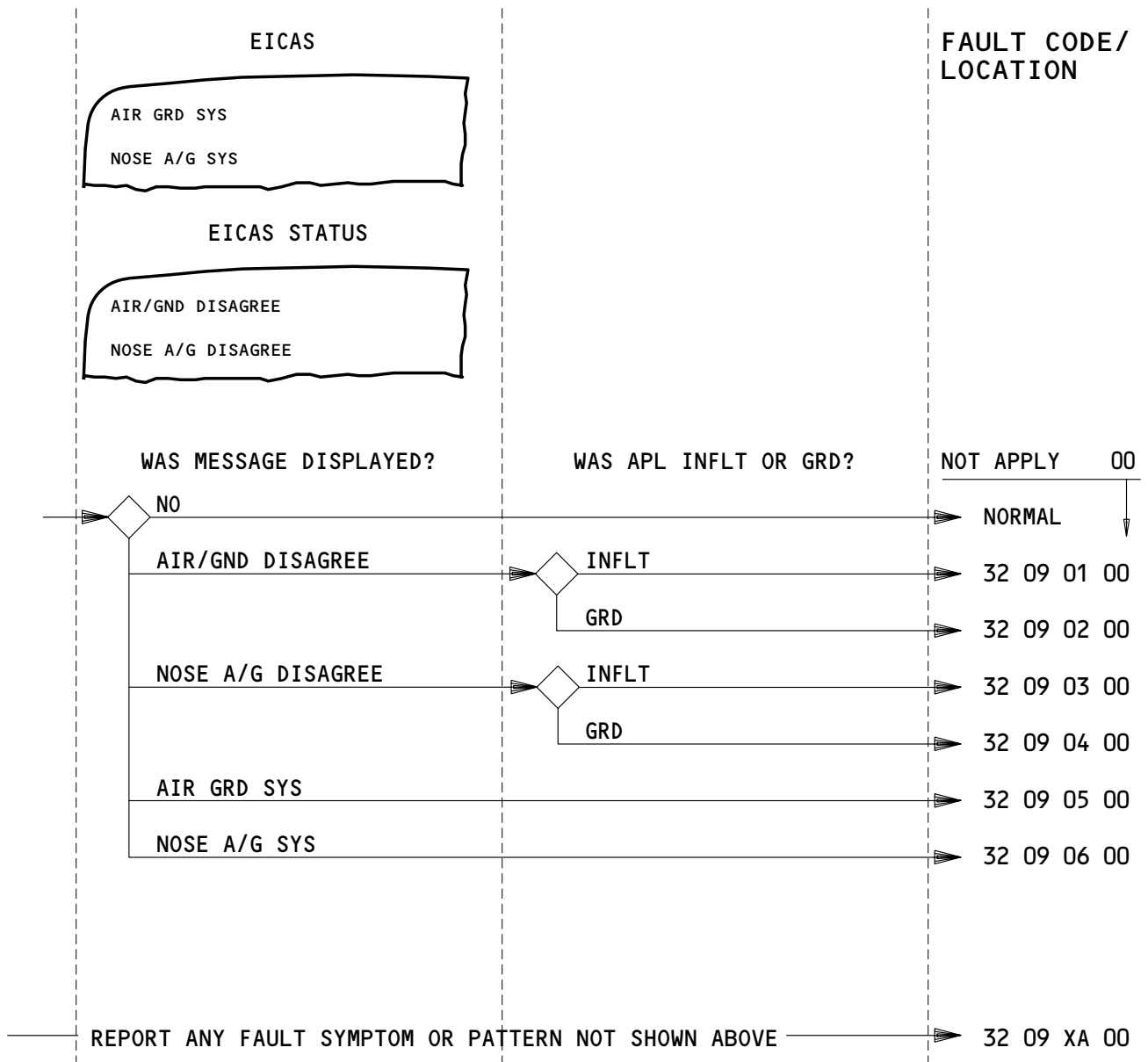

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| EICAS MESSAGE LIST                                  |       |                             |
|---|-------|-----------------------------|
| EICAS MESSAGE                                       | LEVEL | PROCEDURE                   |
| TAIL STRIKE  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

EFFECTIVITY

|     |
|-----|
| ALL |
|-----|

## 32-EICAS MESSAGES



APPLICABLE CIRCUIT BREAKERS AS INSTALLED

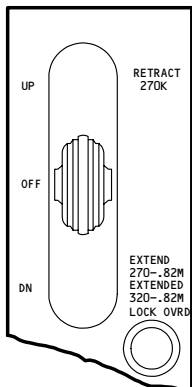
|       |                            |
|-------|----------------------------|
| 11R36 | PROX SW TEST               |
| 11S15 | LANDING GEAR AIR/GND SYS 1 |
| 11S19 | LANDING GEAR AIR/GND SYS 2 |

AIR/GROUND RELAY – FAULT CODES

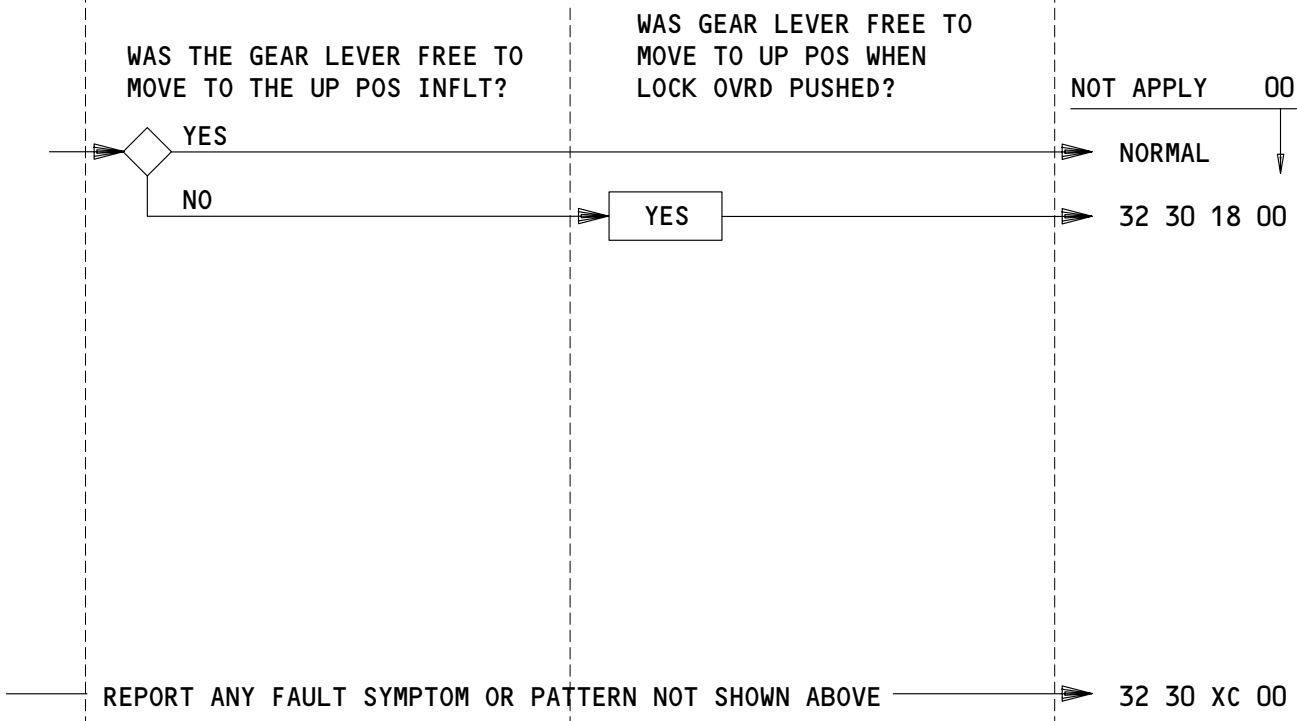
|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

# 32-FAULT CODE DIAGRAM

PILOTS' CENTER PANEL



FAULT CODE/  
LOCATION



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

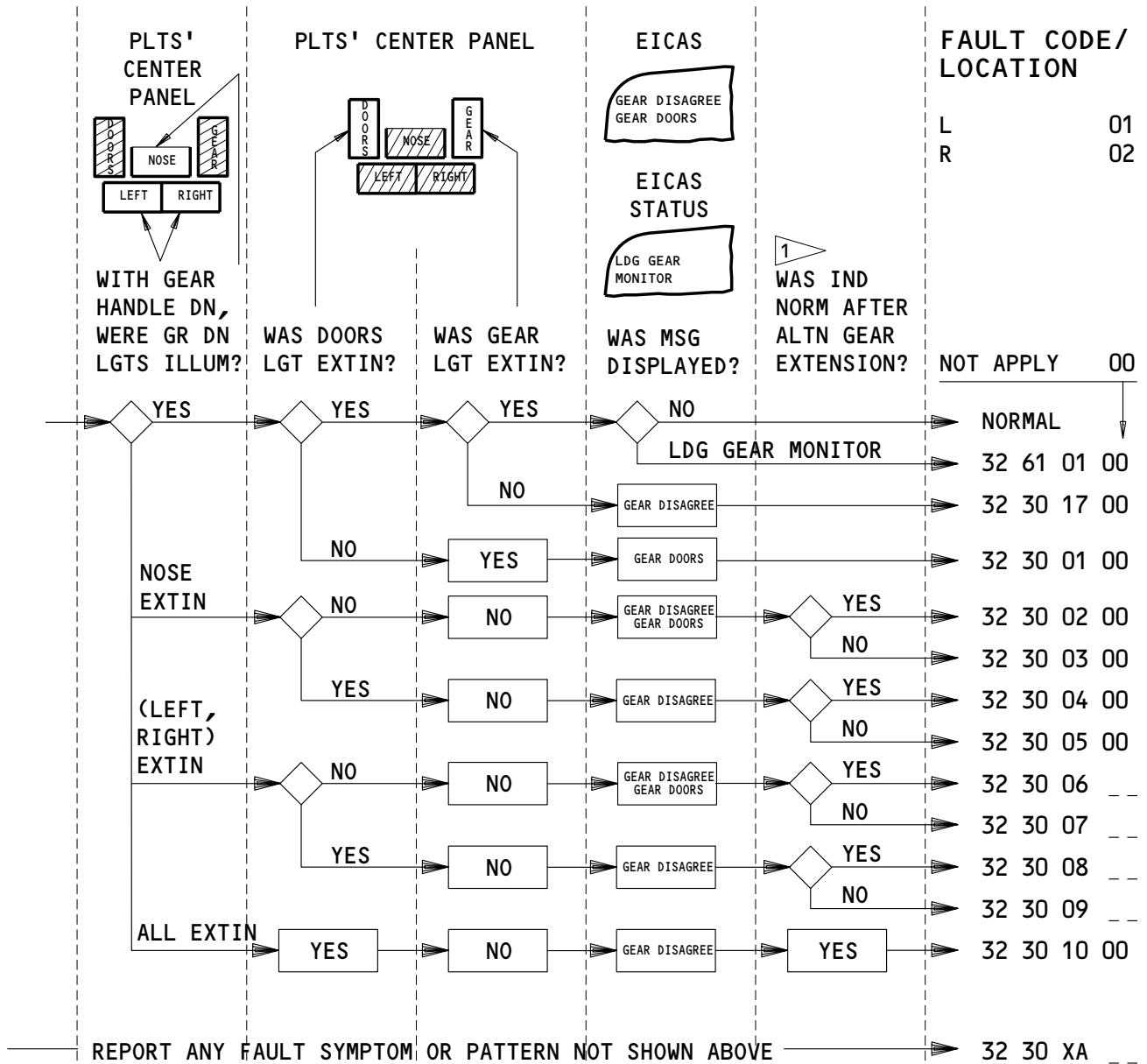
EFFECTIVITY

ALL

# 32-FAULT CODE DIAGRAM

01

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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**

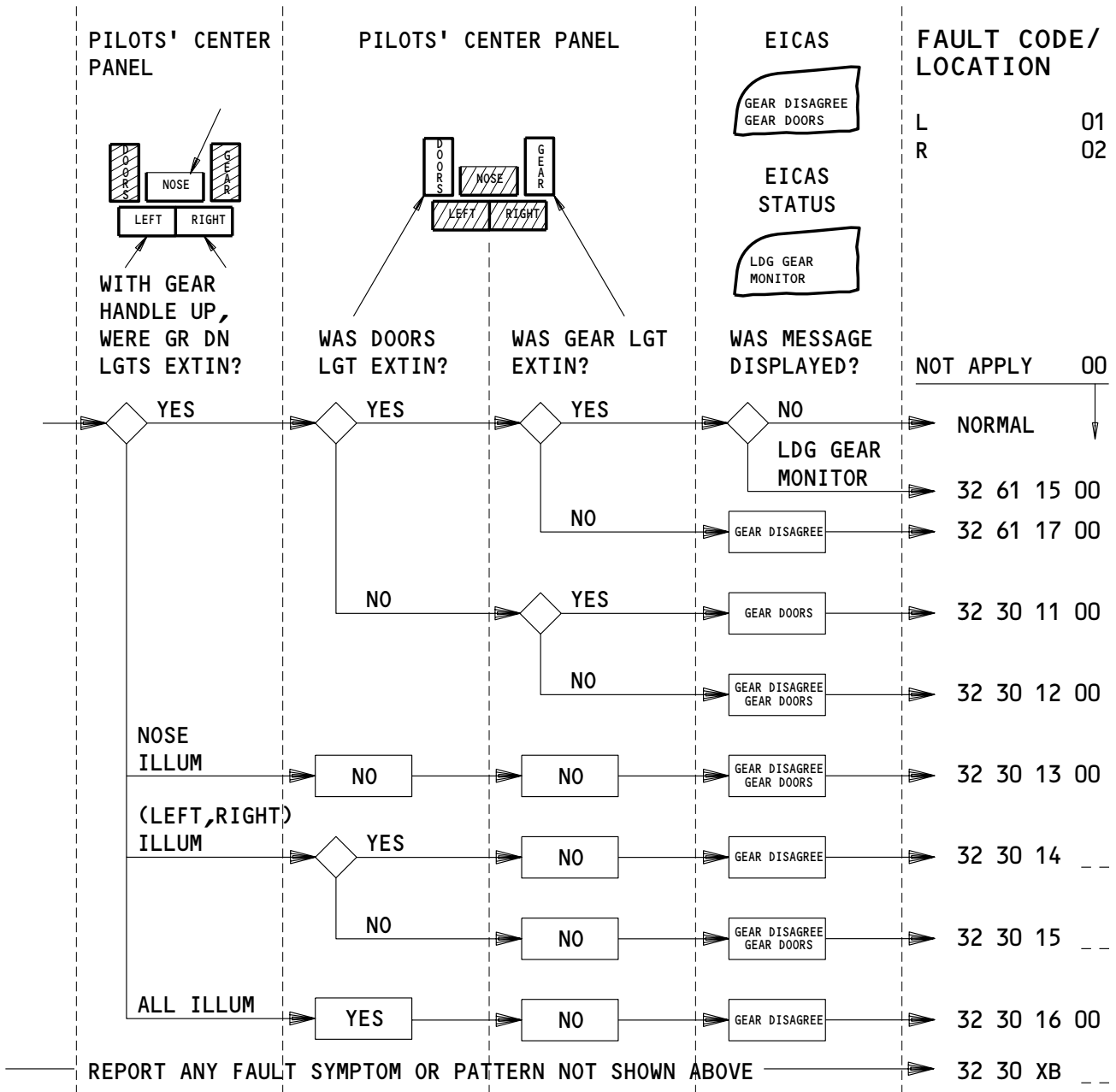
|     |                |       |                               |
|-----|----------------|-------|-------------------------------|
| 6F5 | ALTN EXT CONT  | 11C30 | (LANDING, LDG) GEAR POS SYS 1 |
| 6F6 | ALTN EXT MOTOR | 11S23 | (LANDING, LDG) GEAR POS SYS 2 |

**GEAR EXTENSION - FAULT CODES**

EFFECTIVITY

ALL

**32-FAULT CODE DIAGRAM**



APPLICABLE CIRCUIT BREAKERS AS INSTALLED

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

### GEAR RETRACTIONS - FAULT CODES

EFFECTIVITY

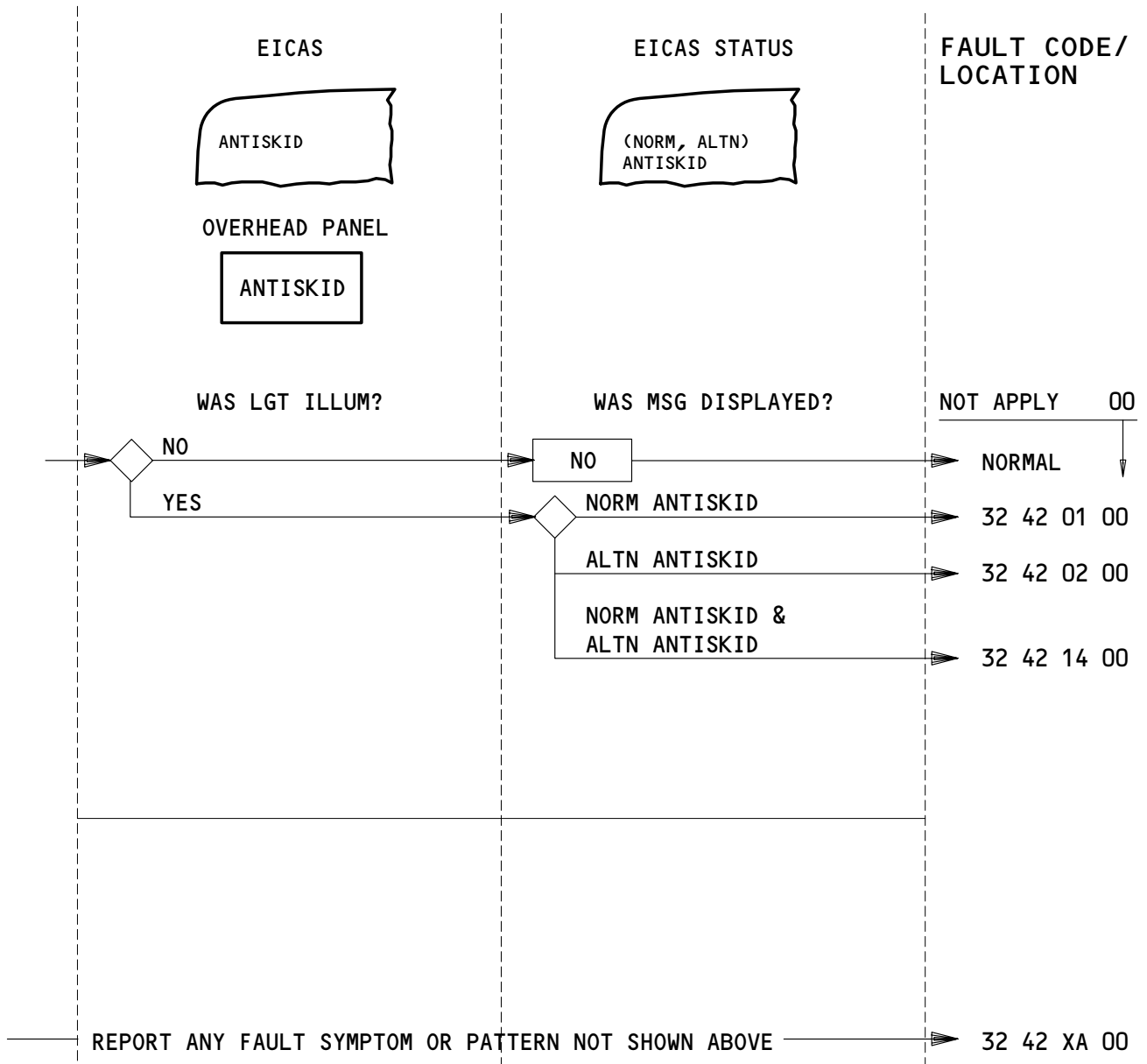
ALL

## 32-FAULT CODE DIAGRAM

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APPLICABLE CIRCUIT BREAKERS

|   |                   |                   |       |                |       |                |  |       |                |       |                |
|---|-------------------|-------------------|-------|----------------|-------|----------------|--|-------|----------------|-------|----------------|
| <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; padding: 2px;">6F4</td> <td style="border: 1px solid black; padding: 2px;">PARKING BRAKE VLV</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">11C31</td> <td style="border: 1px solid black; padding: 2px;">ANTISKID 2 - 6</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">11C32</td> <td style="border: 1px solid black; padding: 2px;">ANTISKID 3 - 7</td> </tr> </table> | 6F4               | PARKING BRAKE VLV | 11C31 | ANTISKID 2 - 6 | 11C32 | ANTISKID 3 - 7 | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; padding: 2px;">11S18</td> <td style="border: 1px solid black; padding: 2px;">ANTISKID 1 - 5</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">11S22</td> <td style="border: 1px solid black; padding: 2px;">ANTISKID 4 - 8</td> </tr> </table> | 11S18 | ANTISKID 1 - 5 | 11S22 | ANTISKID 4 - 8 |
| 6F4   | PARKING BRAKE VLV |                   |       |                |       |                |  |       |                |       |                |
| 11C31   | ANTISKID 2 - 6    |                   |       |                |       |                |  |       |                |       |                |
| 11C32   | ANTISKID 3 - 7    |                   |       |                |       |                |  |       |                |       |                |
| 11S18   | ANTISKID 1 - 5    |                   |       |                |       |                |  |       |                |       |                |
| 11S22   | ANTISKID 4 - 8    |                   |       |                |       |                |  |       |                |       |                |

ANTISKID - FAULT CODES

EFFECTIVITY

ALL

## 32-FAULT CODE DIAGRAM

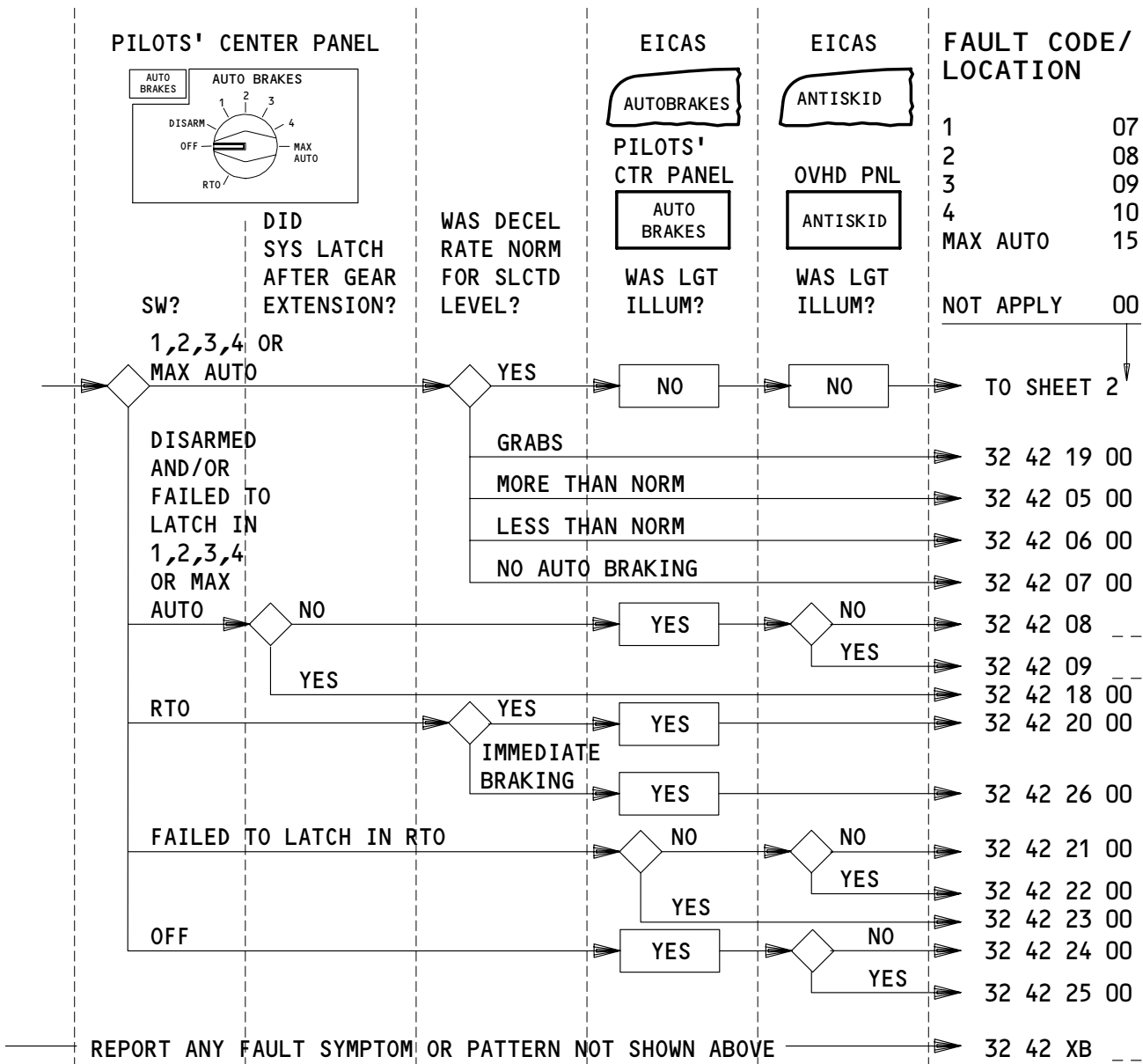
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### FAULT ISOLATION/MAINT MANUAL



#### 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

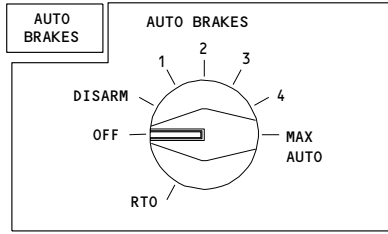
ALL

## 32-FAULT CODE DIAGRAM

02

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PILOTS' CENTER PANEL



DID AUTO BRAKES DISARM NORMALLY?

FAULT CODE/  
LOCATION

|              |   | 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

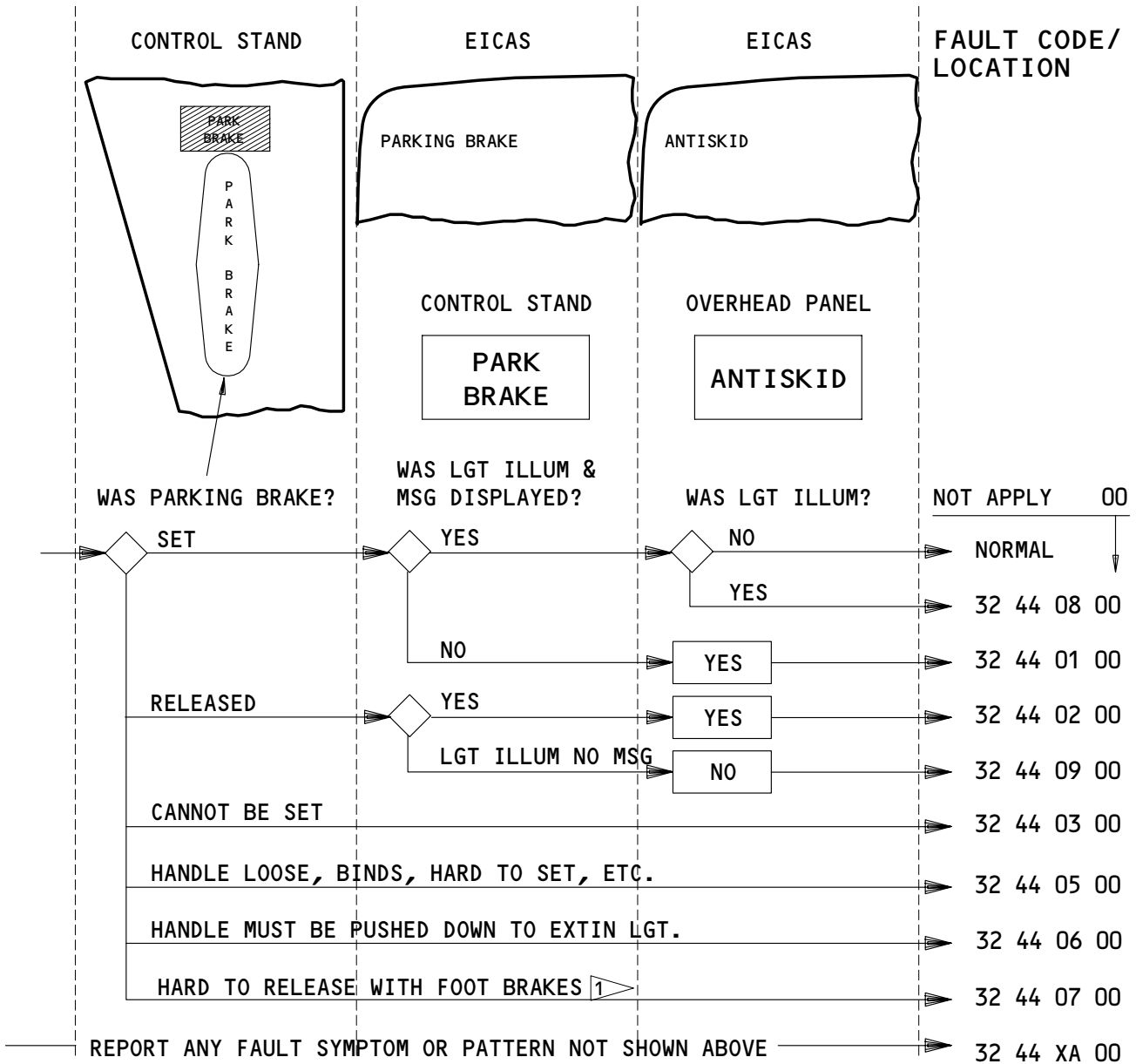
EFFECTIVITY

ALL

# 32-FAULT CODE DIAGRAM

03

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<sup>1</sup> PUSHING OR TWISTING HANDLE TO RELEASE BRAKES WILL DAMAGE HANDLE LINKAGE.

APPLICABLE CIRCUIT BREAKERS

6F4 PARKING BRAKE VLV

PARKING BRAKE - FAULT CODES

EFFECTIVITY

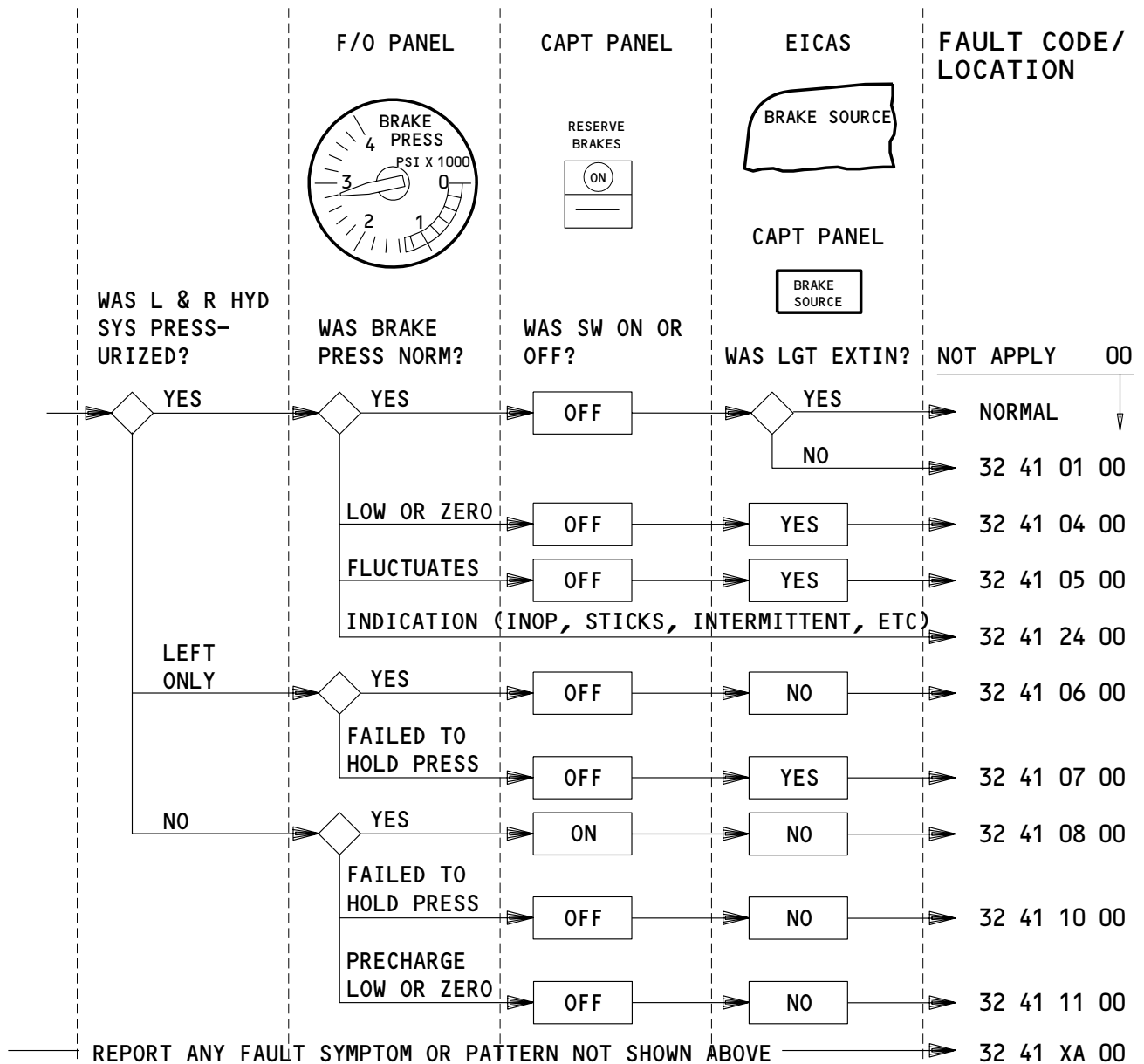
ALL

32-FAULT CODE DIAGRAM

01

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APPLICABLE CIRCUIT BREAKERS AS INSTALLED

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

**BRAKE PRESSURE SOURCE - FAULT CODES**

EFFECTIVITY  
ALL

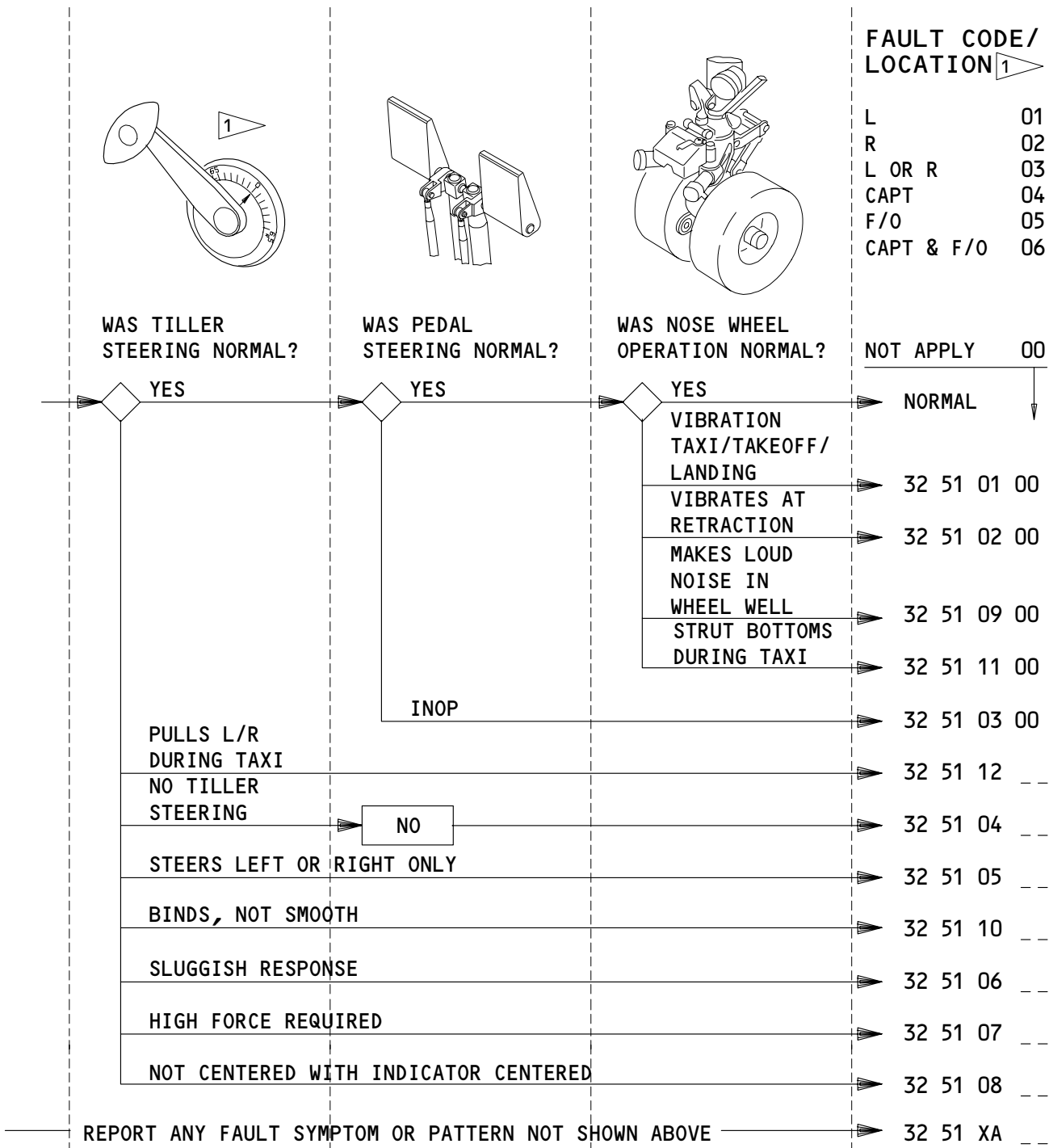
**32-FAULT CODE DIAGRAM**

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FAULT ISOLATION/MAINT MANUAL



1 AS INSTALLED

APPLICABLE CIRCUIT BREAKERS

NONE

**NOSE WHEEL AND STEERING - FAULT CODES**

EFFECTIVITY

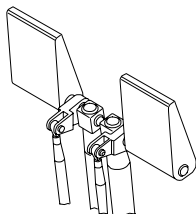
ALL

**32-FAULT CODE DIAGRAM**

04

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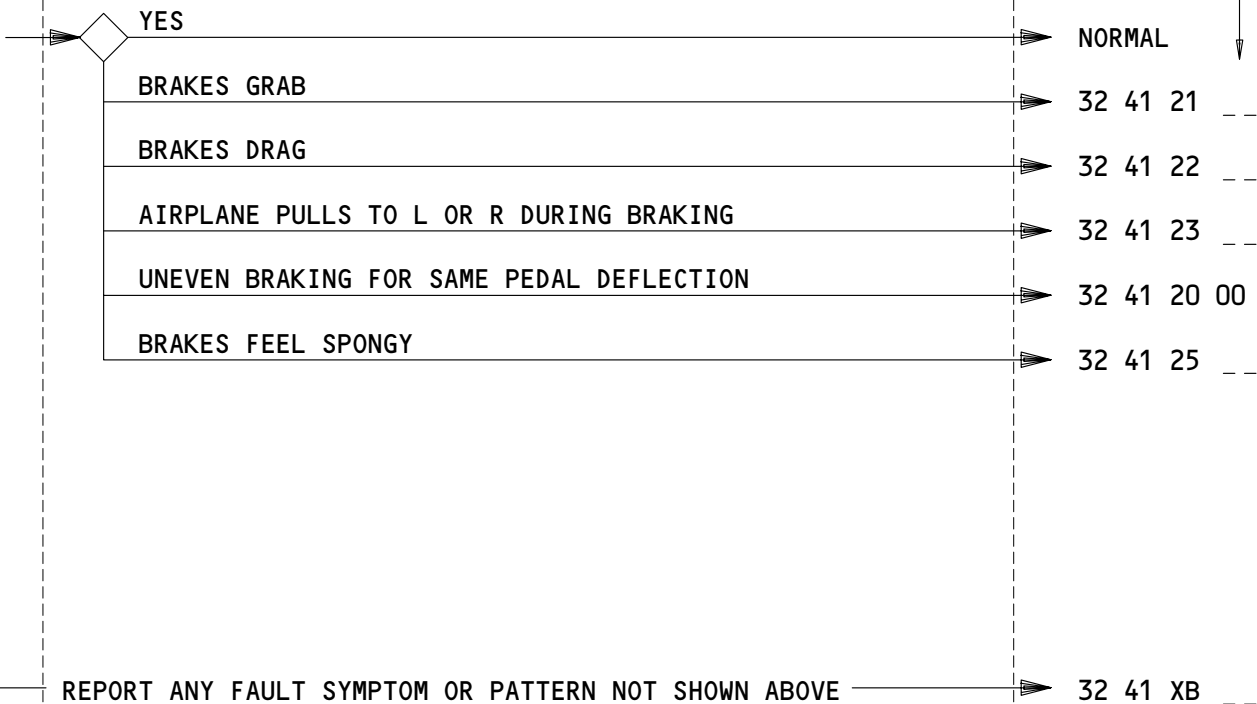
BRAKES



FAULT CODE/  
LOCATION

L 01  
R 02

WAS BRAKING NORMAL?



APPLICABLE CIRCUIT BREAKERS

NONE

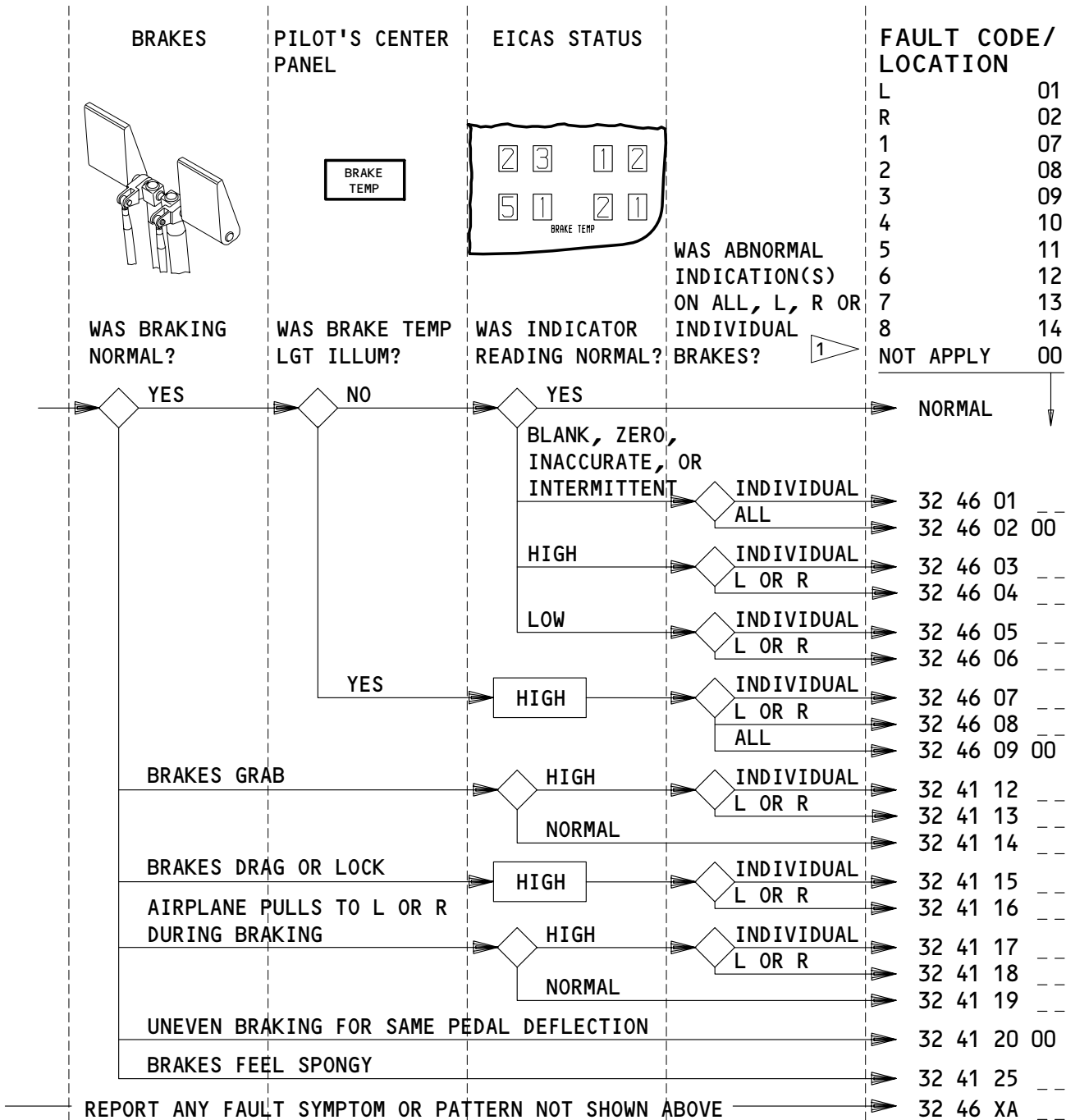
BRAKING - FAULT CODES

EFFECTIVITY  
AIRPLANES WITHOUT  
BRAKE TEMPERATURE SYSTEM

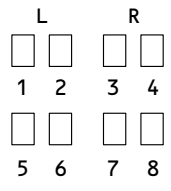
## 32-FAULT CODE DIAGRAM

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1 BRAKE LOCATION



APPLICABLE CIRCUIT BREAKERS

11S16 BRAKE TEMP

### BRAKING AND BRAKE TEMPERATURE - FAULT CODES

EFFECTIVITY AIRPLANES WITH BRAKE TEMPERATURE SYSTEM

## 32-FAULT CODE DIAGRAM

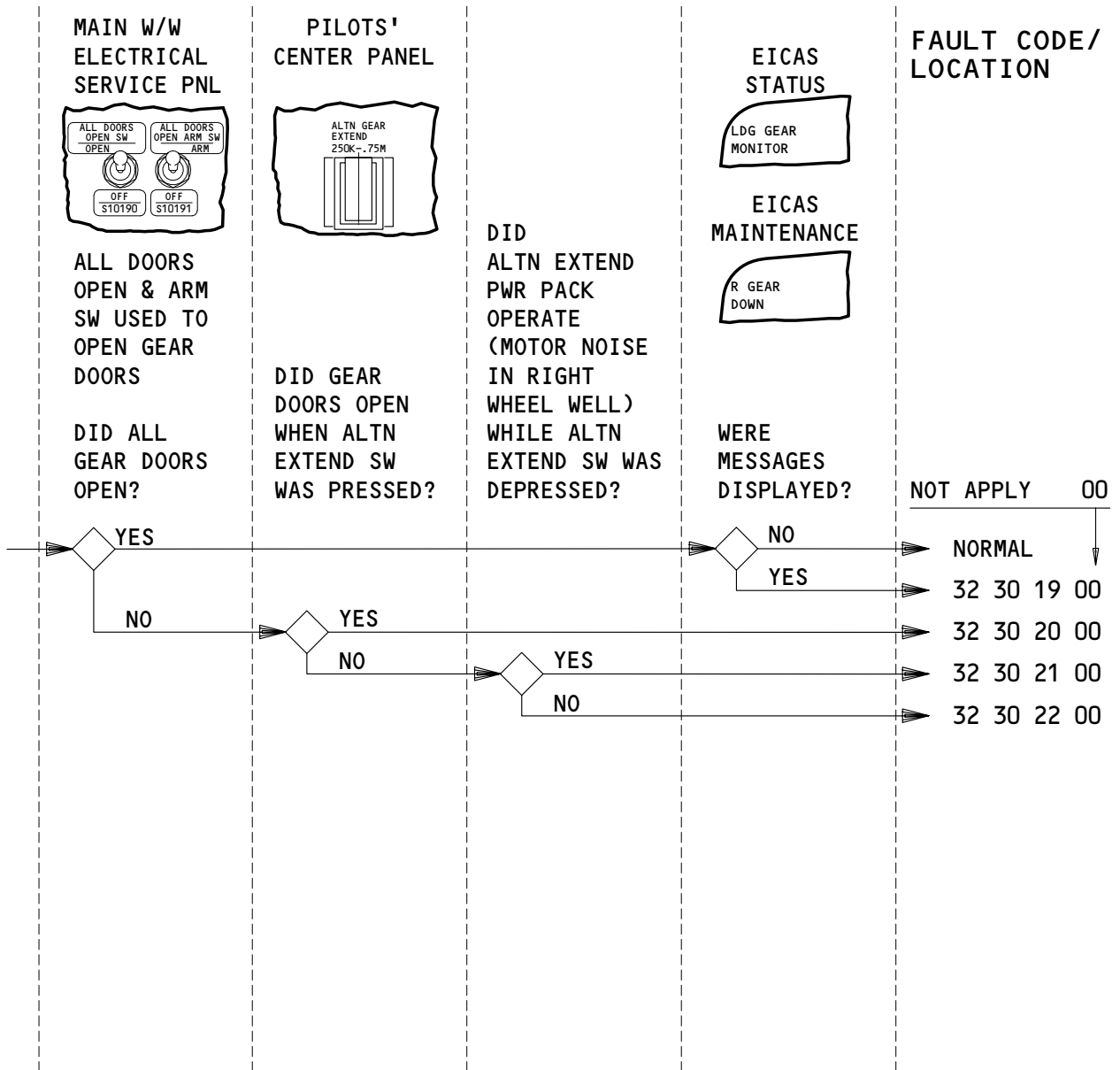
988947



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### FAULT ISOLATION/MAINT MANUAL



**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

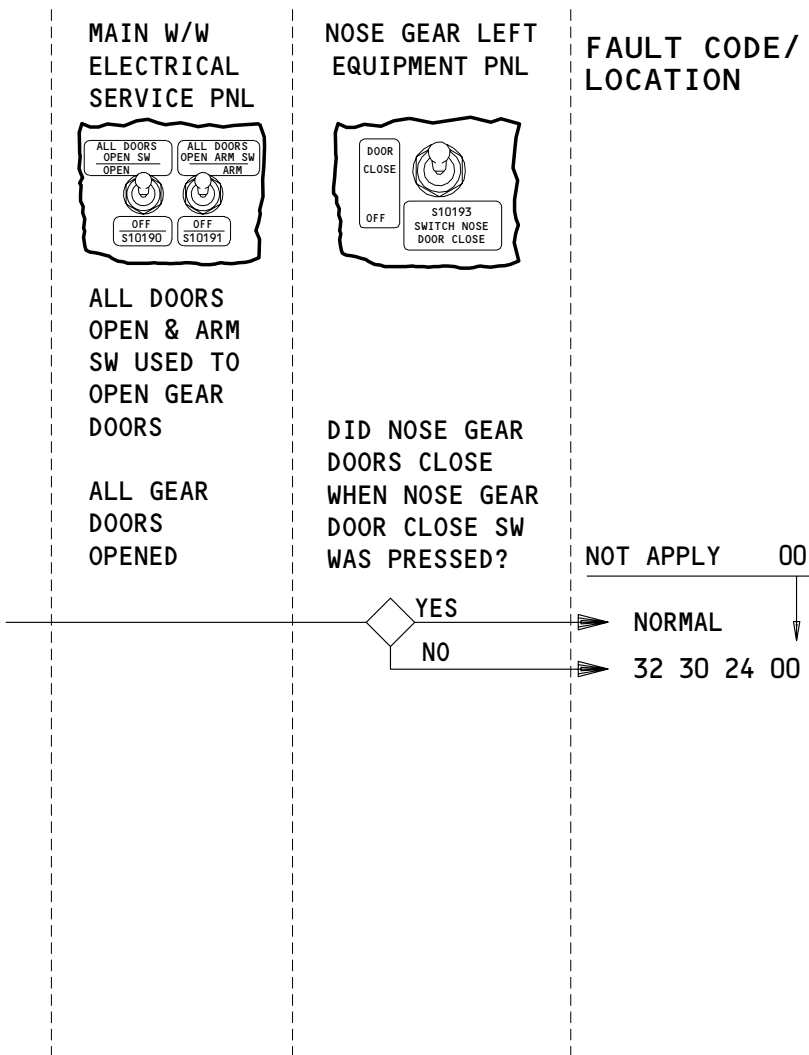
ALL

## 32-FAULT CODE DIAGRAM

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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

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# 32-FAULT CODE DIAGRAM

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| 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   |

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## 32-FAULT CODE INDEX

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| 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   |

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| 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 -- | (O1=L,O2=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 -- | (O1=L,O2=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 -- | (O1=L,O2=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 |

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| FAULT CODE  | LOG BOOK REPORT  | FAULT ISOLATION REFERENCE           |
|-------------|--|-------------------------------------|
| 32 30 09 -- | (O1=L,O2=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 (O1=L,O2=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 (O1=L,O2=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 |

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| 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  |

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|-------------|--|---|
| 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   |

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|-------------|--|---|
| 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).<br><u>NOTE:</u> 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).  |

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|-------------|--|--|
| 32 41 18 -- | Airplane pulls to (01=L,02=R) during braking. Brake temp high _____ (max level). | Do a check of the brake system adjustment (AMM 32-41-00/501).<br><u>NOTE:</u> 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 01=L,02=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 -- | (01=L,02=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 -- | (01=L,02=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). |

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|-------------|--|--|
| 32 41 23 -- | Airplane pulls to 01=L,02=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.<br><u>NOTE</u> : 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 -- | (01=L,02=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  |

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|-------------|---|---|
| 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  |

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| 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).   |

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|-------------|--|---|
| 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   |

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|-------------|---|-------------------------------------|
| 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 |

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|-------------|--|---|
| 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   |

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|-------------|--|--|
| 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  |

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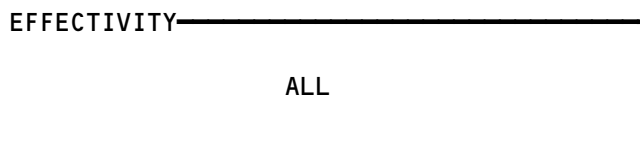
**BITE Index**

**1. General**

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

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

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Figure 1 (Sheet 1)

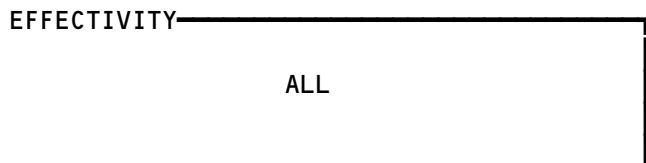


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| <u>LRU/System Name</u>  | <u>Acronym</u> | <u>FIM Reference</u> |
|---|----------------|----------------------|
| Engine Turbine Cooling Overheat Detection System (RR Engines) |                | 26-13                |
| Enhanced Ground Proximity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

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Figure 1 (Sheet 2)

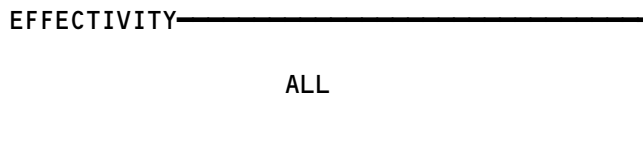


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| <u>LRU/System Name</u>                              | <u>Acronym</u> | <u>FIM Reference</u> |
|---|----------------|----------------------|
| Thrust Management Computer/Autothrottle             | TMC            | 22-00                |
| Traffic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

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LANDING GEAR MULTIPLE USE SYSTEMS/COMPONENTS

| COMPONENT                           | FIG.<br>102<br>SHT | QTY | ACCESS/AREA                | AMM<br>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 -                   |                    | 1   | 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)

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| COMPONENT  | FIG.<br>102<br>SHT | QTY | ACCESS/AREA                         | AMM<br>REFERENCE |
|--|--------------------|-----|-------------------------------------|------------------|
| COMPUTER - (FIM 31-41-00/101)<br>EICAS L, M10181<br>EICAS R, M10182<br>MODULE - (FIM 32-09-03/101)<br>PROXIMITY SWITCH ELECTRONICS UNIT (PSEU),<br>M162<br>RELAY -   | 2                  |     | 119BL, MAIN EQUIP CTR, P36<br>PANEL |                  |
| AIR/GROUND SYSTEM 1, K124<br>AIR/GROUND SYSTEM 1, K135<br>AIR/GROUND SYSTEM 1, K140<br>AIR/GROUND SYSTEM 1, K141<br>AIR/GROUND SYSTEM 1, K142<br>AIR/GROUND SYSTEM 1, K143<br>AIR/GROUND SYSTEM 1, K144 <span style="border: 1px solid black; padding: 0 2px;">1</span><br>AIR/GROUND SYSTEM 1, K145<br>AIR/GROUND SYSTEM 1, K148<br>AIR/GROUND SYSTEM 1, K149<br>AIR/GROUND SYSTEM 1, K167<br>AIR/GROUND SYSTEM 1, K170<br>AIR/GROUND SYSTEM 1, K177<br>AIR/GROUND SYSTEM 1, K178<br>AIR/GROUND SYSTEM 1, K199<br>AIR/GROUND SYSTEM 1, K10107<br>AIR/GROUND SYSTEM 1, K10108<br>AIR/GROUND SYSTEM 1, K10238<br>AIR/GROUND SYSTEM 1, K10296<br>AIR/GROUND SYSTEM 1, K10306<br>AIR/GROUND SYSTEM 1, K10307<br>AIR/GROUND SYSTEM 1, K10384<br>AIR/GROUND SYSTEM 1, K10385<br>AIR/GROUND SYSTEM 1, K10388<br>AIR/GROUND SYSTEM 1, K10691<br>RELAY - | 2                  |     | 119BL, MAIN EQUIP CTR, P37<br>PANEL |                  |
| AIR/GROUND SYSTEM 2, K200<br>AIR/GROUND SYSTEM 2, K201<br>AIR/GROUND SYSTEM 2, K202<br>AIR/GROUND SYSTEM 2, K203<br>AIR/GROUND SYSTEM 2, K204<br>AIR/GROUND SYSTEM 2, K205<br>AIR/GROUND SYSTEM 2, K206<br>AIR/GROUND SYSTEM 2, K207<br>AIR/GROUND SYSTEM 2, K208<br>AIR/GROUND SYSTEM 2, K209<br>AIR/GROUND SYSTEM 2, K211<br>AIR/GROUND SYSTEM 2, K213<br>AIR/GROUND SYSTEM 2, K214<br>AIR/GROUND SYSTEM 2, K215<br>AIR/GROUND SYSTEM 2, K219<br>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)

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| COMPONENT  | FIG.<br>102<br>SHT | QTY | ACCESS/AREA                                  | AMM<br>REFERENCE |
|--|--------------------|-----|--|------------------|
| RELAY - (CONTINUED)                                      | 2                  |     | 119BL, MAIN EQUIP CTR, P37 PANEL             | 32-09-07         |
| 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                               |                    |     |  |                  |
| SENSOR - RIGHT MAIN GEAR TRUCK NOT TILT,<br>S10697       | 1                  | 1   |  | 32-09-07         |
| SENSOR - SYS 1 LEFT MAIN GEAR TRUCK NOT TILT,<br>S10062  | 1                  | 1   | TRUCK BEAM OF THE LEFT MAIN<br>LANDING GEAR  | 32-09-07         |
| SENSOR - SYS 1 NOSE GEAR NOT COMPRESSED,<br>S10067       | 1                  | 1   | NOSE LANDING GEAR STRUT, LEFT<br>SIDE        | 32-09-08         |
| SENSOR - SYS 1 RIGHT MAIN GEAR TRUCK NOT<br>TILT, S10060 | 1                  | 1   | TRUCK BEAM OF THE RIGHT MAIN<br>LANDING GEAR | 32-09-07         |
| SENSOR - SYS 2 LEFT MAIN GEAR TRUCK NOT TILT,<br>S10064  | 1                  | 1   | TRUCK BEAM OF THE LEFT MAIN<br>LANDING GEAR  | 32-09-07         |
| SENSOR - SYS 2 NOSE GEAR NOT COMPRESSED,<br>S10068       | 1                  | 1   | NOSE LANDING GEAR STRUT, RIGHT<br>SIDE       | 32-09-08         |
| SENSOR - SYS 2 RIGHT MAIN GEAR TRUCK NOT<br>TILT, S10059 | 1                  | 1   | TRUCK BEAM OF THE RIGHT MAIN<br>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)

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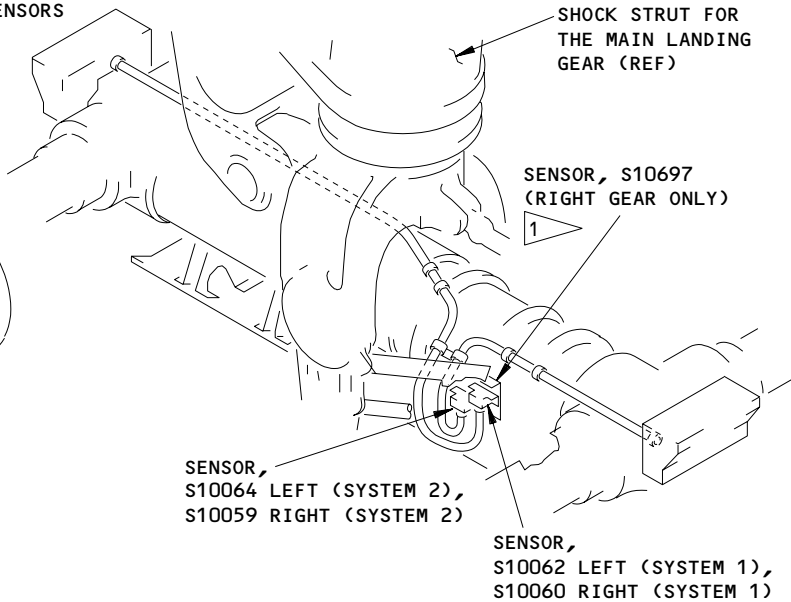
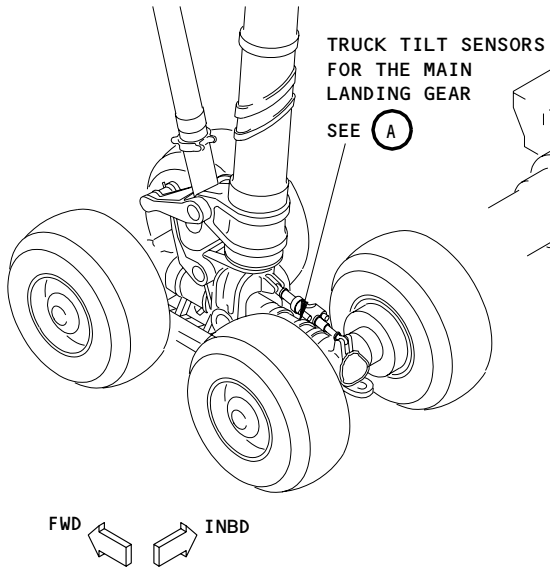
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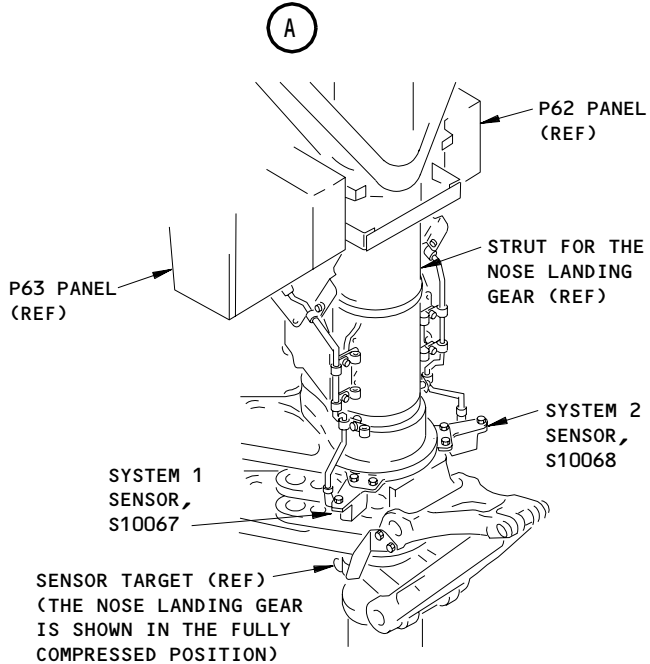
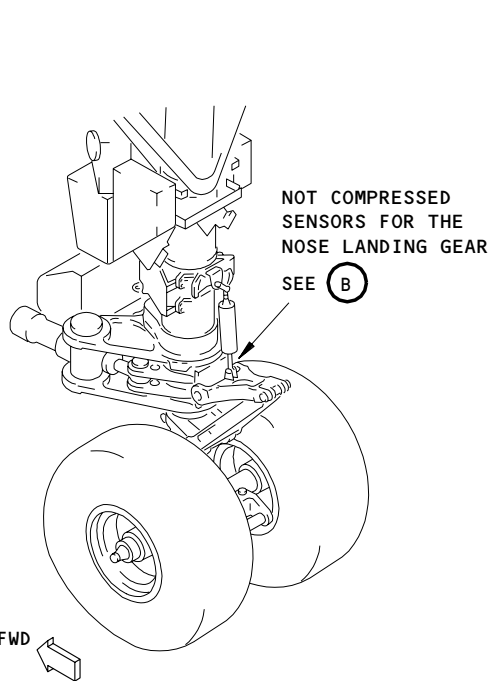
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TRUCK TILT SENSORS FOR THE MAIN LANDING GEAR



NOT COMPRESSED SENSORS FOR THE NOSE LANDING GEAR

1 NOT INSTALLED ON ALL AIRPLANES

(B)

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

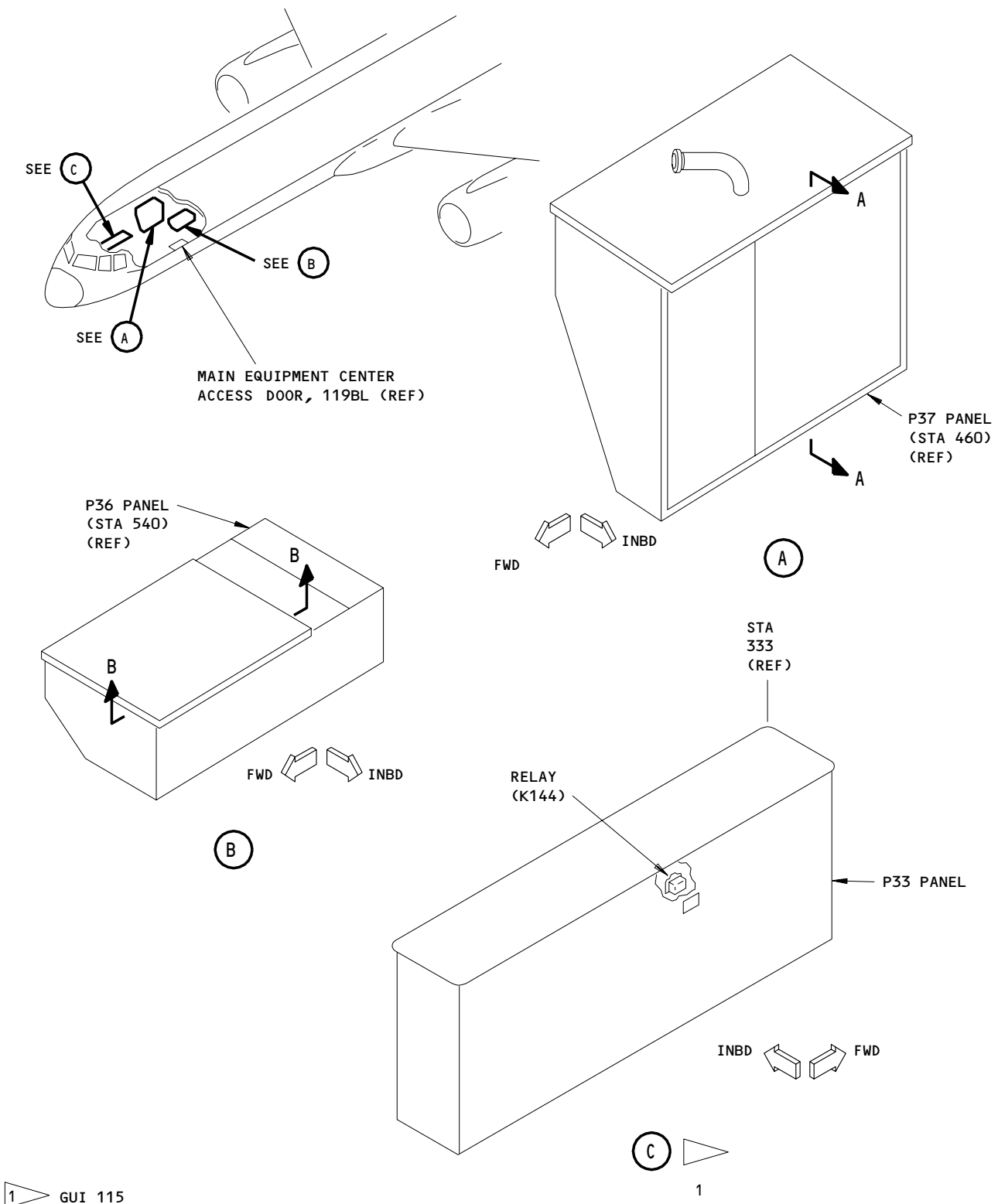
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| EFFECTIVITY | ALL |
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Landing Gear Multiple Use Systems/Components - Component Location  
Figure 102 (Sheet 2)

|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

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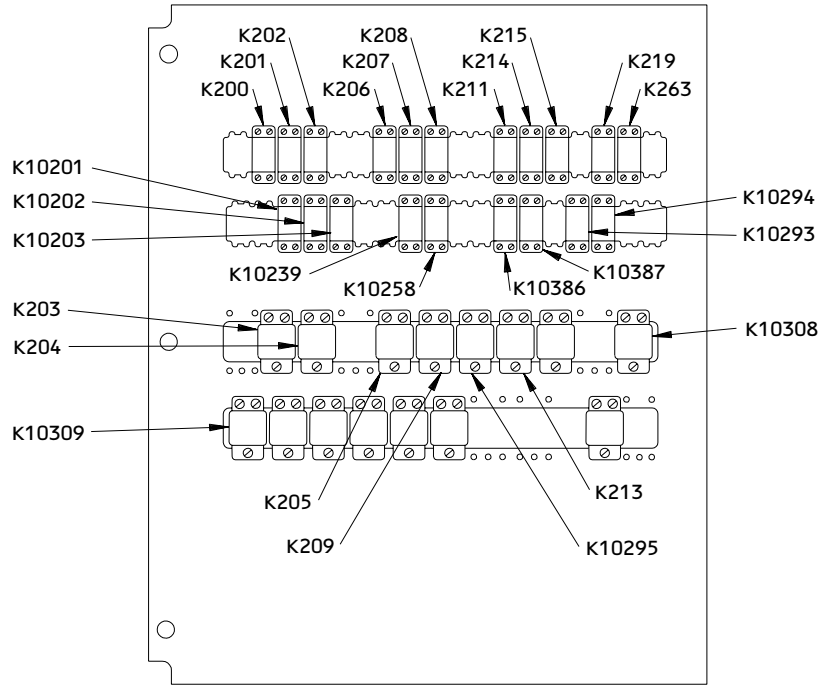
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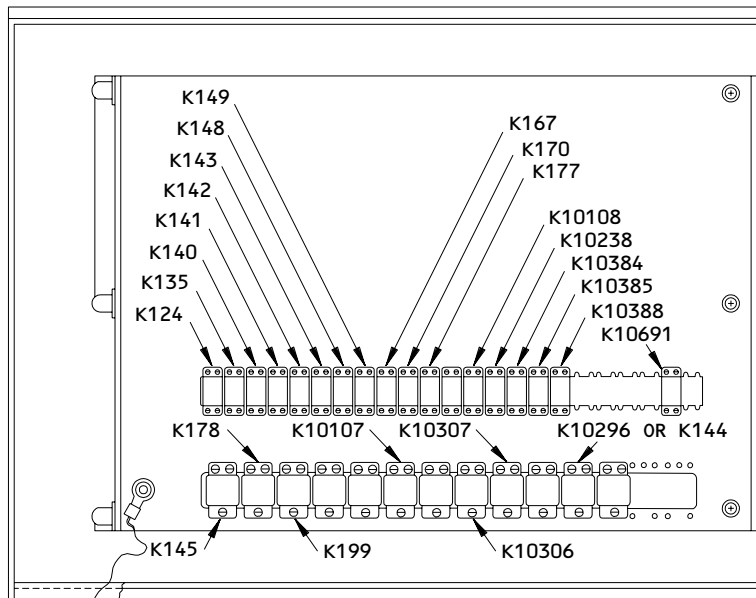
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### FAULT ISOLATION/MAINT MANUAL



**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)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

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**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

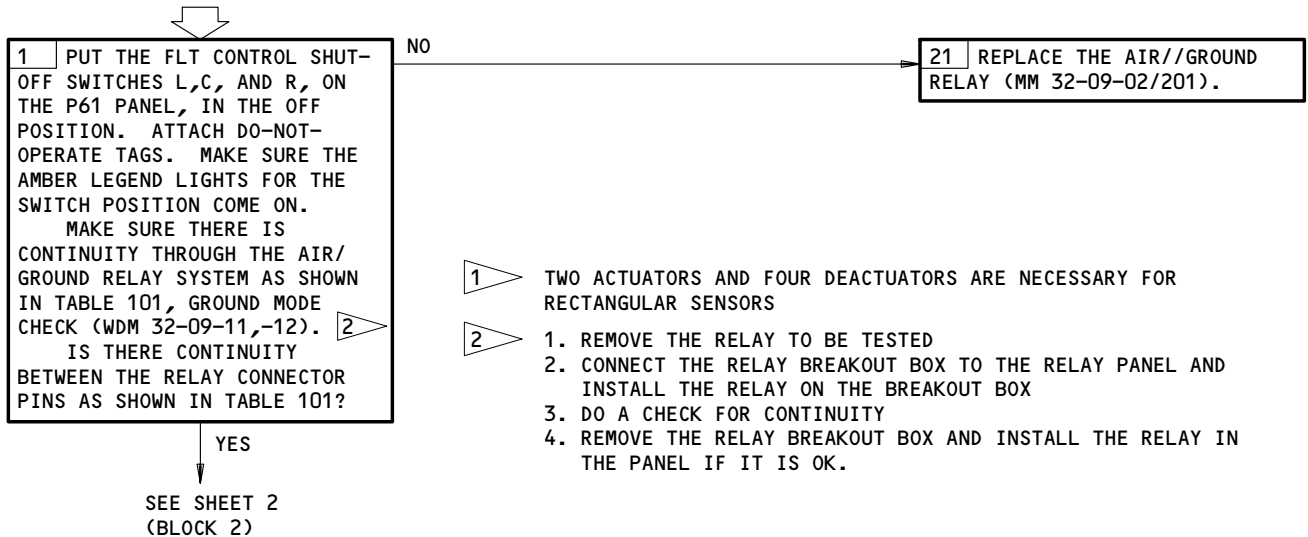
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RELAY BREAKOUT BOX-A32074-1

**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**



Air/Ground Relay Problem  
Figure 103 (Sheet 1)

EFFECTIVITY

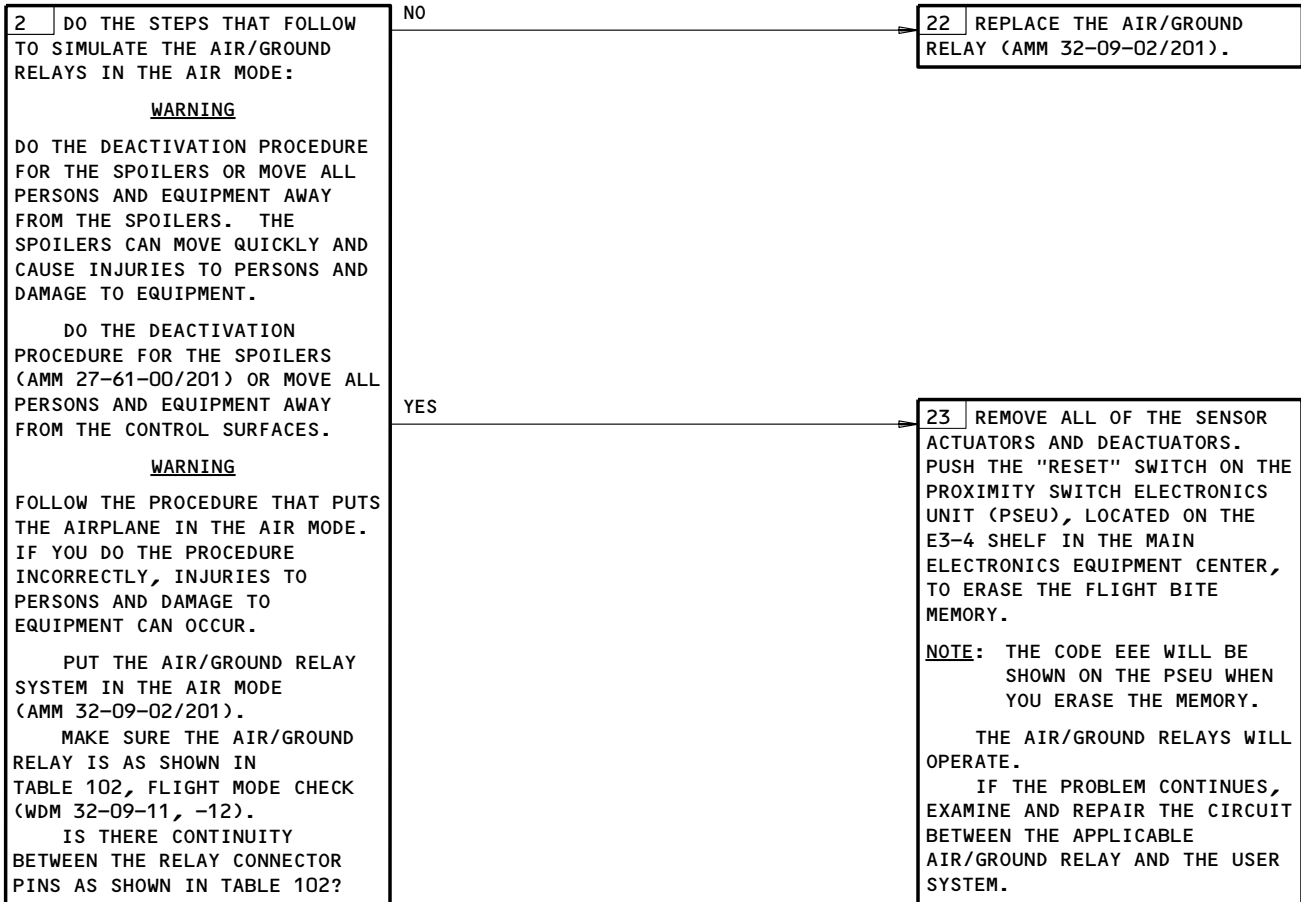
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Air/Ground Relay Problem  
Figure 103 (Sheet 2)


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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/<br>GND<br>SYS | RELAY<br>NO. | PANEL   | RELAY STATUS | CONNECTOR<br>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  | ENERGIZED    | D592             | A2-A1, B2-B1, C2-C1, AND D2-D1 |
| 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 |

 THIS RELAY IS INSTALLED IN THE P33 OR P36 PANEL

Air/Ground Relay Problem  
Figure 103 (Sheet 3)

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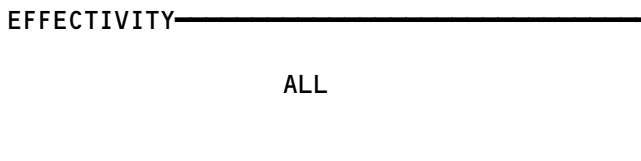

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TABLE 101 - Continued  
 AIR/GROUND RELAY  
 (GROUND MODE CHECK)

**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)




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 **BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL

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/<br>GND<br>SYS | RELAY<br>NO. | PANEL   | RELAY STATUS | CONNECTOR<br>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  | DE-ENERGIZED | D592             | A2-A3, B2-B3, C2-C3, AND D2-D3 |
| 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 |

 THIS RELAY IS INSTALLED IN THE P33 OR P36 PANEL

Air/Ground Relay Problem  
Figure 103 (Sheet 5)

EFFECTIVITY

ALL

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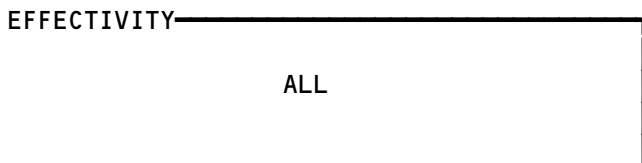
**BOEING**  
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FAULT ISOLATION/MAINT MANUAL

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/<br>GND<br>SYS | RELAY<br>NO. | PANEL | RELAY STATUS | CONNECTOR<br>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)



**32-09-00**

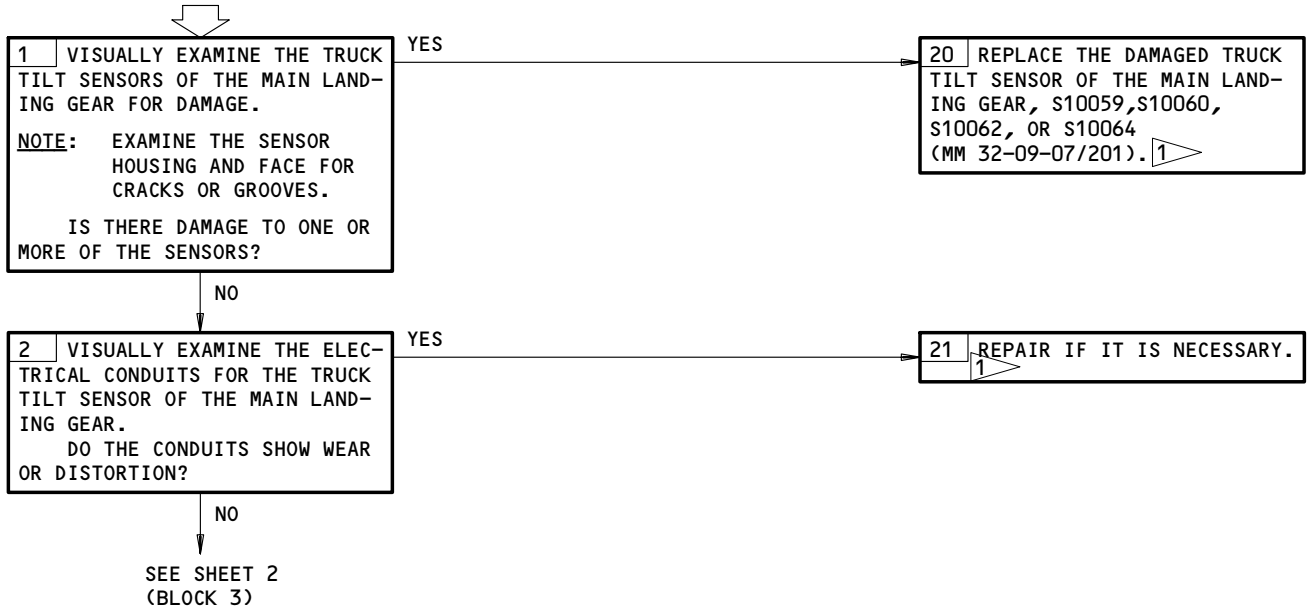


**EICAS "AIR/GND DIS-  
AGREE" DISPLAYED  
INFLT**

**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)



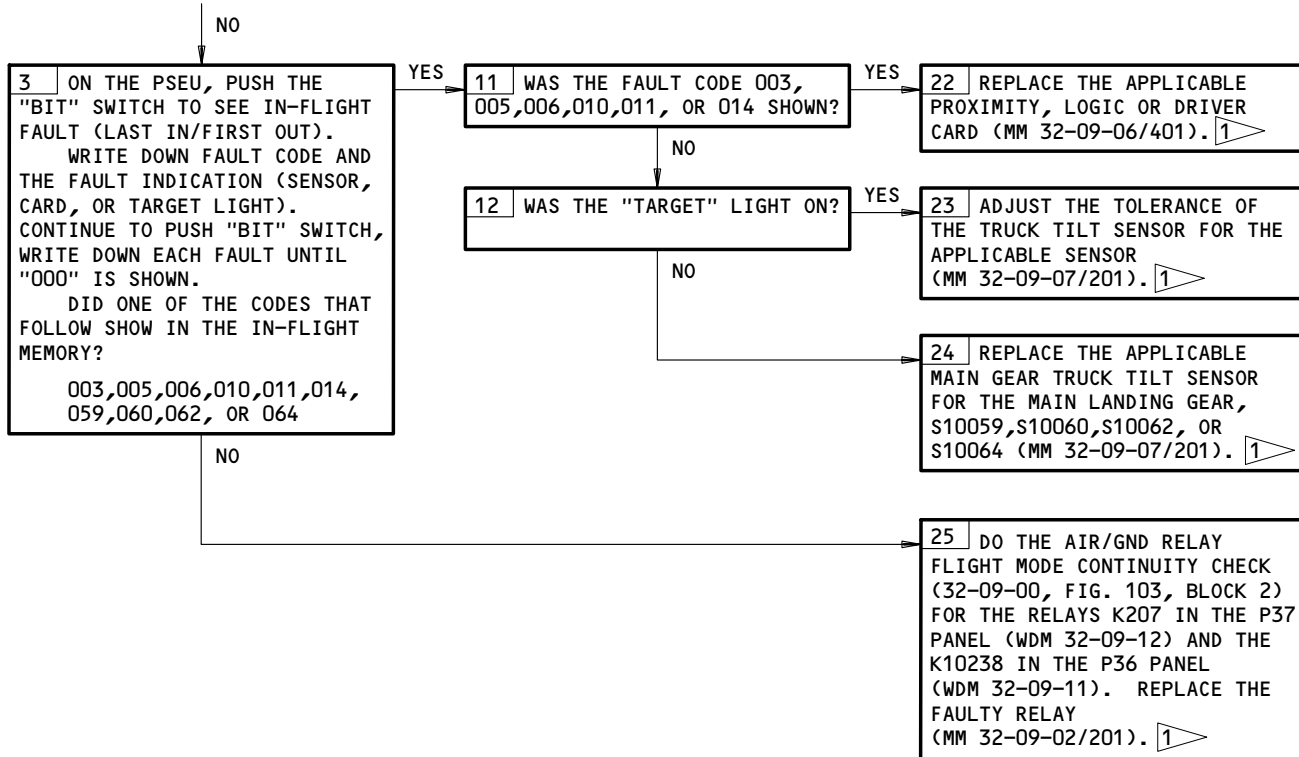
1 ERASE THE AIR/GND DISAGREE EICAS MESSAGE (31-41-00, FIG. 109)

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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-09-00**

FROM SHEET 1  
(BLOCK 2)



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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-09-00

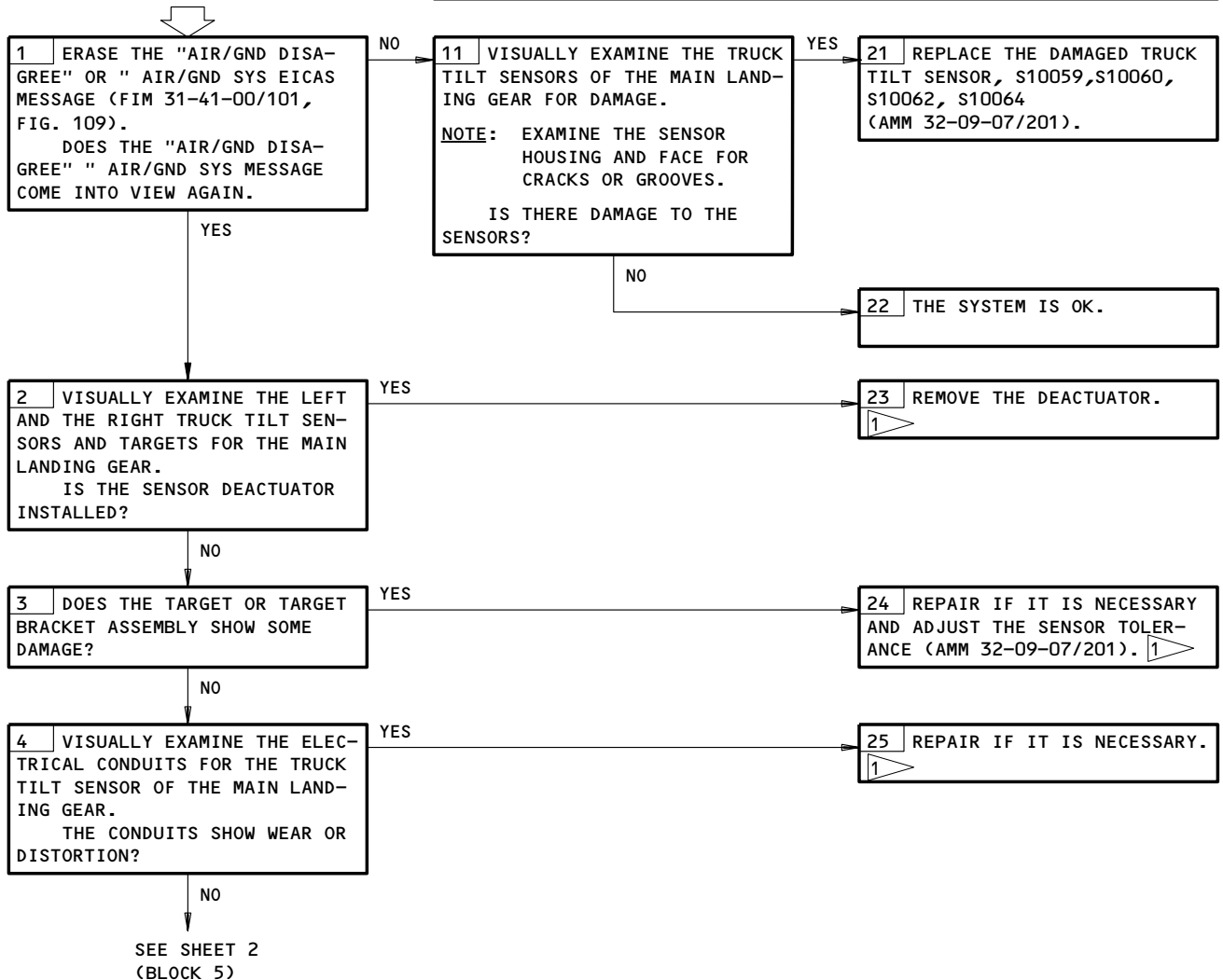
**PREREQUISITES**

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**



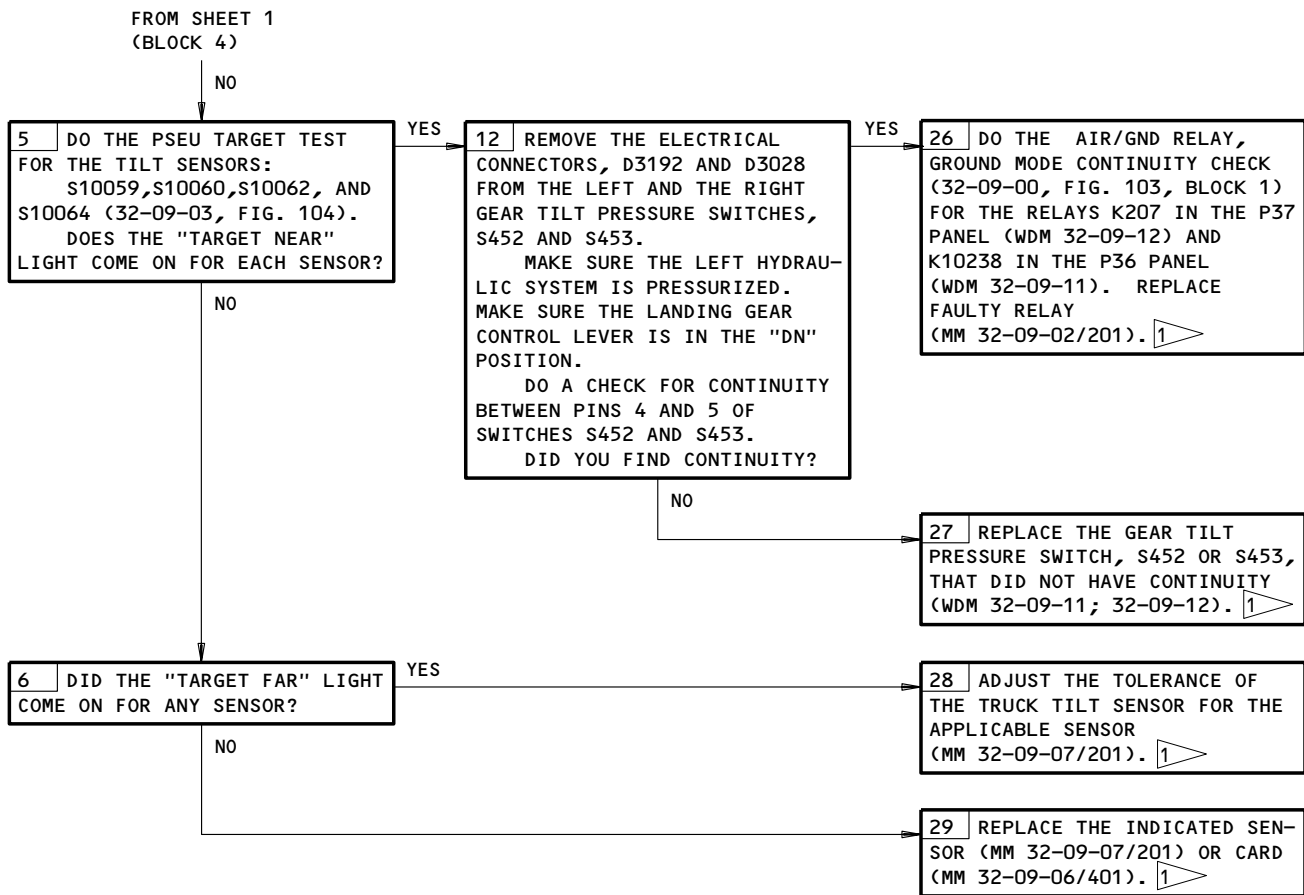
1 ERASE "AIR/GND DISAGREE" OR "AIR/GND SYS" EICAS MESSAGE (FIM 31-41-00, FIG. 109)

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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

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FAULT ISOLATION/MAINT MANUAL



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

EFFECTIVITY

ALL

**32-09-00**

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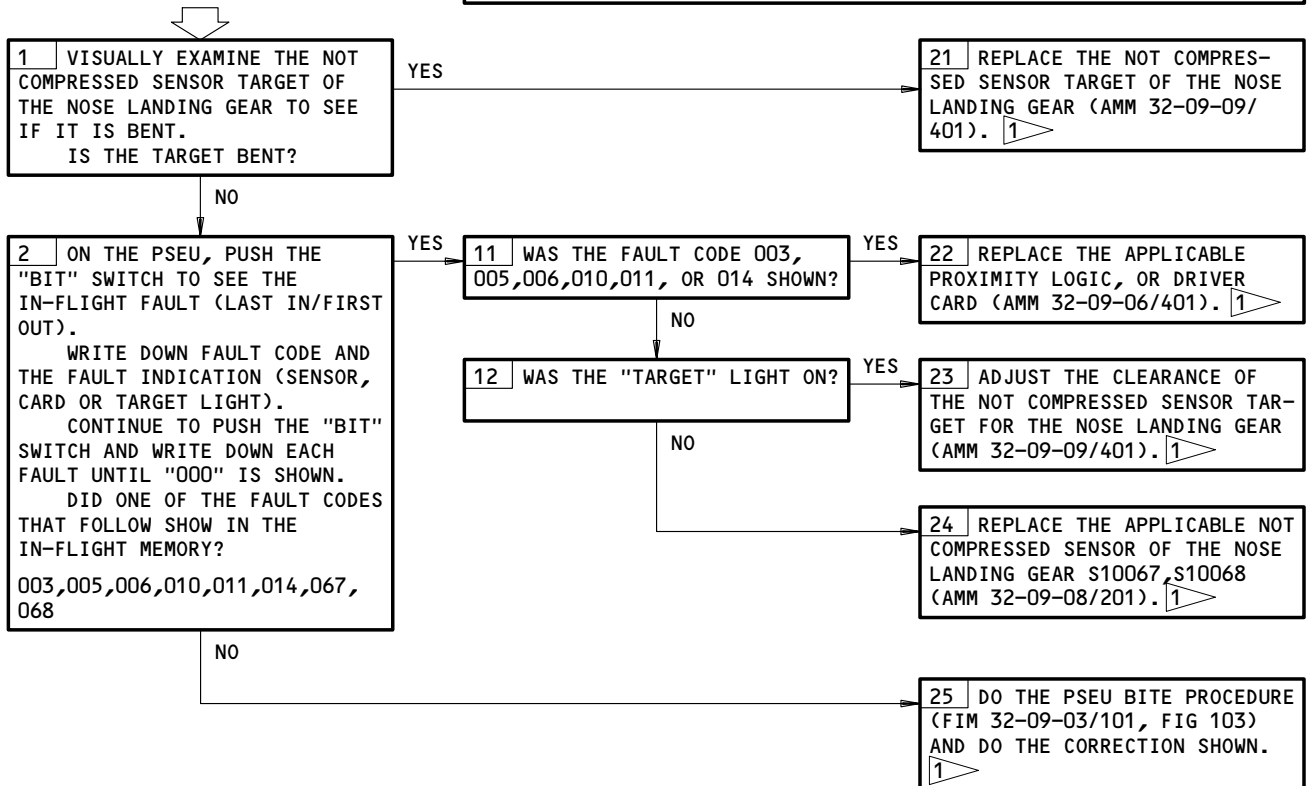
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**EICAS MSG "NOSE A/G DISAGREE" DISPLAYED IN-FLIGHT**

**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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

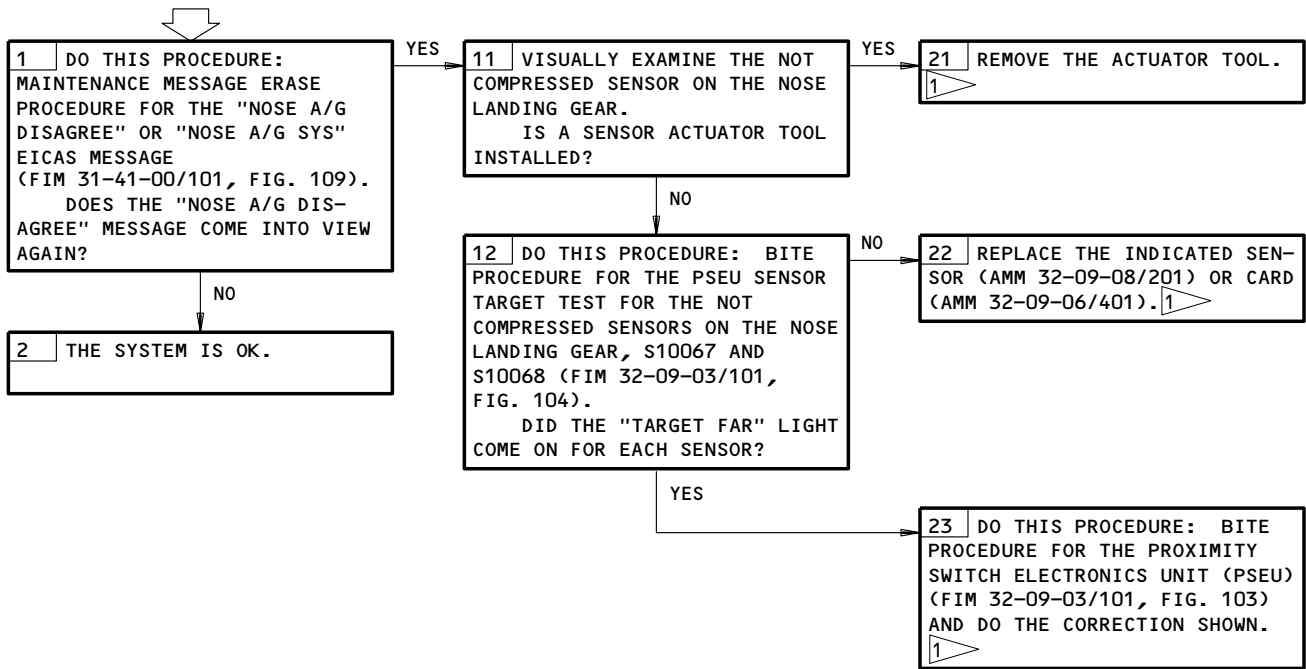
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EICAS MSG "NOSE A/G DISAGREE" OR "NOSE A/G SYS" DISPLAYED ON GND

**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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-09-00**

**BOEING**  
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FAULT ISOLATION/MAINT MANUAL

PROXIMITY SWITCH SYSTEM

| COMPONENT   | FIG.<br>102<br>SHT | QTY | ACCESS/AREA                                  | AMM<br>REFERENCE |
|---|--------------------|-----|--|------------------|
| CARD - PSEU DRIVER, YTFM003   | 2                  | 3   | 119BL, MAIN EQUIP CENTER, E3-4,<br>PSEU M162 | 32-09-06         |
| CARD - PSEU LOGIC 1, YTFM002  | 2                  | 2   | 119BL, MAIN EQUIP CENTER, E3-4,<br>PSEU M162 | 32-09-06         |
| CARD - PSEU LOGIC 2, YTFM005  | 2                  | 1   | 119BL, MAIN EQUIP CENTER, E3-4,<br>PSEU M162 | 32-09-06         |
| CARD - PSEU PROX, YTFM001   | 2                  | 6   | 119BL, MAIN EQUIP CENTER, E3-4,<br>PSEU M162 | 32-09-06         |
| CIRCUIT BREAKER -<br>DOOR IND, C4144  | 1                  | 1   | FLIGHT COMPARTMENT, P11                      | *                |
| 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 -<br>CARGO DR CONT, C1403   | 1                  | 1   | 119BL, MAIN EQUIP CENTER, P34<br>34A5        | *                |
| MODULE - (FIM 32-30-00/101)<br>LANDING GEAR CONTROL LEVER, M937                         |                    |     |  |                  |
| MODULE - PROXIMITY SWITCH ELECTRONICS UNIT<br>(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,<br>PSEU M162 | 32-09-06         |
| SENSOR - CARGO DOOR CONTROL SYSTEM<br>PROXIMITY (FIM 52-34-00/101)<br>S10350-S10359     |                    |     |  |                  |
| SENSOR - DOOR SYSTEM PROXIMITY<br>(FIM 52-71-00/ 101)<br>S10083-S10097<br>S10373-S10378 |                    |     |  |                  |

\* SEE THE WDM EQUIPMENT LIST

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

EFFECTIVITY

ALL



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May 28/03

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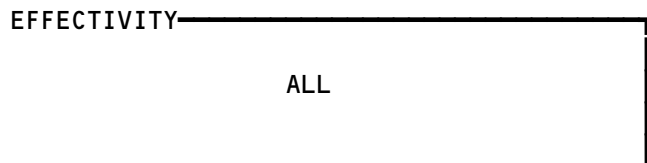
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FAULT ISOLATION/MAINT MANUAL

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

\* SEE THE WDM EQUIPMENT LIST

-  AIRPLANES WITHOUT THRUST REVERSER SYNC-LOCKS
-  AIRPLANES WITH THRUST REVERSER SYNC-LOCKS

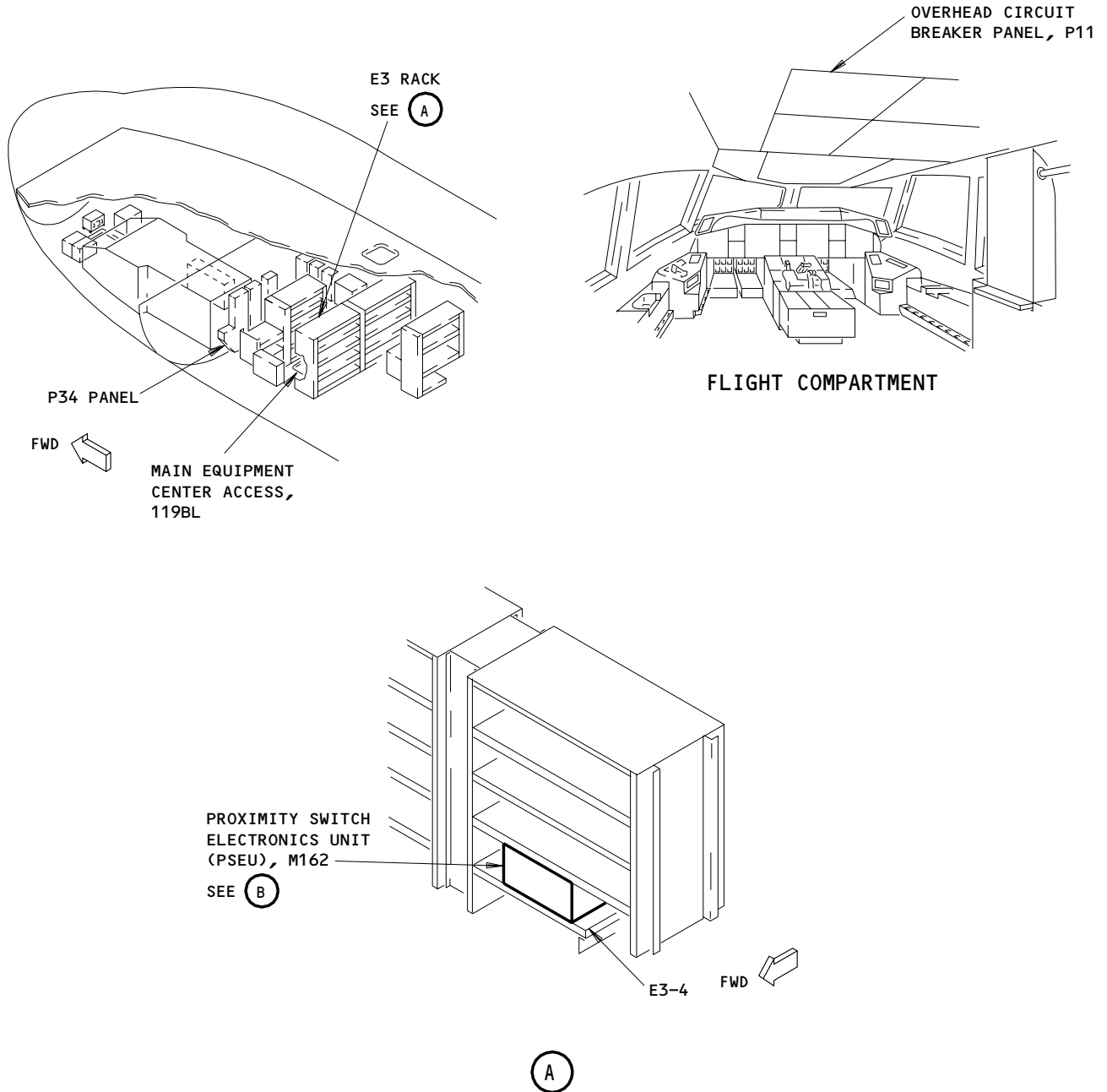
Proximity Switch System - Component Index  
Figure 101 (Sheet 2)



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FAULT ISOLATION/MAINT MANUAL



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

EFFECTIVITY

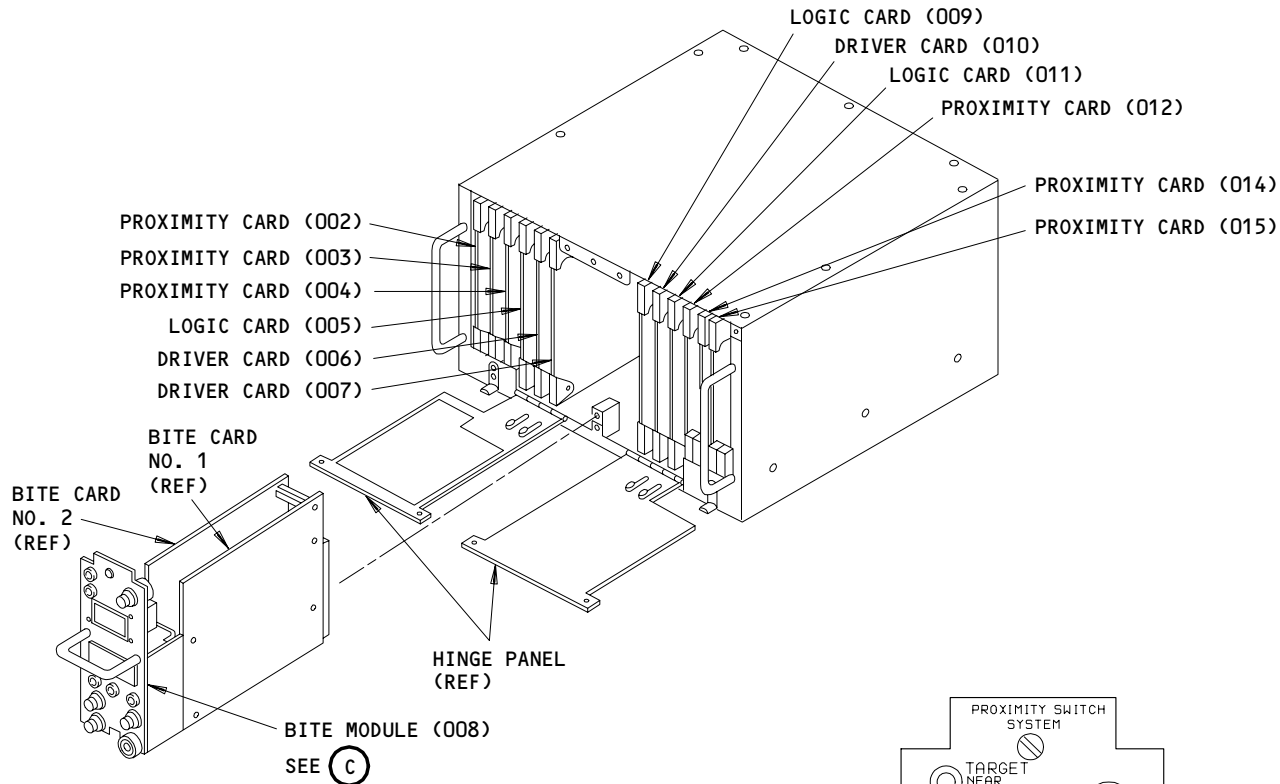
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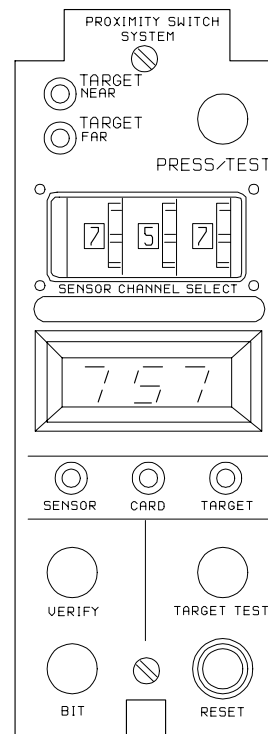
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**PROXIMITY SWITCH ELECTRONICS  
UNIT (PSEU), M162**

(B) FROM SHT 1



**BITE MODULE (008)**

(C)

**Proximity Switch System - Component Location  
Figure 102 (Sheet 2)**

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-09-03**

**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)

EFFECTIVITY

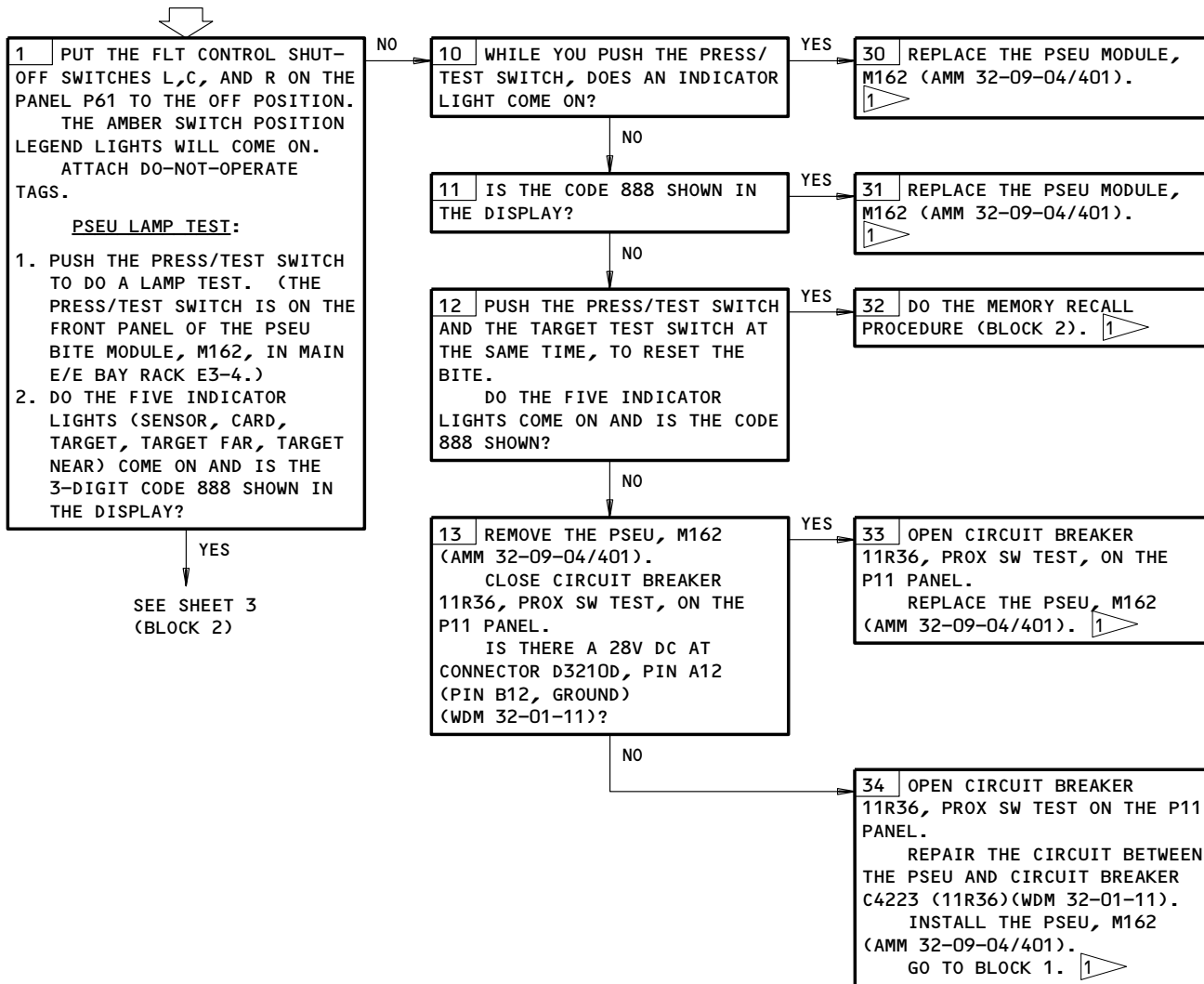
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Jun 20/95

**BITE PROCEDURE FOR THE PROXIMITY SWITCH ELECTRONICS UNIT (PSEU)**

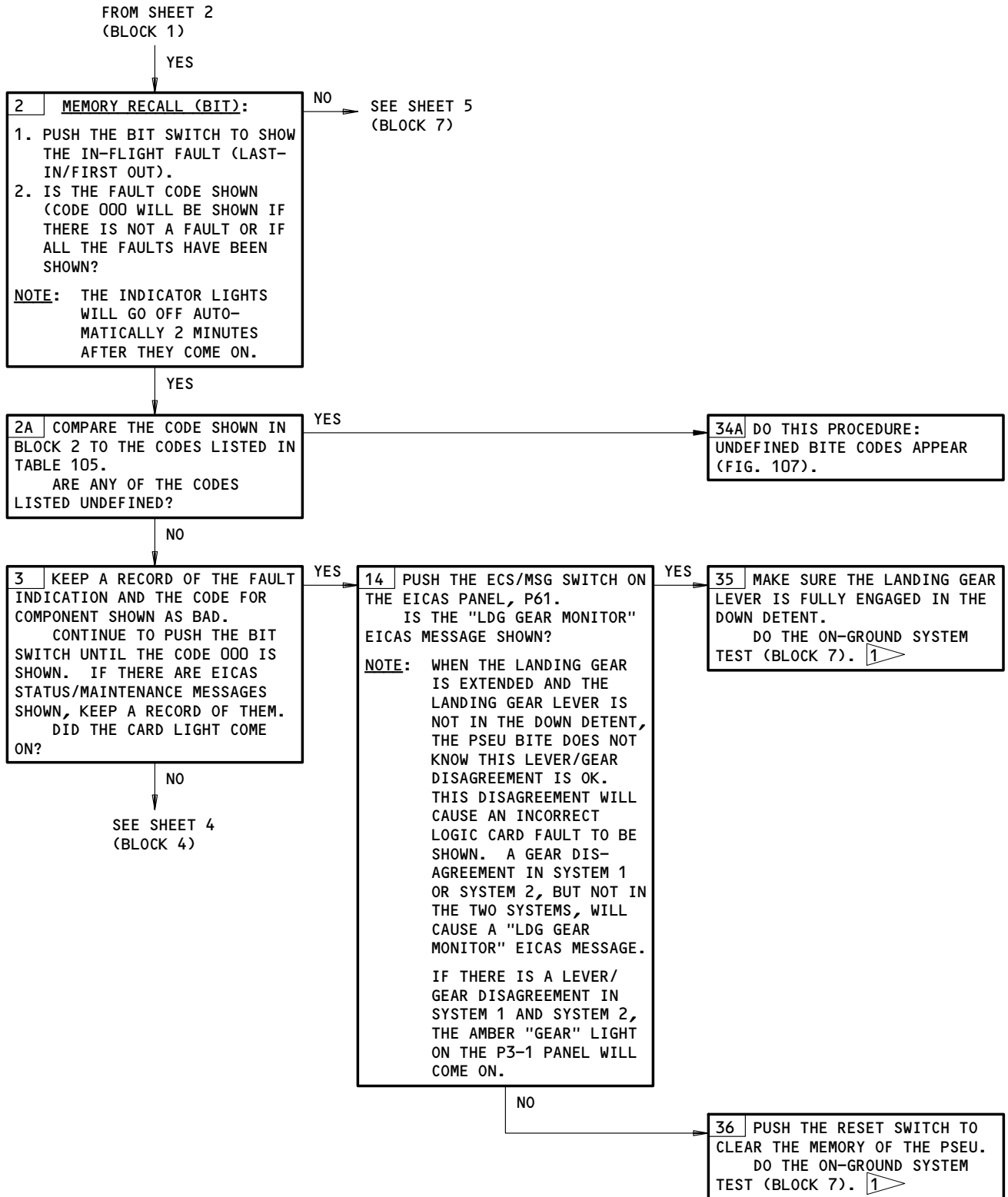


1 REMOVE THE DO-NOT-CLOSE TAG AND CLOSE THE CIRCUIT BREAKER THAT WAS OPENED IN THE PREREQUISITES BLOCK.  
  
REMOVE THE DO-NOT-OPERATE TAGS FROM THE FLT CONTROL SHUTOFF SWITCHES ON THE P61 PANEL.

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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-09-03**



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

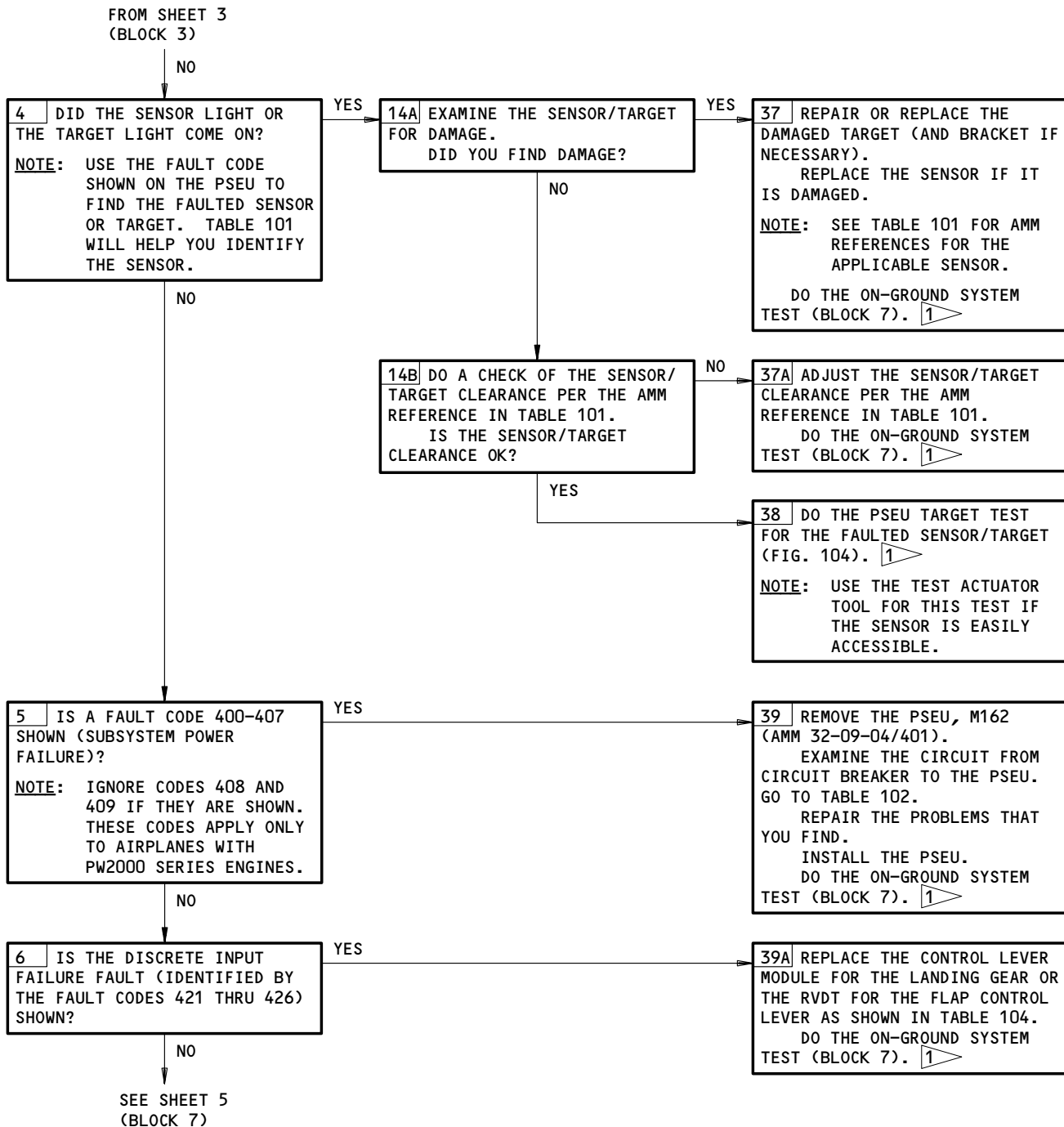
EFFECTIVITY

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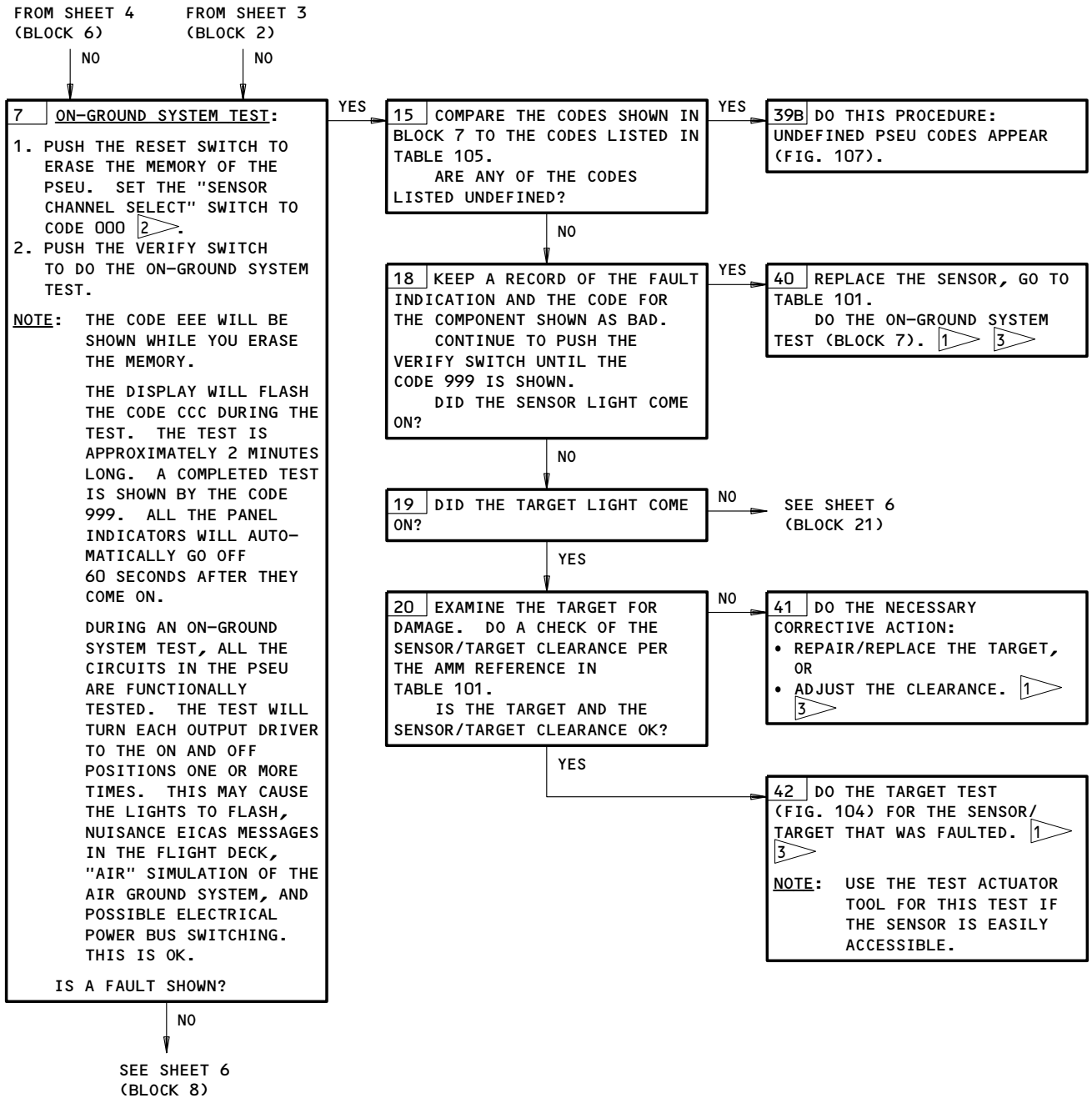
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BITE Procedure for the Proximity Switch Electronics Unit (PSEU)  
Figure 103 (Sheet 4)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
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- <sup>2</sup> CODES 500-504 CAN BE USED TO TEST THE INDIVIDUAL SYSTEMS (SEE TABLE 103).
- <sup>3</sup> 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)

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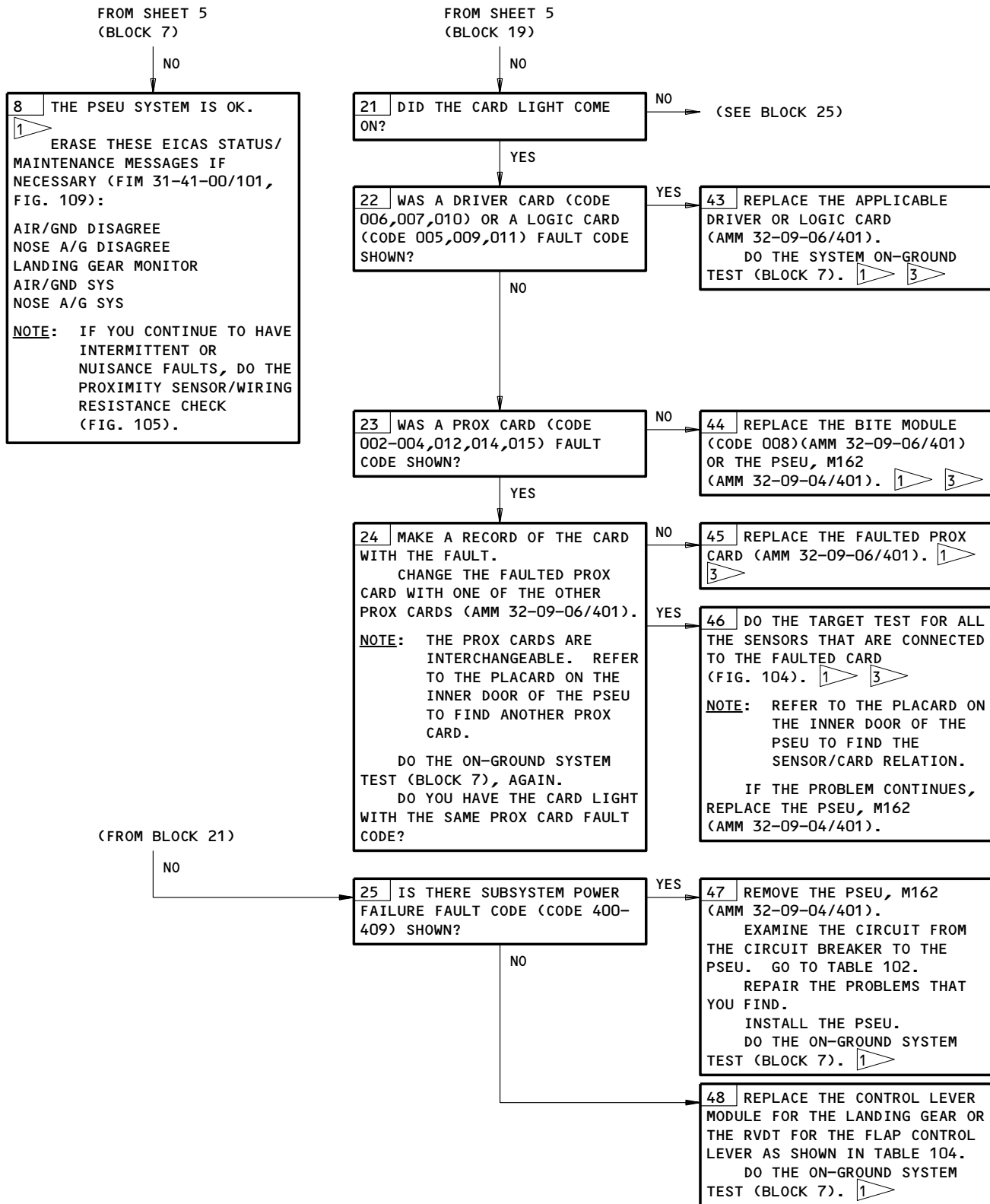
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### FAULT ISOLATION/MAINT MANUAL



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

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FAULT ISOLATION/MAINT MANUAL

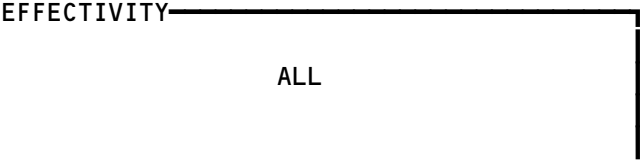
PSEU BITE - WORKSHEET

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

| PSEU<br>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)











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TABLE 101

| FAULT CODE | SENSOR NO.  | MM REF   | FAULT CODE | SENSOR NO.  | MM REF   |
|------------|---|----------|------------|---|----------|
| 057        | S10057*   | 32-61-02 | 238        | S10238  | 32-61-03 |
| 059        | S10059  | 32-09-07 | 239        | S10239*   | 32-61-02 |
| 060        | S10060  | 32-09-07 | 240        | S10240*   | 32-61-02 |
| 061        | S10061*   | 32-61-02 | 241        | S10241  | 32-61-02 |
| 062        | S10062  | 32-09-07 | 242        | S10242  | 32-61-02 |
| 064        | S10064  | 32-09-07 | 243        | S10243  | 32-61-03 |
| 065        | S10065*   | 32-61-03 | 350        | S10350  | 52-34-35 |
| 066        | S10066  | 32-61-03 | 352        | S10352  | 52-34-35 |
| 067        | S10067  | 32-09-08 | 353        | S10353  | 52-34-35 |
| 068        | S10068  | 32-09-08 | 357        | S10357  | 52-34-35 |
| 069        | S10069*   | 32-61-02 | 359        | S10359  | 52-34-35 |
| 070        | S10070*   | 32-61-02 | 360        | S10360  | 52-34-35 |
| 072        | S10072  | 32-61-02 | 433        | S10105 (L)  | 78-34-07 |
| 073        | S10073*   | 32-61-02 | 434        | S10108 (L)  | 78-34-07 |
| 074        | S10074*   | 32-61-02 | 435        | S164* (L)  | 78-36-01 |
| 076        | S10076  | 32-61-02 | 436        | S165* (L)  | 78-36-01 |
| 077        | S10077  | 32-61-03 | 437        | S166 (L)   | 78-36-02 |
| 078        | S10078*   | 32-61-03 | 438        | S167 (L)   | 78-36-02 |
| 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)  | 78-36-01 |            |   |          |
| 171        | S165* (R)  | 78-36-01 |            |   |          |
| 172        | S166 (R)   | 78-36-02 |            |   |          |
| 173        | S167 (R)   | 78-36-02 |            |   |          |

**NOTE:** \* - ROUND SENSOR, ALL OTHER SENSORS ARE RECTANGULAR

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

 AIRPLANES WITHOUT THE THRUST REVERSER SYNC-LOCKS

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

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| SUBSYSTEM INPUT<br>POWER FAILURE<br>CODE | EXAMINE FOR 28V DC AT THE PIN LISTED BELOW TO THE GROUND |           |     |               |          |
|--|--|-----------|-----|---------------|----------|
|  | CIRCUIT<br>BREAKER                                       | CONNECTOR | PIN | GROUND<br>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<br>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)

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| DISCRETE INPUT FAILURE CODE | CORRECTIVE ACTION   |
|-----------------------------|---|
|                             | <b>NOTE:</b> 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  | A0B | CCD  | DDC |
| 506  | 878 | A0D  | 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)

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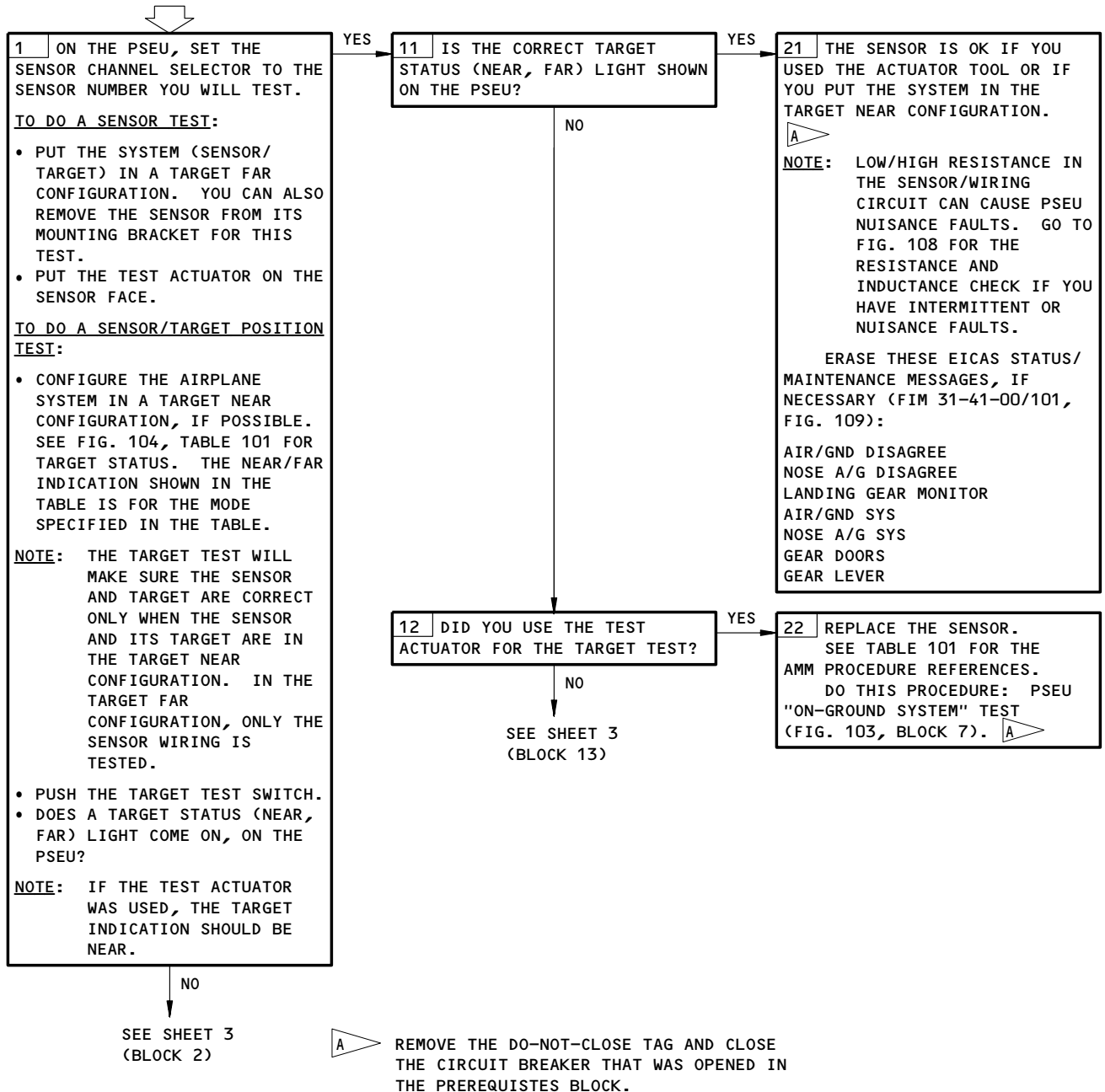
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**NOTE:** THIS PROCEDURE CAN BE USED TO DO TWO TESTS. WHEN YOU USE THE ACTUATOR TEST EQUIPMENT, THE SENSOR PERFORMANCE WILL BE TESTED. THIS CAN HELP FIND DAMAGE INSIDE THE SENSOR. WHEN YOU DO THE TEST WITH THE AIRPLANE SYSTEM TARGETS, YOU CAN TEST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

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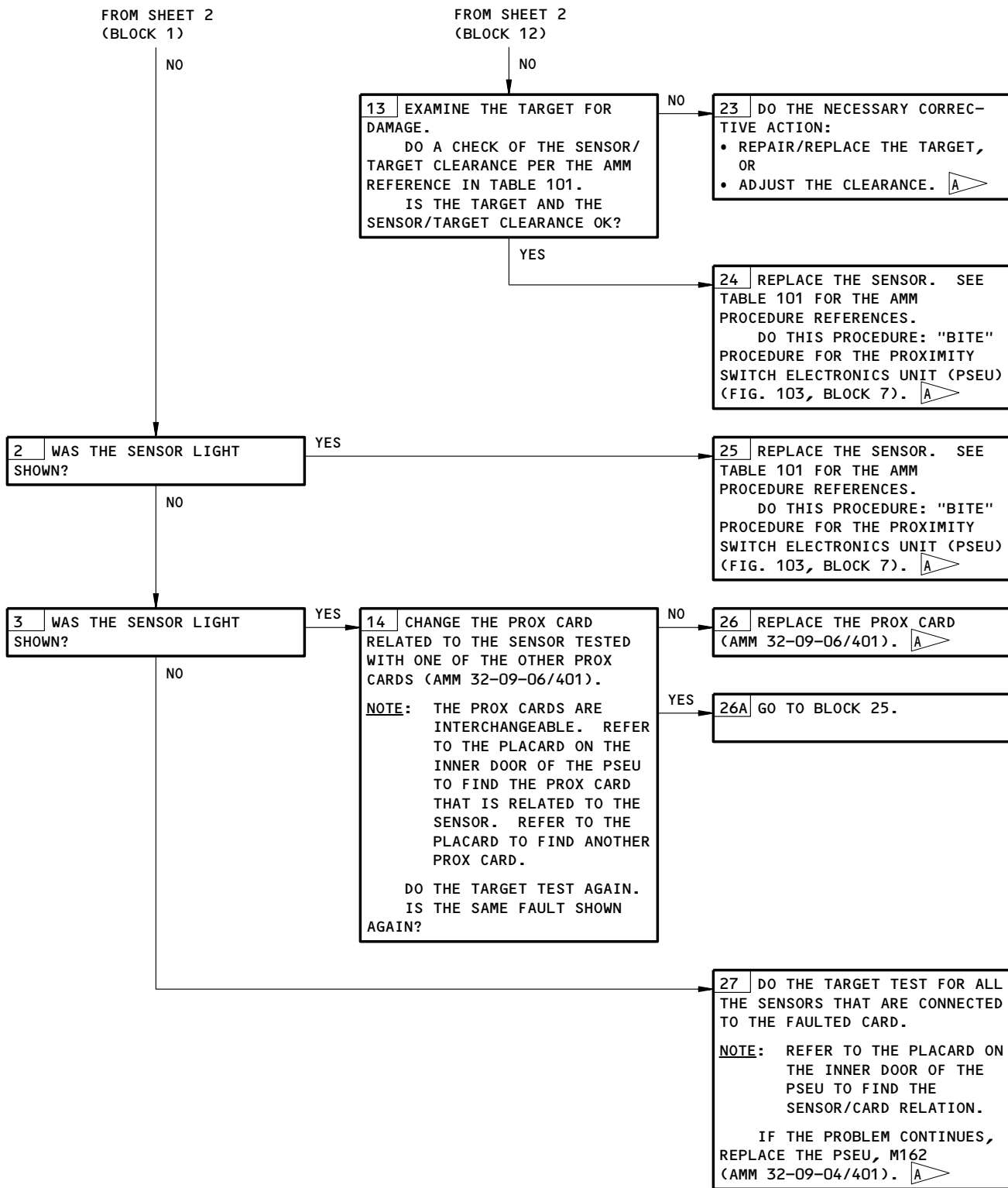
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BITE Procedure for the PSEU Sensor Target Test  
Figure 104 (Sheet 3)

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

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

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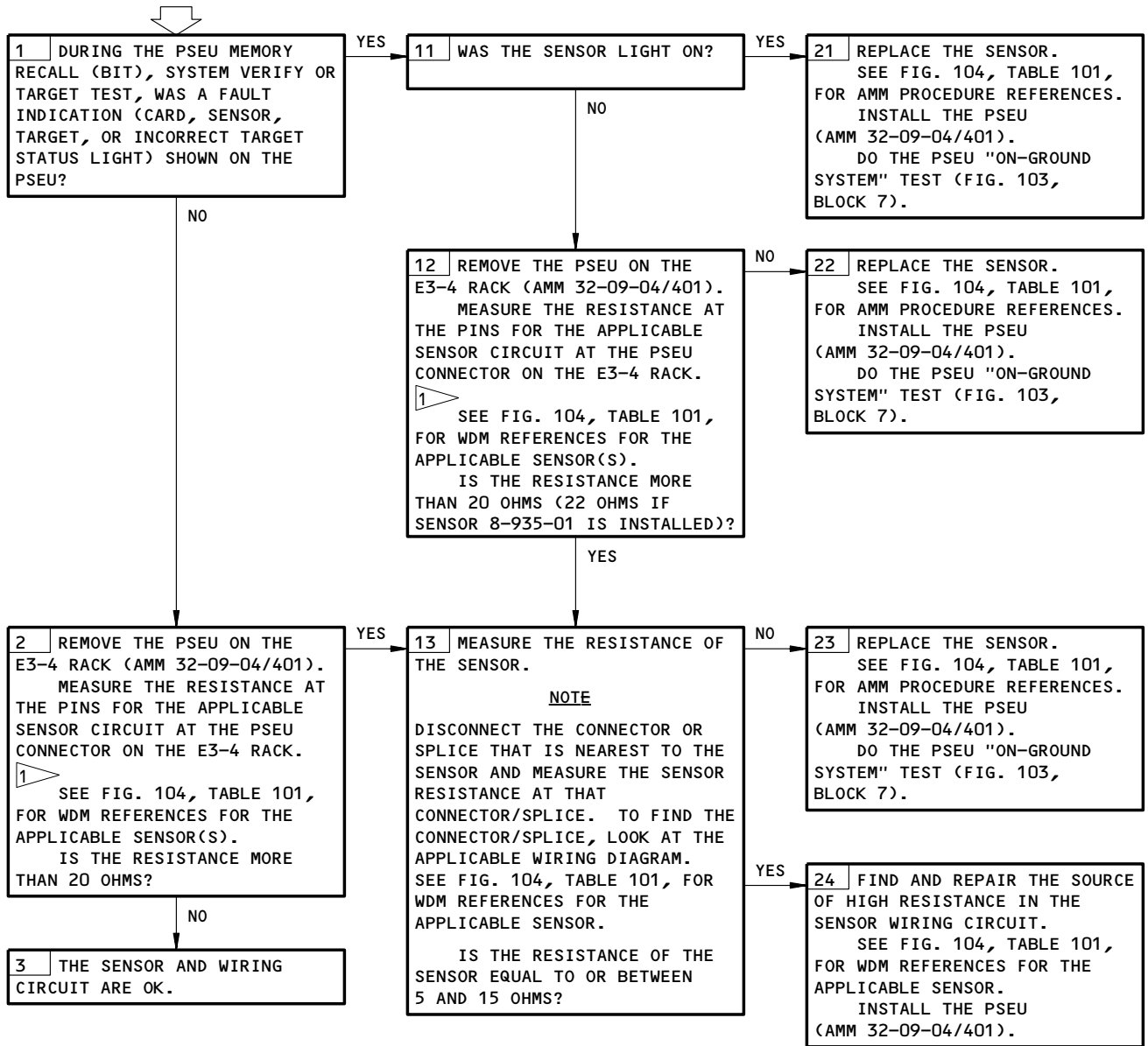
32-09-03

**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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-09-03**

**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 MESSAGE  
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). 














 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)



|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-09-03

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FAULT ISOLATION/MAINT MANUAL

| EICAS MESSAGE           | DRIVER/LOGIC/PROX CARD SLOT | WDM REFERENCE OF EICAS OUTPUT  |
|-------------------------|-----------------------------|--|
| AFT CARGO DOOR #2       | 7/9/2                       | 52-71-11    |
| E/E ACCESS COOR         | 7/9/2                       | 52-71-11    |
| FWD ACCESS DOOR         | 7/9/2                       | 52-71-11    |
| FWD CARGO DOOR #1       | 7/9/2                       | 52-71-11    |
| L AFT ENT DOOR #4       | 7/9/15                      | 52-71-11    |
| L CTR ENT DOOR #2       | 7/9/2                       | 52-71-11    |
| L EMER DOOR             | 7/9/15                      | 52-71-11    |
| L FWD ENT DOOR #1       | 7/9/2                       | 52-71-11    |
| R AFT ENT DOOR #4       | 7/9/2                       | 52-71-11    |
| R CTR ENT DOOR #2       | 7/9/2                       | 52-71-11    |
| R EMER DOOR             | 7/9/2                       | 52-71-11    |
| R FWD ENT DOOR #1       | 7/9/2                       | 52-71-11    |
| 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   |
| NOSE A/G SYS            | 10 OR 6/11 OR 5/14 OR 3     | 32-09-12  |

EICAS MESSAGE TO PSEU CARD REFERENCE

-  WDM 52-71-31 FOR THE PACKAGE FREIGHTER
-  1001 SERIES EICAS COMPUTER

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

EFFECTIVITY

ALL

32-09-03

02

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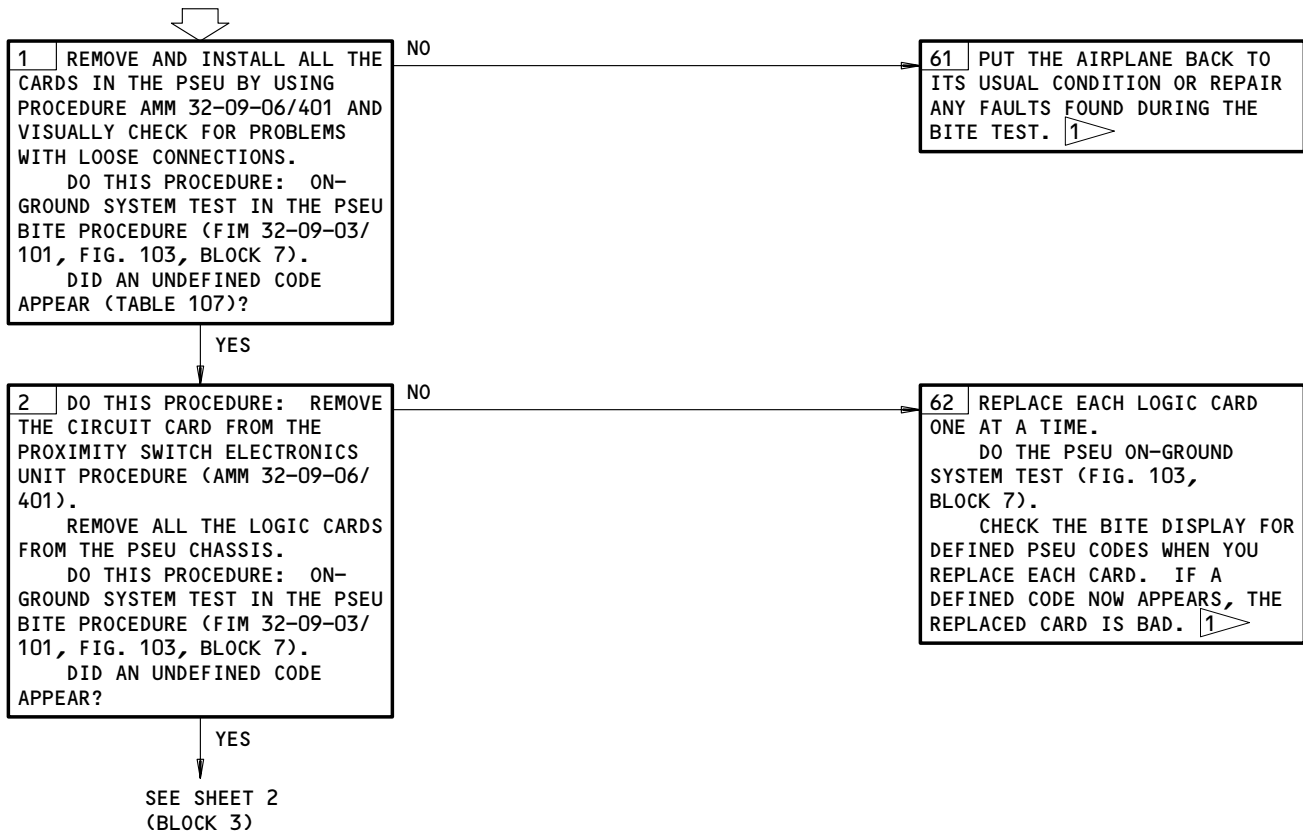
FD9277

**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**



 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)

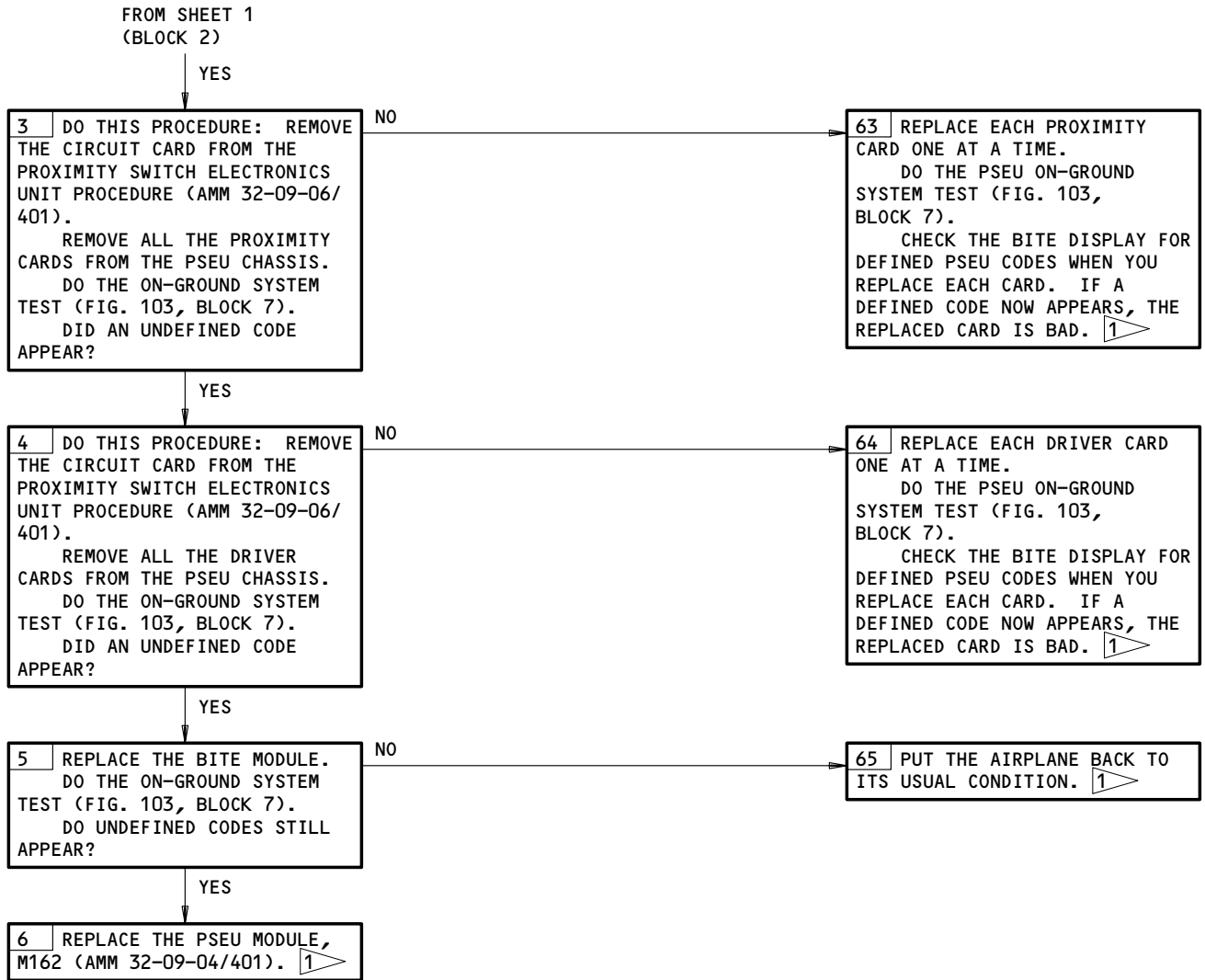
EFFECTIVITY

ALL

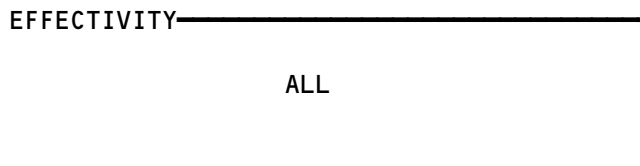
**32-09-03**

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Undefined PSEU BITE Codes Appear  
Figure 107 (Sheet 2)



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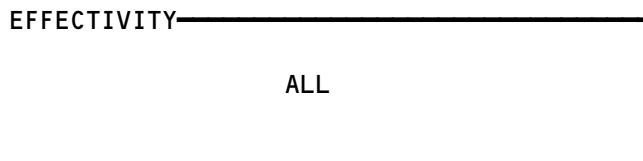

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 FAULT ISOLATION/MAINT MANUAL

| 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)



F25916

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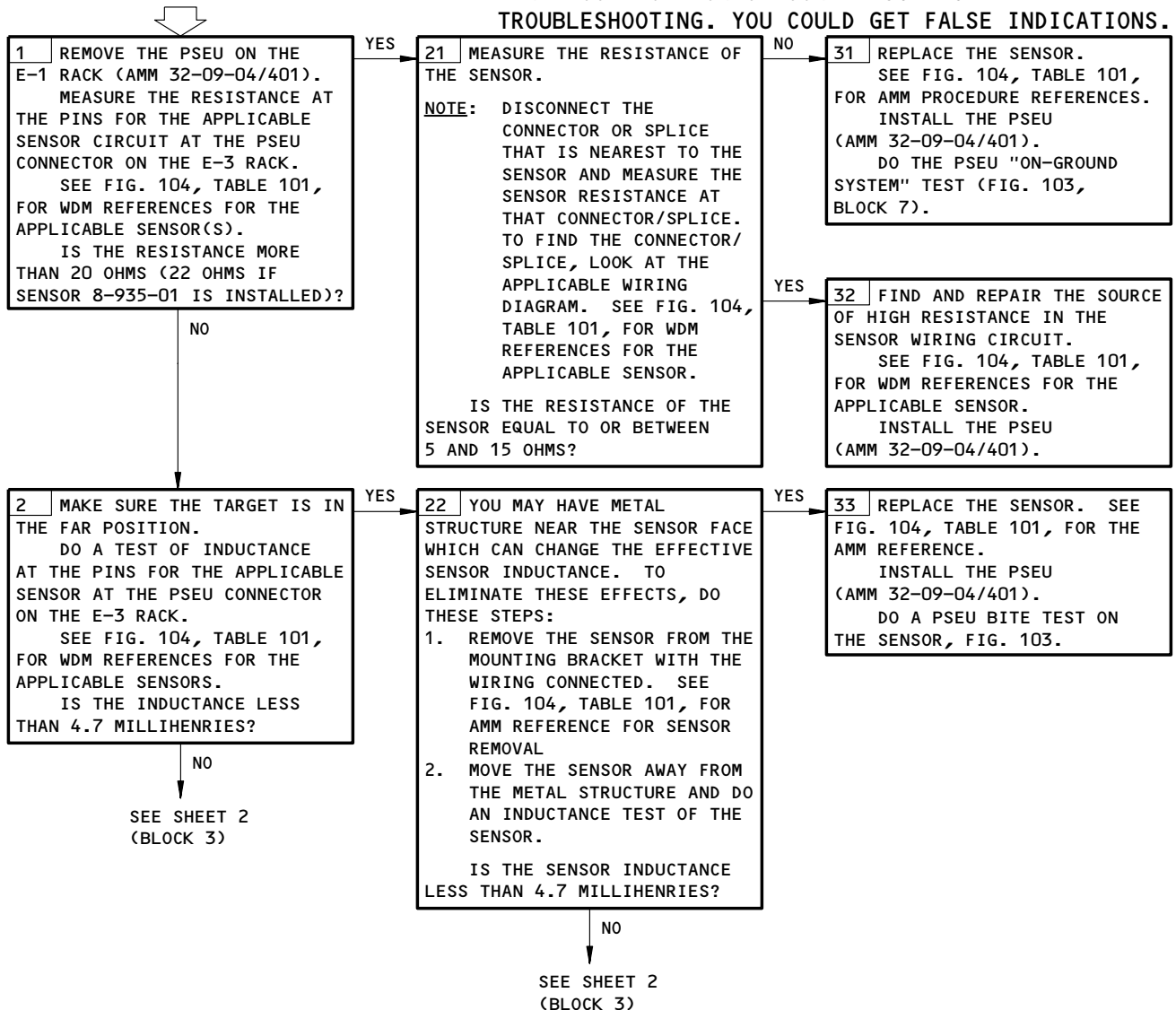
**PREREQUISITES**

- EQUIPMENT: 1. OHMMETER 0-50 OHM  
2. INDUCTANCE METER WITH AN EXCITATION FREQUENCY OF 1000 Hz, LCR METER 55 OR EQUIVALENT  
3. ELDEC BREAKOUT BOX PN 38-802-03 (OPTIONAL)

**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)

EFFECTIVITY

ALL

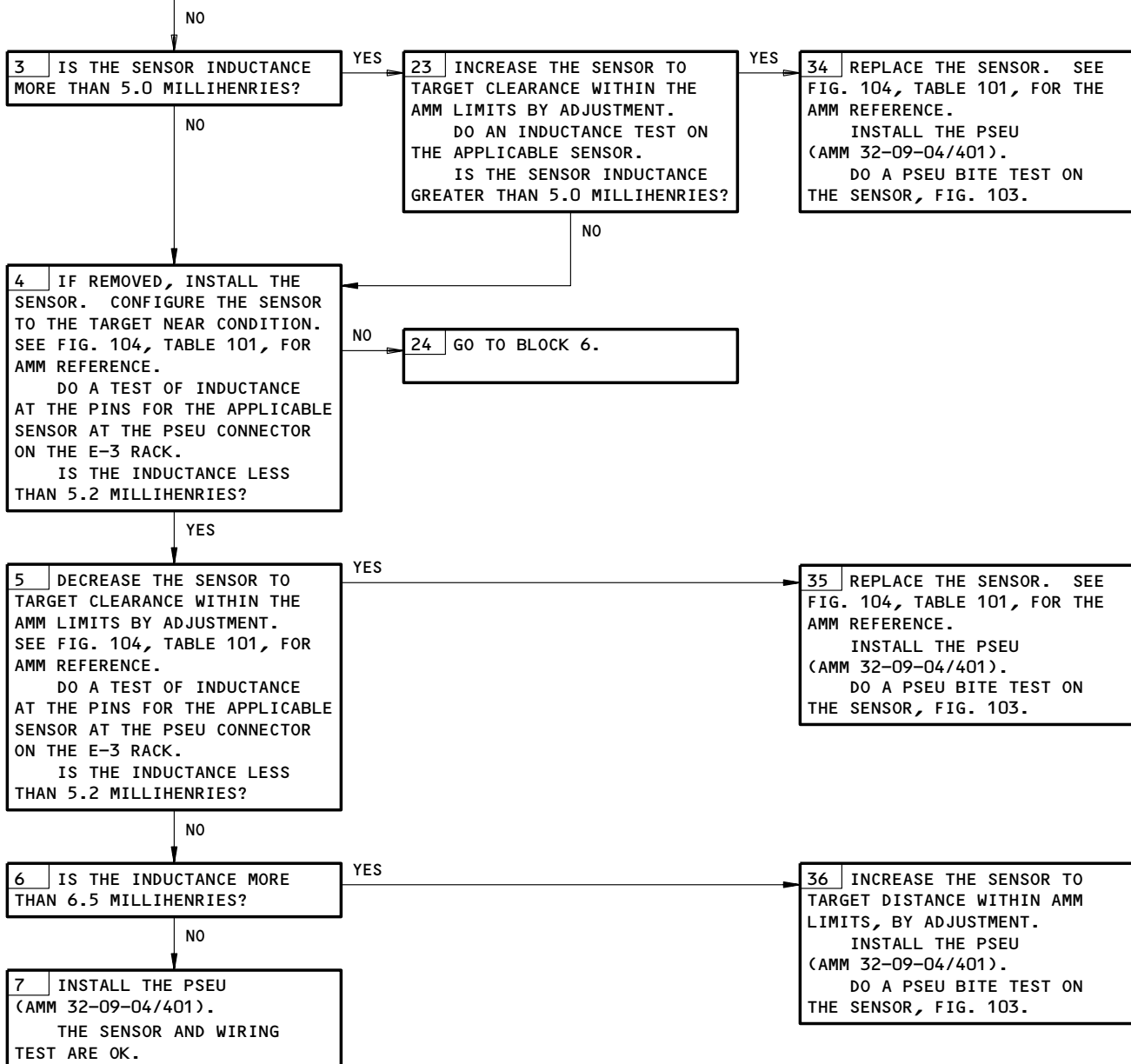
**32-09-03**

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FROM SHEET 1  
(BLOCK 2)



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

EFFECTIVITY

ALL

**32-09-03**

01

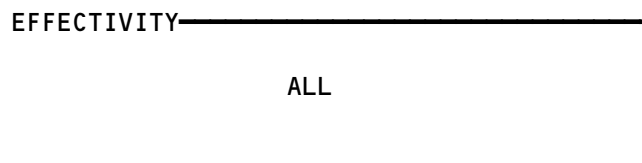
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 **BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL

MAIN LANDING GEAR AND DOORS

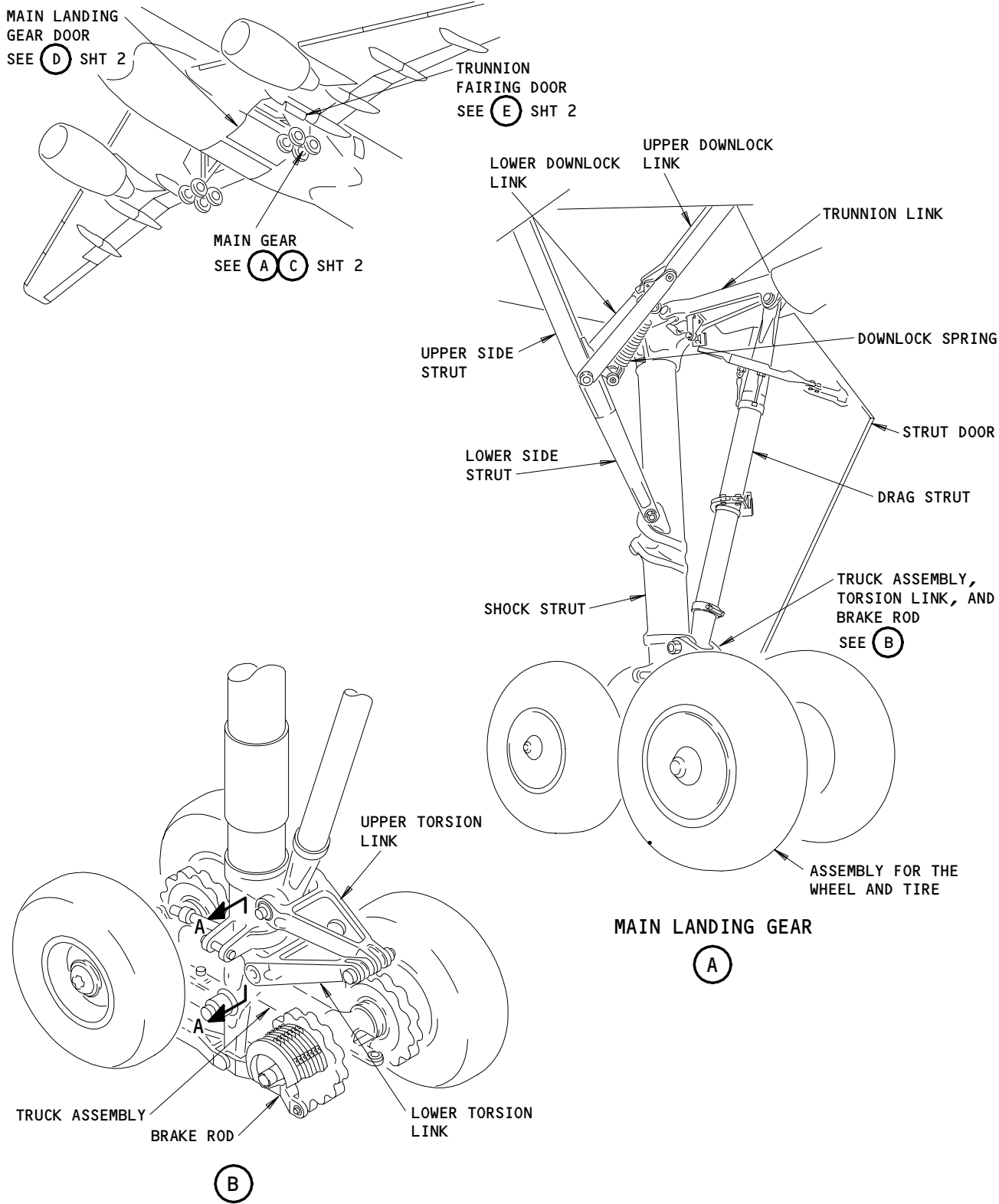
| COMPONENT                            | FIG.<br>102<br>SHT | QTY | ACCESS/AREA                         | REFERENCE |
|--------------------------------------|--------------------|-----|-------------------------------------|-----------|
| BEARING - MAIN GEAR AFT TRUNNION     | 2                  | 2   | 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



**32-10-00**

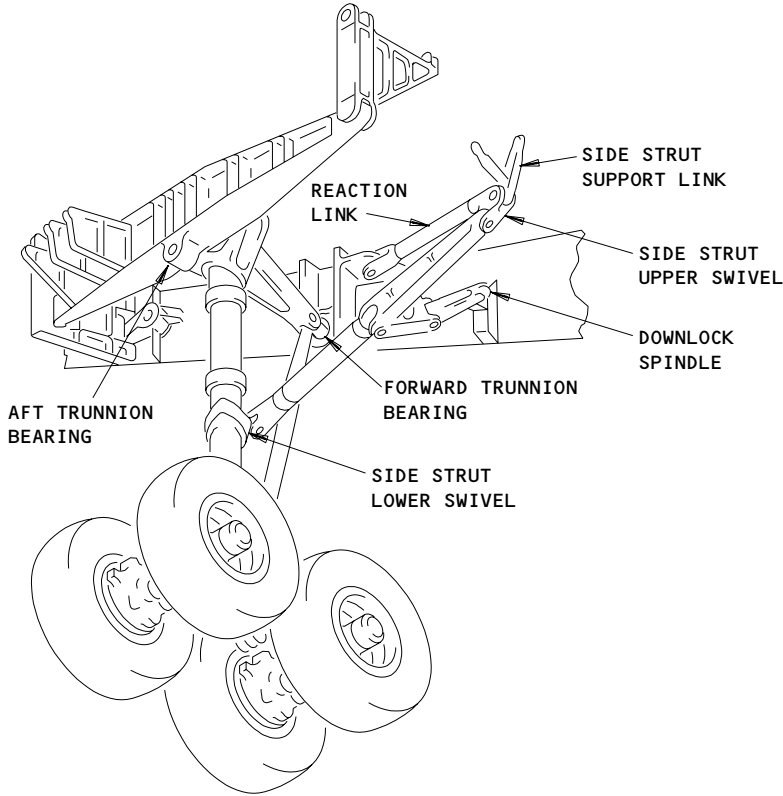
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FAULT ISOLATION/MAINT MANUAL



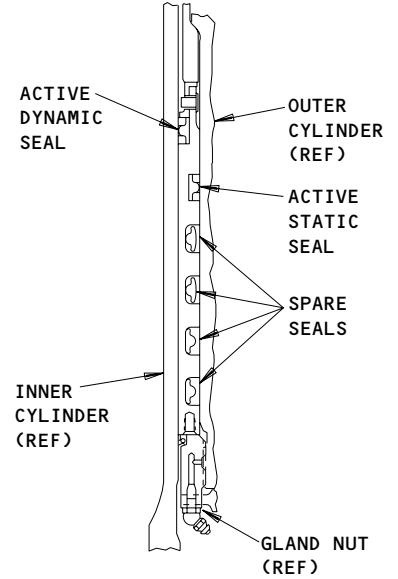
Main Landing Gear and Doors - Component Location  
Figure 102 (Sheet 1)

|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

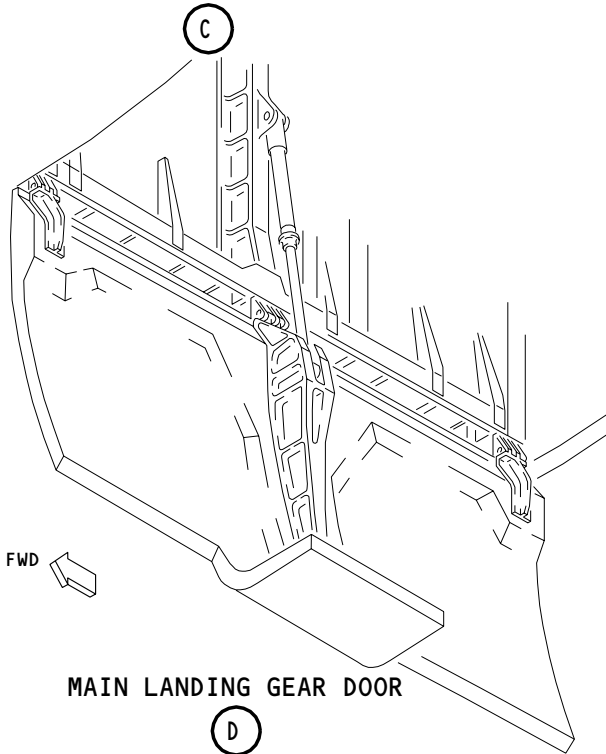
32-10-00



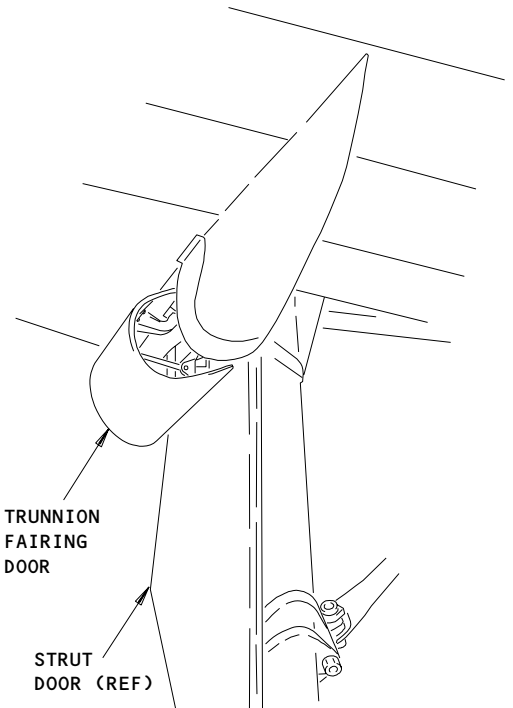
MAIN LANDING GEAR



SHOCK STRUT SEALS FOR THE MAIN LANDING GEAR  
A-A



MAIN LANDING GEAR DOOR



TRUNNION FAIRING DOOR FOR THE MAIN LANDING GEAR


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


|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

32-10-00

**BOEING**  
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FAULT ISOLATION/MAINT MANUAL

NOSE LANDING GEAR AND DOORS

| COMPONENT   | FIG.<br>102<br>SHT | QTY | ACCESS/AREA                    | AMM<br>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   | 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         |

 IF INSTALLED

Nose Landing Gear and Doors - Component Index  
Figure 101

EFFECTIVITY

ALL

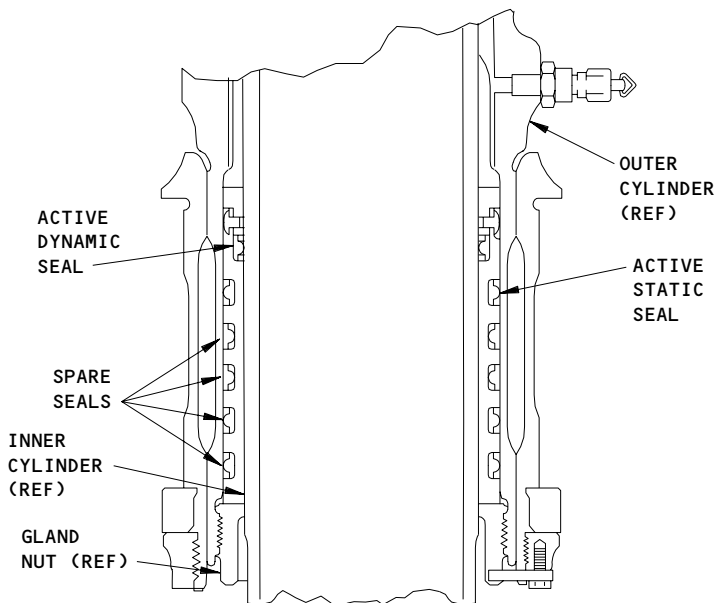
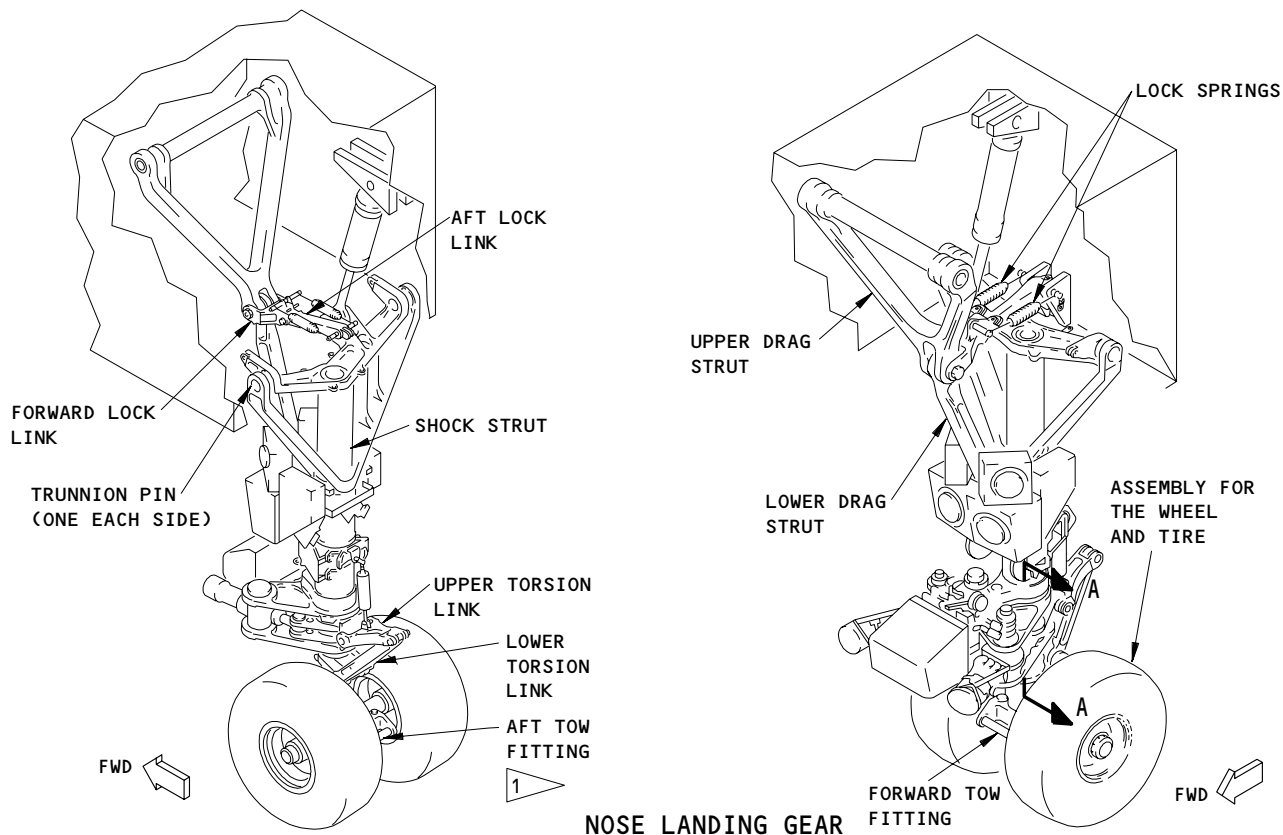
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**SHOCK STRUT SEALS FOR THE NOSE LANDING GEAR**  
A-A

1 IF INSTALLED

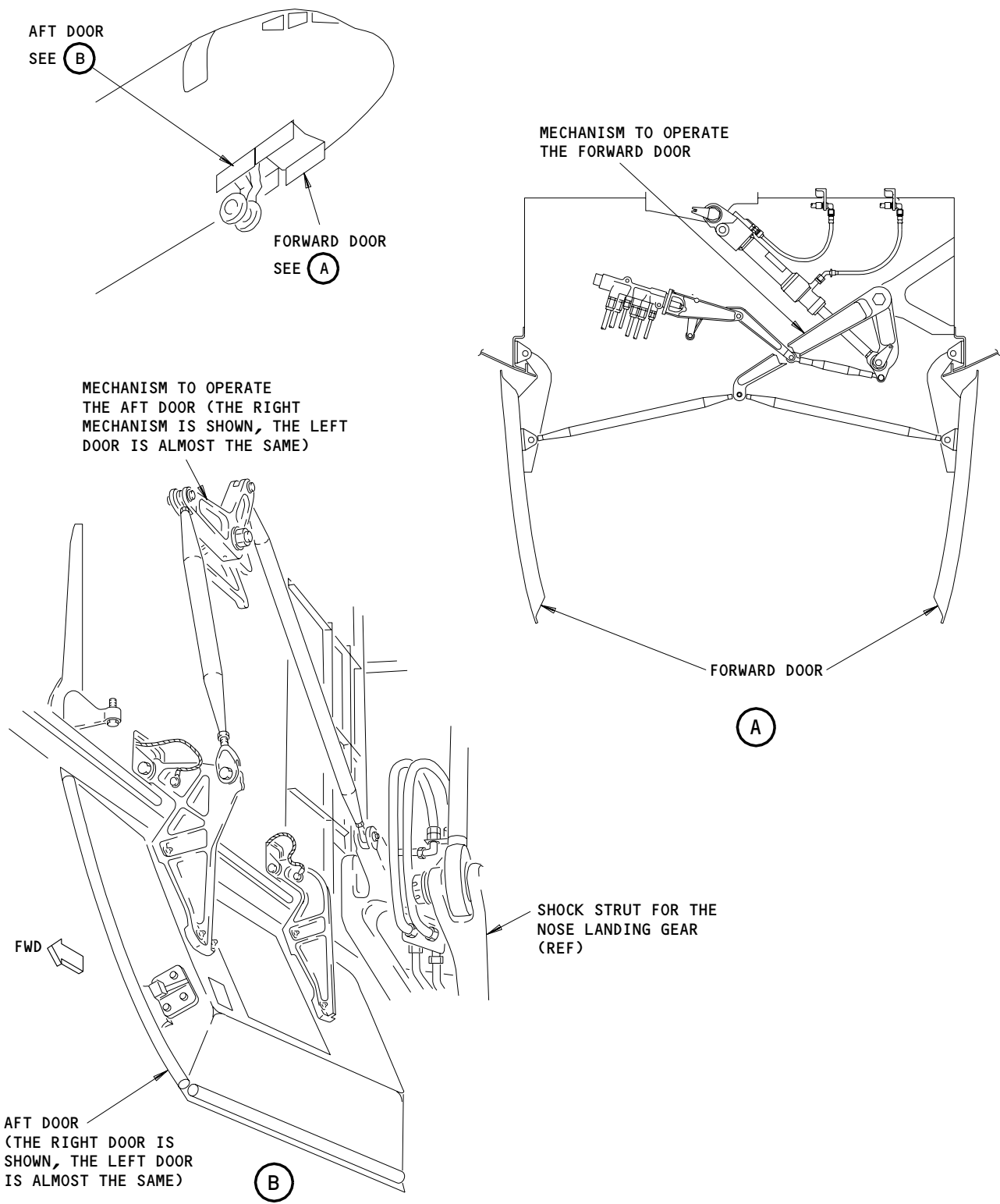
Nose landing Gear and Doors - Component Location  
Figure 102 (Sheet 1)

|             |  |
|-------------|--|
| EFFECTIVITY |  |
| ALL         |  |

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

|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

32-20-00



**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL

EXTENSION AND RETRACTION

| COMPONENT  | FIG.<br>102<br>SHT | QTY | ACCESS/AREA   | AMM<br>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,<br>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,<br>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<br>RETRACTION CONTROL      | 13                 | 4   | FROM CONTROL LEVER QUADRANT,<br>AFT TO SELECTOR VALVE IN RIGHT<br>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,<br>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<br>MODULE  | *                |
| SWITCH - ALL DOORS OPEN, S10190                                | 12                 | 1   | 198PR, LANDING GEAR DOOR GROUND<br>CONTROL ACCESS PANEL, P72                      | *                |
| SWITCH - ALL DOORS OPEN ARM, S10191                            | 12                 | 1   | 198PR, LANDING GEAR DOOR GROUND<br>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,<br>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)

EFFECTIVITY

ALL

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683287

**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL

| 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)

EFFECTIVITY

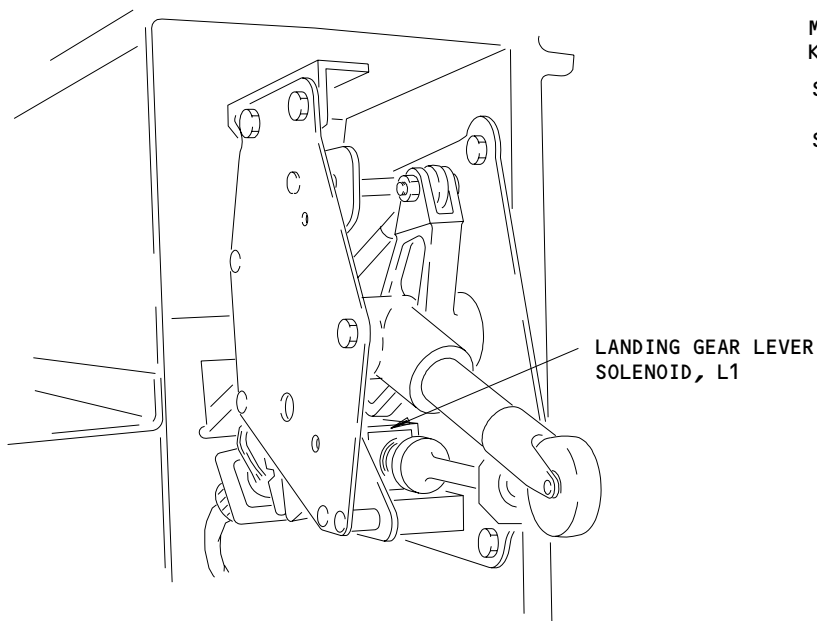
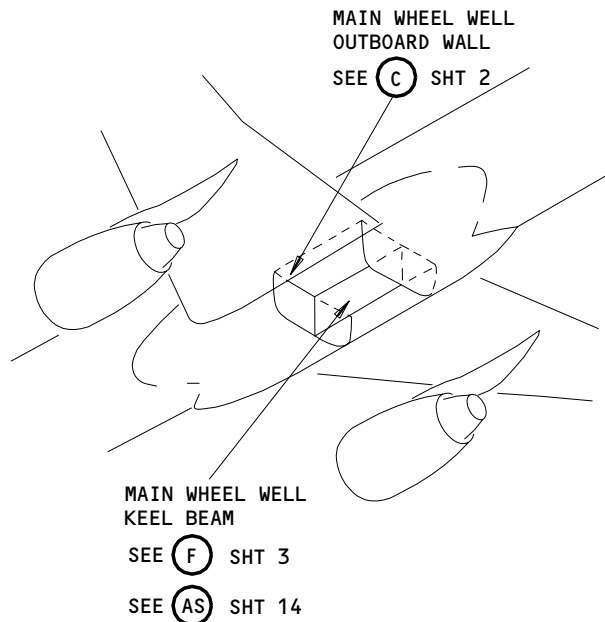
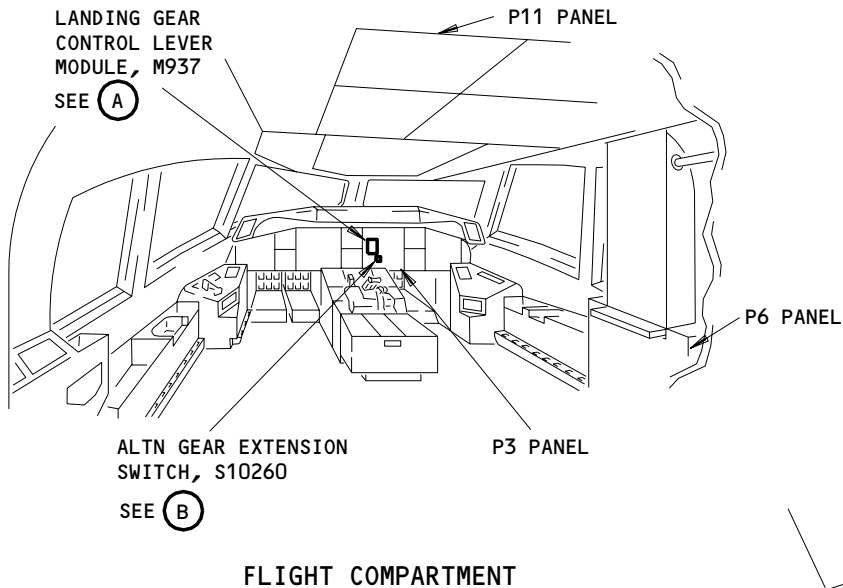
ALL

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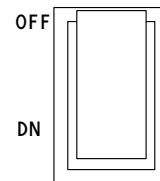
**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL



LANDING GEAR CONTROL LEVER MODULE, M937

(A)

ALTN GEAR EXTENSION SWITCH, S10260



(B)

Component Location  
Figure 102 (Sheet 1)

EFFECTIVITY

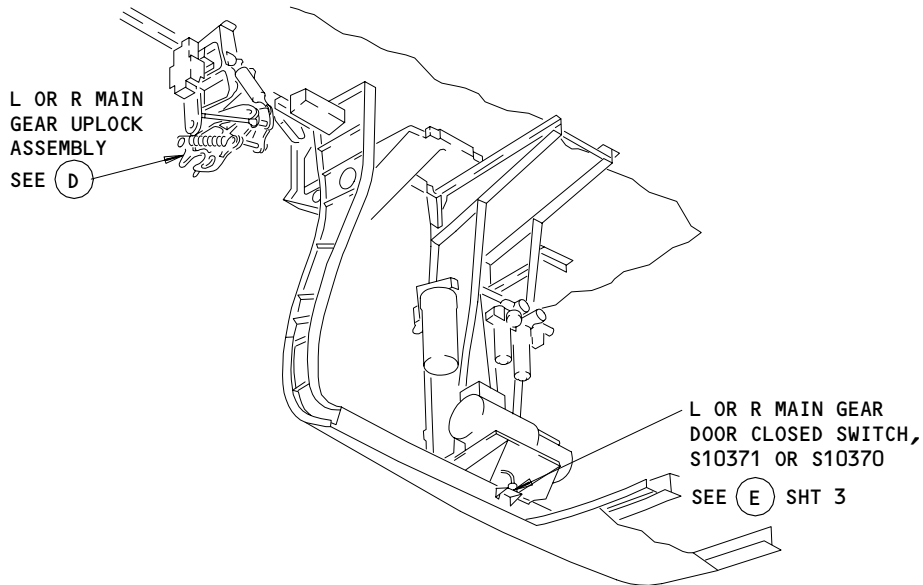
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Mar 20/97

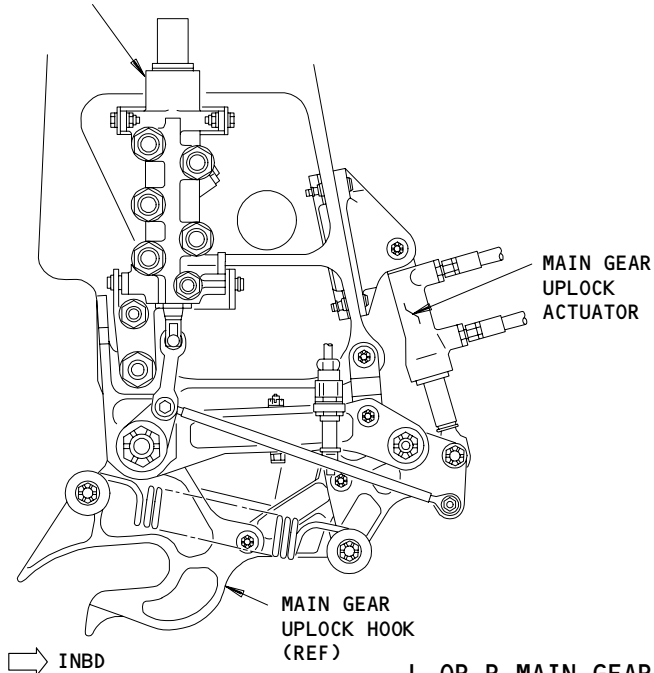
G39358



LEFT MAIN WHEEL WELL OUTBOARD WALL (RIGHT SIMILAR)

(C) FROM SHT 1

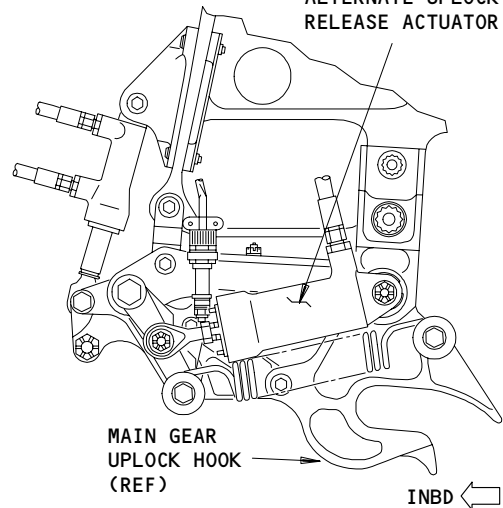
MAIN GEAR UPLOCK-OPERATED SEQUENCE VALVE



L OR R MAIN GEAR UPLOCK ASSEMBLY

(D)

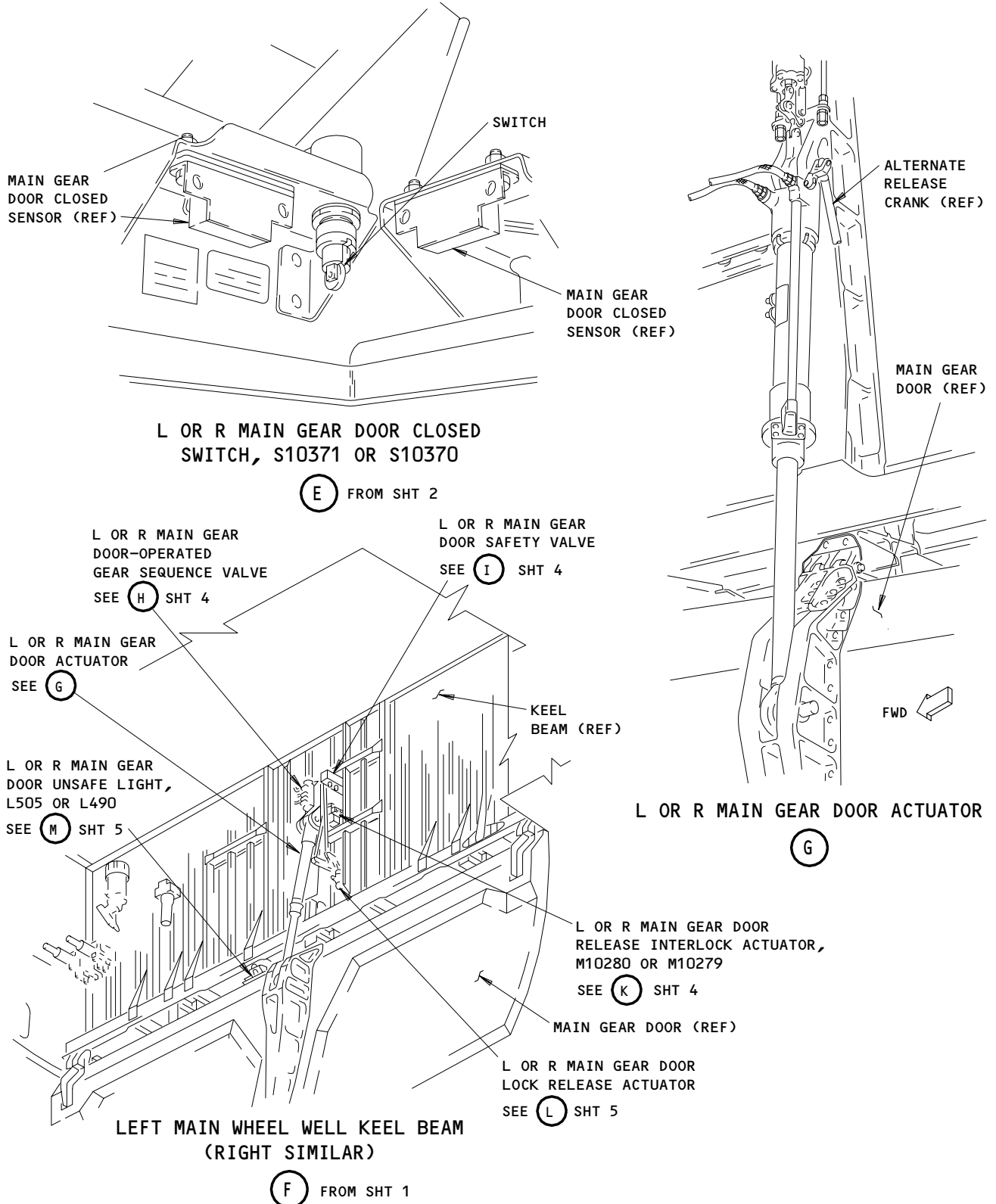
MAIN GEAR ALTERNATE UPLOCK RELEASE ACTUATOR



Component Location  
Figure 102 (Sheet 2)

|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

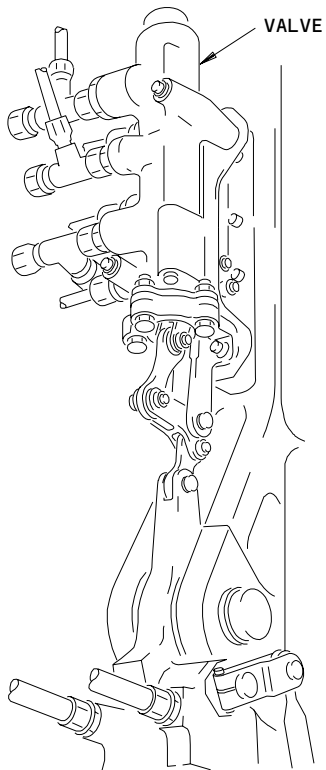
32-30-00



Component Location  
Figure 102 (Sheet 3)

|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

32-30-00

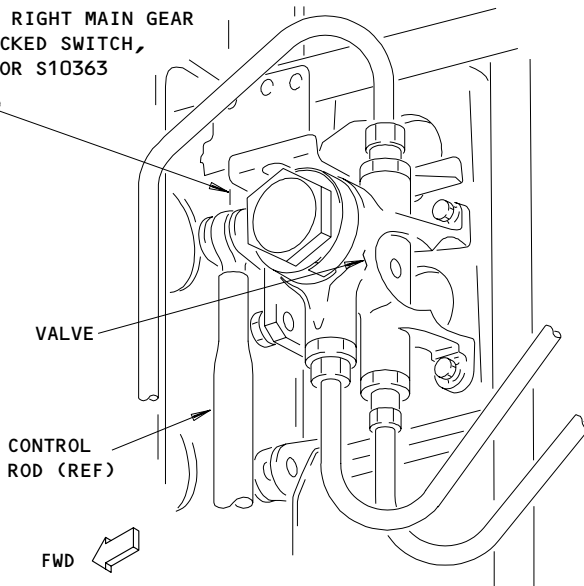


LEFT OR RIGHT MAIN GEAR DOOR-OPERATED GEAR SEQUENCE VALVE

(H) FROM SHT 3

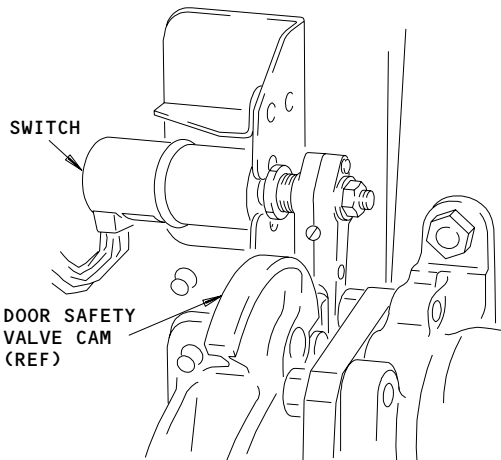
LEFT OR RIGHT MAIN GEAR DOOR LOCKED SWITCH, S10364 OR S10363

SEE (J)



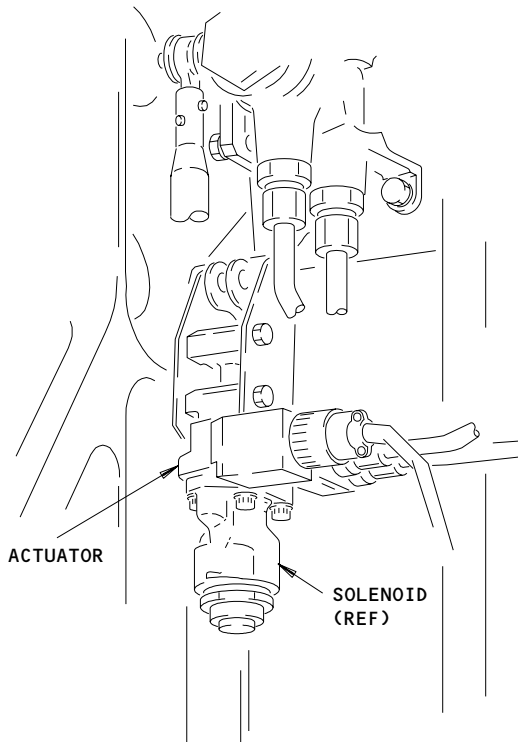
LEFT OR RIGHT MAIN GEAR DOOR SAFETY VALVE

(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

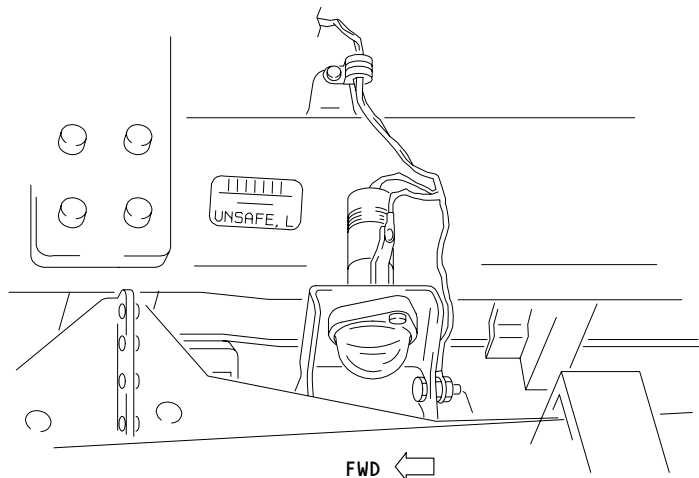
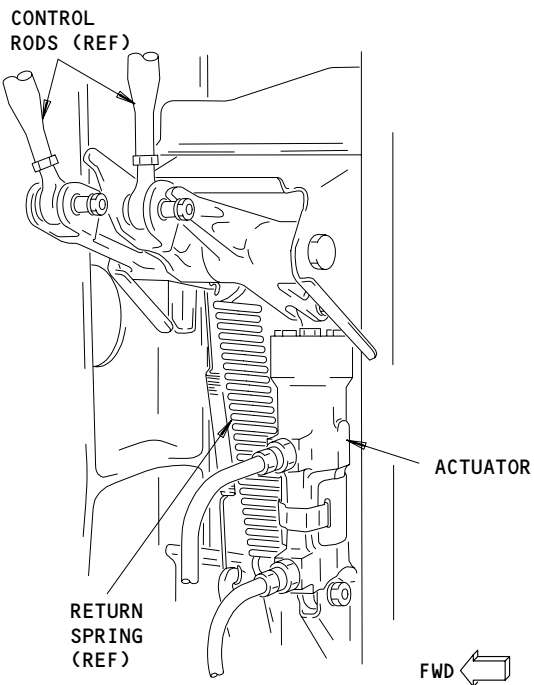
(K) FROM SHT 3

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

EFFECTIVITY

ALL

32-30-00

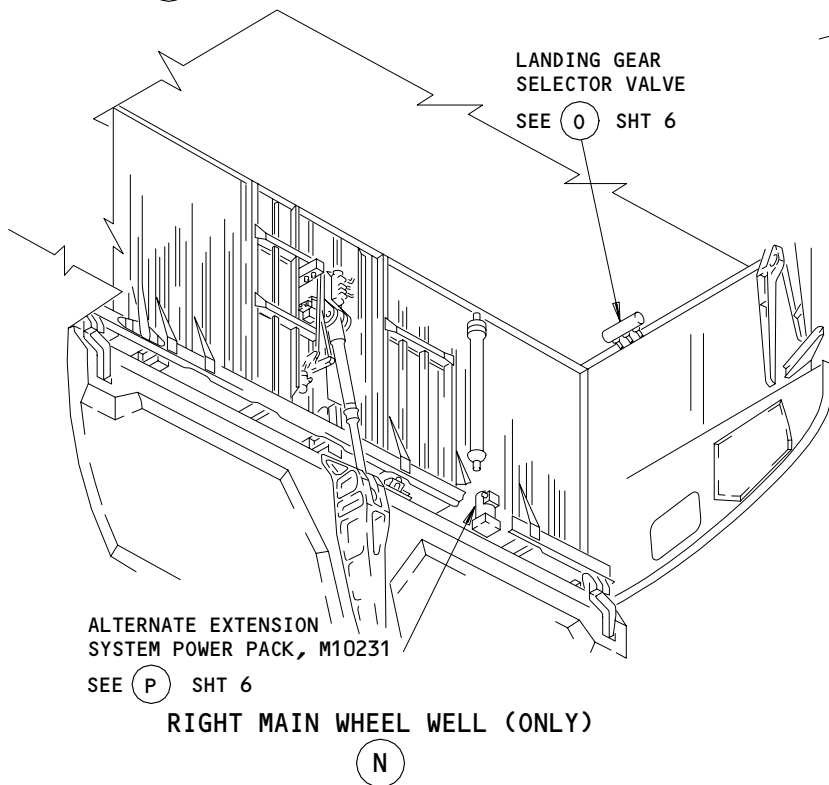
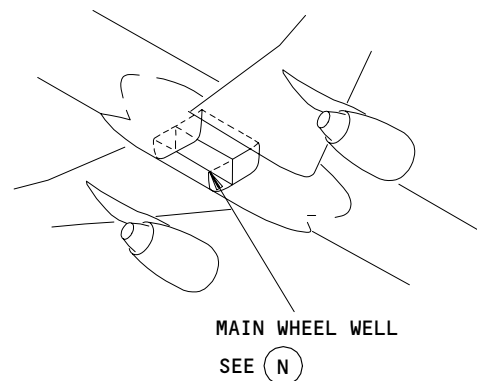


L OR R MAIN GEAR  
DOOR UNSAFE LIGHT, L505 OR L490

(M) FROM SHT 3

L OR R MAIN GEAR DOOR LOCK  
RELEASE ACTUATOR

(L) FROM SHT 3



Component Location  
Figure 102 (Sheet 5)

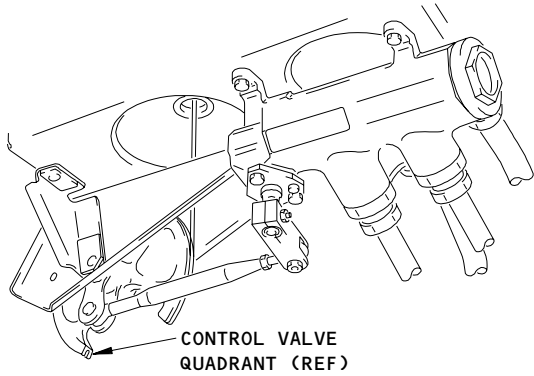
EFFECTIVITY

ALL

32-30-00

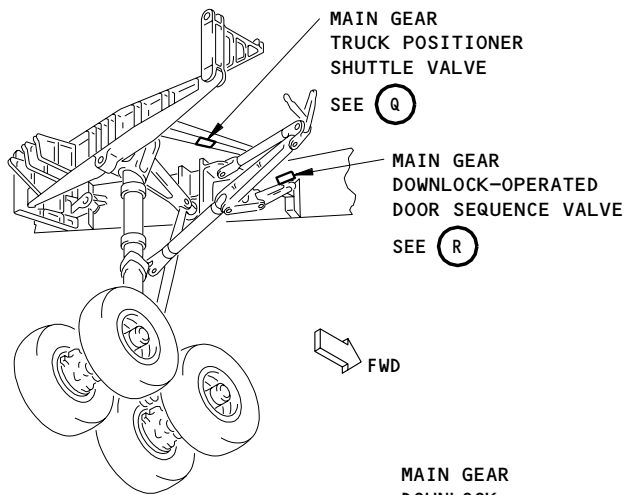
01

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CONTROL VALVE QUADRANT (REF)  
**LANDING GEAR SELECTOR VALVE**

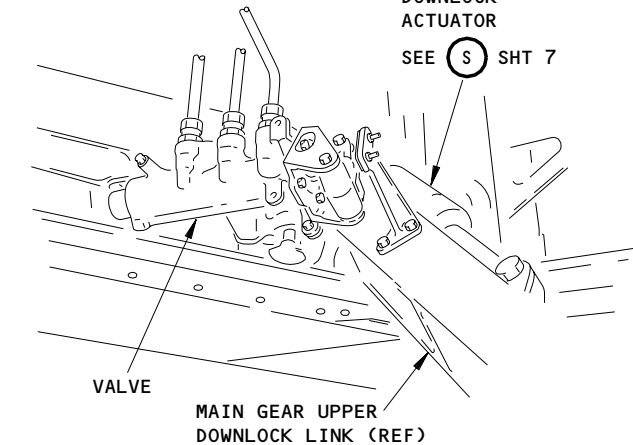
0 FROM SHT 5



MAIN GEAR TRUCK POSITIONER SHUTTLE VALVE  
SEE Q

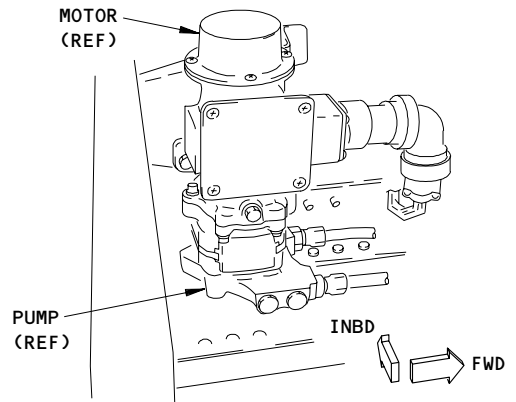
MAIN GEAR DOWNLOCK-OPERATED DOOR SEQUENCE VALVE  
SEE R

MAIN GEAR DOWNLOCK ACTUATOR  
SEE S SHT 7



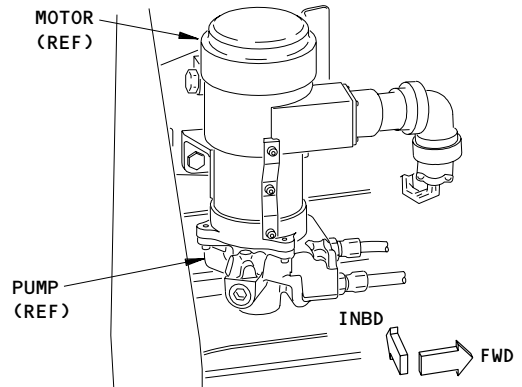
VALVE  
MAIN GEAR UPPER DOWNLOCK LINK (REF)  
**LEFT OR RIGHT MAIN GEAR DOWNLOCK-OPERATED DOOR SEQUENCE VALVE**

R



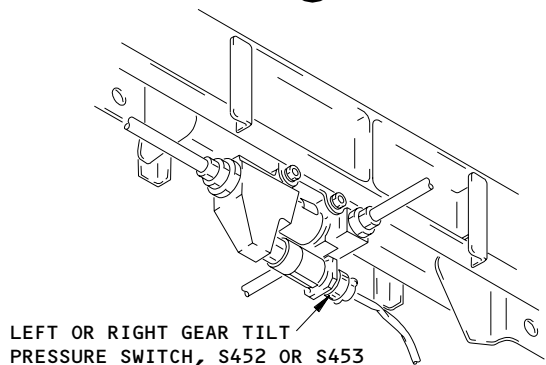
**FRISBY ALTERNATE EXTENSION SYSTEM POWER PACK, M10231**

P FROM SHT 5



**DOWTY ROTAL ALTERNATE EXTENSION SYSTEM POWER PACK, M10231**

P FROM SHT 5



LEFT OR RIGHT GEAR TILT PRESSURE SWITCH, S452 OR S453  
**LEFT OR RIGHT MAIN GEAR TRUCK POSITIONER SHUTTLE VALVE**

Q

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

EFFECTIVITY

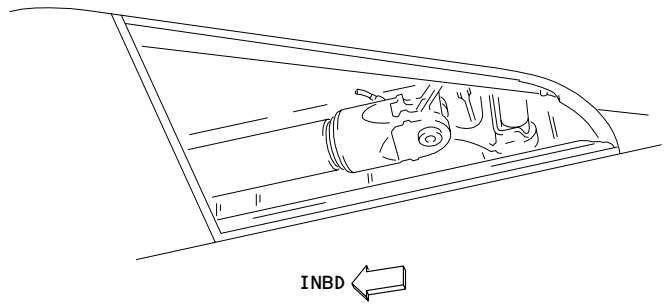
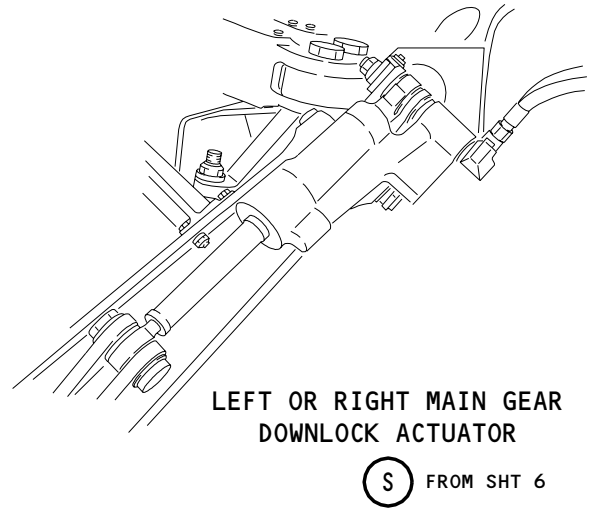
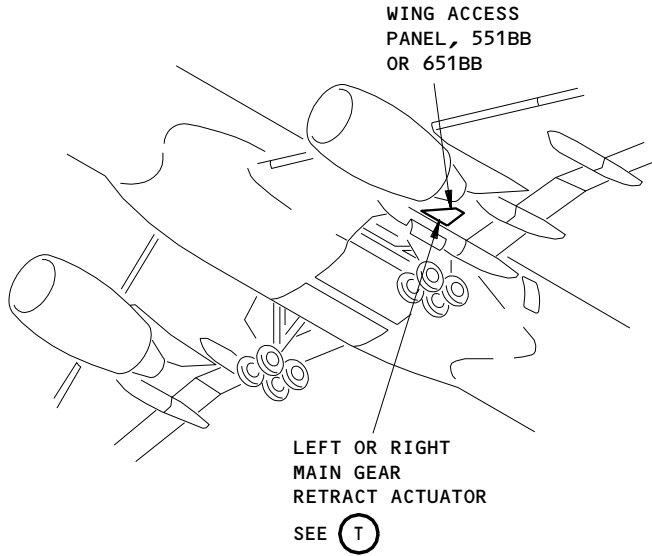
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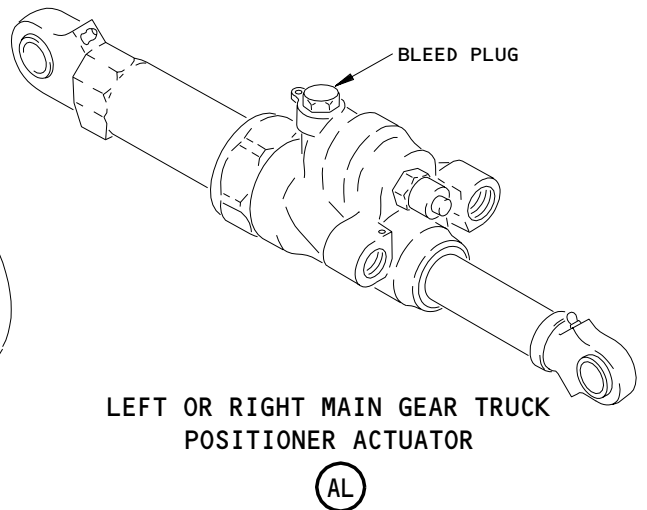
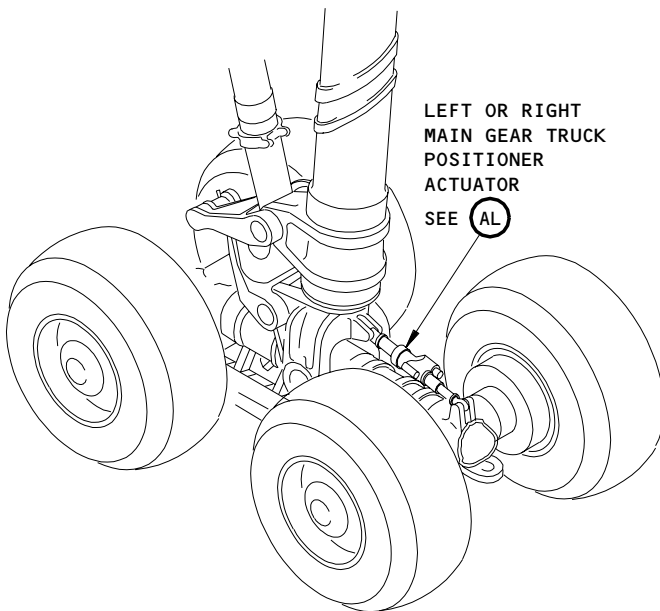
01

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LEFT OR RIGHT MAIN GEAR RETRACT ACTUATOR  
(T)

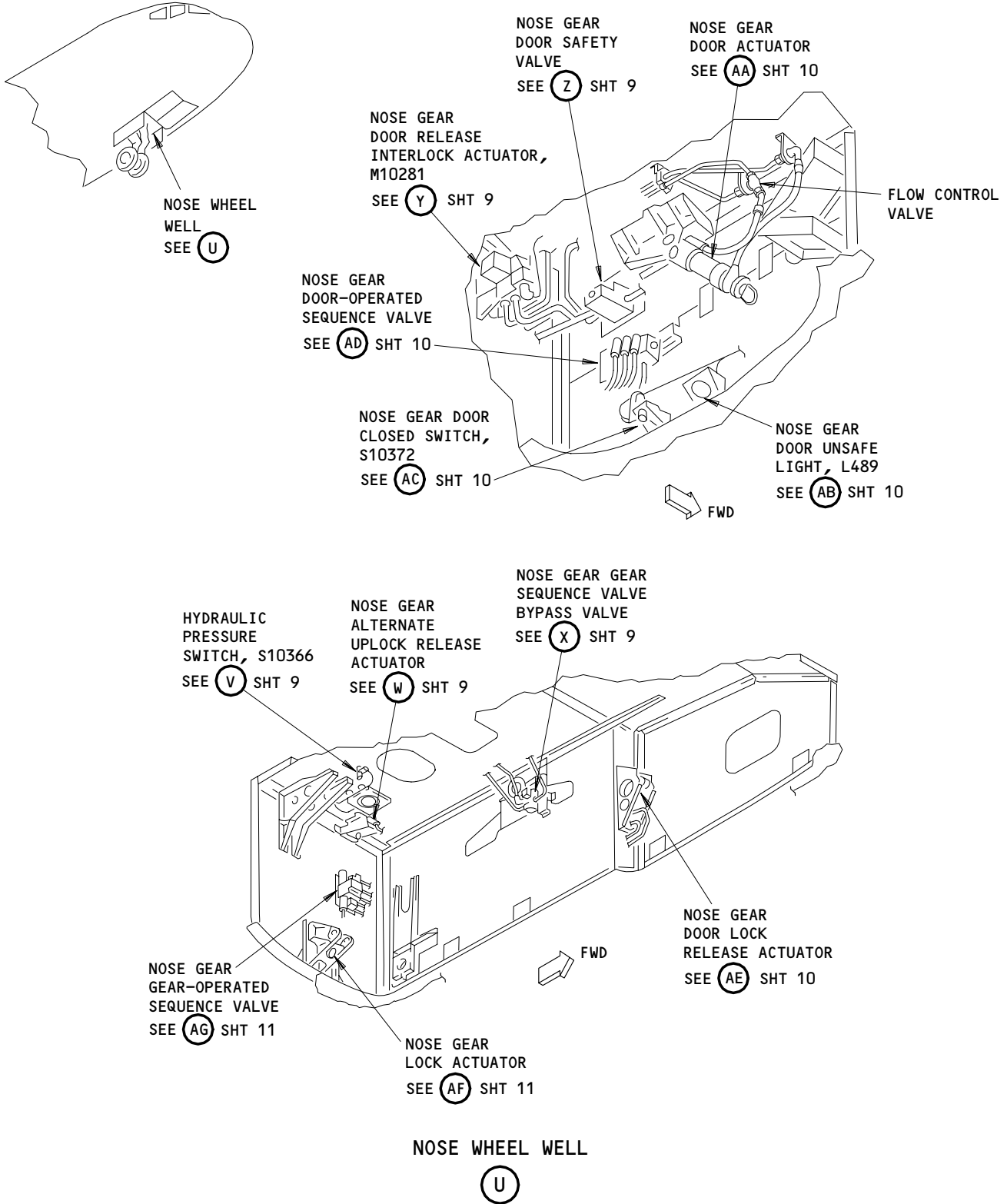


Extension and Retraction - Component Location  
Figure 102 (Sheet 7)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

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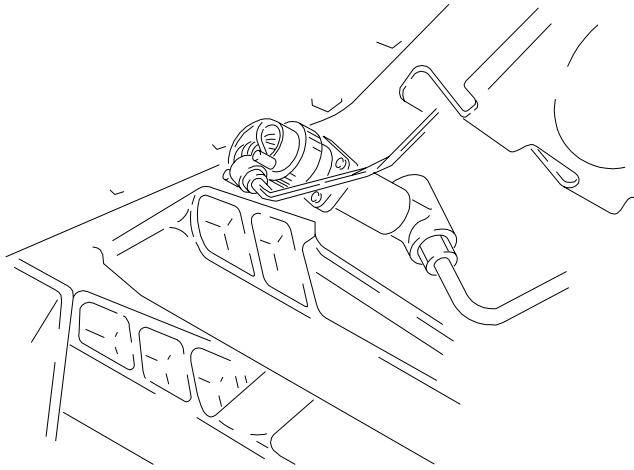
**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL



Component Location  
Figure 102 (Sheet 8)

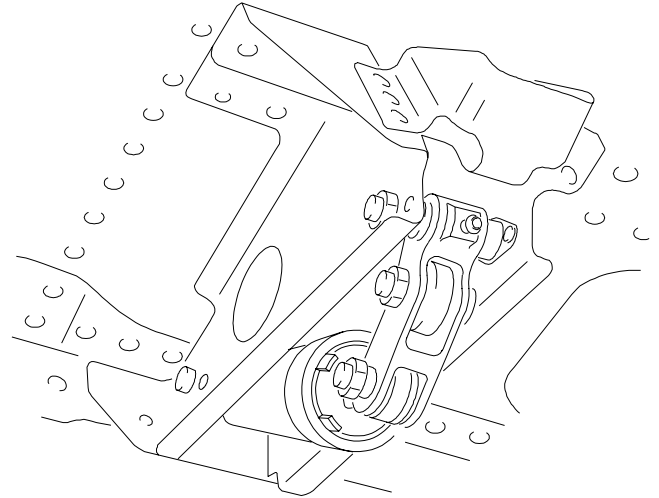
|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

32-30-00



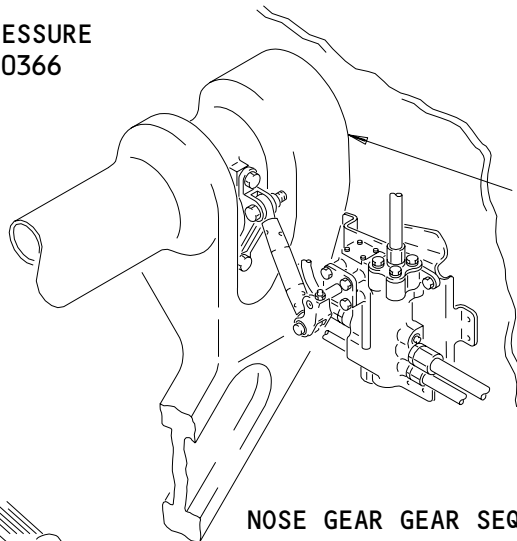
HYDRAULIC PRESSURE SWITCH, S10366

(V)

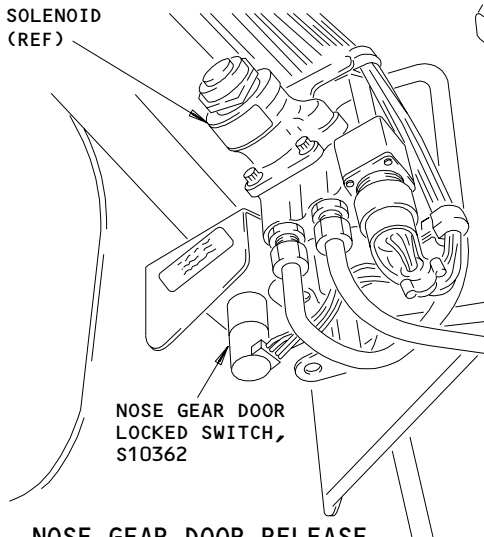


NOSE GEAR ALTERNATE UPLOCK RELEASE ACTUATOR

(W)



NOSE GEAR UPPER DRAG STRUT (REF)



SOLENOID (REF)

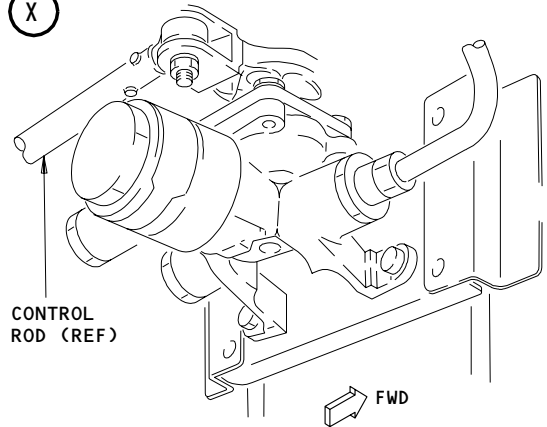
NOSE GEAR DOOR LOCKED SWITCH, S10362

NOSE GEAR DOOR RELEASE INTERLOCK ACTUATOR

(Y)

NOSE GEAR GEAR SEQUENCE VALVE BYPASS VALVE

(X)



CONTROL ROD (REF)

NOSE GEAR DOOR SAFETY VALVE

(Z)

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

EFFECTIVITY

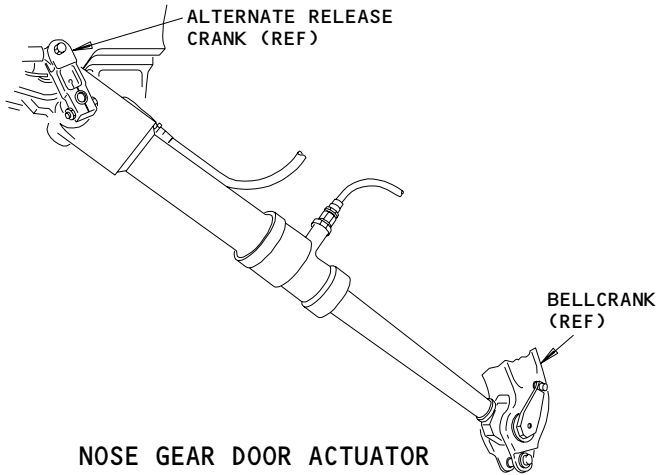
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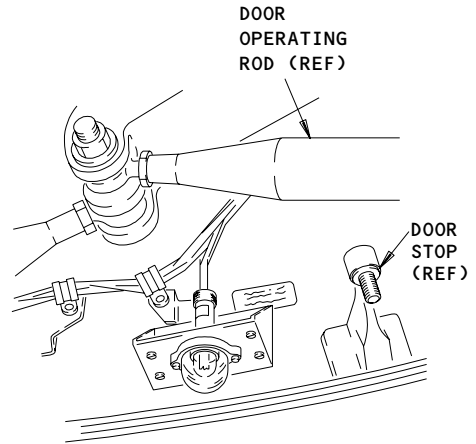
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**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL



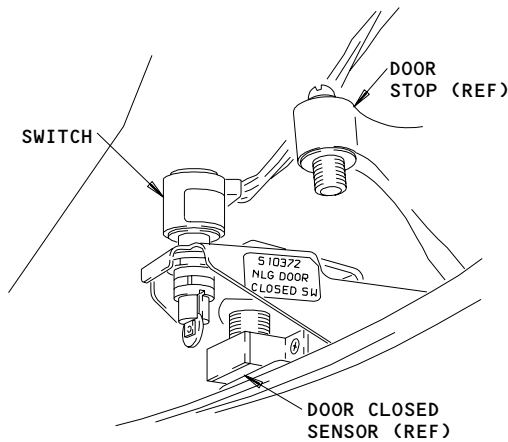
NOSE GEAR DOOR ACTUATOR

AA



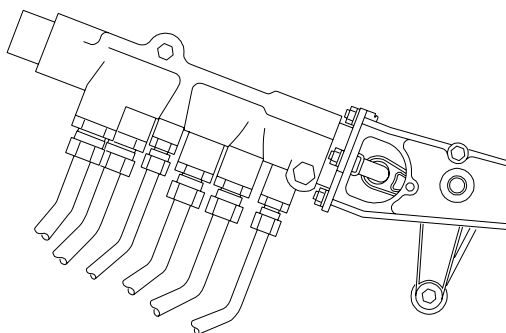
NOSE GEAR DOOR UNSAFE LIGHT, L489

AB



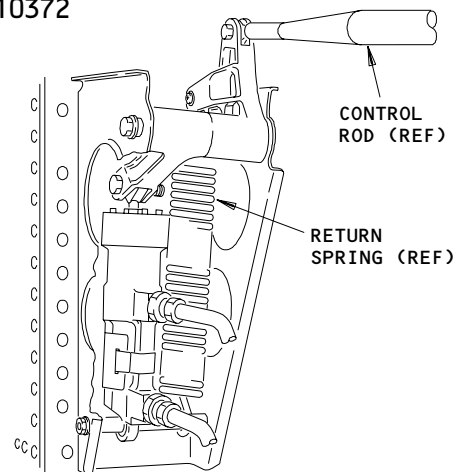
NOSE GEAR DOOR CLOSED SWITCH, S10372

AC



NOSE GEAR DOOR-OPERATED SEQUENCE VALVE

AD



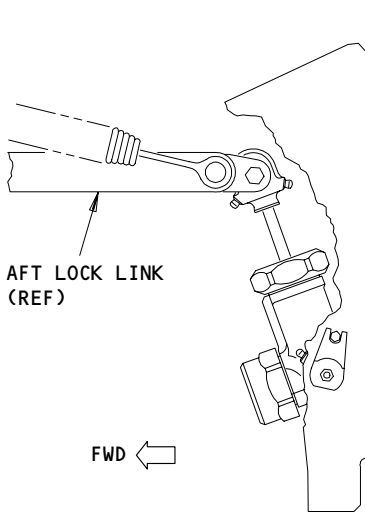
NOSE GEAR DOOR LOCK RELEASE ACTUATOR

AE

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

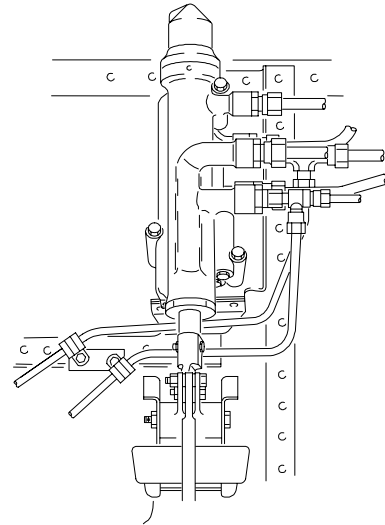
|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

**32-30-00**



**NOSE GEAR  
LOCK ACTUATOR**

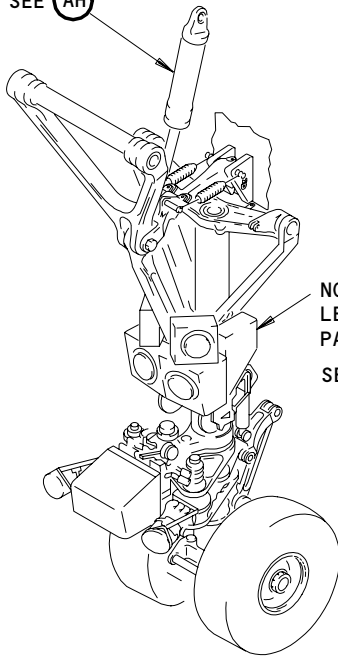
(AF) FROM SHT 8



**NOSE GEAR  
GEAR-OPERATED SEQUENCE VALVE**

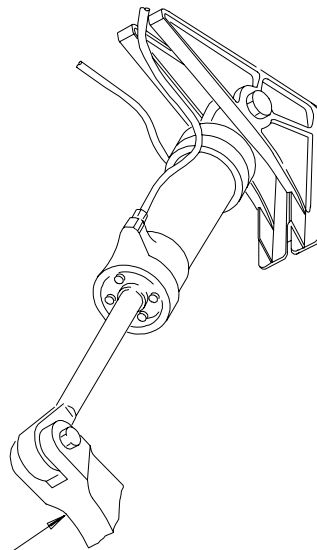
(AG) FROM SHT 8

NOSE GEAR  
RETRACT ACTUATOR  
SEE (AH)



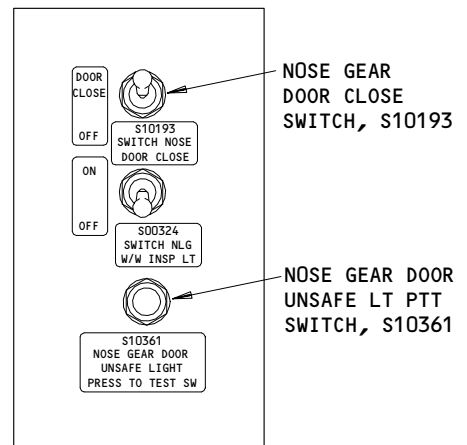
NOSE GEAR  
LEFT EQUIPMENT  
PANEL, P63  
SEE (AI)

SHOCK  
STRUT (REF)



**NOSE GEAR  
RETRACT ACTUATOR**

(AH)



**NOSE GEAR LEFT  
EQUIPMENT PANEL, P63**

(AI)

Component Location  
Figure 102 (Sheet 11)

EFFECTIVITY

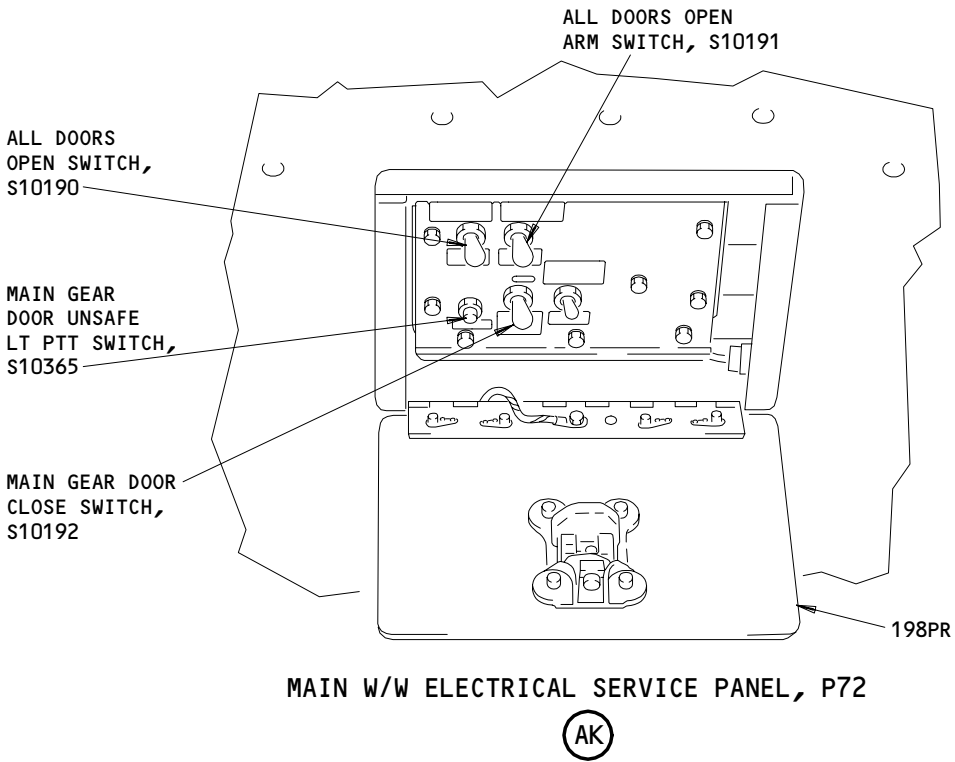
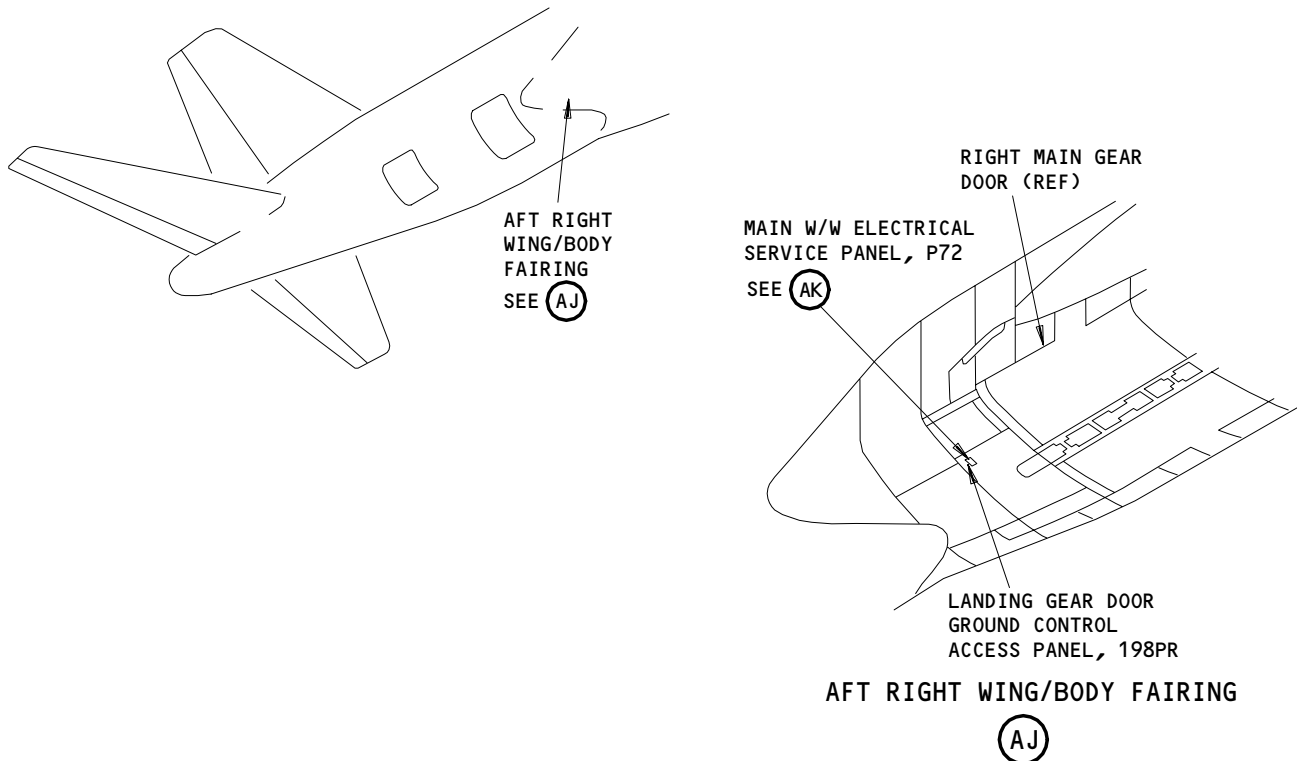
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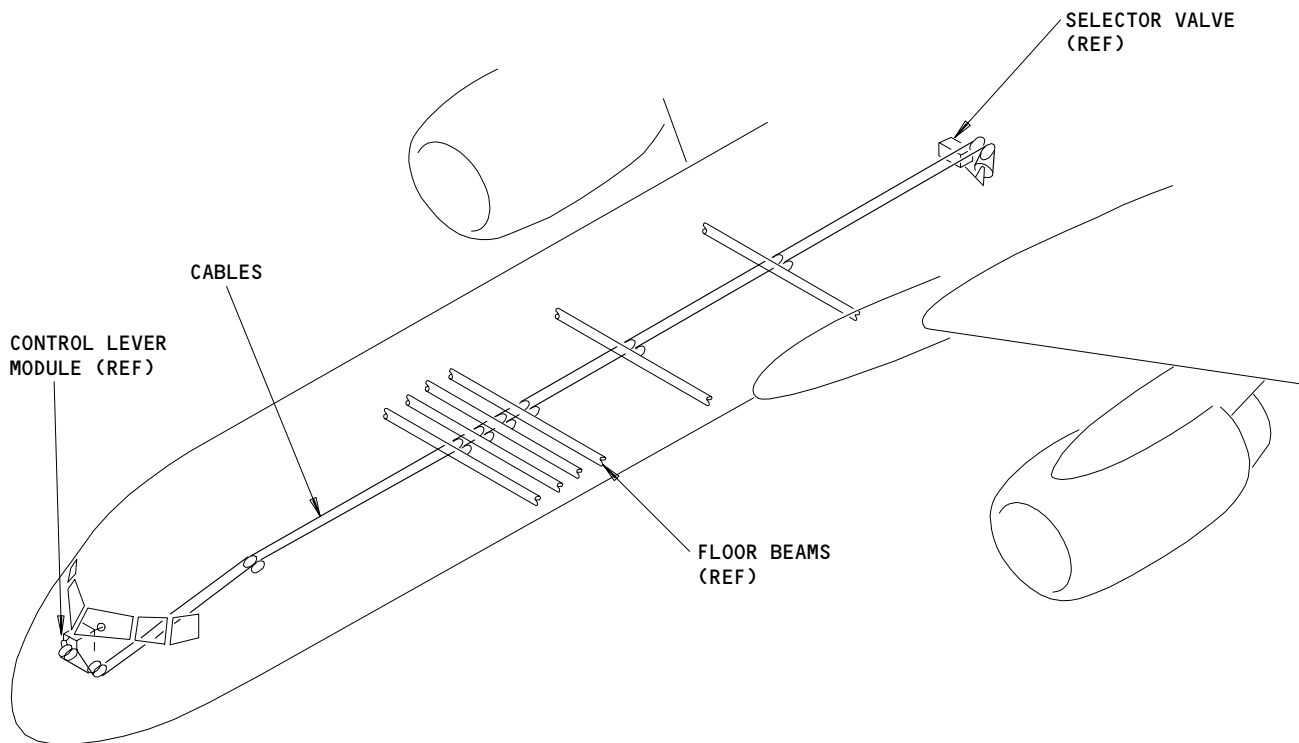
**BOEING**  
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FAULT ISOLATION/MAINT MANUAL



Component Location  
Figure 102 (Sheet 12)

|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

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LANDING GEAR EXTENSION AND  
RETRACTION CONTROL CABLES

Component Location  
Figure 102 (Sheet 13)

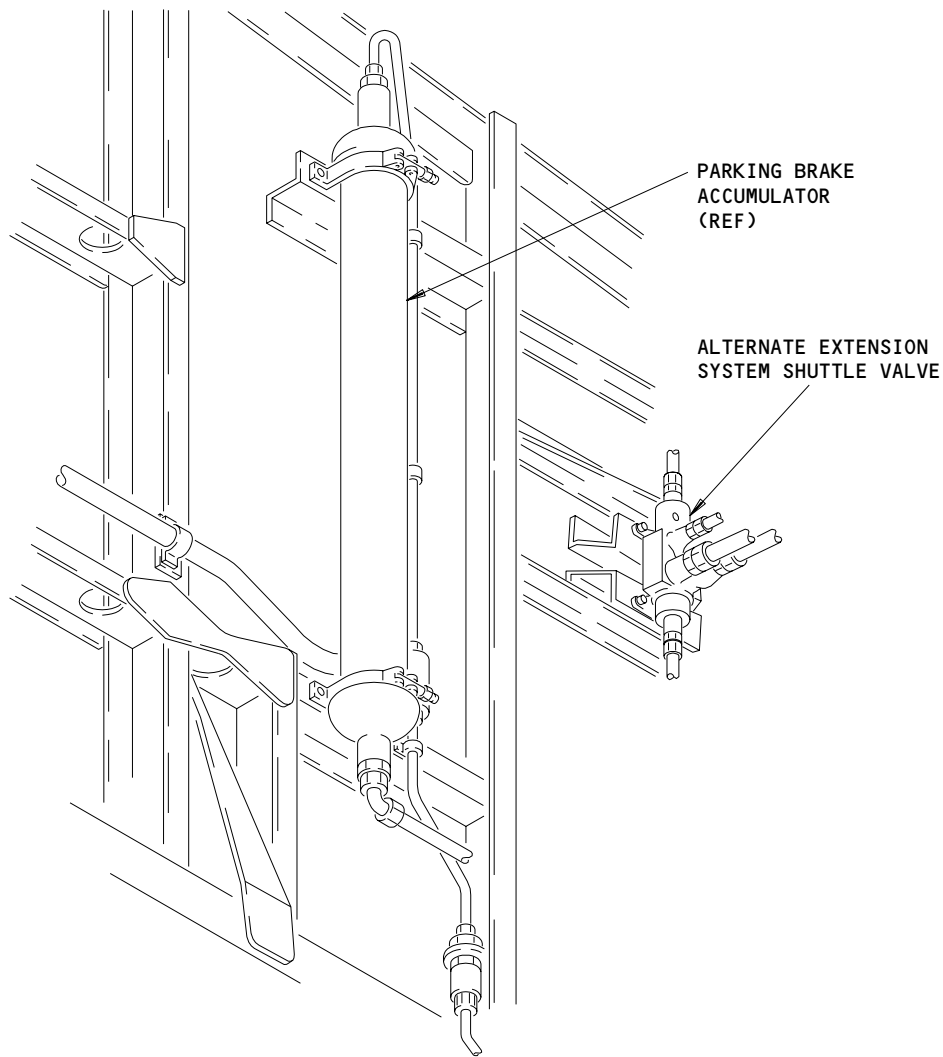
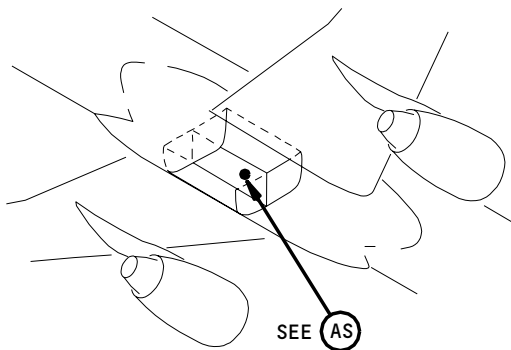
|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

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Component Location  
Figure 102 (Sheet 14)

|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

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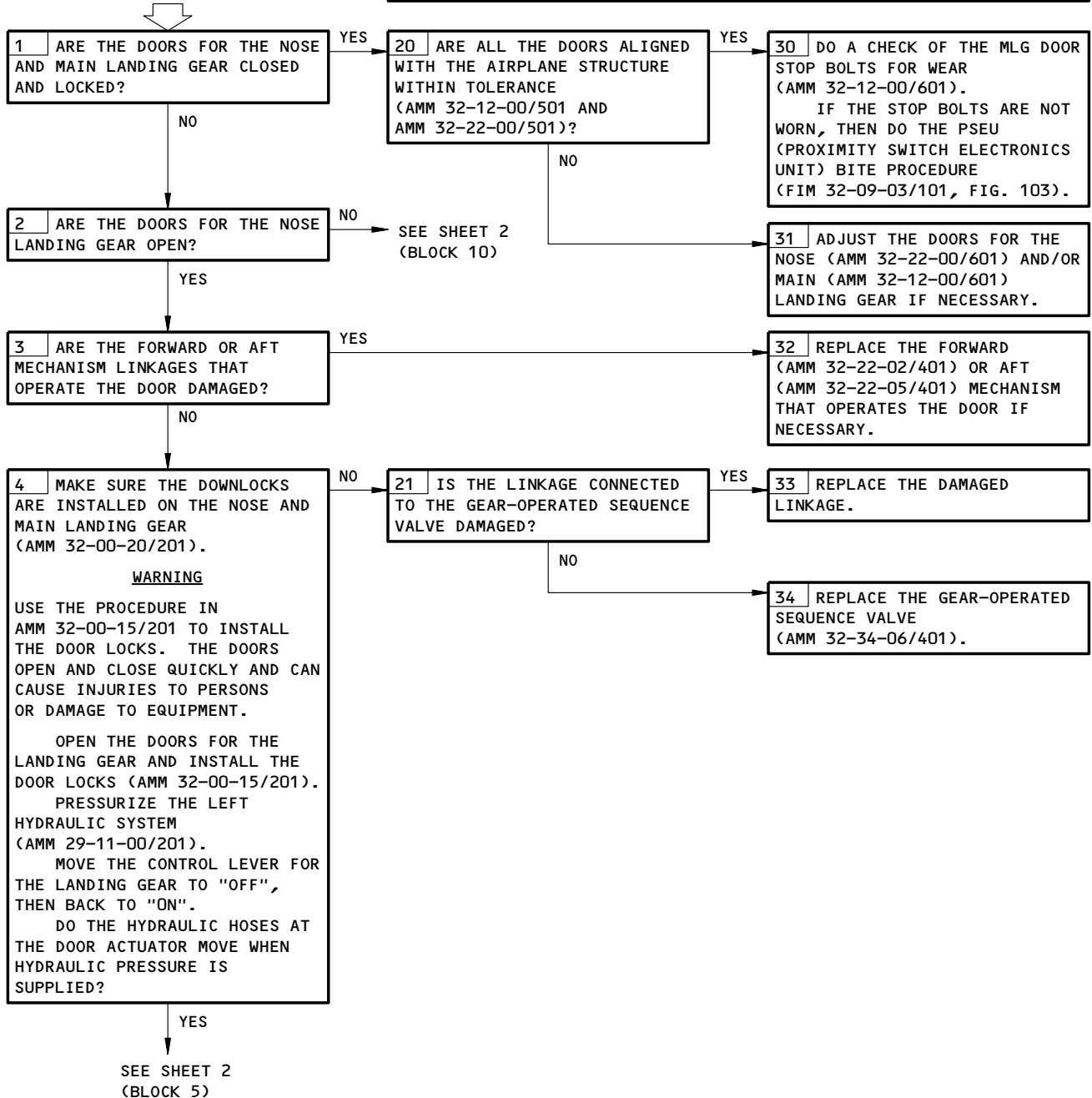


"EICAS" MSG "GEAR DOORS" DISPLAYED & "DOORS" AMBER LGT ILLUM WITH LDG GEAR INDICATING DOWN

**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)

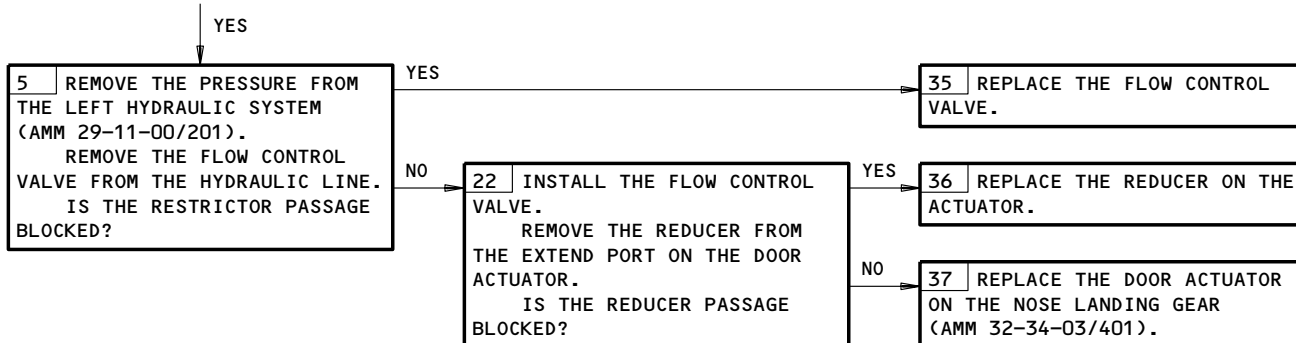


EICAS Msg GEAR DOORS Displayed & DOORS Amber Lgt Illu  
with Ldg Gear Indicating Down  
Figure 103 (Sheet 1)

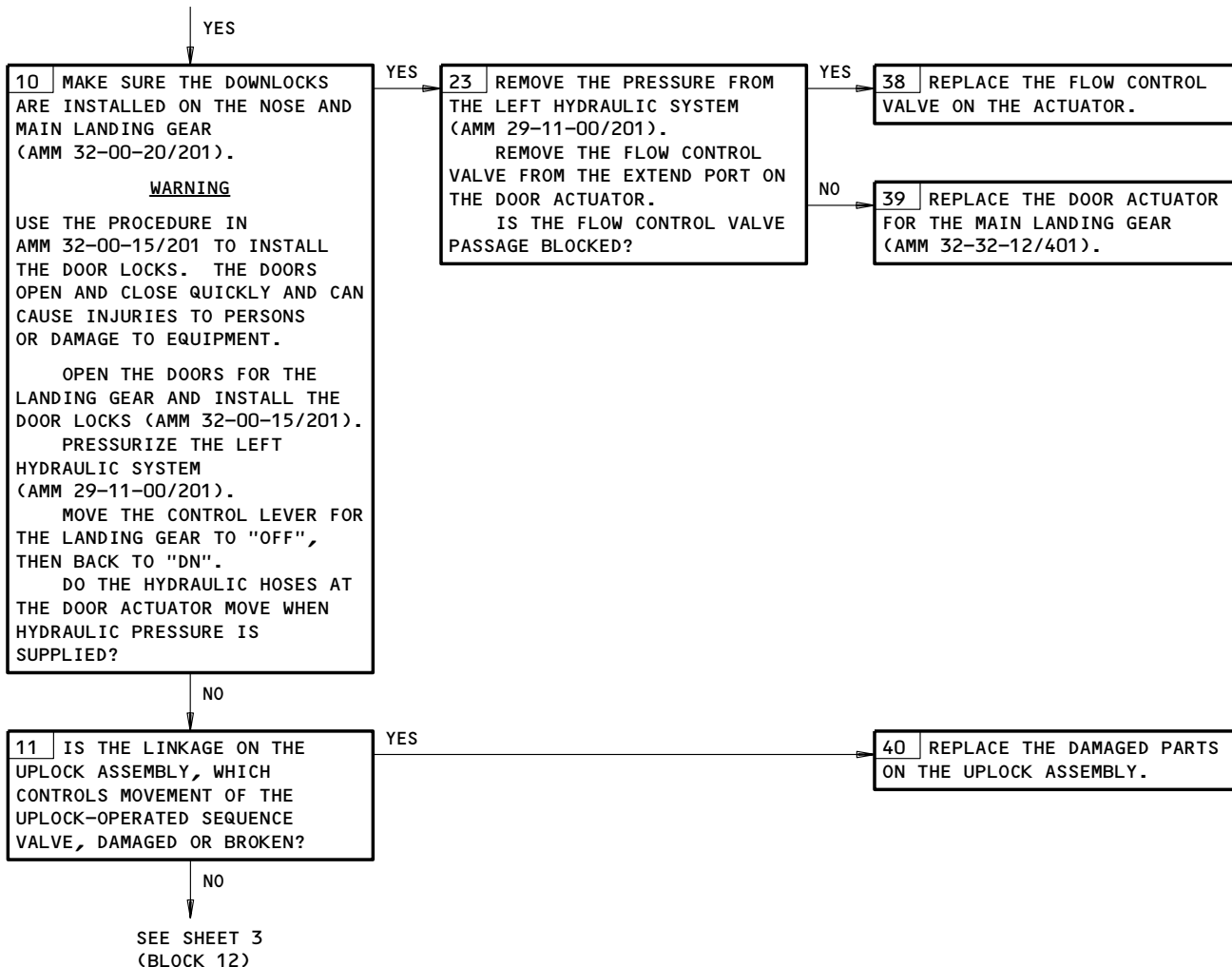
EFFECTIVITY ————  
ALL

**32-30-00**

FROM SHEET 1  
(BLOCK 4)



FROM SHEET 1  
(BLOCK 2)



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

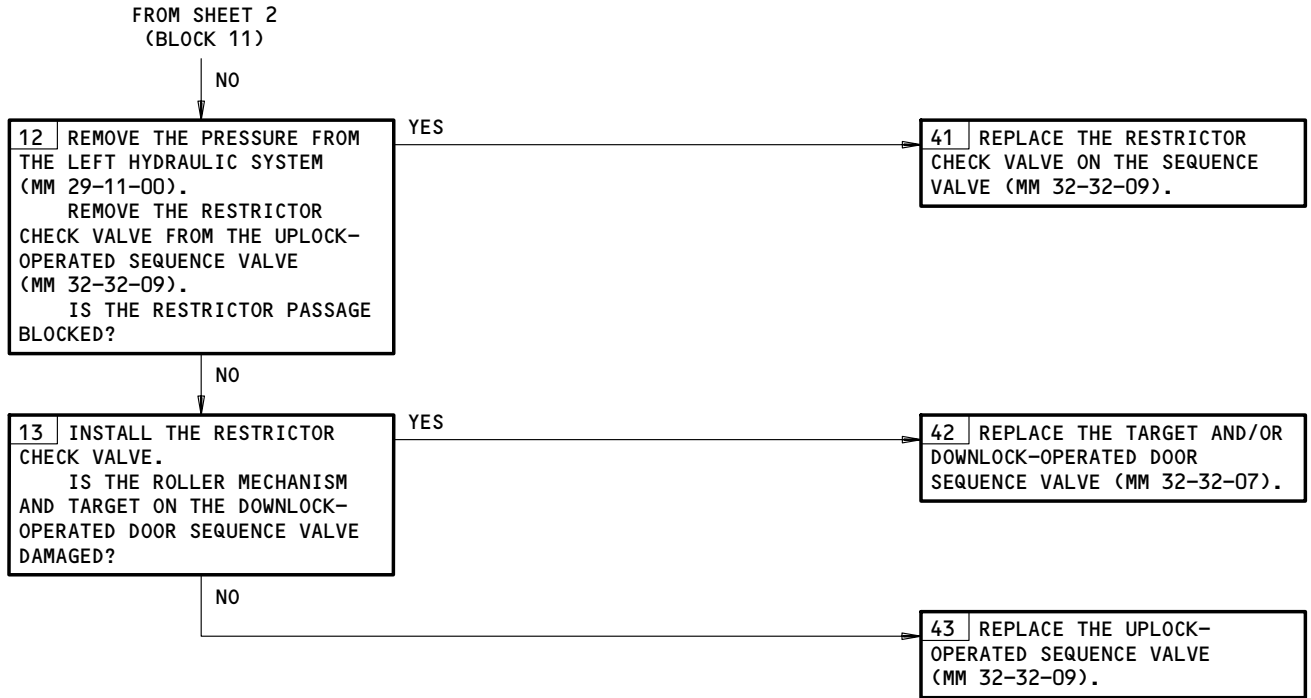
EFFECTIVITY

ALL

**32-30-00**

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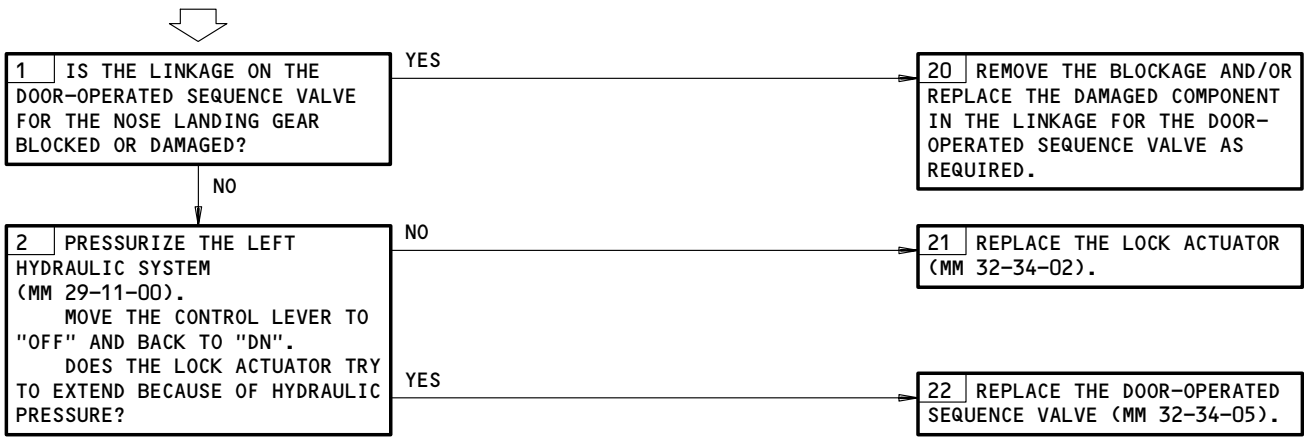
EICAS Msg GEAR DOORS Displayed & DOORS Amber Lgt Illum  
 with Ldg Gear Indicating Down  
 Figure 103 (Sheet 3)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-30-00

"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

EFFECTIVITY

|     |
|-----|
| ALL |
|-----|

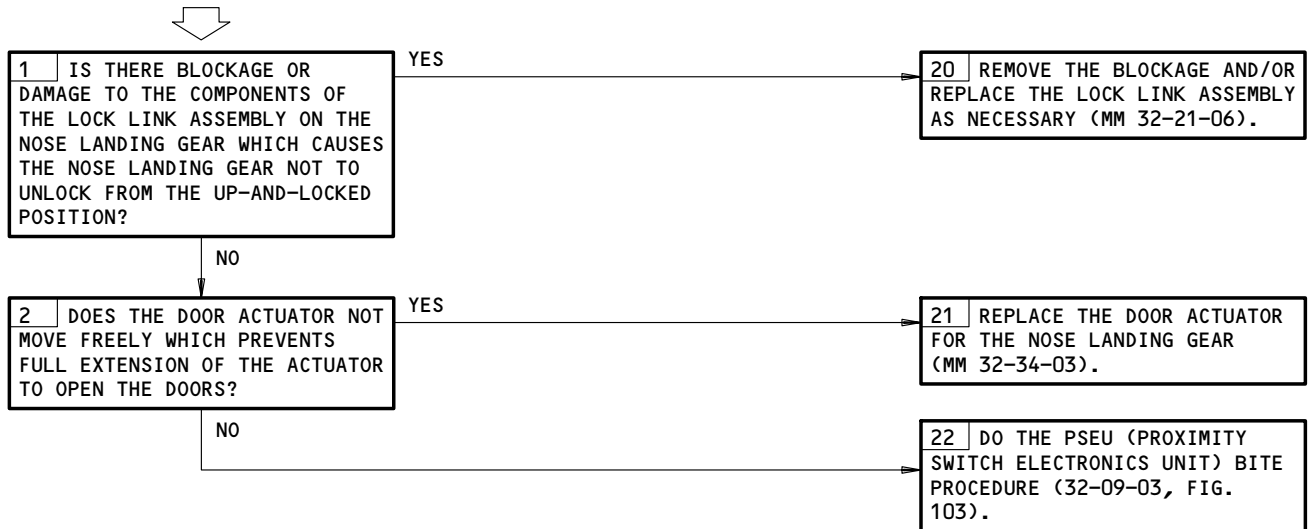
**32-30-00**

98101

"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

EFFECTIVITY

ALL

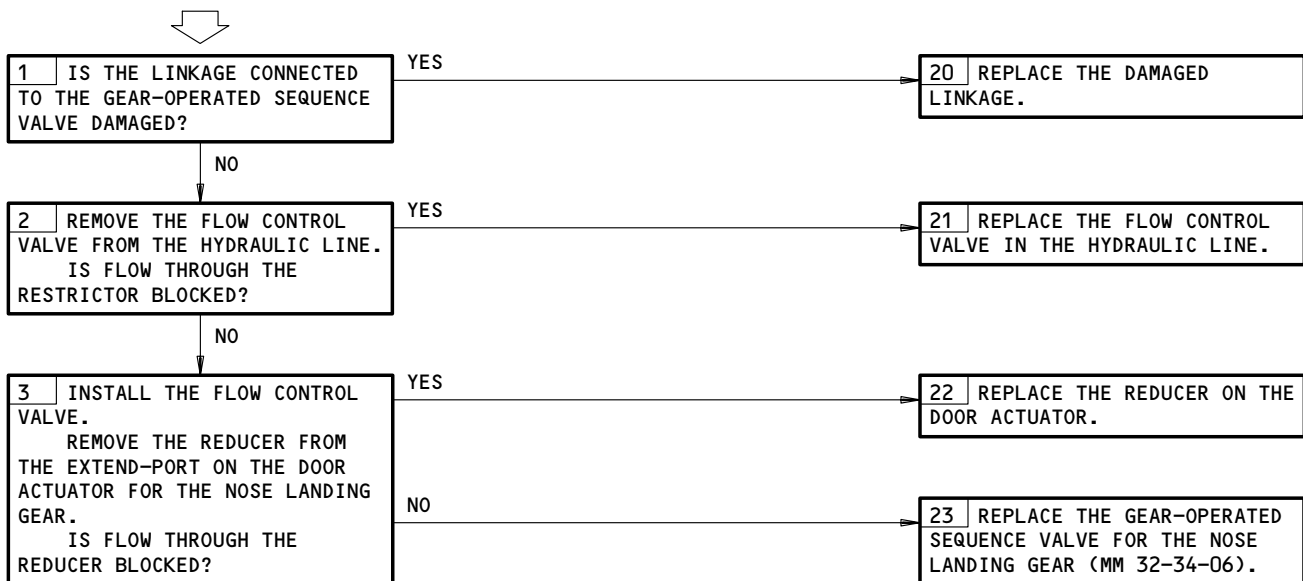
32-30-00

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"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

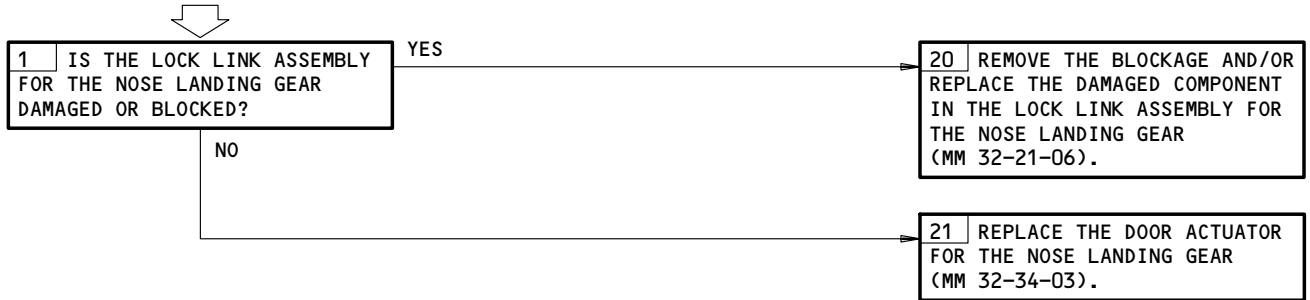
|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-30-00**

"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.

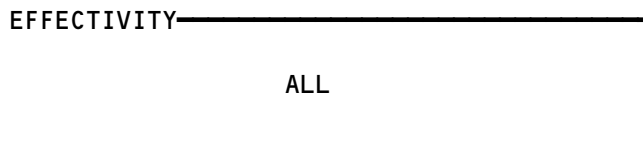
**PREREQUISITES**

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.

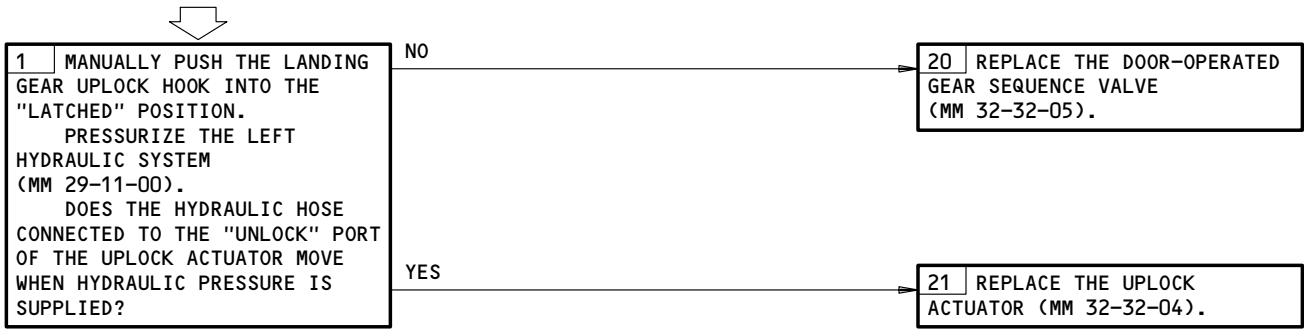
Figure 107



32-30-00

GEAR GREEN DN LGT  
FAILED TO ILLUM  
WITH GEAR HANDLE  
"DN". "EICAS" MSG  
"GEAR DISAGREE" &  
"GEAR DOORS" DIS-  
PLAYED. "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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

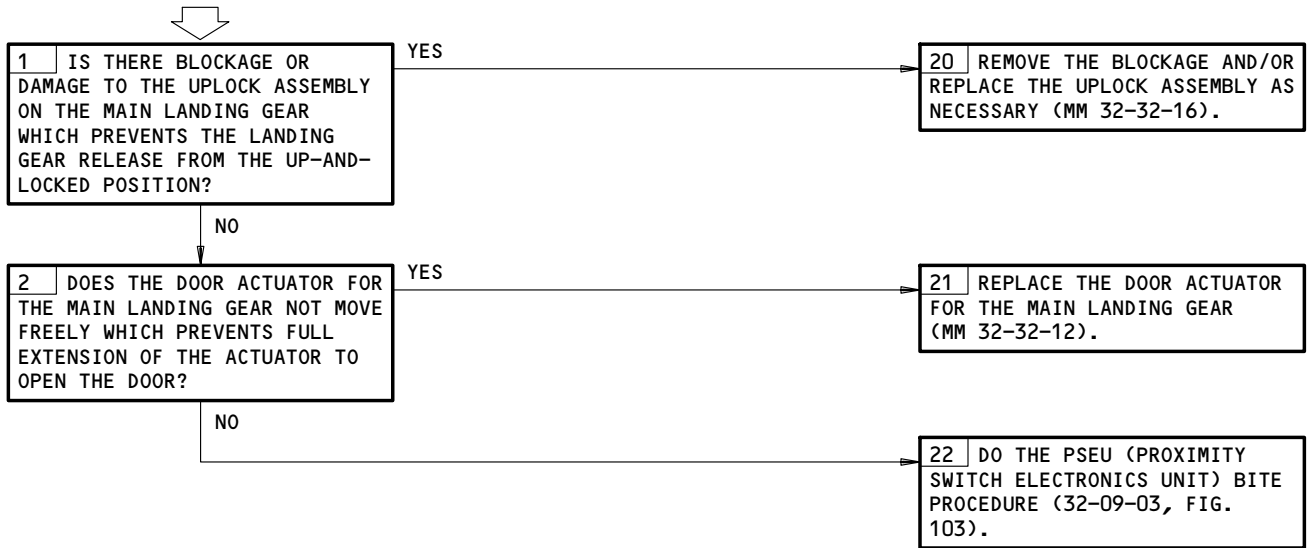
32-30-00



GEAR GREEN DN LGT  
FAILED TO ILLUM  
WITH GEAR HANDLE  
"DN". "EICAS" MSG  
"GEAR DISAGREE" &  
"GEAR DOORS" DIS-  
PLAYED. "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

EFFECTIVITY

ALL

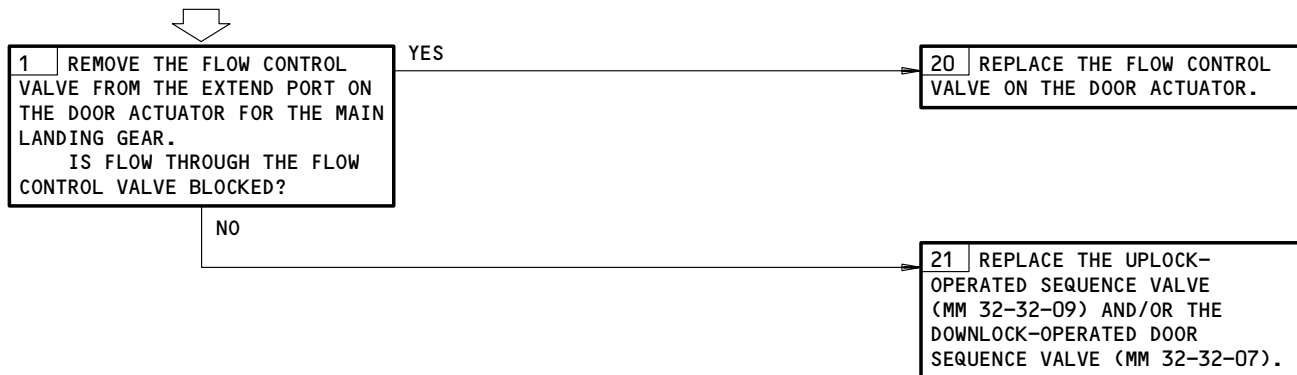
32-30-00

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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



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.

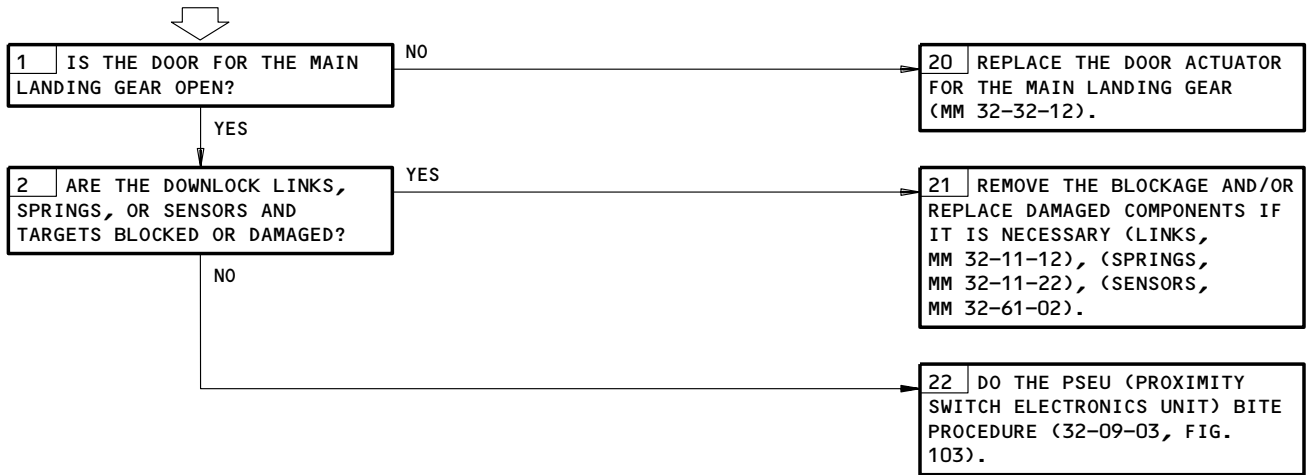
Figure 110

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-30-00

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.

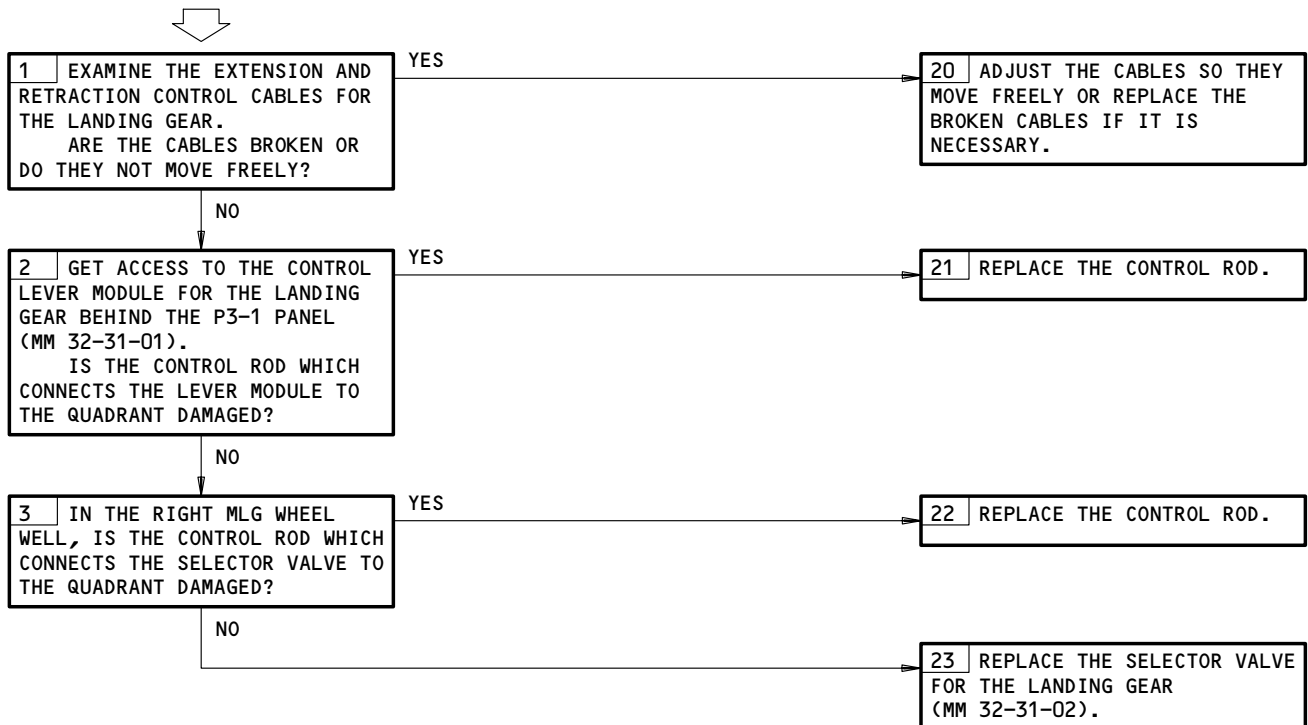
Figure 111

EFFECTIVITY \_\_\_\_\_  
ALL

**32-30-00**

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

|                                    |
|------------------------------------|
| <b>PREREQUISITES</b><br>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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

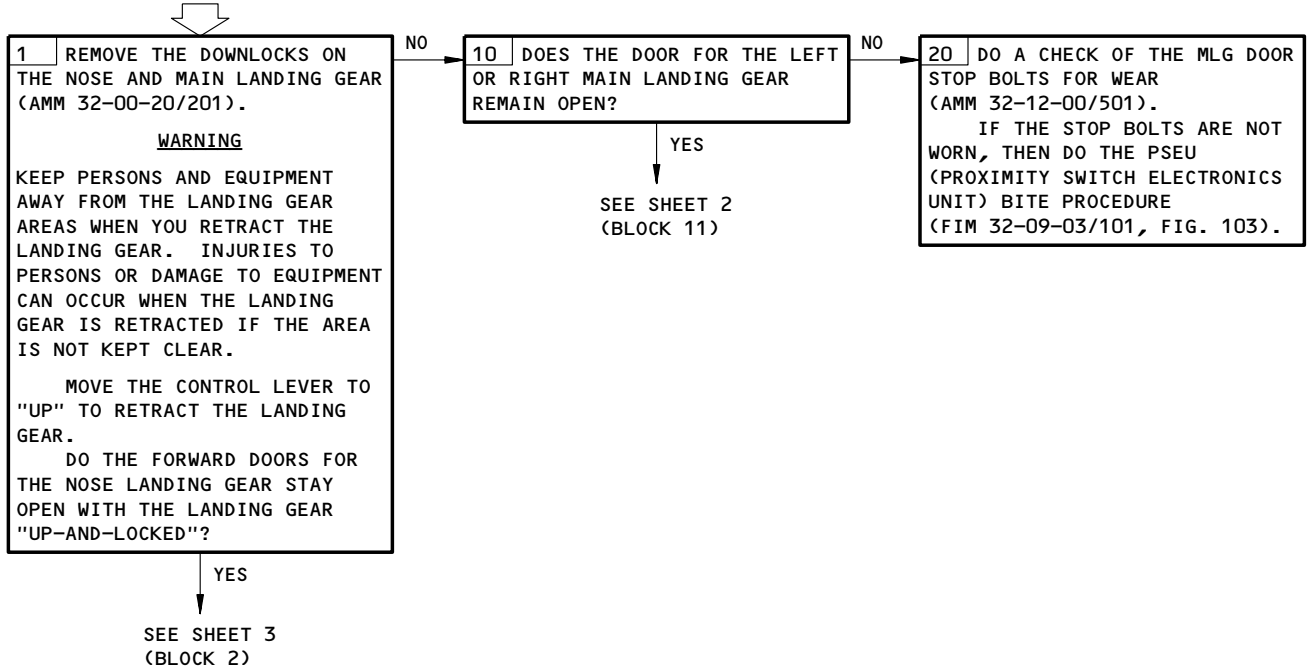
32-30-00

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

**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)



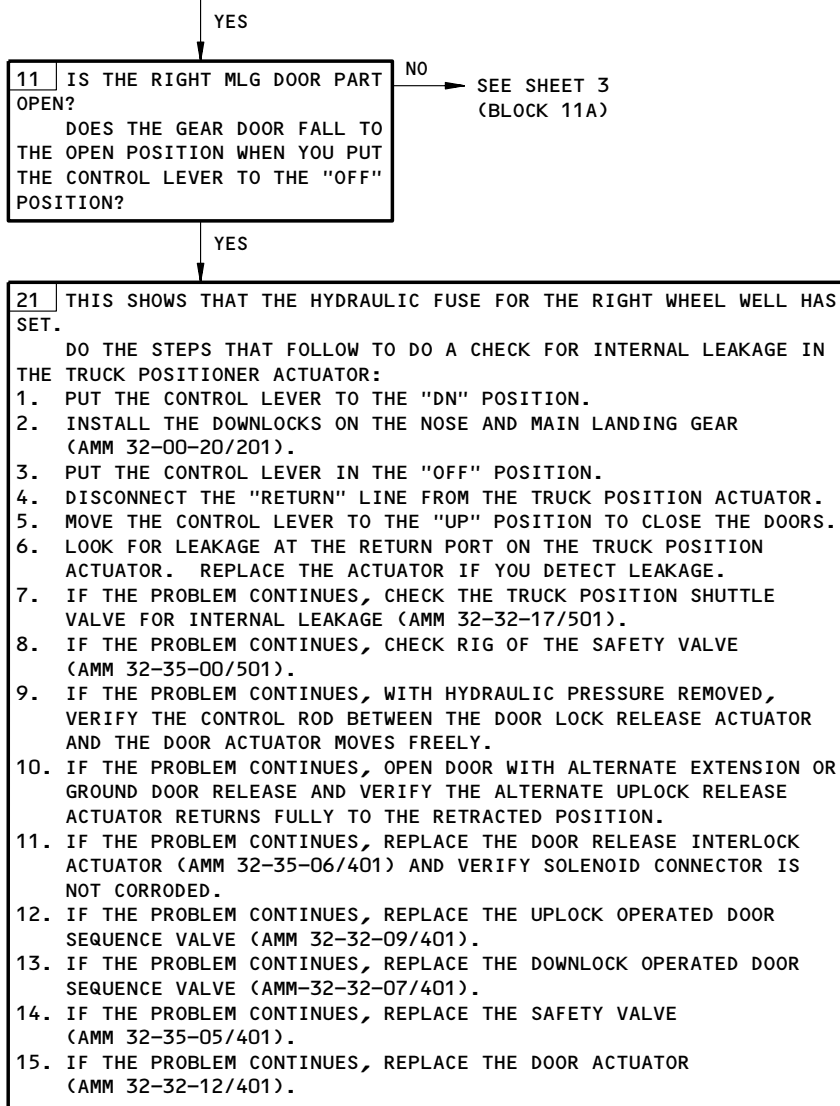
EICAS Msg GEAR DOORS Displayed with Gear Handle UP. DOORS Amber Lgt Comes On.  
GEAR Amber Lgt and All Green Dn Lgts Extn.  
Figure 113 (Sheet 1)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-30-00


**BOEING**  
 757  
 FAULT ISOLATION/MAINT MANUAL

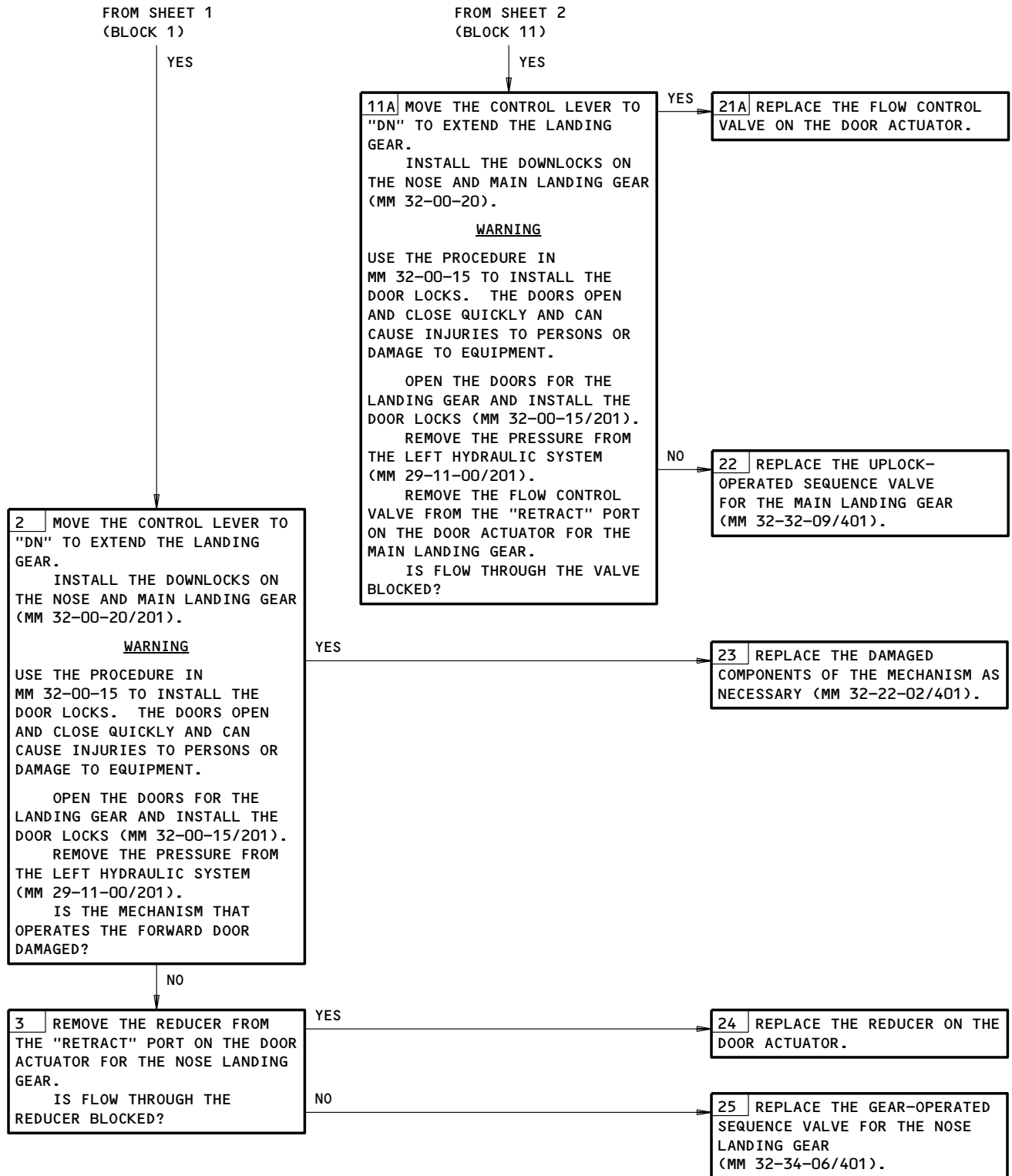
FROM SHEET 1  
(BLOCK 10)



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)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-30-00



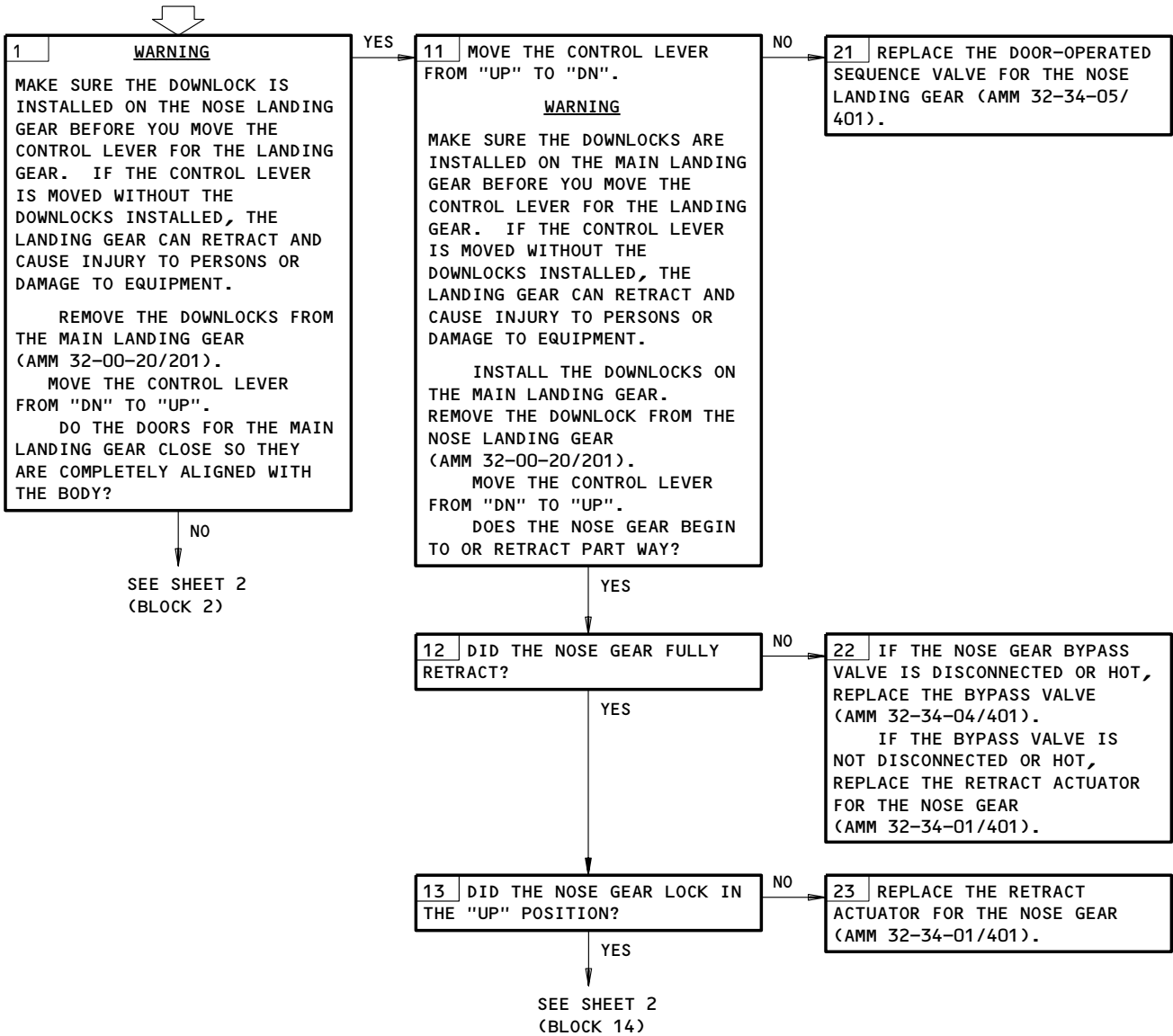
EICAS Msg GEAR DOORS Displayed with Gear Handle UP. DOORS Amber Lgt Comes On.  
GEAR Amber Lgt and All Green Dn Lgts Extin.  
Figure 113 (Sheet 3)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-30-00

"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)



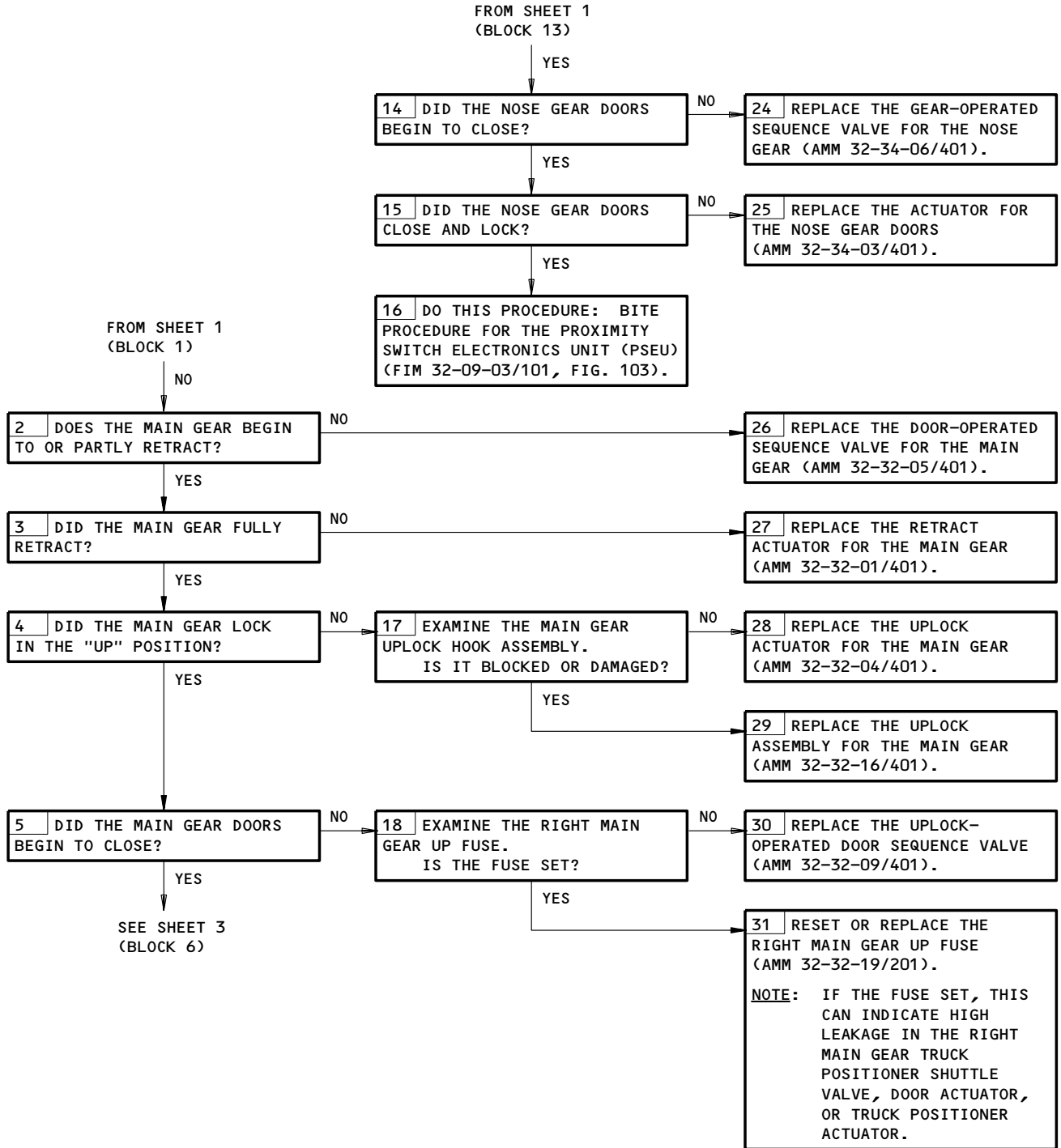
EICAS Msg GEAR DOORS & GEAR DISAGREE Displayed with Gear Handle UP. DOORS & GEAR Amber Lgts Illum. All Green Dn Lgts Extin.  
 Figure 114 (Sheet 1)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-30-00**



**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL

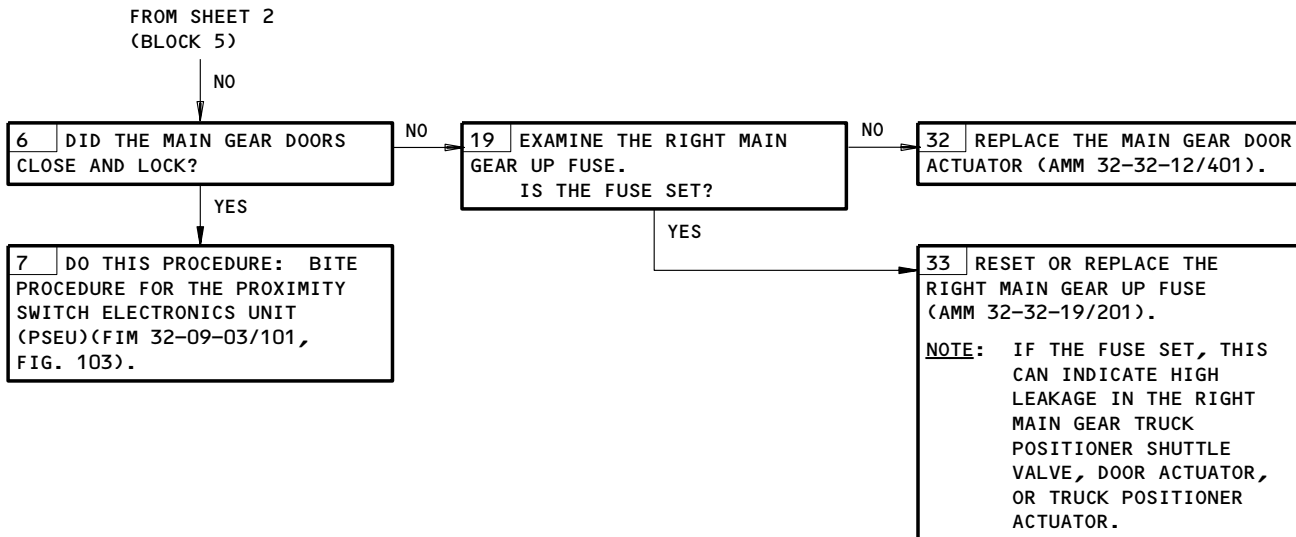


EICAS Msg GEAR DOORS & GEAR DISAGREE Displayed with Gear Handle UP. DOORS & GEAR Amber Lgts Illum. All Green Dn Lgts Extin.  
Figure 114 (Sheet 2)

EFFECTIVITY

ALL

32-30-00



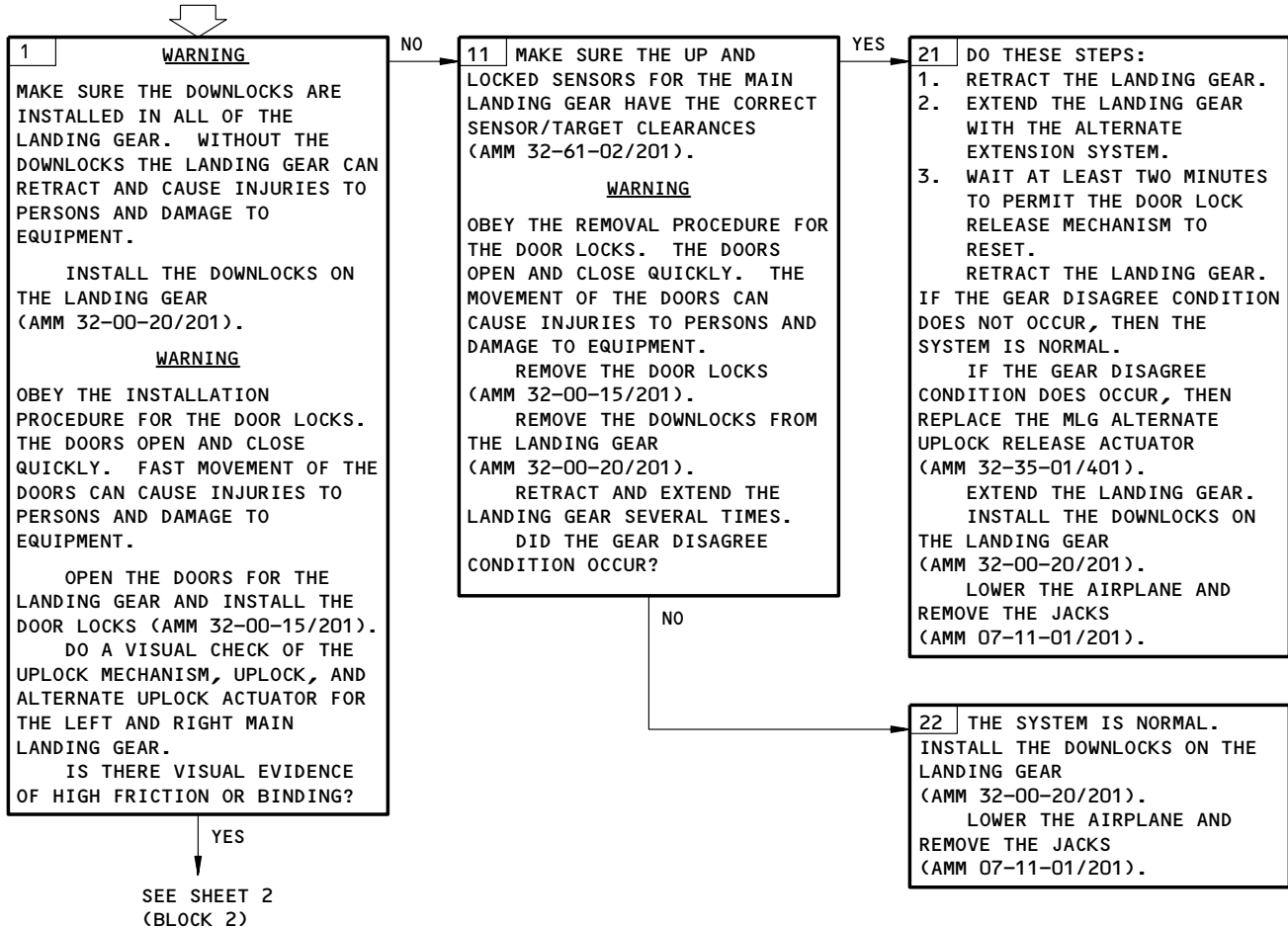
EICAS Msg GEAR DOORS & GEAR DISAGREE Displayed with Gear Handle UP. DOORS  
 & GEAR Amber Lgts Illum. All Green Dn Lgts Extin.  
 Figure 114 (Sheet 3)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-30-00

"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)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-30-00

**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL

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 SHOULDERED BOLT 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)

EFFECTIVITY

ALL

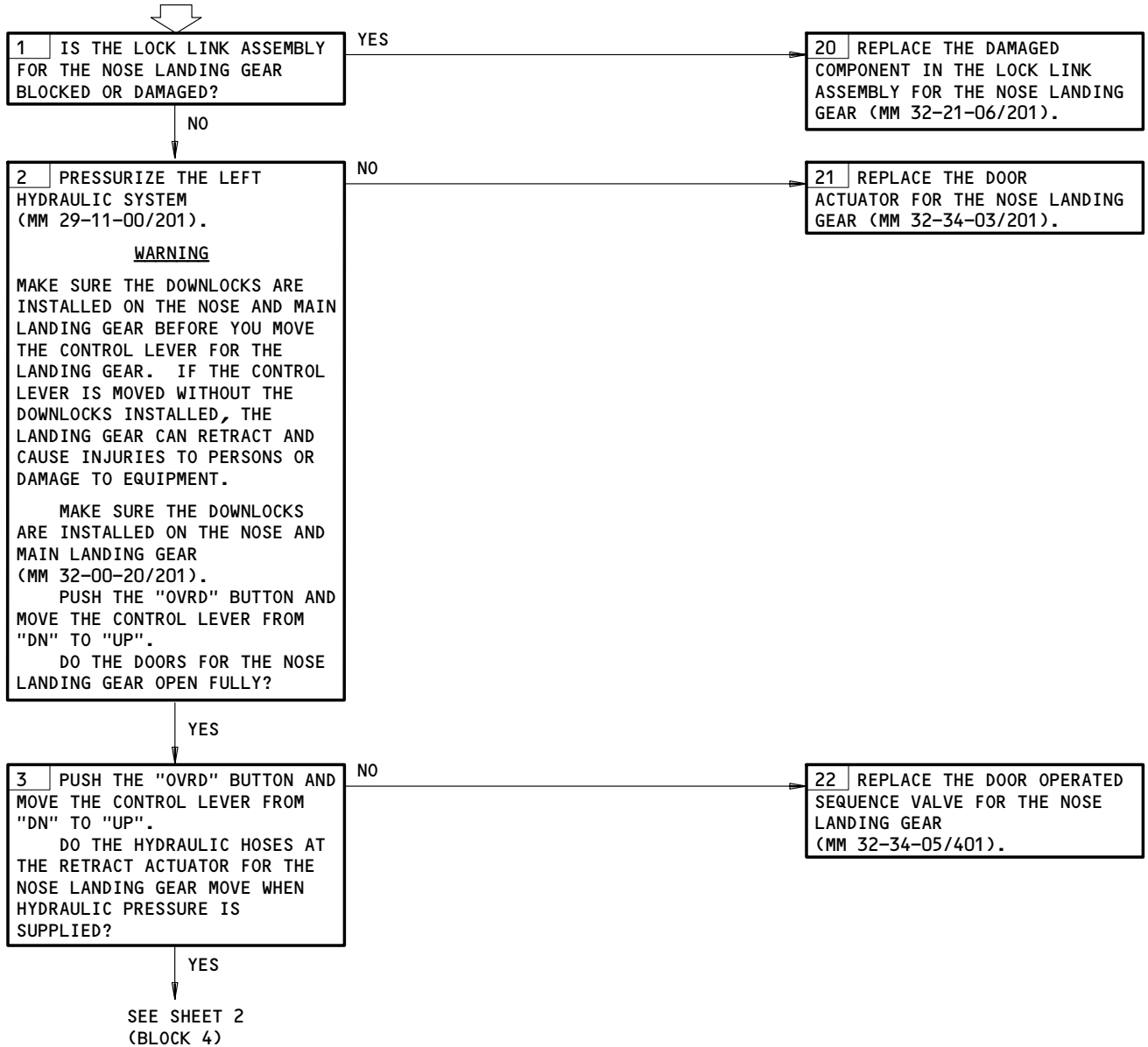
**32-30-00**

04

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May 28/06

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

PREREQUISITES  
NONE



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)

EFFECTIVITY

ALL

32-30-00

FROM SHEET 1  
(BLOCK 3)

YES

**4** LIFT THE AIRPLANE ON JACKS (MM 07-11-01).

WARNING

KEEP PERSONS AND EQUIPMENT AWAY FROM THE LANDING GEAR AREAS WHEN YOU MOVE THE CONTROL LEVER FOR THE LANDING GEAR. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN THE DOORS OPEN AND CLOSE IF THE AREA IS NOT KEPT CLEAR.

MAKE SURE THE TRUCKS FOR THE MAIN LANDING GEAR ARE TILTED.

MOVE THE CONTROL LEVER FROM "DN" TO "UP".

DOES THE LOCK ACTUATOR FOR THE NOSE LANDING GEAR UNLOCK THE LOCK LINK?

NO

**23** REPLACE THE LOCK ACTUATOR FOR THE NOSE LANDING GEAR (MM 32-34-02).

YES

**24** REPLACE THE RETRACT ACTUATOR FOR THE NOSE LANDING GEAR (MM 32-34-01).

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)

EFFECTIVITY

ALL

**32-30-00**

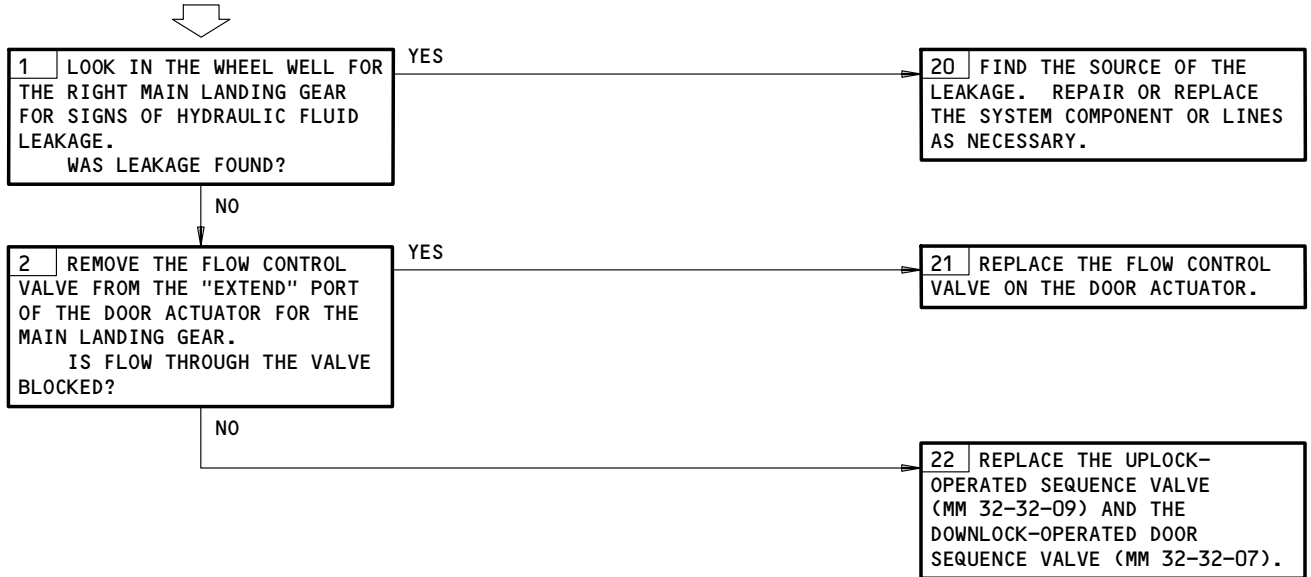
04

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May 28/01

98190

"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

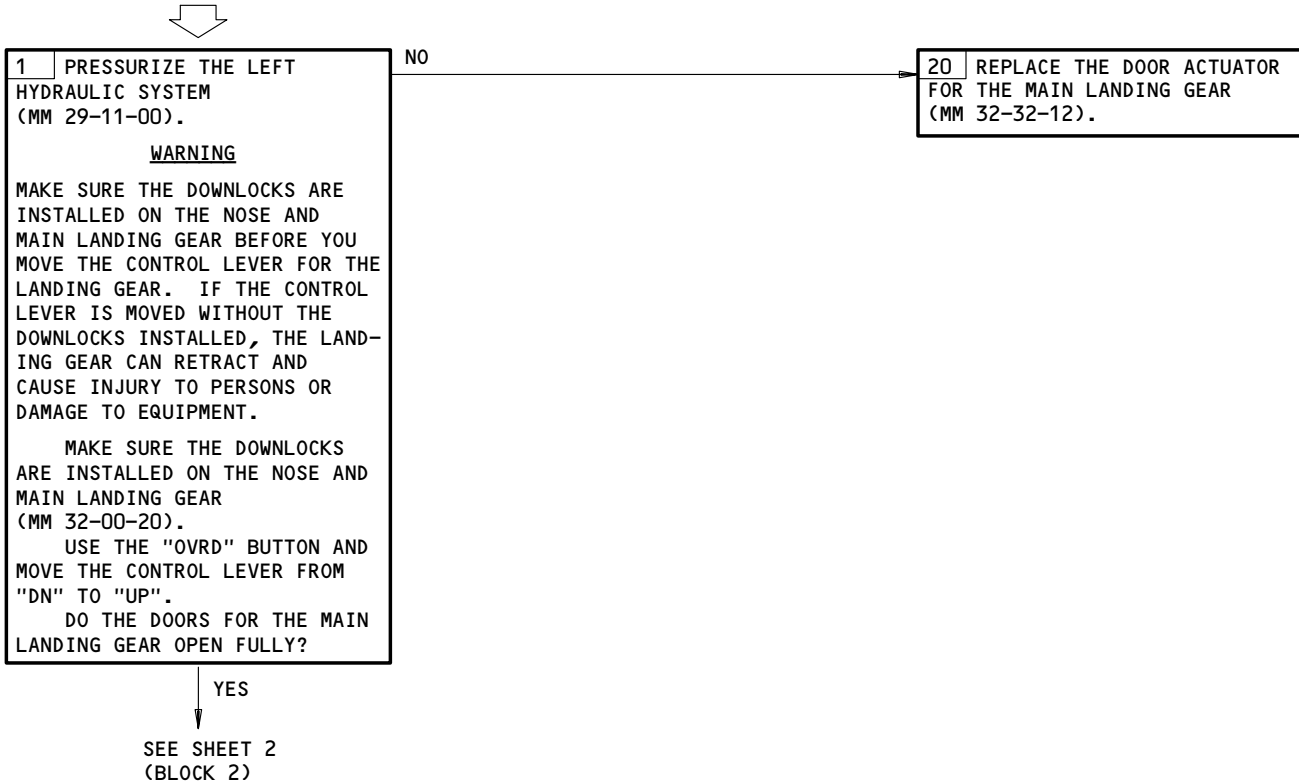
|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-30-00

"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

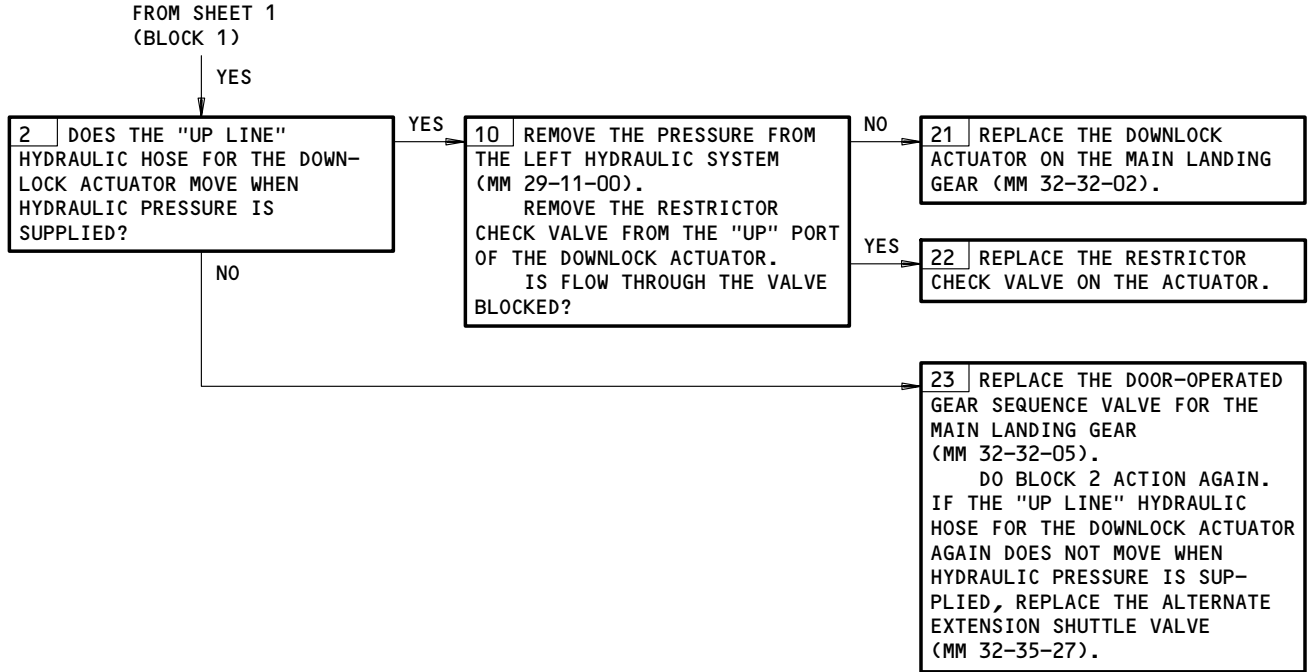


EICAS Msg GEAR DISAGREE & GEAR DOORS Displayed with Gear Handle UP.  
GEAR Green Dn Lgt, GEAR Amber Lgt, & DOORS Amber Lgt Illum.  
Figure 117 (Sheet 1)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-30-00**





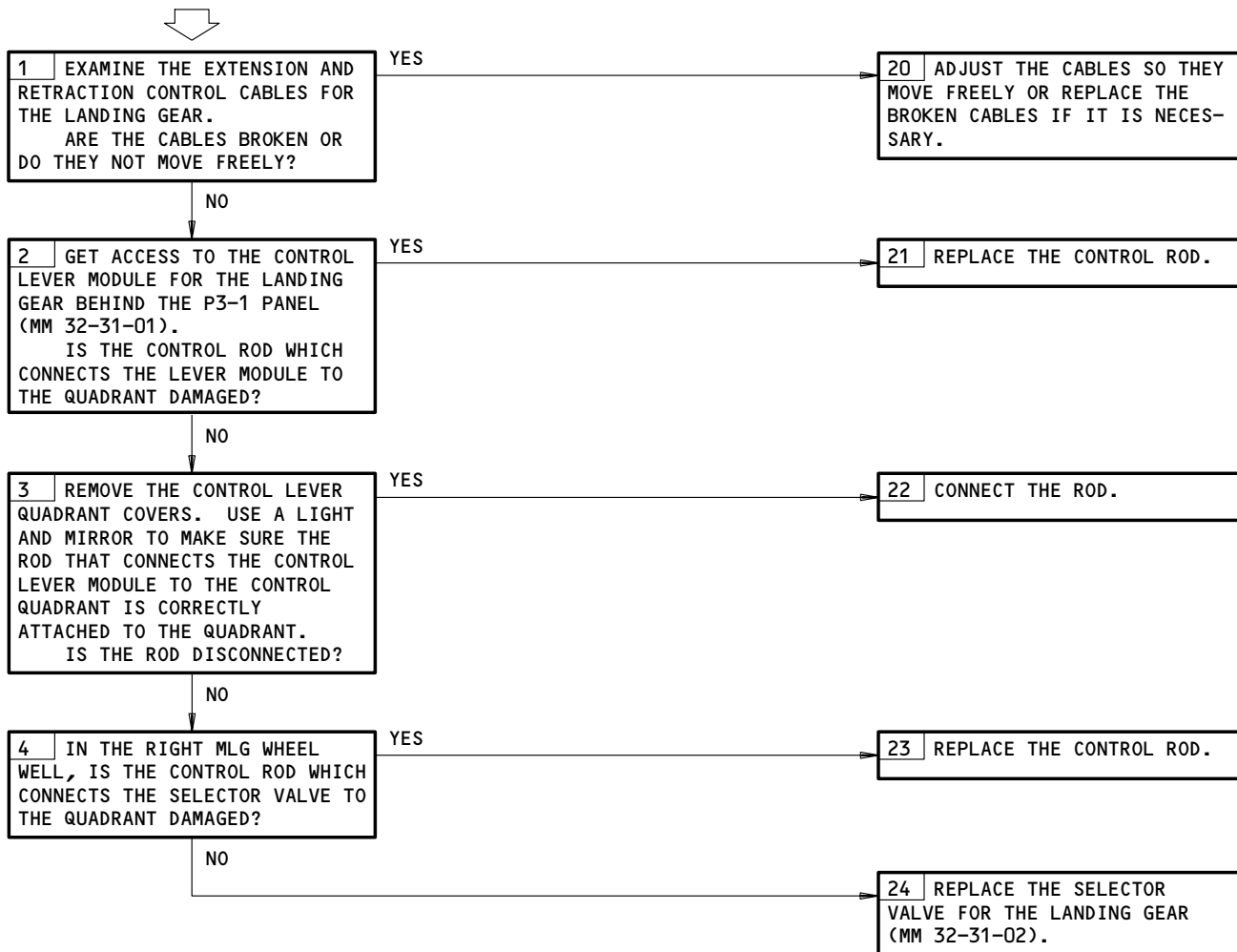
EICAS Msg GEAR DISAGREE & GEAR DOORS Displayed with Gear Handle UP.  
 GEAR Green Dn Lgt, GEAR Amber Lgt, & DOORS Amber Lgt Illum.  
 Figure 117 (Sheet 2)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-30-00

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

**PREREQUISITES**  
 CB'S: NONE



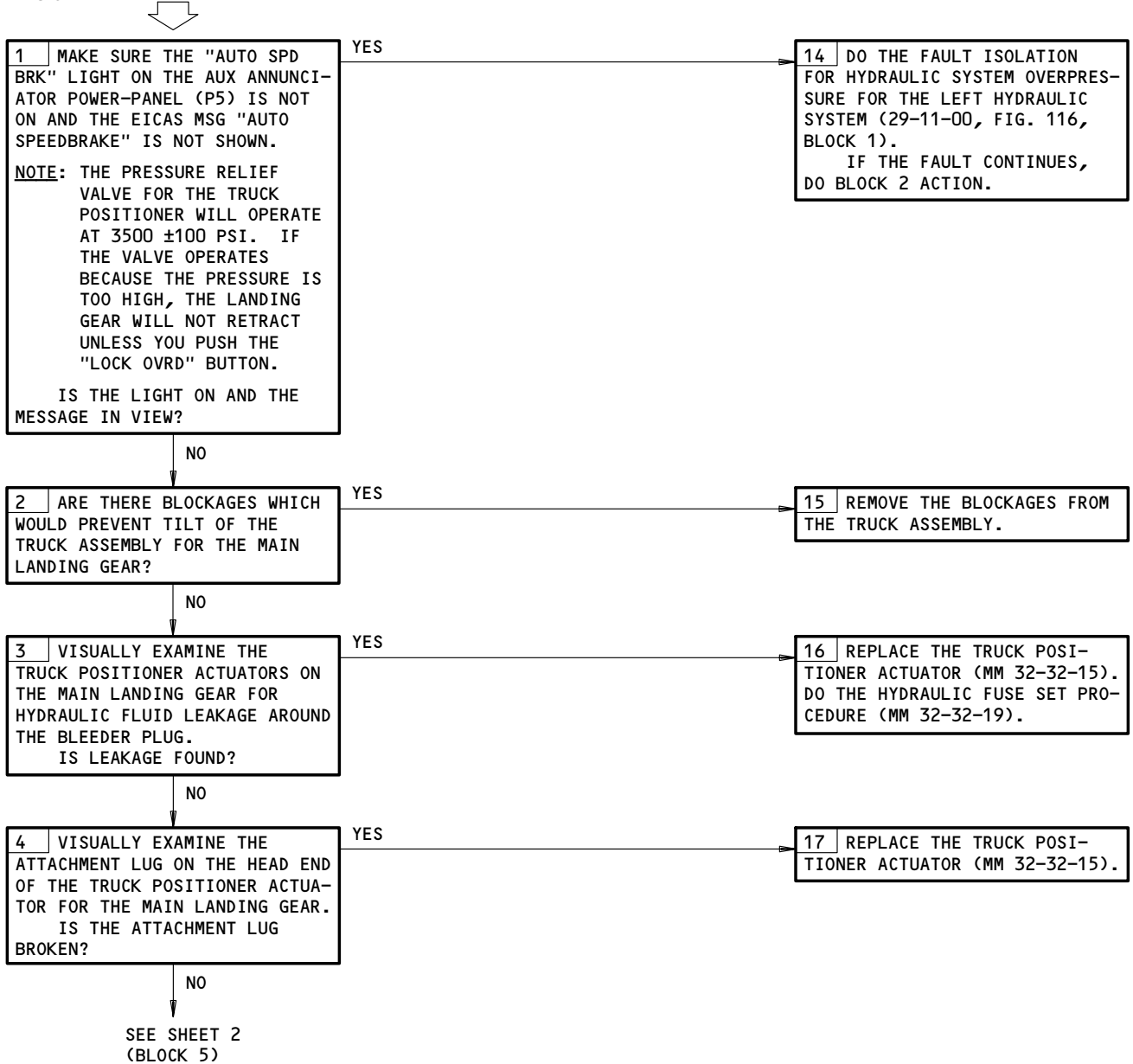
All Gear Green Dn Lgts Remained Illum with Gear Handle UP. EICAS Msg  
 GEAR DISAGREE Displayed. DOORS Amber Lgt was Extin & GEAR Amber Lgt Illum.  
 Figure 118

|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

**32-30-00**

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

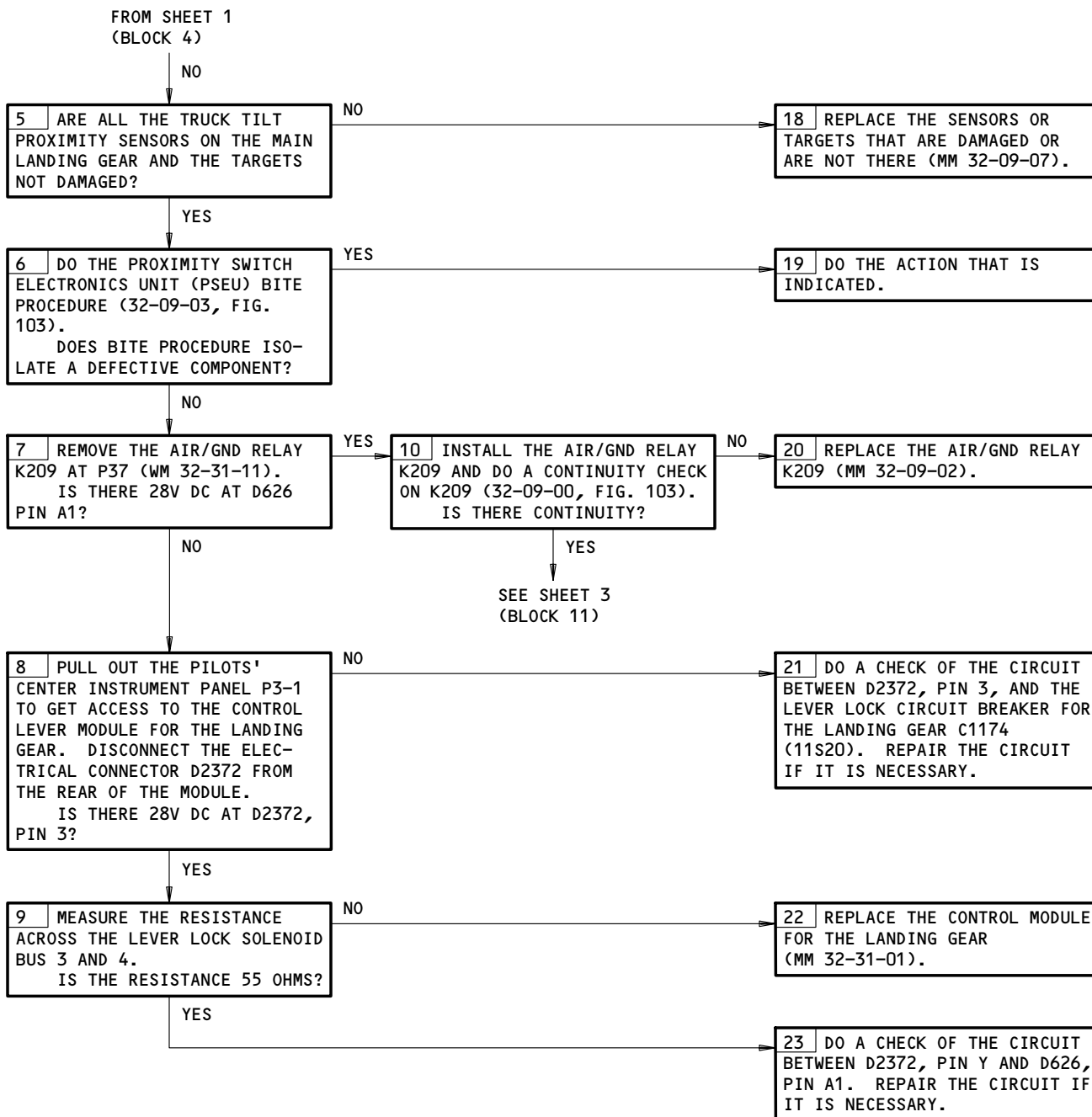
**PREREQUISITES**  
ELECTRICAL POWER (MM 24-22-00)  
DOOR LOCKS INSTALLED (MM 32-00-15)  
DOWNLOCKS INSTALLED (MM 32-00-20)  
CB'S: 11S20



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

EFFECTIVITY —————  
ALL

32-30-00



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

EFFECTIVITY

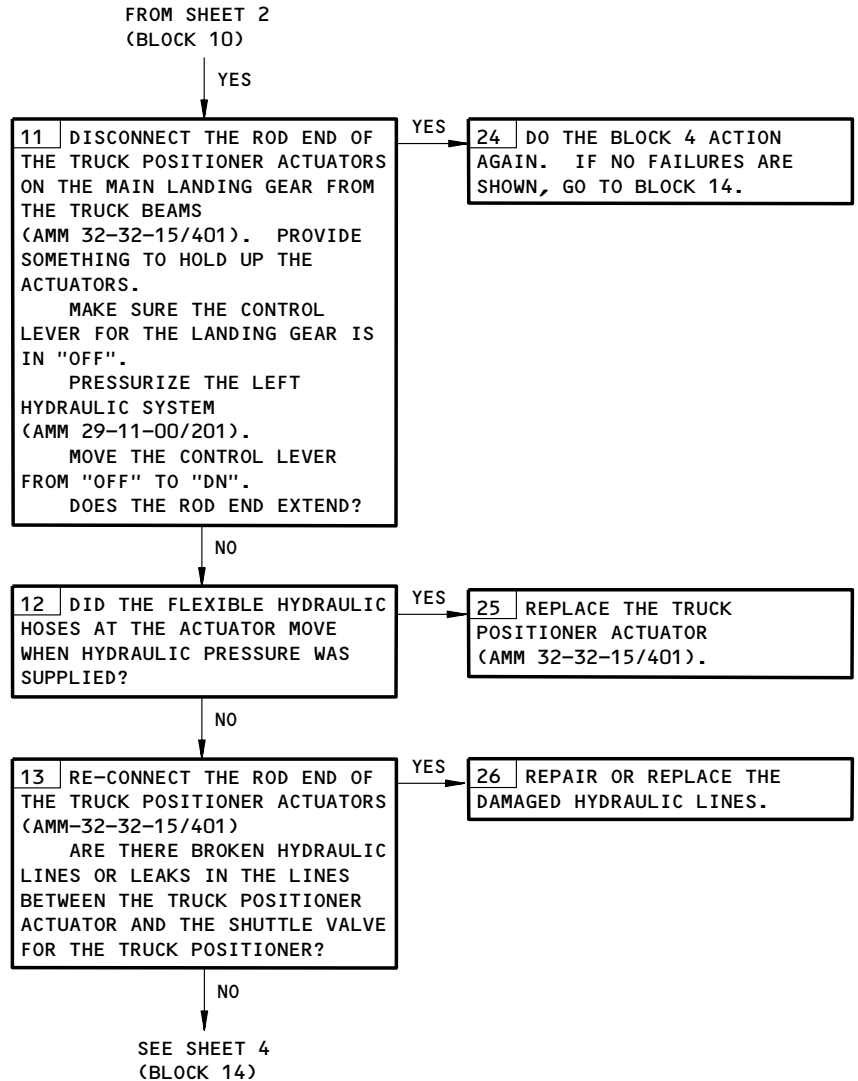
ALL

**32-30-00**

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 FAULT ISOLATION/MAINT MANUAL



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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-30-00

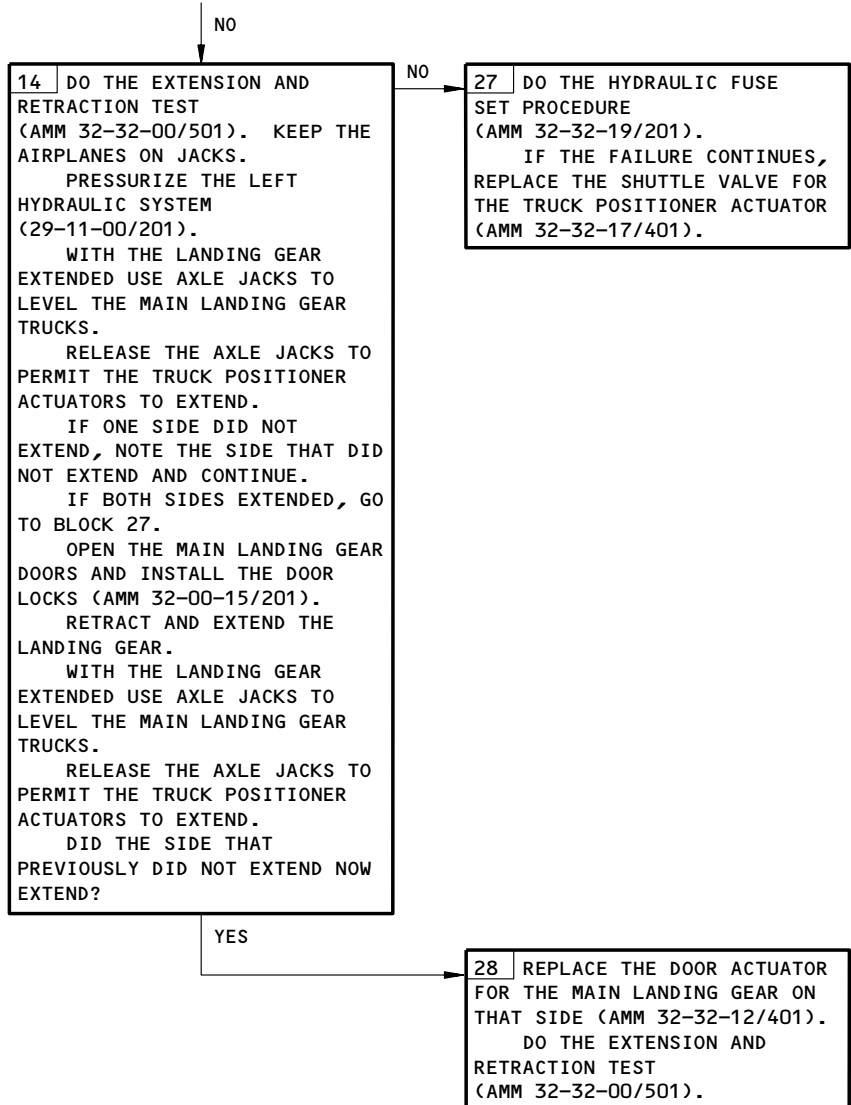
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FROM SHEET 3  
(BLOCK 13)



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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-30-00**

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 HYDRAULIC 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.

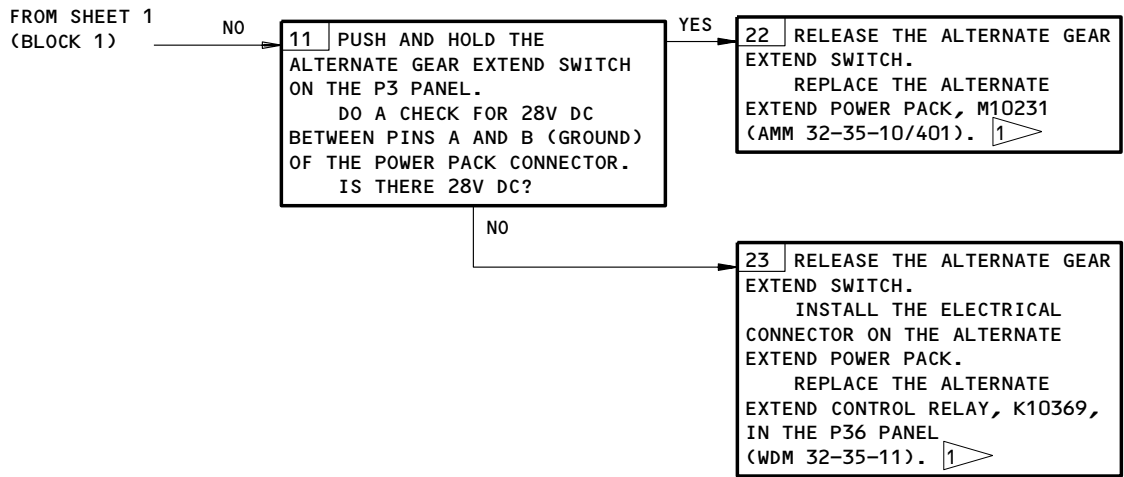
REMOVE THE DOOR LOCKS FROM THE LANDING GEAR AND CLOSE THE DOORS (AMM 32-00-15).

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)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

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**BOEING**  
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 FAULT ISOLATION/MAINT MANUAL



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)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-30-00



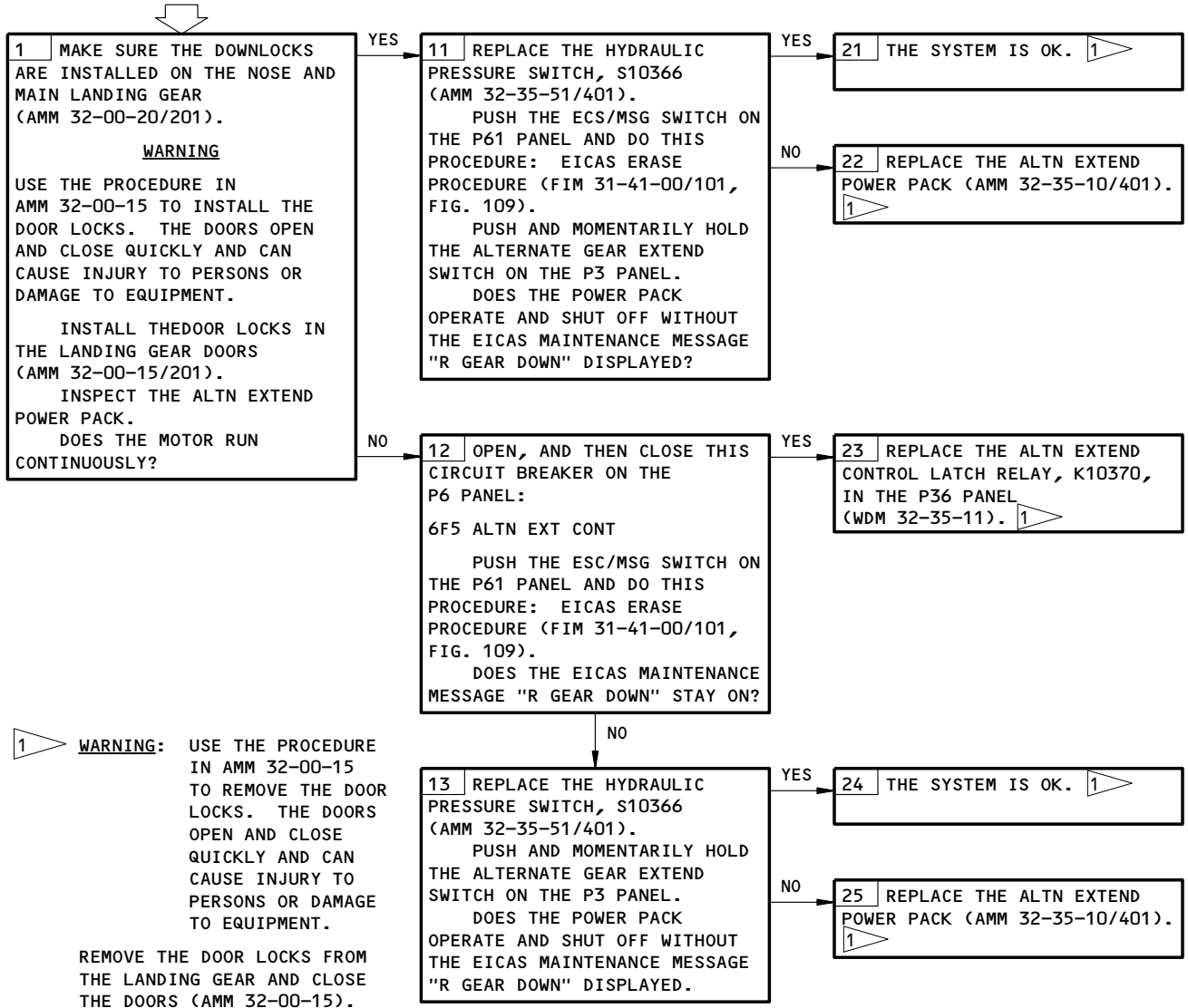
ALL GEAR DOORS  
OPENED NORMALLY  
WITH GROUND DOOR  
RELEASE SWITCHES.  
EICAS "LDG GEAR  
MONITOR" (STATUS)  
AND "R GEAR DOWN"  
(MAINT) MESSAGES  
DISPLAYED

**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

EFFECTIVITY

ALL

**32-30-00**

04

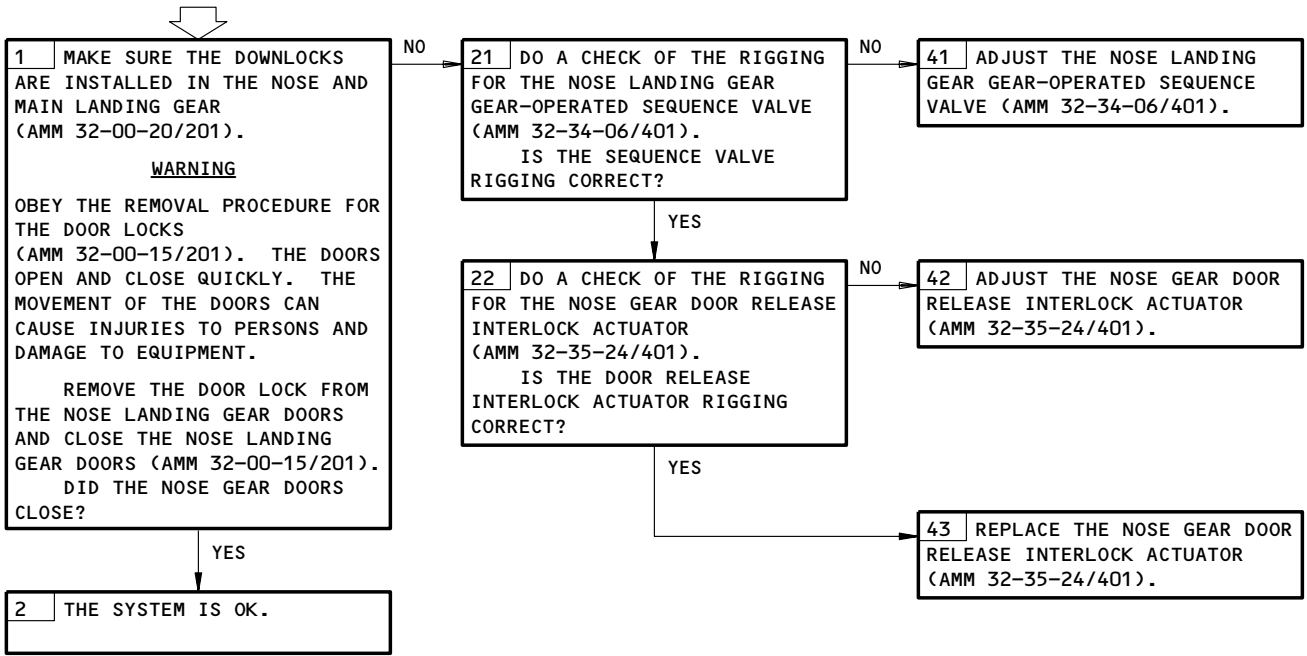
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**NOSE GEAR DOORS  
WOULD NOT CLOSE  
(ON GROUND) WITH  
NOSE GEAR DOOR  
CLOSE SWITCH**

**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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

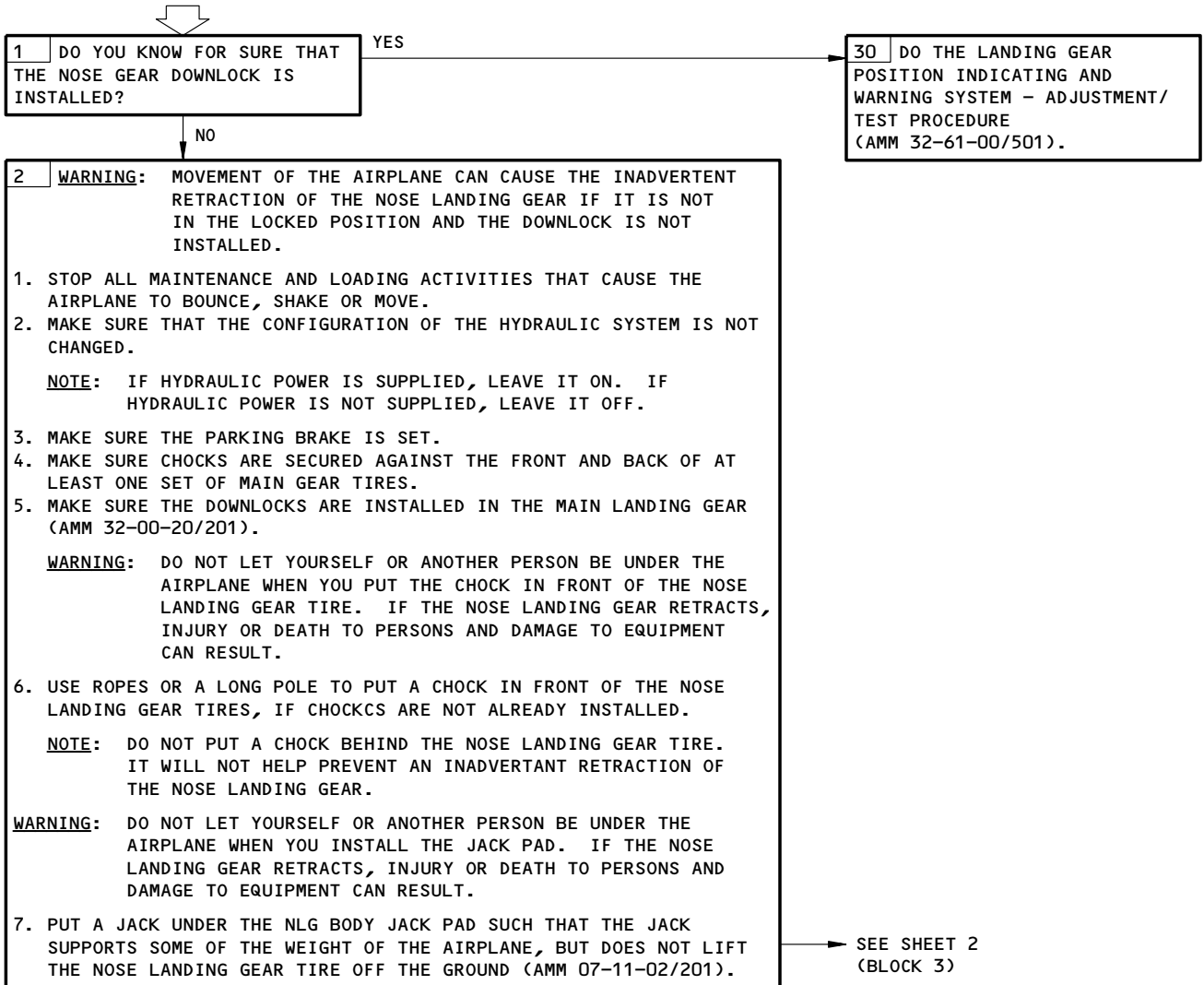
32-30-00

L24934

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.

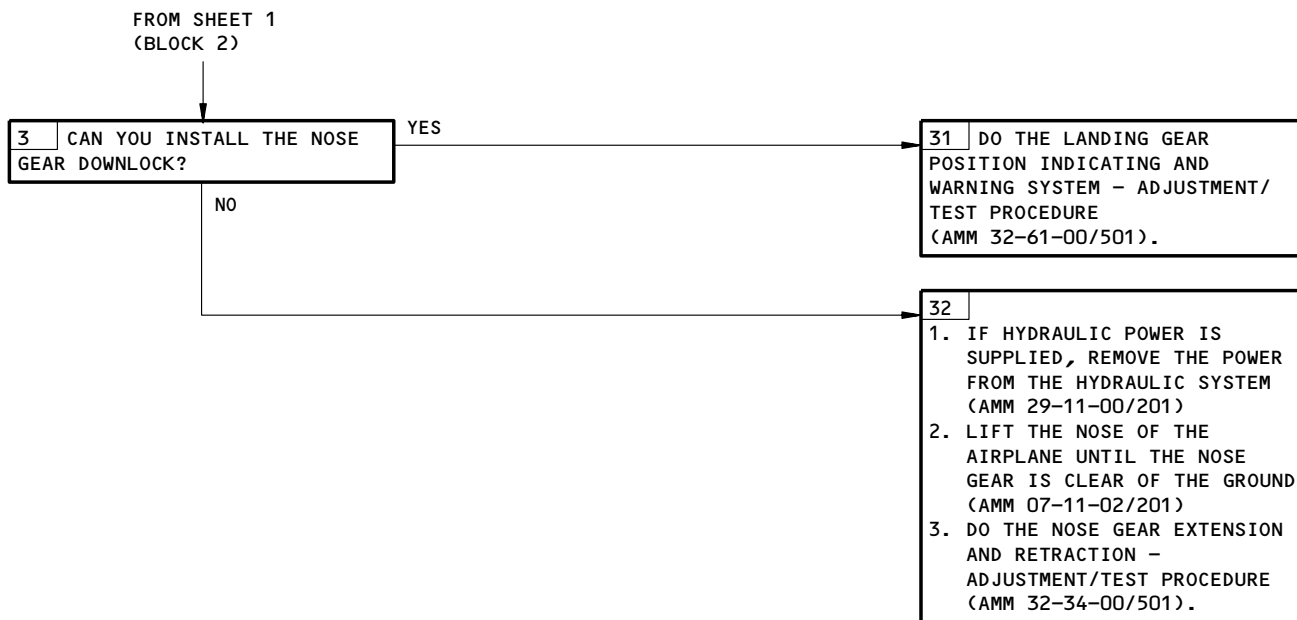


Nose Gear Green Dn Lgt off, Gear Handle DN. Amber GEAR Lgt On. EICAS shows GEAR DISAGREE. DOORS Amber Lgt off. LEFT and RIGHT Gear Lgts Are On.  
Figure 119 (Sheet 1)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-30-00


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 FAULT ISOLATION/MAINT MANUAL



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)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

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HYDRAULIC BRAKE SYSTEM

| COMPONENT   | FIG.<br>102<br>SHT | QTY | ACCESS/AREA                                       | REFERENCE |
|---|--------------------|-----|---|-----------|
| ACCUMULATOR - (REF 32-44-00, FIG. 101)<br>PARKING BRAKE   | 1                  | 2   | L/R MLG WHEEL WELL ON ALTERNATE<br>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)<br>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)<br>EICAS, L, M10181<br>EICAS, R, M10182   |                    |     |   |           |
| CONTROL UNIT - (REF 32-42-00, FIG. 101)<br>ANTISKID AUTOBRAKE, M102   |                    |     |   |           |
| DISCONNECT - BRAKE<br>GAGE - (REF 32-44-00, FIG. 101)<br>PNEUMATIC PRESSURE   | 3                  | 8   | MAIN LANDING GEAR                                 | 32-41-08  |
| 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)<br>PARK BRAKE, L413  |                    |     |   |           |
| MECHANISM, BRAKE PEDAL BUS<br>MODULE - (REF 32-42-00, FIG. 101)<br>ALTERNATE ANTISKID CONTROL VALVE, L&R<br>ANTISKID SHUTTLE VALVE, L&R |                    |     |   |           |
| MODULE - (REF 32-42-00, FIG. 101)<br>AUTOBRAKE VALVE, M239<br>NORMAL ANTISKID VALVE, L&R  |                    |     | L&R MAIN GEAR WHEEL WELLS, FWD<br>BULKHD          | 32-41-02  |
| PEDALS - BRAKE (CAPTAIN'S AND FIRST<br>OFFICER'S)   | 1                  | 4   | FLT COMPT   | 32-41-00  |
| RELAY - (REF 32-44-00, FIG. 101)<br>PARK BRAKE CLOSE SENSE, K419  |                    | 4   | FLT COMPT   | 32-41-00  |
| RELAY - (REF 29-11-00, FIG. 101)<br>RESERVE BRAKE CONTROL, K10426   |                    |     |   |           |
| SWITCH - ALTERNATE SOURCE SELECT VALVE PRESS,<br>S415   | 2                  | 1   | R MAIN GEAR WHEEL WELL                            | 32-41-04  |
| SWITCH - (REF 32-42-00, FIG. 101)<br>BRAKE, LH, S82<br>BRAKE, RH, S83   |                    |     |   |           |

\* SEE WM EQUIPMENT LIST

Component Index  
Figure 101 (Sheet 1)

EFFECTIVITY

ALL

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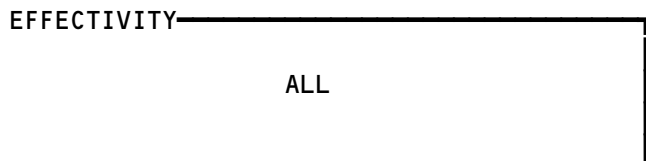
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 FAULT ISOLATION/MAINT MANUAL

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

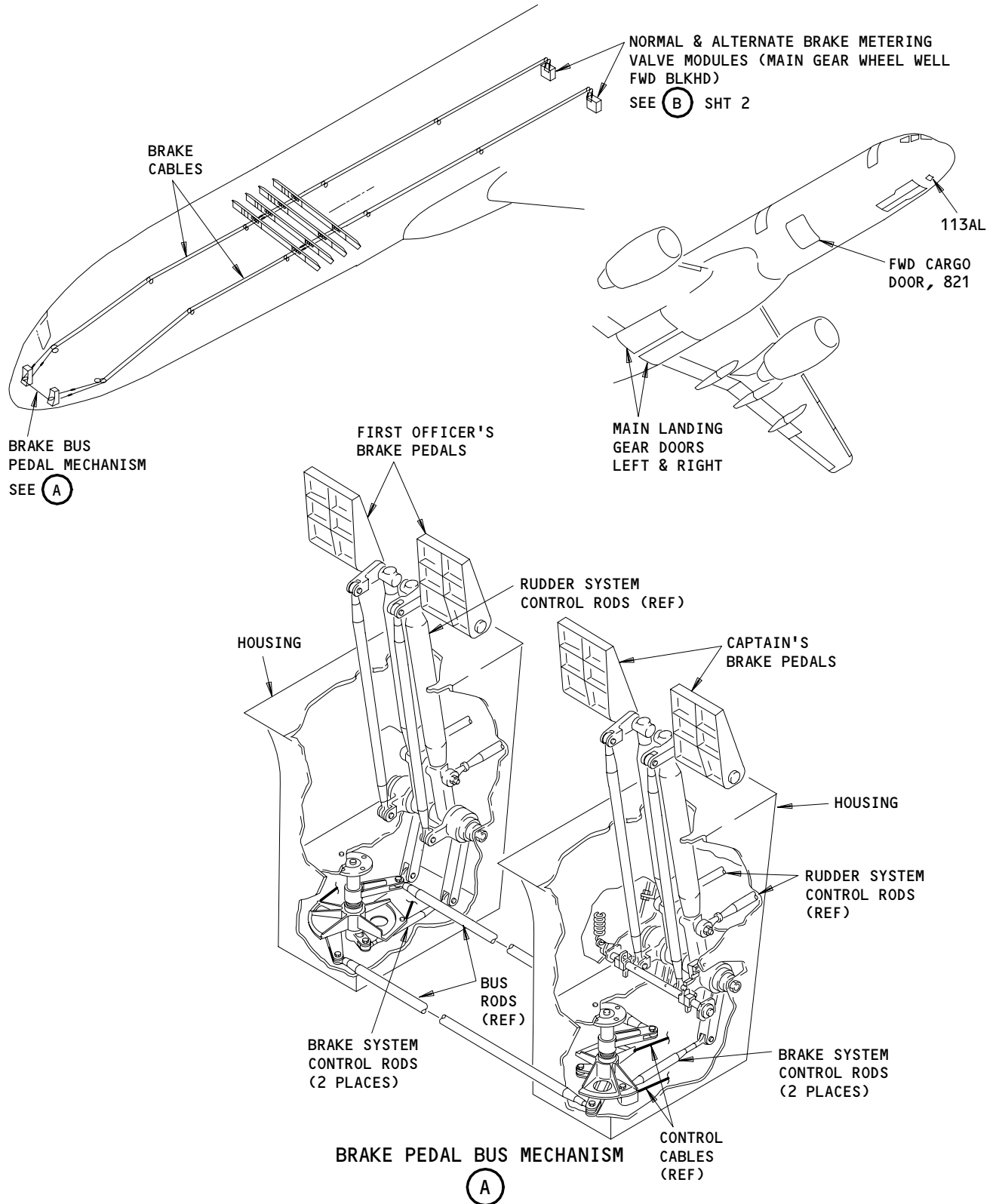
\* SEE WM EQUIPMENT LIST

Component Index  
 Figure 101 (Sheet 2)



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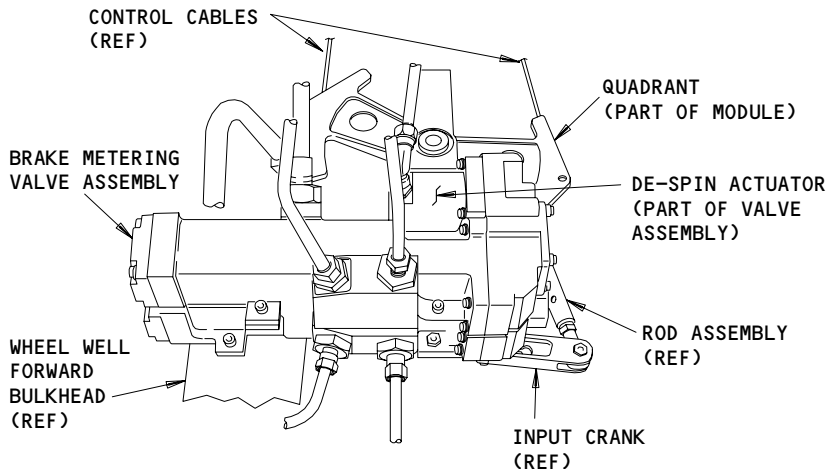
**BOEING**  
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FAULT ISOLATION/MAINT MANUAL



Component Location  
Figure 102 (Sheet 1)

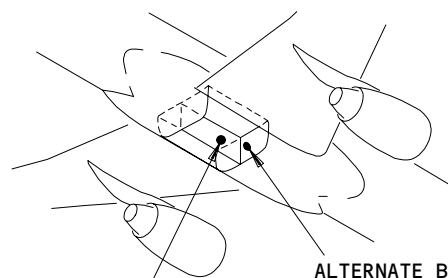
|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

32-41-00



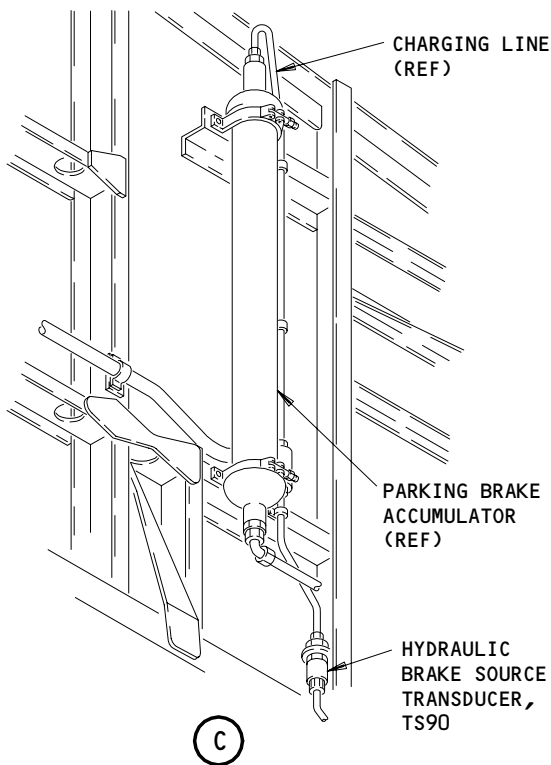
**BRAKE METERING VALVE ASSEMBLY**  
(LEFT SIDE INSTALLATION SHOWN;  
RIGHT SIDE INSTALLATION SIMILAR)

(B)

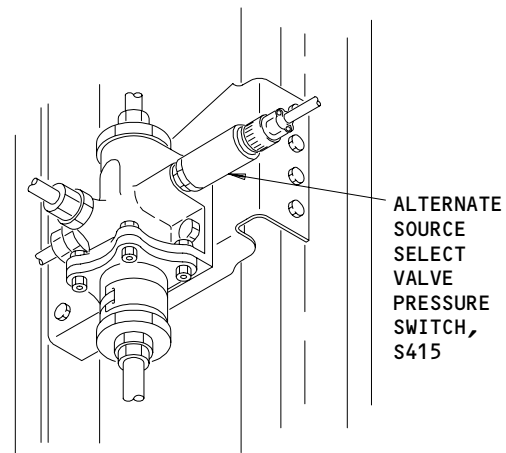


HYDRAULIC BRAKE  
SOURCE TRANSDUCER  
SEE (C)

ALTERNATE BRAKE  
SELECTOR VALVE  
SEE (D)



(C)



ALTERNATE BRAKE SELECTOR VALVE

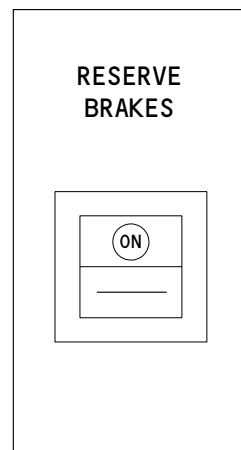
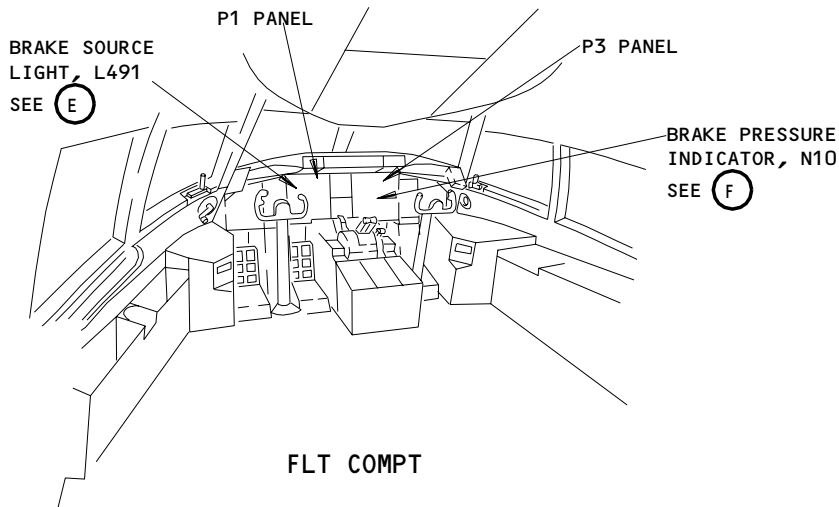
(D)

Component Location  
Figure 102 (Sheet 2)

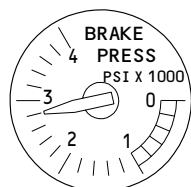
|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

32-41-00

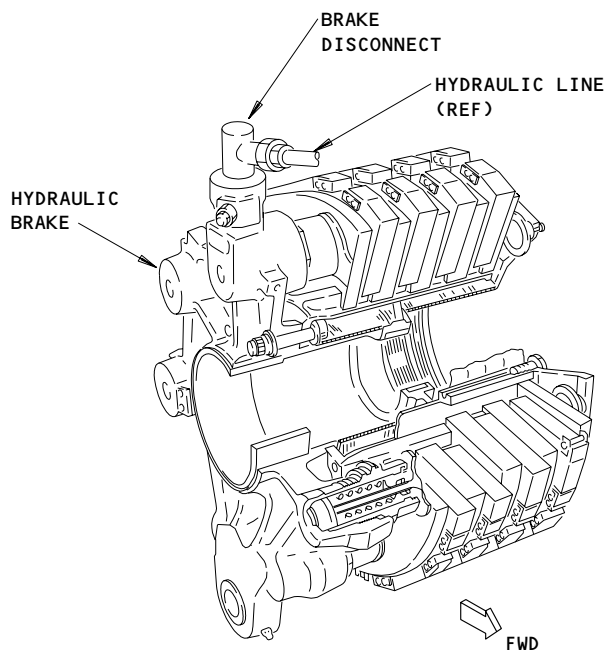
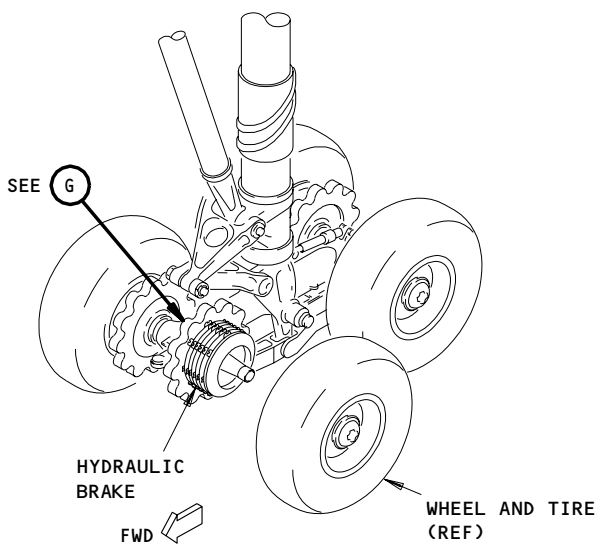




**BRAKE SOURCE LIGHT, L491**  
**E**



**BRAKE PRESSURE INDICATOR, N10**  
**F**



**BRAKE DISCONNECT**  
**G**

Component Location  
Figure 102 (Sheet 3)

EFFECTIVITY

ALL

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03

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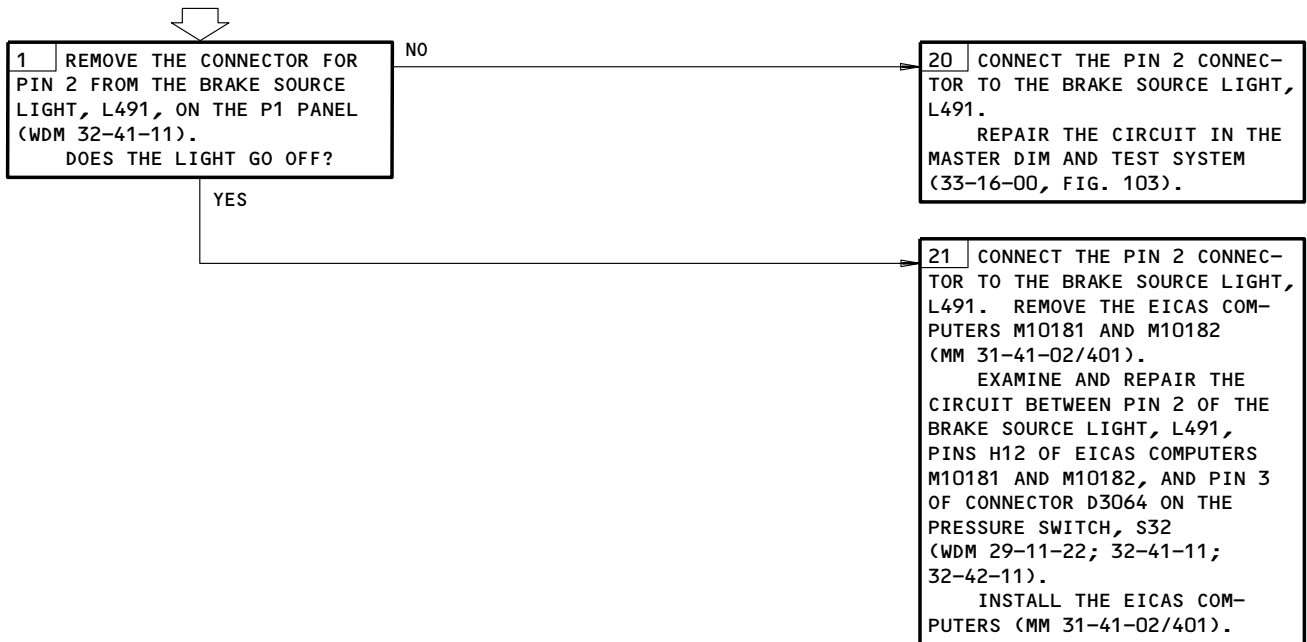
"BRAKE SOURCE"  
LIGHT ILLUM WITH  
BOTH L AND R HYD SYS  
PRESSURIZED. BRAKE  
PRESSURE INDICATION  
NORMAL. EICAS MSG  
"BRAKE SOURCE"  
DISPLAYED

**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)



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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-41-00**

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

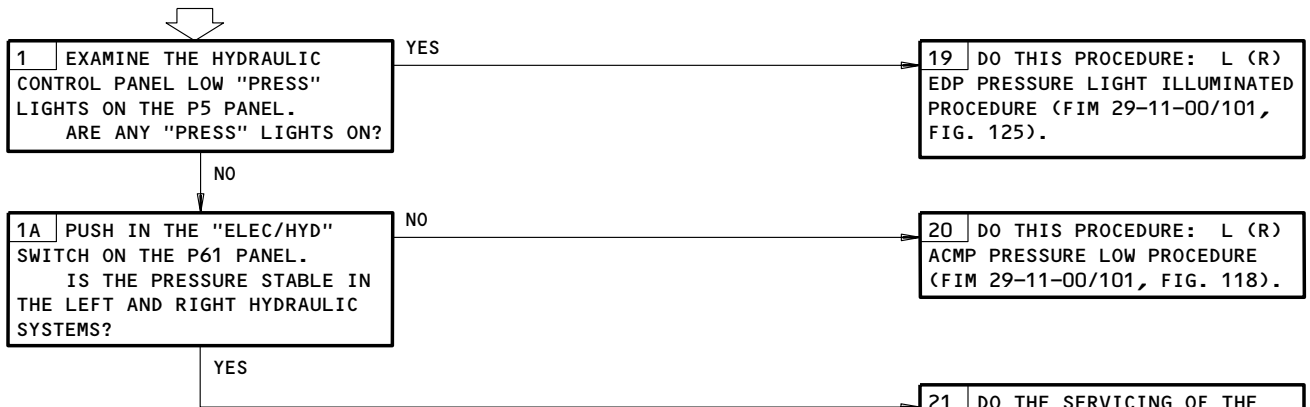
**PREREQUISITES**

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)

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



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

EFFECTIVITY

ALL

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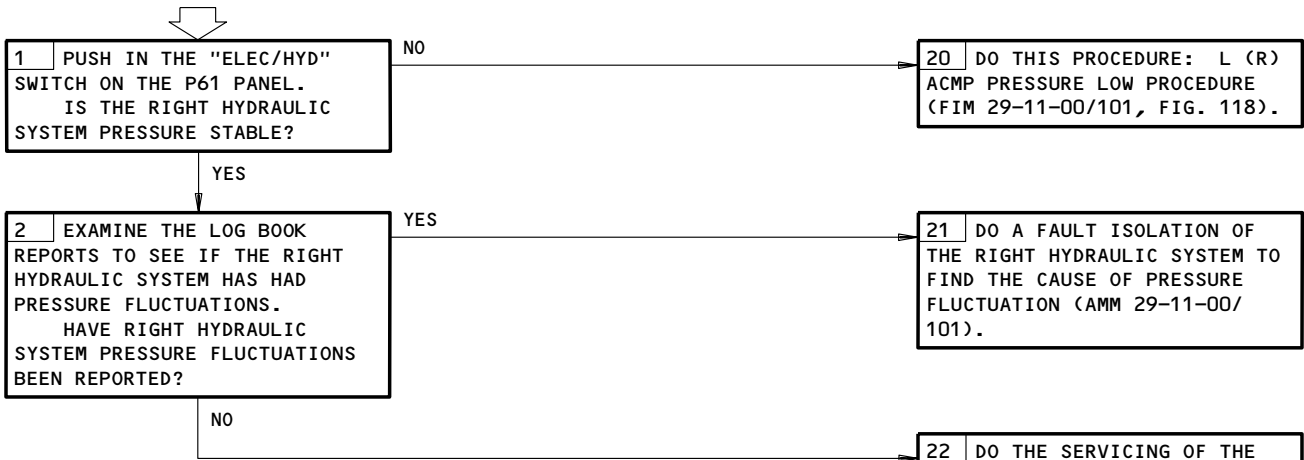
**PREREQUISITES**

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 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).

**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).

Brake Pressure Ind Fluctuates  
Figure 105

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-41-00**

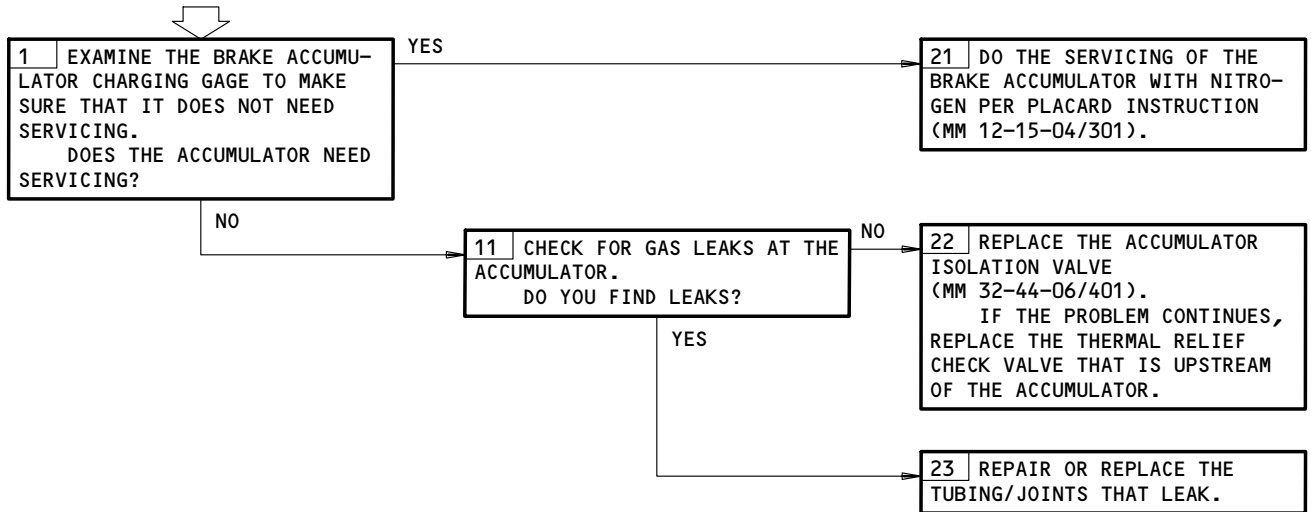
"BRAKE PRESS" FAILED  
TO HOLD PRESSURE  
WITH L HYD SYS  
PRESSURIZED AND R  
SYS NOT PRESSURIZED

**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  
Figure 106

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-41-00**

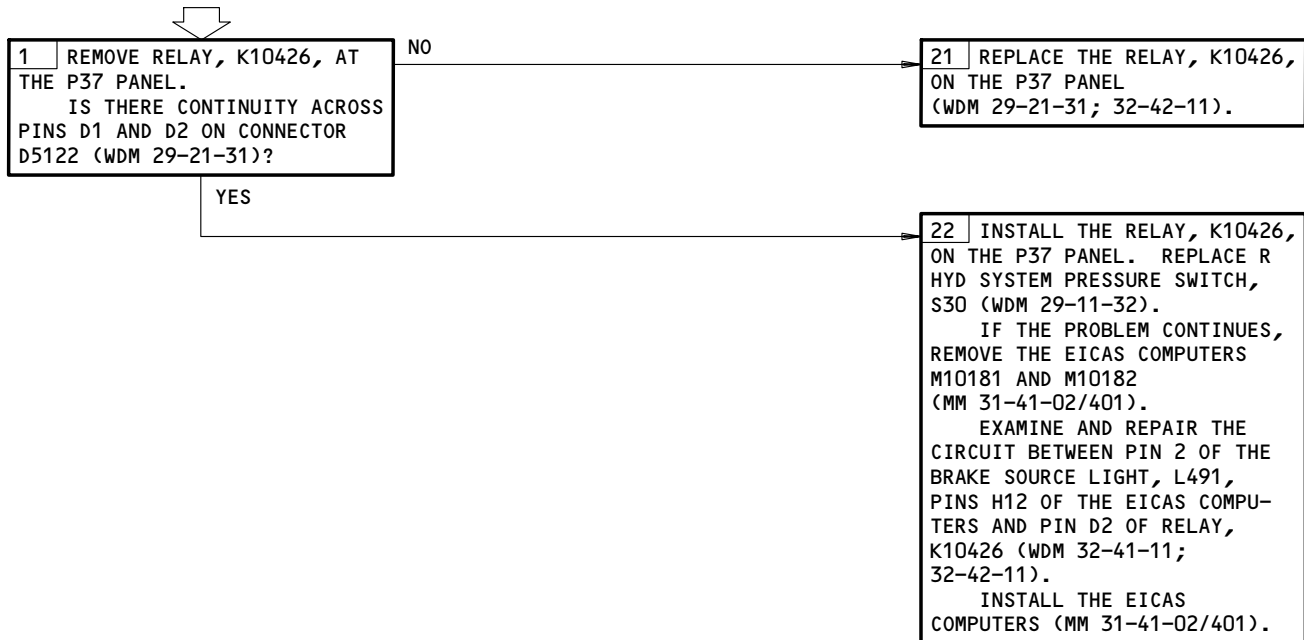
"BRAKE SOURCE" LGT ILLUM WITH L AND R HYD SYS DEPRESSURIZED AND RESERVE BRAKE SW "ON". EICAS MSG "BRAKE SOURCE" DISPLAYED

**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)



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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-41-00

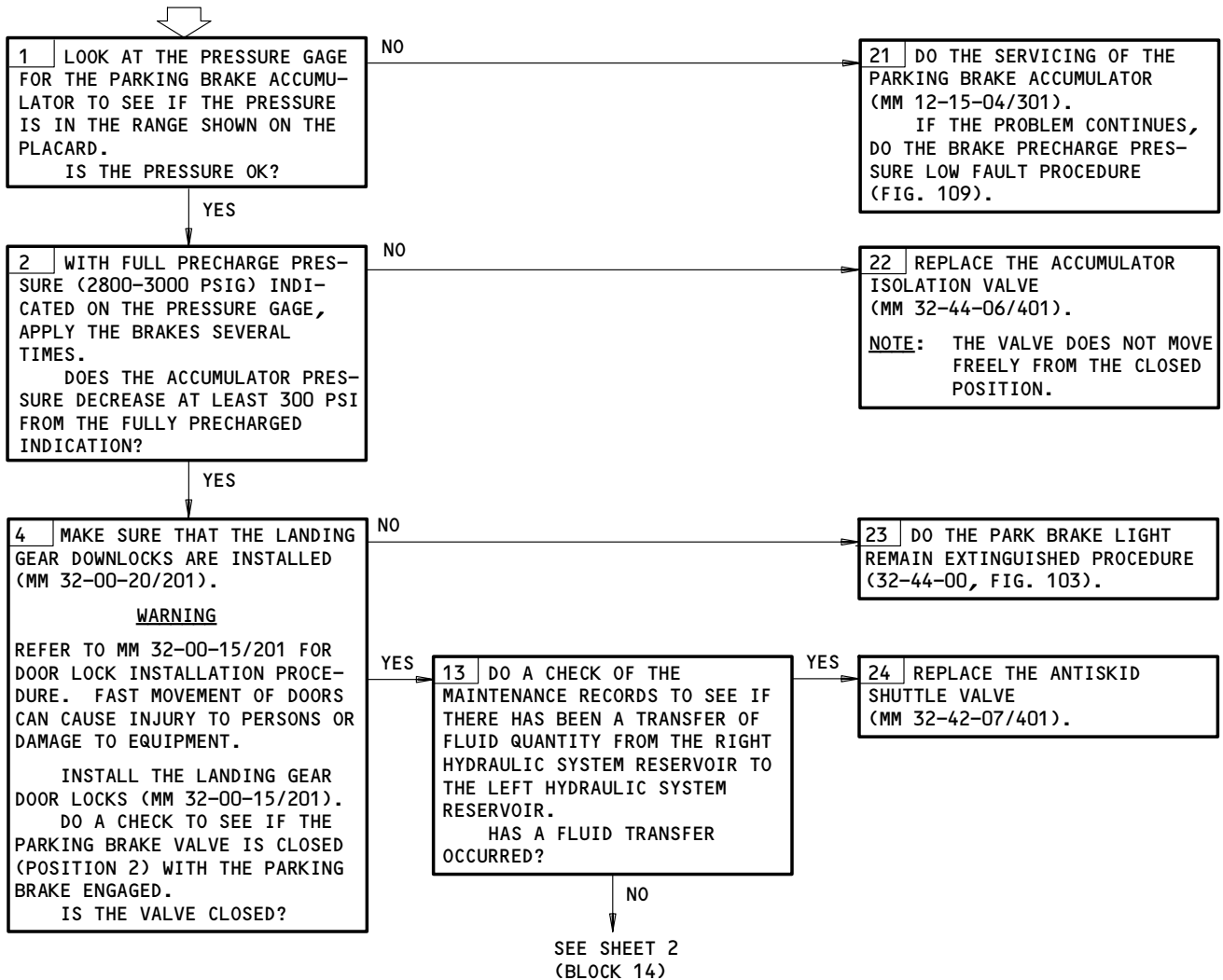
**BRAKE PRESS FAILED TO HOLD (BLEEDS OFF) WITH L AND R HYD SYS DEPRESSURIZED**

**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 Press with L and R Hyd Sys Depressurized  
Figure 108 (Sheet 1)

EFFECTIVITY

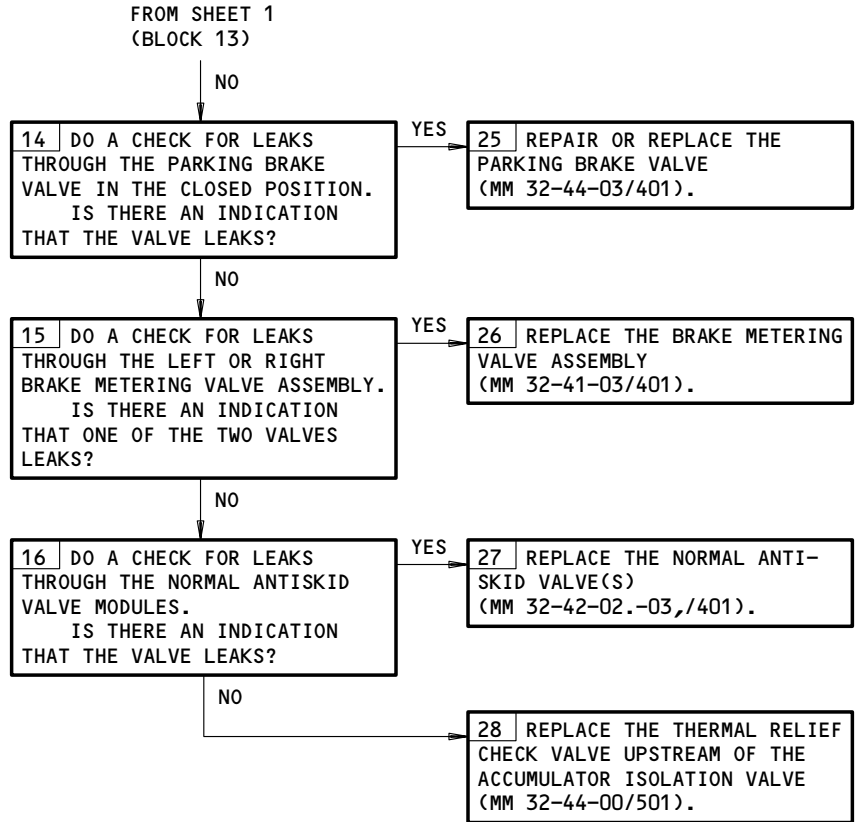
ALL

**32-41-00**

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FAULT ISOLATION/MAINT MANUAL



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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-41-00



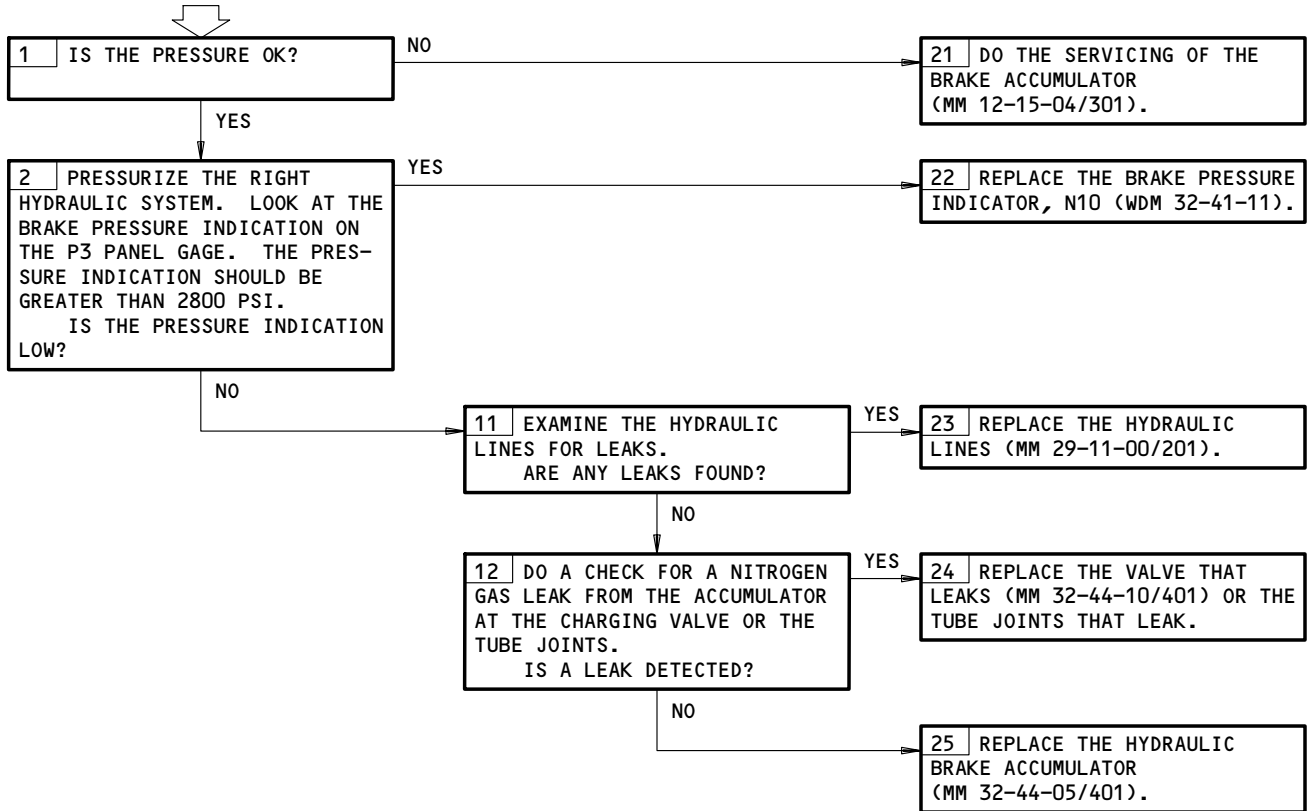
**PREREQUISITES**

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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-41-00**

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ANTISKID/AUTOBRAKE SYSTEM

| COMPONENT                                 | FIG.<br>102<br>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,<br>R MAIN WHL WELL KEEL BEAM FWD,<br>ALT ANTISKID MODULE       | 32-42-03  |
| FILTER - ALTERNATE ANTISKID MODULE SCREEN | 3                  | 2   | L MAIN WHL WELL KEEL BEAM FWD,<br>R MAIN WHL WELL KEEL BEAM FWD,<br>ALT ANTISKID MODULE       | 32-42-03  |
| FILTER - ANTISKID SHUTTLE VALVE MODULE    | 3                  | 8   | L MAIN WHL WELL CEILING FWD,<br>R MAIN WHL WELL CEILING FWD,<br>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,<br>R MAIN WHL WELL KEEL BEAM FWD,<br>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)

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

\* SEE WM EQUIPMENT LIST

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Figure 101 (Sheet 2)

EFFECTIVITY

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

Component Index  
Figure 101 (Sheet 3)

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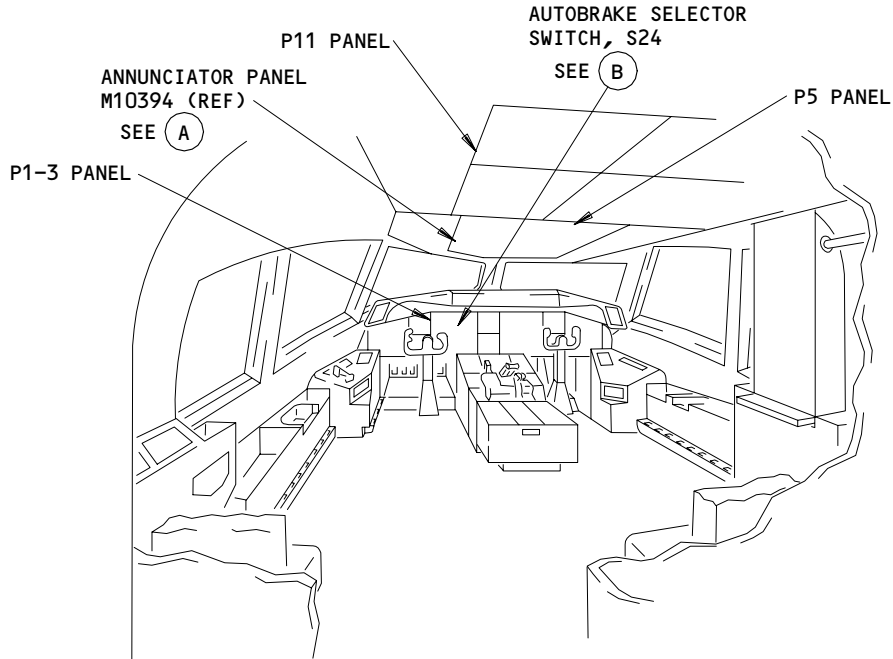
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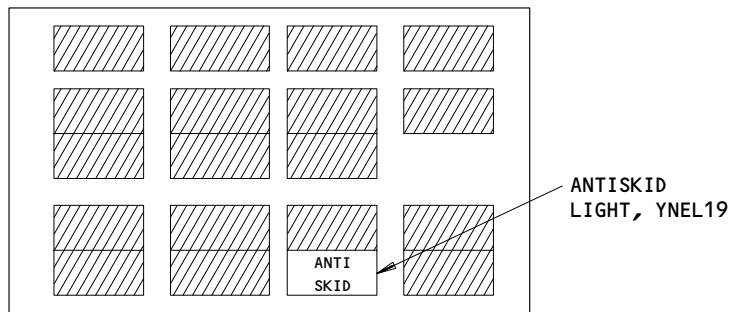
# BOEING

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### FAULT ISOLATION/MAINT MANUAL

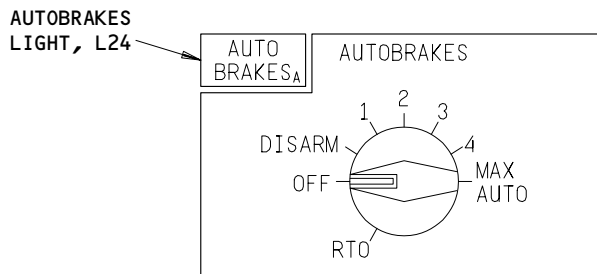


FLT COMPT



ANNUNCIATOR PANEL, M10394 (REF)

(A)



AUTOBRAKES SELECTOR SWITCH, S24

(B)

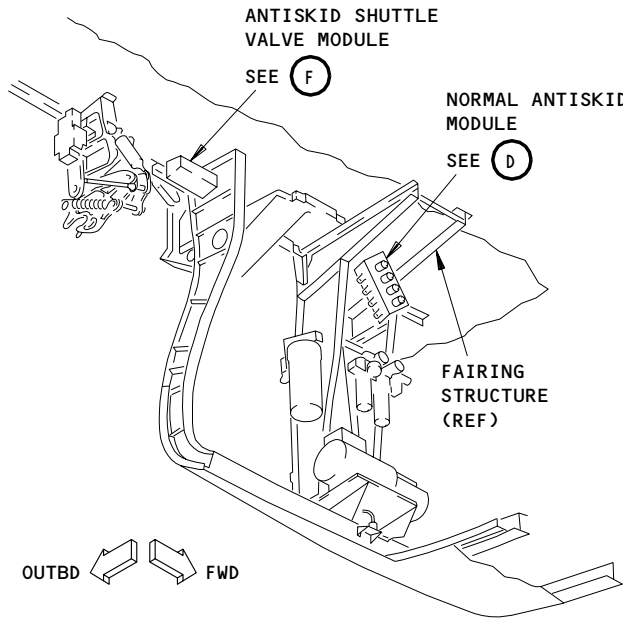
NOTE: DETAIL C NOT USED

Component Location  
Figure 102 (Sheet 1)

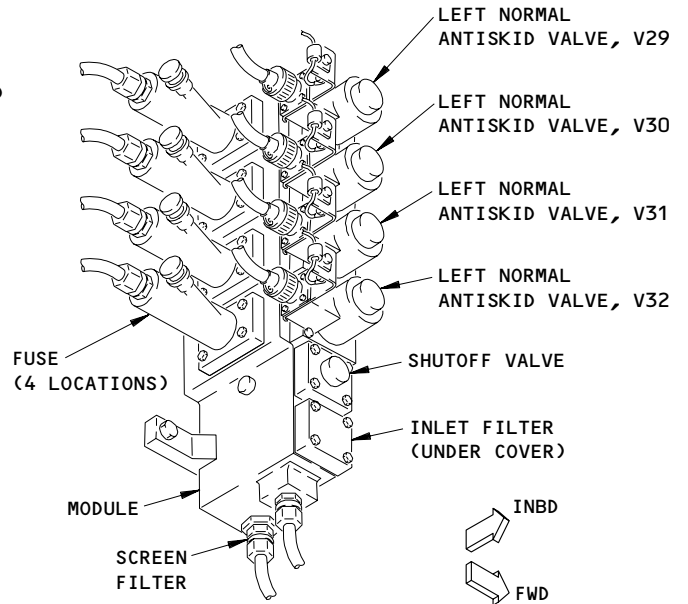
|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

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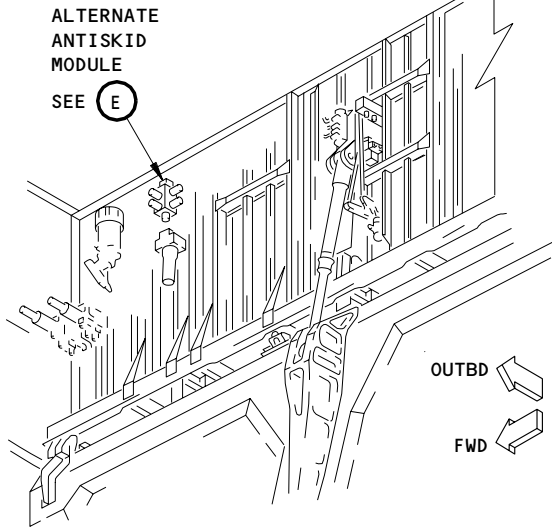


LEFT WHEEL WELL  
(RIGHT WHEEL WELL IS EQUIVALENT)

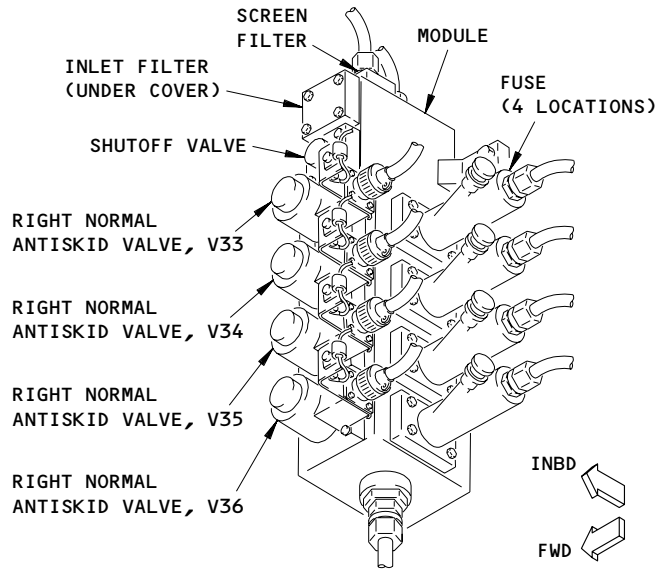


NORMAL ANTISKID MODULE,  
LEFT WHEEL WELL

(D)



LEFT WHEEL WELL  
(LEFT SYSTEM IS SHOWN)



NORMAL ANTISKID MODULE,  
RIGHT WHEEL WELL

(D)

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

EFFECTIVITY

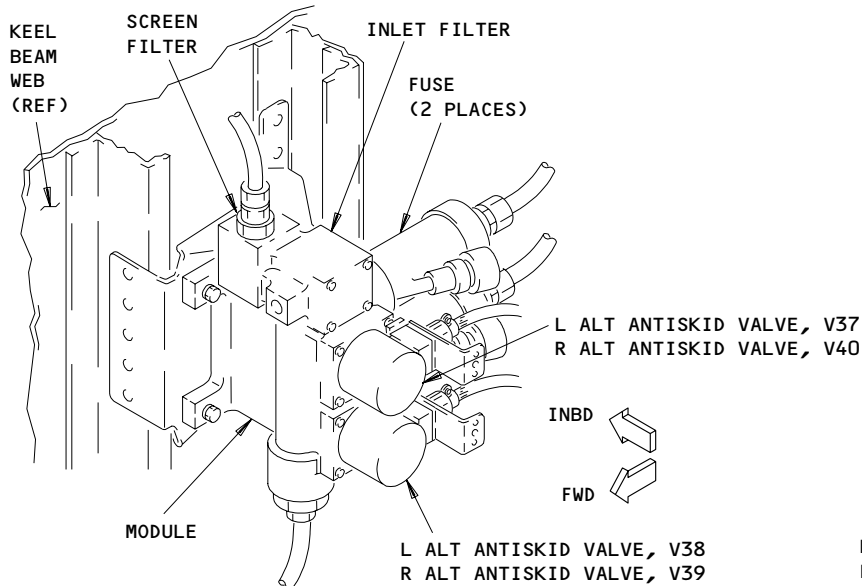
ALL

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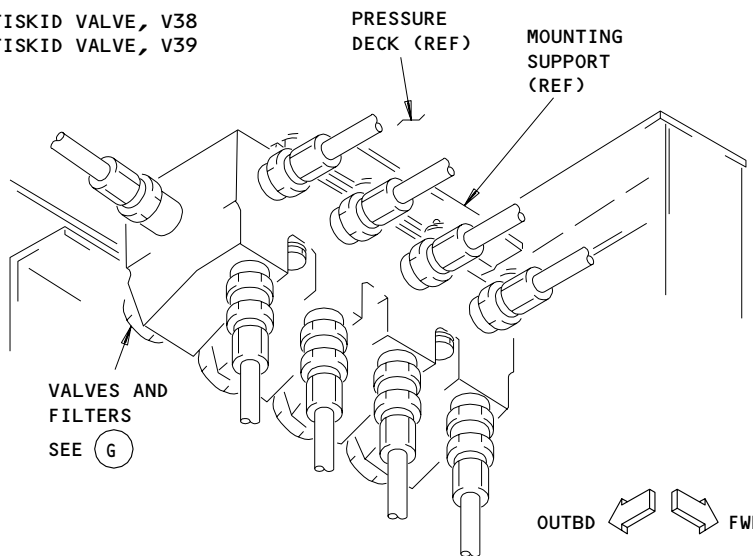
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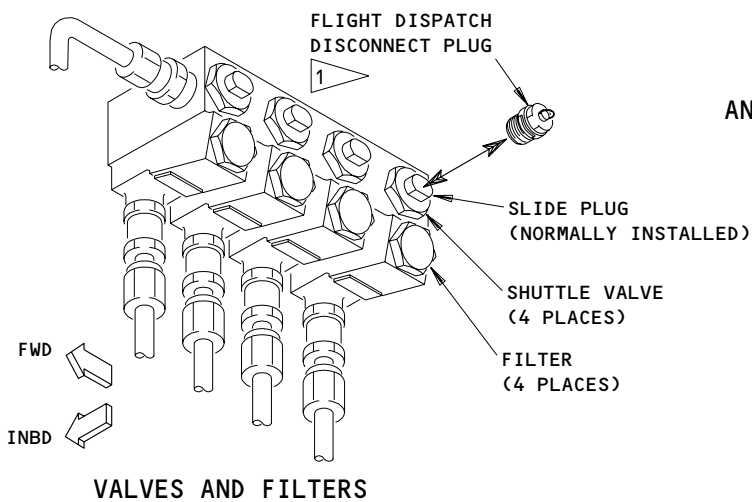
**ALTERNATE ANTISKID MODULE  
(LEFT WHEEL WELL SHOWN,  
RIGHT WHEEL WELL SIMILAR)**

**E**



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

**F**



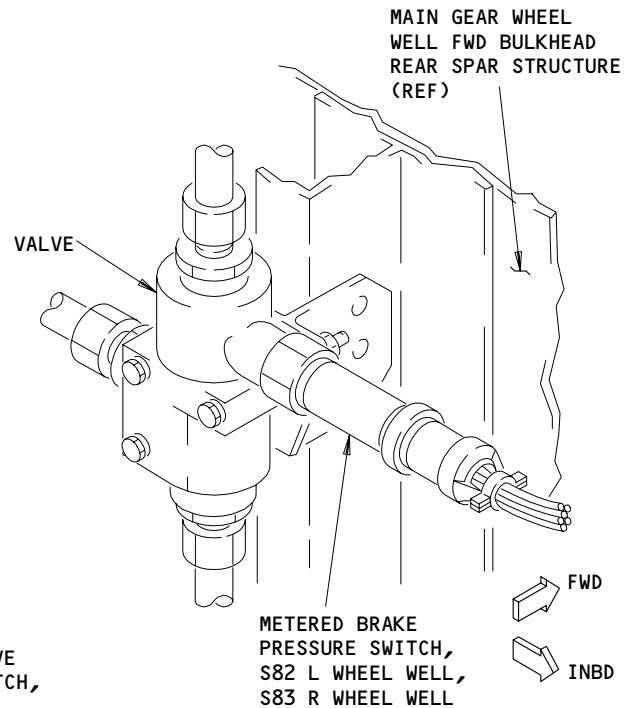
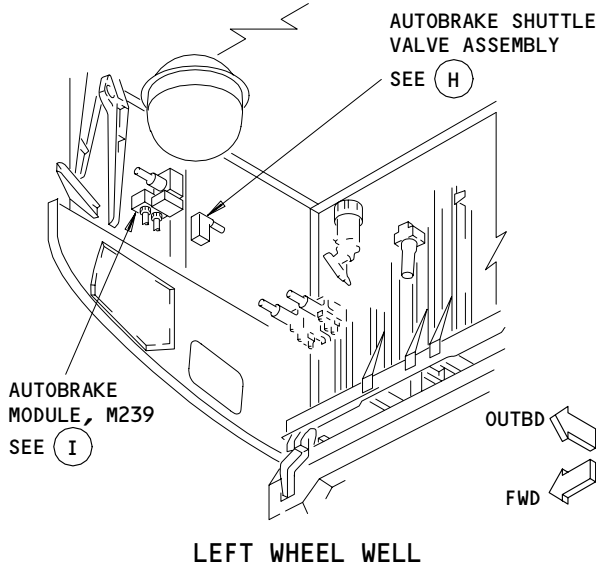
**G**

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

**Component Location  
Figure 102 (Sheet 3)**

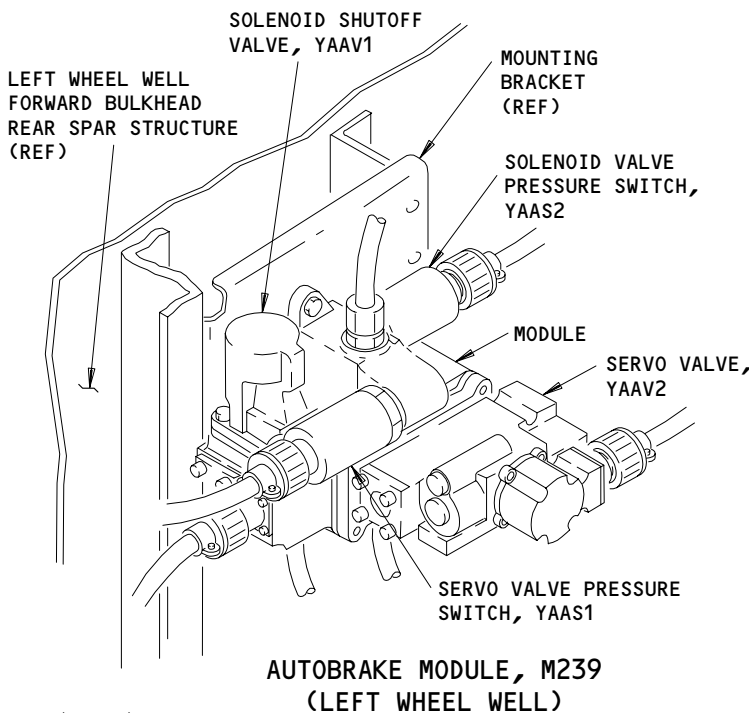
|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

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

(H)



(I)

Component Location  
Figure 102 (Sheet 4)

EFFECTIVITY

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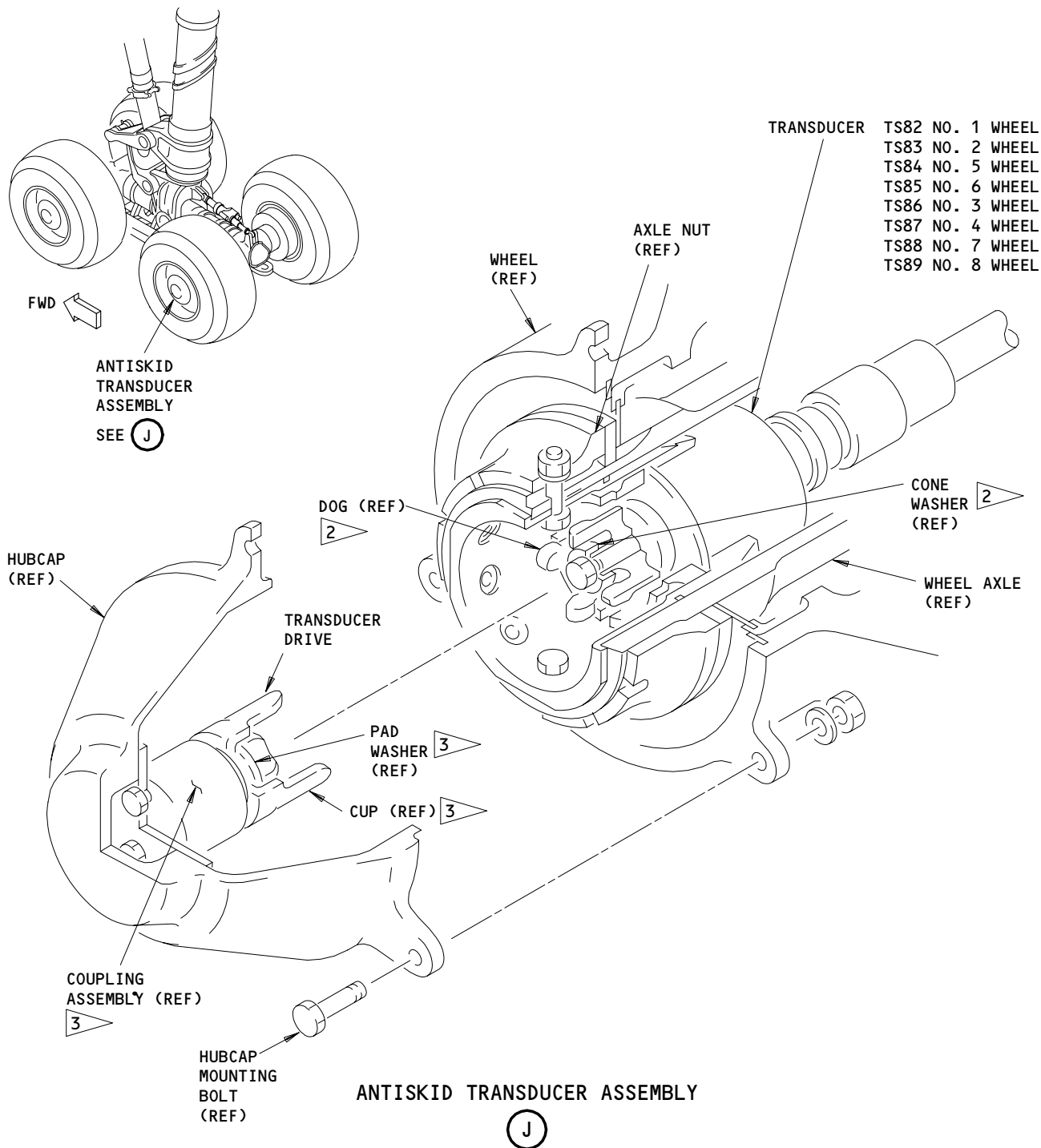
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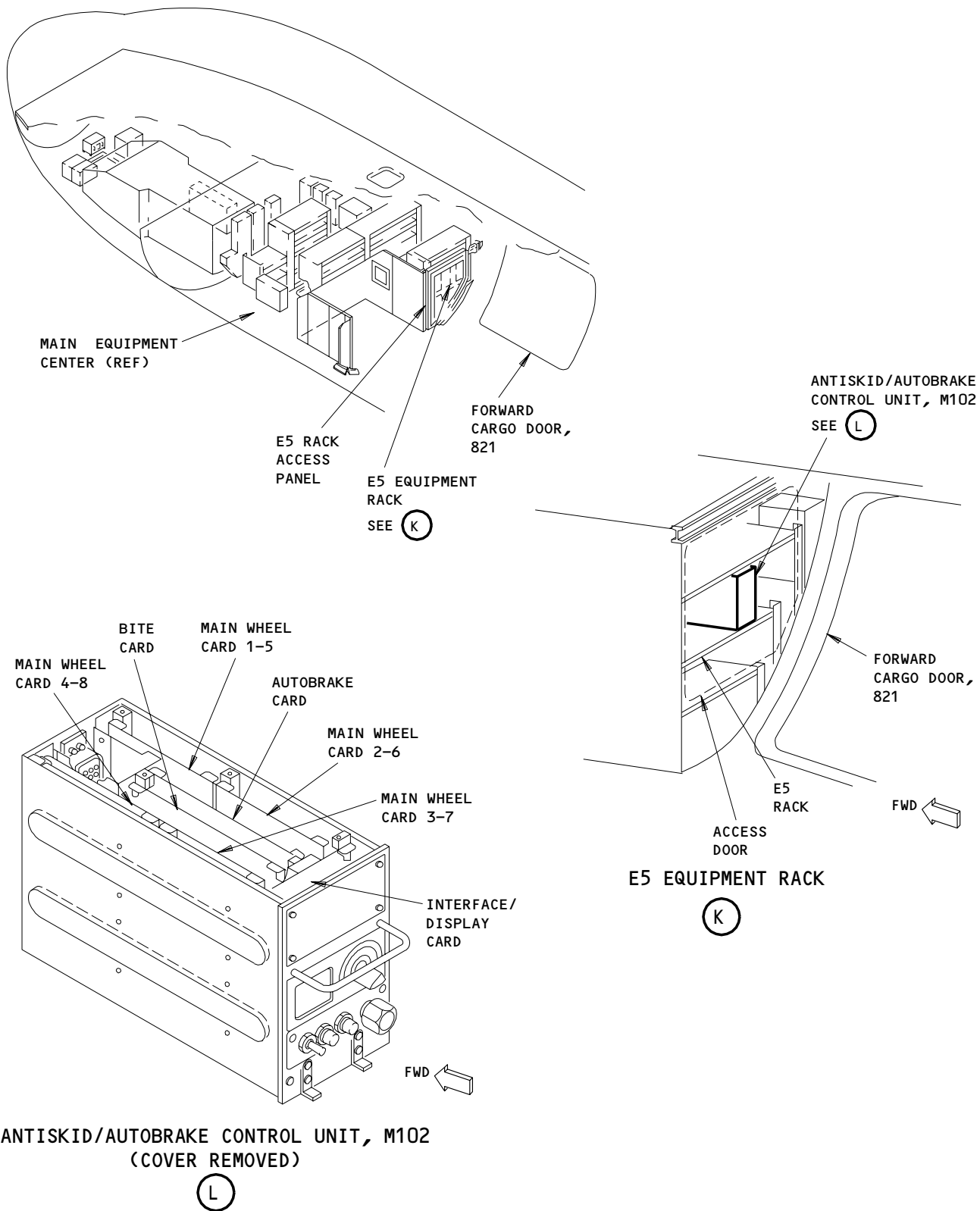


- 2 TRANSDUCER ASSEMBLY COMPONENT
- 3 TRANSDUCER DRIVE COMPONENT

Component Location  
Figure 102 (Sheet 5)

|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

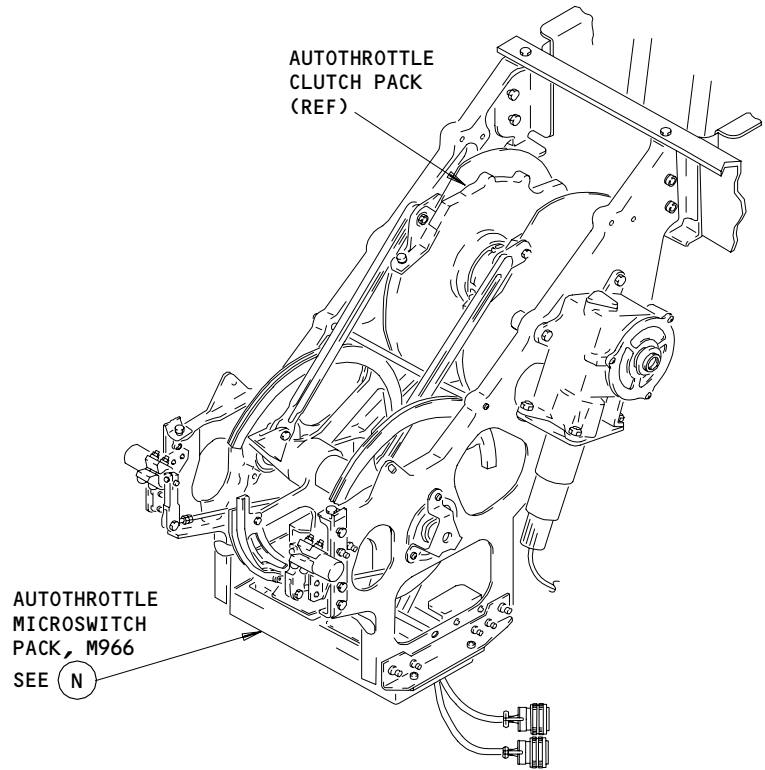
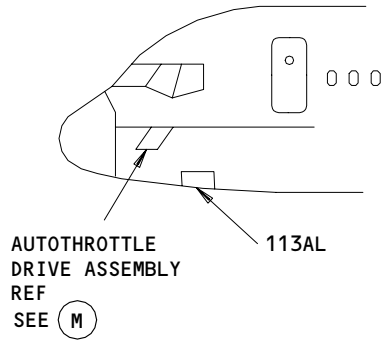
**32-42-00**



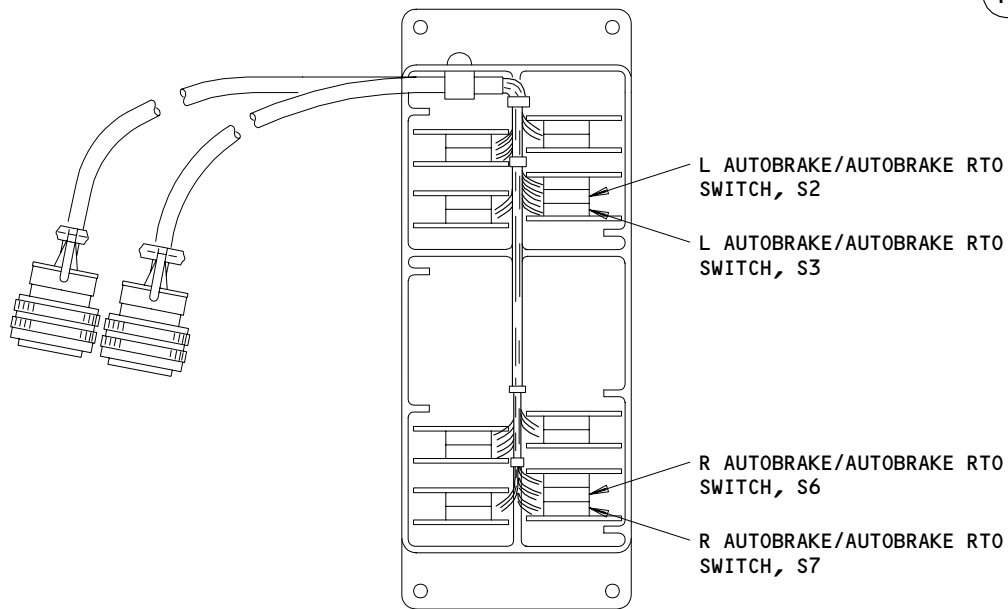
Component Location  
Figure 102 (Sheet 6)

|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

32-42-00



AUTOTHROTTLE DRIVE ASSEMBLY (REF)  
(M)



AUTOTHROTTLE MICROSWITCH PACK, M966  
(N)

Component Location  
Figure 102 (Sheet 7)

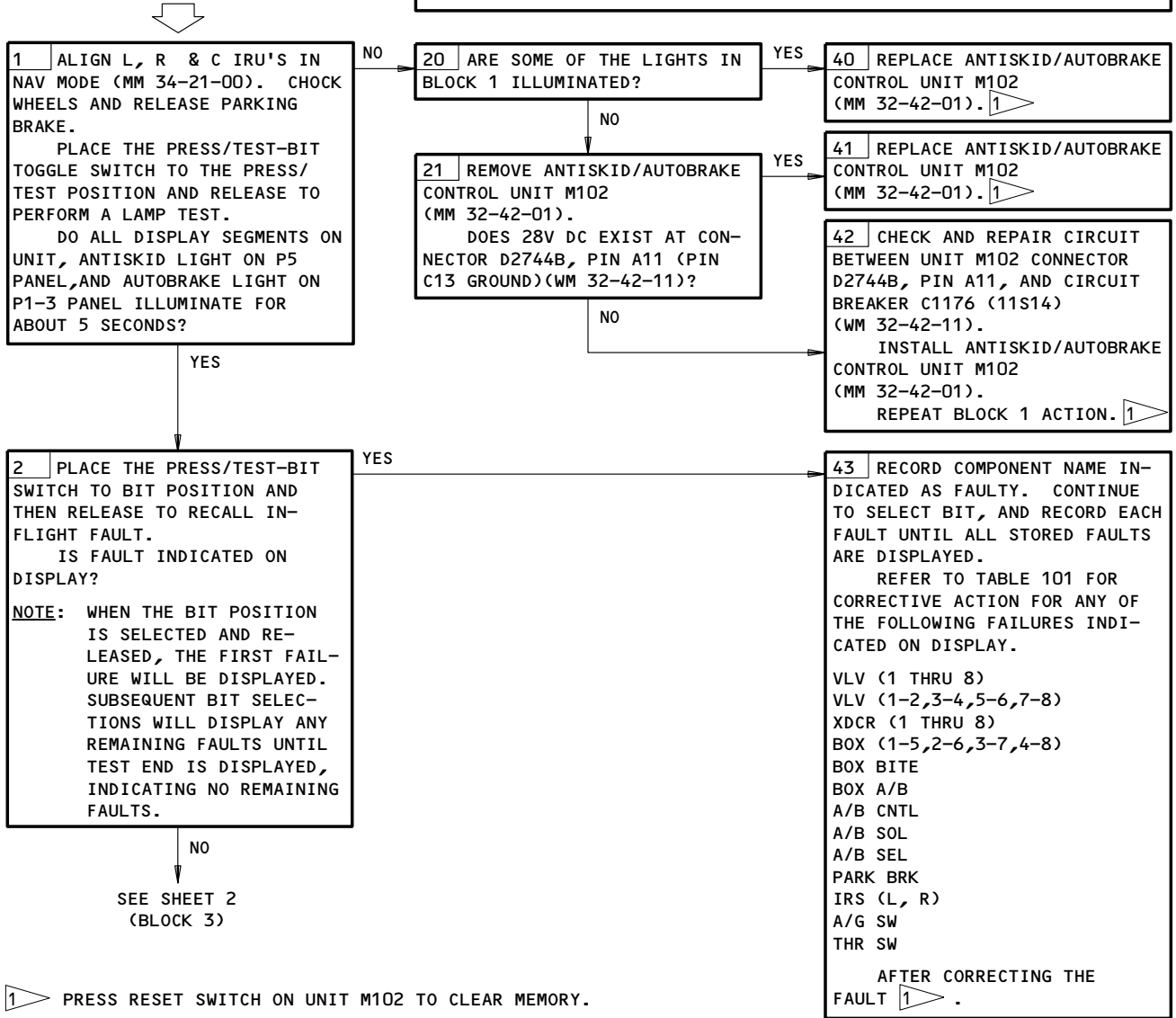
|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

32-42-00

**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 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)

EFFECTIVITY

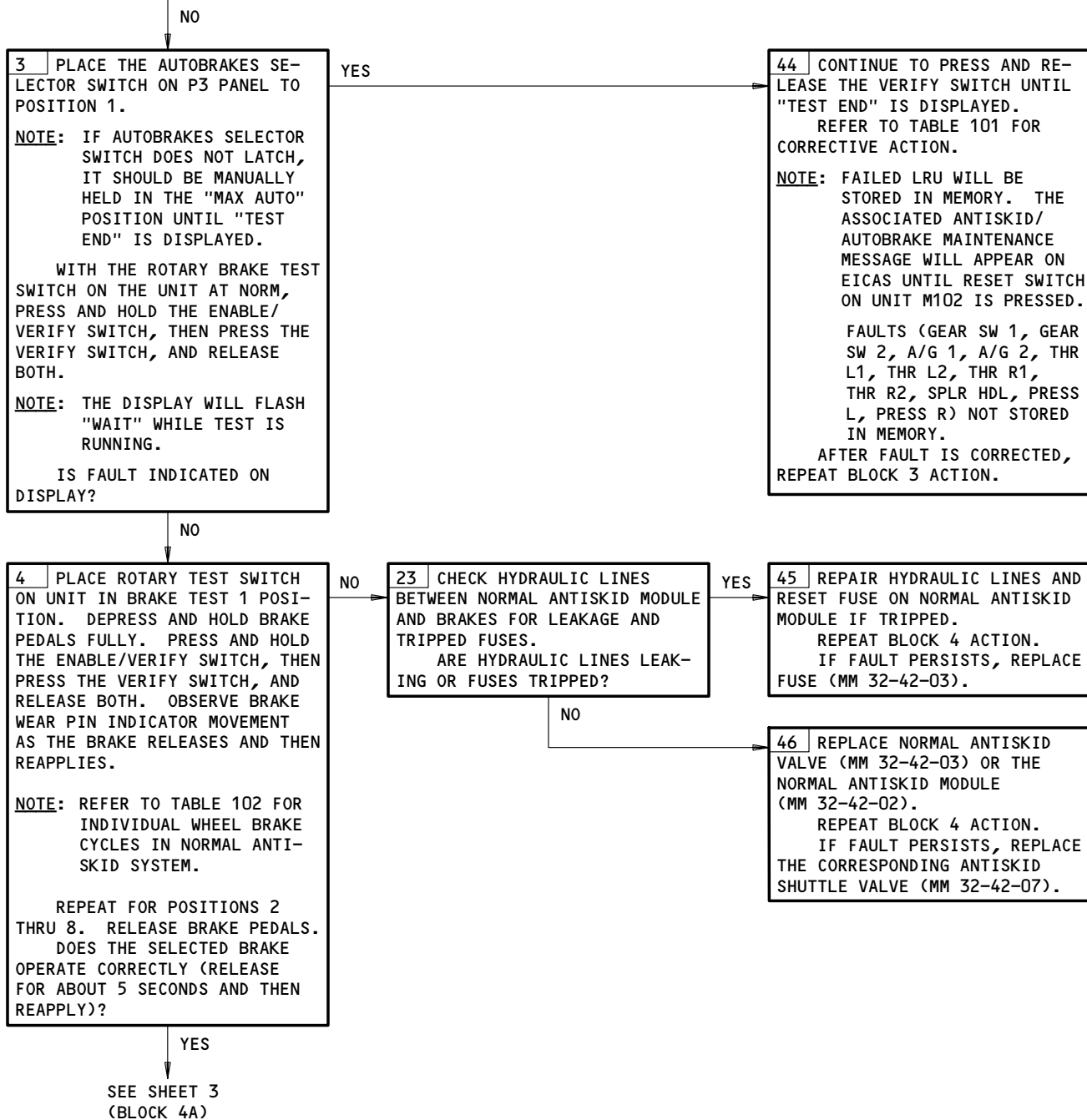
ALL

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FROM SHEET 1  
(BLOCK 2)

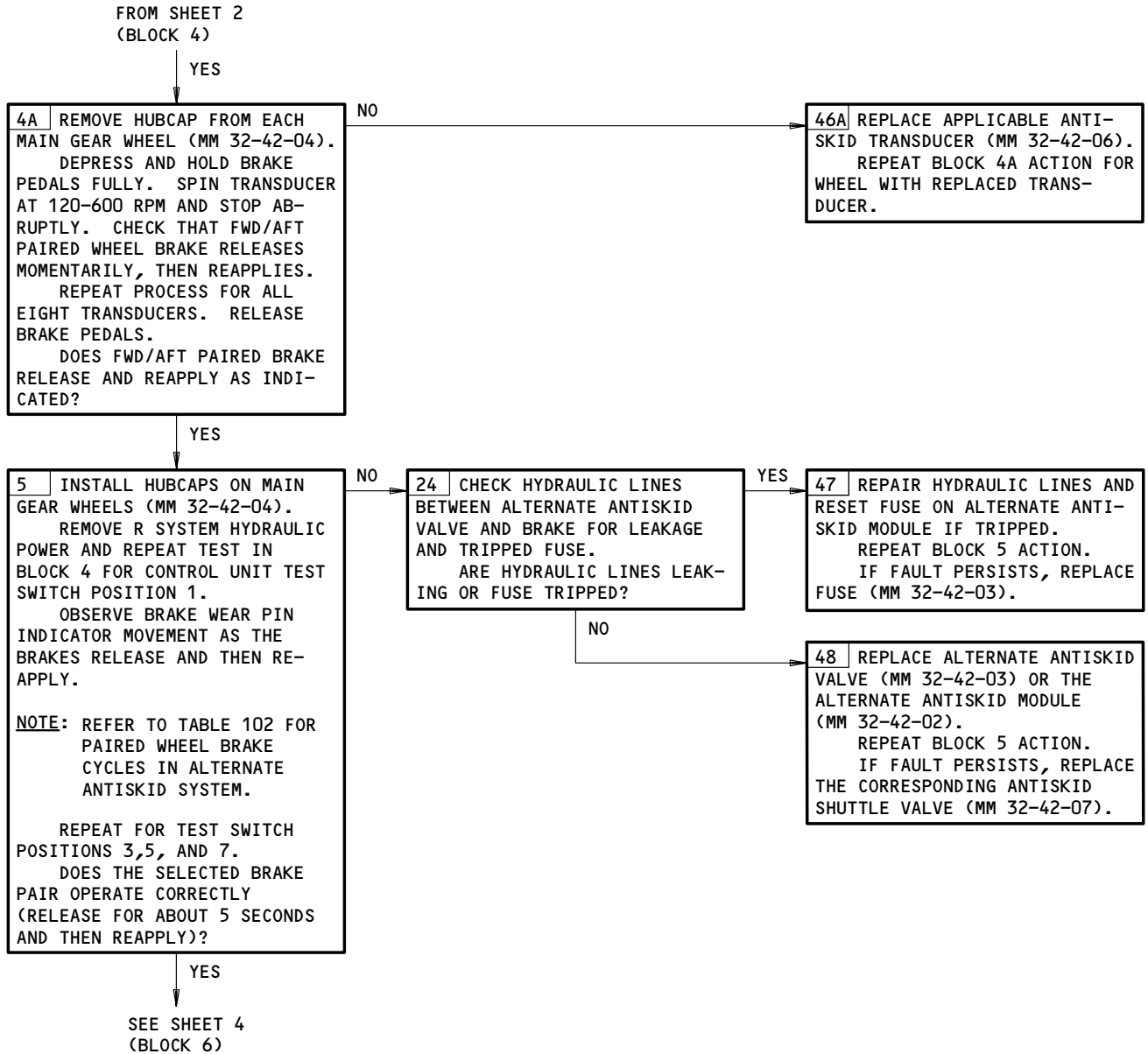


Antiskid/Autobrake Control Unit BITE Procedure  
Figure 103 (Sheet 2)

EFFECTIVITY

ALL

**32-42-00**



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

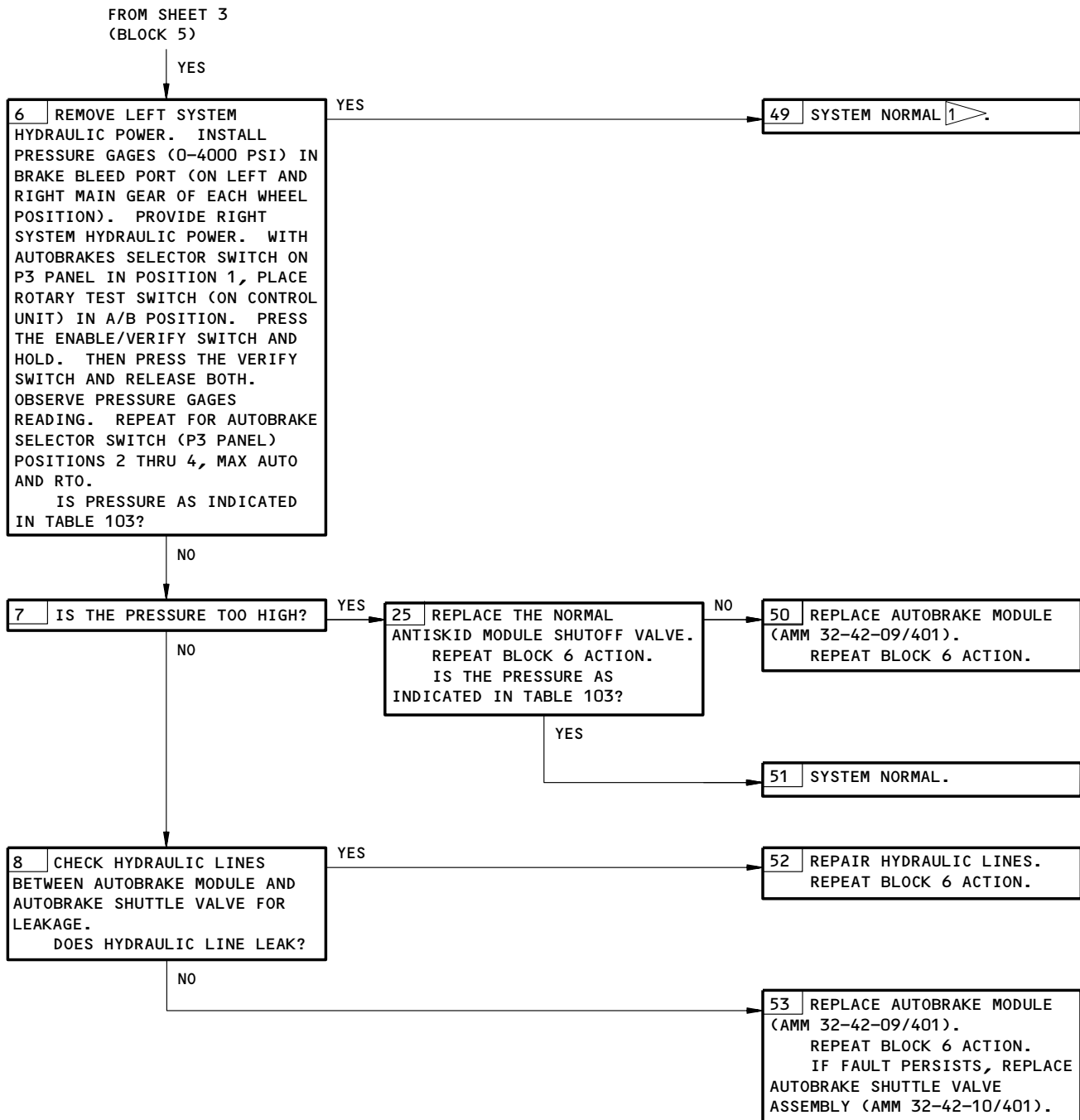
EFFECTIVITY

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

EFFECTIVITY

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 **BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL


| 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).<br><br>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<br>5456 XDCR  | 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).<br><br><u>NOTE:</u> 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.<br><br>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).<br><br>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:<br><br>FOR SWITCH L1, PIN A7 ON D2744A TO PIN A4 ON D2744B.<br>FOR SWITCH R1, PIN A7 ON D2744A TO PIN D6 ON D2744B.<br><br>FOR SWITCH L2, PIN B9 ON D2744B TO PIN A7 ON D2744B.<br>FOR SWITCH R2, PIN B9 ON D2744B TO PIN A2 ON D2744B.<br><br><u>NOTE:</u> 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)

EFFECTIVITY

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**BOEING**  
 757  
 FAULT ISOLATION/MAINT MANUAL

| 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.<br>IF NOT OK, REPLACE CONTROL VALVE, YAAV2 (AMM 32-42-09/401).<br>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.<br>IF NOT OK, REPLACE SOLENOID VALVE, YAAV1 (AMM 32-42-09).<br>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).<br>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)

EFFECTIVITY

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 **BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL

| TABLE 101 (Continued)                |   |
|--------------------------------------|---|
| MESSAGE DISPLAYED                    | CORRECTIVE ACTION   |
| PWR A/B, OR 1-5,2-6,3-7,4-8,<br>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<br>BRAKE TEST SWITCH<br>POSITION | CONTROL UNIT<br>MESSAGE DISPLAY<br>DURING BRAKE CYCLE | NORMAL<br>ANTISKID<br>SYSTEM | ALTERNATE<br>ANTISKID<br>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                            |                                 |

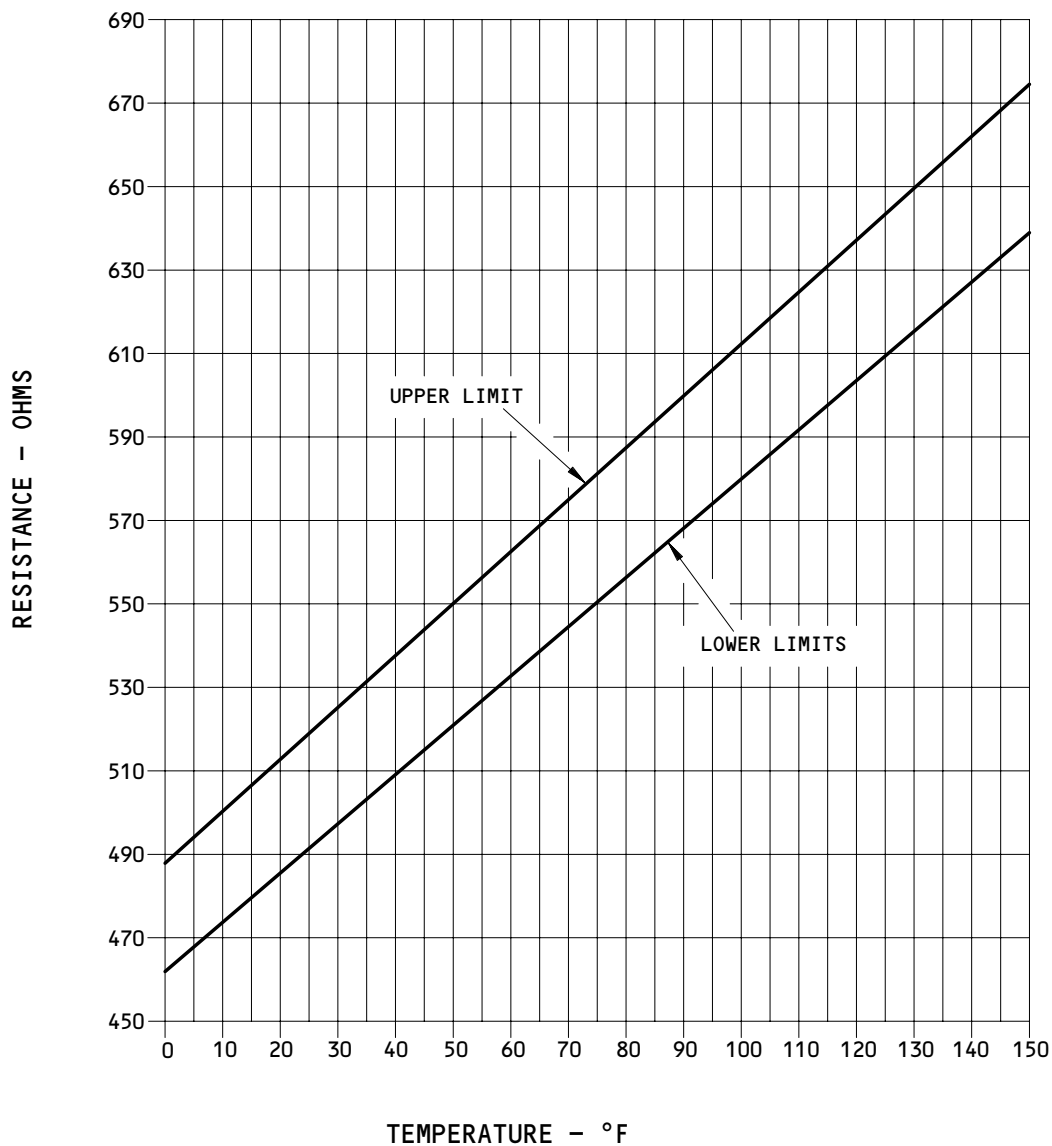
| TABLE 103                                   |                                 |   |
|---|---------------------------------|---|
| AUTOBRAKE<br>SEL POSITION<br>(FLIGHT COMPT) | CONT UNIT<br>DISPLAY<br>MESSAGE | BRAKE PRESSURE (PSI)  |
| 1   | BRK A/B 1                       | 1500 ±250 FOR ABOUT 10 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)

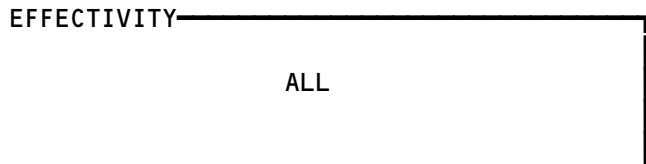
EFFECTIVITY   
ALL

32-42-00

TRANSDUCER RESISTANCE VS TEMPERATURE LIMITS



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



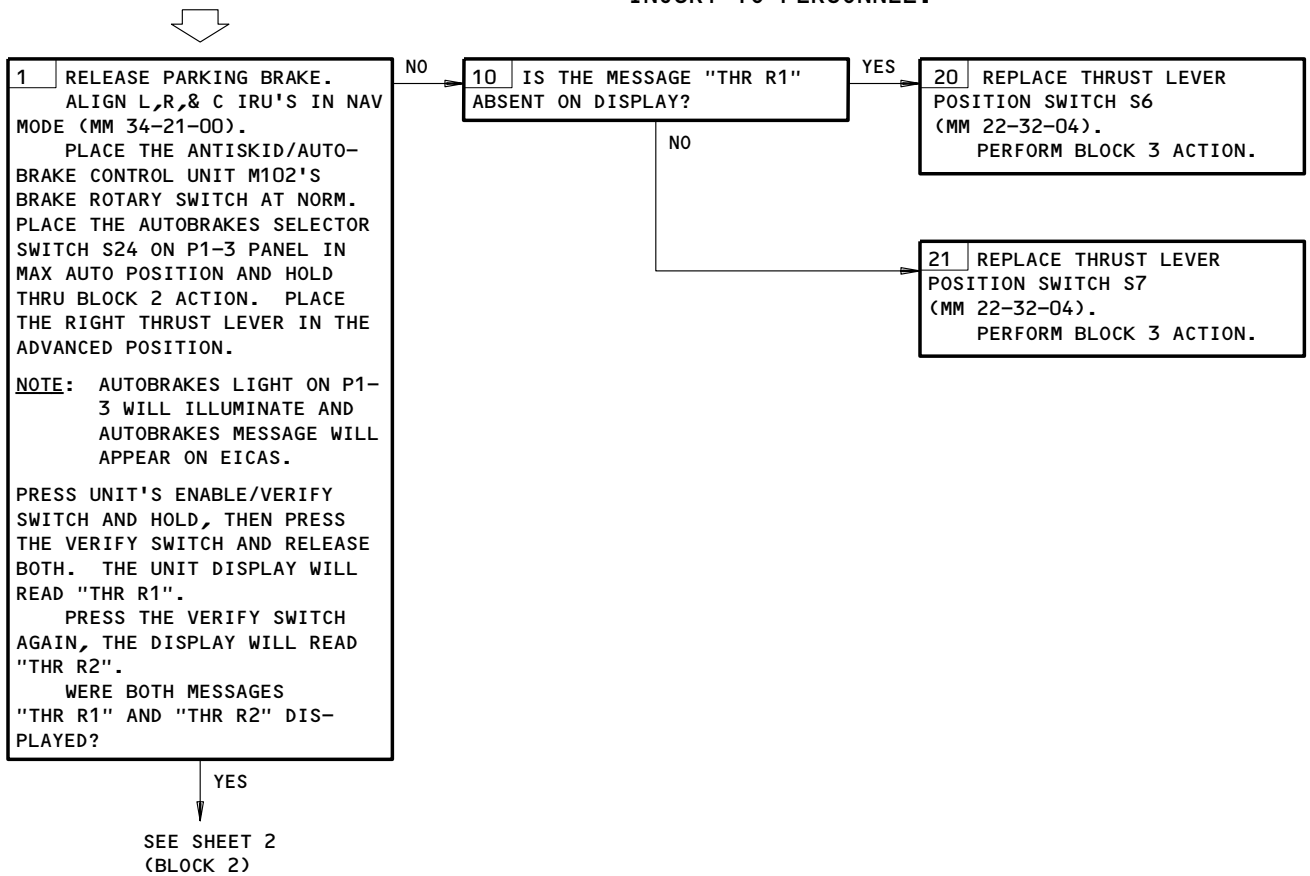
**32-42-00**

**"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.

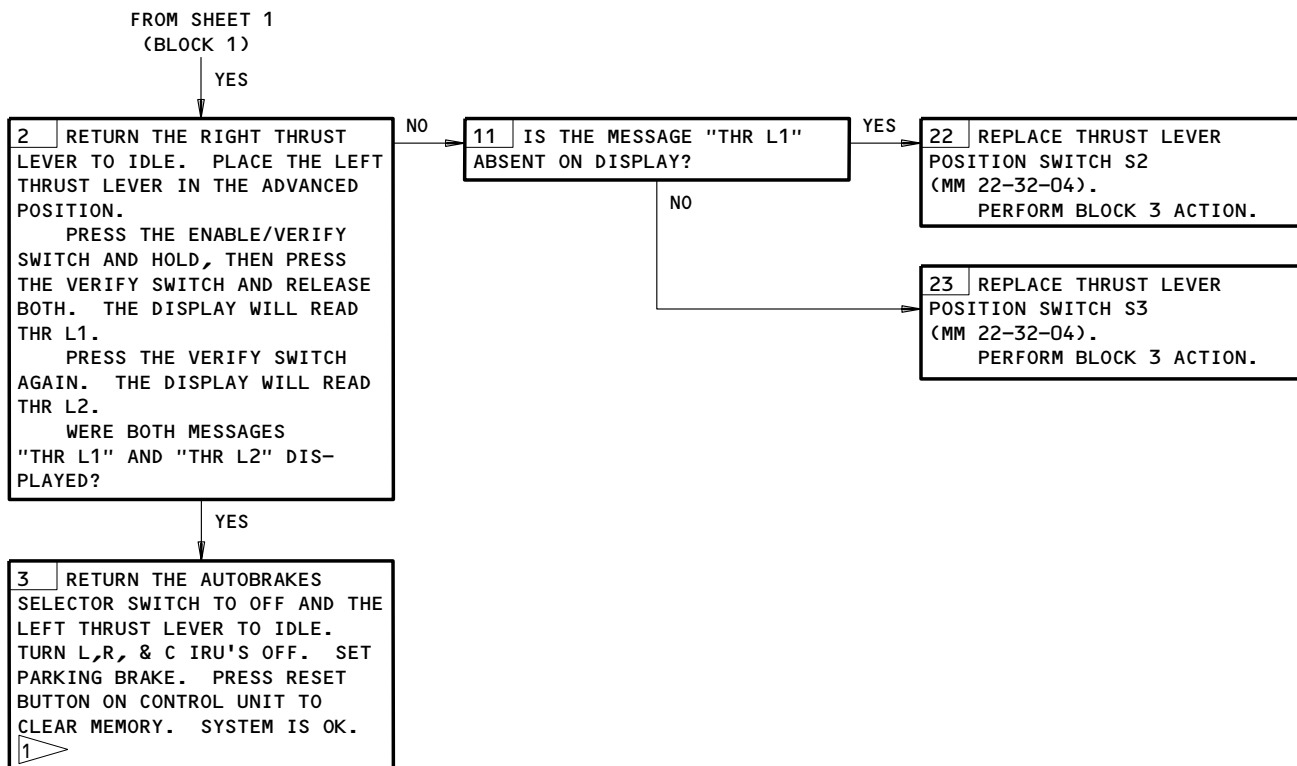


THR SW Failure Message Indicated on Control Unit Display  
(Antiskid/Autobrake Control Unit BITE Procedure)  
Figure 104 (Sheet 1)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-42-00**

**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL



**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)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

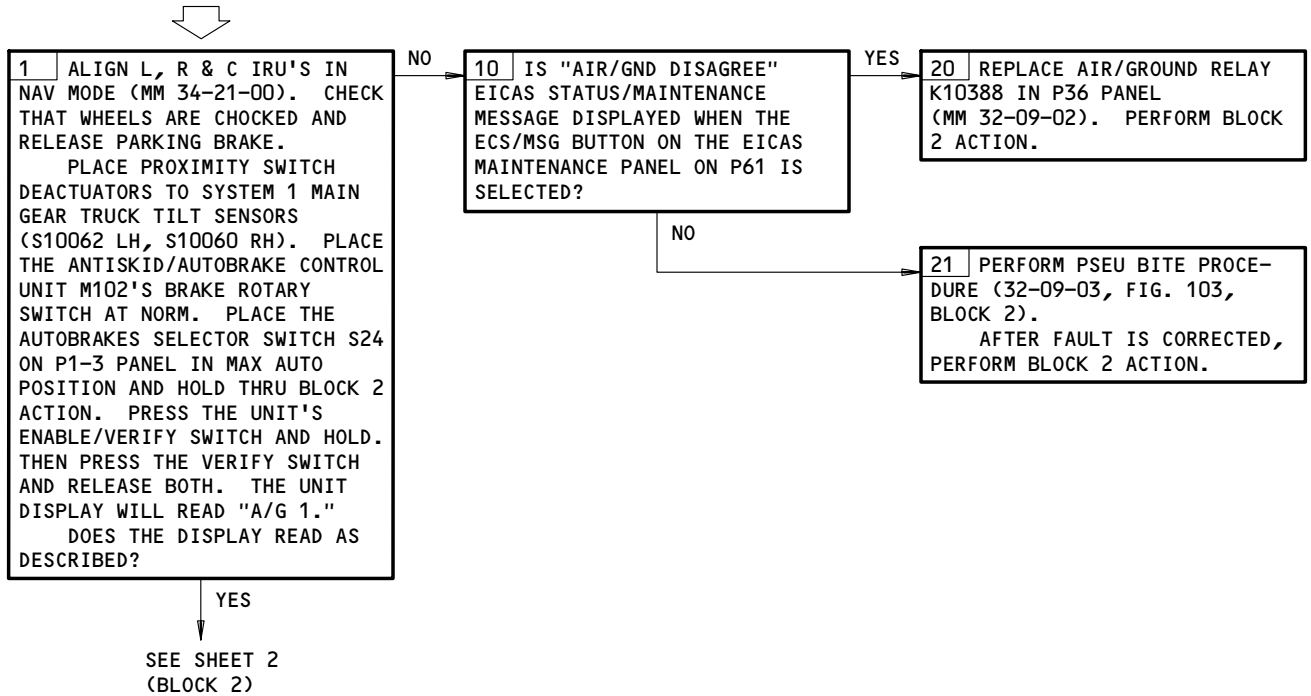
32-42-00

**"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

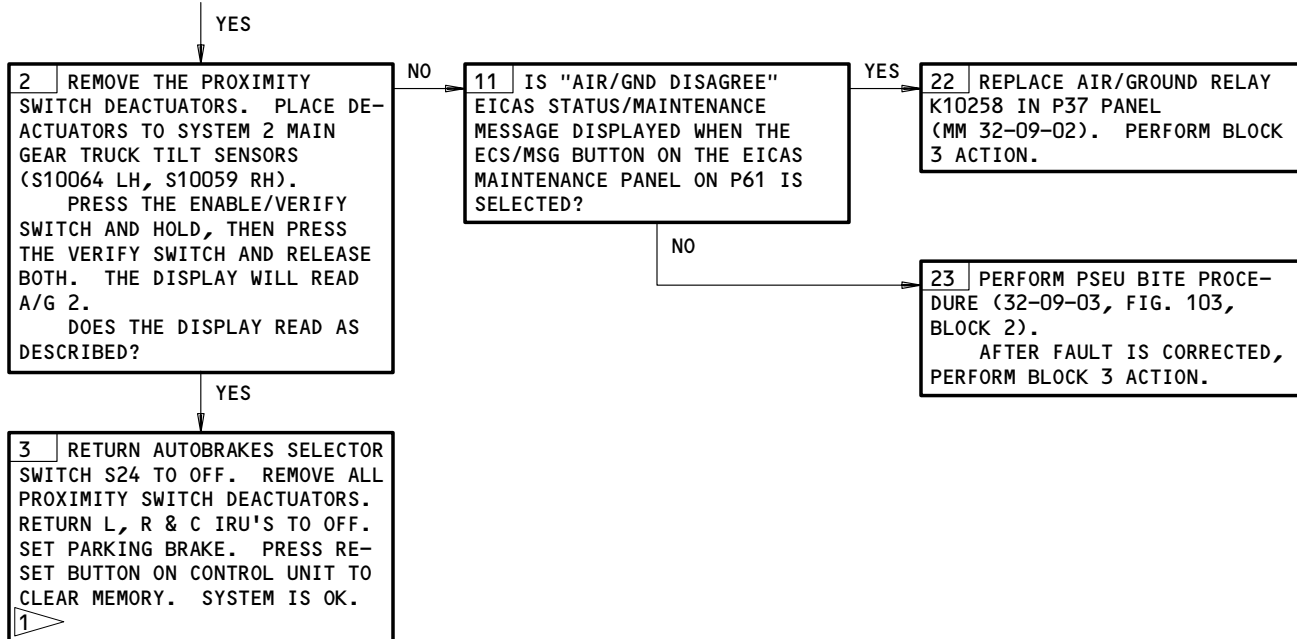


A/G SW Failure Message Indicated on Control Unit Display  
 (Antiskid/Autobrake Control Unit BITE Procedure)  
 Figure 105 (Sheet 1)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-42-00**

FROM SHEET 1  
(BLOCK 1)



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

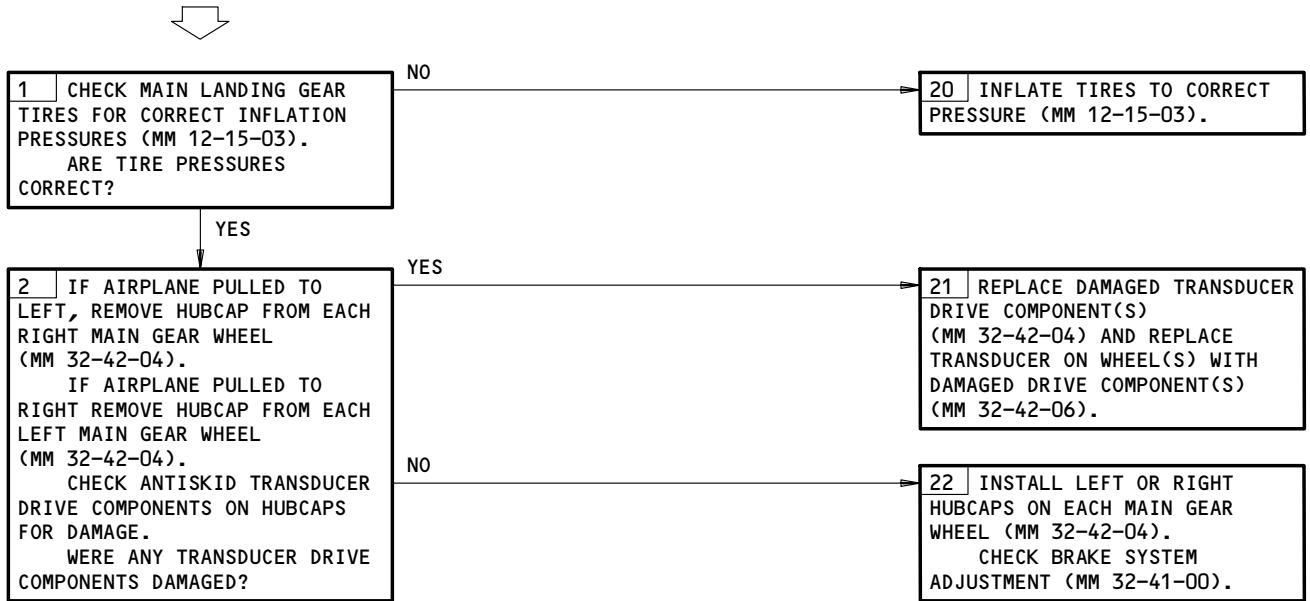
A/G SW Failure Message Indicated on Control Unit Display  
(Antiskid/Autobrake Control Unit BITE Procedure)  
Figure 105 (Sheet 2)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-42-00**

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

PREREQUISITES  
NONE



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

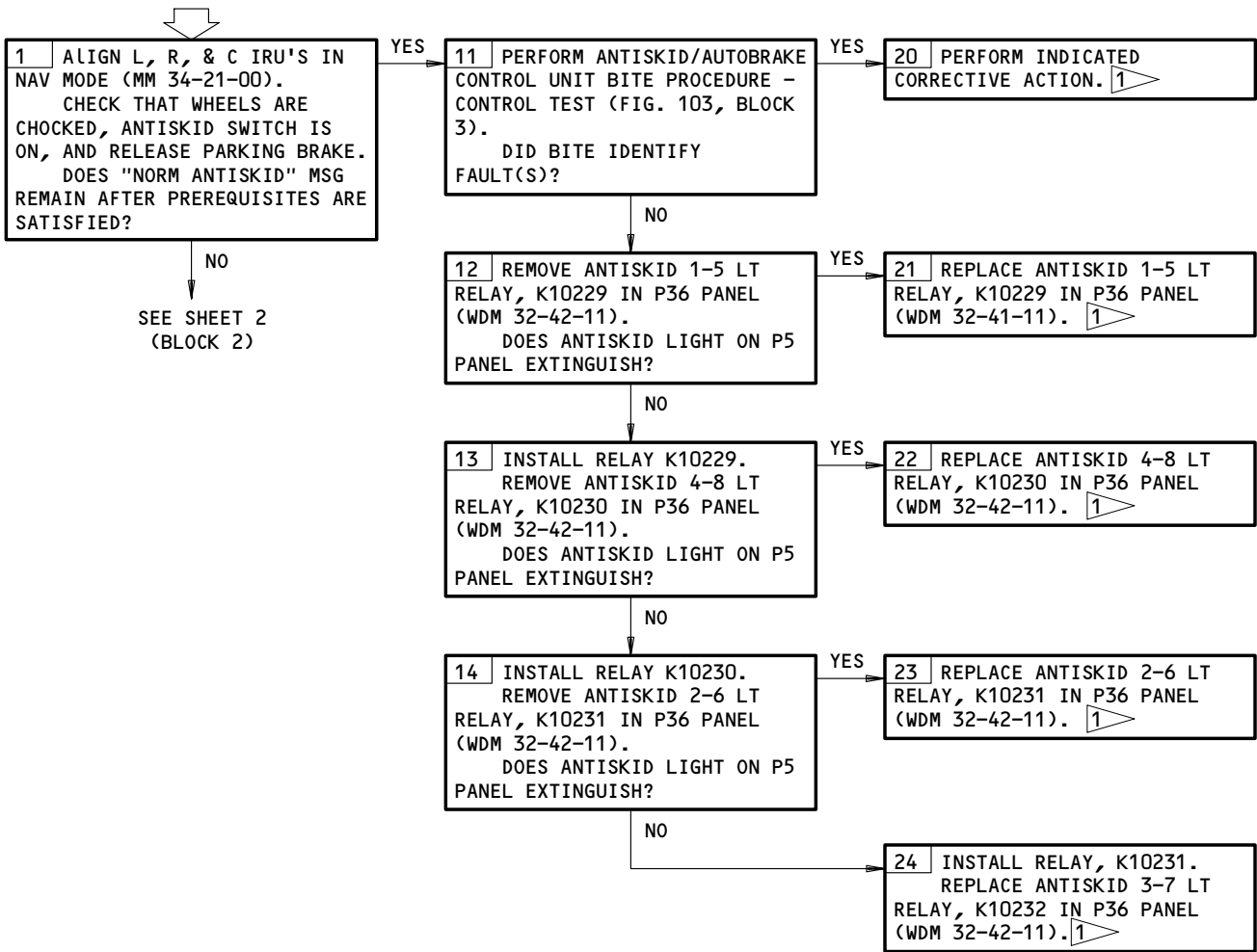
EFFECTIVITY —————  
ALL

**32-42-00**



**EICAS MSG "NORM  
ANTISKID" DISPLAYED**

**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



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

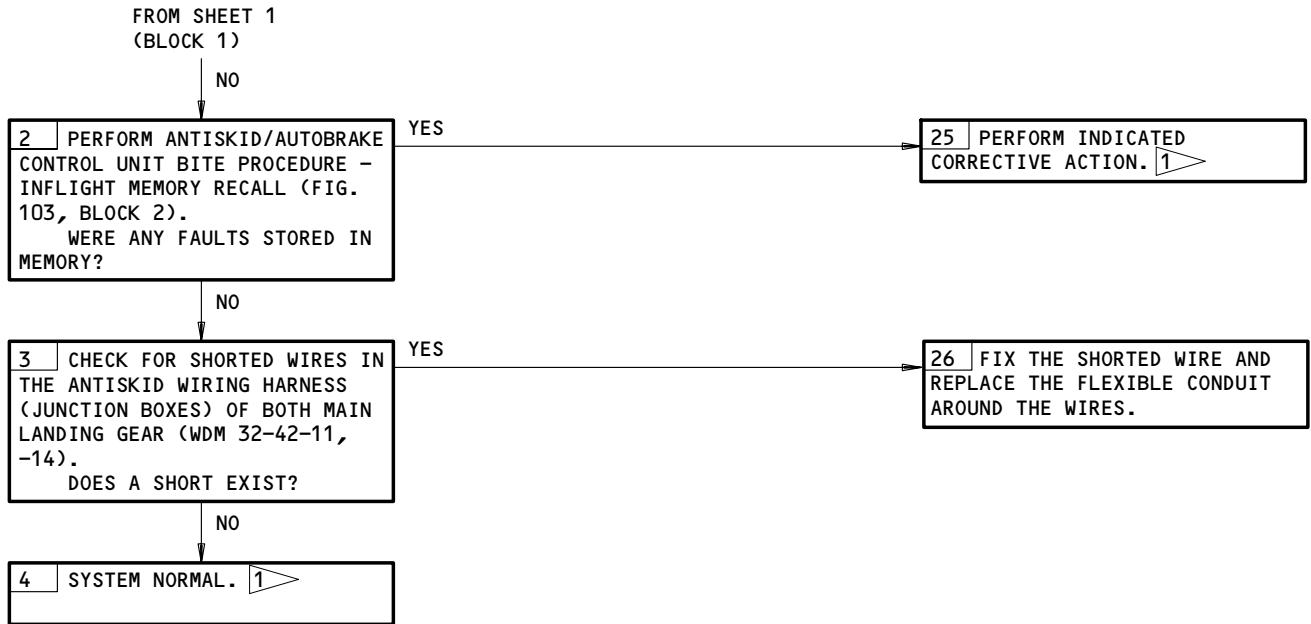
EICAS Msg NORM ANTISKID Displayed  
Figure 107 (Sheet 1)

EFFECTIVITY

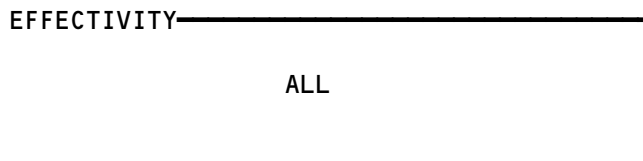
|     |
|-----|
| ALL |
|-----|

**32-42-00**

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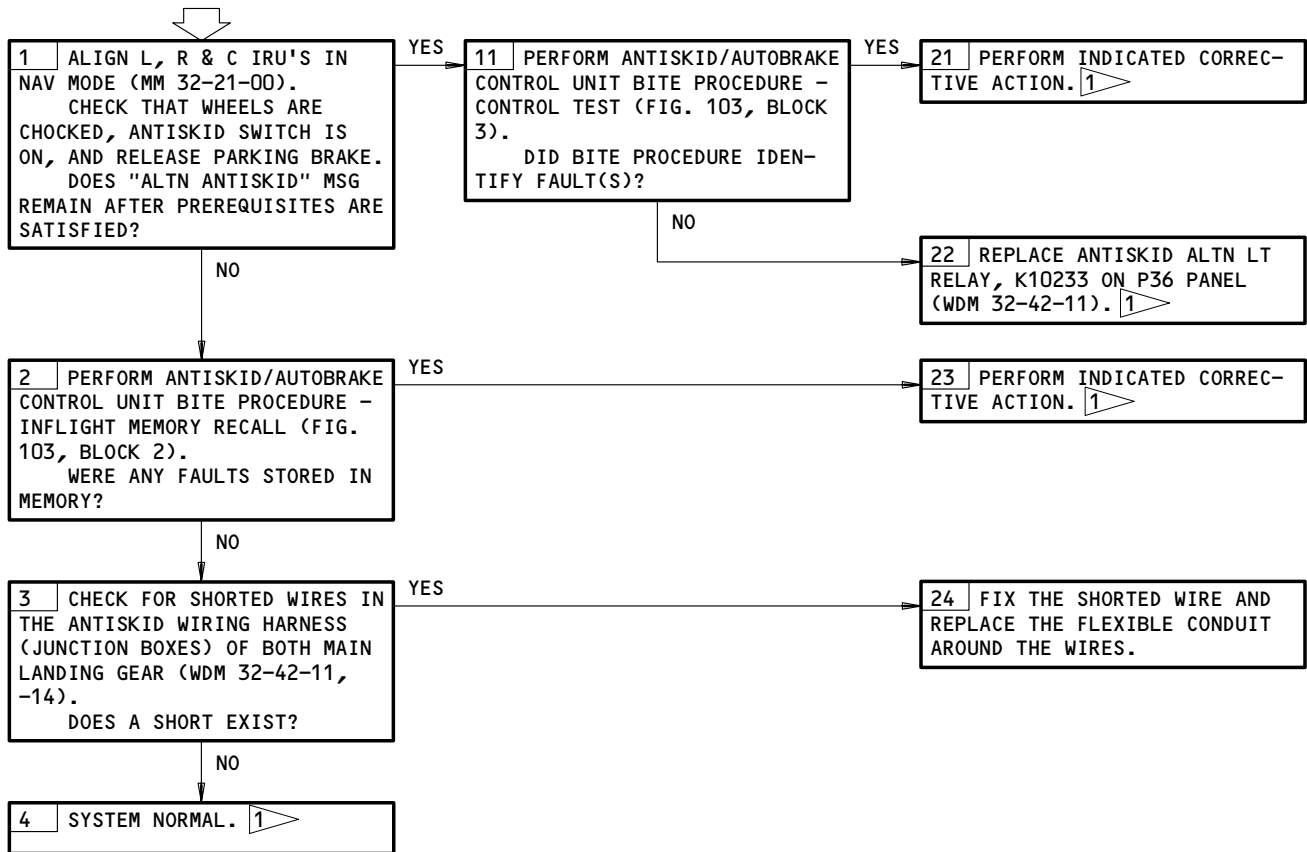
EICAS Msg NORM ANTISKID Displayed  
Figure 107 (Sheet 2)



32-42-00

**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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-42-00**

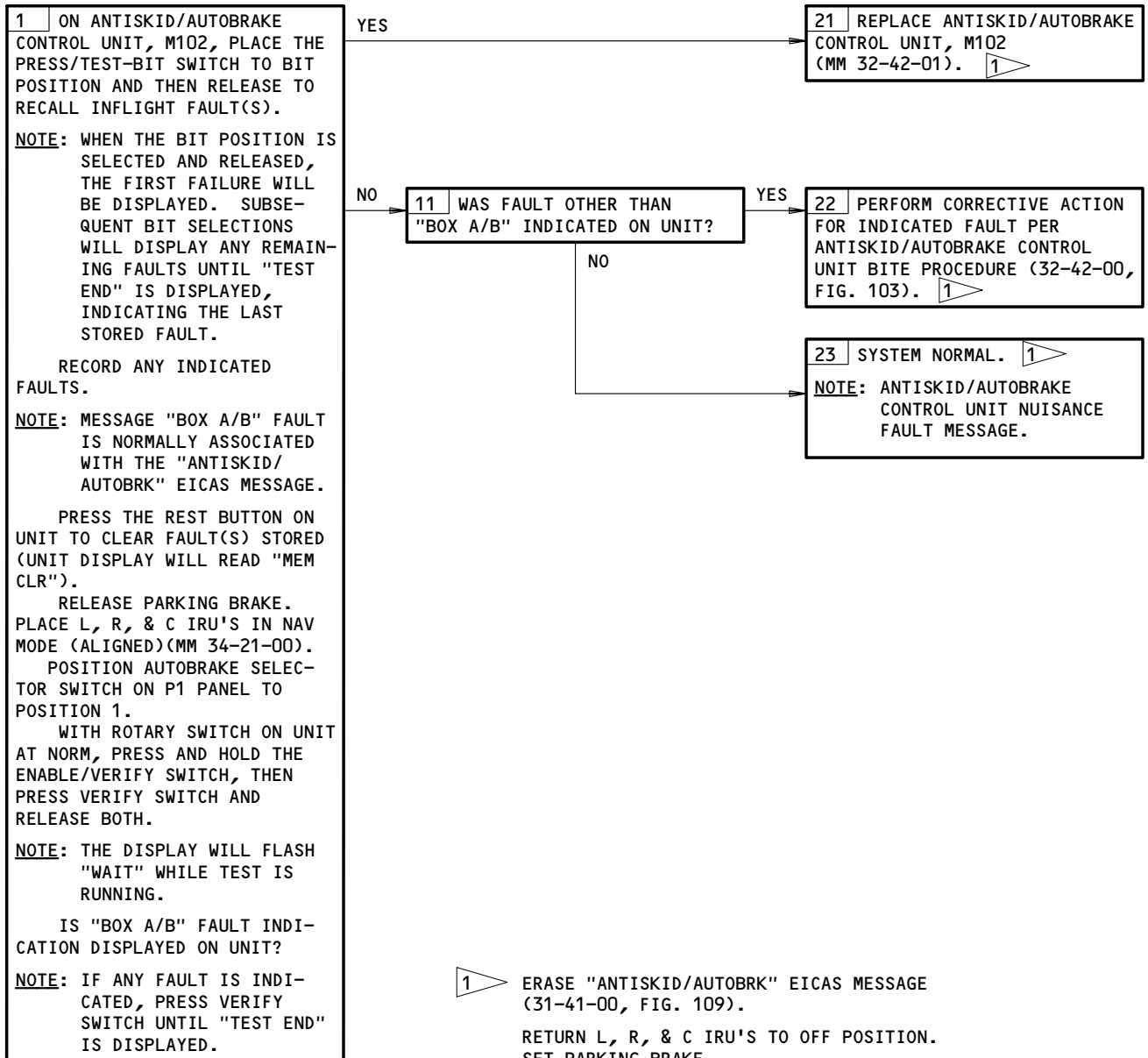
**EICAS MSG "ANTI-SKID/AUTOBRK" DISPLAYED**



**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 ANTISKID/AUTOBRK Displayed  
Figure 109

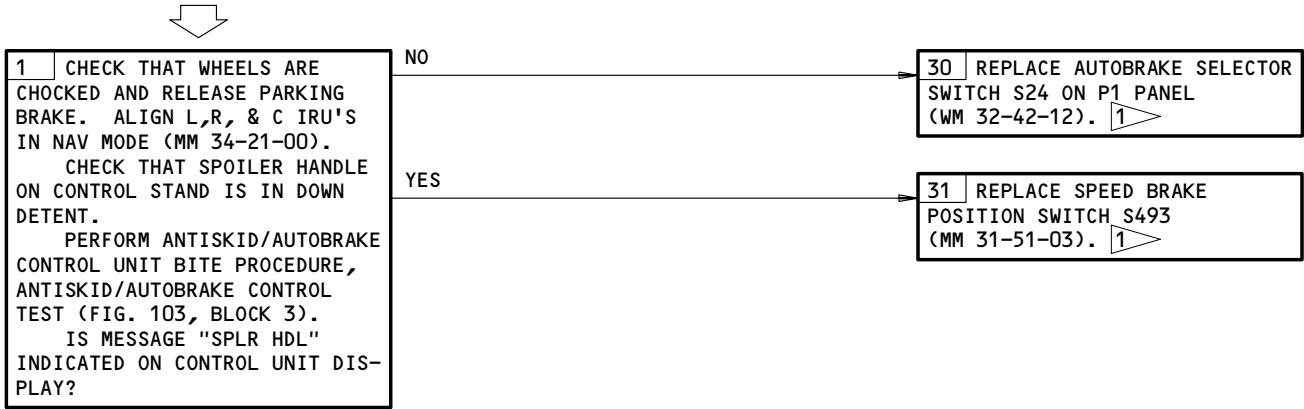
EFFECTIVITY

ALL

**32-42-00**

**AUTOBRAKES SELECTOR  
DID NOT DISARM WHEN  
SPEEDBRAKES LEVER  
MOVED DOWN**

**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



**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

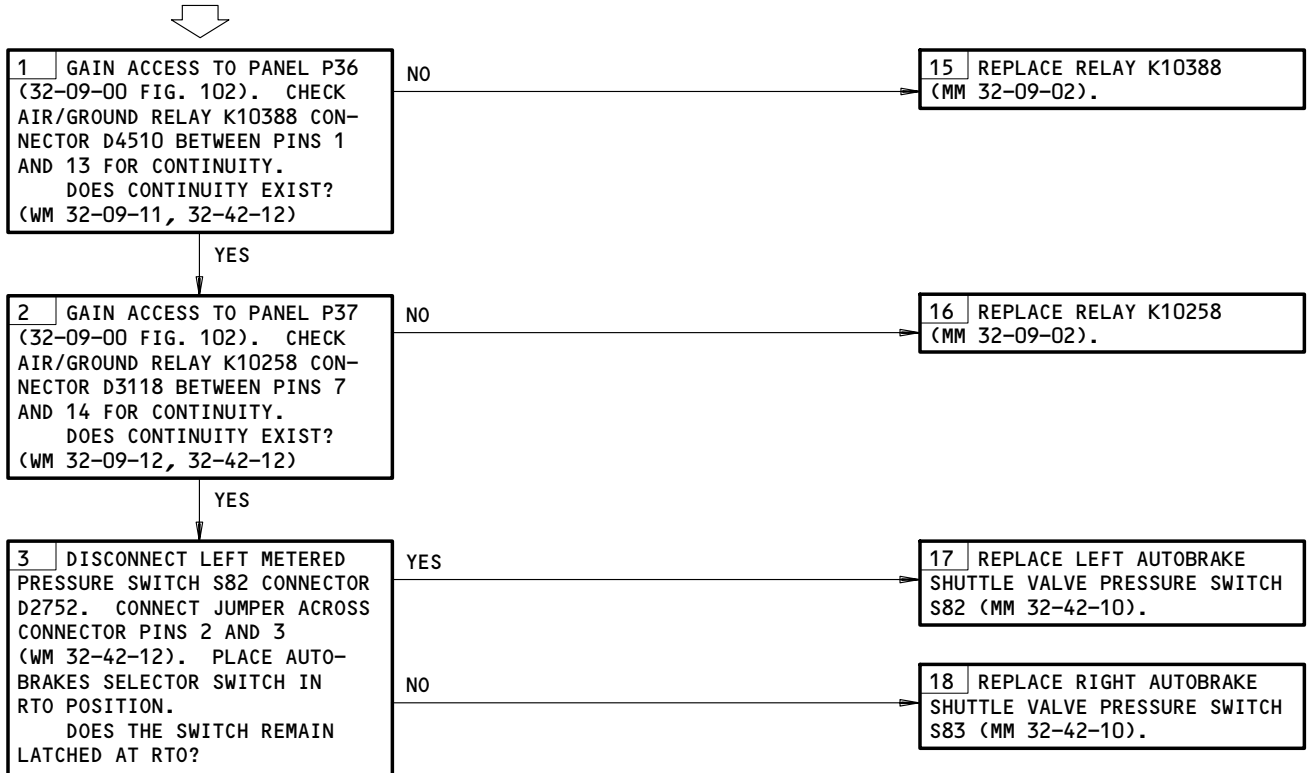
|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-42-00**

117294

**AUTOBRAKES  
SELECTOR WILL NOT  
LATCH IN "RTO" POSI-  
TION 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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-42-00

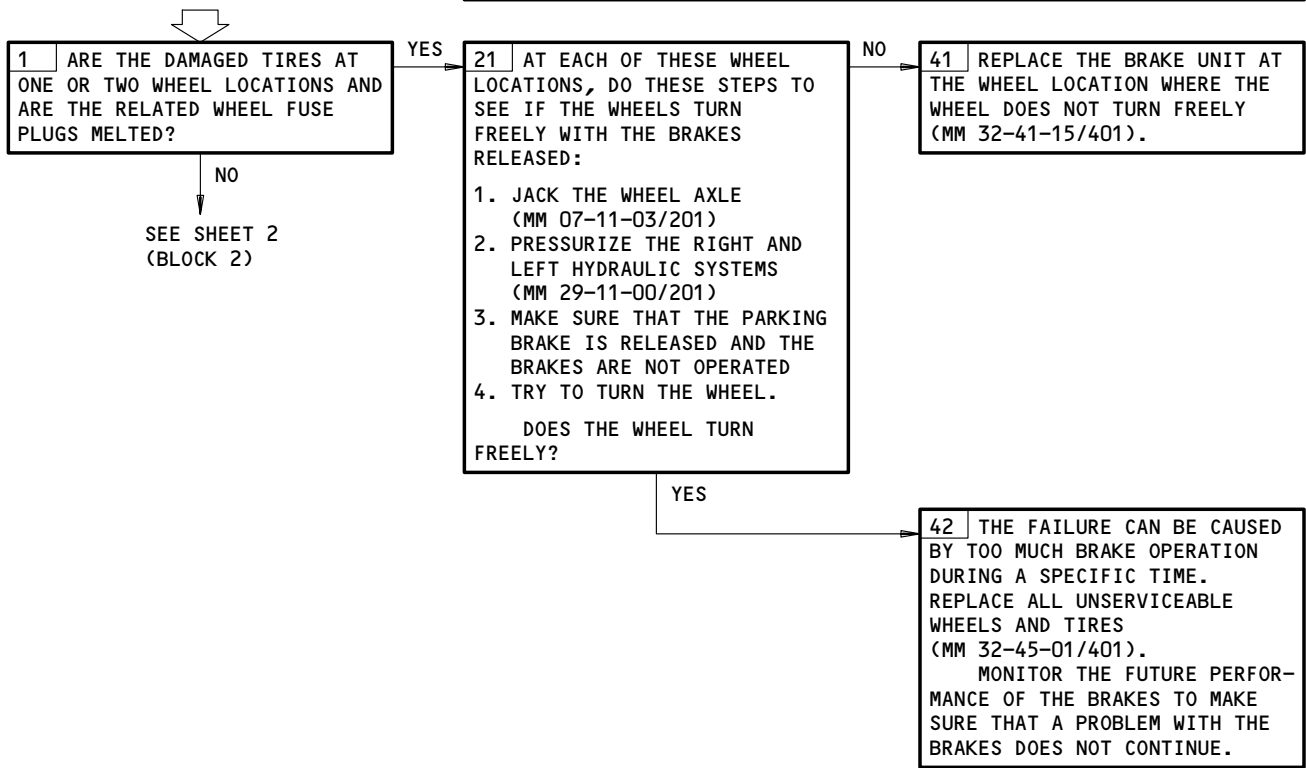
**PREREQUISITES**

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)

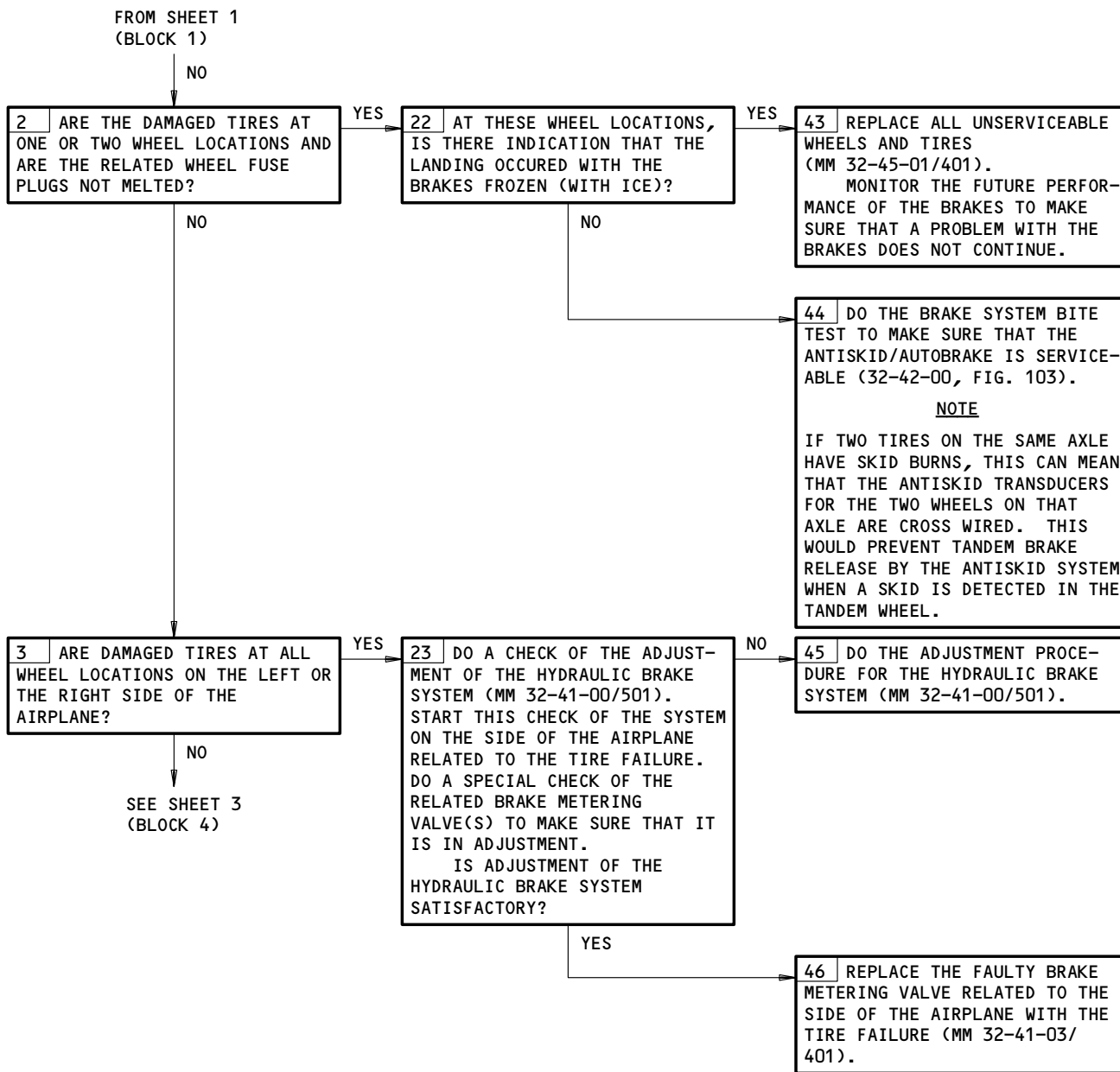
MAIN GEAR TIRES ARE BLOWN OUT OR WORN FLAT IN AREAS OR SHOW SKID BURN DAMAGE



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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-42-00**



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

EFFECTIVITY

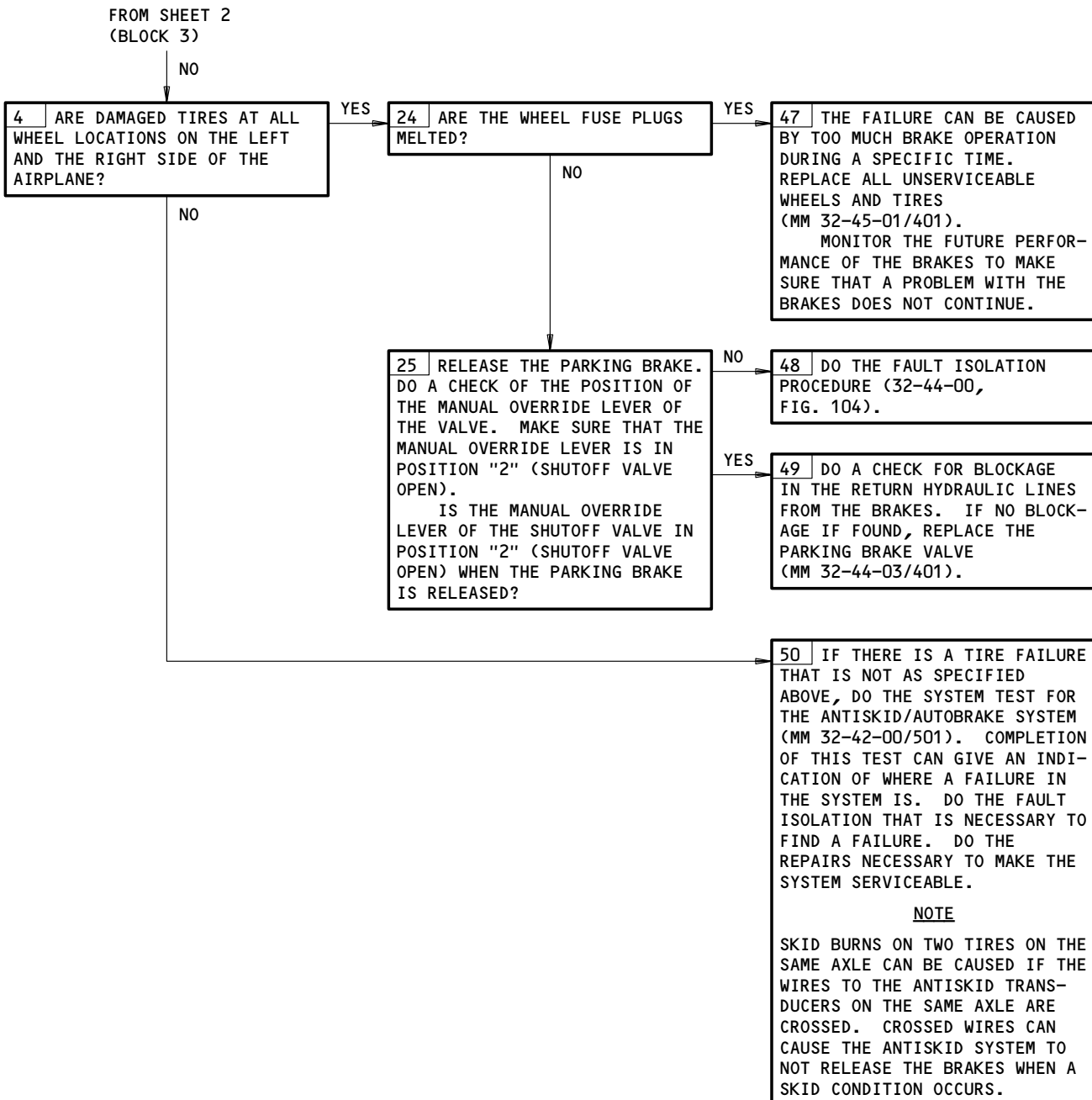
ALL

**32-42-00**

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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|


32-42-00

 **BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL

PARKING BRAKE SYSTEM

| COMPONENT   | FIG.<br>102<br>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  | 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 LANDING GEAR              | 32-44-03  |
|   | 2                  | 1   | LANDING GEAR  |           |

\* SEE THE WDM EQUIPMENT LIST

 GUI 115

Parking Brake System - Component Index  
Figure 101

EFFECTIVITY

ALL

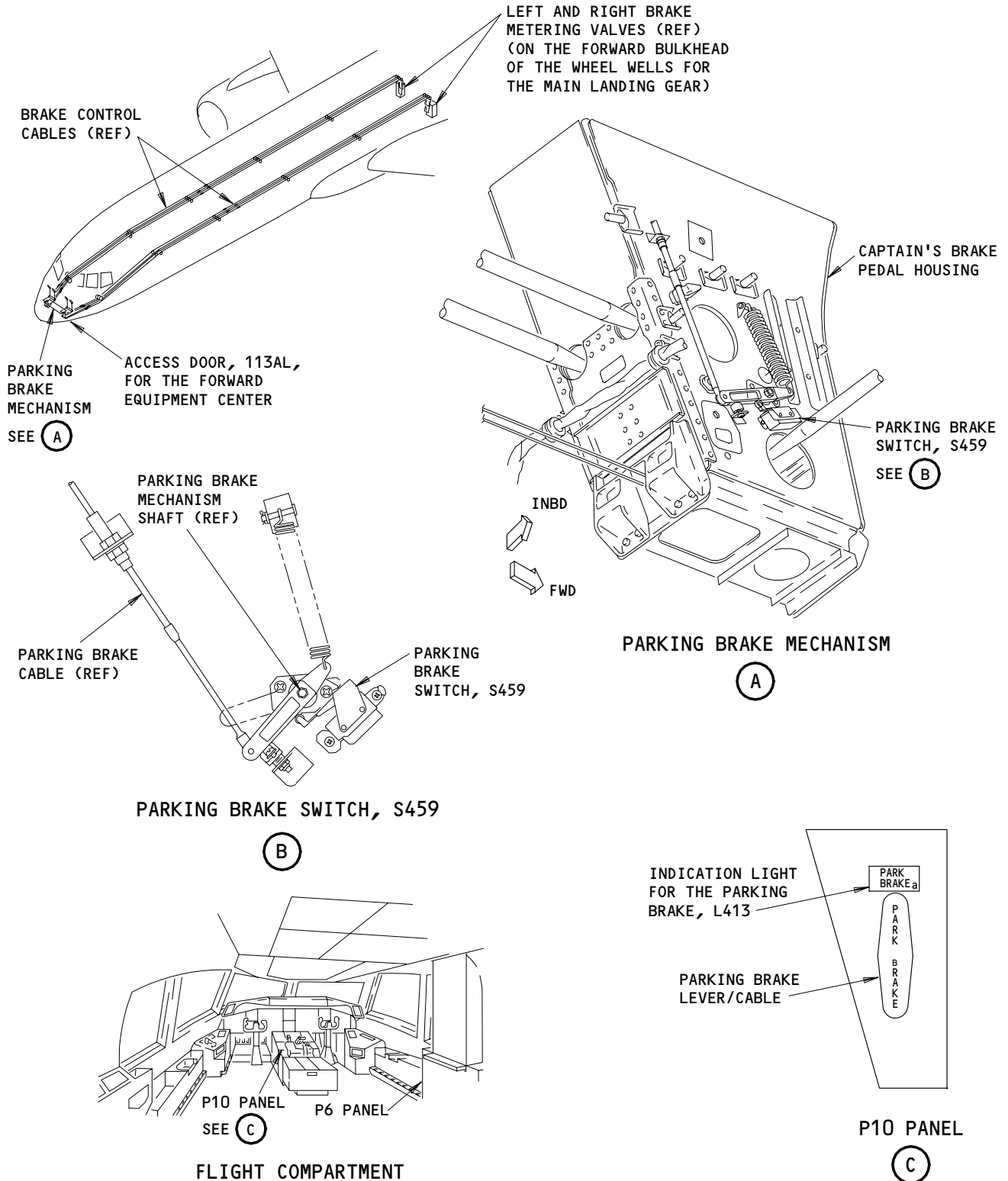
**32-44-00**

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**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL



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

EFFECTIVITY

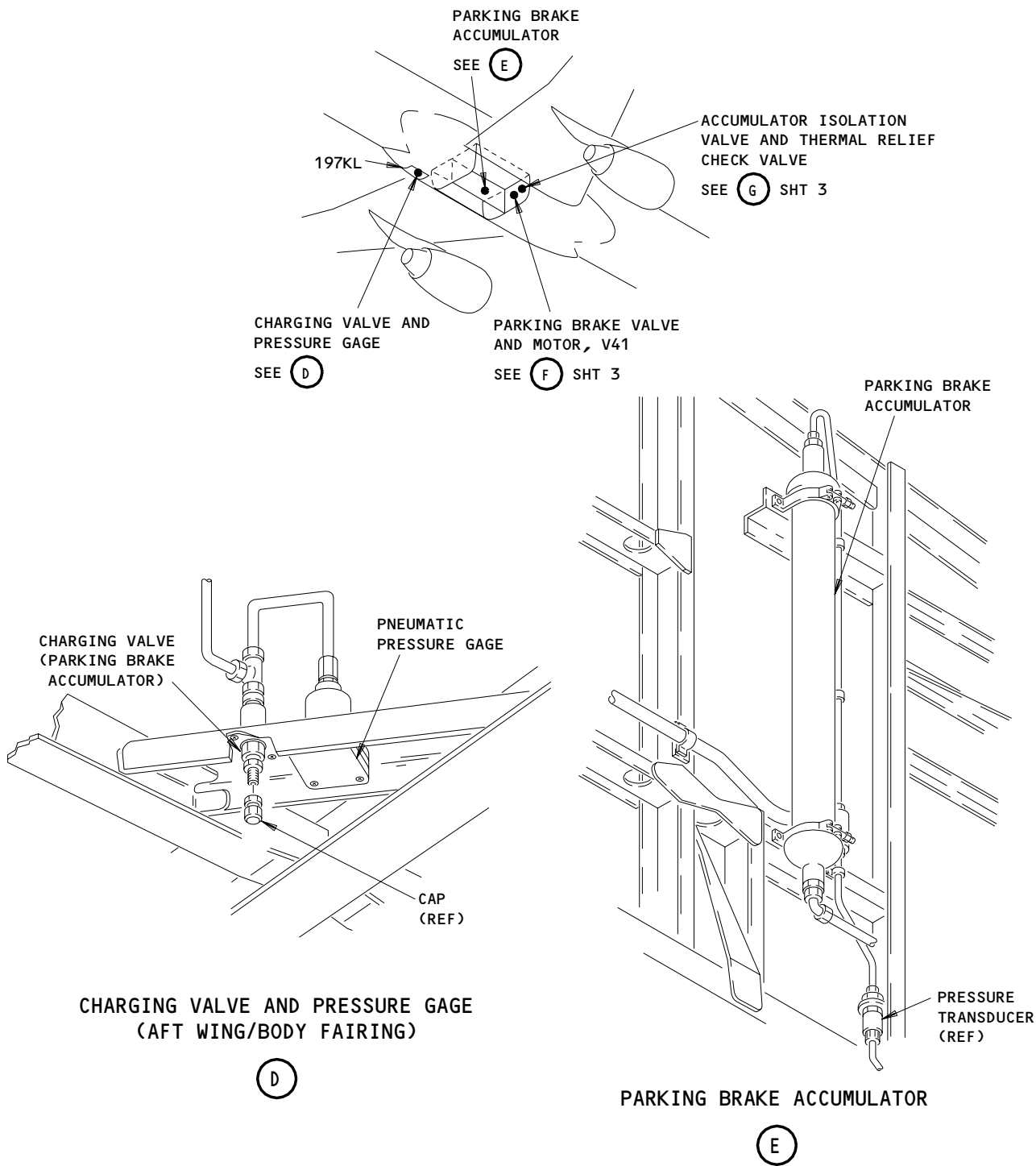
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**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL



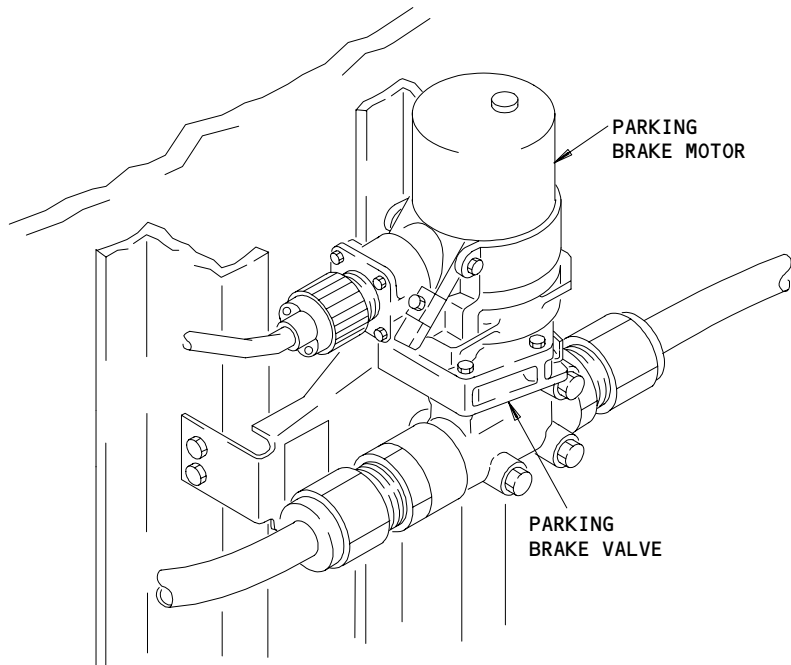
Parking Brake System - Component Location  
Figure 102 (Sheet 2)

|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

32-44-00

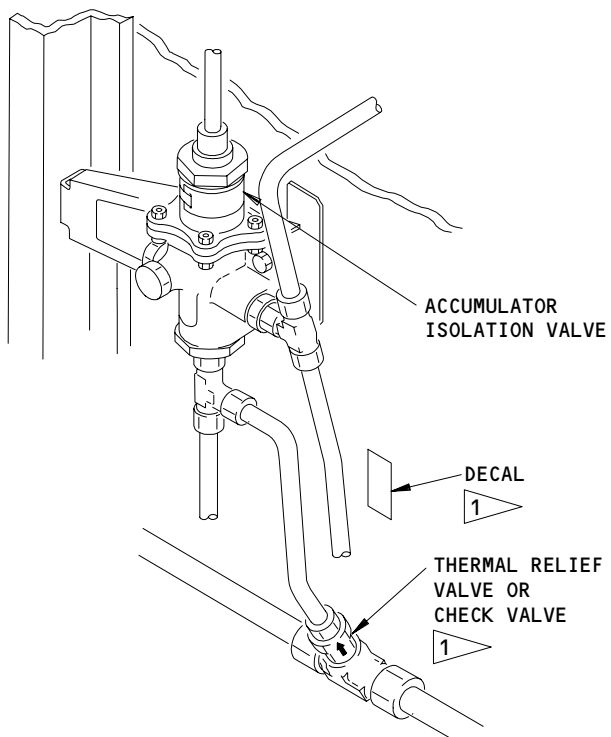
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PARKING BRAKE VALVE AND MOTOR, V41

(F)



ACCUMULATOR ISOLATION VALVE  
AND THERMAL RELIEF CHECK VALVE

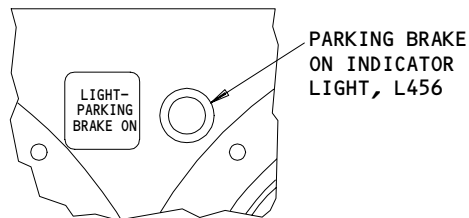
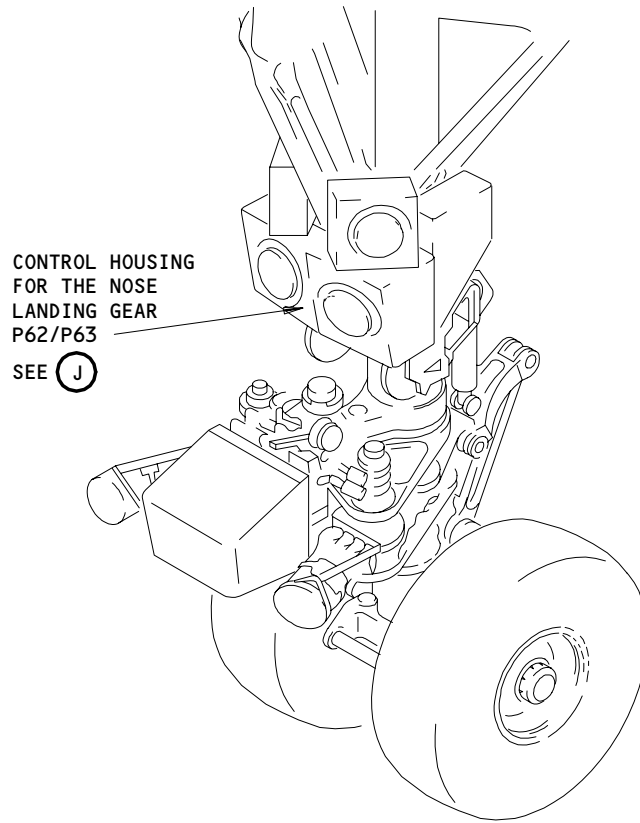
(G)

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)

|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

32-44-00



CONTROL HOUSING FOR THE NOSE LANDING GEAR P62/P63

(J)

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

EFFECTIVITY  
GUI 115

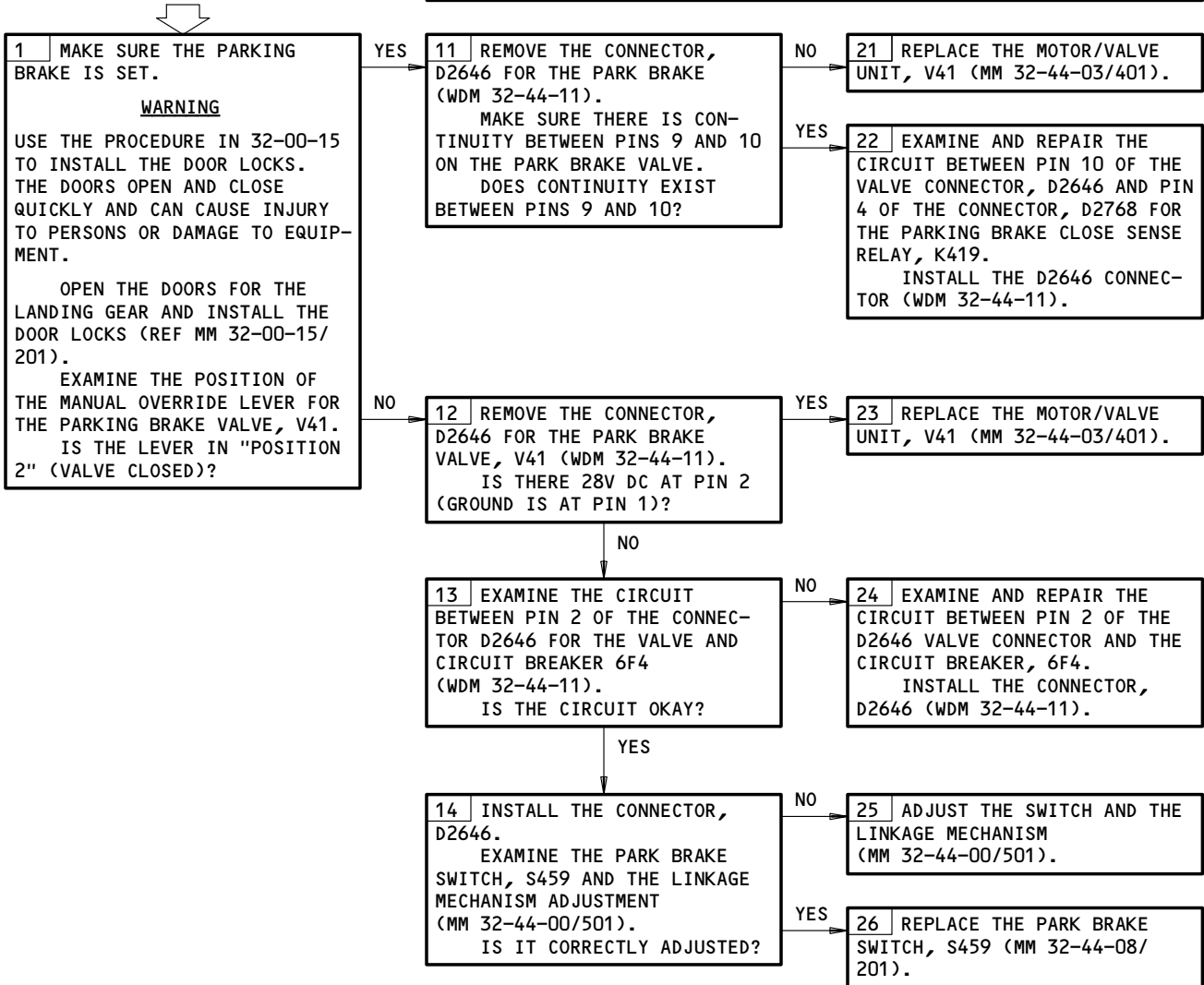
32-44-00

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WITH PARK BRAKE  
 SET, "PARK BRAKE"  
 LIGHT REMAINS  
 EXTINGUISHED. EICAS  
 MSG "ANTISKID" DIS-  
 PLAYED 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).



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

EFFECTIVITY \_\_\_\_\_  
 ALL

**32-44-00**

WITH PARKING BRAKE SET, EICAS MSG "ANTISKID" DISPLAYED. "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)



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

EFFECTIVITY

ALL

**32-44-00**

02

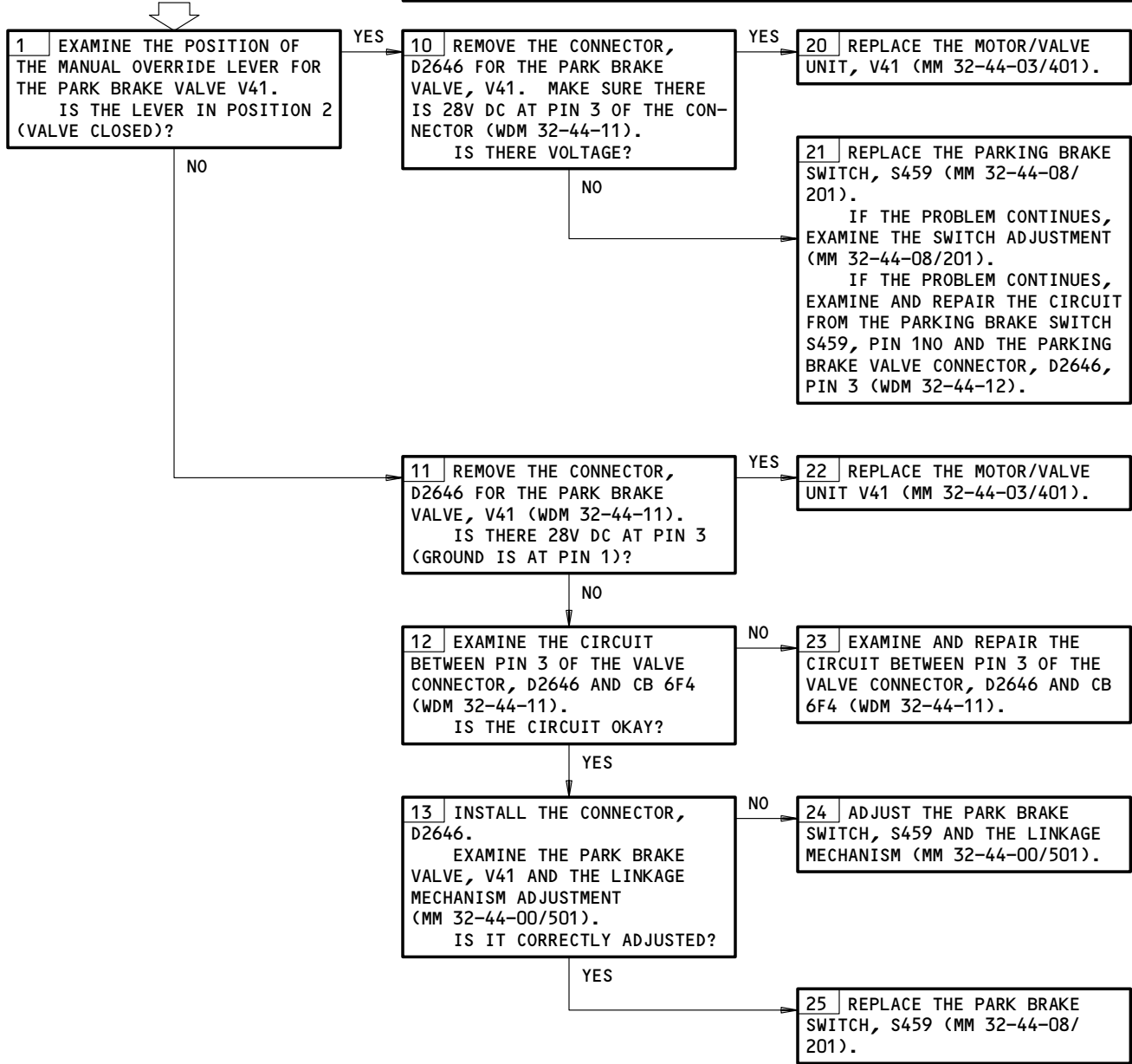
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WITH PARK BRAKE RELEASED, "PARK BRAKE" AND ANTI-SKID LIGHTS REMAIN ILLUMINATED. EICAS MSG "ANTISKID" AND PARKING BRAKE DISPLAYED.

**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)



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

Figure 104

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-44-00**

**PREREQUISITES**

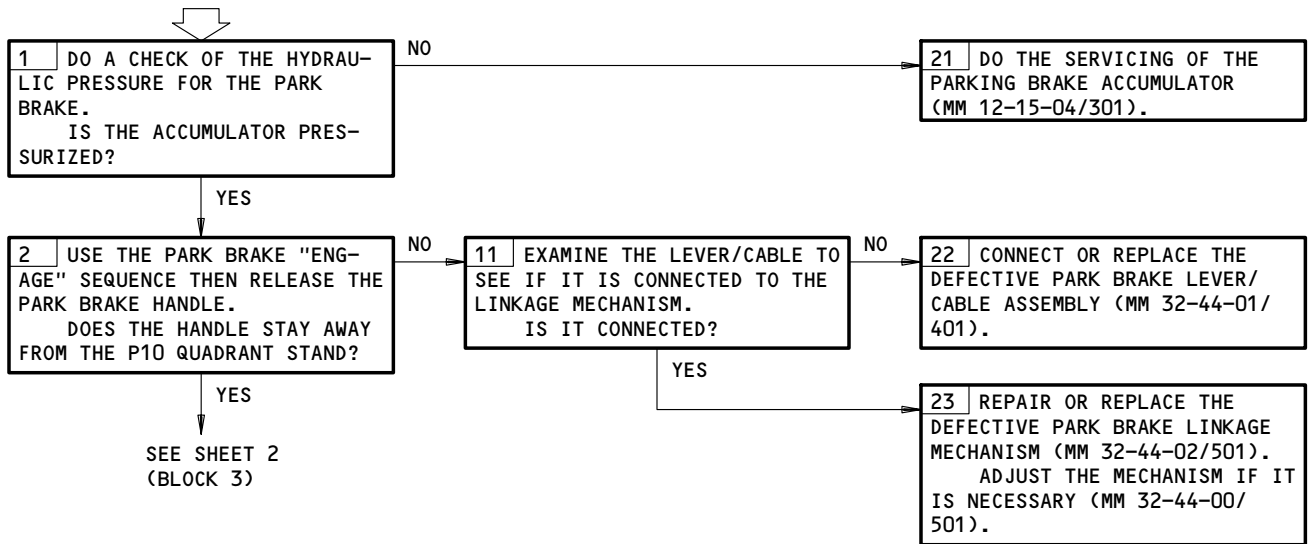
MAKE SURE THIS SYSTEM WILL OPERATE:  
EICAS (MM 31-41-00/201)

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**

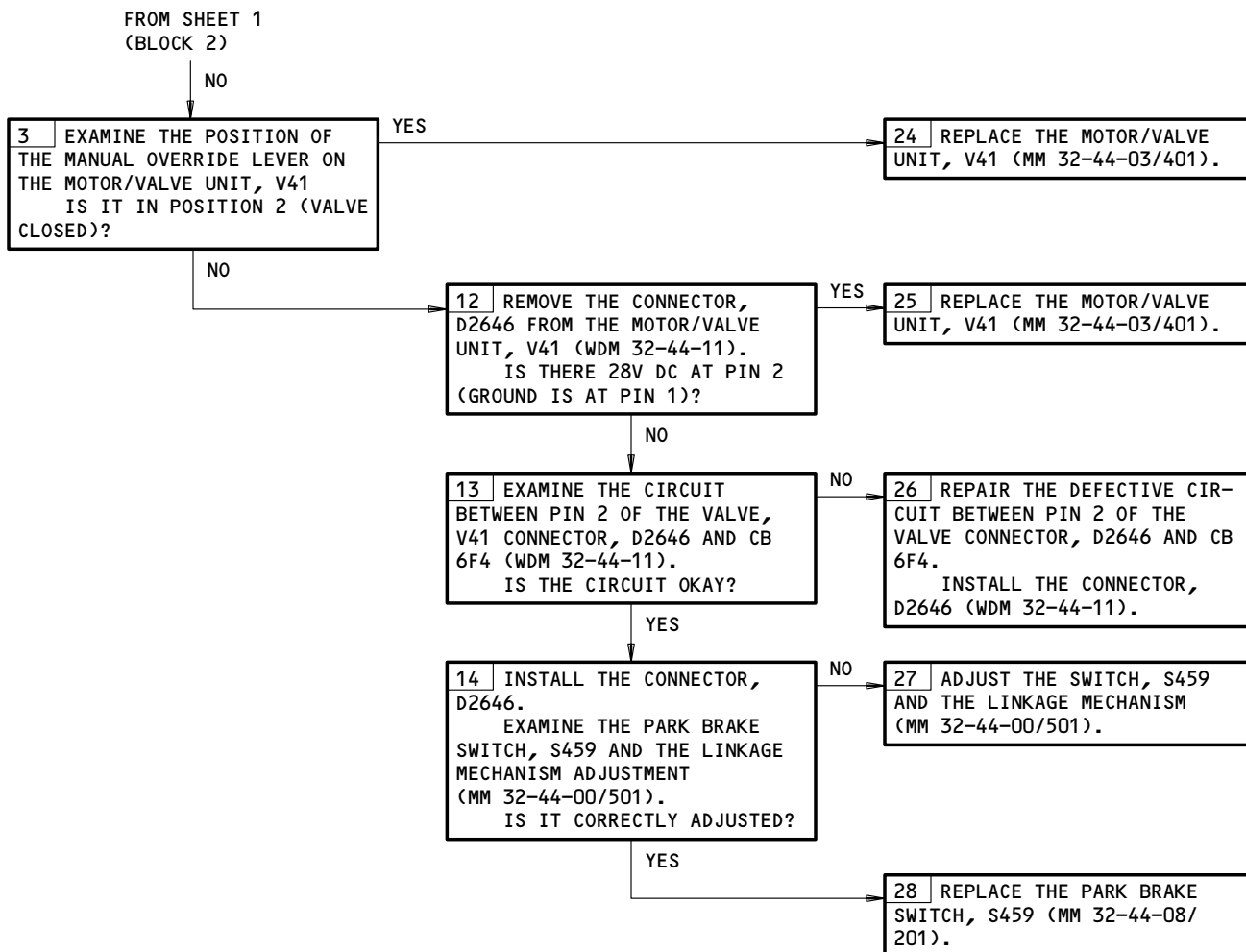


Parking Brake Cannot Be Set  
Figure 105 (Sheet 1)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-44-00**

**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL



Parking Brake Cannot Be Set  
Figure 105 (Sheet 2)

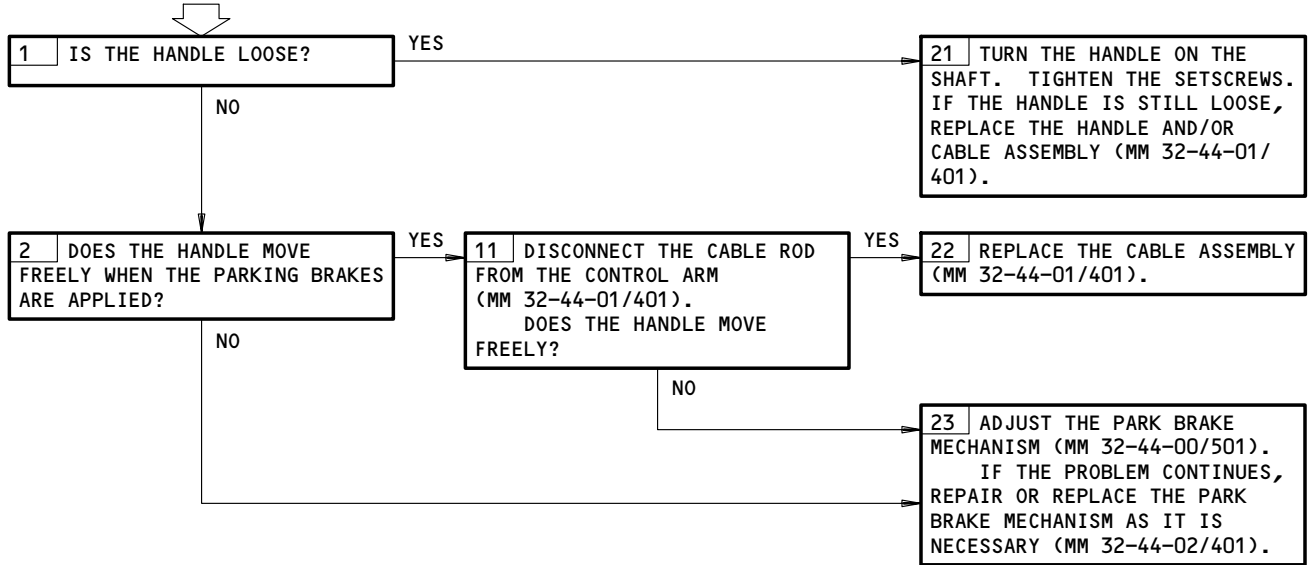
|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-44-00

**PREREQUISITES**

NONE

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



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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

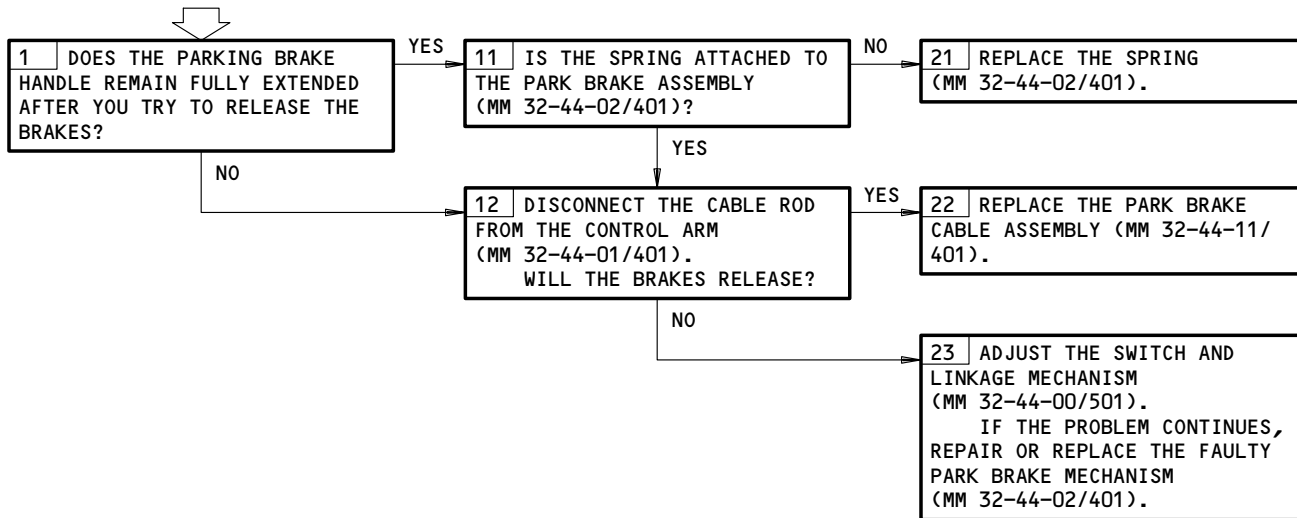
**32-44-00**

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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

EFFECTIVITY

|     |
|-----|
| ALL |
|-----|

32-44-00



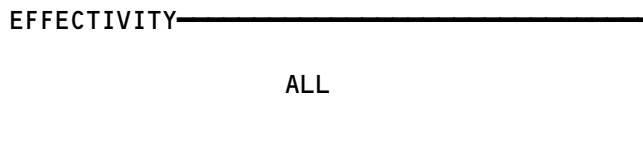
757  
 FAULT ISOLATION/MAINT MANUAL

BRAKE TEMPERATURE MONITORING SYSTEM

| COMPONENT   | FIG.<br>102<br>SHT | QTY | ACCESS/AREA              | REFERENCE |
|---|--------------------|-----|--------------------------|-----------|
| BRAKE ASSEMBLY (REF 32-41-00, FIG. 101)<br>CIRCUIT BREAKER<br>BRAKE TEMP, C1181 | -                  | 1   | FLT COMPT, P11<br>11S16  | *         |
| COMPUTER - EICAS L, M10181<br>(REF 31-41-00, FIG. 101)                          |                    |     |                          |           |
| COMPUTER - EICAS R, M10182<br>(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  |

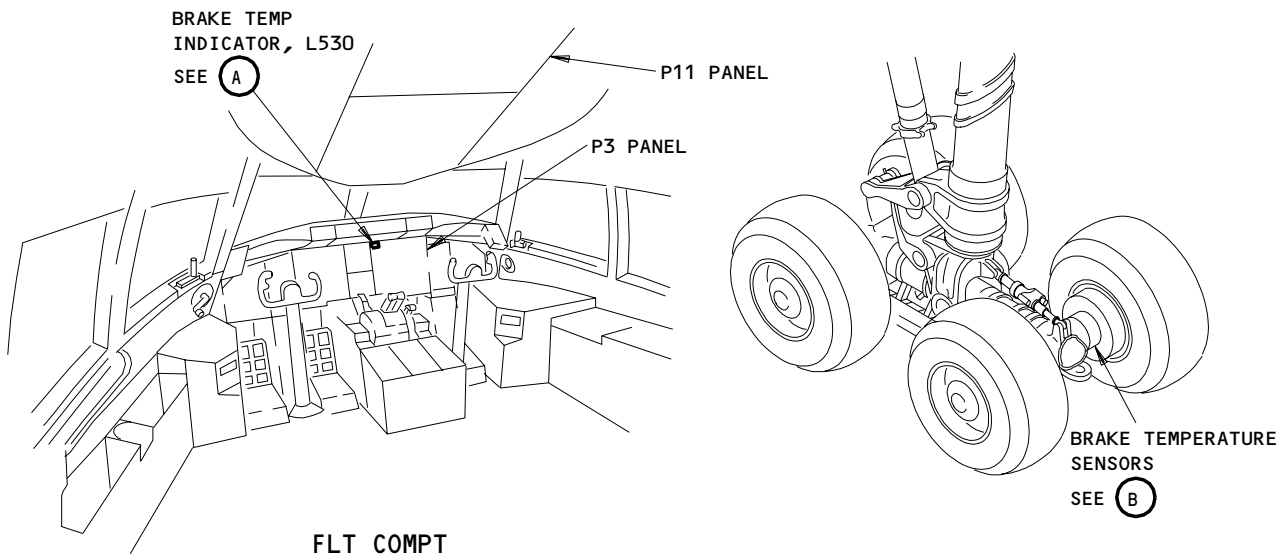
\* SEE WM EQUIPMENT LIST

Component Index  
 Figure 101



32-46-00

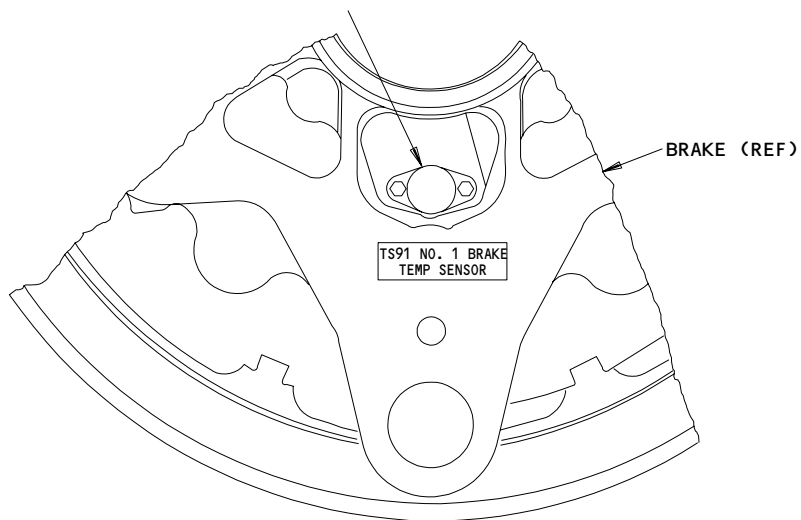
**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL



BRAKE TEMP INDICATOR, L530

(A)

- 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 TEMPERATURE SENSOR(S)

(B)

Component Location  
Figure 102 (Sheet 1)

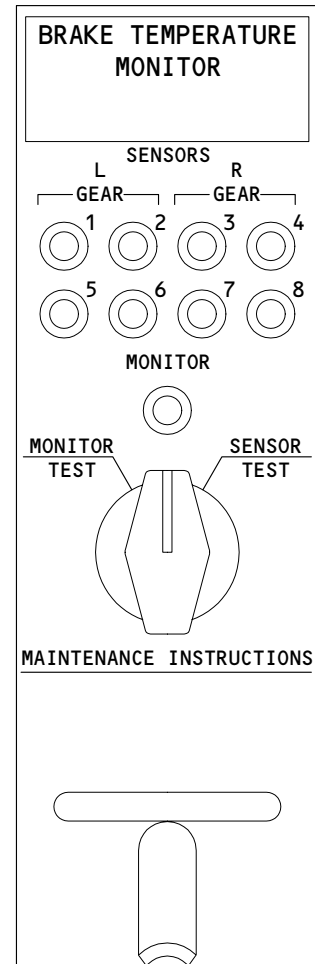
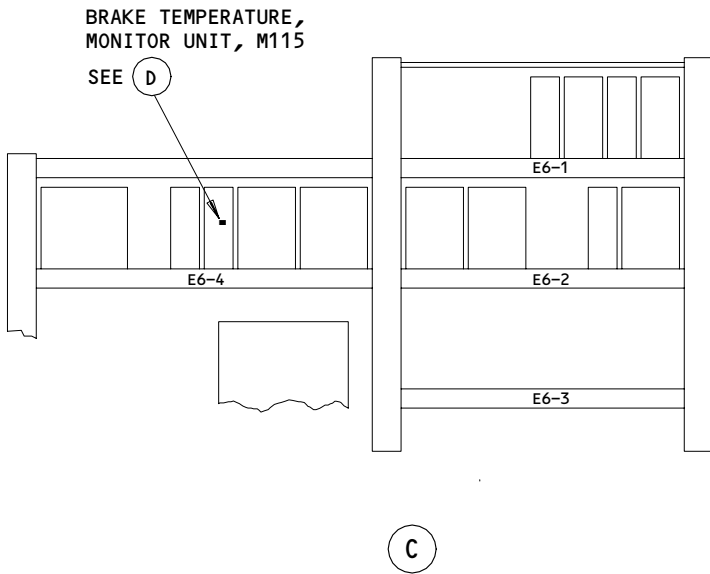
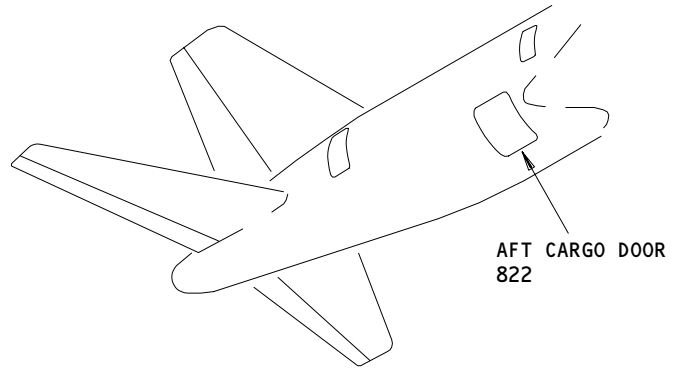
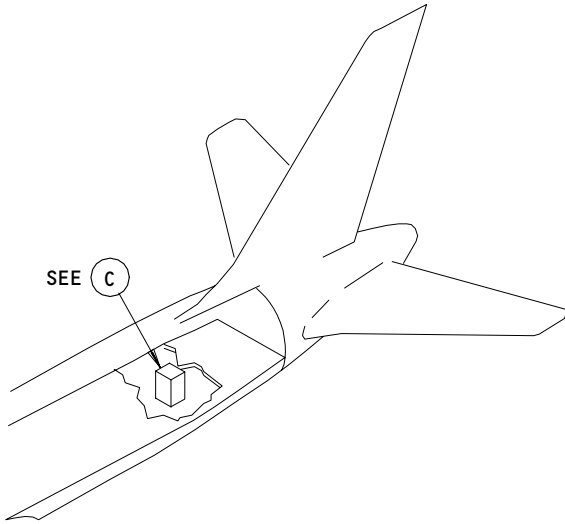
|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

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**BRAKE TEMPERATURE MONITOR UNIT, M115**

Component Location  
Figure 102 (Sheet 2)

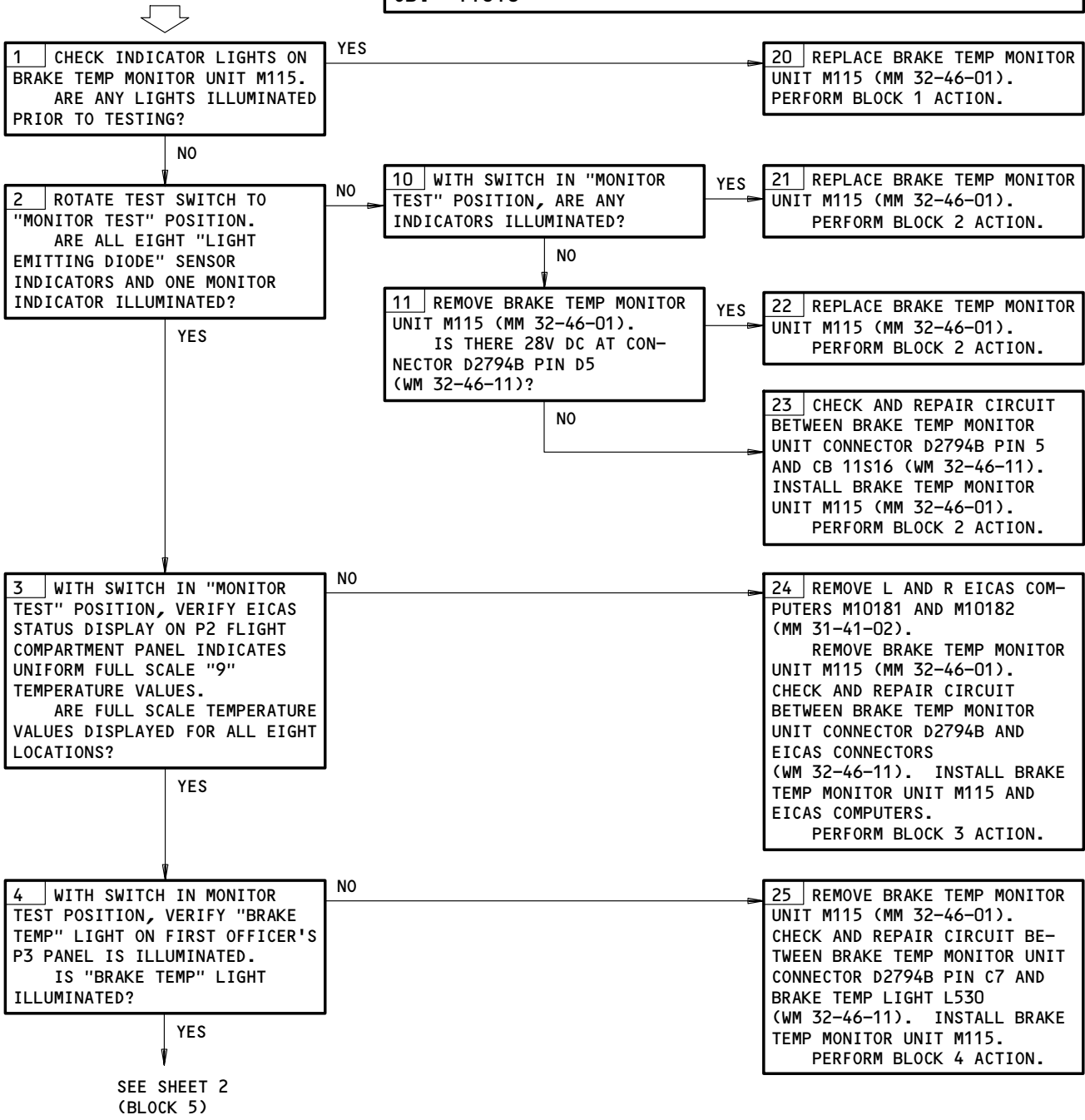
|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-46-00**



**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)

EFFECTIVITY

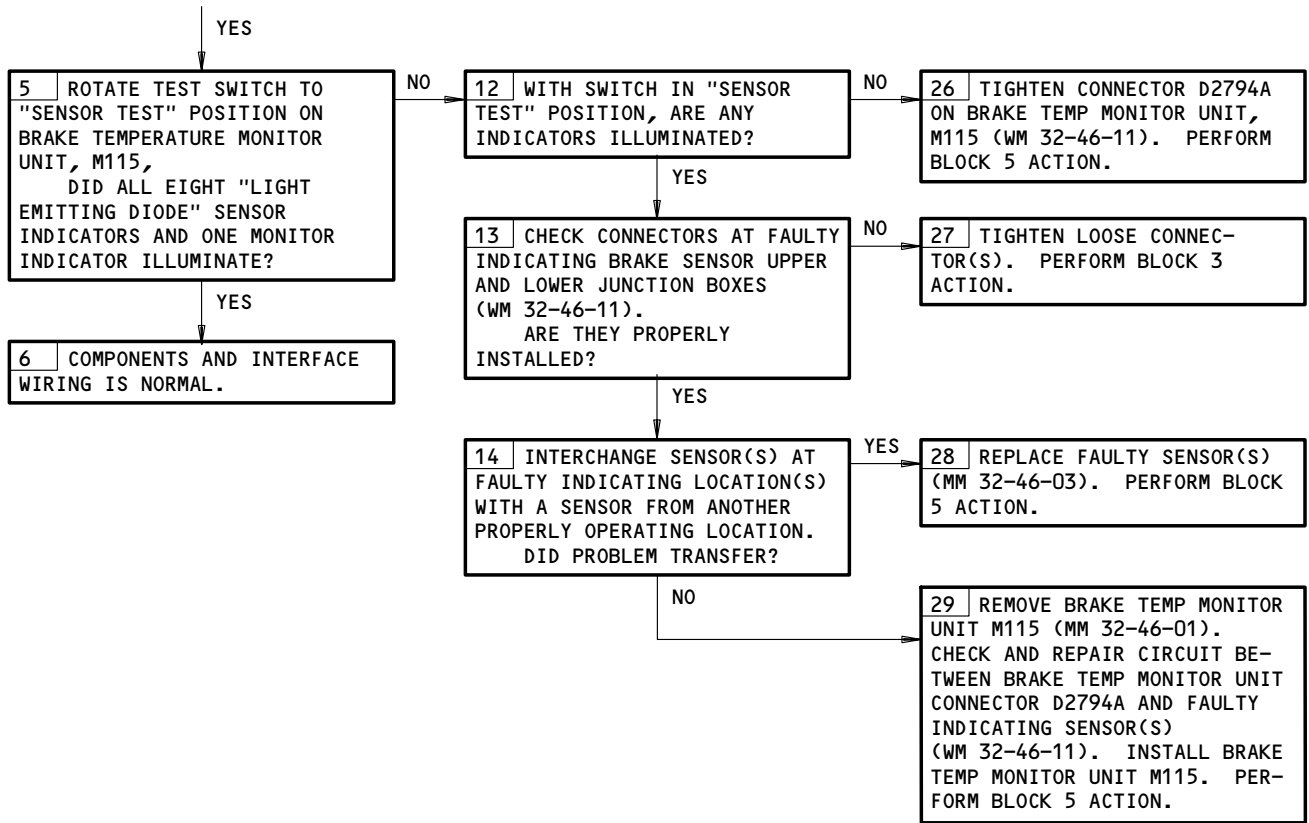
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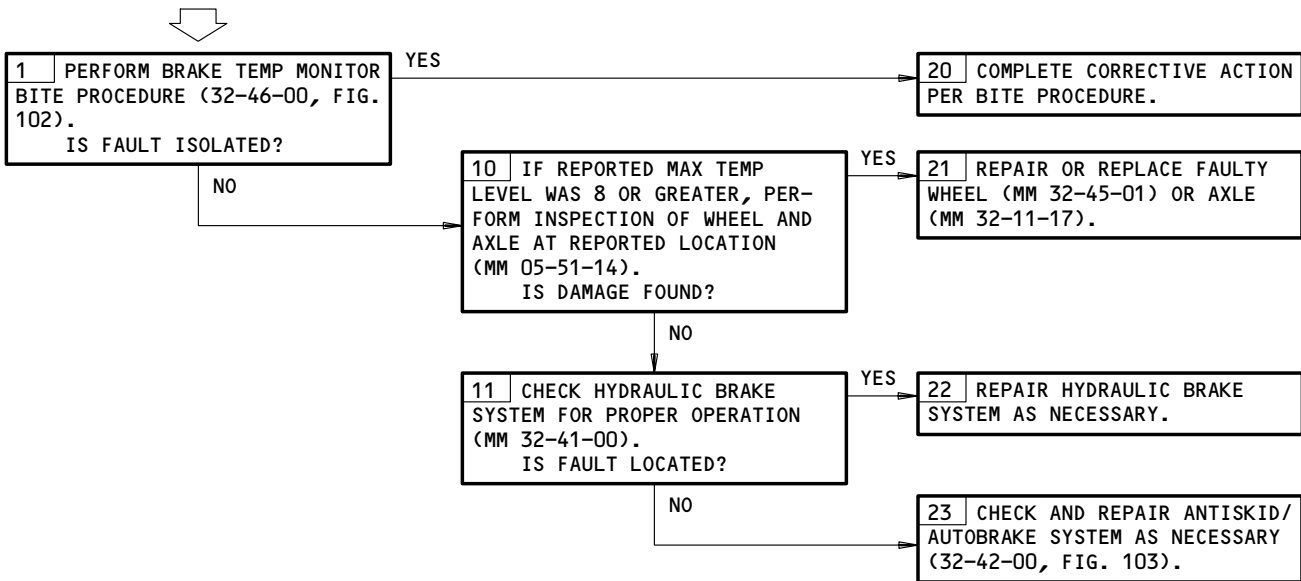
Brake Temperature Monitor Unit BITE Procedure  
Figure 103 (Sheet 2)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-46-00

BRAKE TEMP INDICATIONS BLANK, INTERMITTENT, OR ZERO, OR HIGH WITH "BRAKE TEMP" LIGHT ILLUMINATED.

**PREREQUISITES**  
EICAS (MM 31-41-00)  
ELECTRICAL POWER (MM 24-22-00)  
MASTER DIM AND TEST LIGHTS (MM 33-16-00)  
CB: 11S16



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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-46-00

**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL

NOSE WHEEL STEERING SYSTEM

| COMPONENT   | FIG.<br>102<br>SHT | QTY | ACCESS/AREA                                  | REFERENCE |
|---|--------------------|-----|--|-----------|
| ACTUATOR - STEERING                               | 3                  | 2   | NOSE LANDING GEAR                            | 32-51-11  |
| CABLES - STEERING                                 | 2                  | 4   | 113AL, FWD EQUIP COMPT, NOSE<br>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<br>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<br>COMPT, P13    | 32-51-01  |

\* SEE THE WDM EQUIPMENT LIST

Nose Wheel Steering System - Component Index  
Figure 101

EFFECTIVITY  
ALL EXCEPT GUI 115

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**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL

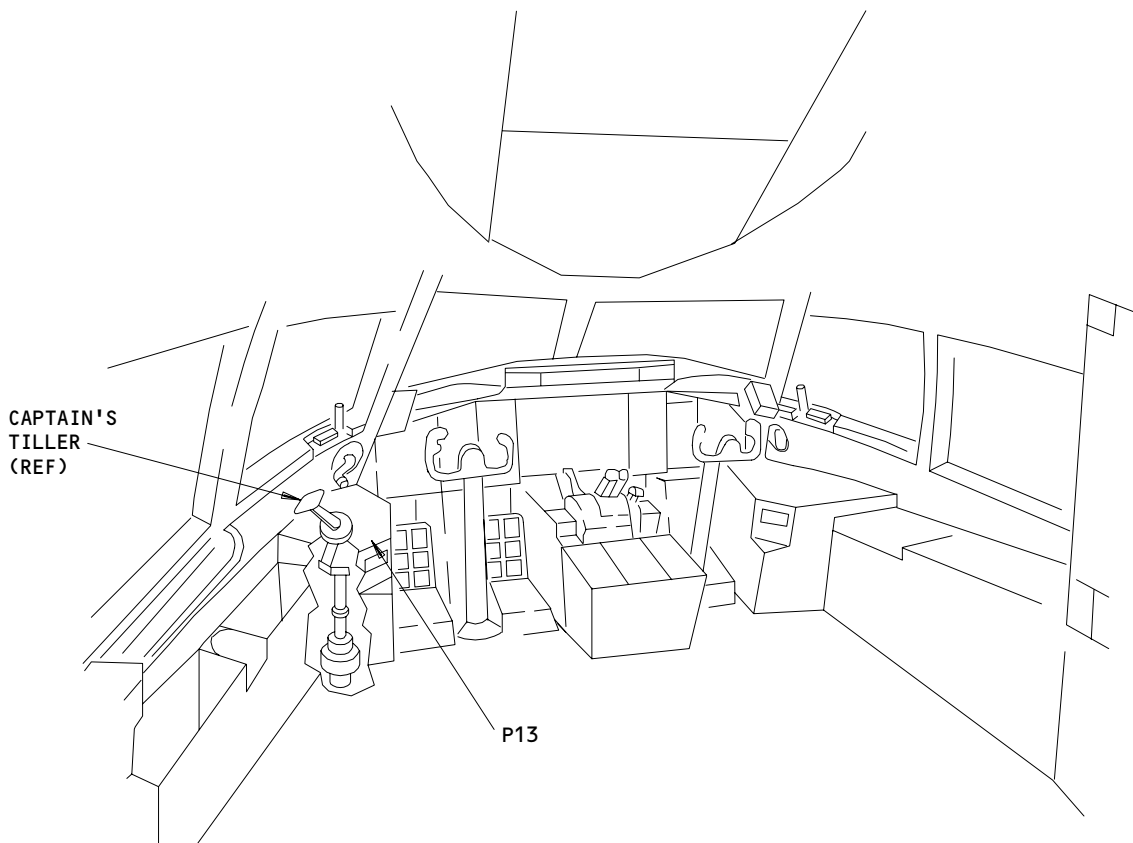
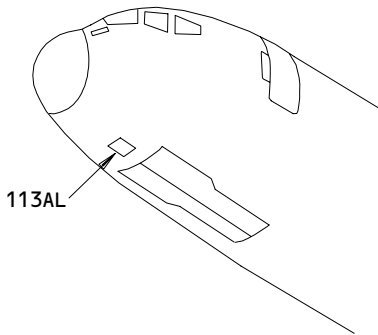
NOSE WHEEL STEERING SYSTEM

| COMPONENT   | FIG.<br>102A<br>SHT | QTY | ACCESS/AREA                                   | AMM<br>REFERENCE |
|---|---------------------|-----|---|------------------|
| ACTUATOR - STEERING                               | 3                   | 2   | NOSE LANDING GEAR                             | 32-51-11         |
| CABLES - STEERING                                 | 2                   | 4   | 113AL, FWD EQUIP COMPT, NOSE<br>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<br>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<br>STEERING   | 2                   | 1   | 113AL, FWD EQUIP COMPT                        | 32-51-00         |
| TILLER AND GEARBOX                                | 2                   | 2   | 113AL, FWD EQUIP COMPT, FLT<br>COMPT, P13,P14 | 32-51-01         |

Nose Wheel Steering System - Component Index  
Figure 101A

EFFECTIVITY  
GUI 115

**32-51-00**



FLIGHT COMPARTMENT

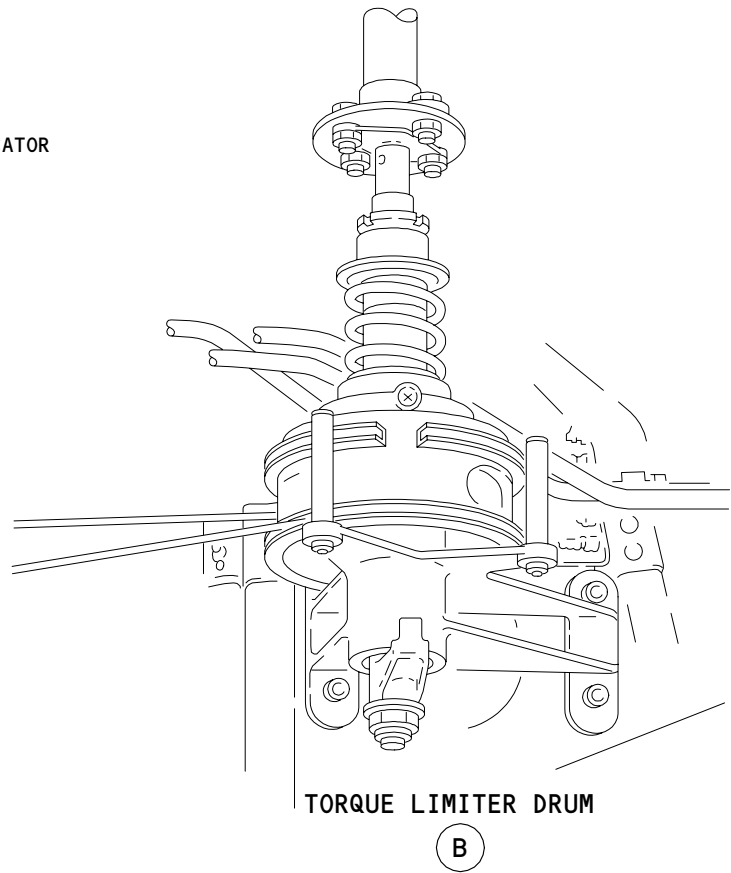
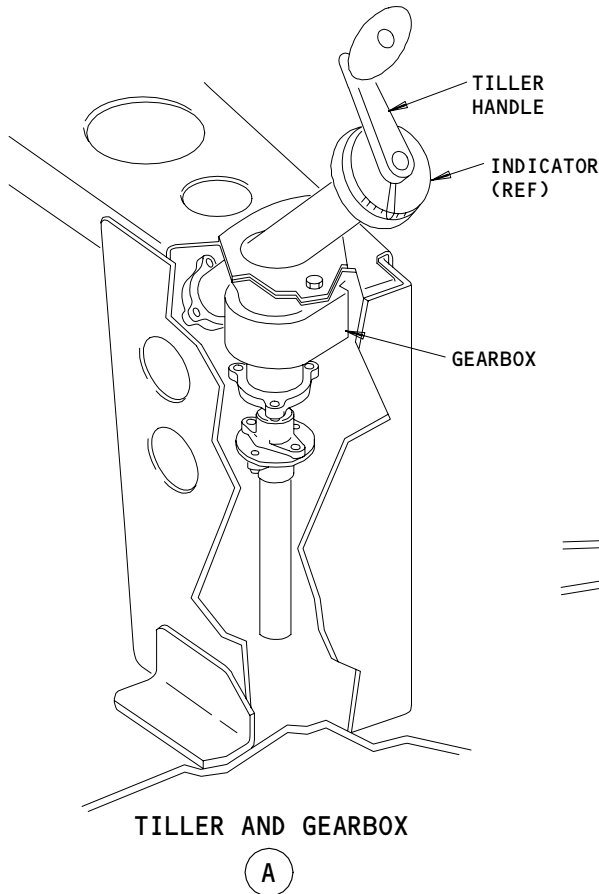
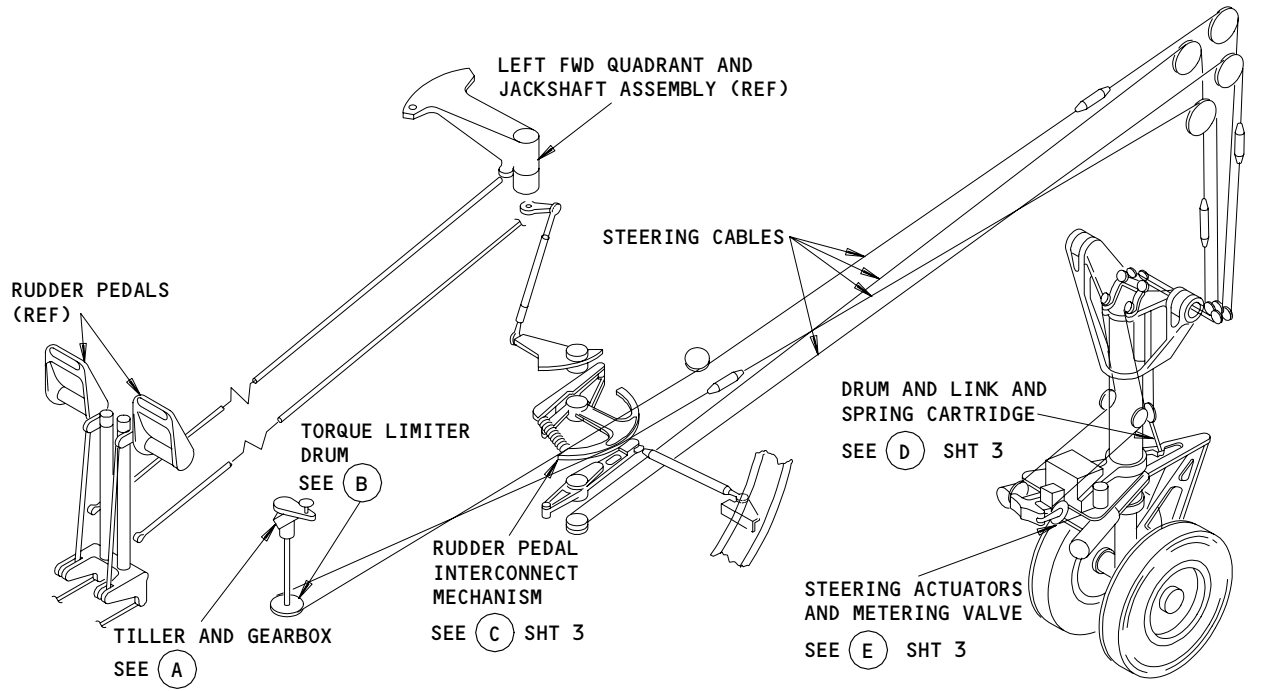
Nose Wheel Steering System - Component Location  
Figure 102 (Sheet 1)

EFFECTIVITY  
ALL EXCEPT GUI 115

32-51-00

06

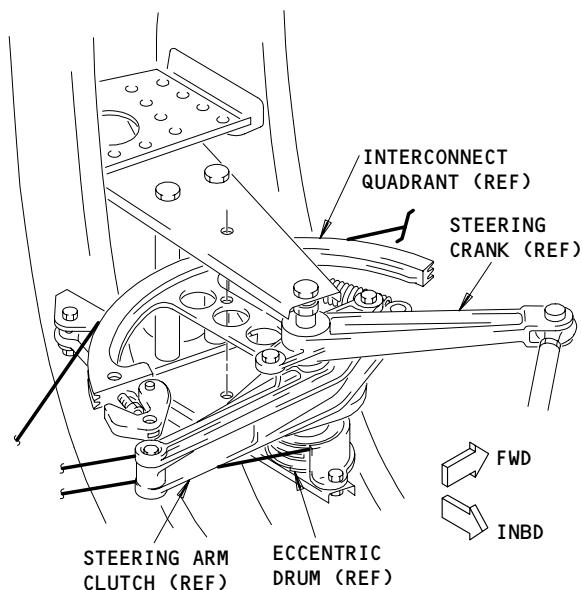
Page 103  
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Component Location  
Figure 102 (Sheet 2)

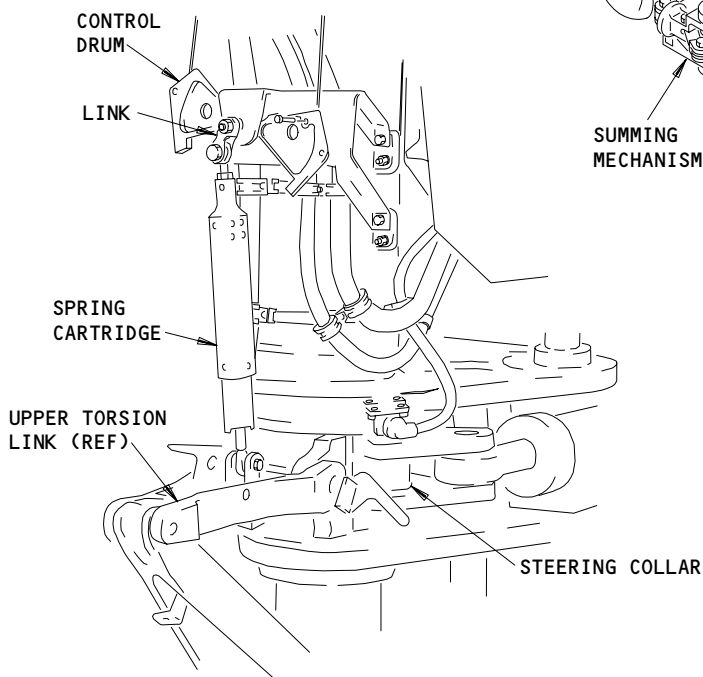
EFFECTIVITY  
ALL EXCEPT GUI 115

**32-51-00**



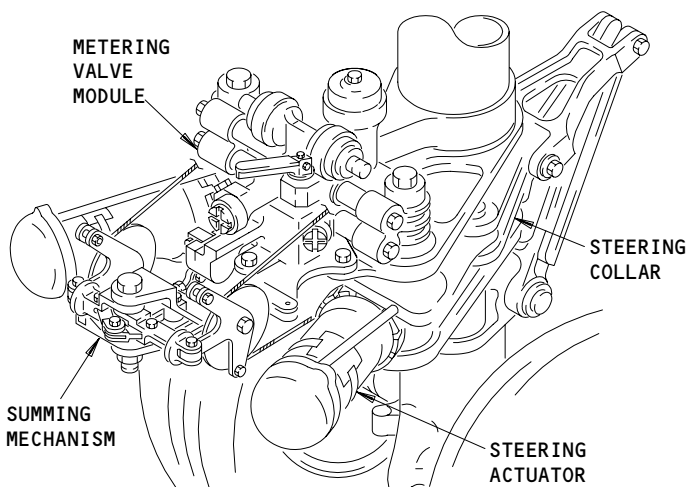
**RUDDER PEDAL STEERING  
INTERCONNECT MECHANISM**

(C)



**CONTROL DRUM AND LINK  
AND SPRING CARTRIDGE**

(E)



**STEERING ACTUATORS  
AND METERING VALVE**

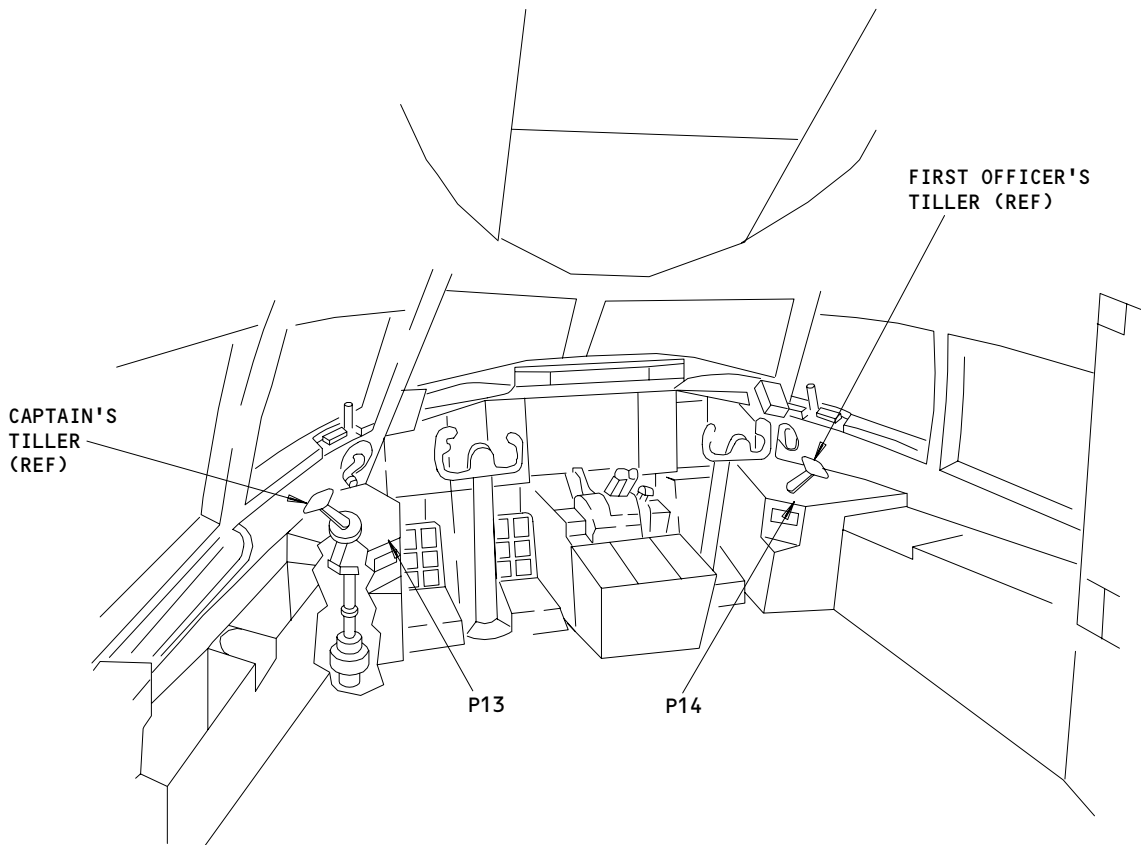
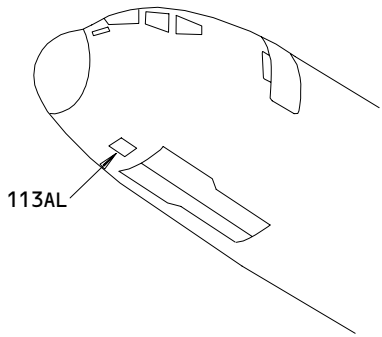
(D)

Component Location  
Figure 102 (Sheet 3)

EFFECTIVITY  
ALL EXCEPT GUI 115

**32-51-00**





FLIGHT COMPARTMENT

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

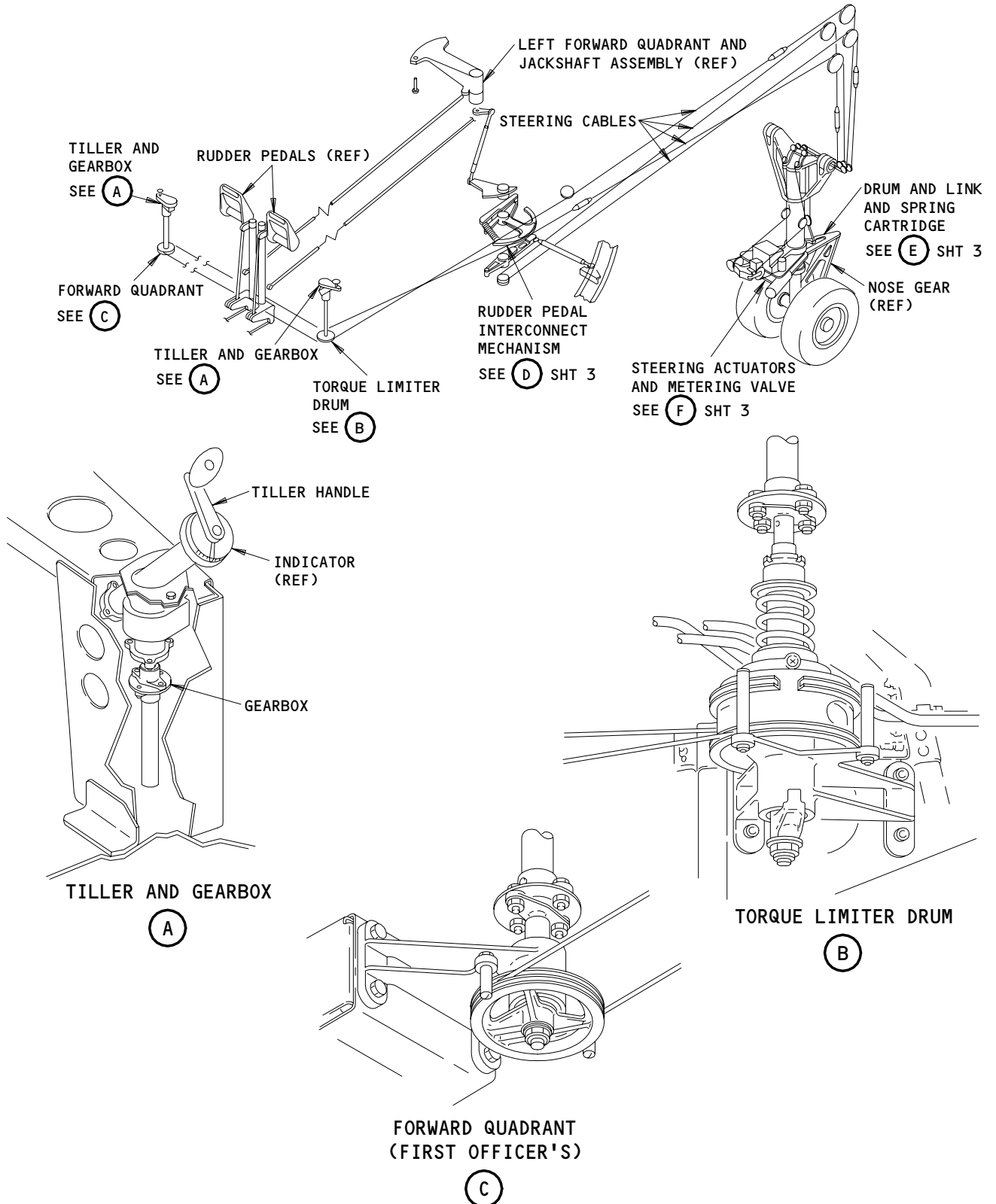
EFFECTIVITY  
 GUI 115

**32-51-00**

04

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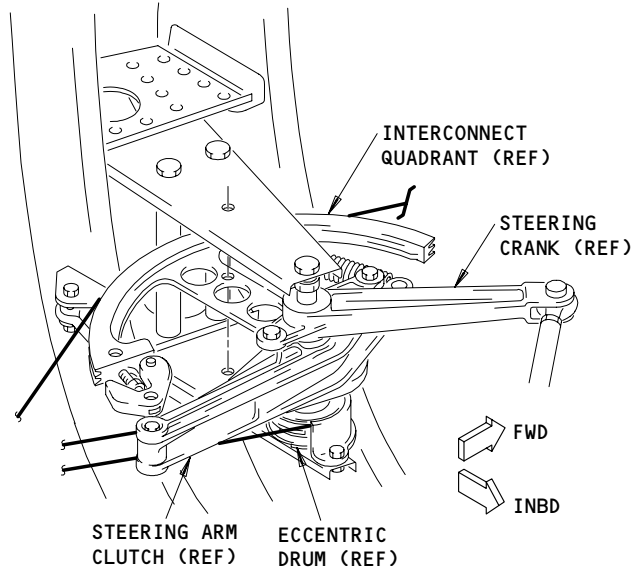
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Nose Wheel Steering System - Component Location  
Figure 102A (Sheet 2)

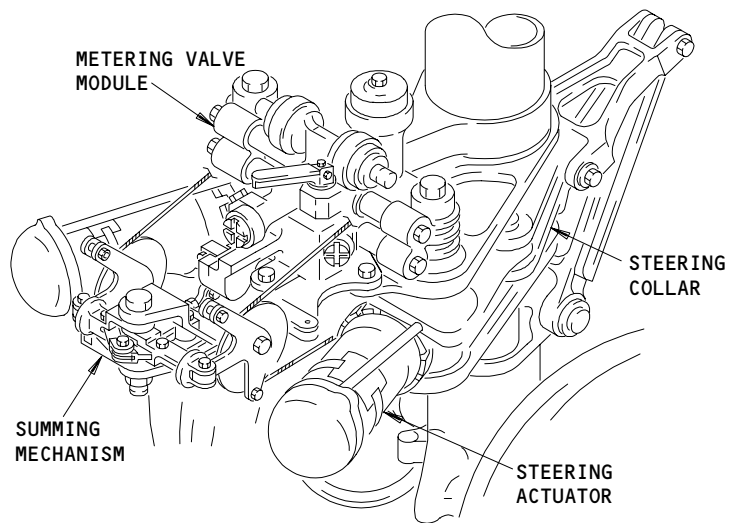
EFFECTIVITY  
GUI 115

32-51-00



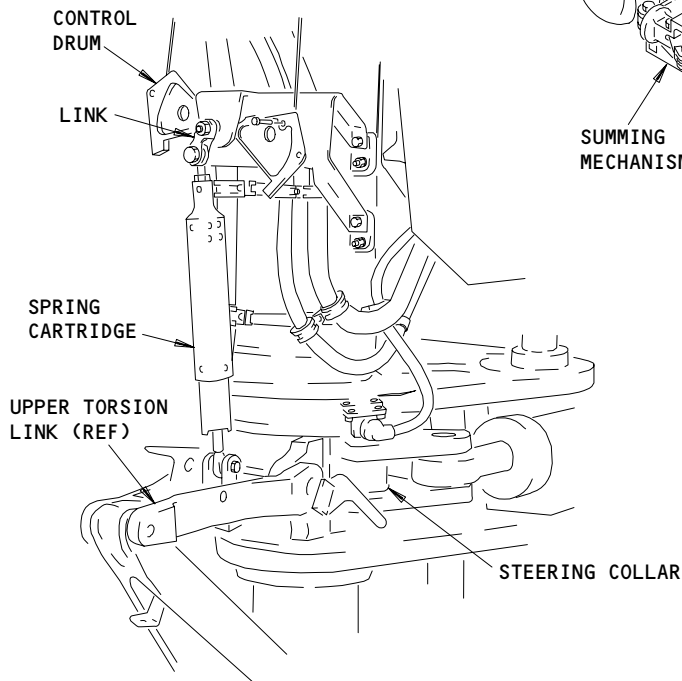
**RUDDER PEDAL STEERING INTERCONNECT MECHANISM**

(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)**

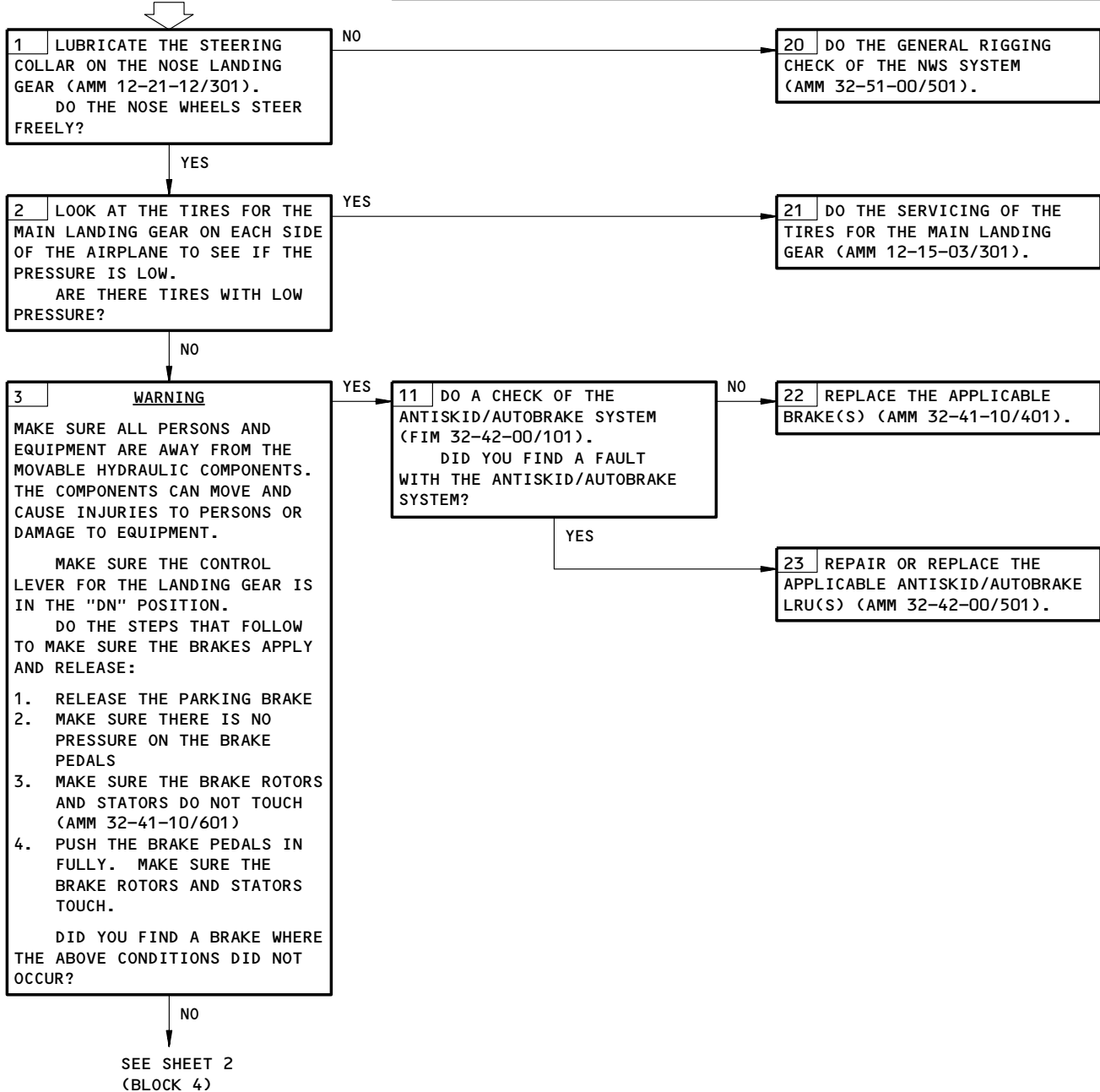
EFFECTIVITY  
GUI 115

**32-51-00**

**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)



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

EFFECTIVITY

ALL

**32-51-00**

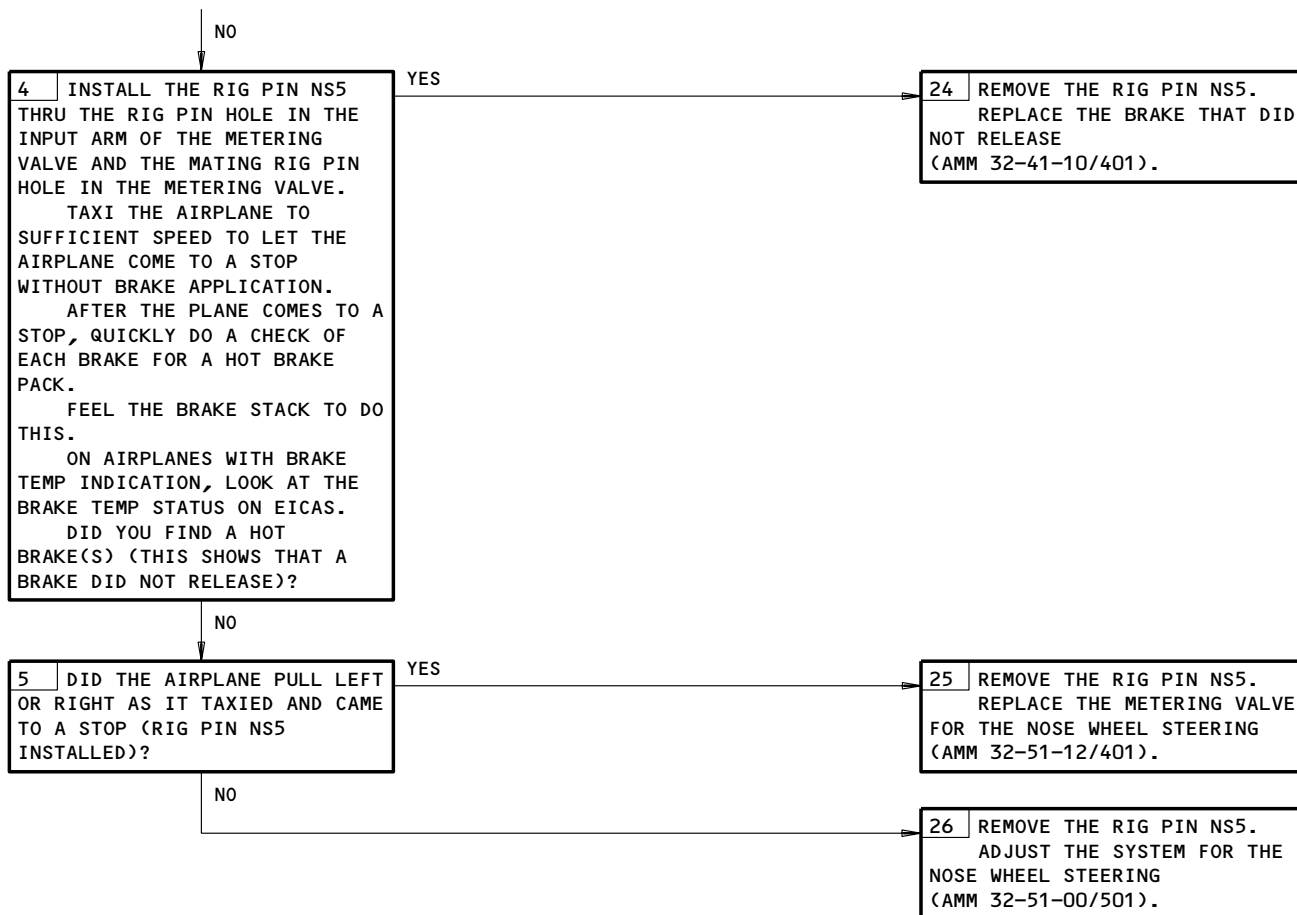
03

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97849

**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL

FROM SHEET 1  
(BLOCK 3)



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

EFFECTIVITY

ALL

**32-51-00**

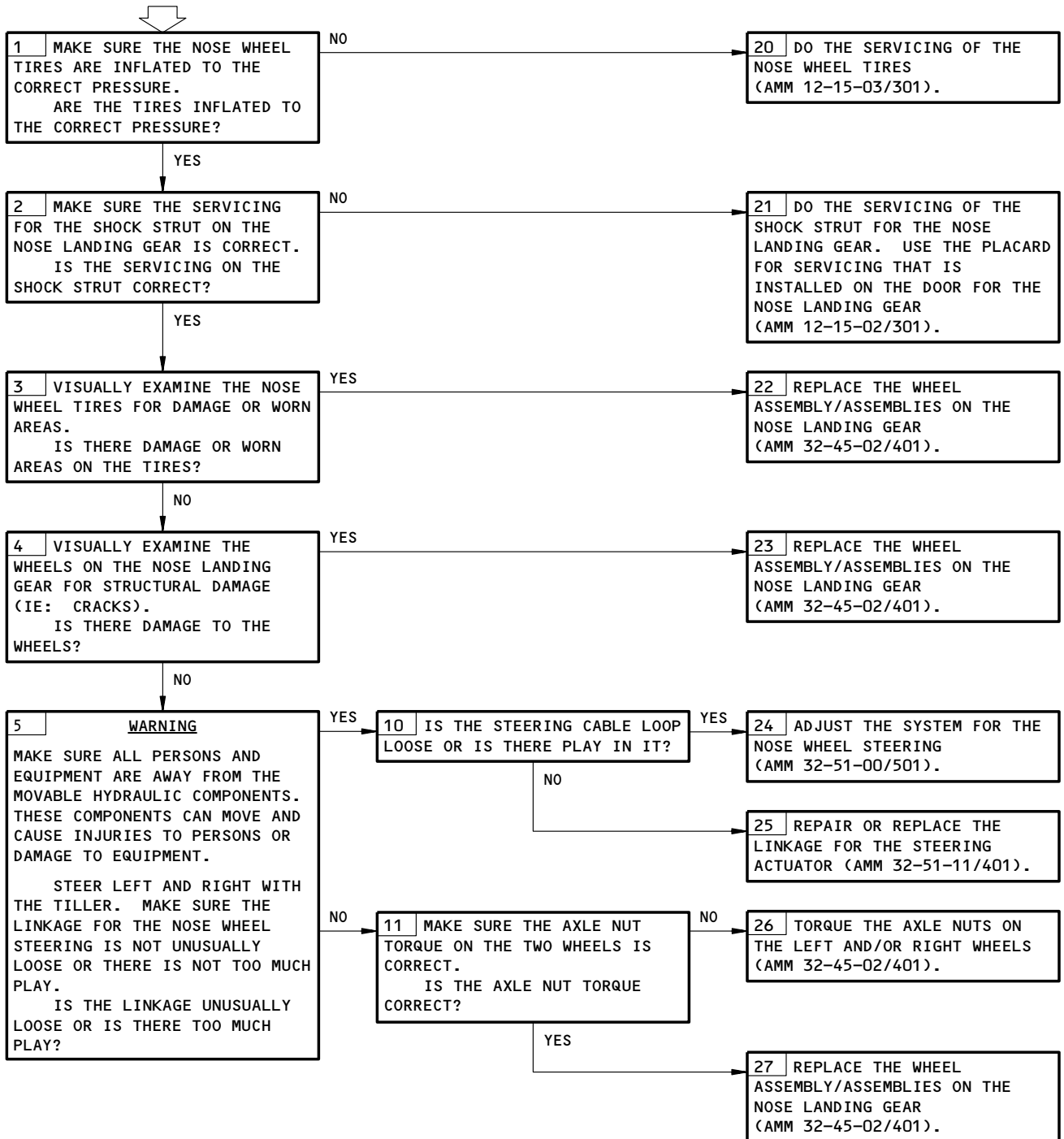
06

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May 28/02

A71788

**NOSE WHEEL VIBRATES ON (TAKEOFF/LANDING)**

**PREREQUISITES**  
NONE



Nose Wheel Vibrates On (Takeoff/Landing)  
Figure 104

EFFECTIVITY

ALL

**32-51-00**

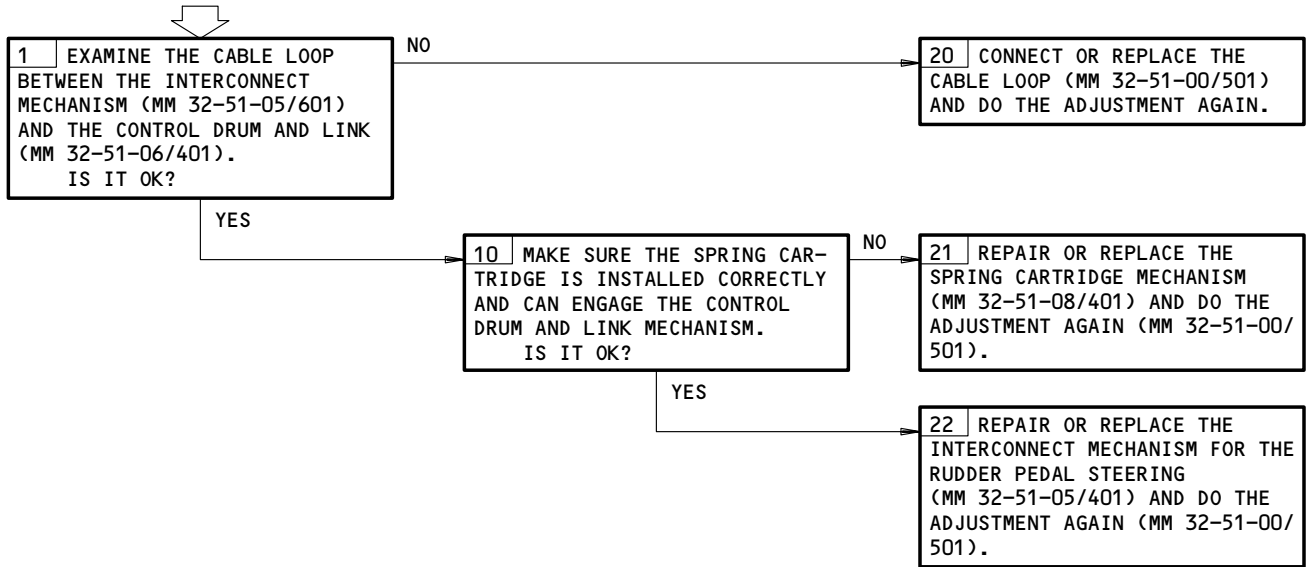
02

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Jan 28/05

70529

**RUDDER PEDAL  
STEERING (DESCRIBE  
PROBLEM), TILLER  
STEERING OK**

**PREREQUISITES**  
NONE



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

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

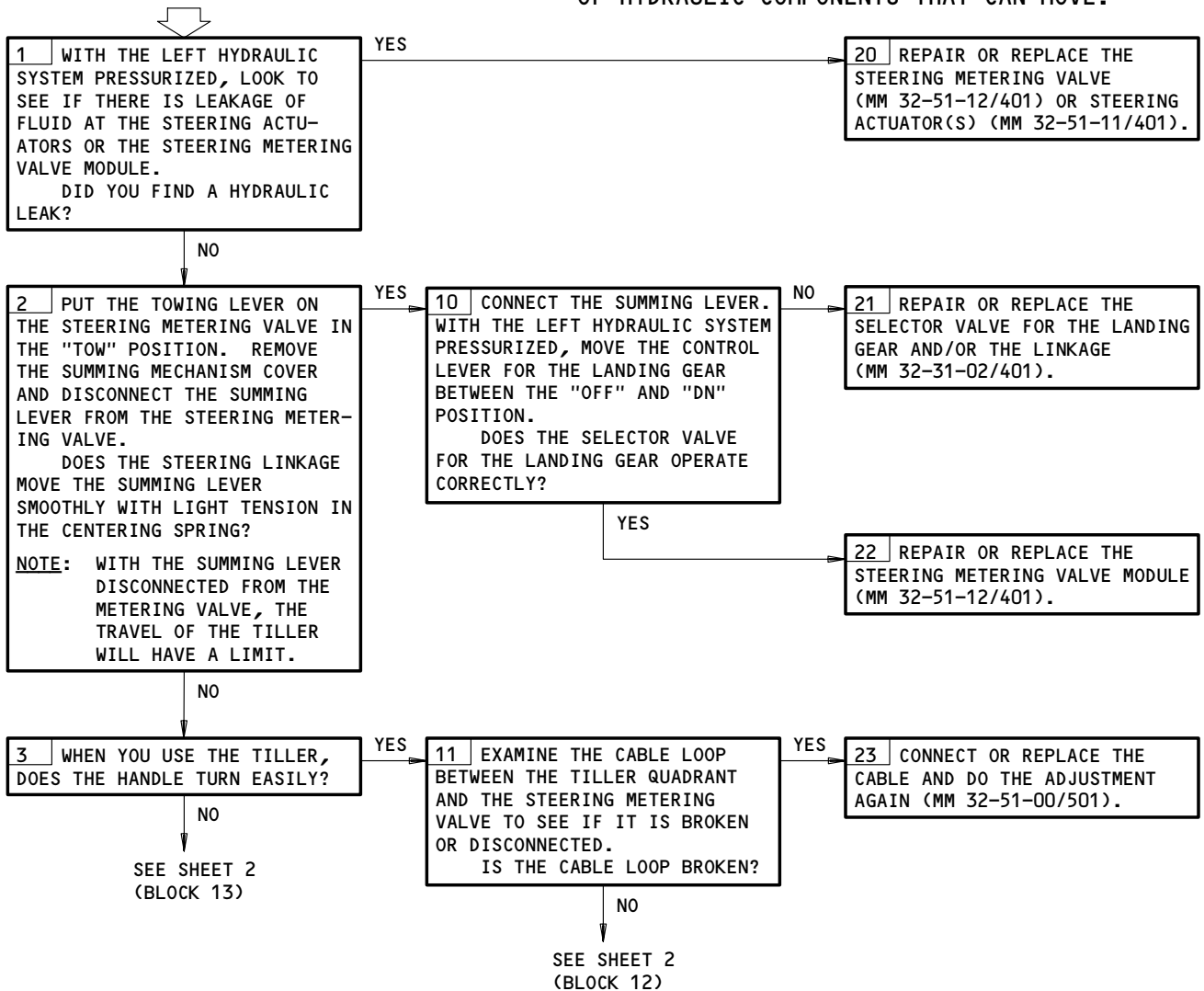
32-51-00

**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)

EFFECTIVITY  
ALL EXCEPT GUI 115

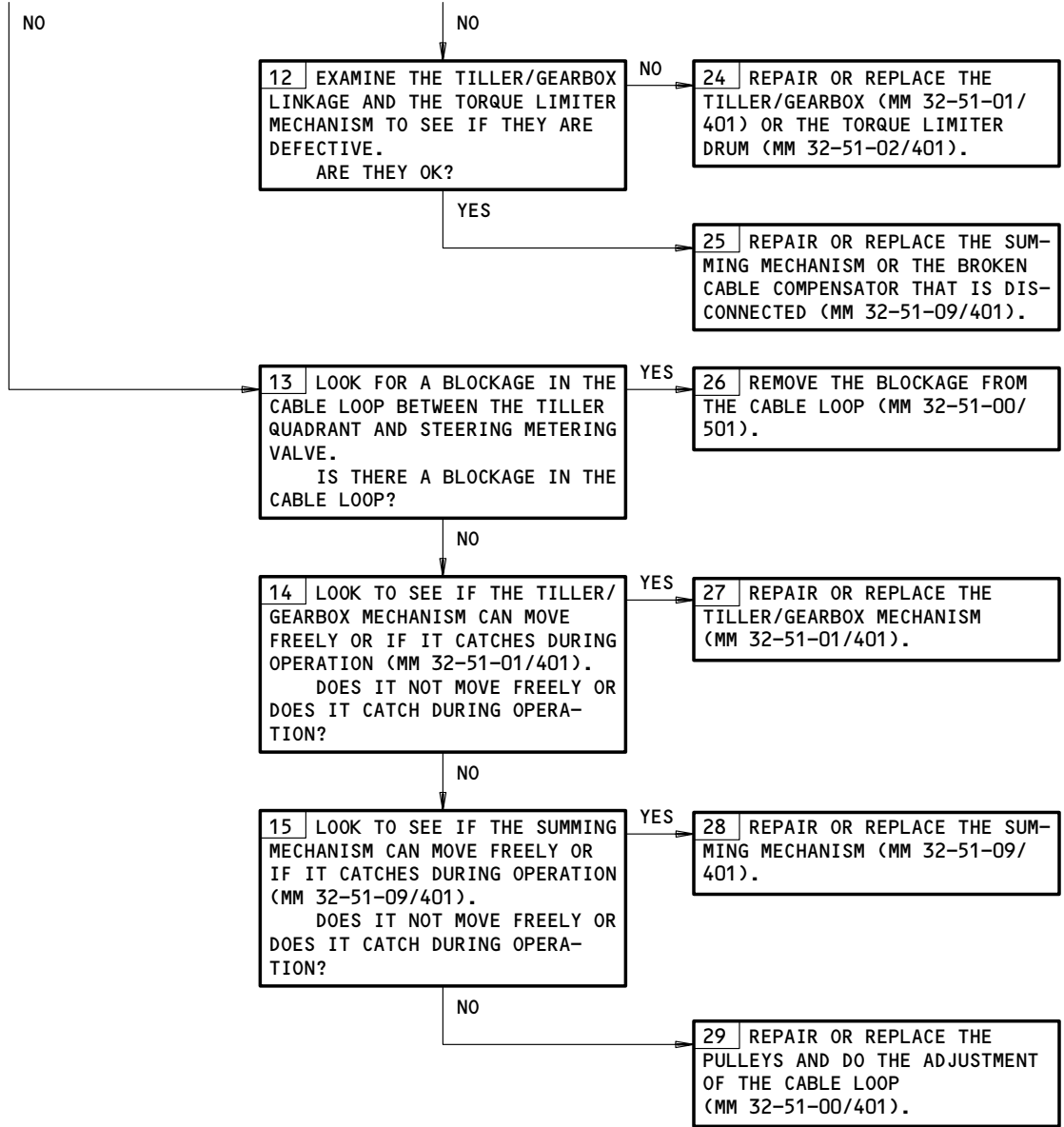
**32-51-00**



**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL

FROM SHEET 1  
(BLOCK 3)

FROM SHEET 1  
(BLOCK 11)



Tiller Steering Inop  
Figure 106 (Sheet 2)

EFFECTIVITY  
ALL EXCEPT GUI 115

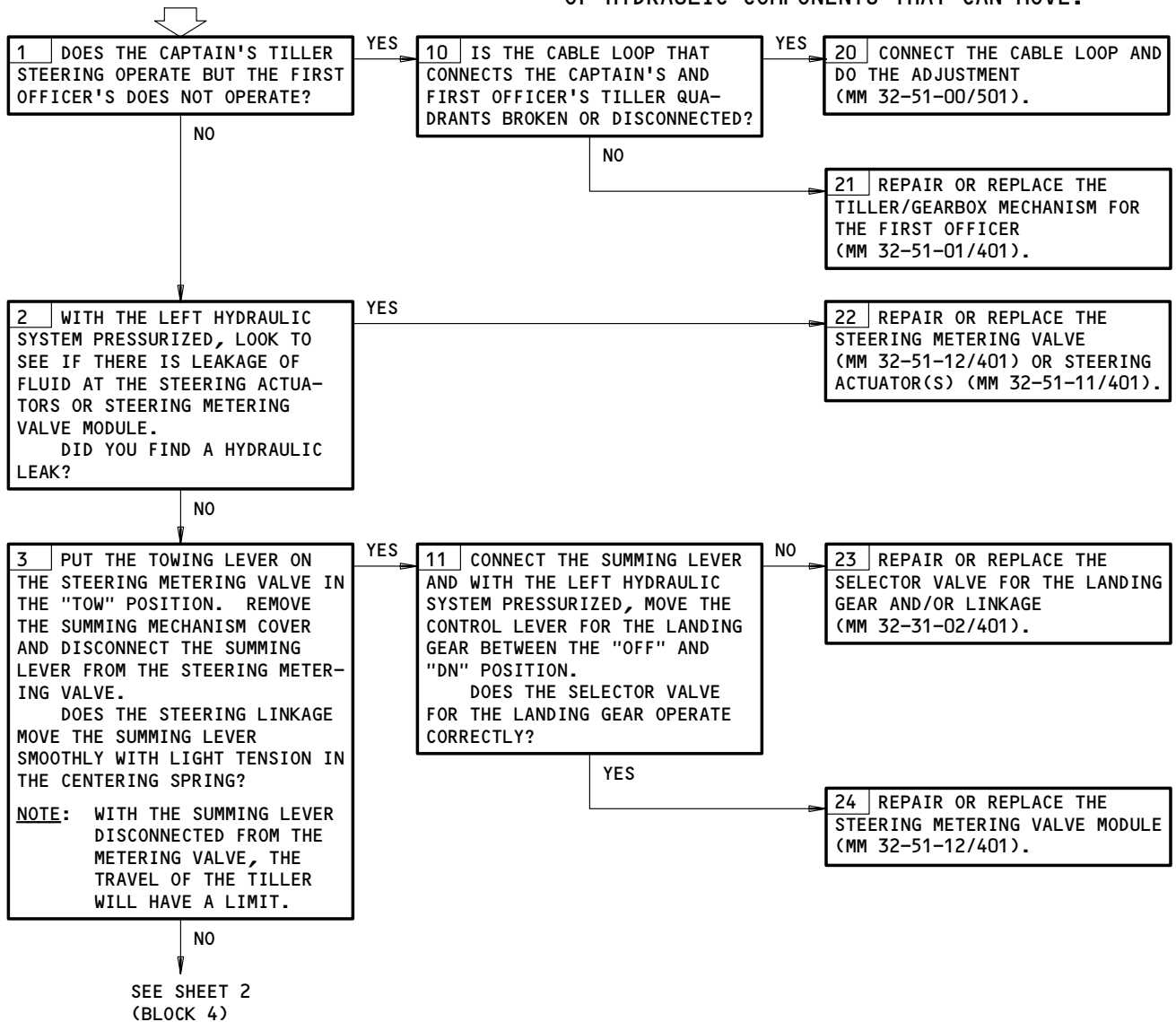
**32-51-00**

**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)

EFFECTIVITY  
GUI 115

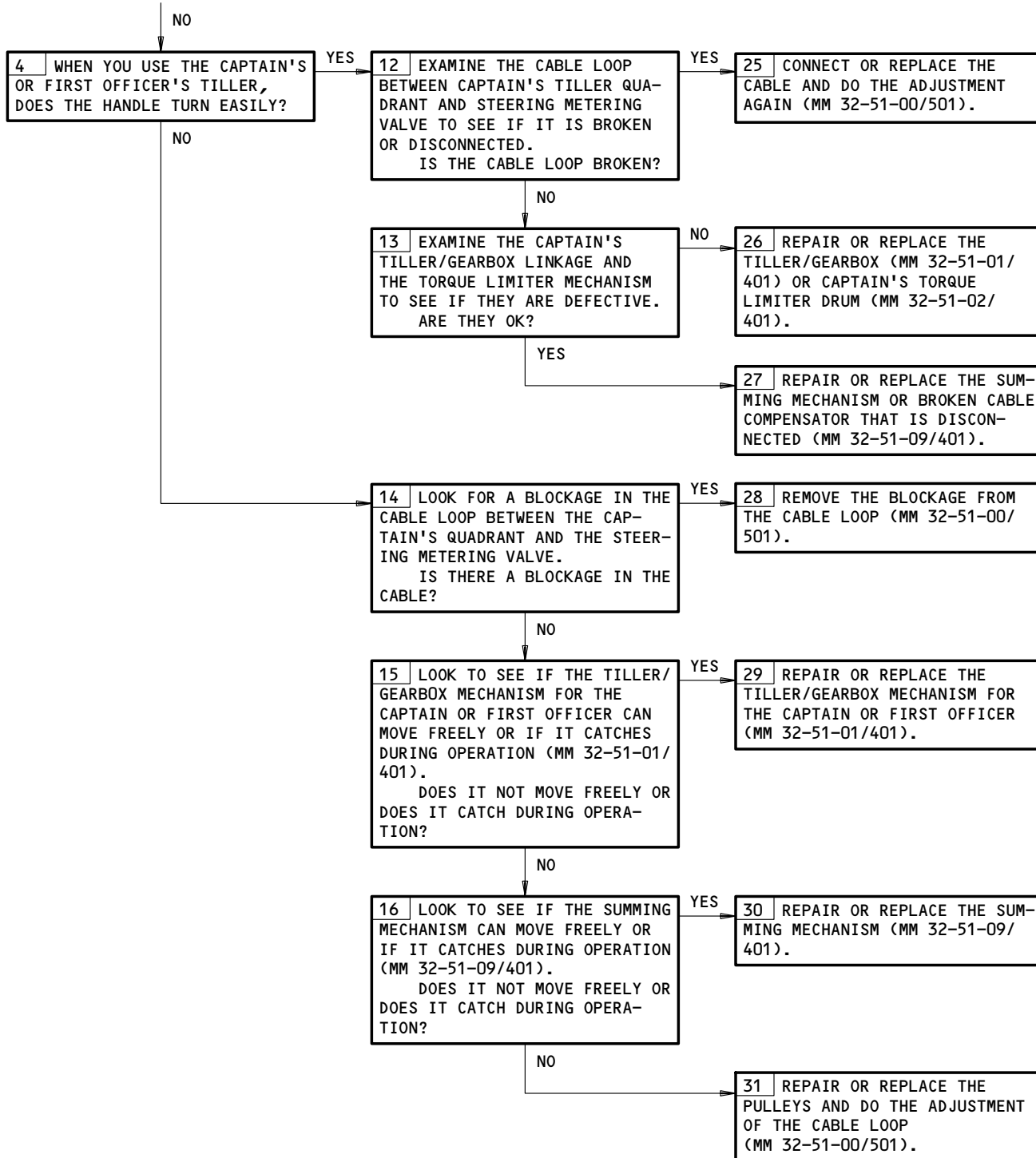
**32-51-00**

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**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL

FROM SHEET 1  
(BLOCK 3)



Tiller Steering Inop  
Figure 106A (Sheet 2)

EFFECTIVITY  
GUI 115

**32-51-00**

03

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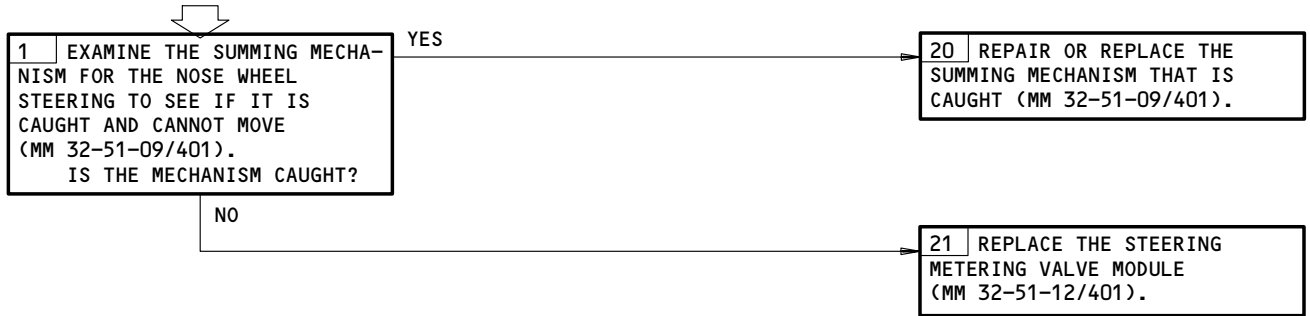
788410

**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 107

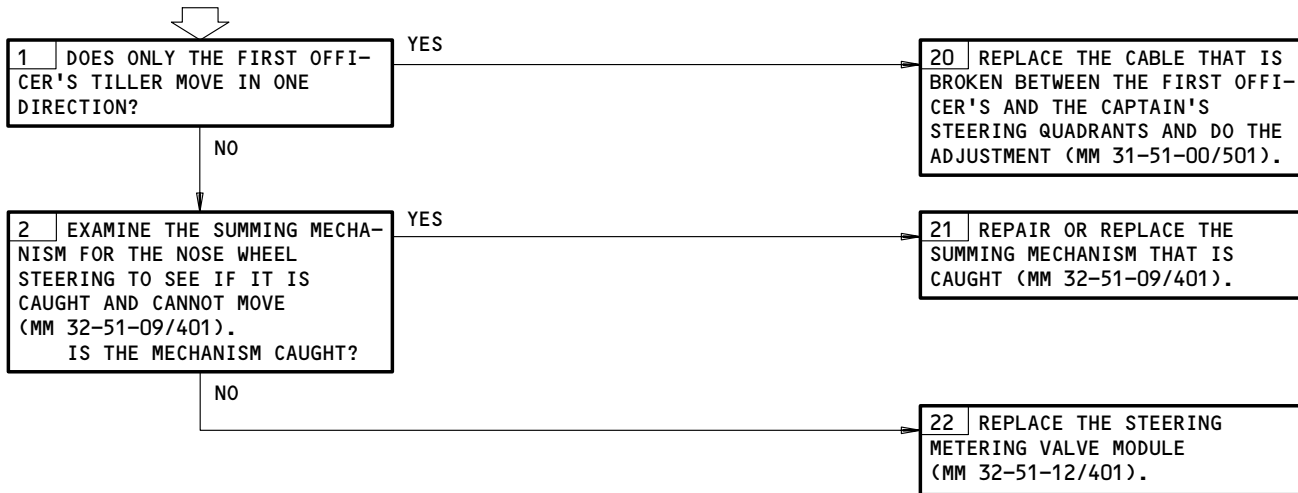
EFFECTIVITY  
ALL EXCEPT GUI 115

**32-51-00**

**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

EFFECTIVITY  
GUI 115

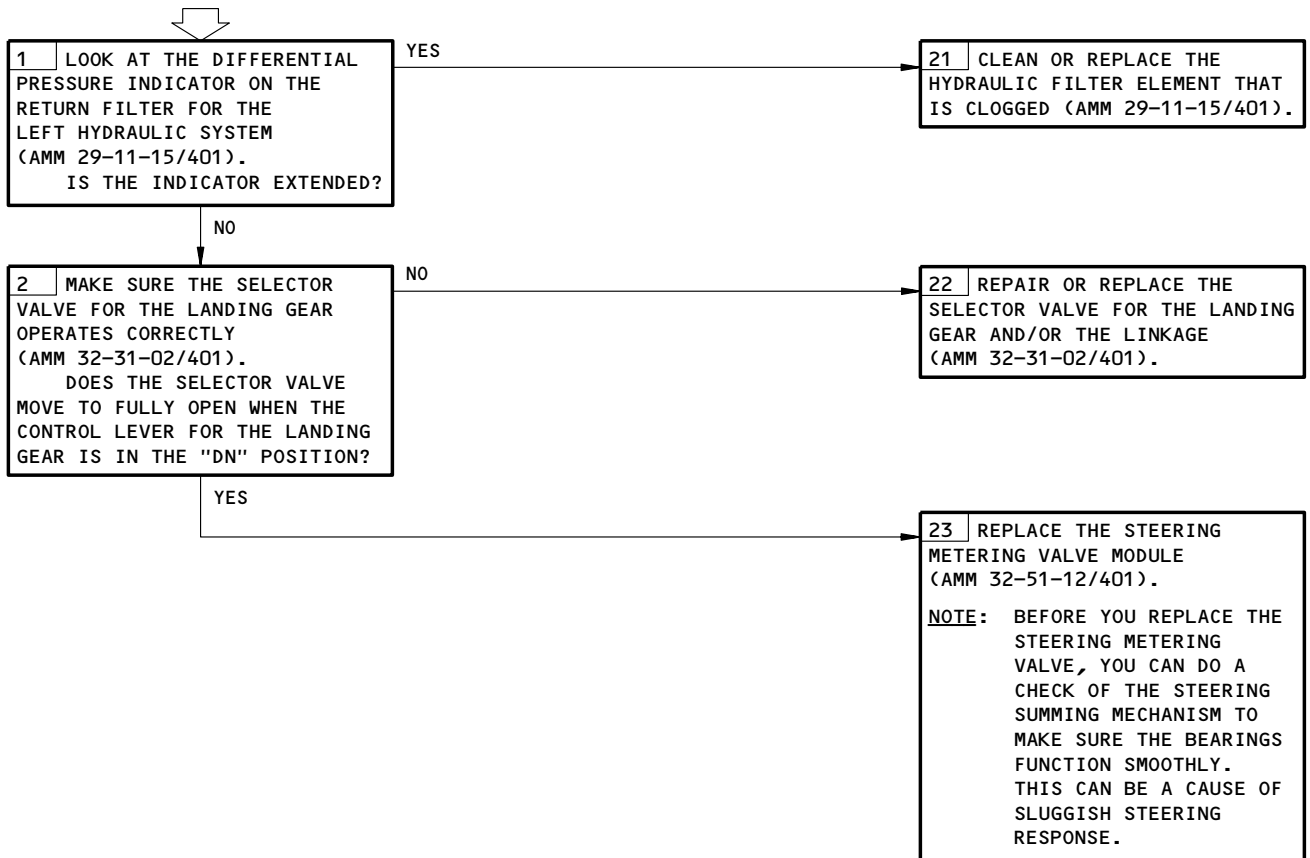
**32-51-00**

**PREREQUISITES**

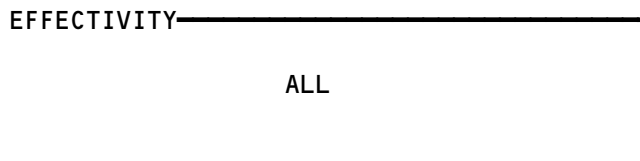
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:  
 ELECTRICAL POWER IS ON (AMM 24-22-00/201)  
 LEFT HYDRAULIC SYSTEM IS PRESSURIZED  
 (AMM 29-11-00/201)

**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

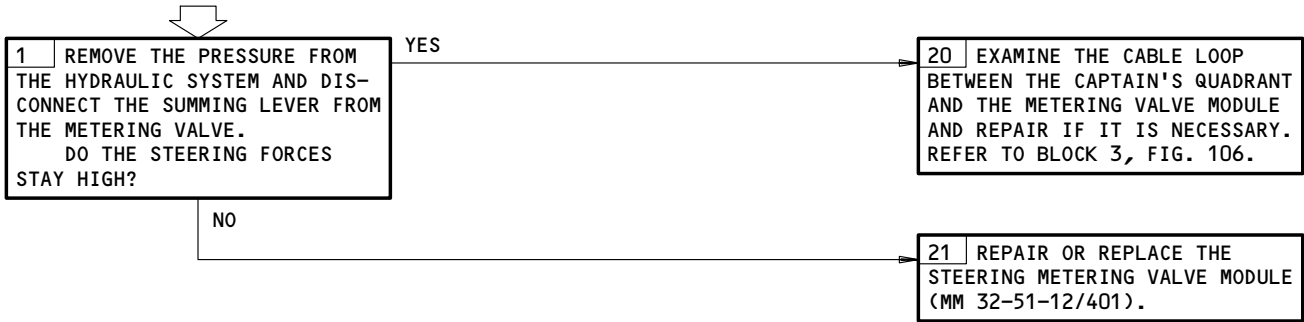


**32-51-00**

**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**



Tiller Steering Forces High  
Figure 109

EFFECTIVITY  
ALL EXCEPT GUI 115

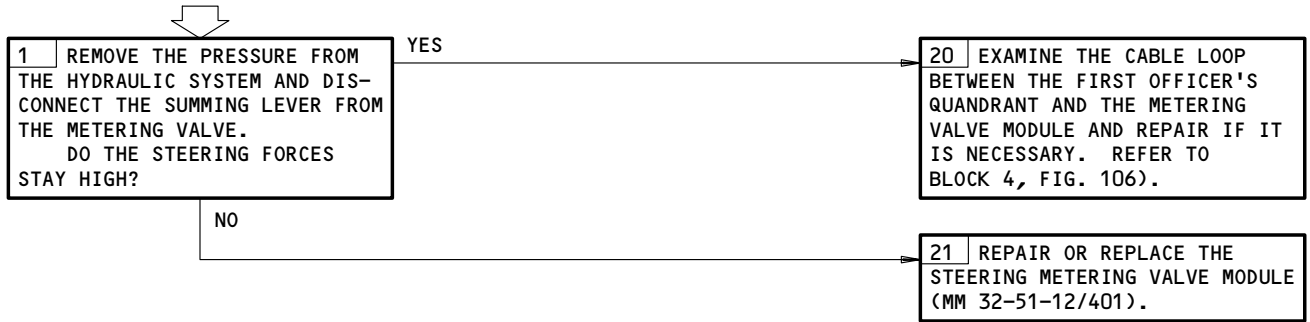
**32-51-00**

**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**



Tiller Steering Forces High  
Figure 109A

EFFECTIVITY  
GUI 115

**32-51-00**

03

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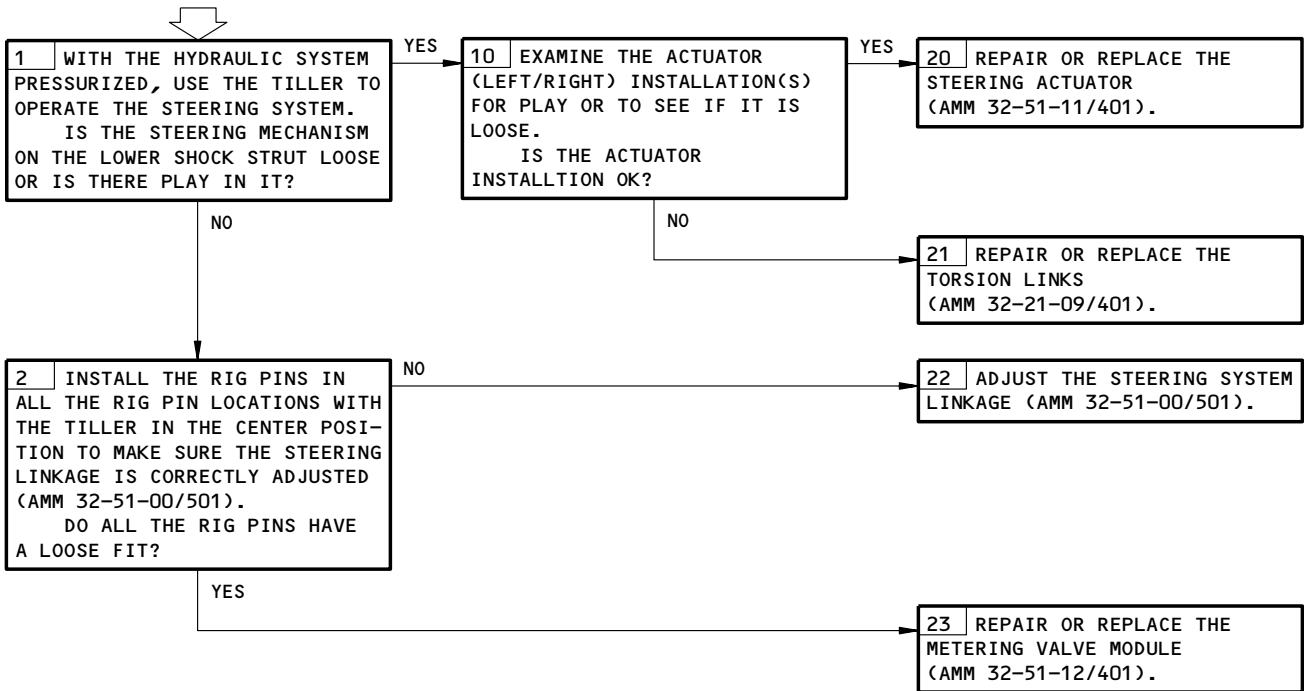
**PREREQUISITES**

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

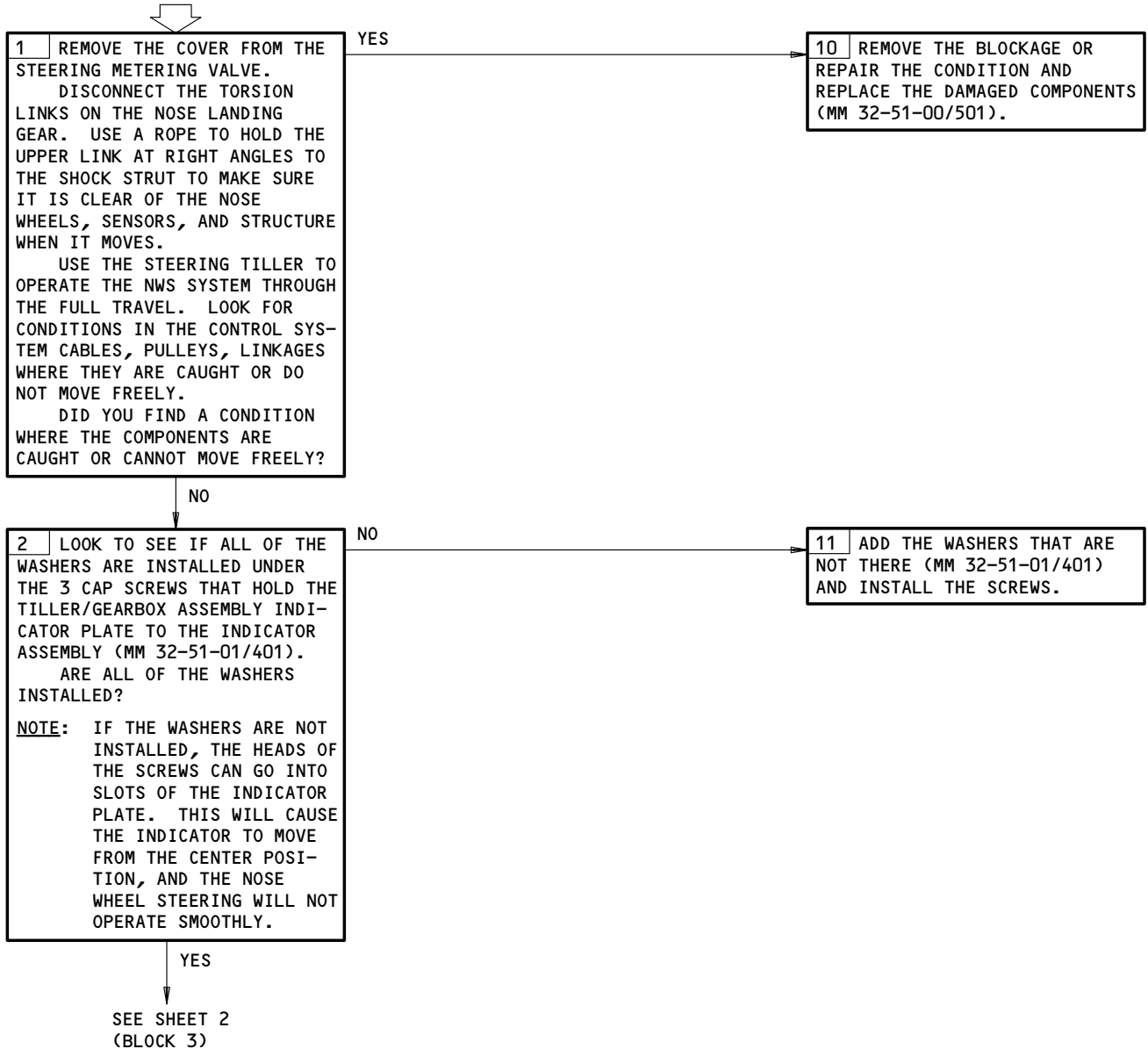
|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-51-00**

**NOSE STEERING BINDS  
(NOT SMOOTH) WHEN  
MAKING A TURN**

**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)

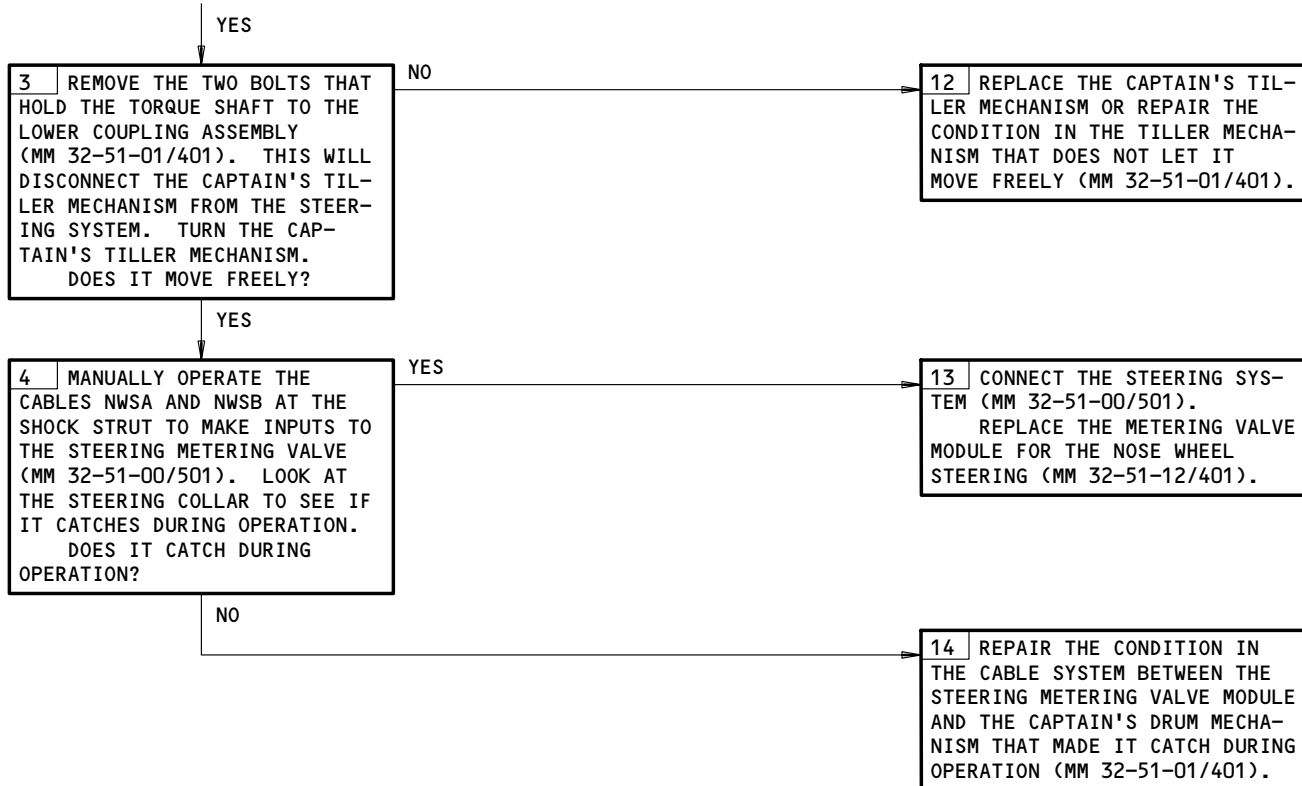


Nose Steering Binds (Not Smooth) When Making a Turn  
Figure 110A (Sheet 1)

EFFECTIVITY  
ALL EXCEPT GUI 115

**32-51-00**

FROM SHEET 1  
(BLOCK 2)



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

EFFECTIVITY  
ALL EXCEPT GUI 115

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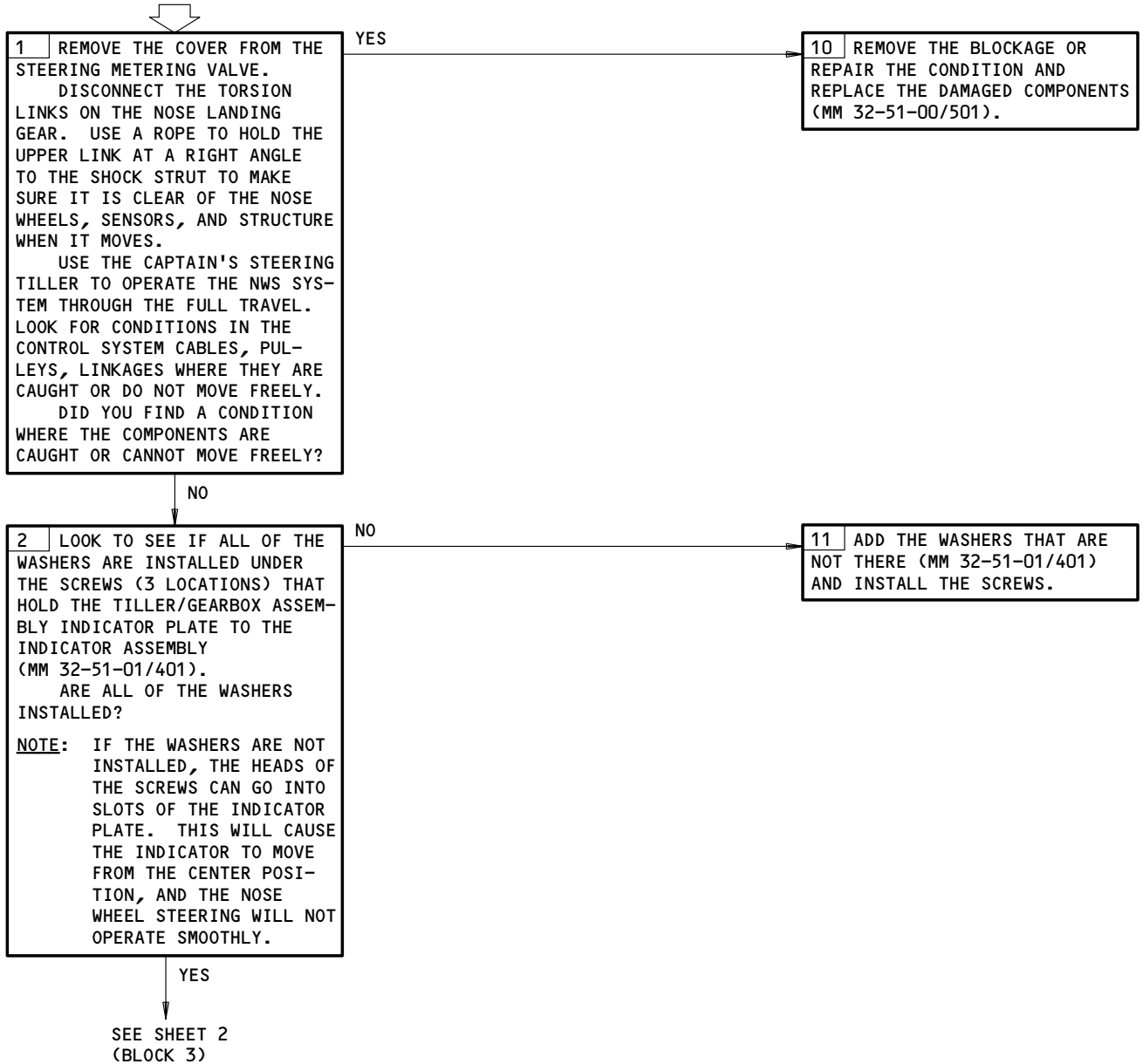
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**NOSE STEERING BINDS  
(NOT SMOOTH) WHEN  
MAKING A TURN**

**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)

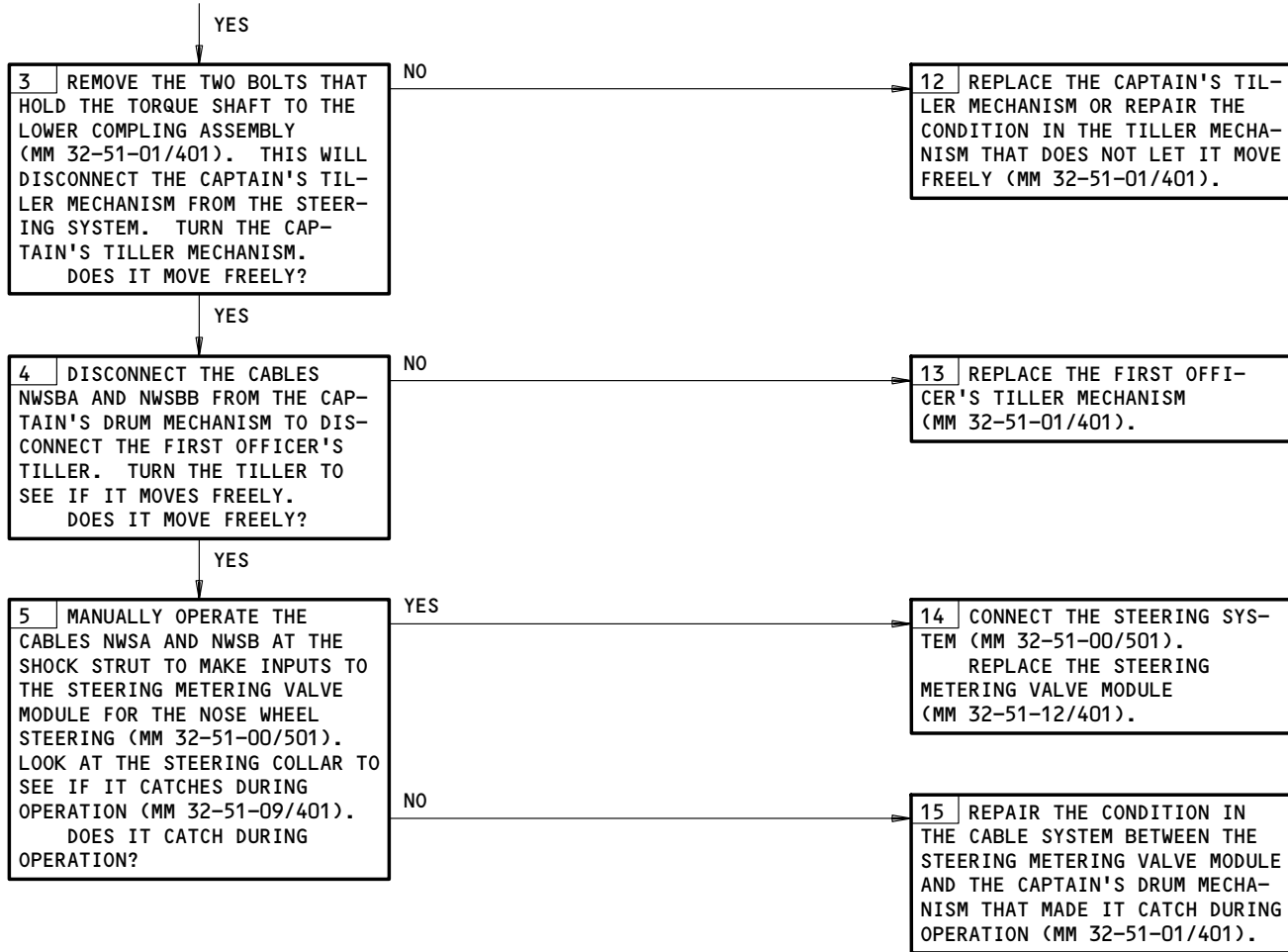


Nose Steering Binds (Not Smooth) When Making a Turn  
Figure 110B (Sheet 1)

EFFECTIVITY  
GUI 115

**32-51-00**

FROM SHEET 1  
(BLOCK 2)



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

EFFECTIVITY  
GUI 115

**32-51-00**

 **BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL

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

EFFECTIVITY

ALL

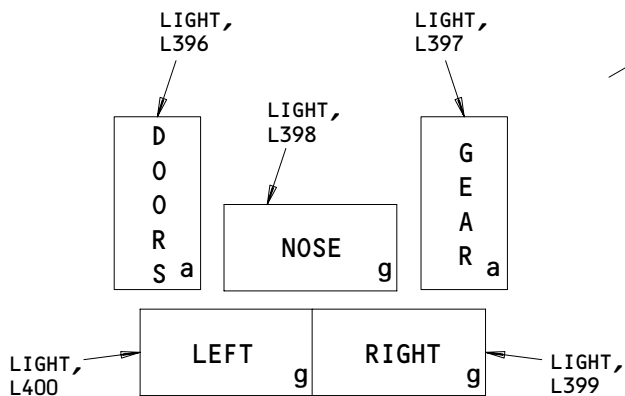
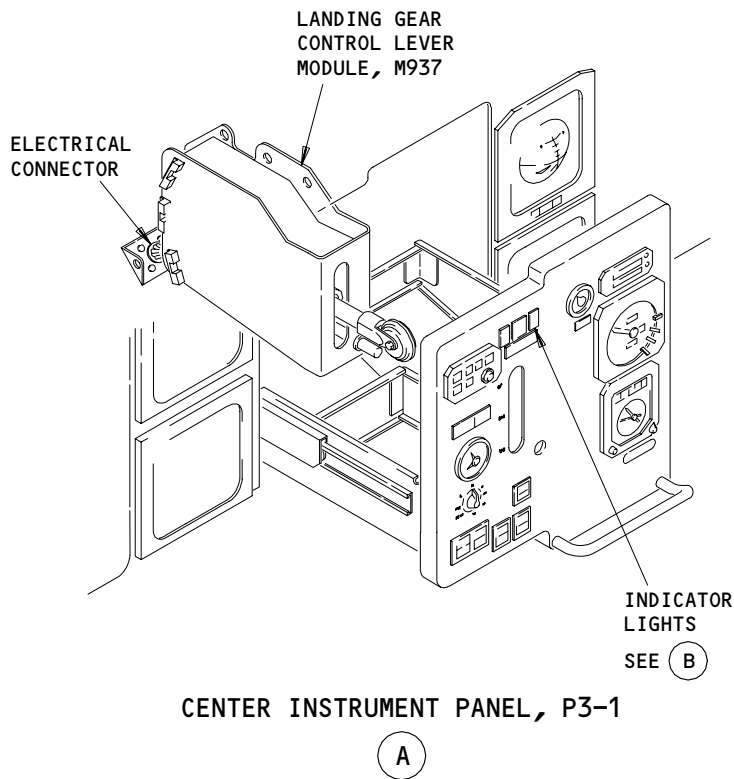
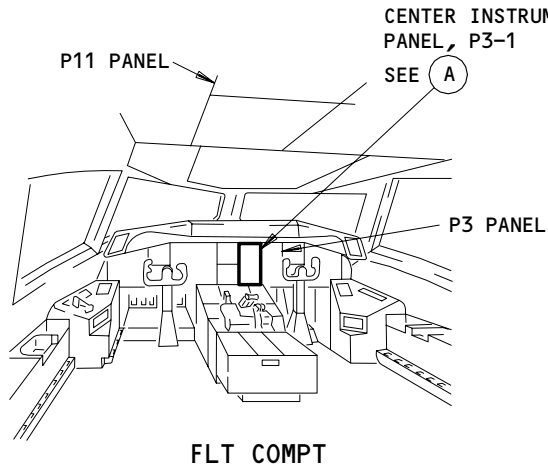
**32-61-00**

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188475

**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL



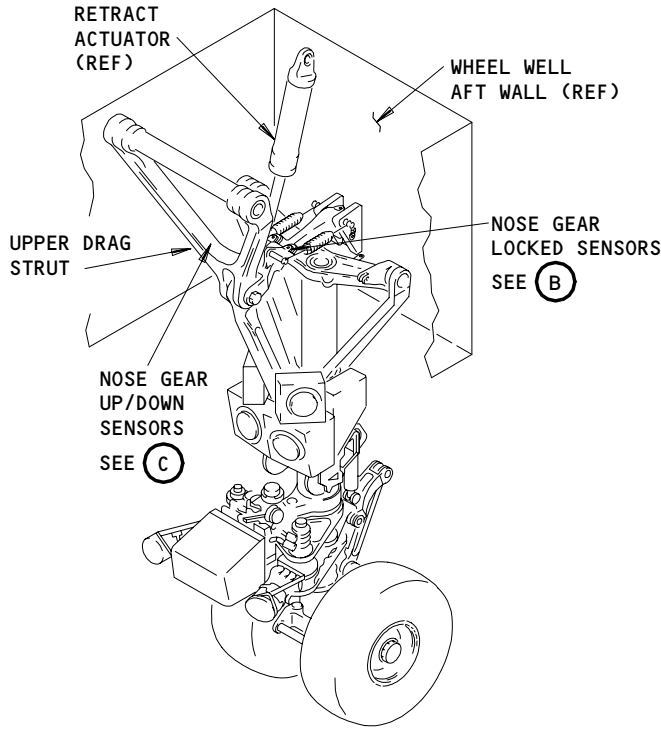
INDICATOR LIGHTS

(B)

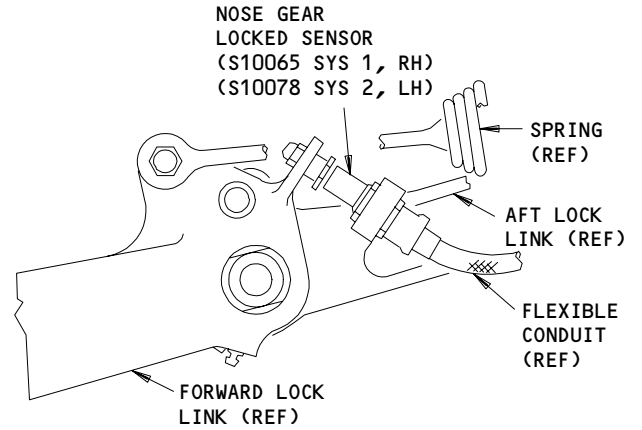
Component Location  
Figure 102 (Sheet 1)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-61-00

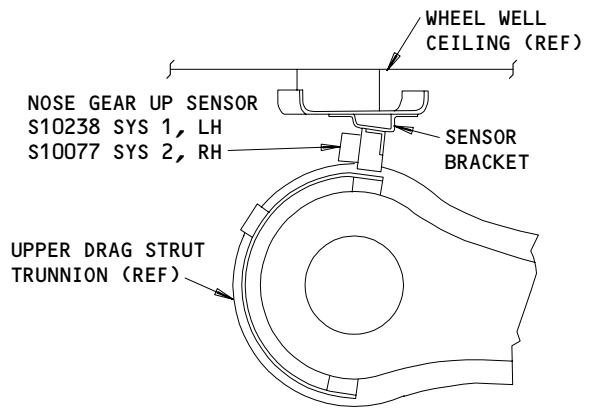


NOSE LANDING GEAR



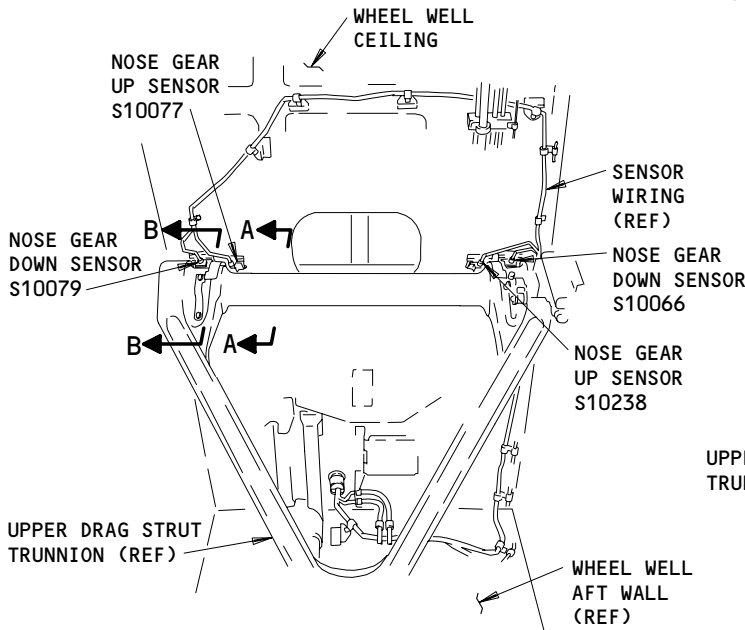
NOSE GEAR LOCKED SENSORS

(B)



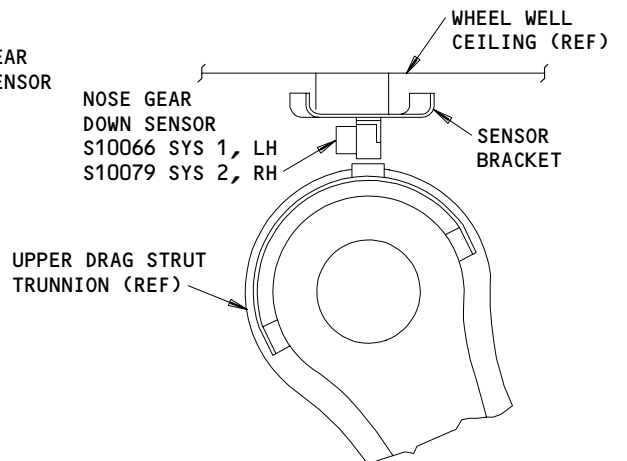
(GEAR SHOWN IN UP ATTITUDE)

A-A



NOSE GEAR UP/DOWN SENSORS

(C)



(GEAR SHOWN IN DOWN ATTITUDE)

B-B

Component Location  
Figure 102 (Sheet 2)

EFFECTIVITY

ALL

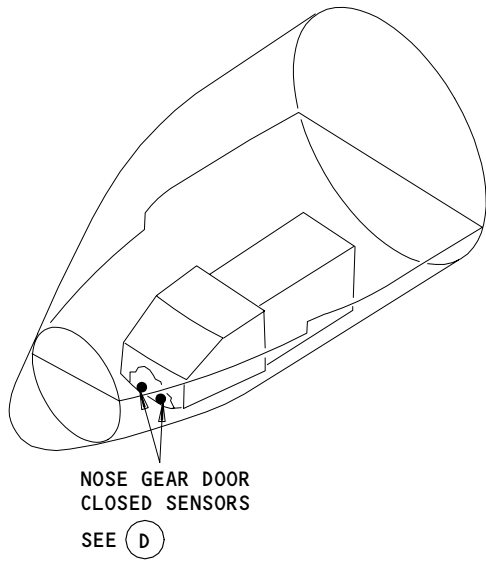
32-61-00

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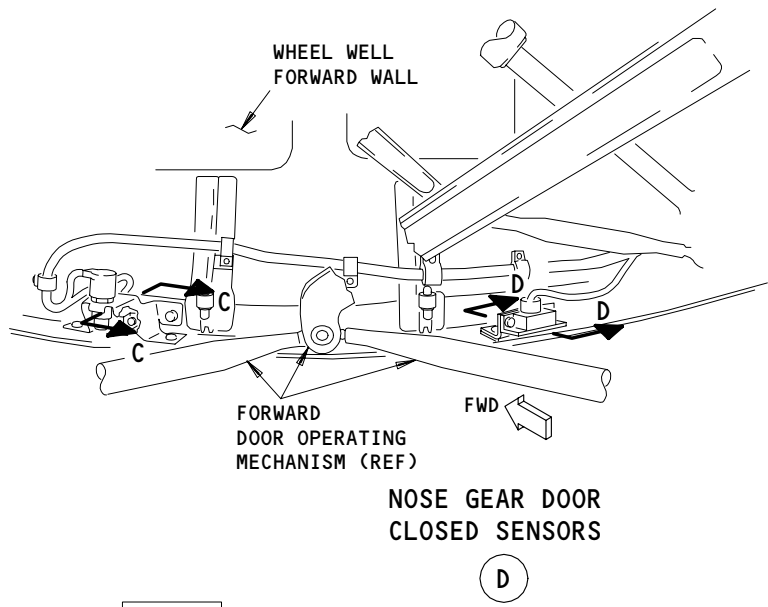
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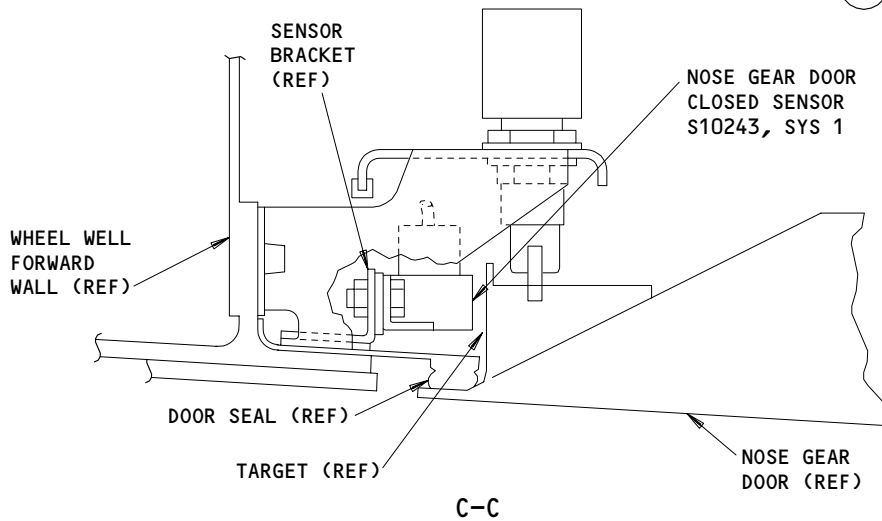
**BOEING**  
757  
FAULT ISOLATION/MAINT MANUAL



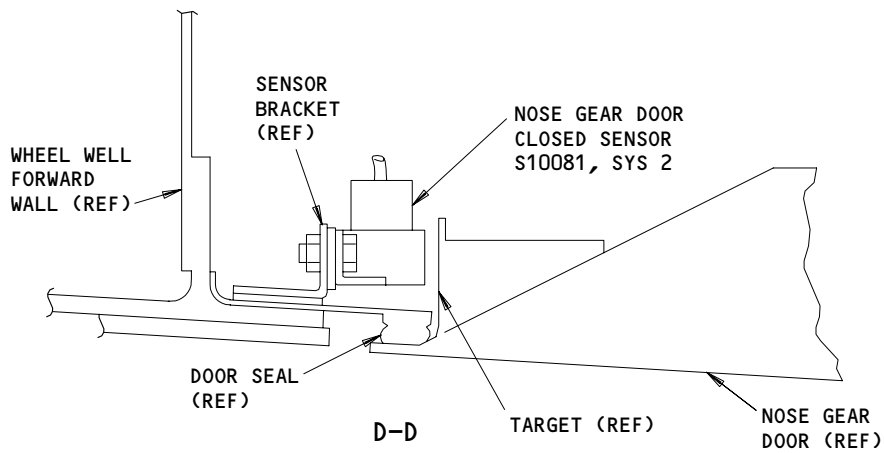
NOSE GEAR DOOR  
CLOSED SENSORS  
SEE (D)



NOSE GEAR DOOR  
CLOSED SENSORS  
(D)



C-C



D-D

Component Location  
Figure 102 (Sheet 3)

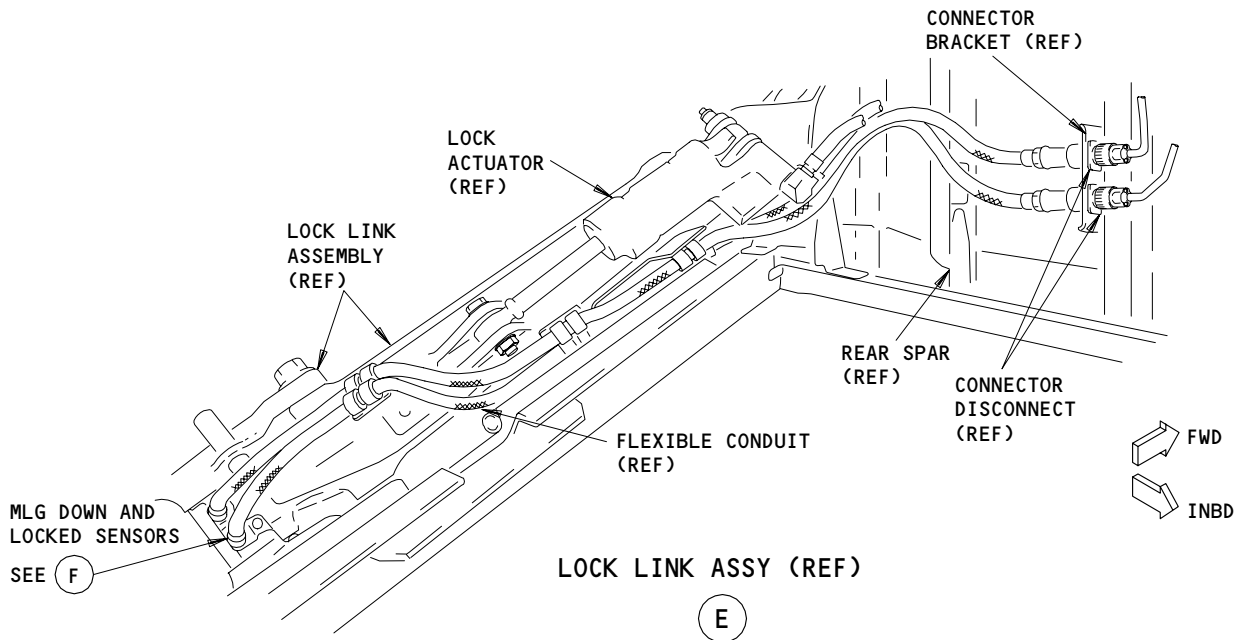
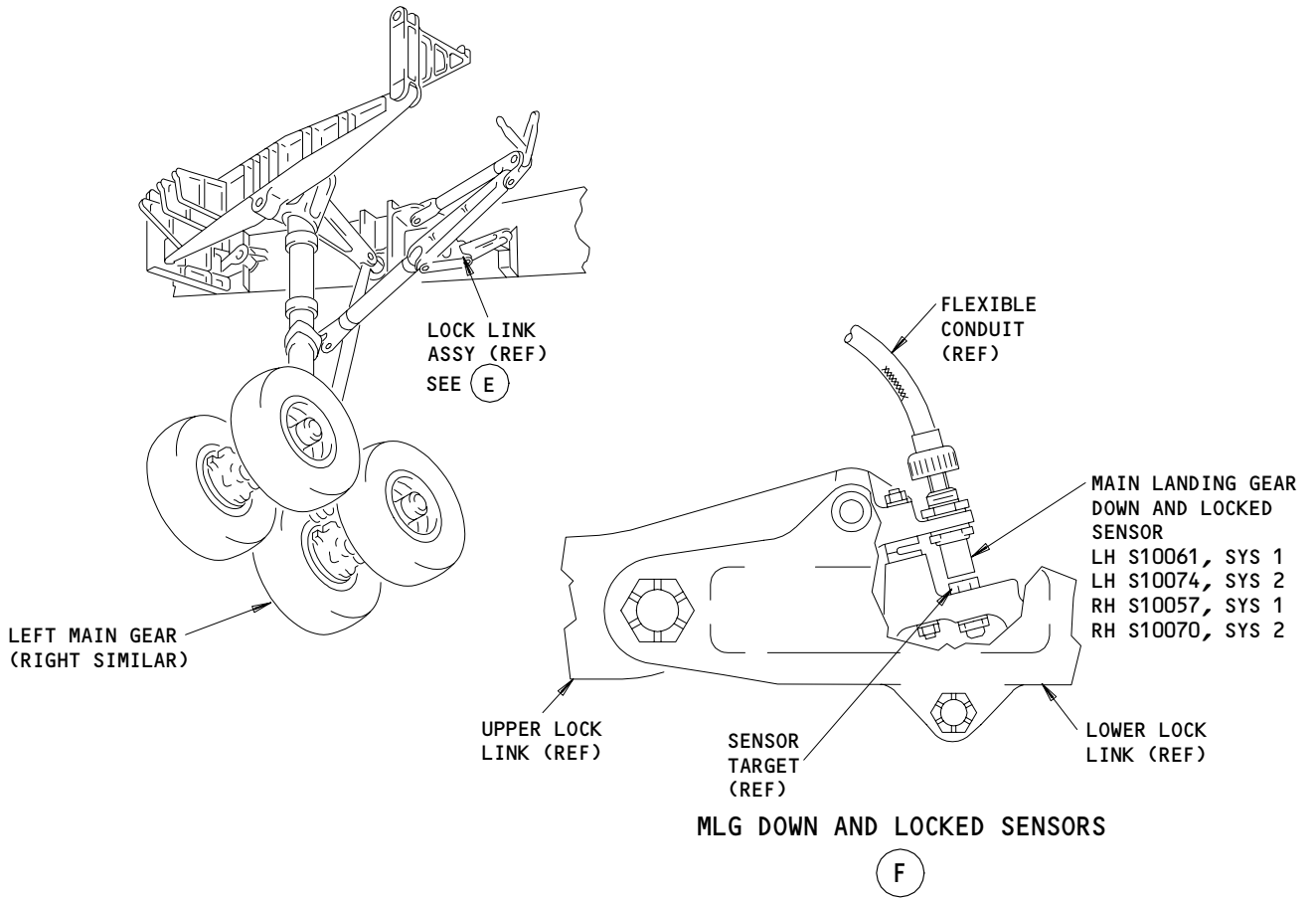
|             |  |
|-------------|--|
| EFFECTIVITY |  |
| ALL         |  |

32-61-00

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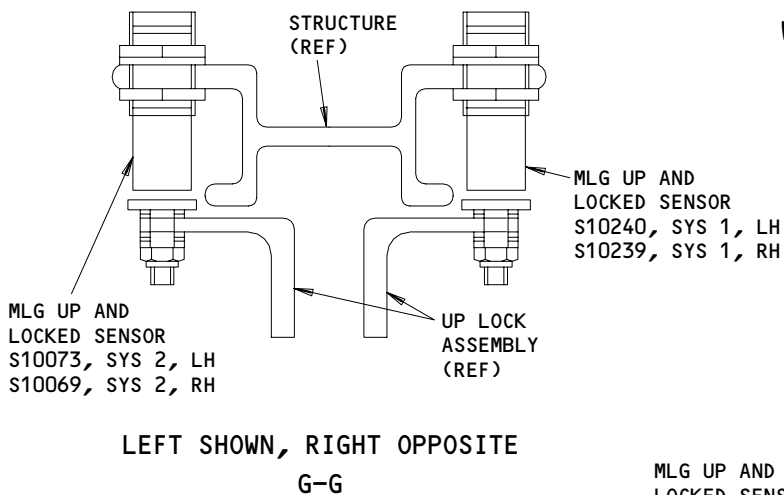
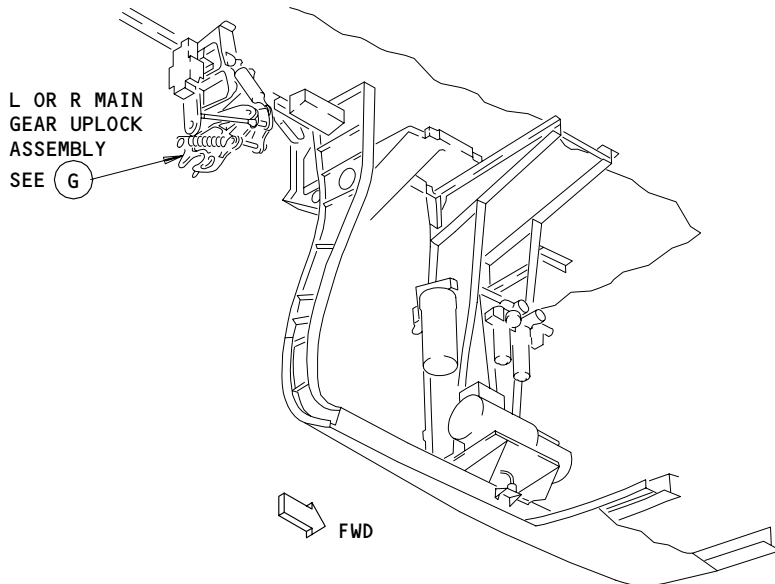
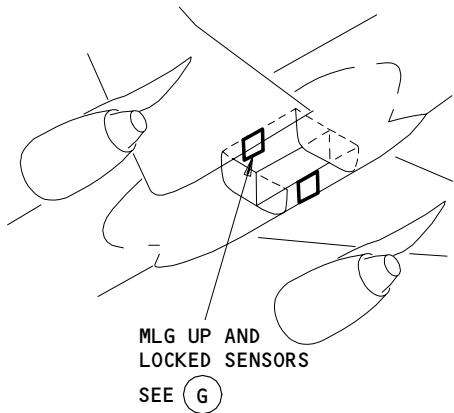
98731



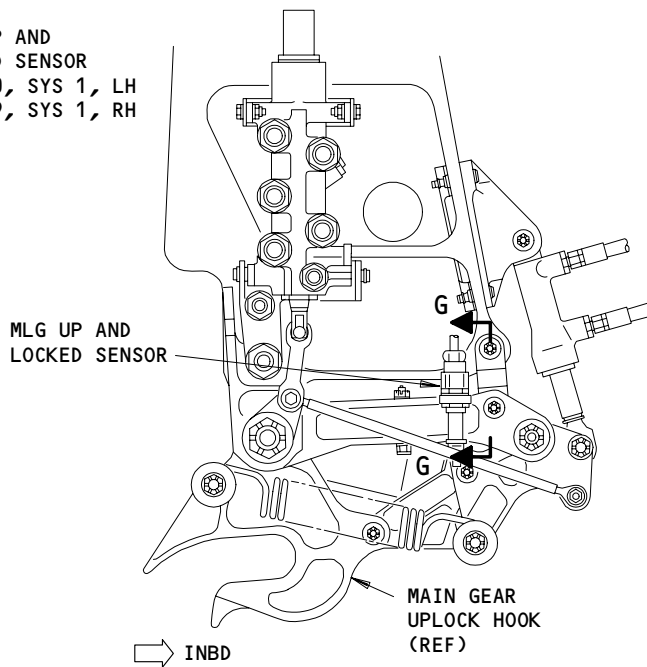
Component Location  
Figure 102 (Sheet 4)

|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

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LEFT MAIN WHEEL WELL OUTBOARD WALL (RIGHT SIMILAR)



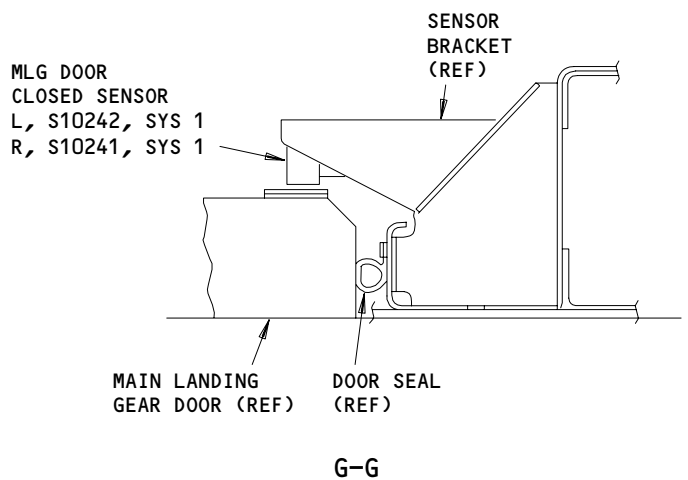
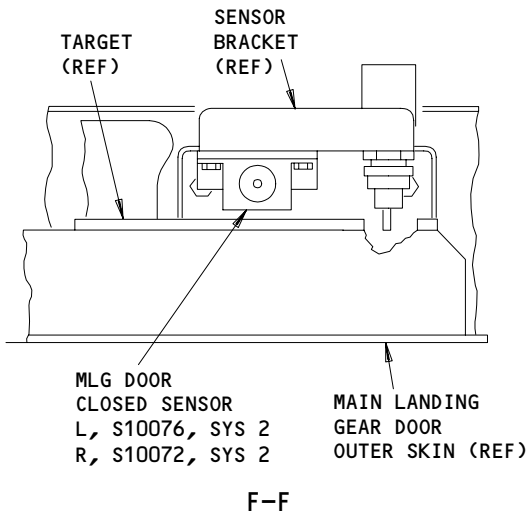
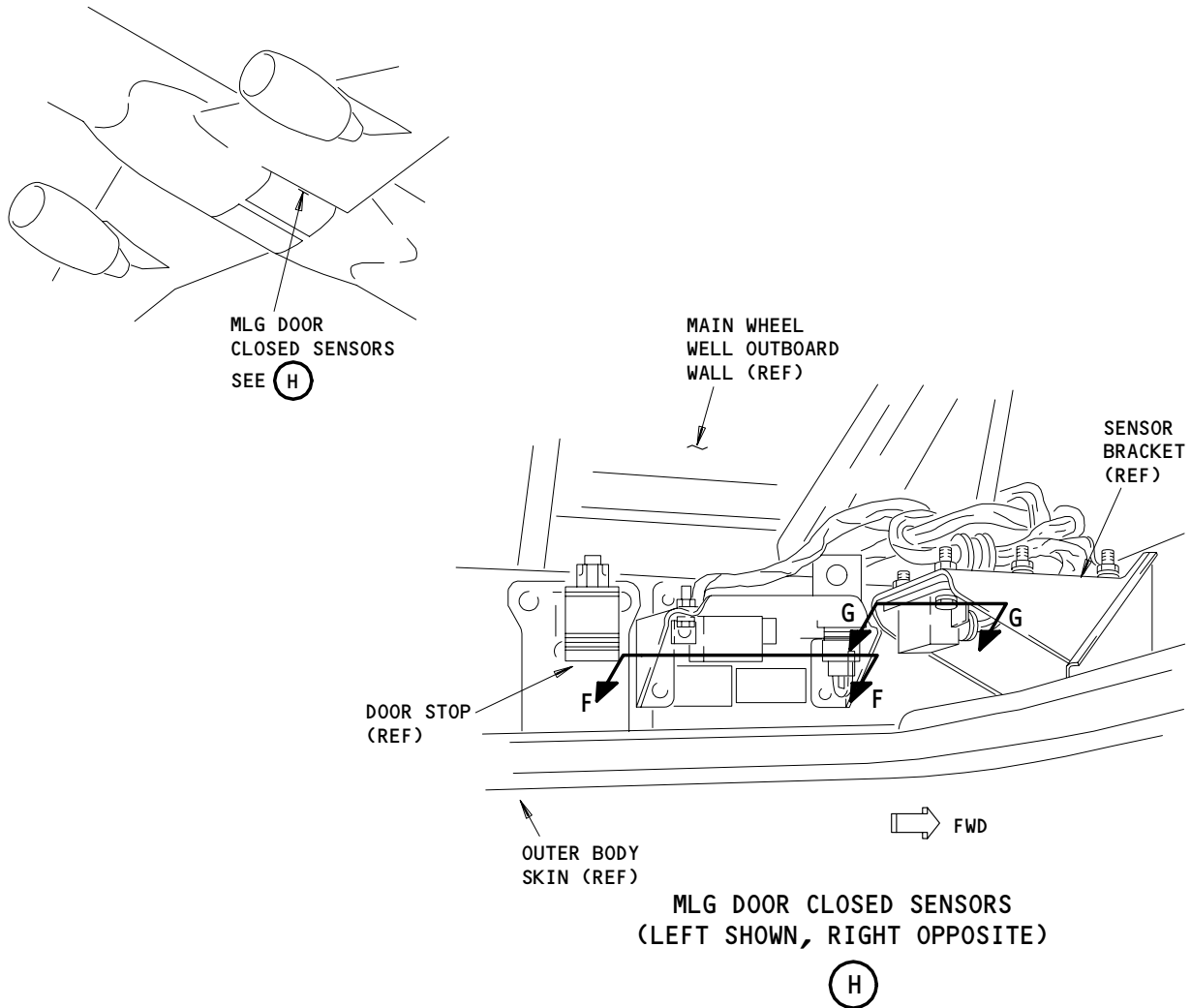
L MAIN GEAR UPLOCK ASSEMBLY (RIGHT SIMILAR)

(G)

Component Location  
Figure 102 (Sheet 5)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

32-61-00



Component Location  
Figure 102 (Sheet 6)

|             |     |
|-------------|-----|
| EFFECTIVITY |     |
|             | ALL |

32-61-00

**EICAS MSG "LDG GEAR MONITOR" DISPLAYED**

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)

**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)

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)

|             |     |
|-------------|-----|
| EFFECTIVITY | ALL |
|-------------|-----|

**32-61-00**

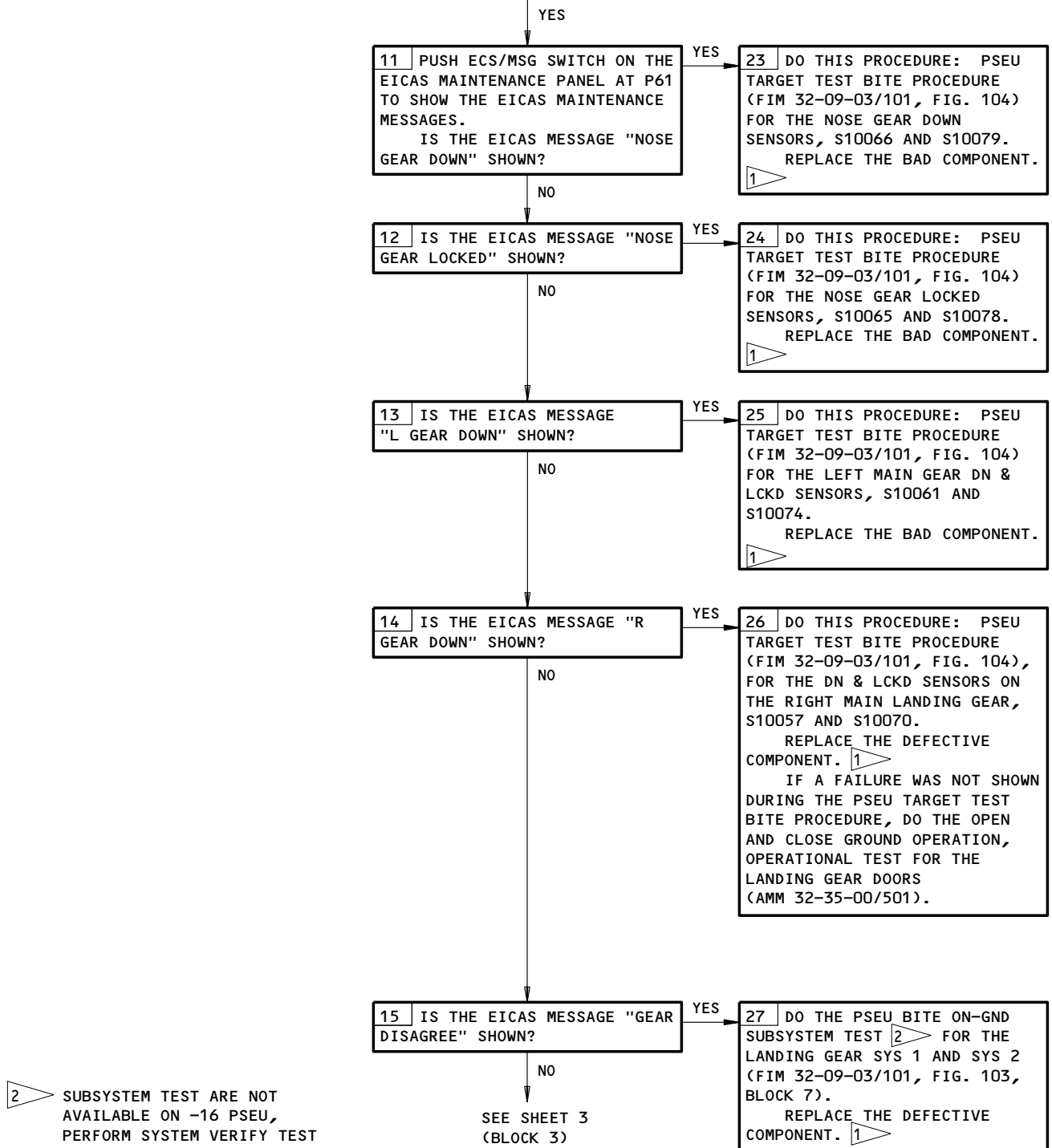
216531

# BOEING

## 757

### FAULT ISOLATION/MAINT MANUAL

FROM SHEET 1  
(BLOCK 1)



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

EFFECTIVITY

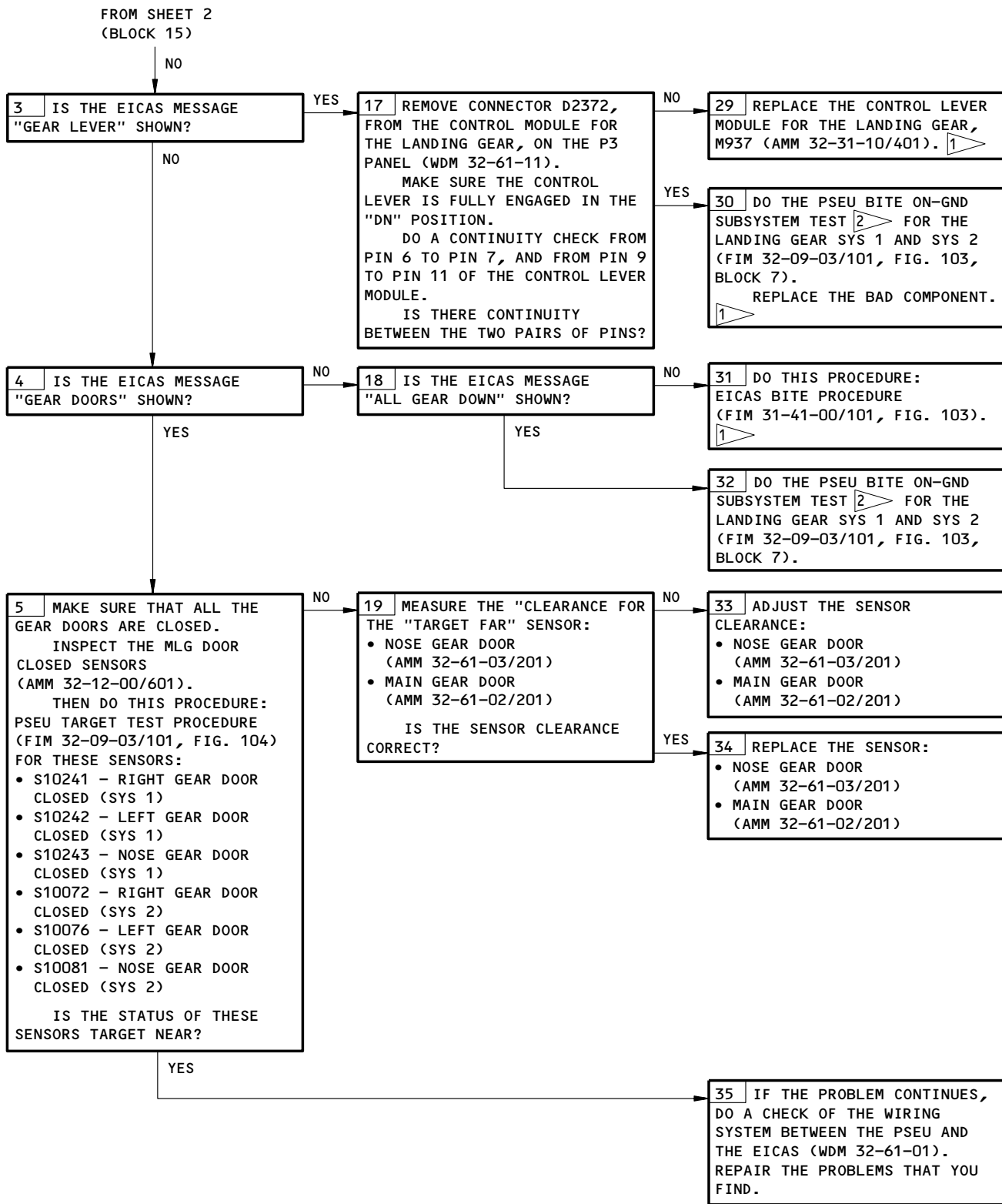
ALL

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

EFFECTIVITY

ALL

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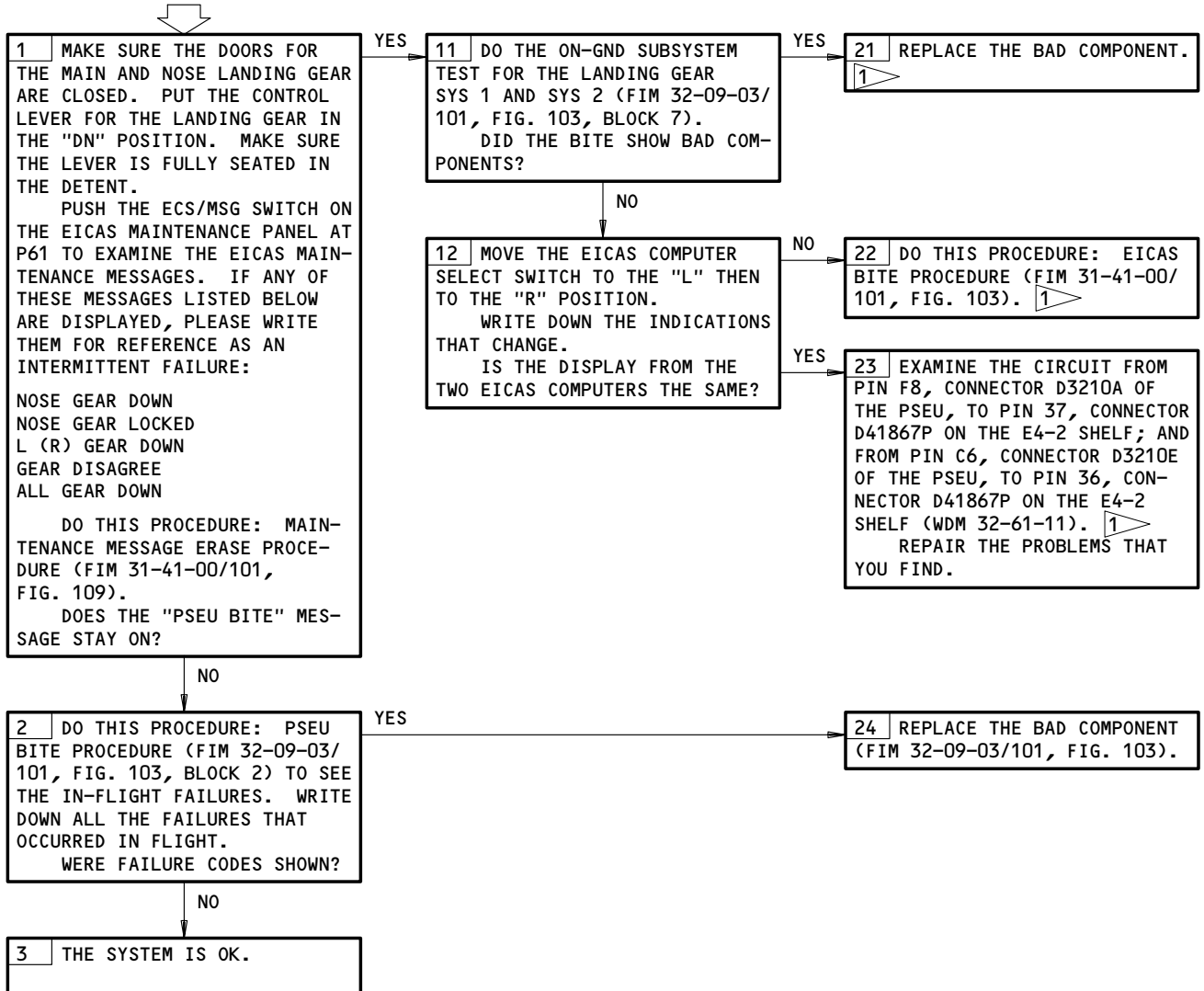
**EICAS MSG "PSEU BITE" DISPLAYED**

**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 LEFT HYDRAULIC SYSTEM  
(AMM 29-11-00/201)



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

EICAS Msg PSEU BITE Displayed  
Figure 104

EFFECTIVITY

ALL

**32-61-00**

03

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