GPA Group plc

CHAPTER 52 – DOORS

TABLE OF CONTENTS

CHAPTER 52 - DOORS

TABLE OF CONTENTS

CHAPTER 52 – DOORS

TABLE OF CONTENTS

CHAPTER 52 - DOORS

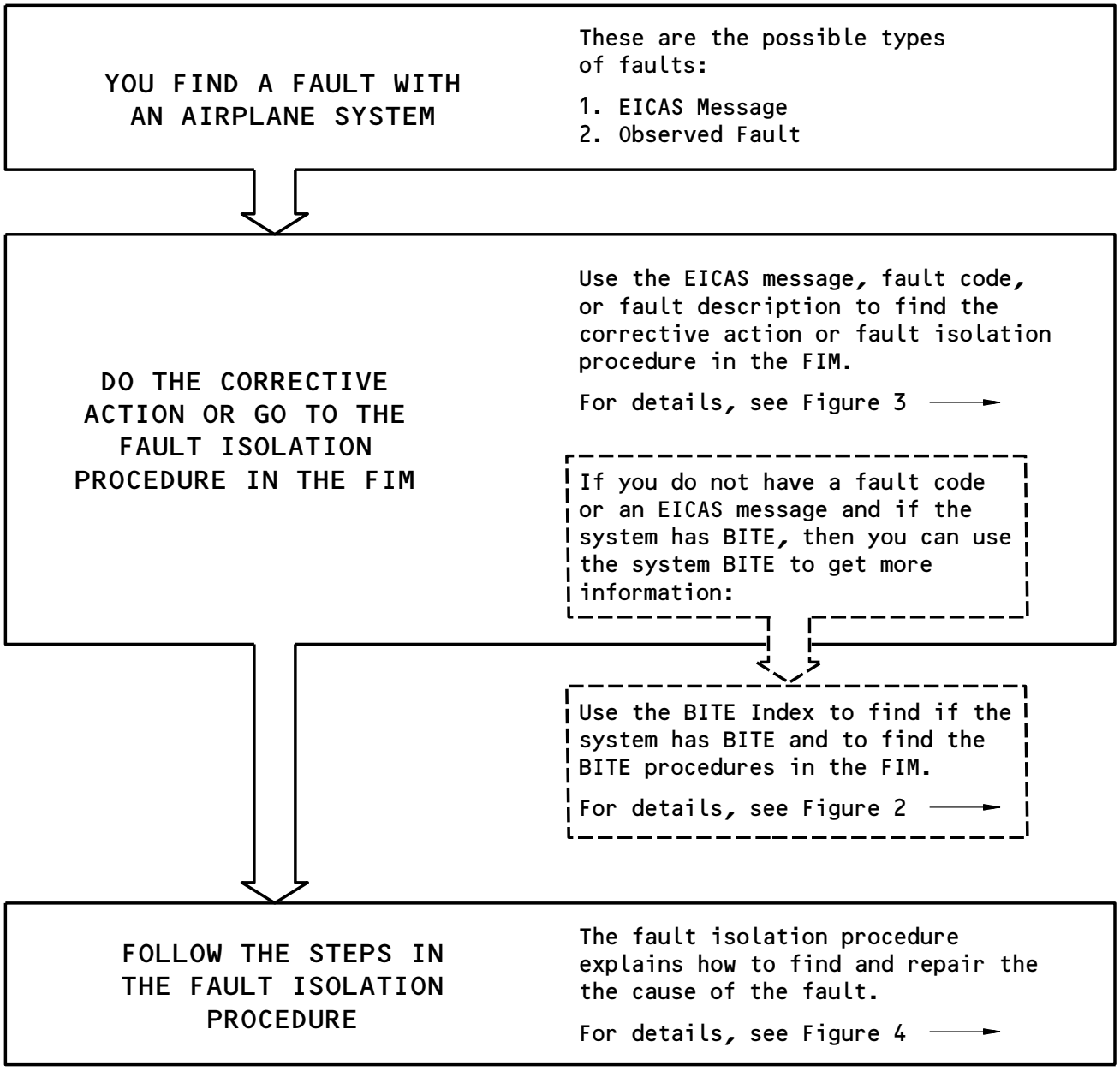
TABLE OF CONTENTS

CHAPTER 52 - DOORS

TABLE OF CONTENTS

CHAPTER 52 - DOORS

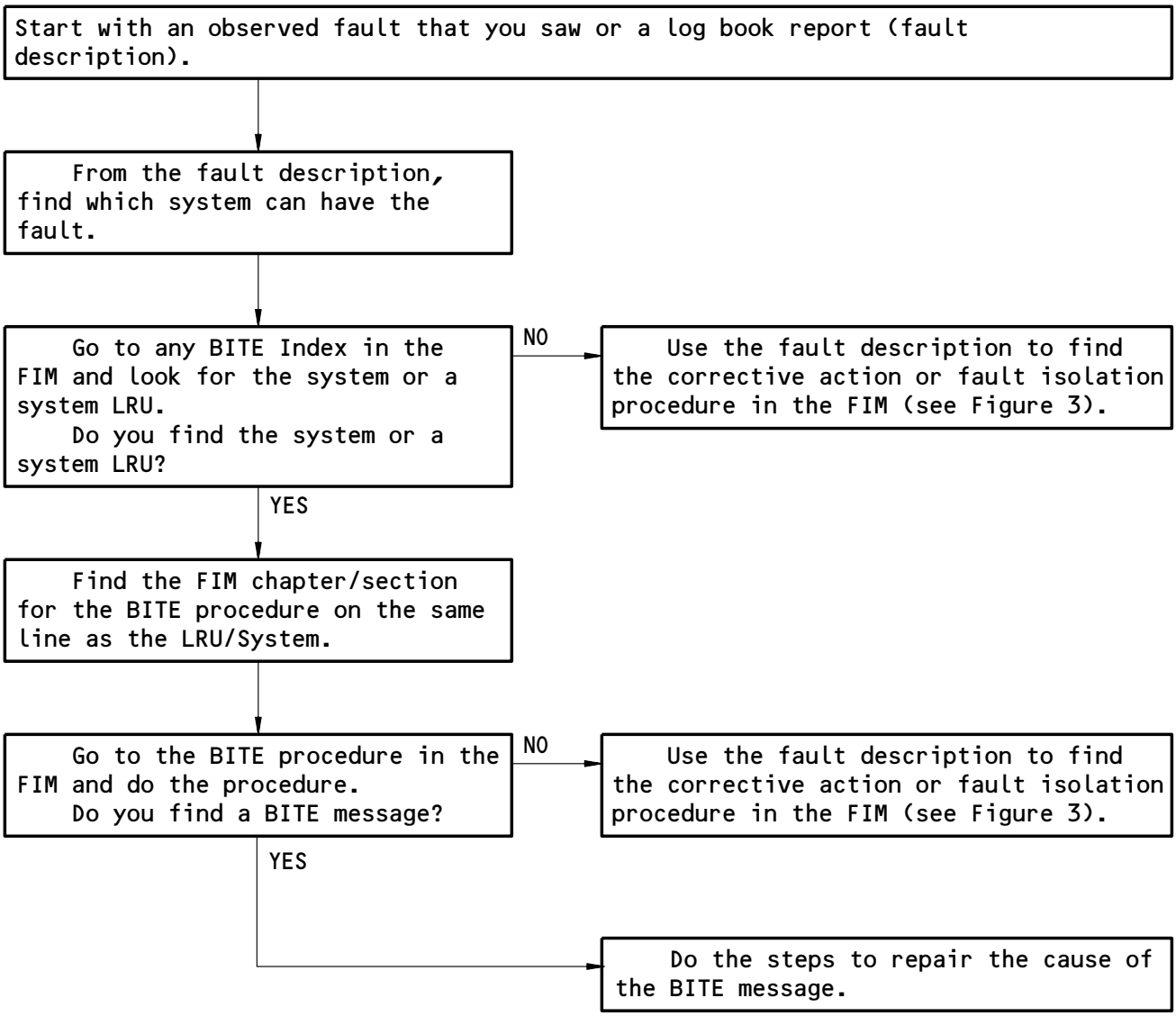
TABLE OF CONTENTS




Basic Fault Isolation Process
Figure 1



H54436




How to Get Fault Information from BITE
Figure 2

| 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.<br>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.<br>If you do not know the chapter of the EICAS message, then do these steps:<br>A. Go to FIM EICAS MESSAGE LIST and find the EICAS message in the table.<br>NOTE: The list follows the INTRODUCTION to the FIM.<br>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.<br>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.<br>2. Do the fault analysis on the diagram and find the fault code.<br>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.<br>4. Find the Fault Isolation Reference for the fault code and do the corrective action. If there is a FIM reference, then go to that fault isolation procedure in the FIM and do the steps in the procedure (see Figure 4). |

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

ASSUMED CONDITIONS AT START OF TASK

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

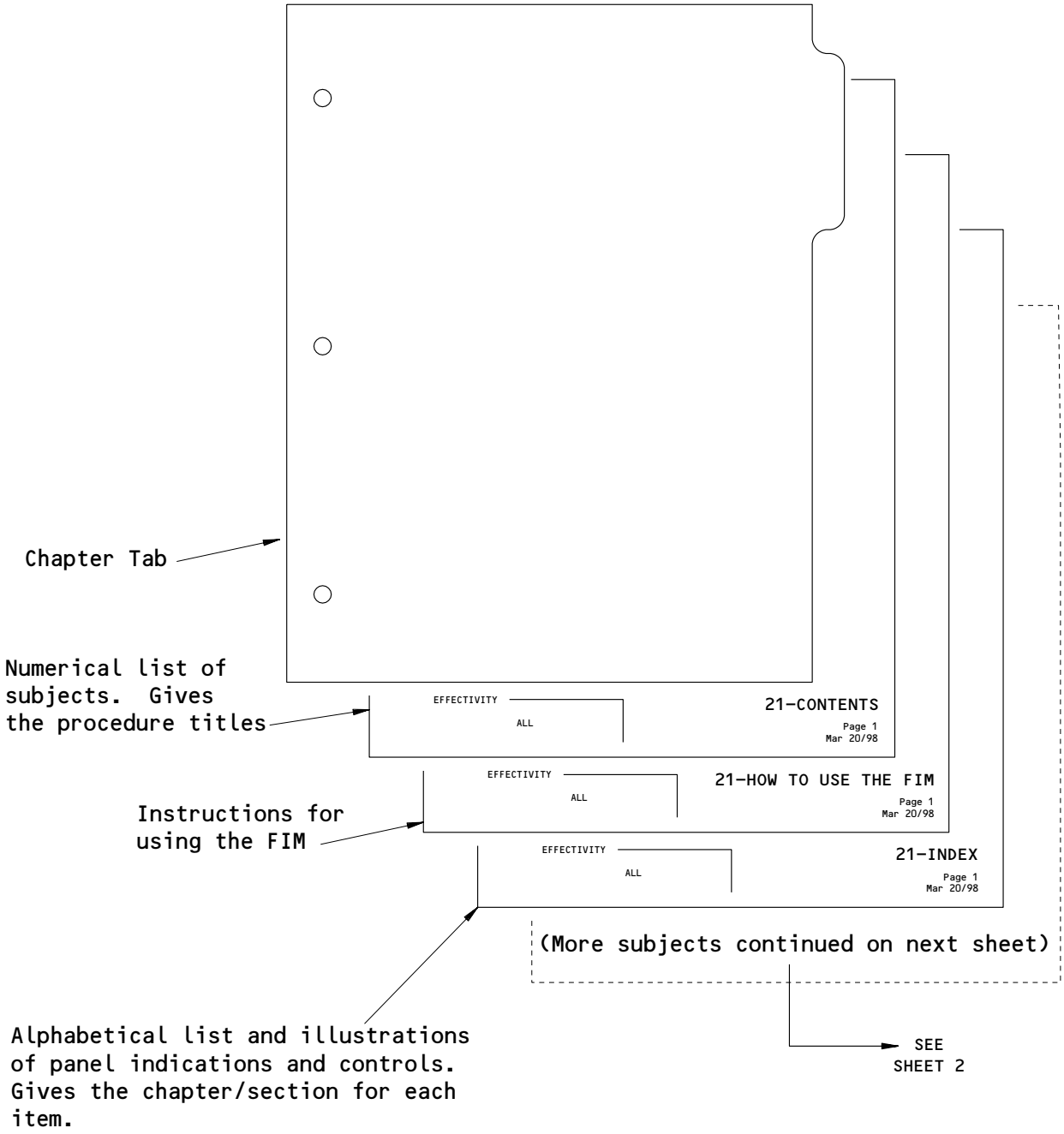
PREREQUISITES

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

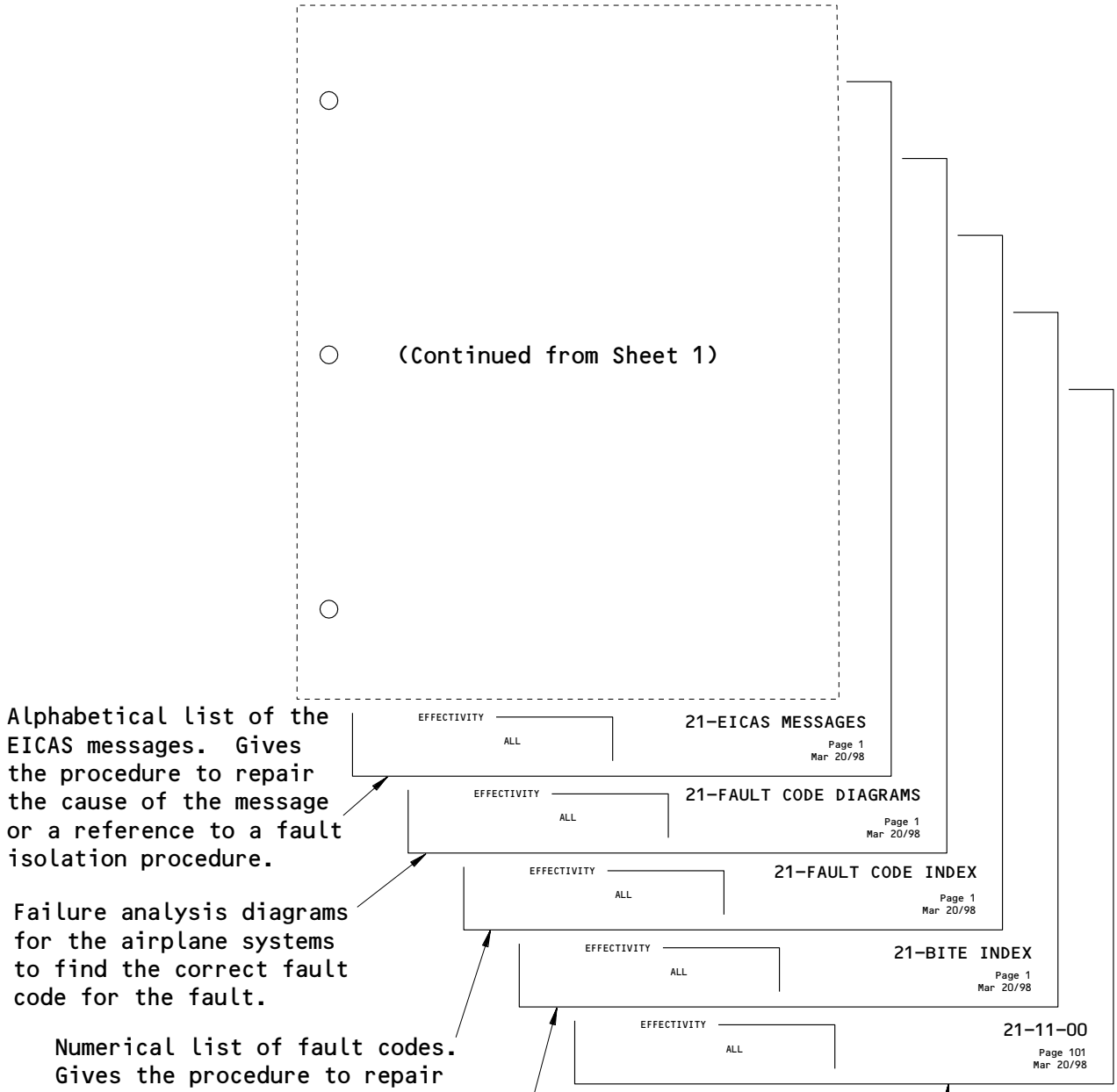
FAULT ISOLATION BLOCKS

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

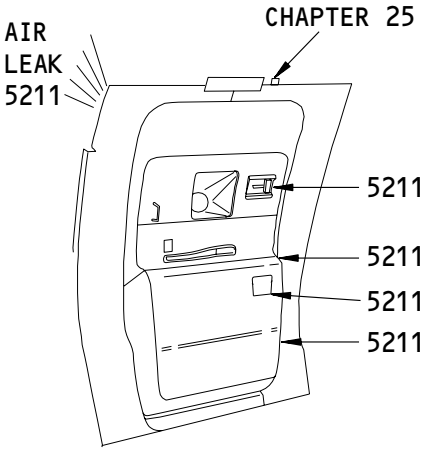
Do the Fault Isolation Procedure
Figure 4



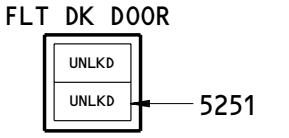

Subjects in Each FIM Chapter
Figure 5 (Sheet 1)

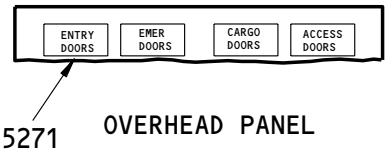


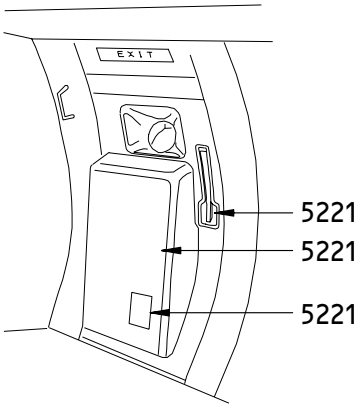

Subjects in Each FIM Chapter
Figure 5 (Sheet 2)



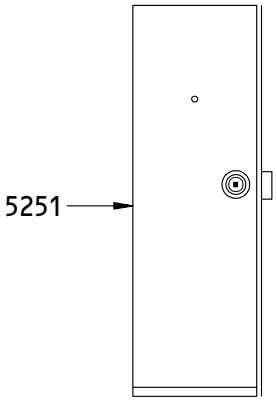

ENTRY/SERVICE DOORS



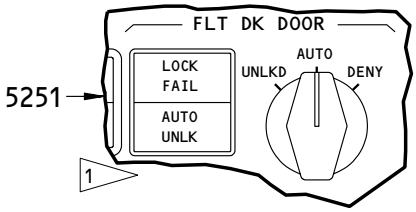



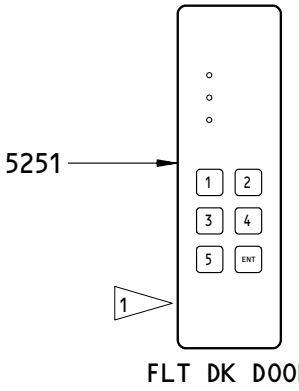

EMERGENCY EXIT DOOR



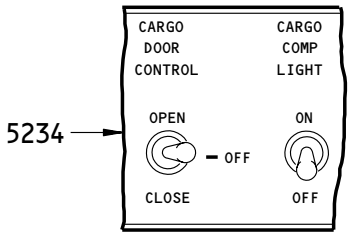

FLIGHT DECK DOOR



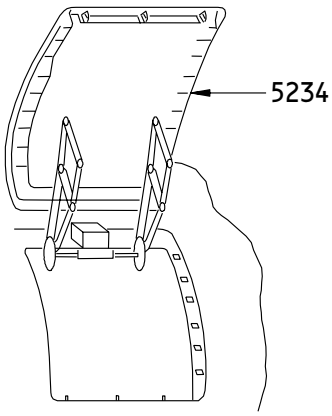

OVERHEAD PANEL



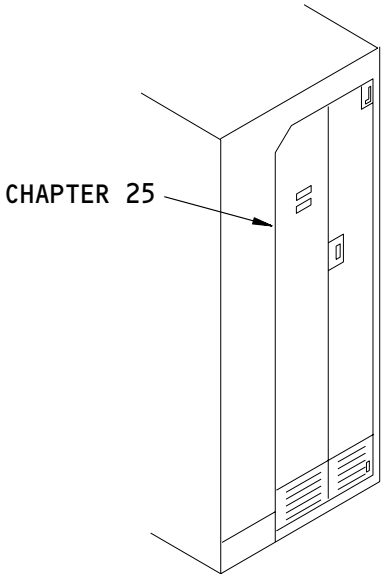

FLT DK DOOR




CARGO DOOR CONTROL SWITCH




CARGO COMPT DOOR



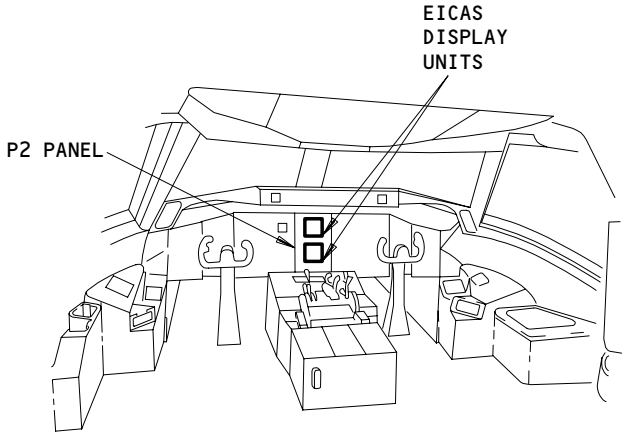

LAVATORY DOOR (TYPICAL)

1 AS INSTALLED

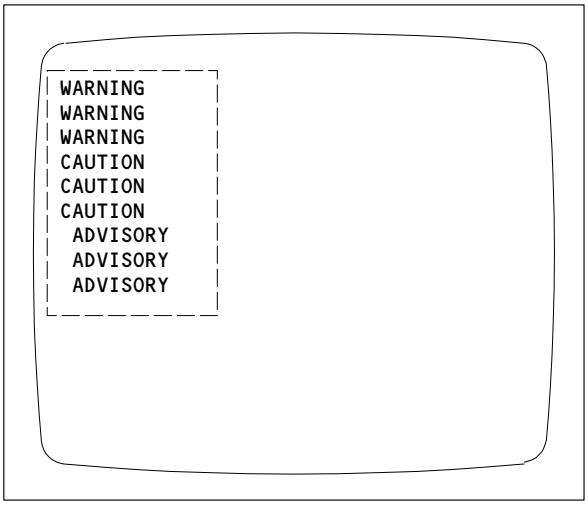
DOORS – INDEX

# DOORS - EICAS MESSAGE LIST

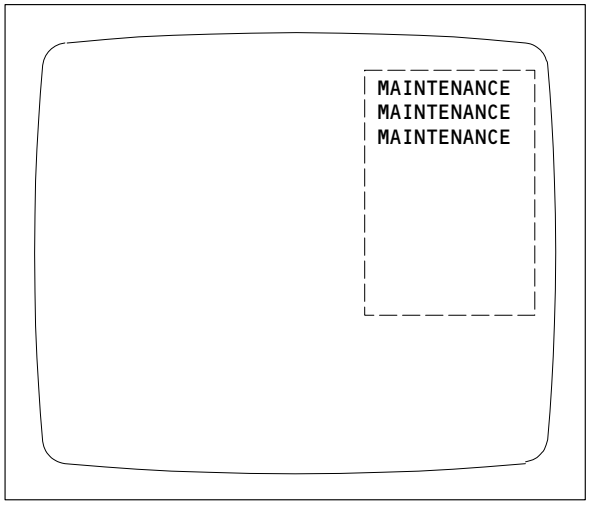
1. General
   A. This procedure shows the EICAS message locations and gives a list of procedures to find the solution for each message.
      (1) EICAS Message Locations (Fig. 1)
         (a) Figure 1 shows the location of the EICAS display units and the area where the messages show on the display units.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



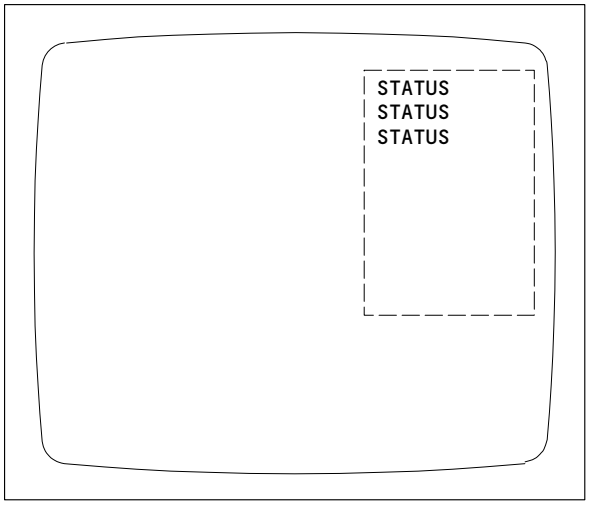

FLIGHT COMPARTMENT




ENGINE PRIMARY PAGE OR COMPACTED PAGE
(TOP DISPLAY UNIT)




ECS/MSG PAGE
(BOTTOM DISPLAY UNIT)




STATUS PAGE
(BOTTOM DISPLAY UNIT)

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

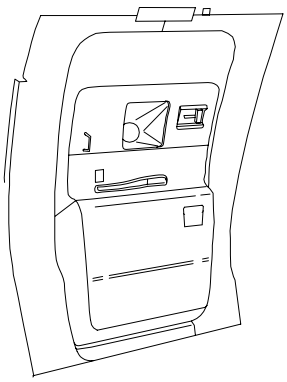
EICAS Message Locations
Figure 1

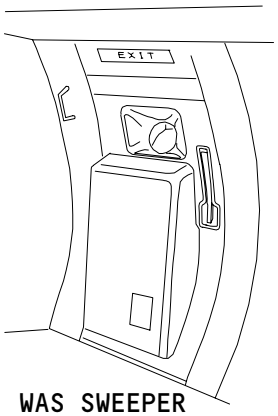
| EICAS MESSAGE LIST | | |
|---|---|---|
| EICAS MESSAGE | LEVEL | PROCEDURE |
| ACCESS DOORS | C | Remove the unwanted material or blockages from the forward access door or the Electrical/Electronics access door latch pins and latch fittings. If the problem continues, adjust the access door proximity sensors (AMM 52-71-00/501). |
| AFT CARGO DOOR | C | Remove the unwanted material or blockages from the No. 2 cargo door latch mechanisms. If the problem continues, adjust the No. 2 cargo door proximity sensor, S10088 (AMM 52-71-00/501). |
| AFT CARGO DOOR 1 | C | Remove the unwanted material or blockages from the No. 2 cargo door latch mechanisms. If the problem continues, adjust the No. 2 cargo door proximity sensor, S10088 (AMM 52-71-00/501). |
| AFT CARGO DOOR 2 | C | Remove the unwanted material or blockages from the No. 3 cargo door latch mechanisms. If the problem continues, adjust the No. 3 cargo door proximity sensor, S10089 (AMM 52-71-00/501). |
| CARGO DOORS | C | Remove the unwanted material or blockages from the cargo doors latch mechanisms. If the problem continues, adjust the cargo door locked proximity sensors (AMM 52-71-00/501). |
| E/E ACCESS DOOR | C | Remove the unwanted material or blockages from the Electrical/Electronics access door latch pins and latch fittings. If the problem continues, adjust the proximity sensor (AMM 52-71-00/501). |
| EMER DOORS | C | Remove the unwanted material or blockages from the mechanisms of the emergency doors or hatches. If the problem continues, adjust the proximity sensors (AMM 52-71-00/501). |

| EICAS MESSAGE LIST | | |
|---|---|---|
| EICAS MESSAGE | LEVEL | PROCEDURE |
| FWD ACCESS DOOR | C | Remove the unwanted material or blockages from the forward access door latch pins and latch fittings. If the problem continues, adjust the access door proximity sensors (AMM 52-71-00/501). |
| FWD CARGO DOOR | C | Remove the unwanted material or blockages from the No. 1 cargo door latch mechanisms. If the problem continues, adjust the No. 1 cargo door locked proximity sensor, S10083 (AMM 52-71-00/501). |
| (L,R) AFT ENT DOOR | C | Remove the unwanted material or blockages from the No. 4 passenger door latch cams or upper and lower gates. If the problem continues, adjust the No. 4 passenger door warning proximity sensor, S10097 or S10093 (AMM 52-71-00/501). |
| (L,R) CTR ENT DOOR | C | Remove the unwanted material or blockages from the No. 2 passenger door latch cams or upper and lower gates. If the problem continues, adjust the No. 2 passenger door warning proximity sensor, S10095 or S10091 (AMM 52-71-00/501). |
| (L,R) EMER DOOR | C | Remove the unwanted material or blockages from the No. 3 emergency exit door latch rollers, latch cams, and stop fittings. If the problem continues, adjust the proximity sensor (AMM 52-71-00/501). |
| (L,R) ENTRY DOORS | C | Remove the unwanted material or blockages from the No. 1, 2, and 4 passenger doors latch cams or upper and lower gates. If the problem continues, adjust the No. 1, 2, and 4 passenger doors warning proximity sensors, S10094, S10090, S10095, S10091, S10097, and S10093 (AMM 52-71-00/501). |

| EICAS MESSAGE LIST | | |
|---|---|---|
| EICAS MESSAGE | LEVEL | PROCEDURE |
| (L,R) FWD ENT DOOR | C | Remove the unwanted material or blockages from the No. 1 passenger door latch cams or upper and lower gates. If the problem continues, adjust the No. 1 passenger door warning proximity sensor, S10094 or S10090 (AMM 52-71-00/501). |

ENTRY/SERVICE/EMERGENCY EXIT DOORS





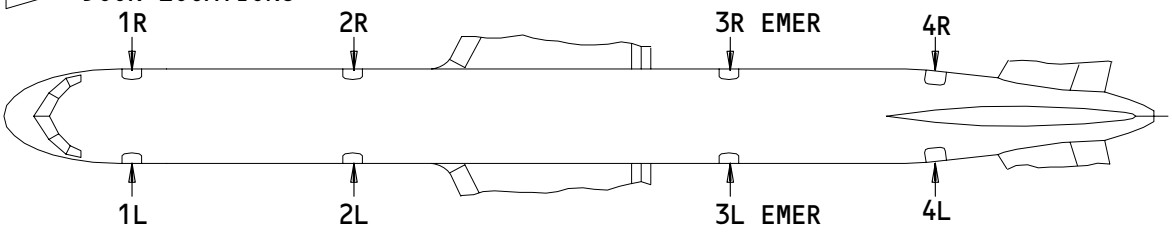

FAULT CODE/ LOCATION

| DOORS 1 | |
|---|---|
| 1L | 01 |
| 2L | 02 |
| 3L EMER | 03 |
| 4L | 04 |
| 1R | 05 |
| 2R | 06 |
| 3R EMER | 07 |
| 4R | 08 |

| WAS DOOR MANUAL OPERATION OK? | WAS EVAC-UATION SLIDE ARMING LEVER EASY TO POSITION? | WAS ESCAPE SLIDE BOTTLE PRESS IN GREEN BAND? | WAS SWEEPER SEAL OR BUSTLE DAMAGED, LOOSE, ETC? | WAS DOOR OR SEAL DAMAGED? | |
|---|---|---|---|---|---|
| YES | YES | YES | NO | NO | NORMAL |
| | | | | SEAL DAMAGED | 52 11 07 _ _ |
| | | | | DOOR DAMAGED | 52 11 10 _ _ |
| | | | SWEEPER SEAL DAMAGED, ETC | | 52 11 12 _ _ |
| | | | BUSTLE DAMAGED, ETC | | 52 11 01 _ _ |
| | | BELOW GREEN BAND, ZERO | | | 52 11 02 _ _ |
| | NO | | | | 52 11 03 _ _ |
| | BROKEN | | | | 52 11 14 _ _ |
| DIFFICULT TO OPEN | | | | | 52 11 04 _ _ |
| DIFFICULT TO CLOSE | | | | | 52 11 05 _ _ |
| DIFFICULT TO MOVE HANDLE | | | | | 52 11 08 _ _ |
| DOOR HANDLE TOO CLOSE TO SLIDE COVER | | | | | 52 11 15 _ _ |
| UNABLE TO RELEASE OUTSIDE HANDLE | | | | | 52 11 09 _ _ |
| DOOR ROLLERS DO NOT ENGAGE, DAMAGED, ETC | | | | | 52 11 11 _ _ |
| HOLD/OPEN LATCH BINDS, BROKEN | | | | | 52 11 13 _ _ |
| REPORT ANY FAULT SYMPTOM OR PATTERN NOT SHOWN ABOVE | | | | | 52 11 XA _ _ |

NOT APPLY 00

1 DOOR LOCATIONS




APPLICABLE CIRCUIT BREAKERS
NONE

ENTRY/SERVICE/EMERGENCY EXIT DOORS – FAULT CODES

EFFECTIVITY
ALL

# 52-FAULT CODE DIAGRAM

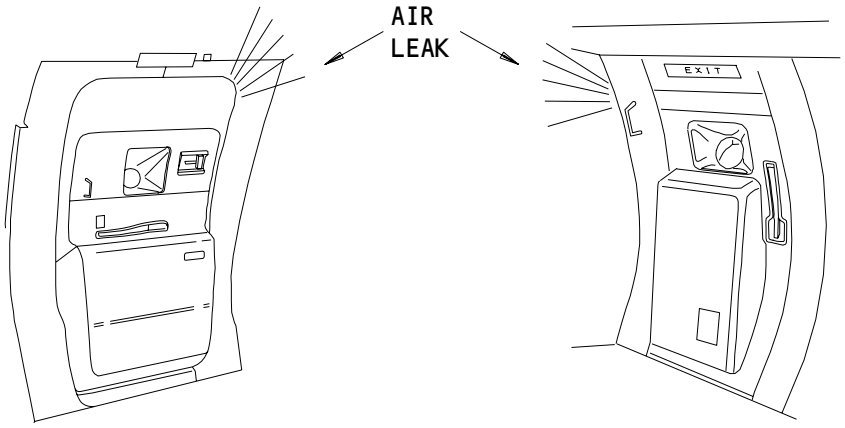




57068

ENTRY/SERVICE DOORS

EMERGENCY EXIT DOORS




FAULT CODE/ LOCATION

| DOORS | 1 |
|---|---|
| 1L | 01 |
| 2L | 02 |
| 3L EMER | 03 |
| 4L | 04 |
| 1R | 05 |
| 2R | 06 |
| 3R EMER | 07 |
| 4R | 08 |

DOES DOOR HAVE EXCESSIVE NOISE LEVEL DUE TO LEAKAGE?

NOT APPLY 00

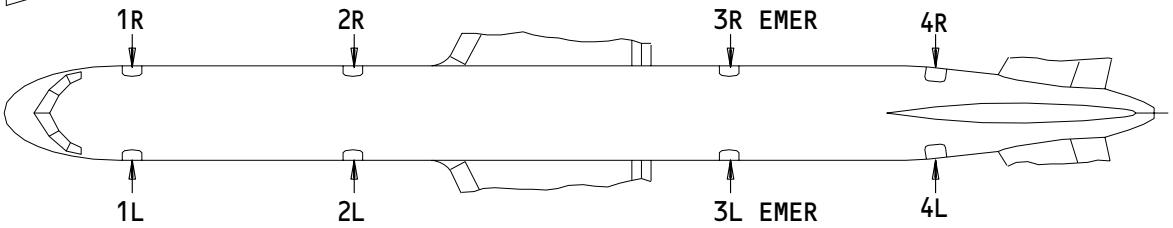
NO → NORMAL

PASSENGER ENTRY/SERVICE DOOR LEAKS (DESCRIBE AREA) → 52 11 06 _ _

EMERGENCY EXIT DOOR LEAKS (DESCRIBE AREA) → 52 21 01 _ _

REPORT ANY FAULT SYMPTOM OR PATTERN NOT SHOWN ABOVE → 52 11 XB _ _ _

1 DOOR LOCATIONS




APPLICABLE CIRCUIT BREAKERS

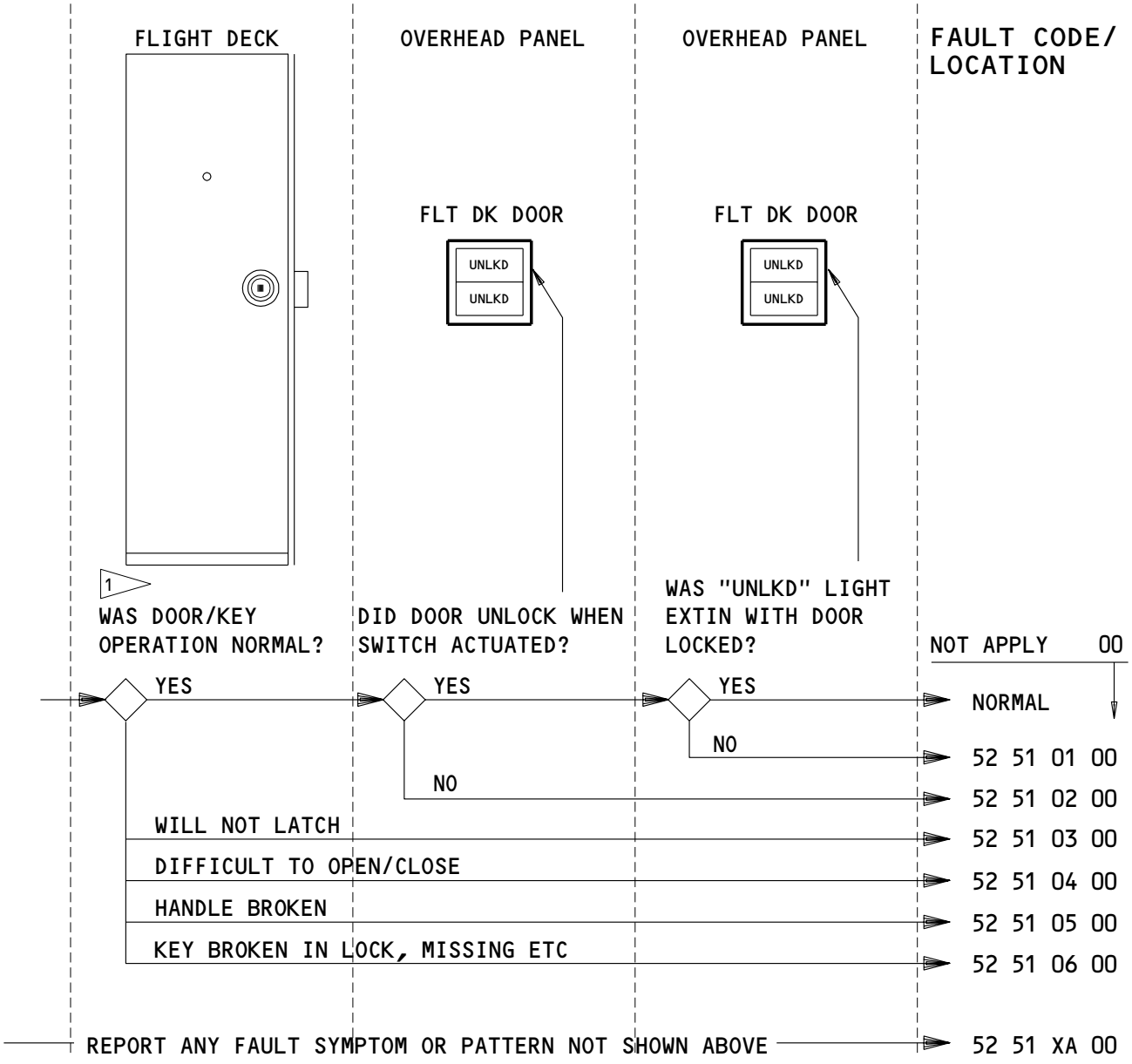
NONE

DOOR AIR NOISE – FAULT CODES

EFFECTIVITY

ALL

# 52-FAULT CODE DIAGRAM




1 A KEY MUST BE USED TO OPEN DOOR FROM PASSENGER COMPARTMENT. DOOR WILL UNLOCK WITH LOSS OF ELECTRICAL POWER.

APPLICABLE CIRCUIT BREAKERS AS INSTALLED

| | |
|---|---|
| 11R5 | FLT DK DOOR LOCK |
| 11R5 | F/D DOOR LOCK |

FLIGHT DECK DOOR - FAULT CODES

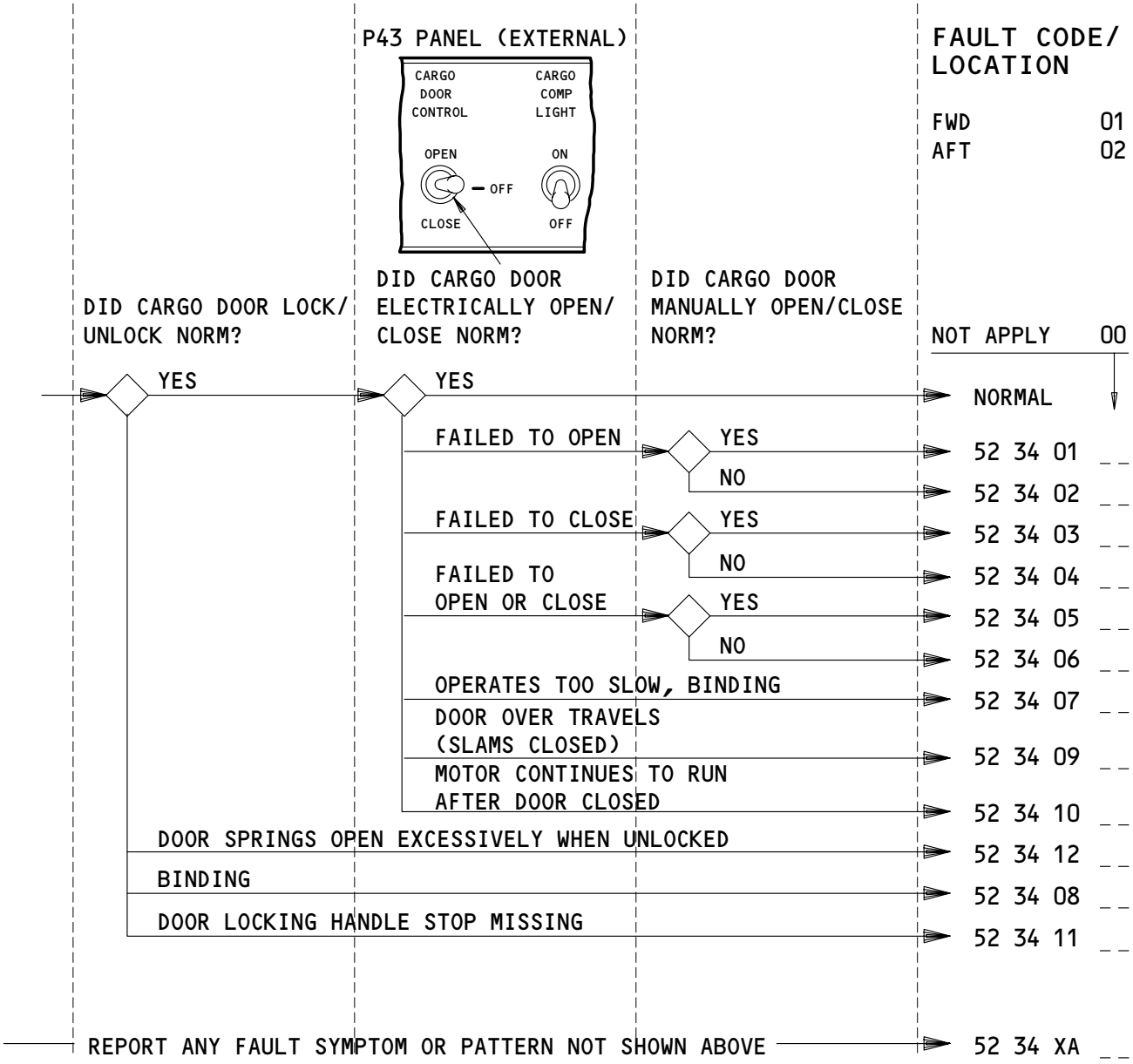
EFFECTIVITY

ALL

# 52-FAULT CODE DIAGRAM



G55845




APPLICABLE CIRCUIT BREAKERS

NONE

CARGO DOORS – FAULT CODES

EFFECTIVITY

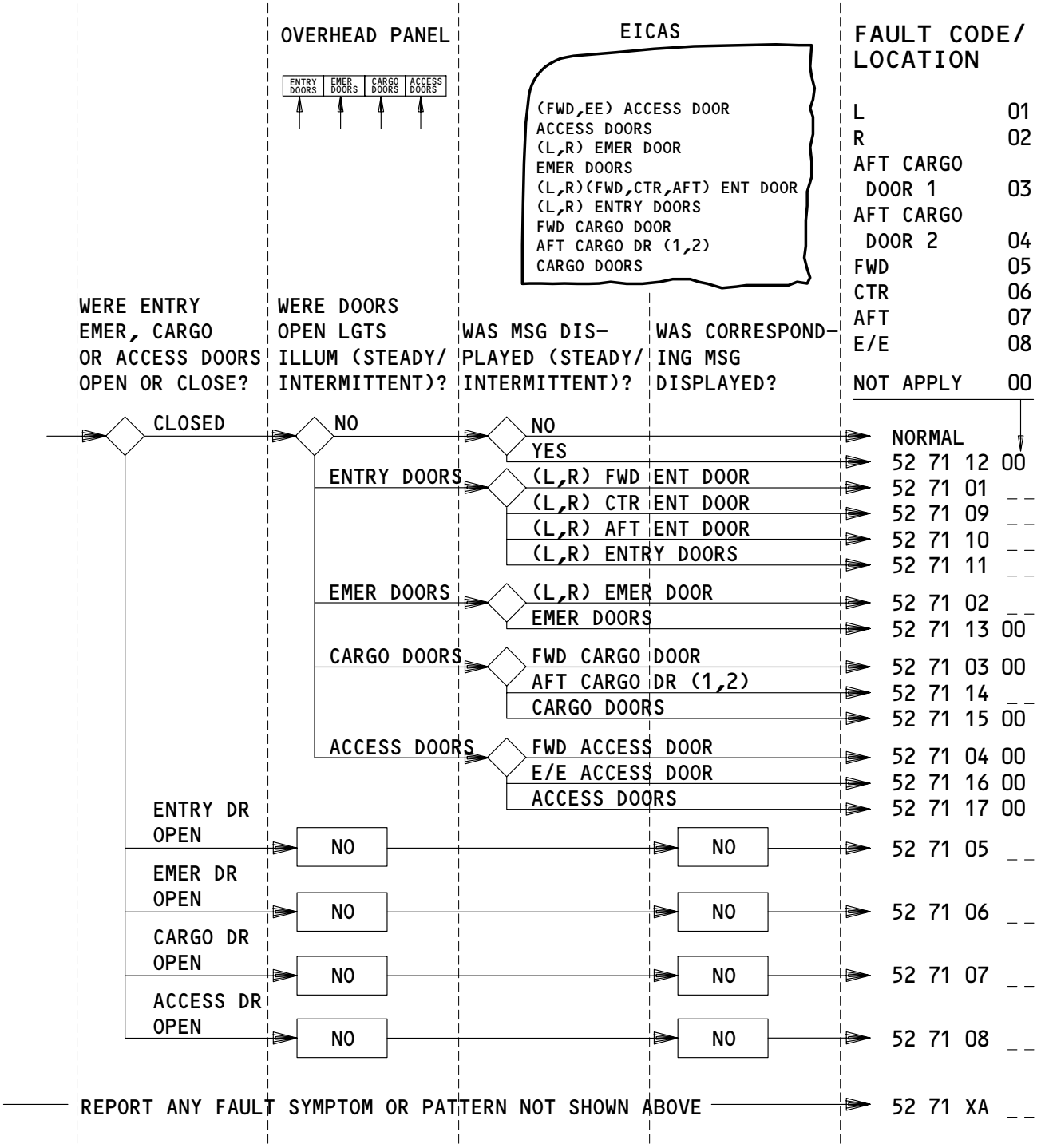
ALL

# 52-FAULT CODE DIAGRAM

01



58802




APPLICABLE CIRCUIT BREAKERS

11R33 | DOOR IND |

DOOR INDICATION - FAULT CODES

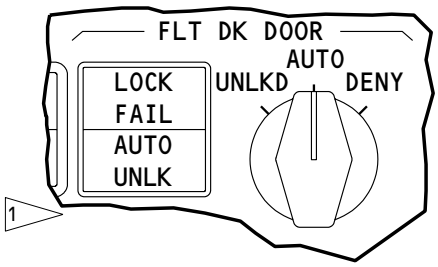
EFFECTIVITY

ALL

# 52-FAULT CODE DIAGRAM

57084

OVERHEAD PANEL




FAULT CODE/ LOCATION

| | |
|---|---|
| UNLK | 01 |
| AUTO | 02 |
| DENY | 03 |
| ALL | 04 |

WAS FLIGHT DECK DOOR CONTROL PANEL OPERATION NORMAL? — NOT APPLY 00

- YES → NORMAL
- DOOR LOCK FAIL LIGHT ABNORMAL → 52 51 11 00
- DOOR AUTO UNLOCK LIGHT ABNORMAL → 52 51 12 00
- DOOR LOCK CONTROL SELECTOR ABNORMAL → 52 51 13 _ _

REPORT ANY FAULT SYMPTOM OR PATTERN NOT SHOWN ABOVE → 52 51 XB _ _

APPLICABLE CIRCUIT BREAKERS

NONE

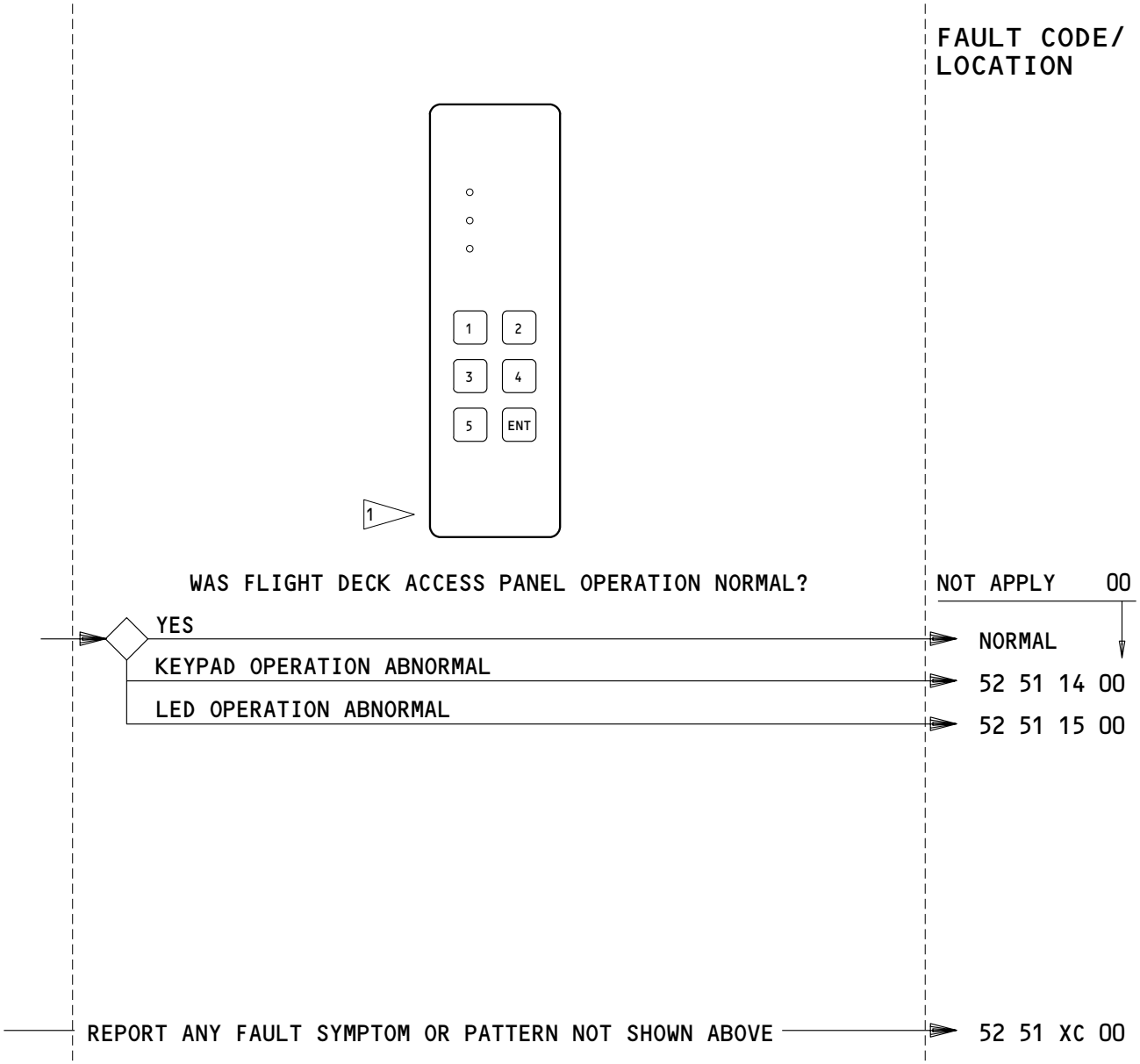
1 AS INSTALLED

FLIGHT DECK DOOR CONTROL PANEL – FAULT CODES

EFFECTIVITY

ALL

# 52-FAULT CODE DIAGRAM




APPLICABLE CIRCUIT BREAKERS

NONE

1 AS INSTALLED

FLIGHT DECK ACCESS PANEL – FAULT CODES

EFFECTIVITY

ALL

# 52-FAULT CODE DIAGRAM

| FAULT CODE | LOG BOOK REPORT | FAULT ISOLATION REFERENCE |
|---|---|---|
| 52 11 XA -- | A (01=1L,02=2L,03=3L EMER,04=4L, 05=1R,06=2R,07=3R EMER,08=4R) door problem was encountered which is not covered in the Fault Code Diagrams. | (01=1L,02=2L,04=4L,05=1R,06=2R, 08=4R) AMM 52-11-00 (03=3L EMER, 07=3R EMER) AMM 52-21-00 |
| 52 11 XB -- | A (01=1L,02=2L,03=3L EMER,04=4L, 05=1R,06=2R,07=3R EMER,08=4R) door air noise problem was encountered which is not covered in the Fault Code Diagrams. | (01=1L,02=2L,04=4L,05=1R,06=2R, 08=4R) AMM 52-09-01 (03=3L EMER, 07=3R EMER) AMM 52-09-06 |
| 52 34 XA -- | A (01=FWD,02=AFT) cargo door problem was encountered which is not covered in the Fault Code Diagrams. | AMM 52-34-00 |
| 52 51 XA 00 | A flight deck door problem was encountered which is not covered in the Fault Code Diagrams. | AMM 52-51-00 |
| 52 51 XB -- | A flight deck door control panel problem was encountered which is not covered in the Fault Code Diagrams. | AMM 52-51-00 |
| 52 51 XC 00 | A flight deck access panel problem was encountered which is not covered in the Fault Code Diagrams. | AMM 52-51-00 |
| 52 71 XA -- | A (01=L,02=R,03=FWD,04=CTR, 05=AFT,06=E/E) door warning indication problem was encountered by the flight crew which is not covered in Fault Code Diagrams. | AMM 52-71-00 |
| 52 11 01 -- | (01=1L,02=2L,03=3L EMER,04=4L, 05=1R,06=2R,07=3R EMER,08=4R) Door bustle (damaged, loose, etc.). | (01=1L,02=2L,04=4L,05=1R,06=2R, 08=4R) Tighten strap through center latch (AMM 25-66-01). If problem continues, replace bustle (AMM 52-21-00). |

| FAULT CODE | LOG BOOK REPORT | FAULT ISOLATION REFERENCE |
|---|---|---|
| 52 11 02 -- | (01=1L,02=2L,03=3L EMER,04=4L, 05=1R,06=2R,07=3R EMER,08=4R) Door escape slide pressure (below green band, zero). | (01=1L,02=2L,04=4L,05=1R,06=2R, 08=4R) Replace passenger door escape slide (AMM 25-66-01). (03=3L EMER,07=3R EMER) Replace emergency exit door escape slide (AMM 25-66-03). |
| 52 11 03 -- | (01=1L,02=2L,04=4L,05=1R,06=2R, 08=4R) Door evacuation slide arming lever difficult to position to (ENGAGE,DETACH) position. | FIM 52-11-00/101, Fig. 103, Block 1 |
| 52 11 04 -- | (01=1L,02=2L,04=4L,05=1R,06=2R, 08=4R) Door handle difficult to move to open position. | Check door rigging and adjust as required (AMM 52-11-00). If problem continues, repair or replace door (AMM 52-11-01), guide arm (AMM 52-11-04), camplates or lower hinge link (AMM 52-11-09), rotary snubber (AMM 52-11-10), counterbalance (AMM 52-11-11), or other components. |
| 52 11 05 -- | (01=1L,02=2L,03=3L EMER,04=4L, 05=1R,06=2R,07=3R EMER, 08=4R) Door handle difficult to move to close position. | Check door rigging and adjust as required (AMM 52-11-00). If problem persists, repair or replace door (AMM 52-11-01), guide arm (AMM 52-11-04), camplates or lower hinge link (AMM 52-11-09), rotary snubber (AMM 52-11-10), counterbalance (AMM 52-11-11), or other components. |
| 52 11 06 -- | (01=1L,02=2L,04=4L,05=1R,06=2R, 08=4R) Door has excessive noise from air leak (describe location of noise). | Repair or replace passenger door seal (AMM 52-09-01). |
| 52 11 07 -- | (01=1L,02=2L,03=3L EMER,04=4L, 05=1R,06=2R,07=3R EMER,08=4R) Door seal (torn, loose, etc.). | (01=1L,02=2L,04=4L,05=1R,06=2R, 08=4R) Repair or replace passenger door seal (AMM 52-09-01). (03=3L EMER, 07=3R EMER) Repair or replace emergency exit door seal (AMM 52-09-06). |

| FAULT CODE | LOG BOOK REPORT | FAULT ISOLATION REFERENCE |
|---|---|---|
| 52 11 08 -- | (01=1L,02=2L,04=4L,05=1R,06=2R, 08=4R) Door handle difficult to move. | FIM 52-11-00/101, Fig. 104, Block 1 |
| 52 11 09 -- | (01=1L,02=2L,04=4L,05=1R,06=2R, 08=4R) Outside door handle will not release. | Adjust exterior handle latch (AMM 52-11-13). |
| 52 11 10 -- | (01=1L,02=2L,04=4L,05=1R,06=2R, 08=4R) Door damaged by loading steps, fleet service, etc. | Repair or replace door (AMM 52-11-01). |
| 52 11 11 -- | (01=1L,02=2L,04=4L,05=1R,06=2R, 08=4R) Door rollers do not always engage, damaged, etc. | Adjust latch roller cranks (AMM 52-11-00) or, repair or replace damaged rollers. |
| 52 11 12 -- | (01=1L,02=2L,04=4L,05=1R,06=2R, 08=4R) Door sweeper seal (damaged, loose, does not interface with floor, etc.). | Repair or replace seal. |
| 52 11 13 -- | (01=1L,02=2L,04=4L,05=1R,06=2R, 08=4R) Door hold-open latch binds, broken. | Repair or replace hold-open latch (AMM 52-11-08). |
| 52 11 14 -- | (01=1L,02=2L,04=4L,05=1R,06=2R, 08=4R) Door evacuation slide arming lever broken. | Repair or replace door evacuation slide arming lever. |
| 52 11 15 -- | (01=1L,02=2L,04=4L,05=1R,06=2R, 08=4R) Door handle too close to slide cover. | Adjust the position of slide and slide cover (AMM 25-66-01). |
| 52 21 01 -- | (03=3L EMER,07=3R EMER) Exit door has excessive noise from air leak (describe location of noise). | Repair or replace emergency exit pressure seal (AMM 52-09-06). |
| 52 34 01 -- | (01=FWD,02=AFT) Cargo door will not open electrically. Manual operation was normal. | FIM 52-34-00/101, Fig. 103 and 104, Block 1 |
| 52 34 02 -- | (01=FWD,02=AFT) Cargo door failed to open electrically or manually. | FIM 52-34-00/101, Fig. 109, Block 1 |

| FAULT CODE | LOG BOOK REPORT | FAULT ISOLATION REFERENCE |
|---|---|---|
| 52 34 03 -- | (01=FWD,02=AFT) Cargo door failed to close electrically. Manual operation was norm. | (01=FWD) FIM 52-34-00/101, Fig. 105, Block 1<br>(02=AFT) FIM 52-34-00/101, Fig. 106, Block 1 |
| 52 34 04 -- | (01=FWD,02=AFT) Cargo door failed to close electrically or manually. | FIM 52-34-00/101, Fig. 109, Block 1 |
| 52 34 05 -- | (01=FWD,02=AFT) Cargo door failed to open or close electrically. Manual operation was norm. | (01=FWD) FIM 52-34-00/101, Fig. 107, Block 1<br>(02=AFT) FIM 52-34-00/101, Fig. 108, Block 1 |
| 52 34 06 -- | (01=FWD,02=AFT) Cargo door failed to open or close electrically or manually. | FIM 52-34-00/101, Fig. 109, Book 1 |
| 52 34 07 -- | (01=FWD,02=AFT) Cargo door (opens and closes too slow, binding during open/close). | FIM 52-34-00/101, Fig. 110, Block 1 |
| 52 34 08 -- | (01=FWD,02=AFT) Cargo door binding when (unlocking, locking, locking and unlocking). | FIM 52-34-00/101, Fig. 111, Block 1 |
| 52 34 09 -- | (01=FWD,02=AFT) Cargo door over travels during closing (slams shut). | FIM 52-34-00/101, Fig. 112, Block 1 |
| 52 34 10 -- | (01=FWD,02=AFT 1) Cargo door motor continues to run after door closed. | FIM 52-34-00/101, Fig. 112, Block 3 |
| C2 34 11 -- | (01=FWD,02=AFT 1) Cargo door locking handle stop missing. | Replace cargo door locking handle stop (AMM 52-34-22). |
| 52 34 12 -- | (01=FWD,02=AFT) Cargo door springs open excessively when unlocked. | Replace and/or adjust door down proximity switch and target (AMM 52-34-35). |
| 52 51 01 00 | FLIGHT DK DOOR UNLOCKED lgt failed to extin with door locked. | FIM 52-51-00/101, Fig. 103, Block 1 |
| 52 51 02 00 | FLIGHT DK DOOR UNLOCKED sw would not unlock door. | FIM 52-51-00/101, Fig. 104, Block 1 |

| FAULT CODE | LOG BOOK REPORT | FAULT ISOLATION REFERENCE |
|---|---|---|
| 52 51 03 00 | Flight deck door will not latch. | Replace flight deck door lock unit (AMM 52-51-01). |
| 52 51 04 00 | Flight deck door difficult to (open/close). | Replace flight deck door lock unit (AMM 52-51-01). |
| 52 51 05 00 | Flight deck door handle broken. | Repair or replace flight deck door handle as required. |
| 52 51 06 00 | Flight deck door key (broken in lock, missing, etc.). | Remove broken key from lock and/or replace key. |
| 52 51 11 00 | Flight Deck Door LOCK FAIL light (inop, door locked, etc.). | FIM 52-51-00/101 |
| 52 51 12 00 | Flight Deck Door AUTO UNLK light operation abnormal. | FIM 52-51-00/101 |
| 52 51 13 -- | Flight Deck Door Lock Selector operation abnormal. | FIM 52-51-00/101 |
| 52 51 14 00 | Flight Deck Access Panel Keypad (access code, specify key) operation abnormal. | FIM 52-51-00/101 |
| 52 51 15 00 | Flight Deck Access Panel (red, amber, green) LED operation abnormal. | FIM 52-51-00/101 |
| 52 71 01 -- | EICAS msg (01=L,02=R) FWD ENT DOOR displayed steady/ intermittent and ENTRY DOORS open lgt on steady/intermittent with door closed. | FIM 52-71-00/101, Fig. 103, Block 1 |
| 52 71 02 -- | EICAS msg (01=L,02=R) EMER DOOR displayed steady/intermittent and EMER DOORS open light on steady/intermittent with door closed. | FIM 52-71-00/101, Fig. 103, Block 1 |
| 52 71 03 00 | EICAS msg FWD CARGO DOOR displayed steady/intermittent and CARGO DOORS open light on steady/intermittent with door closed. | FIM 52-71-00/101, Fig. 103, Block 1 |

| FAULT CODE | LOG BOOK REPORT | FAULT ISOLATION REFERENCE |
|---|---|---|
| 52 71 04 00 | EICAS msg FWD ACCESS DOOR displayed steady/intermittent and ACCESS DOORS open light on steady/intermittent with door closed. | FIM 52-71-00/101, Fig. 103, Block 1 |
| 52 71 05 -- | EICAS msg (L,R) (03=FWD,04=CTR, 05=AFT) ENT DOOR not displayed and ENTRY DOORS open light not on with door open. | FIM 52-71-00/101, Fig. 104, Block 1 |
| 52 71 06 -- | EICAS msg (01=L,02=R) EMER DOOR not displayed and EMER DOORS open light not on with door open. | FIM 32-09-03/101, Fig. 103, Block 1 |
| 52 71 07 -- | EICAS msg (03=FWD,05=AFT) CARGO DOOR not displayed and CARGO DOORS open light not on with door open. | FIM 32-09-03/101, Fig. 103, Block 1 |
| 52 71 08 -- | EICAS msg (03=FWD,06=E/E) ACCESS DOOR not displayed and ACCESS DOORS open light not on with door open. | FIM 32-09-03/101, Fig. 103, Block 1 |
| 52 71 09 -- | EICAS msg (01=L,02=R) CTR ENT DOOR displayed steady/ intermittent and ENTRY DOORS open lgt on steady/intermittent with door closed. | FIM 52-71-00/101, Fig. 103, Block 1 |
| 52 71 10 -- | EICAS msg (01=L,02=R) AFT ENT DOOR displayed steady/ intermittent and ENTRY DOORS open lgt on steady/intermittent with door closed. | FIM 52-71-00/101, Fig. 103, Block 1 |
| 52 71 11 -- | EICAS msg (01=L,02=R) ENTRY DOORS displayed steady/ intermittent and ENTRY DOORS open lgt on steady/intermittent with doors closed. | FIM 52-71-00/101, Fig. 103, Block 1 |
| 52 71 12 00 | EICAS msg displayed steady/intermittent and corresponding DOOR OPEN light not on. | FIM 52-71-00/101, Fig. 104A |

| FAULT CODE | LOG BOOK REPORT | FAULT ISOLATION REFERENCE |
|---|---|---|
| 52 71 13 00 | EICAS msg EMER DOORS displayed steady/intermittent and EMER DOORS open lgt on steady/intermittent with doors closed. | FIM 52-71-00/101, Fig. 103, Block 1 |
| 52 71 14 -- | EICAS msg AFT CARGO DR (03=1, 04=2) displayed steady/ intermittent and CARGO DOORS open lgt on steady/intermittent with door closed. | FIM 52-71-00/101, Fig. 103, Block 1 |
| 52 71 15 00 | EICAS msg CARGO DOORS displayed steady/intermittent and CARGO DOORS open lgt on steady/ intermittent with doors closed. | FIM 52-71-00/101, Fig. 103, Block 1 |
| 52 71 16 00 | EICAS msg E/E ACCESS DOOR displayed steady/intermittent and ACCESS DOORS open lgt on steady/intermittent with door closed. | FIM 52-71-00/101, Fig. 103, Block 1 |
| 52 71 17 00 | EICAS msg ACCESS DOORS displayed steady/intermittent and ACCESS DOORS open lgt on steady/ intermittent with doors closed. | FIM 52-71-00/101, Fig. 103, Block 1 |

# BITE Index

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

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

Bite Index
Figure 1 (Sheet 1)

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

Bite Index
Figure 1 (Sheet 2)

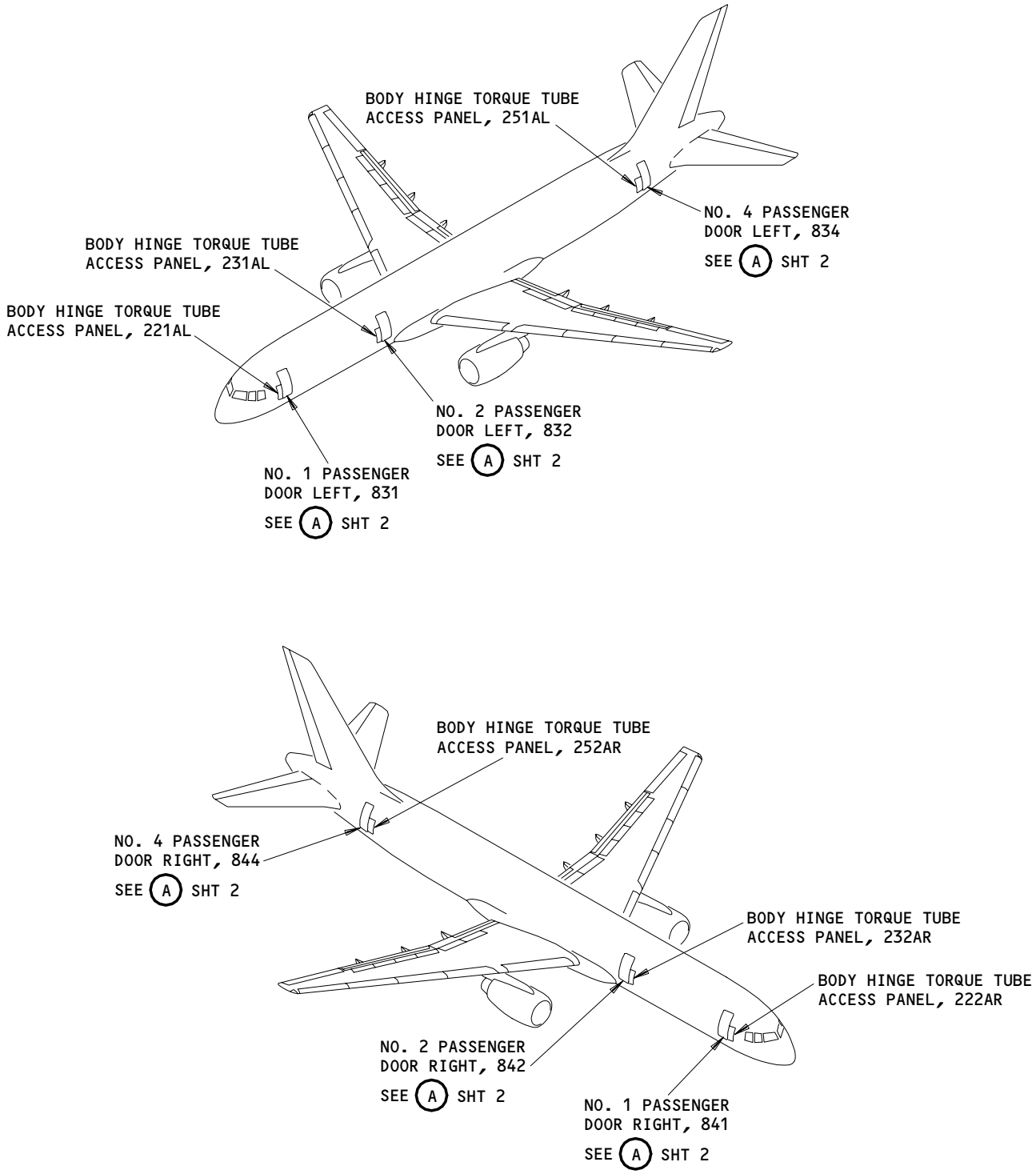
| LRU/System Name | Acronym | FIM Reference |
|---|---|---|
| Thrust Management Computer/Autothrottle | TMC | 22-00 |
| Traffic Alert and Collision Avoidance Computer | TCAS | 34-45 |
| VHF (Very High Frequency) Communication | | 23-12 |
| VOR/Marker Beacon Receiver | VOR/MKR | 34-51 |
| Warning Electronic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

Bite Index
Figure 1 (Sheet 3)

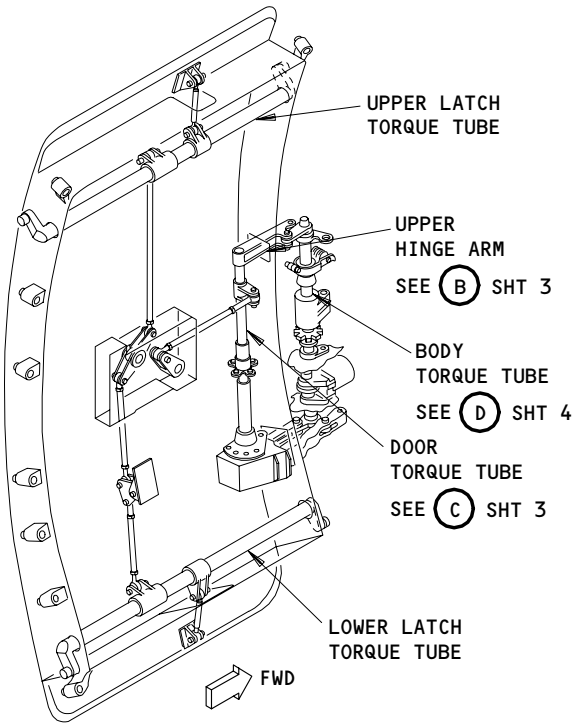
## PASSENGER DOORS

| COMPONENT | FIG. 102 SHT | QTY | ACCESS/AREA | REFERENCE |
|---|---|---|---|---|
| ACTUATOR – EMERGENCY POWER | 7 | 6 | | |
| DOOR NO. 1 LEFT | | | 221AL | 52-11-31 |
| DOOR NO. 1 RIGHT | | | 222AR | 52-11-31 |
| DOOR NO. 2 LEFT | | | 231AL | 52-11-34 |
| DOOR NO. 2 RIGHT | | | 232AR | 52-11-34 |
| DOOR NO. 4 LEFT | | | 251AL | 52-11-35 |
| DOOR NO. 4 RIGHT | | | 252AR | 52-11-35 |
| ARM – GUIDE | 3,4 | 6 | BOTTOM OF THE BODY HINGE TORQUE TUBES | 52-11-04 |
| ARMS – HINGE | 3,4 | 12 | TOP AND BOTTOM OF THE DOOR HINGE TORQUE TUBES | 52-11-00 |
| CHAIN – EMERGENCY POWER | 4,7 | 6 | EMERGENCY POWER ACTUATOR | |
| DOOR NO. 1 LEFT AND DOOR NO. 1 RIGHT | | | | 52-11-31 |
| DOOR NO. 2 LEFT AND DOOR NO. 2 RIGHT | | | | 52-11-34 |
| DOOR NO. 4 LEFT AND DOOR NO. 4 RIGHT | | | | 52-11-35 |
| COUNTERBALANCE – CAMSHAFT/SPRING CYLINDER | 4 | 6 | BODY HINGE TORQUE TUBE | 52-11-11 |
| DOOR – PASSENGER | 1 | 6 | | 52-11-01 |
| NO. 1 LEFT | | | 831 | |
| NO. 1 RIGHT | | | 841 | |
| NO. 2 LEFT | | | 832 | |
| NO. 2 RIGHT | | | 842 | |
| NO. 4 LEFT | | | 834 | |
| NO. 4 RIGHT | | | 844 | |
| LINING – DOOR | 2 | 6 | ALL PASSENGER DOORS | 52-11-02 |
| LOCK – HOLD OPEN | 4 | 6 | BODY HINGE TORQUE TUBES | 52-11-00 |
| MECHANISM – DOOR EMERGENCY | 5,6 | 6 | ALL PASSENGER DOORS | 52-11-20 |
| MECHANISM – DOOR HANDLE | 5,6 | 6 | ALL PASSENGER DOORS | 52-11-13 |
| MECHANISM – GIRT BAR | 5,6 | 6 | ALL PASSENGER DOORS | 52-11-25 |
| RESERVOIR – EMERGENCY POWER | 7 | 6 | | 52-11-30 |
| DOOR NO. 1 LEFT AND DOOR NO. 1 RIGHT | | | ABOVE ACCESS PANEL IN THE CEILING BETWEEN THE DOORS | |
| DOOR NO. 2 LEFT AND DOOR NO. 2 RIGHT | | | ABOVE PASSENGER SERVICE UNIT ABOVE EACH DOOR | |
| DOOR NO. 4 LEFT AND DOOR NO. 4 RIGHT | | | ABOVE ACCESS PANEL IN THE CEILING ABOVE EACH DOOR | |
| SNUBBER – ROTARY | 4 | 6 | BODY HINGE TORQUE TUBE | 52-11-10 |
| SPRING CYLINDER – EMERGENCY POWER | 7 | 6 | EMERGENCY POWER RESERVOIR | 52-11-33 |
| TORQUE TUBE – BODY | 4 | 6 | FUSELAGE STRUCTURE FORWARD OF THE DOOR | 52-11-00 |
| TORQUE TUBE – LATCH | 3 | 12 | TWO ON EACH PASSENGER DOOR | 52-11-00 |
| TORQUE TUBE – DOOR | 3 | 6 | ALL PASSENGER DOORS | 52-11-00 |
| TRIGGER – EMERGENCY POWER | 3 | 6 | BODY HINGE TORQUE TUBE | 52-11-32 |

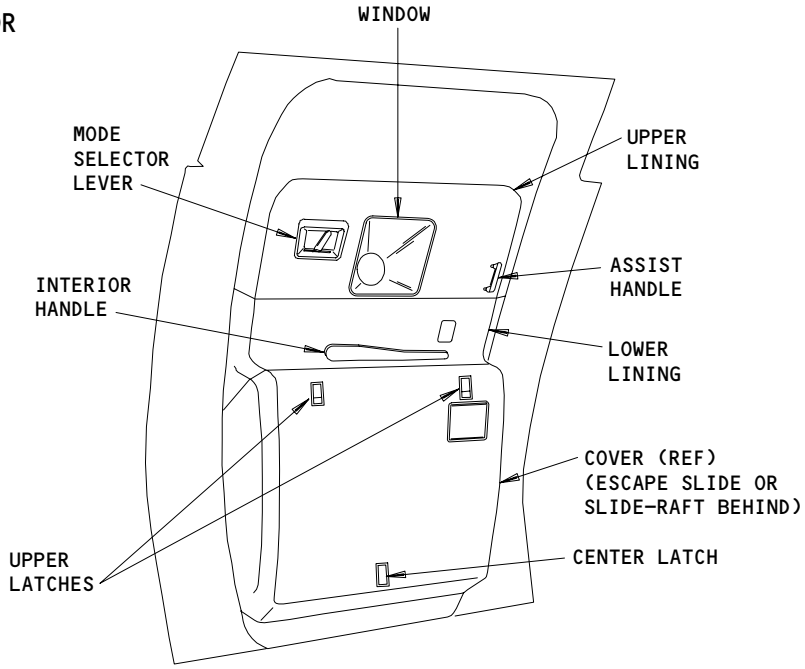
Passenger Doors – Component Index
Figure 101




Passenger Doors - Component Location
Figure 102 (Sheet 1)

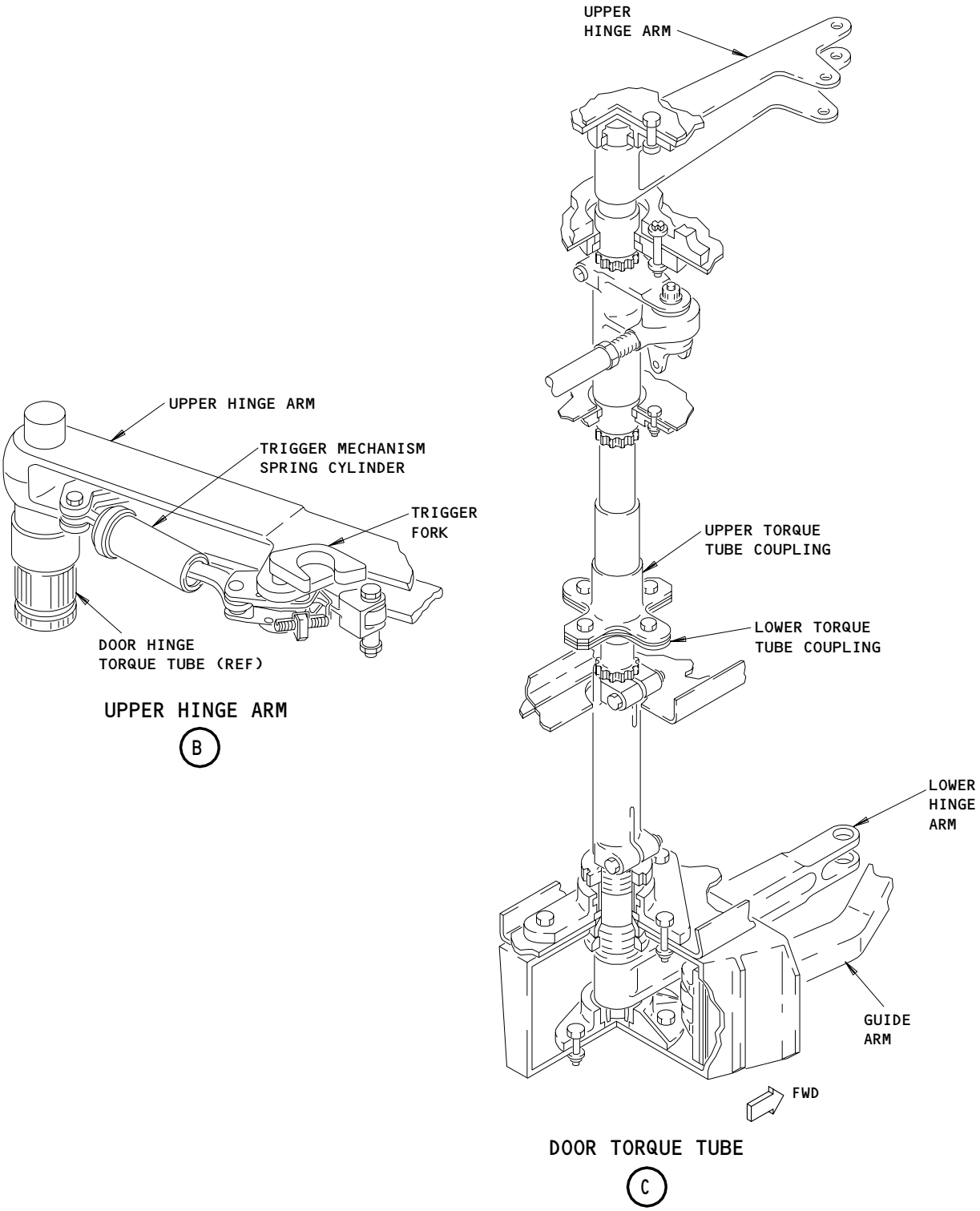



NO. 1, 2, OR 4 PASSENGER DOOR
(INTERNAL MECHANISMS)
(EXAMPLE)
A

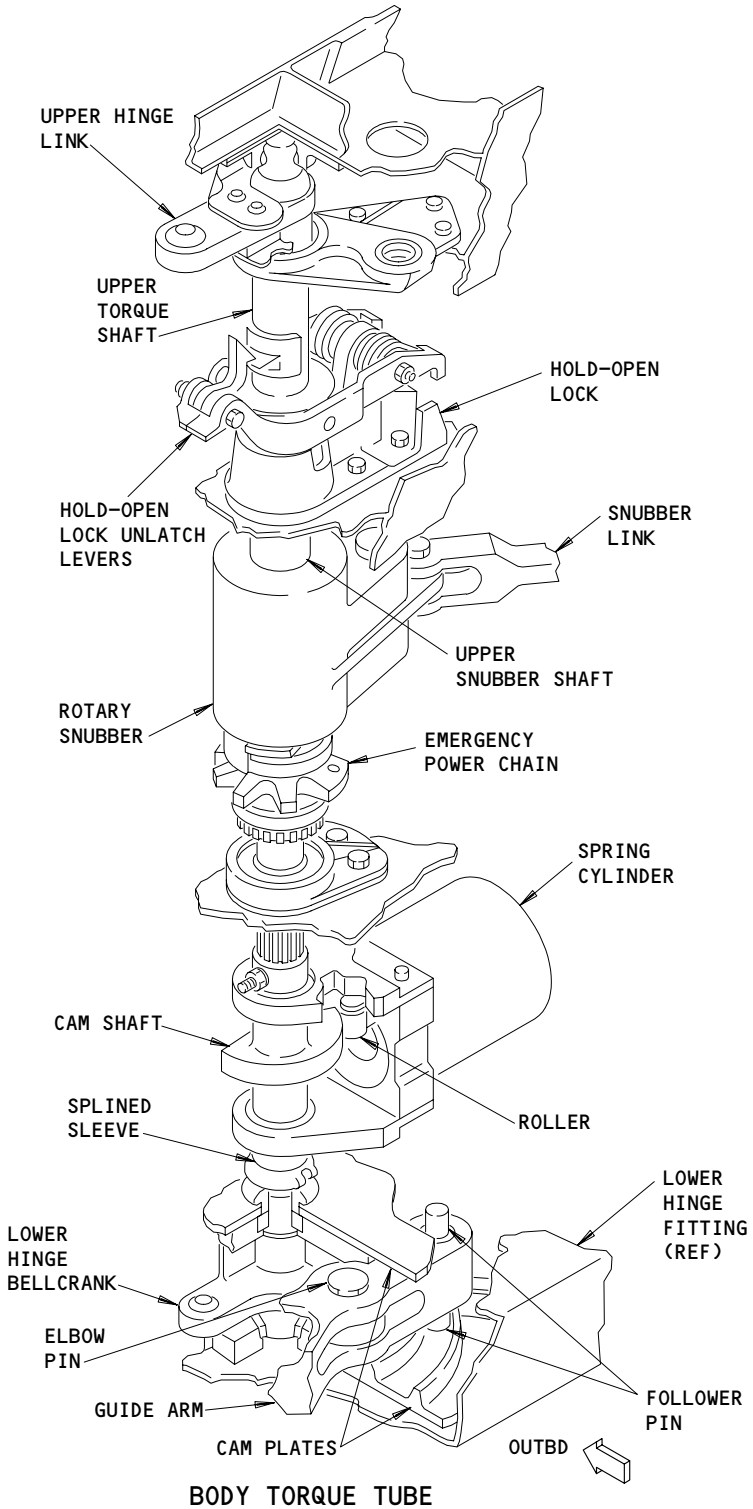



NO. 1, 2 OR 4 PASSENGER DOOR
(INTERNAL VIEW)
(EXAMPLE)
A

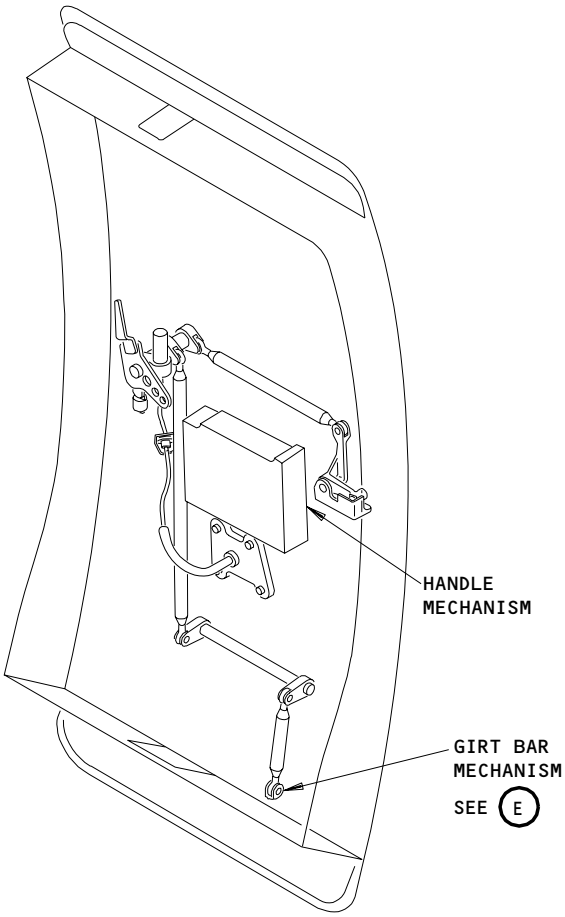
Passenger Doors - Component Location (Detail from Sht 1)
Figure 102 (Sheet 2)



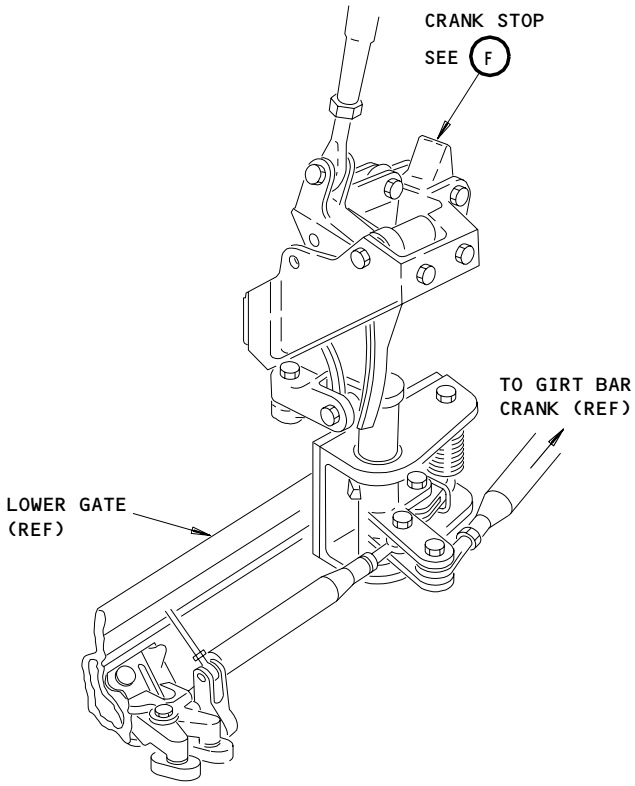

Passenger Doors - Component Location (Details from Sht 2)
Figure 102 (Sheet 3)



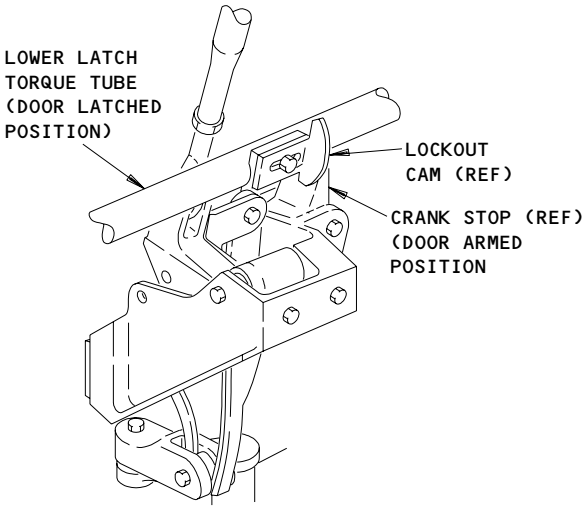

Passenger Doors - Component Location (Detail from Sht 2)
Figure 102 (Sheet 4)




NO. 1 PASSENGER DOOR EMERGENCY MECHANISM (EXAMPLE)

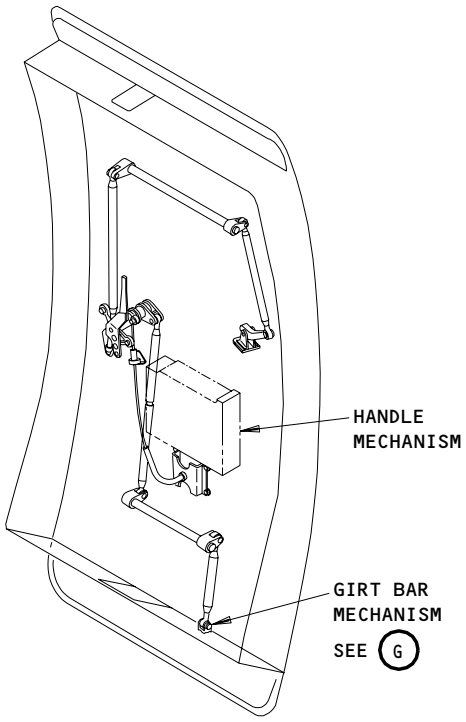



GIRT BAR MECHANISM
E

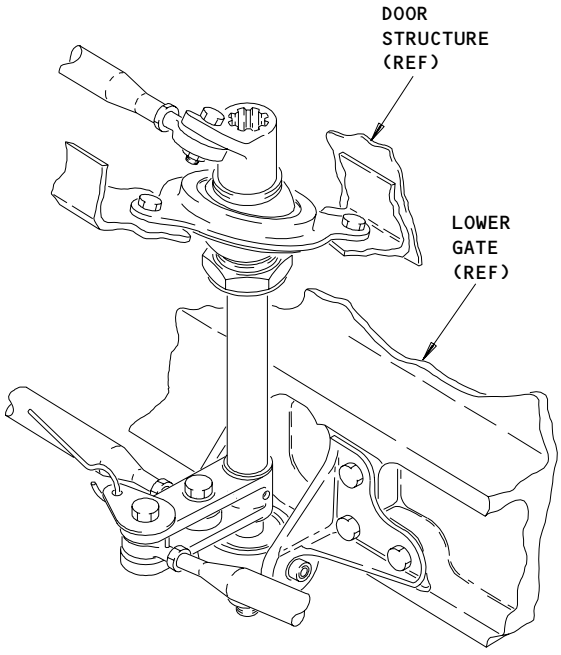



CRANK STOP
F

Passenger Doors - Component Location
Figure 102 (Sheet 5)

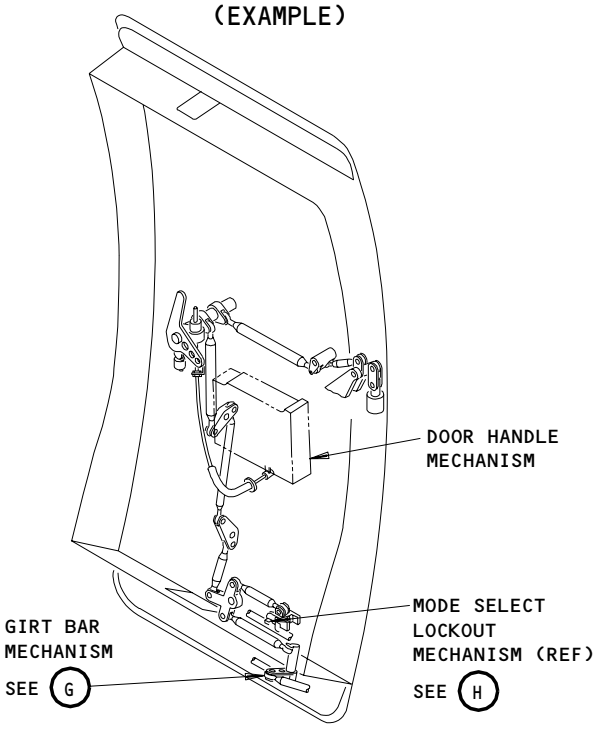



NO. 4 PASSENGER DOOR EMERGENCY MECHANISM (EXAMPLE)

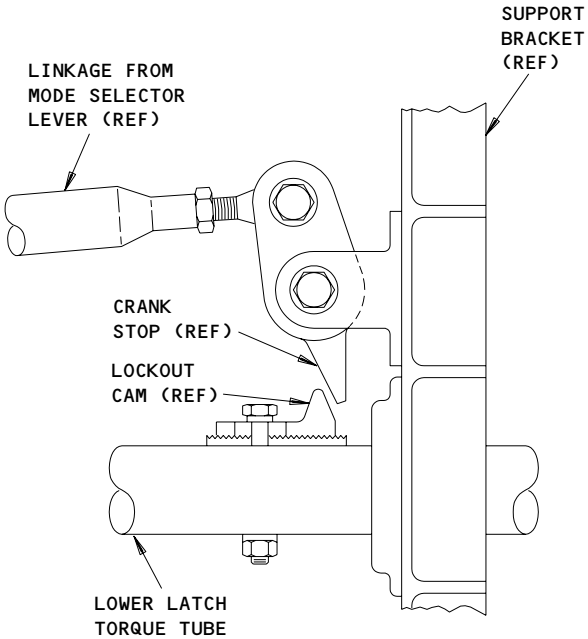



GIRT BAR MECHANISM

G




NO. 2 PASSENGER DOOR EMERGENCY MECHANISM (EXAMPLE)



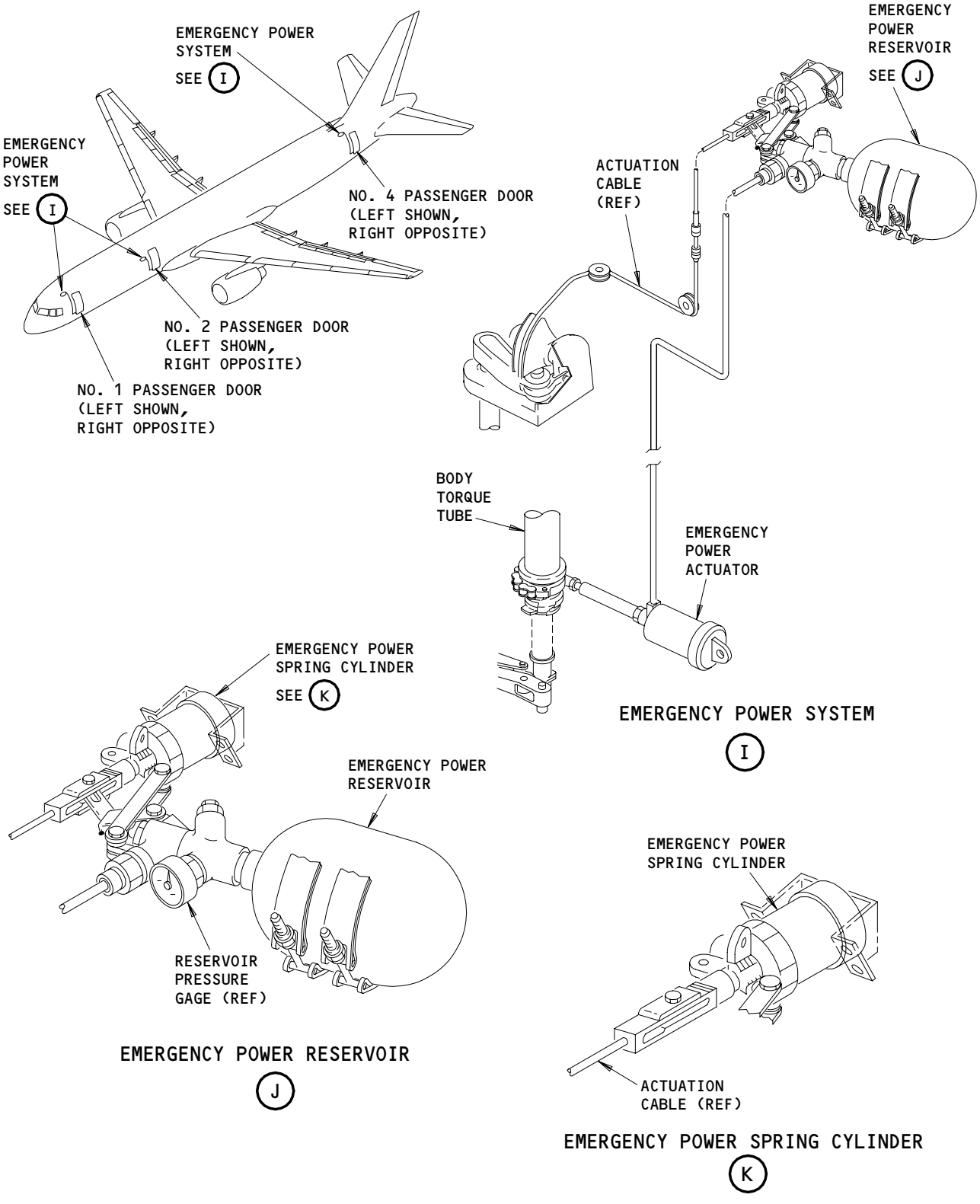

MODE SELECT LOCKOUT MECHANISM

H

Passenger Doors - Component Location
Figure 102 (Sheet 6)



54883




Passenger Doors – Component Location
Figure 102 (Sheet 7)

## GUIDELINES FOR GENERAL DOOR FAULT ISOLATION

PREREQUISITES:

NONE

1 DO A VISUAL CHECK OF THE DOOR AND ITS RELATION TO THE FUSELAGE CUTOUT.
CAN YOU DETERMINE THE FAULT?

YES → 21 DO THE APPLICABLE PROCEDURE IN THE AIRCRAFT MAINTENANCE MANUAL.

NO

2 DO AN OPERATIONAL QUICK CHECK (AMM 52-11-00/601) AND LOOK FOR THESE CONDITIONS:
- DAMAGE ON FUSELAGE CUTOUT, DOOR SKIN AND SCUFF PLATE
- DOOR COMPONENTS THAT HIT, CATCH, AND TOUCH THAT CAUSE UNWANTED WEAR
- DOOR COMPONENTS THAT HAVE BEEN BENT, TWISTED OR CRUSHED
- BROKEN OR LOOSE DOOR COMPONENTS
- DOOR RIGGING (AMM 52-11-00/501)
- VIBRATION, CHATTER OR NOISE THAT CAN BE FELT, HEARD OR SEEN.

IS FURTHER FAULT ISOLATION REQUIRED?

NO → 22 DO THE APPLICABLE PROCEDURE IN THE AIRCRAFT MAINTENANCE MANUAL.

YES

3 DO A VISUAL CHECK OF THE UPPER LATCH FITTINGS FOR WEAR (FIG. 107).
ARE THE LATCH FITTINGS WORN OR DAMAGED?

YES → 23 DO THIS PROCEDURE: THE WEAR IS FOUND ON THE LATCH FITTINGS (FIG. 106).

NO

4 REVIEW THE DOOR CYCLES (FIG. 105). OPERATE THE DOOR THROUGH THESE CYCLES:
- ARM/DISARM
- LATCH/UNLATCH
- COCKED
- OPEN/CLOSE.

NOTE: SEE FIG. 116 FOR THE EMERGENCY POWER ASSIST SYSTEM (EPAS).

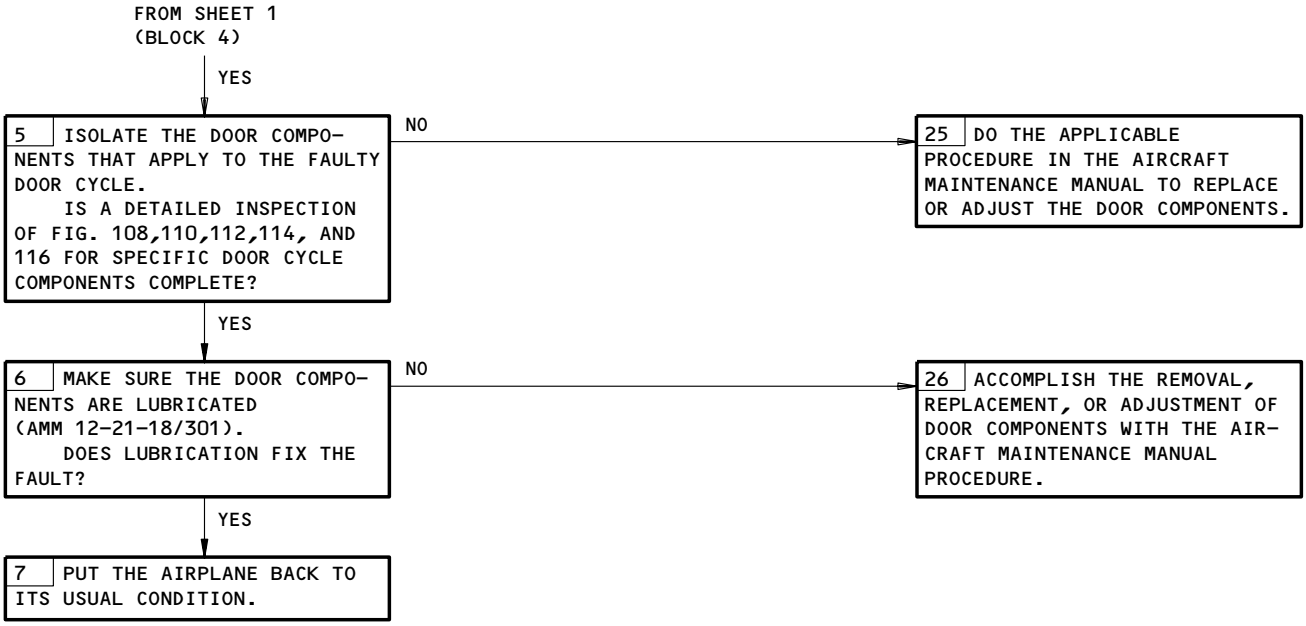
CAN THE FAULTY DOOR CYCLE BE SELECTED WITHOUT MORE INFORMATION?

NO → 24 GO TO THE DESCRIPTION AND OPERATION SECTION (AMM 52-11-00/001).

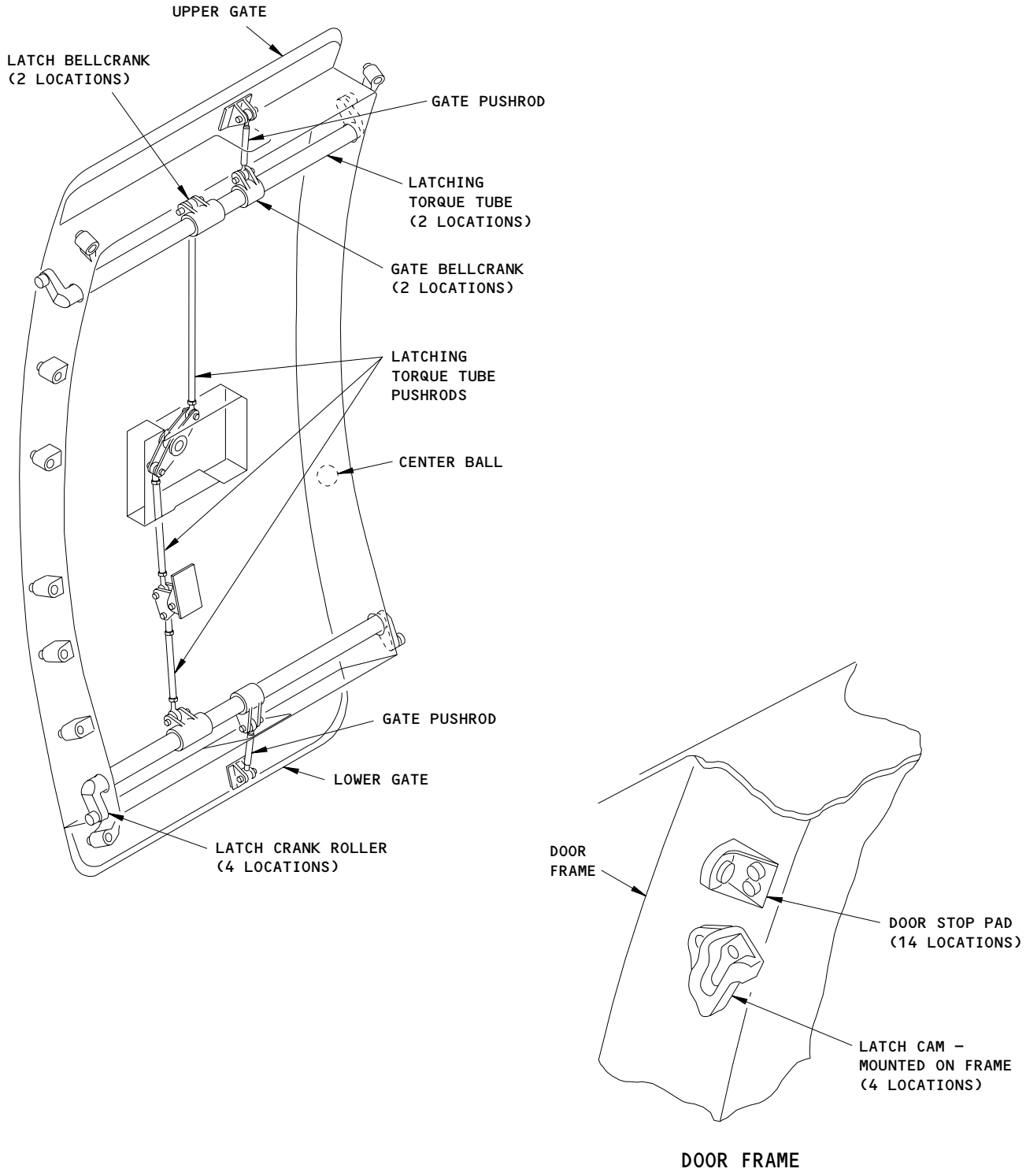
YES

SEE SHEET 2
(BLOCK 6)

General Guidelines for Door Fault Isolation
Figure 103 (Sheet 1)

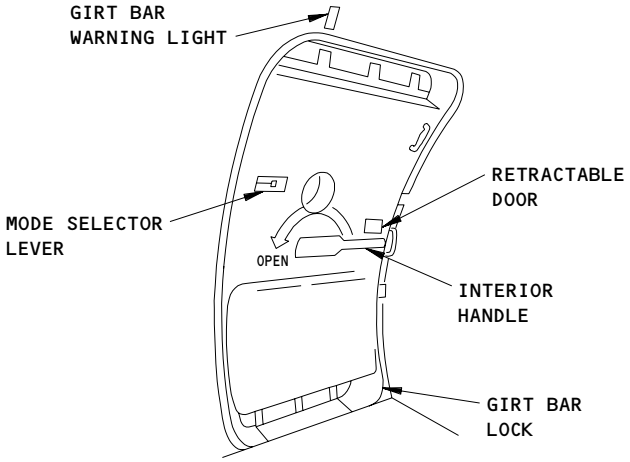



General Guidelines for Door Fault Isolation
Figure 103 (Sheet 2)

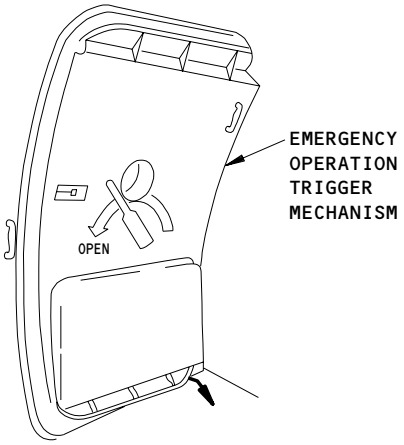



1

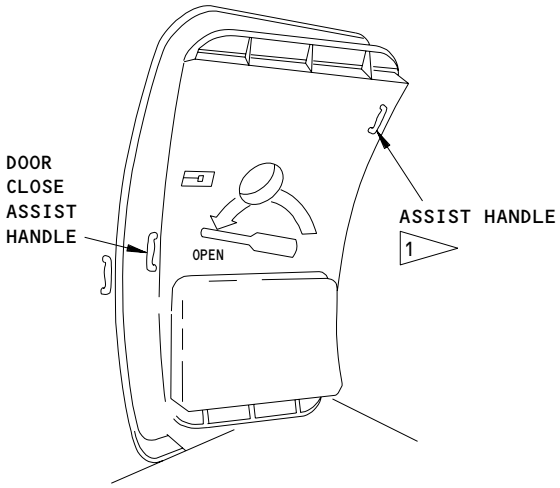
Door Adjustments (Example)
Figure 104



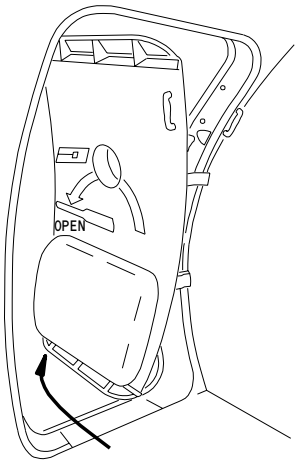

1. ARMED AND LATCHED



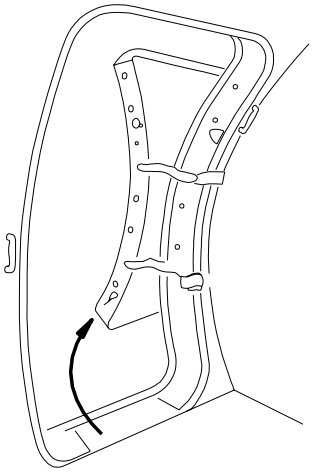

2. DOOR NOT LATCHED – UPPER AND LOWER GATES FOLDED IN – MOTION TO COCK BEGINS




3. DOOR FULLY COCKED – READY TO BE OPENED




4. DOOR NOT FULLY OPEN



5. DOOR FULLY OPEN

1 YOU CAN USE THE ASSIST HANDLE TO PULL THE DOOR TO THE COCKED POSITION.

Passenger Door Cycles
Figure 105

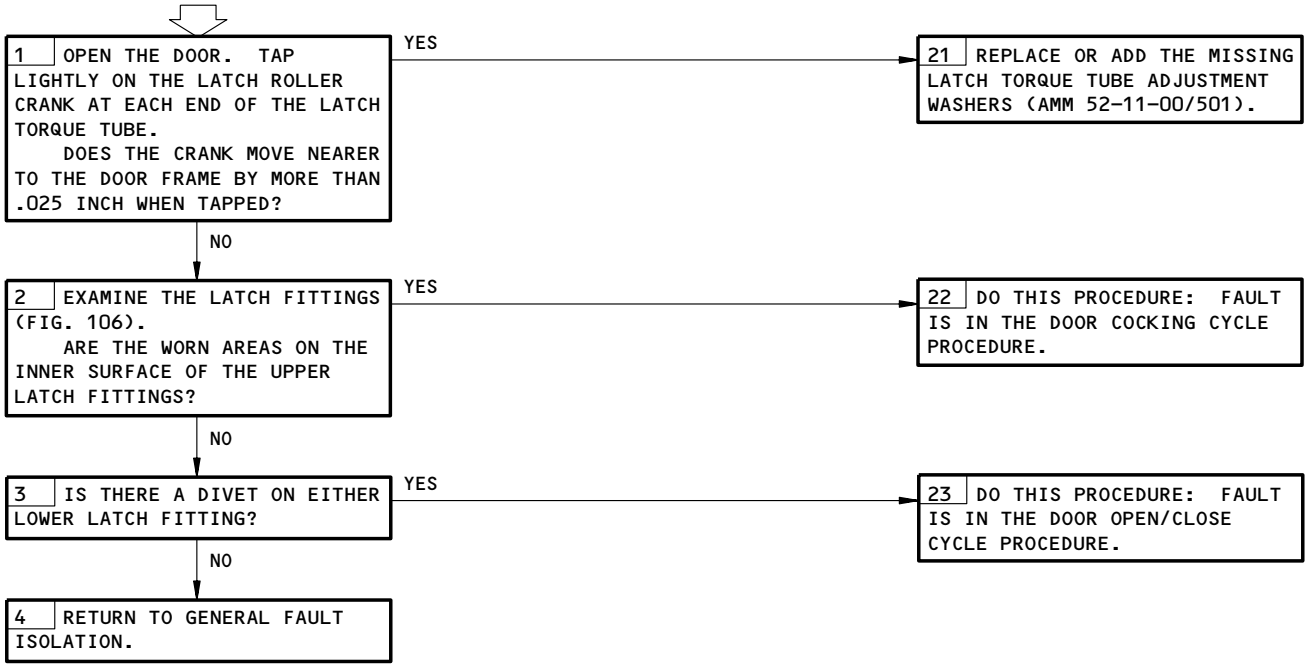
| PREREQUISITES |
| --- |
| NONE |

WARNING: THIS CHART GIVES GENERAL DATA TO POINT THE USER TO THE PROBLEM DOOR CYCLE. MAKE SURE THAT A COMPONENT IS DEFECTIVE BEFORE YOU REPLACE IT.

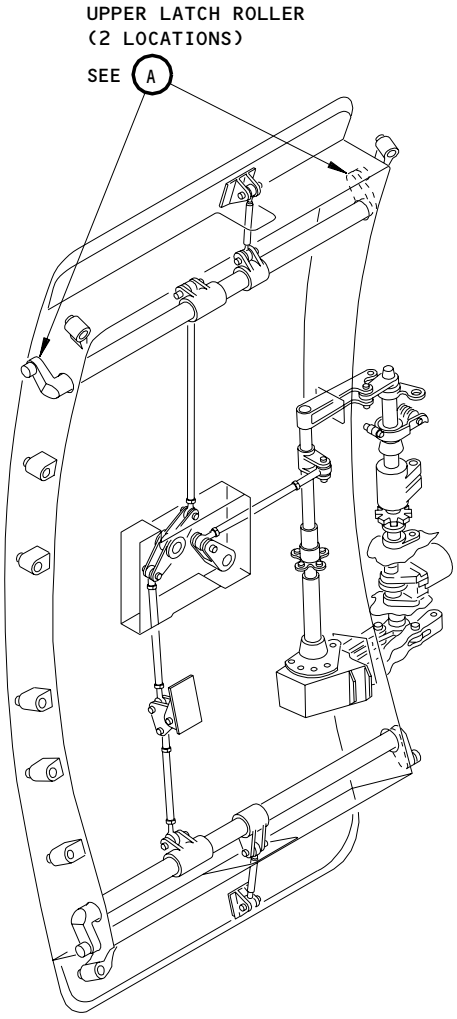
NOTE: GREATER THAN NORMAL WORN AREAS SHOW:
- INCORRECT DOOR RIGGING
- WORN TORQUE TUBE BEARINGS
- WORN GUIDE ARM BEARINGS

## WEAR IS FOUND ON THE LATCH FITTINGS

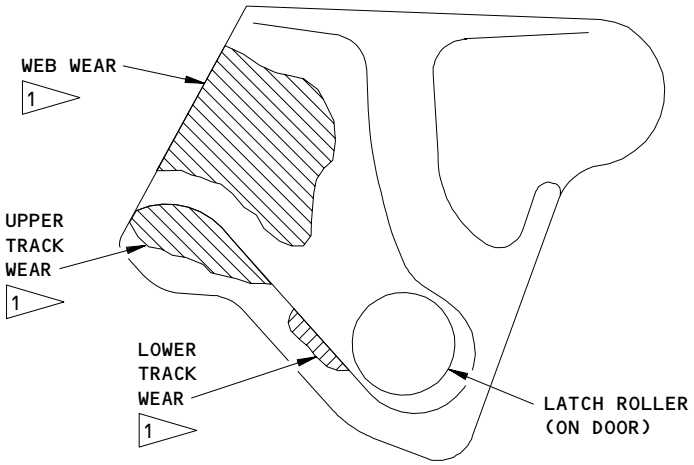
NOTE: REPLACEMENT OF WORN PARTS WILL OCCUR IN ANOTHER PROCEDURE.



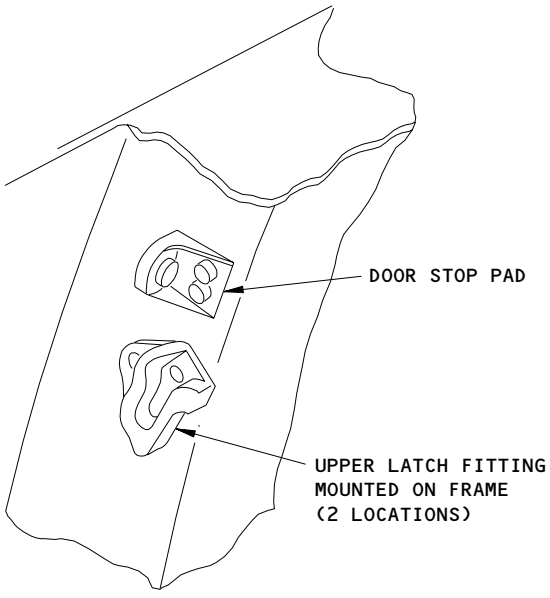

Wear Is Found on the Latch Fittings
Figure 106




NO. 1, 2, OR 4 PASSENGER DOOR




LATCH FITTING
(ON FUSELAGE)
A




DOOR FRAME

1 WEAR IN THIS AREA INDICATES THAT THE DOOR IS NOT ADJUSTED CORRECTLY

Upper Latch Fitting Wear
Figure 107

## DOOR IS DIFFICULT TO LATCH/UNLATCH

PREREQUISITES

NONE

1 THE PRIMARY DOOR COMPONENTS ARE THE DOOR HANDLE MECHANISM, LATCH CONTROL RODS, LATCH TROQUE TUBES, LATCH CRANKS AND ROLLERS, GATE CONTROL RODS AND GATES.
LIFT THE DOOR SWEEPER SEAL FOR ACCESS TO THE GIRT BAR. TURN THE HANDLE 90°.
DOES THE GIRT BAR MECHANISM FAIL TO RETRACT?

NO → 21 DO A CHECK OF THE GIRT BAR LIFTERS, RADIUS RODS AND SLOTTED CRANK (AMM 52-11-25/501).

YES ↓

2 MOVE THE DOOR TO THE CLOSED AND LATCHED POSITION. PUT THE EXTERIOR DOOR HANDLE IN THE BUTTERFLY (EXTENDED) POSITION.
DOES THE HANDLE REMAIN IN A SLIGHTLY EXTENDED POSITION?

YES → 11 DO A CHECK OF THE EXTERIOR DOOR HANDLE FOR DAMAGED OR WORN COMPONENTS.
ARE THERE WORN COMPONENTS?

YES → 22 REPLACE THE DAMAGED OR WORN COMPONENTS (AMM 52-11-13/201).

NO → 12 LUBRICATE THE DOOR CENTER SHAFT, PEDESTAL, CAM FOLLOWER, AND HANDLE.
DO A CHECK OF THE COCKING PUSH ROD FOR CORRECT ADJUSTMENT (AMM 52-11-13/201).

NO ↓

3 UNLATCH THE DOOR AND MOVE TO THE COCKED POSITION.
IS THE INSIDE HANDLE MOVEMENT RACHETING OR BINDING?

YES → 13 REMOVE THE DOOR LINER (AMM 52-11-02/401). DO A CHECK FOR WEAR IN THE CONTROL CAM AND CAM/FOLLOWER ROLLERS.
ARE THE CONTROL CAM/FOLLOWERS WORN?

YES → 23 REMOVE AND REPLACE THE WORN COMPONENTS (AMM 52-11-13/201).

NO → 24 CHECK DOOR TORQUE-TUBE BEARINGS, LOWER GREASE SEAL FOR CONDITION.
LUBRICATE THE CONTROL CAM TRACKS AND THE CAM/FOLLOWER ROLLERS (AMM 12-21-18/301).

NO ↓

4 MOVE THE DOOR FROM THE OPEN POSITION TO THE LATCHED POSITION.
IS THE DOOR MOVING FAR ENOUGH INTO THE FUSELAGE CUTOUT?

NO → 14 DO A CHECK FOR THE CLOSING ANGLE OF THE DOOR (AMM 52-11-04/201).
IS THE TRAILING EDGE OF THE DOOR AT, OR SLIGHTLY, LEADING THE LEADING EDGE OF THE DOOR INTO THE FUSELAGE CUTOUT?

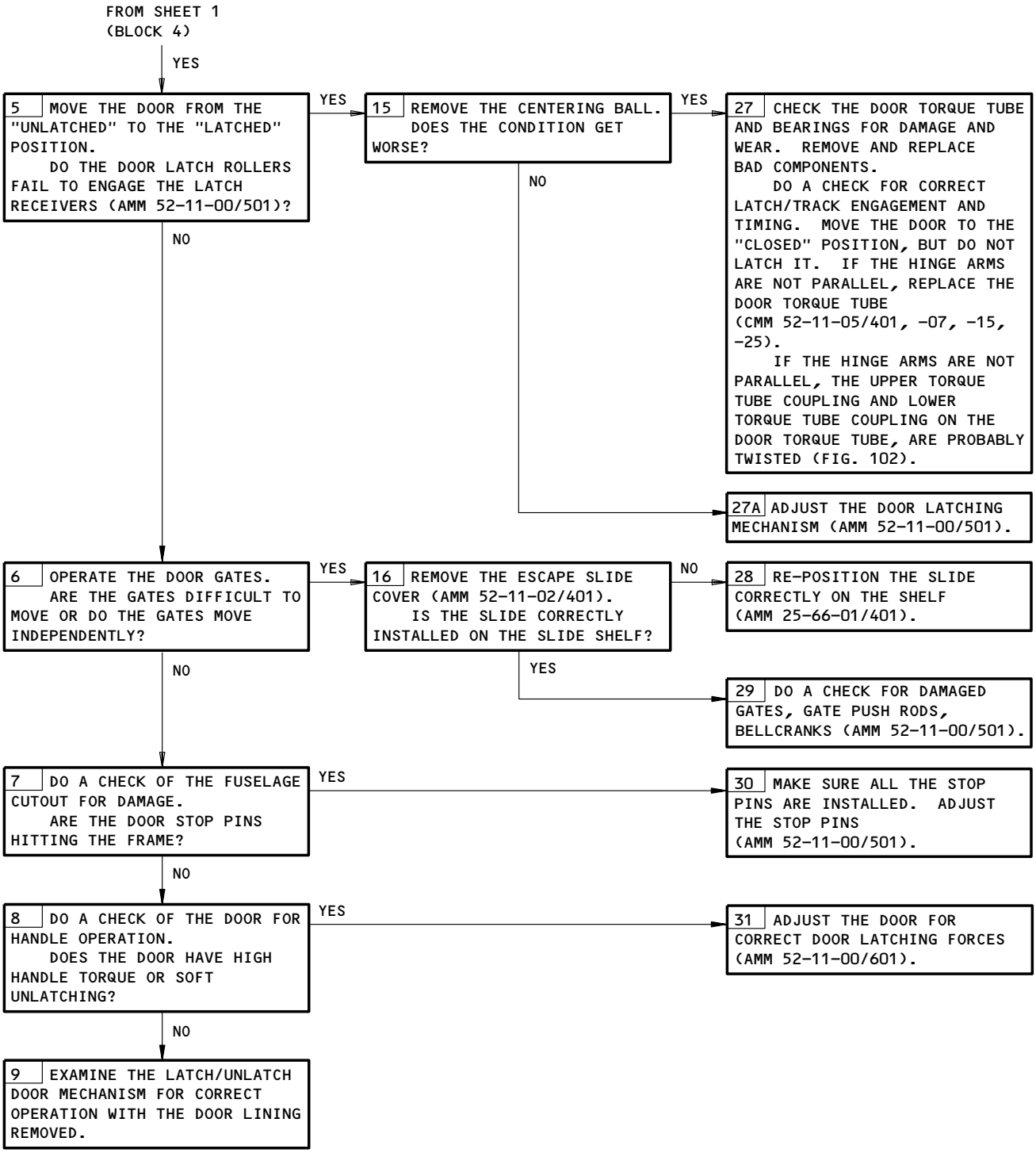
YES → 25 DO A CHECK OF THE COCKING PUSH ROD, DOOR CONTROL CAM/FOLLOWER ROLLERS (AMM 52-11-13/201).

NO → 26 DO A CHECK OF THE GUIDE ARM ADJUSTMENT (AMM 52-11-04/201).

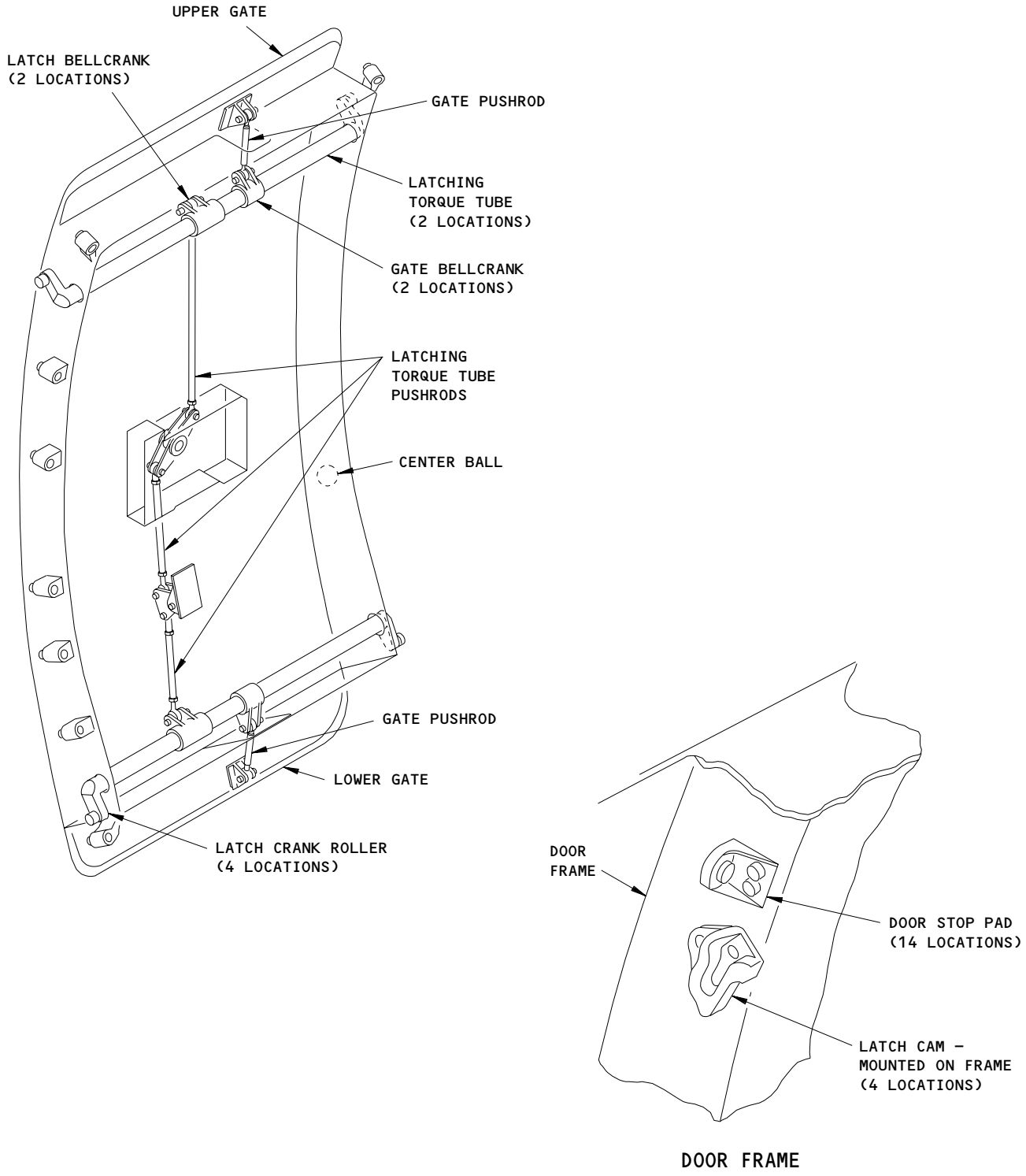
YES ↓

SEE SHEET 2 (BLOCK 5)

Door Is Difficult to Latch/Unlatch
Figure 108 (Sheet 1)

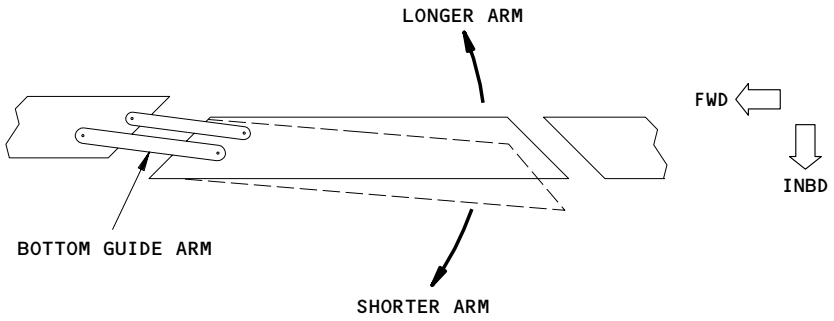



Door Is Difficult to Latch/Unlatch
Figure 108 (Sheet 2)



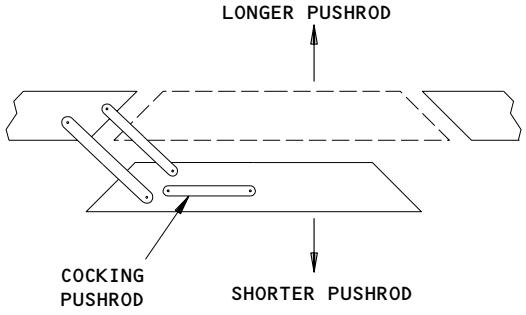

DOOR FRAME

Latch/Unlatch Components
Figure 109 (Sheet 1)




NOTE: TURN THE ADJUSTMENT NUT TO CHANGE THE LENGTH OF THE GUIDE ARM:
a. MAKE THE ARM SHORTER TO MOVE THE AFT EDGE OF THE DOOR INBOARD.
b. MAKE THE ARM LONGER TO MOVE THE AFT EDGE OF THE DOOR OUTBOARD.
c. THE SERRATED PLATE ADJUSTMENTS GIVES THE GREATEST AMOUNT OF ADJUSTMENT.

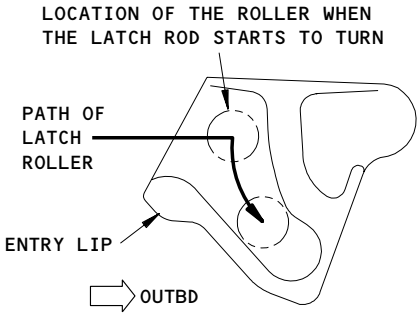
DOOR ADJUSTMENT
(TOP VIEW)




NOTE: IF YOU MAKE THE PUSHROD LONGER, YOU WILL MOVE THE DOOR OUTBOARD.

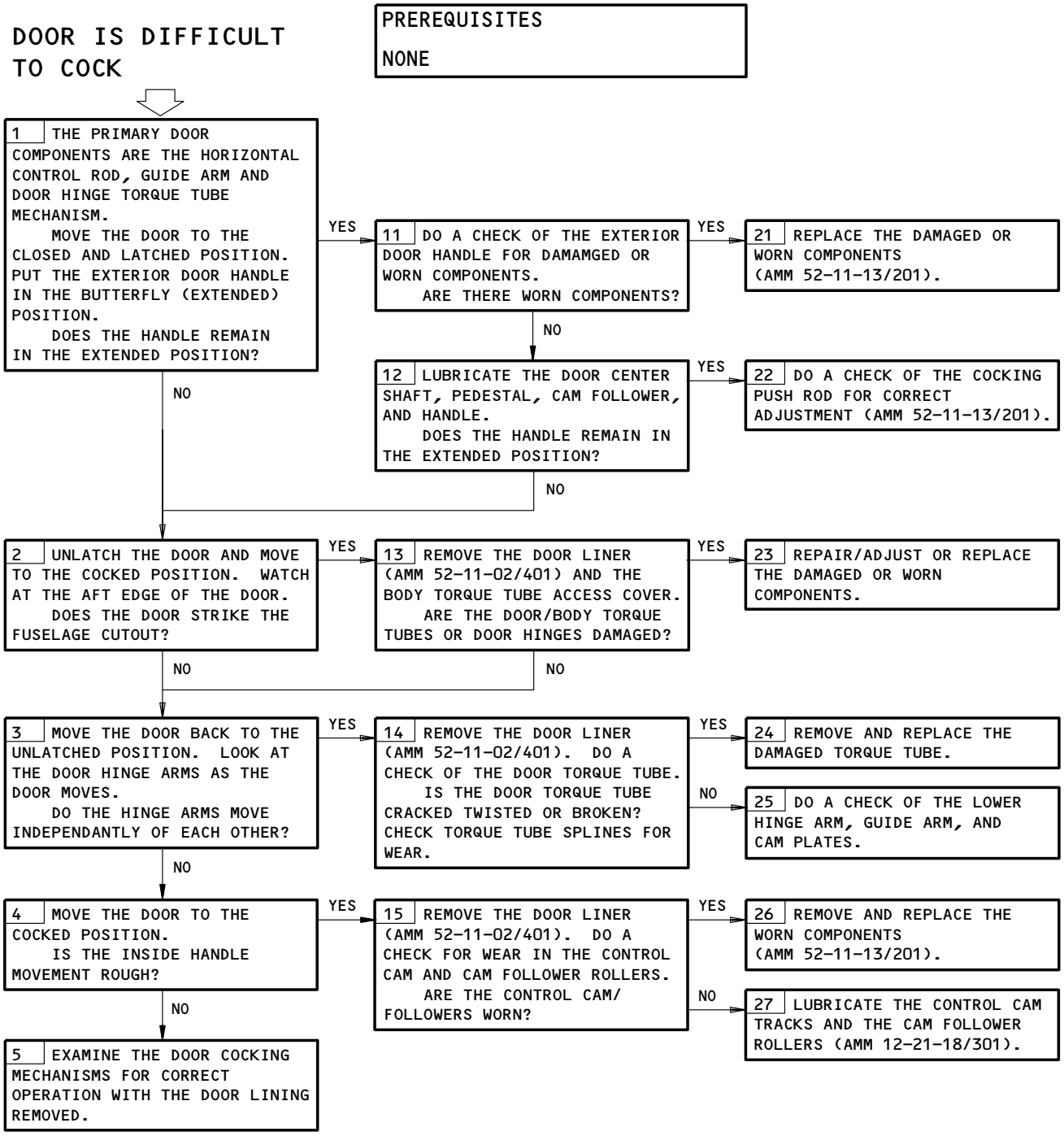
THE EXTERNAL HANDLE FORCE INCREASES AS YOU ADJUST THE DOOR OUTBOARD.

HANDLE ADJUSTMENT
(TOP VIEW)

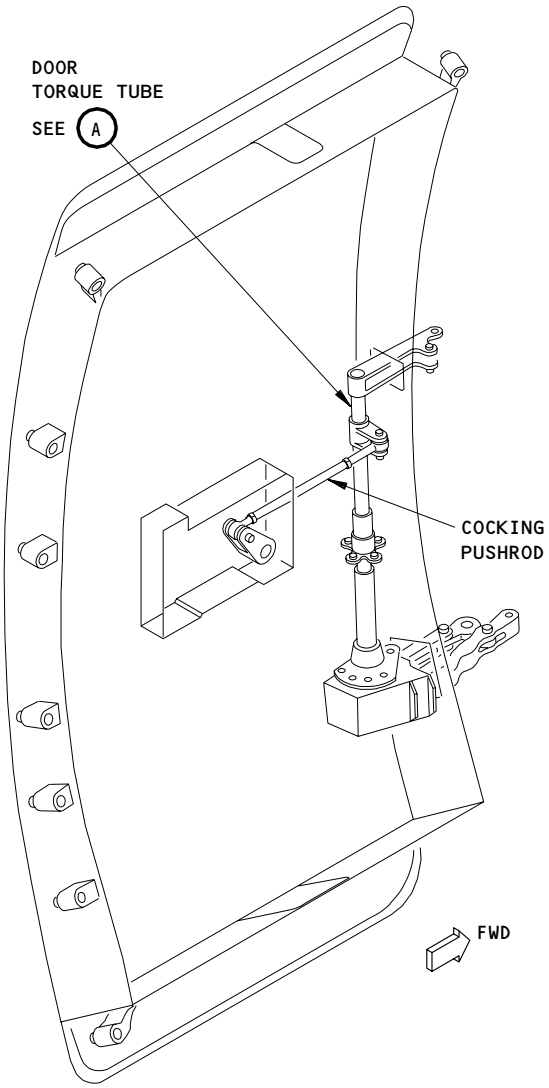



CORRECT LATCH ROLLER PATH

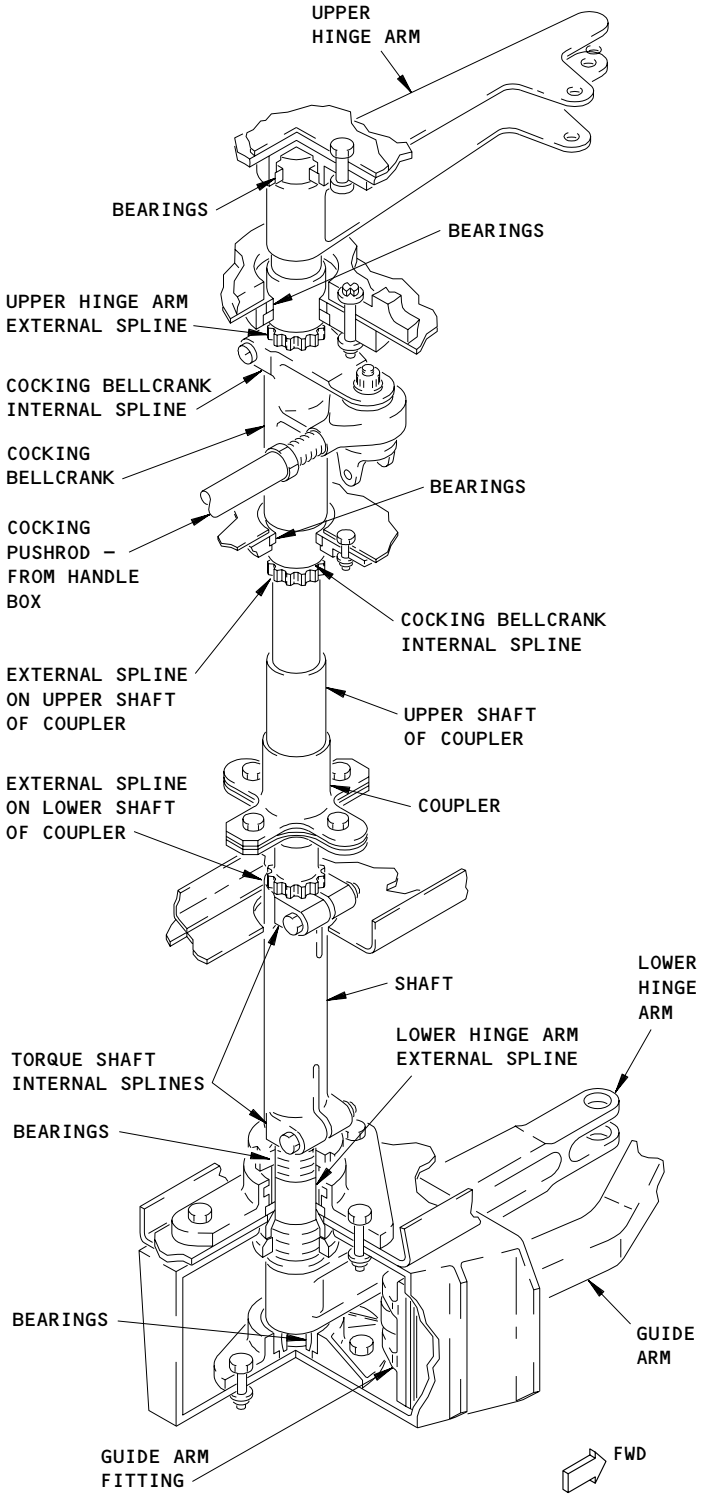
Latch/Unlatch Components
Figure 109 (Sheet 2)




Door Is Difficult to Cock
Figure 110

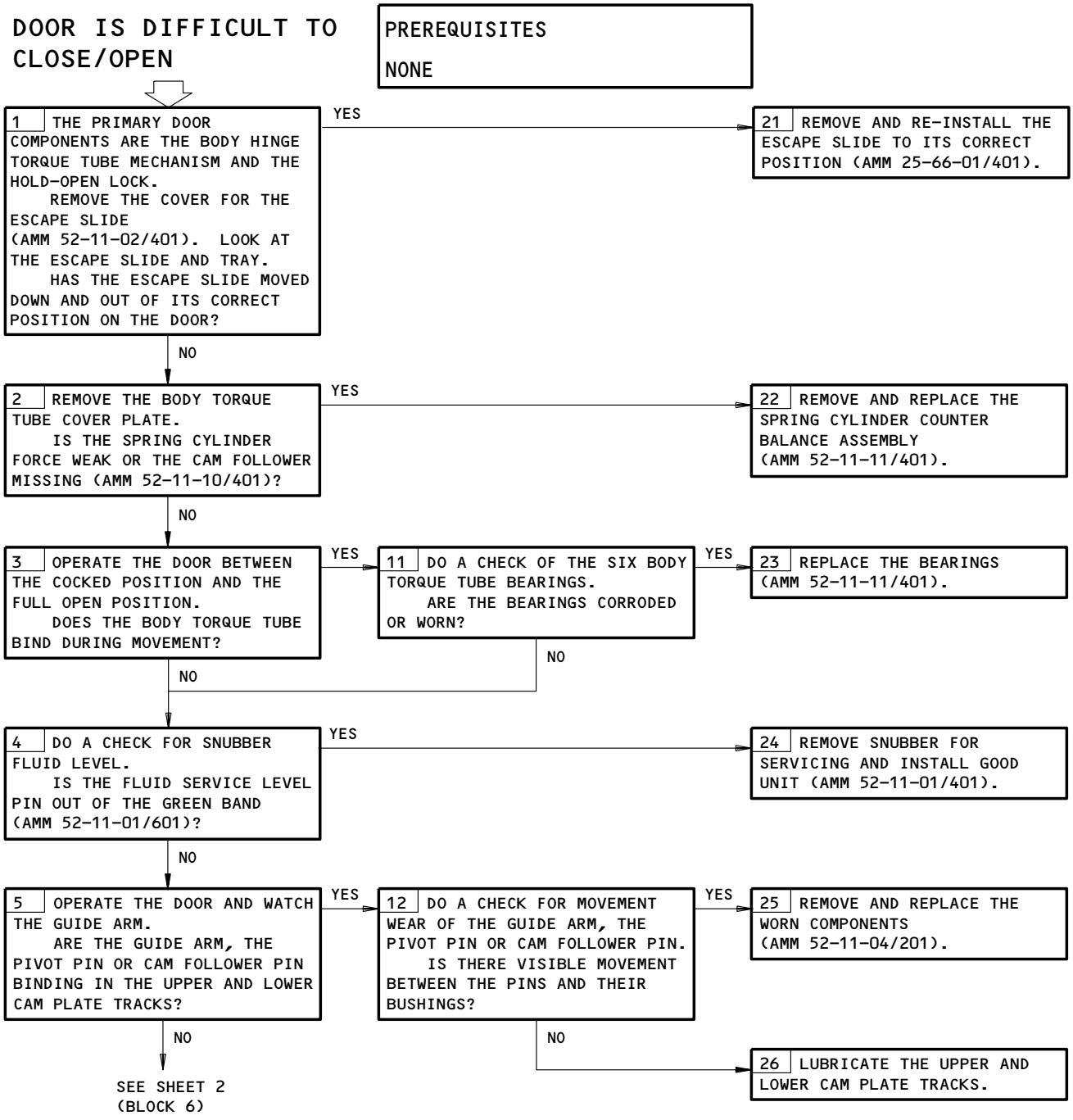



NO. 1, 2, OR 4 PASSENGER DOOR
(EXAMPLE)

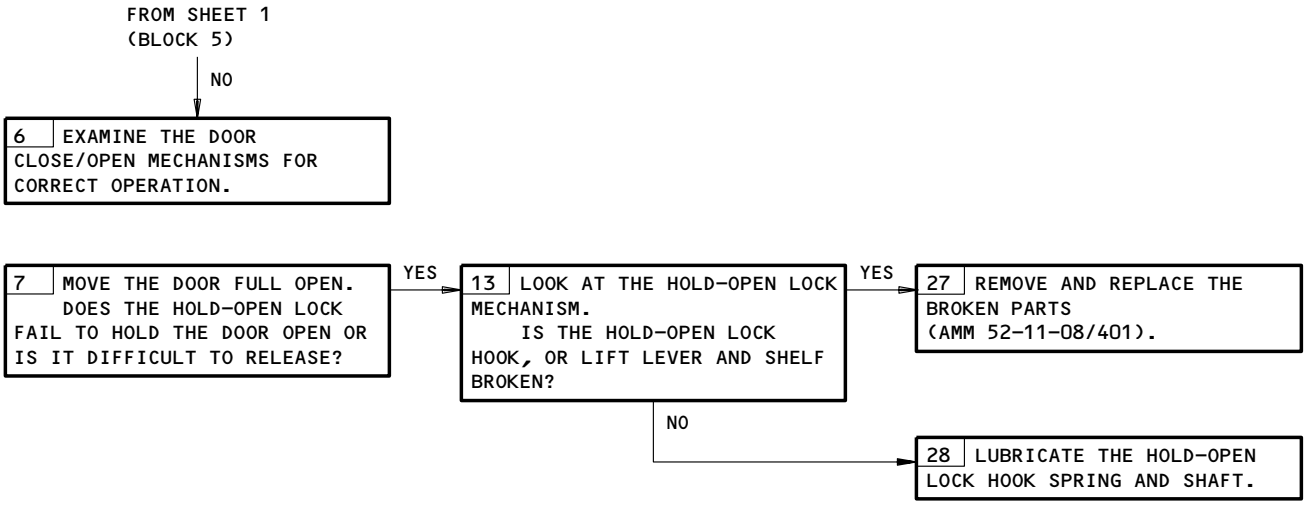



DOOR TORQUE TUBE
A

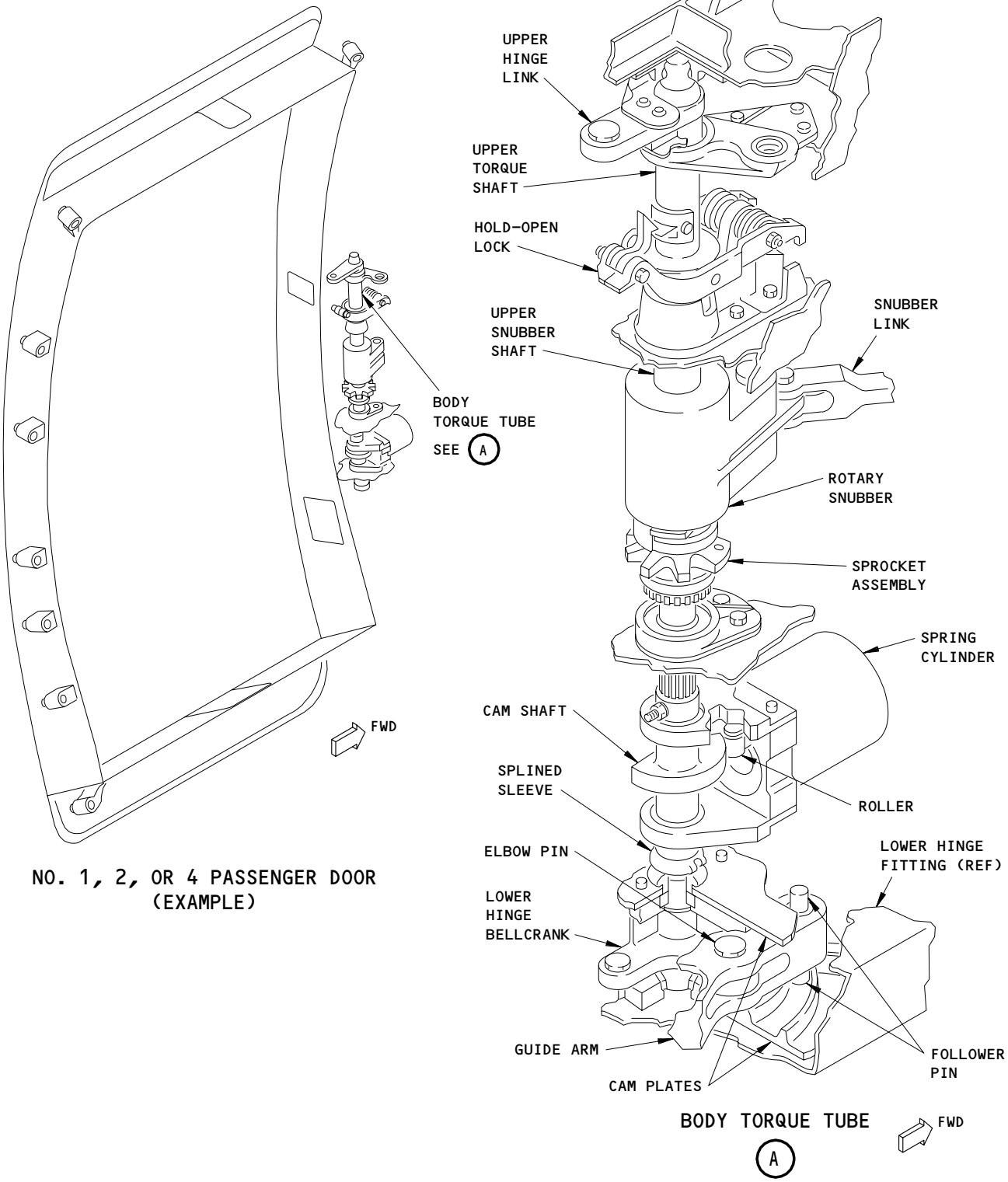
Cocking Components
Figure 111




Door Is Difficult to Close/Open
Figure 112 (Sheet 1)




Door Is Difficult to Close/Open
Figure 112 (Sheet 2)




NO. 1, 2, OR 4 PASSENGER DOOR
(EXAMPLE)

Close/Open Components
Figure 113

## DOOR IS DIFFICULT TO ARM/DISARM

**PREREQUISITES**
NONE

1 CLOSE AND LATCH THE DOOR. LIFT THE ESCAPE SLIDE COVER.
IS THERE UNWANTED MATERIAL OR ICE IN THE GIRT BAR, GIRT MECHANISM, OR FLOOR FITTINGS (AMM 25-66-01/601)?
- YES → 21 CLEAR THE UNWANTED MATERIAL OR ICE AND LUBRICATE THE COMPONENTS (AMM 12-21-18/301).
- NO ↓

2 TRY TO ARM AND DISARM THE DOOR. MAKE SURE THE DOOR IS DISARMED.
DO THE GIRT BAR SLIDERS FAIL TO ALIGN WITH THE FLOOR FITTING?
- YES → 11 DO A CHECK OF THE FLOOR FITTINGS AND GIRT BAR LIFTERS (AMM 52-11-25/501).
  ARE THE COMPONENTS LOOSE OR DAMAGED?
  - YES → 22 REPAIR THE FLOOR FITTINGS OR MECHANISM (AMM 52-11-25/501).
  - NO → 23 ADJUST THE FLOOR FITTINGS OR MECHANISM (AMM 52-11-25/501).
- NO ↓

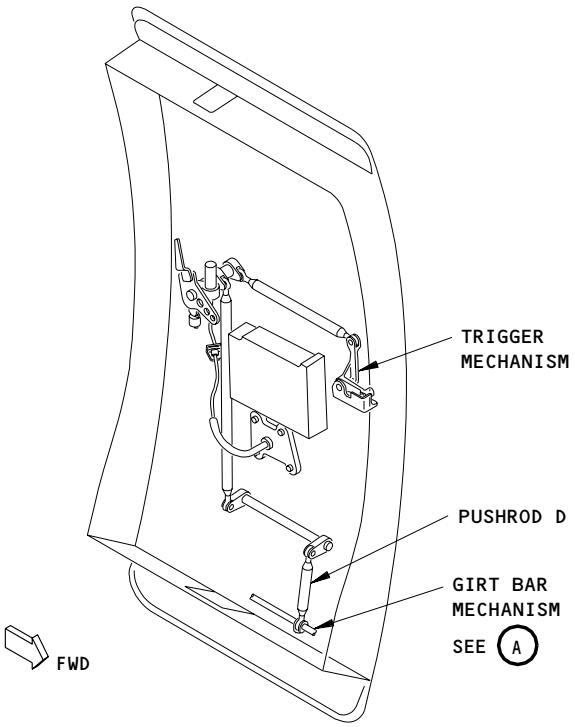
3 REMOVE THE COVER FOR THE ESCAPE SLIDE (AMM 52-11-02/401). LOOK AT THE ESCAPE SLIDE AND LOWER SHELF.
HAS THE ESCAPE SLIDE MOVED DOWN AND IS IT IN AN INCORRECT POSITION ON THE DOOR?
- YES → 24 REMOVE AND RE-INSTALL THE ESCAPE SLIDE IN ITS CORRECT POSITION (AMM 25-66-01/401).
- NO ↓

4 REMOVE THE UPPER DOOR LINING (AMM 52-11-02/401).
LOOK AT THE TRIGGER MECHANISM AND THE TRIGGER FORK (AMM 52-11-32/401).
IS THERE ANY BINDING IN THE MECHANISM?
- YES → 25 LUBRICATE THE PIVOT POINT OF THE TRIGGER PIN CRANK WITH MIL-PRF-23827. REPAIR OR ADJUST THE TRIGGER PIN MECHANISM (AMM 52-11-20/501).
- NO ↓

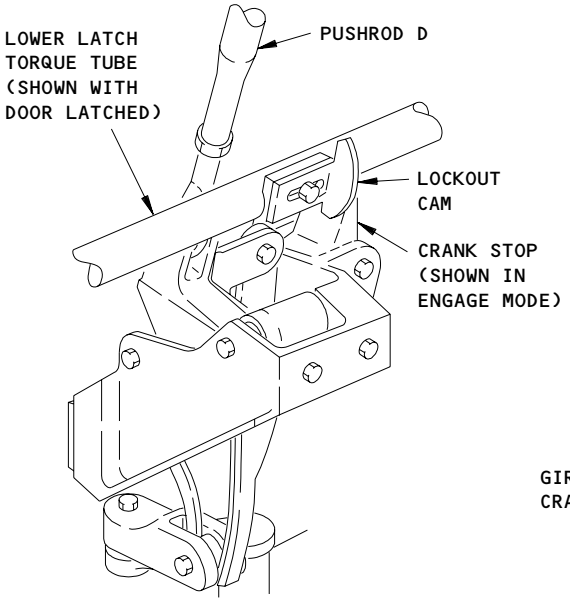
5 IS MODE SELECTOR LEVER OVERCENTER SPRING CARTRIDGE DAMAGED?
- YES → 26 REPLACE THE OVERCENTER SPRING CARTRIDGE.
- NO ↓

6 EXAMINE THE ARM/DISARM MECHANISMS FOR CORRECT OPERATION WITH THE DOOR LINING REMOVED.

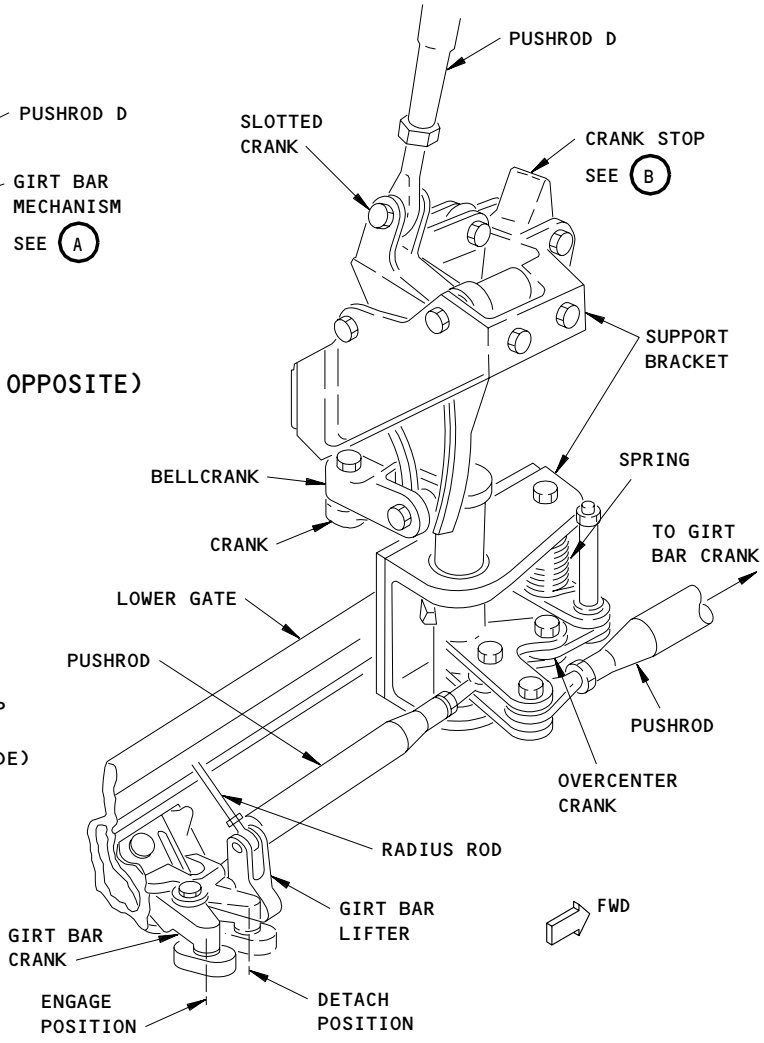
Door Is Difficult to Arm/Disarm
Figure 114




NO. 1 OR 4 PASSENGER DOOR
(LEFT DOOR IS SHOWN, RIGHT DOOR IS OPPOSITE)

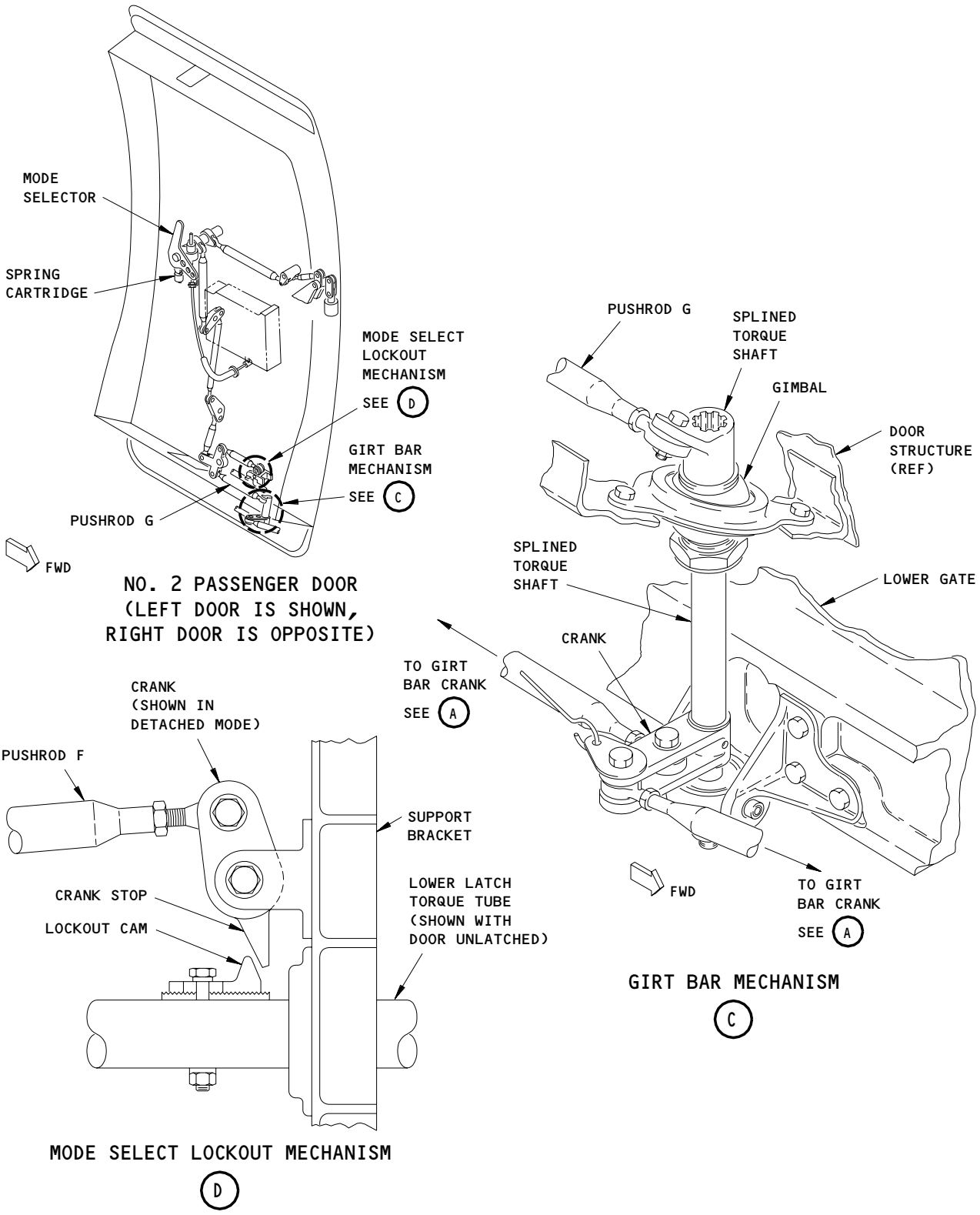



CRANK STOP
B




GIRT BAR MECHANISM
A

Arm/Disarm Components
Figure 115 (Sheet 1)

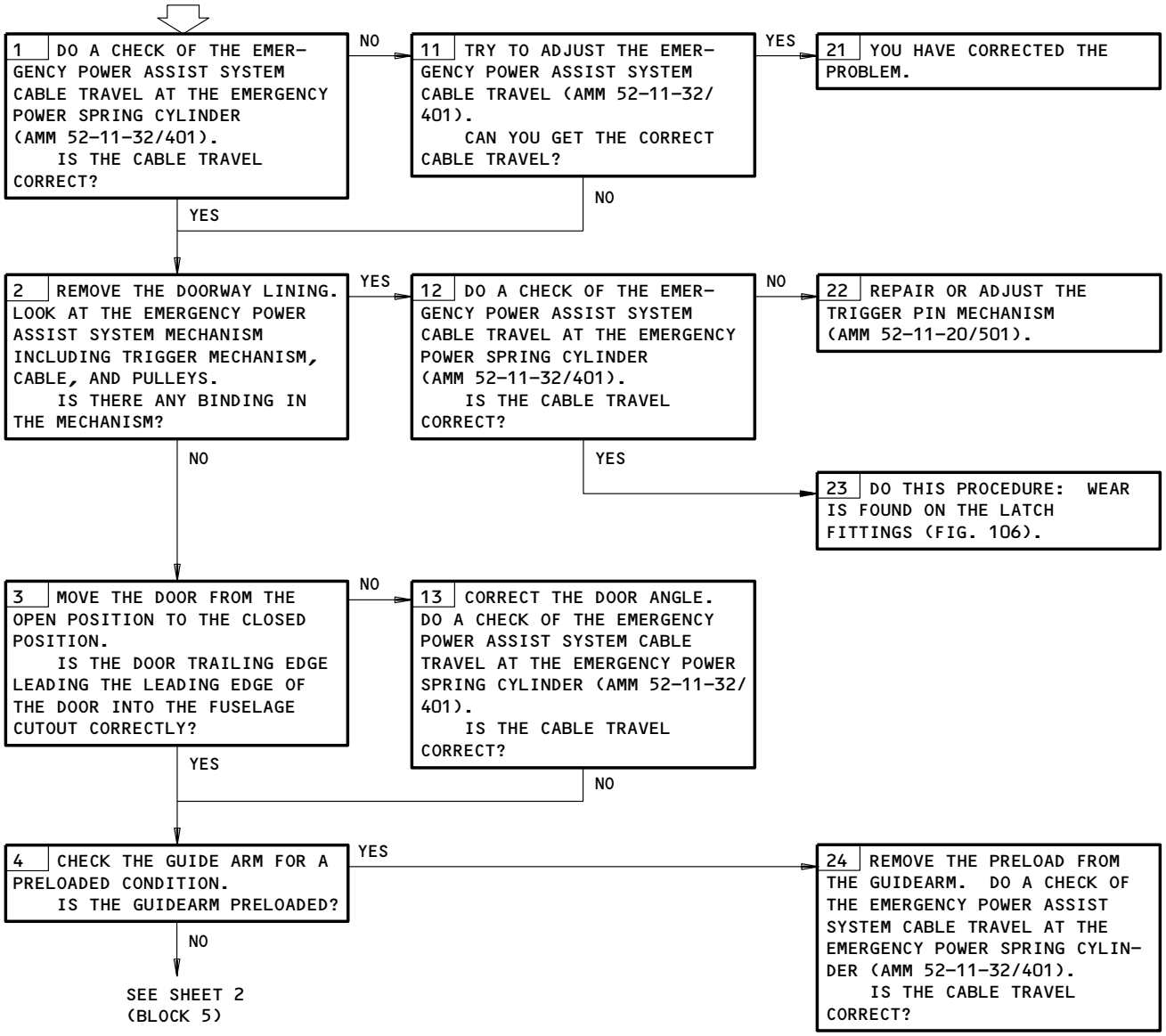



Arm/Disarm Components
Figure 115 (Sheet 2)

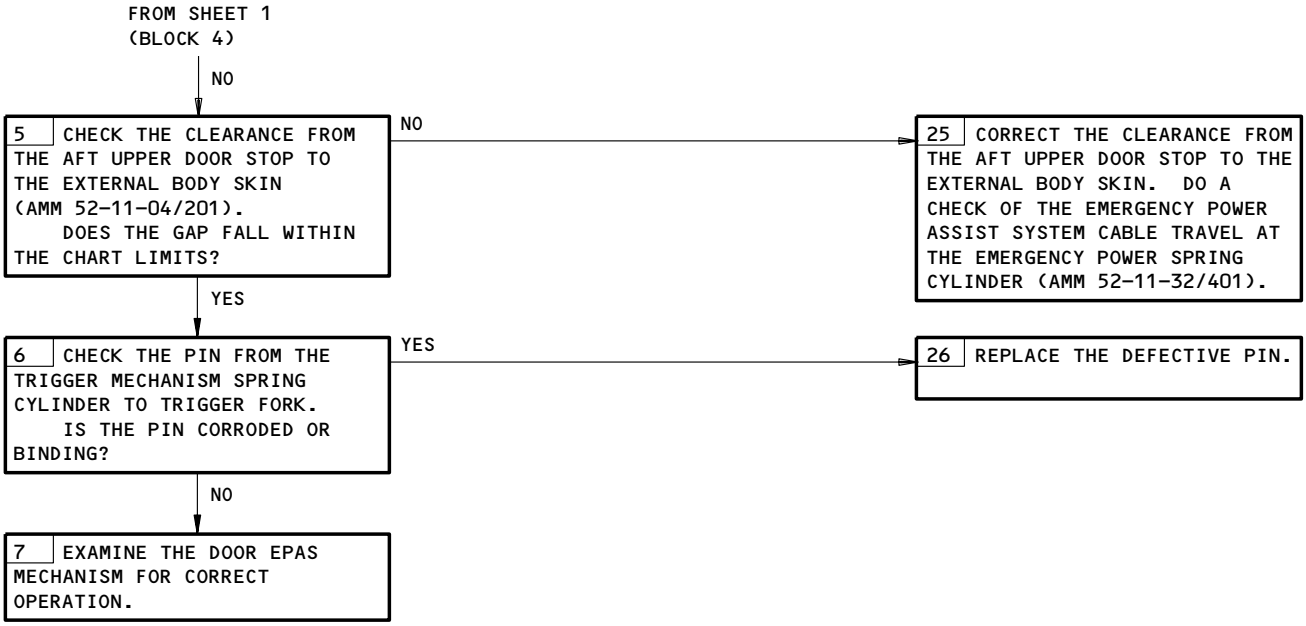
## EMERGENCY POWER ASSIST SYSTEM (EPAS) IS DIFFICULT TO ADJUST

**PREREQUISITES**

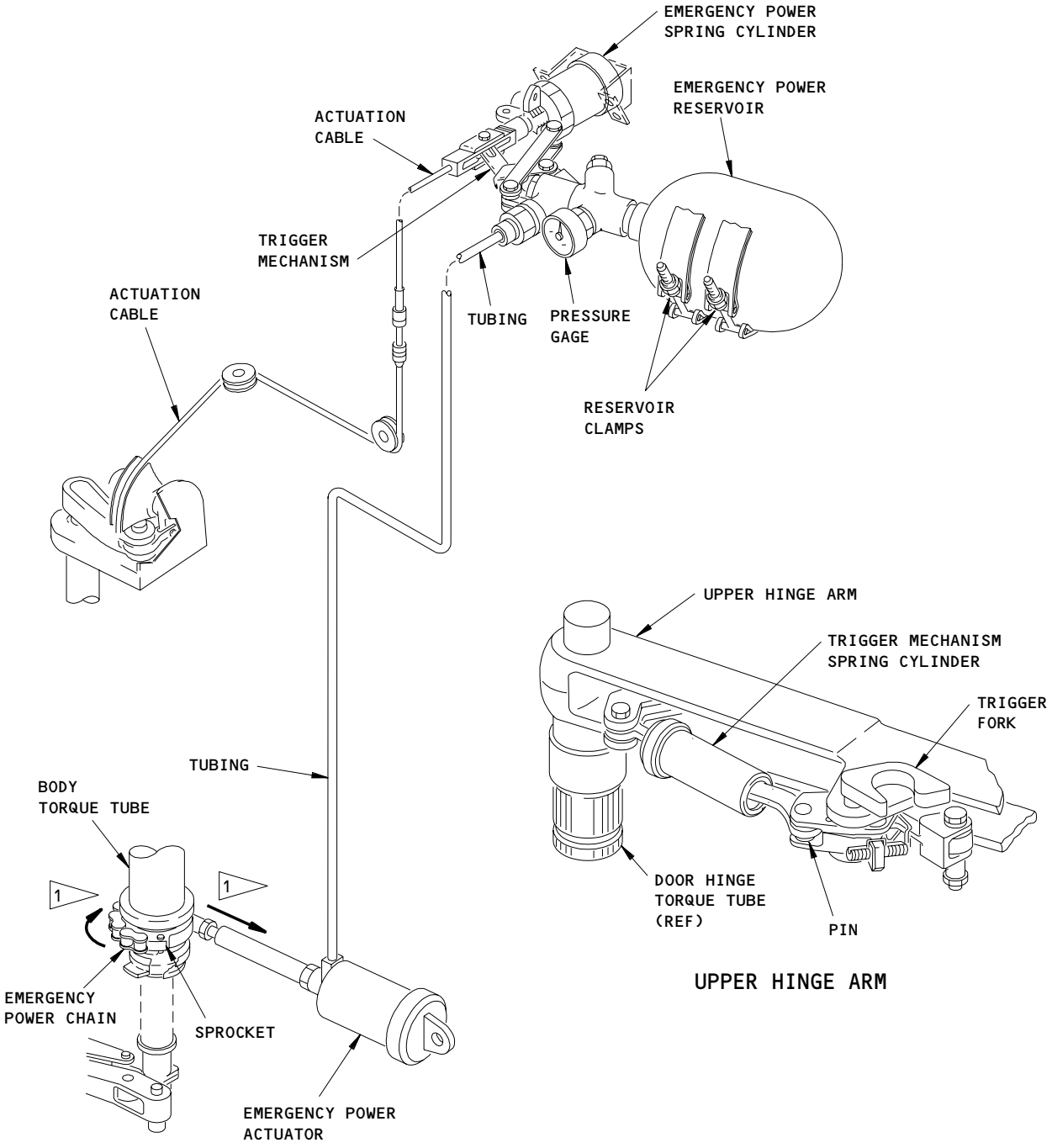
NONE




Emergency Power Assist System (EPAS) Is Difficult to Adjust
Figure 116 (Sheet 1)




Emergency Power Assist System (EPAS) Is Difficult to Adjust
Figure 116 (Sheet 2)




EMERGENCY POWER SYSTEM

UPPER HINGE ARM

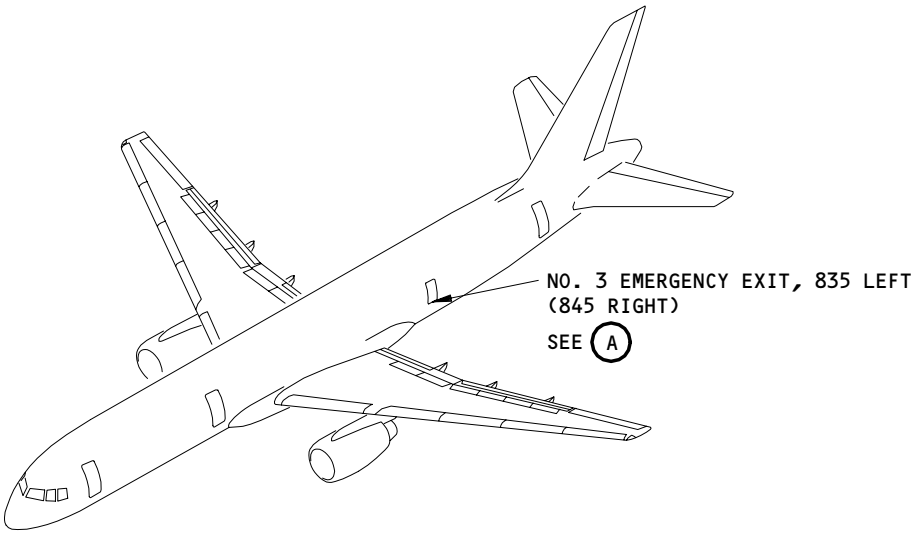
1 THE ARROWS SHOW THE DIRECTION OF MOVEMENT DURING EMERGENCY OPERATION.

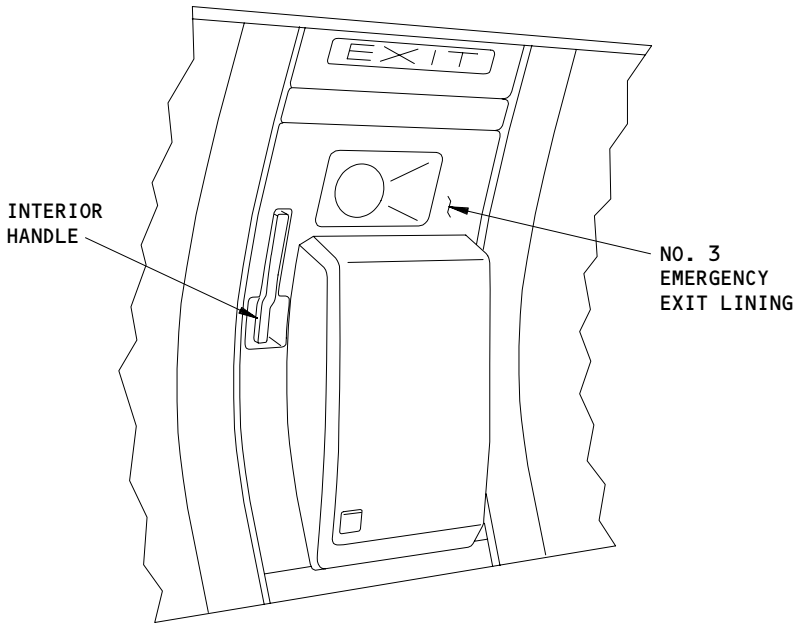
EPAS Components
Figure 117

NO. 3 EMERGENCY EXIT

| COMPONENT | FIG. 102 SHT | QTY | ACCESS/AREA | AMM REFERENCE |
|---|---|---|---|---|
| BUTTON - RELEASE | 2 | 4 | TWO ON EACH EXIT | 52-21-00 |
| DOOR - PRESSURE RELIEF | 2 | 2 | EMERGENCY EXIT | 52-21-00 |
| EXIT - NO. 3 EMERGENCY | 1 | 2 | | 52-21-01 |
| LEFT | | | 835 | |
| RIGHT | | | 845 | |
| FITTING - STOP | 2 | 20 | FORWARD AND AFT EDGES OF EMERGENCY EXIT | 52-21-00 |
| HANDLE - INTERIOR | 1 | 2 | INTERIOR OF EMERGENCY EXIT | 52-21-00 |
| LINING - NO. 3 EMERGENCY EXIT | 1 | 2 | INTERIOR OF EMERGENCY EXIT | 52-21-02 |
| SNUBBER | 2 | 4 | EMERGENCY EXIT HINGES | 52-21-00 |

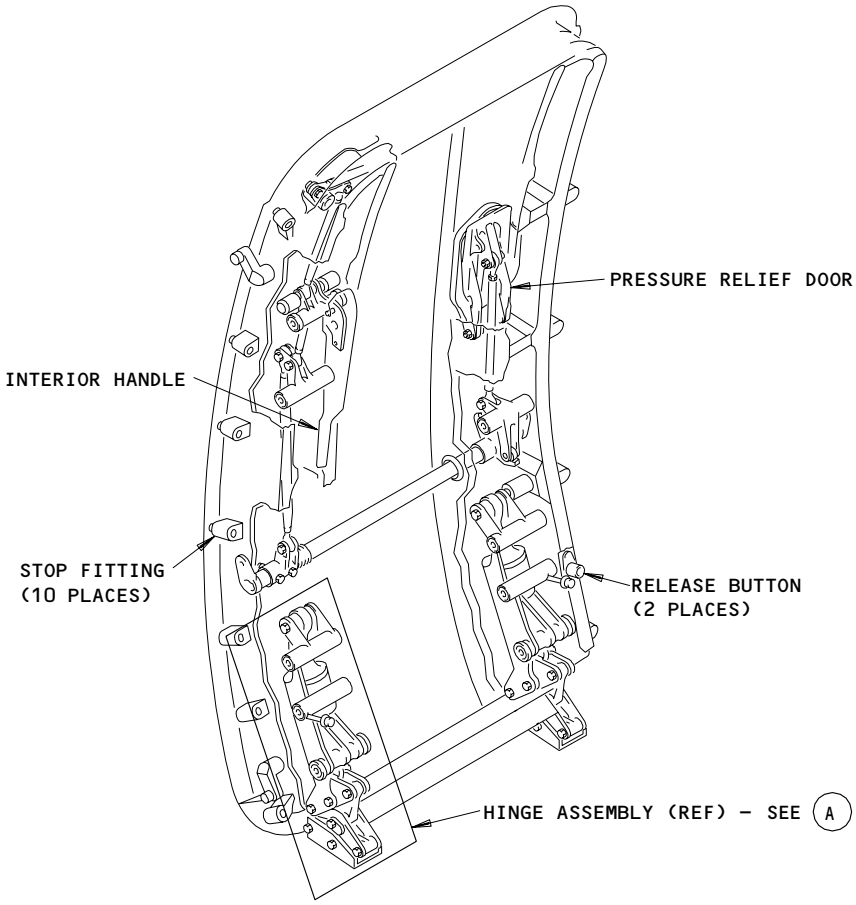
No. 3 Emergency Exit - Component Index
Figure 101



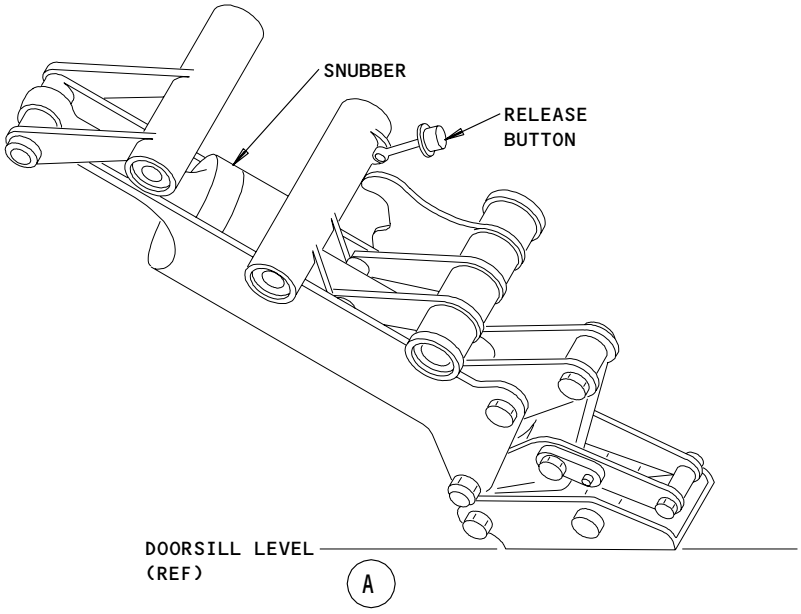




INSIDE VIEW OF NO. 3 EMERGENCY EXIT
A

No. 3 Emergency Exit - Component Location
Figure 102 (Sheet 1)




NO. 3 EMERGENCY EXIT
(SHOWN WITH LINING AND ESCAPE SLIDE REMOVED)



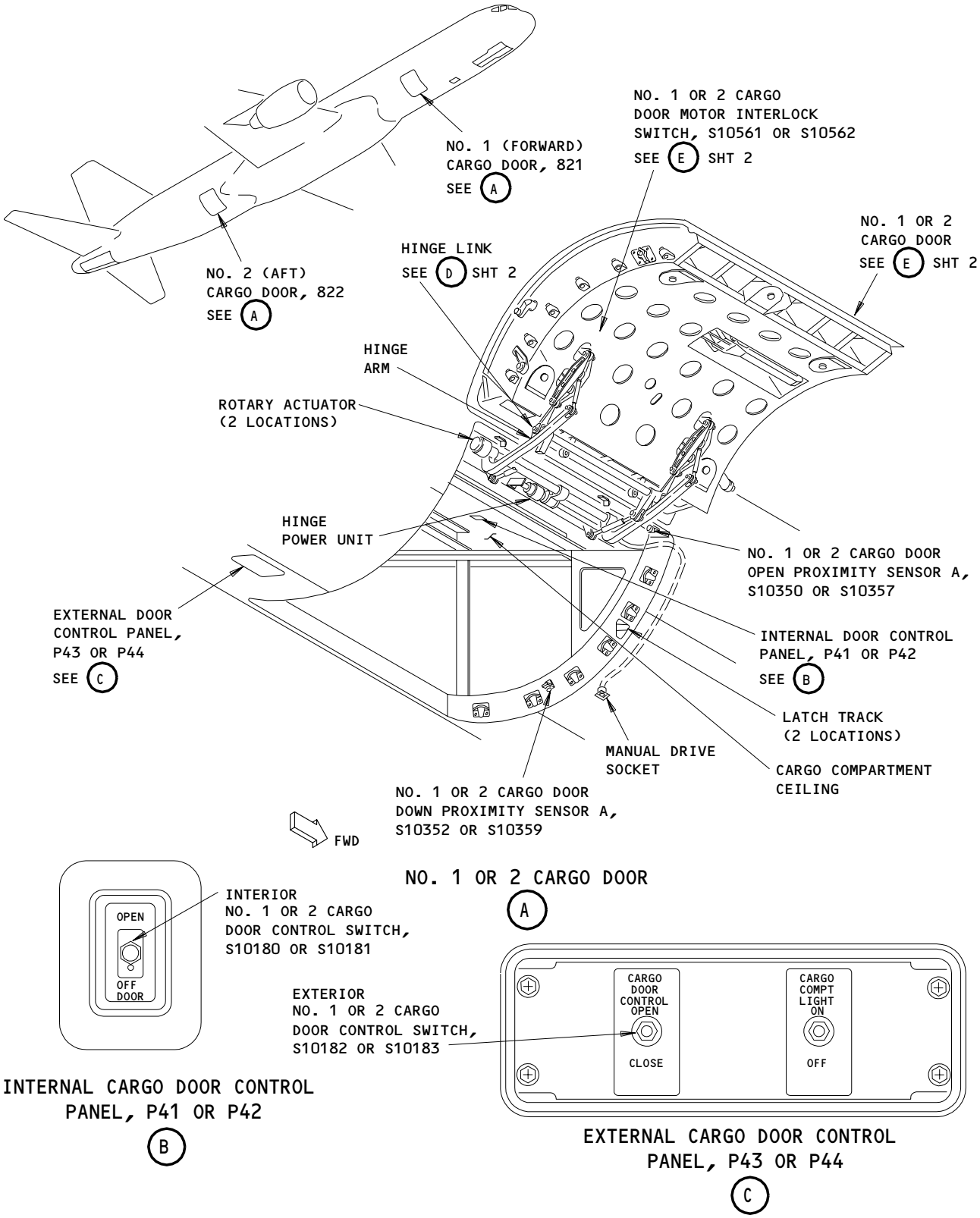

Component Location
Figure 102 (Sheet 2)

## NO. 1 AND 2 CARGO DOORS

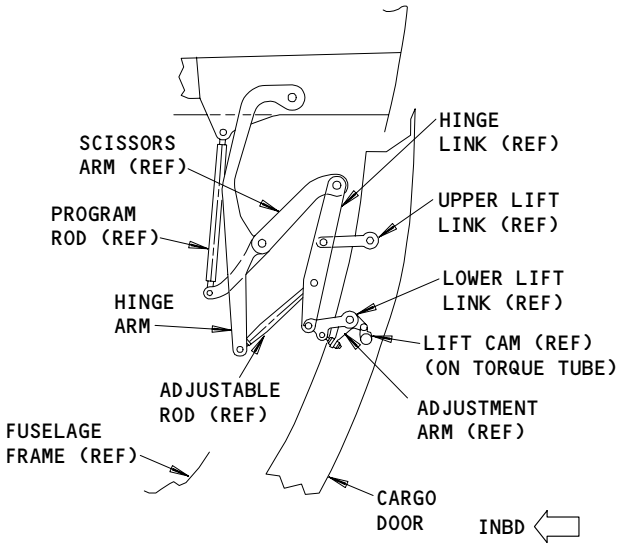
| COMPONENT | FIG. 102 SHT | QTY | ACCESS/AREA | REFERENCE |
|---|---|---|---|---|
| ACTUATOR - ROTARY, HINGE DRIVE | 2 | 4 | CEILING, ABOVE CARGO DOOR | 52-34-06 |
| ARM - HINGE | 2 | 4 | CARGO DOOR | |
| CIRCUIT BREAKERS | | | 119BL, MAIN EQUIP CTR, P34 | * |
| CARGO DOOR CONT, C1403 | | 1 | 34A5 | * |
| NO. 1 CARGO DOOR, C360 | | 1 | 34A1 | * |
| NO. 2 CARGO DOOR, C361 | | 1 | 34A2 | * |
| DOOR - CARGO, NO. 1 | 1 | 1 | 821 | 52-34-01 |
| DOOR - CARGO, NO. 2 | 1 | 1 | 822 | 52-34-01 |
| GEARBOX - MANUAL DRIVE | 2 | 2 | FUSELAGE, FWD OF CARGO DOOR | 52-34-03 |
| HANDLE MECHANISM | 2 | 2 | CARGO DOOR | 52-34-22 |
| HINGE LINKAGE | 2 | 4 | CARGO DOOR | 52-34-09 |
| POWER UNIT - HINGE DRIVE | 2 | 2 | CEILING, ABOVE CARGO DOOR | 52-34-05 |
| RELAY - (REF 31-01-65, FIG. 101) | | | | |
| PDU RAISE RELAY, K10411 | | | | |
| PDU LOWER RELAY, K10412 | | | | |
| RELAY - (REF 31-01-86, FIG. 101) | | | | |
| PDU RAISE RELAY, K10413 | | | | |
| PDU LOWER RELAY, K10414 | | | | |
| SENSORS - NO. 1 CARGO DOOR, PROXIMITY | | | | |
| OPEN A, S10350 | 1 | 1 | 821, FUSELAGE FRAME AT CARGO DOOR | 52-34-35 |
| DOWN A, S10352 | 1 | 1 | 821, FUSELAGE FRAME AT CARGO DOOR | 52-34-35 |
| SENSORS - NO. 2 CARGO DOOR, PROXIMITY | | | | |
| OPEN A, S10357 | 1 | 1 | 822, FUSELAGE FRAME AT CARGO DOOR | 52-34-35 |
| DOWN A, S10359 | 1 | 1 | 822, FUSELAGE FRAME AT CARGO DOOR | 52-34-35 |
| SWITCH - NO. 1 CARGO DOOR, CONTROL | | | | |
| EXTERIOR, S10183 | 1 | 1 | 122AR, P43, AFT OF CARGO DOOR | 52-34-30 |
| INTERIOR, S10180 | 1 | 1 | 821, P41, FWD CARGO COMPT CEILING | 52-34-30 |
| SWITCH - NO. 2 CARGO DOOR, CONTROL | | | | |
| EXTERIOR, S10182 | 1 | 1 | 154AR, P44, AFT OF CARGO DOOR | 52-34-30 |
| INTERIOR, S10181 | 1 | 1 | 822, P42, AFT CARGO COMPT CEILING | 52-34-30 |
| SWITCH - NO. 1 CARGO DOOR, INTERLOCK, S10561 | 1 | 1 | 821, INSIDE CARGO DOOR | * |
| SWITCH - NO. 2 CARGO DOOR, INTERLOCK, S10562 | 1 | 1 | 822, INSIDE CARGO DOOR | * |
| TRACK - LATCH | 1 | 4 | FUSELAGE FRAME AT CARGO DOOR | 52-34-19 |

* SEE WDM EQUIPMENT LIST

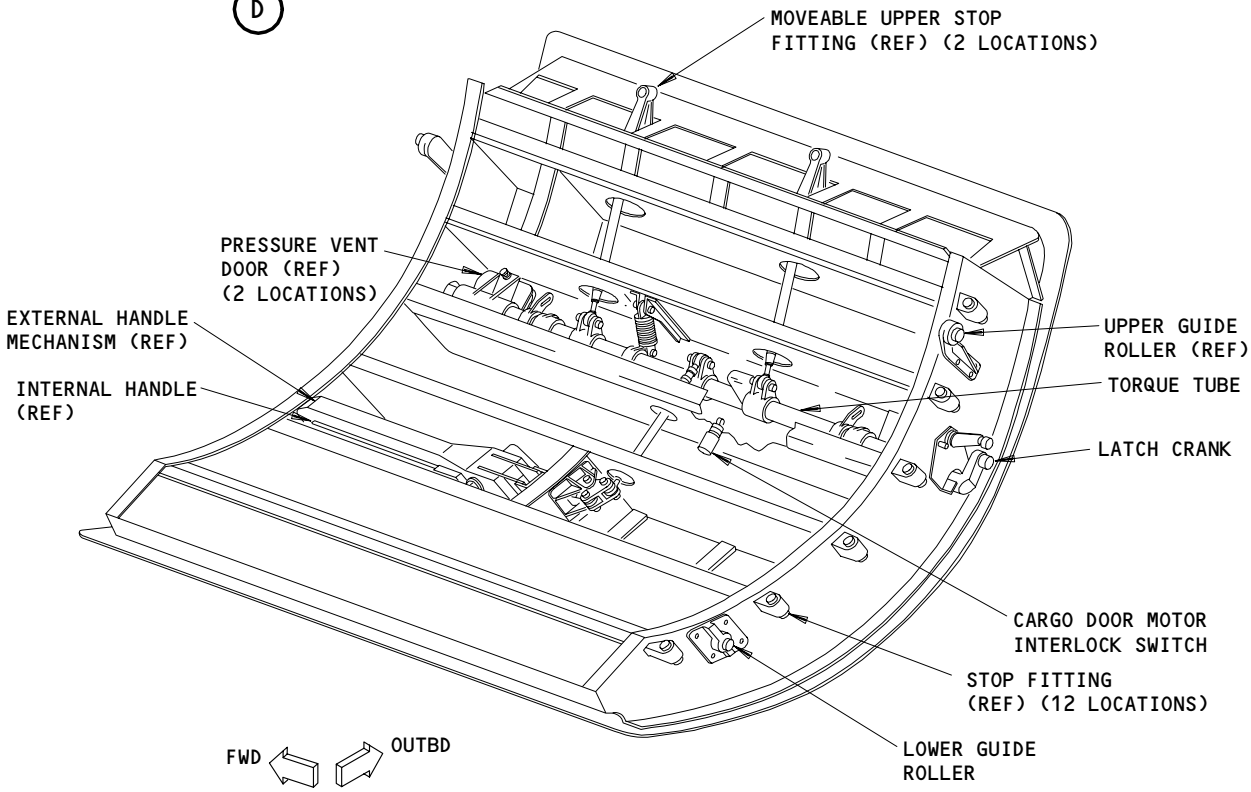
No. 1 and 2 Cargo Doors - Component Index
Figure 101




No. 1 and 2 Cargo Doors - Component Location
Figure 102 (Sheet 1)

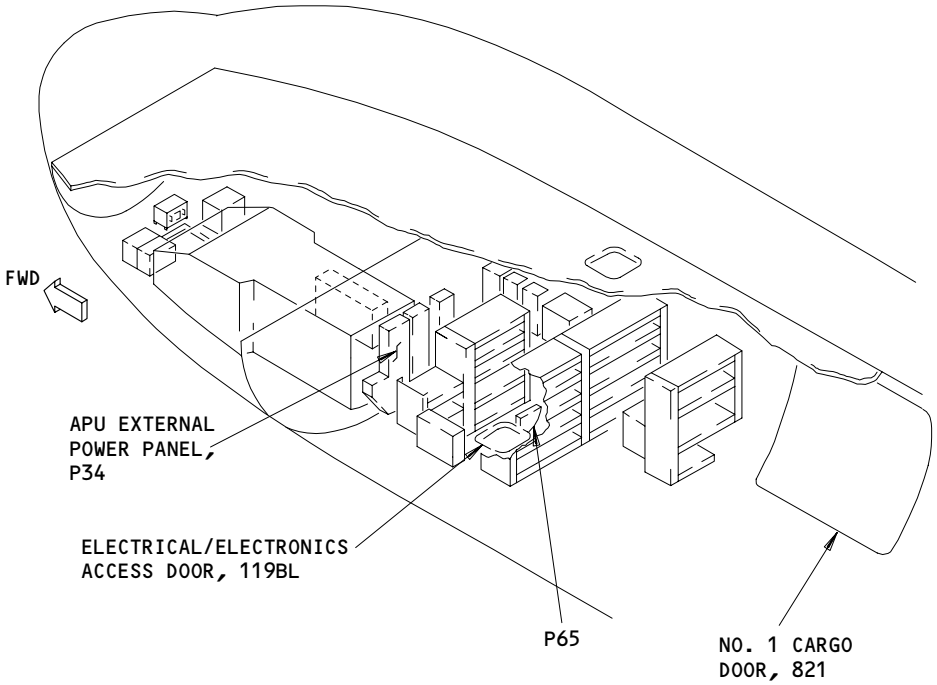



HINGE LINK
(D)

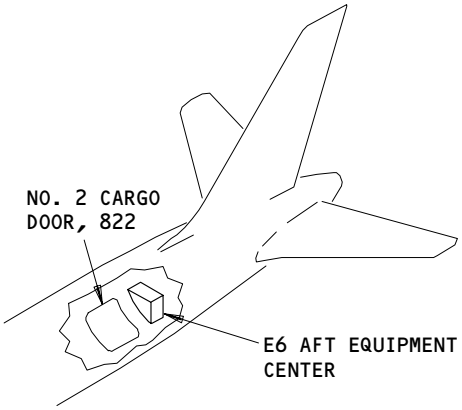



NO. 1 OR 2 CARGO DOOR
(CLOSED POSITION)
(E)

No. 1 and 2 Cargo Doors - Component Location (Details from Sht 1)
Figure 102 (Sheet 2)




MAIN EQUIPMENT CENTER




No. 1 and 2 Cargo Doors - Component Location
Figure 102 (Sheet 3)

## NO. 1 AND NO. 2 CARGO DOOR - FAULT ISOLATION

1. General
   A. This procedure contains the trouble-shooting for the No. 1 and the No. 2 cargo doors. It has figures that contain the trouble-shooting procedures for specific cargo door failures. It also contains a fault isolation tip if a failure in another system affects the cargo doors.
2. Fault Isolation Tip
   A. During ground operation it is possible for a protective feature in the ground power system to operate. This will cause the ground power system to fail to supply power to the cargo doors. Any one of these steps will reset the ground power system:
      (1) Remove and re-apply electrical power from the ground power system (AMM 24-22-00/201).
      (2) Depress the ground service switch on the forward flight attendants panel.
      (3) Remove and re-install the ground power plug in the external receptacle.
   B. If the problem remains do the bite test of the bus power control unit (BPCU) found in chapter 24-3 of the 757 BITE manual.

## NO. 1 (FWD) CARGO DOOR WILL NOT OPEN ELECTRICALLY. MANUAL OPERATION WAS NORMAL.

**PREREQUISITES**

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34A1, 34A5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
DOOR IS CLOSED BUT NOT LATCHED

1 DO ANY OF THE STEPS THAT FOLLOW TO RESET THE GROUND POWER SYSTEM:
1. REMOVE AND APPLY ELECTRICAL POWER FROM THE GROUND POWER SYSTEM (AMM 24-22-00/201)
2. PUSH THE GROUND SERVICE SWITCH ON THE FORWARD FLIGHT ATTENDANTS PANEL
3. REMOVE AND REINSTALL THE GROUND POWER PLUG IN THE EXTERNAL RECEPTACLE

IF THE PROBLEM CONTINUES, DO THE BPCU BITE/PERIODIC TEST (AMM 24-22-00/501).
DOES THE PROBLEM CONTINUE?

NO → 20 YOU CORRECTED THE FAULT.

YES

1A OPEN THE CARGO DOOR MANUALLY (AMM 52-34-00/201).
DO A CHECK FOR ICE ON THE COMPONENTS OF THE CARGO DOOR.
IS THERE ICE ON THE COMPONENTS OF THE CARGO DOOR?

YES → 20A REMOVE THE ICE.
DO A CHECK FOR THE LEAKAGE OF WATER IN AND AROUND THE CARGO DOOR.
DO A CHECK AND REPLACE THE CARGO DOOR SEAL (AMM 52-09-04/401).
MAKE SURE THE CARGO DOOR WILL OPEN AND CLOSE ELECTRICALLY (AMM 52-34-00/201).

NO

2 CLOSE THE CARGO DOOR MANUALLY (AMM 52-34-00/201).
MAKE SURE THE CARGO DOOR IS NOT LATCHED.
USE THE OTHER CARGO DOOR CONTROL SWITCH (S10180 INTERIOR, S10183 EXTERIOR) TO OPEN THE CARGO DOOR (WDM 52-34-11).
DOES THE DOOR OPEN?

YES → 21 REPLACE THE INTERIOR CARGO DOOR CONTROL SWITCH, S10180, OR THE EXTERIOR CARGO DOOR CONTROL SWITCH, S10183 (AMM 52-34-30/401).

NO

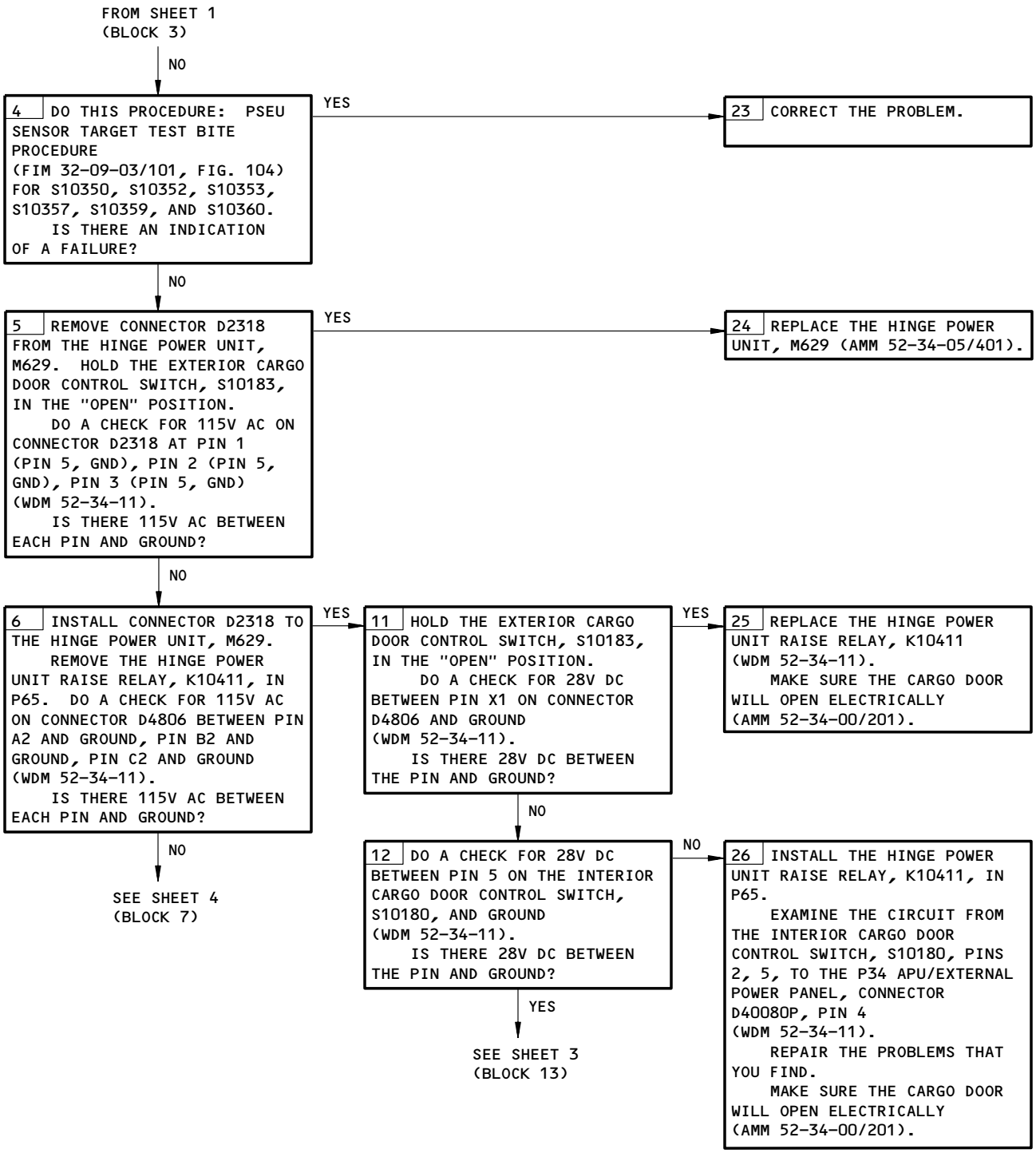
3 DO THIS PROCEDURE: PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103).
IS THERE AN INDICATION OF A FAILURE?

YES → 22 CORRECT THE PROBLEM.

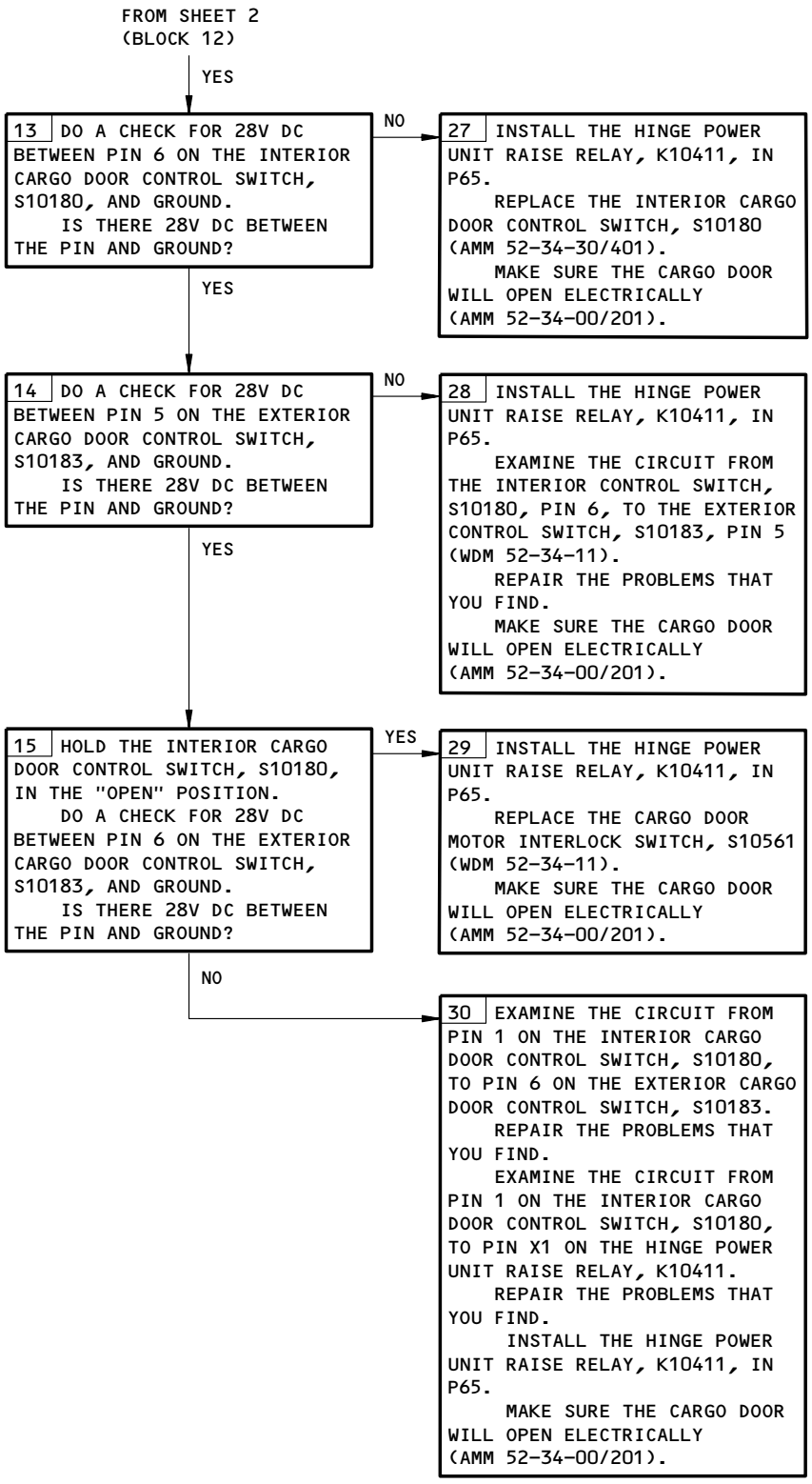
NO

SEE SHEET 2
(BLOCK 4)

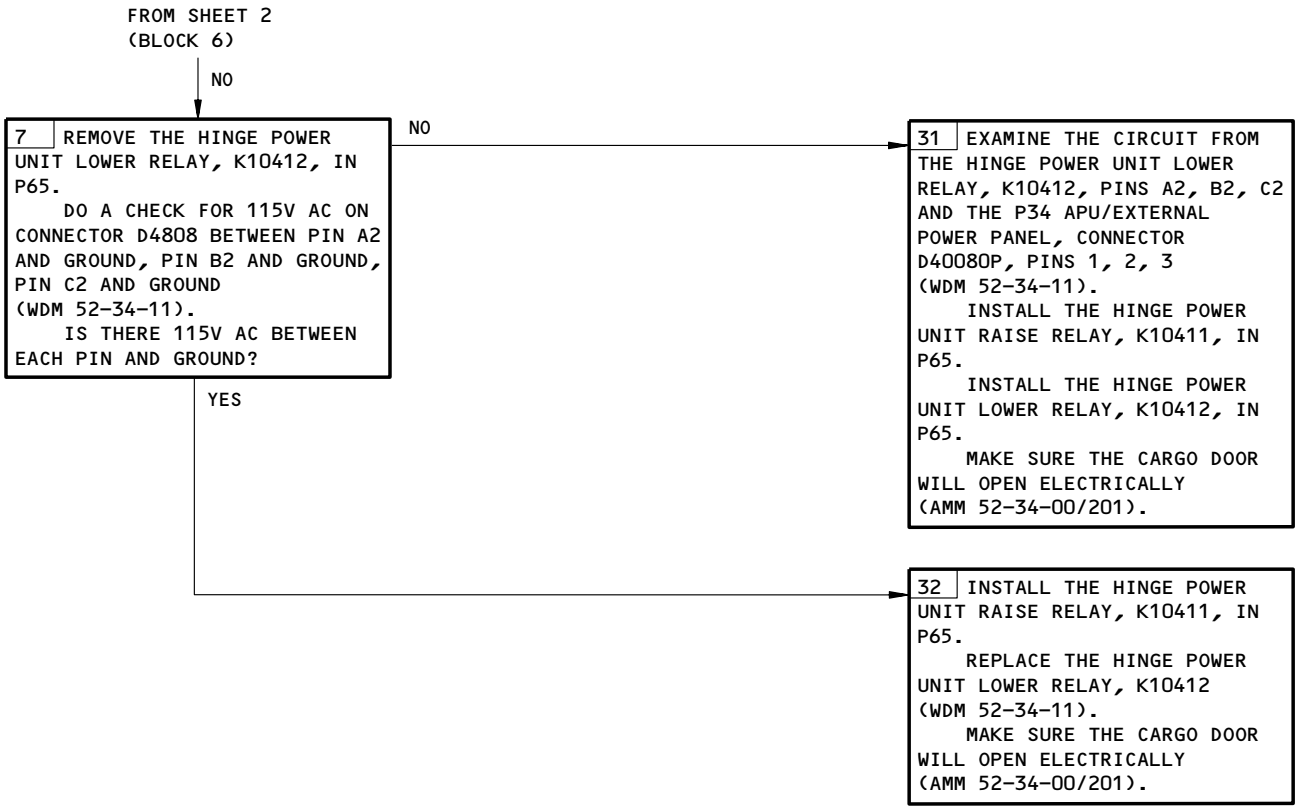
No. 1 (Fwd) Cargo Door Will Not Open Electrically. Manual Operation Was Normal.
Figure 103 (Sheet 1)




No. 1 (Fwd) Cargo Door Will Not Open Electrically. Manual Operation was Normal.
Figure 103 (Sheet 2)




No. 1 (Fwd) Cargo Door Will Not Open Electrically. Manual Operation was Normal.
Figure 103 (Sheet 3)




No. 1 (Fwd) Cargo Door Will Not Open Electrically. Manual Operation was Normal.
Figure 103 (Sheet 4)

## NO. 2 (AFT) CARGO DOOR FAILED TO OPEN ELECTRICALLY. MANUAL OPERATION WAS NORMAL.

**PREREQUISITES**

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34A2, 34A5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201).
DOOR IS CLOSED BUT NOT LATCHED

1 DO ANY OF THE STEPS THAT FOLLOW TO RESET THE GROUND POWER SYSTEM:
1. REMOVE AND APPLY ELECTRICAL POWER FROM THE GROUND POWER SYSTEM (AMM 24-22-00/201)
2. PUSH THE GROUND SERVICE SWITCH ON THE FORWARD FLIGHT ATTENDANTS PANEL
3. REMOVE AND REINSTALL THE GROUND POWER PLUG IN THE EXTERNAL RECEPTACLE

IF THE PROBLEM CONTINUES, DO THE BPCU BITE/PERIODIC TEST (AMM 24-22-00/501).
DOES THE PROBLEM CONTINUE?

NO → 20 YOU CORRECTED THE FAULT.

YES

1A OPEN THE CARGO DOOR MANUALLY (AMM 52-34-00/201).
DO A CHECK FOR ICE ON THE COMPONENTS OF THE CARGO DOOR.
IS THERE ICE ON THE COMPONENTS OF THE CARGO DOOR?

YES → 20A REMOVE THE ICE.
DO A CHECK FOR THE LEAKAGE OF WATER IN AND AROUND THE CARGO DOOR.
DO A CHECK AND REPLACE THE CARGO DOOR SEAL (AMM 52-09-04/401).
MAKE SURE THE CARGO DOOR WILL OPEN AND CLOSE ELECTRICALLY (AMM 52-34-00/201).

NO

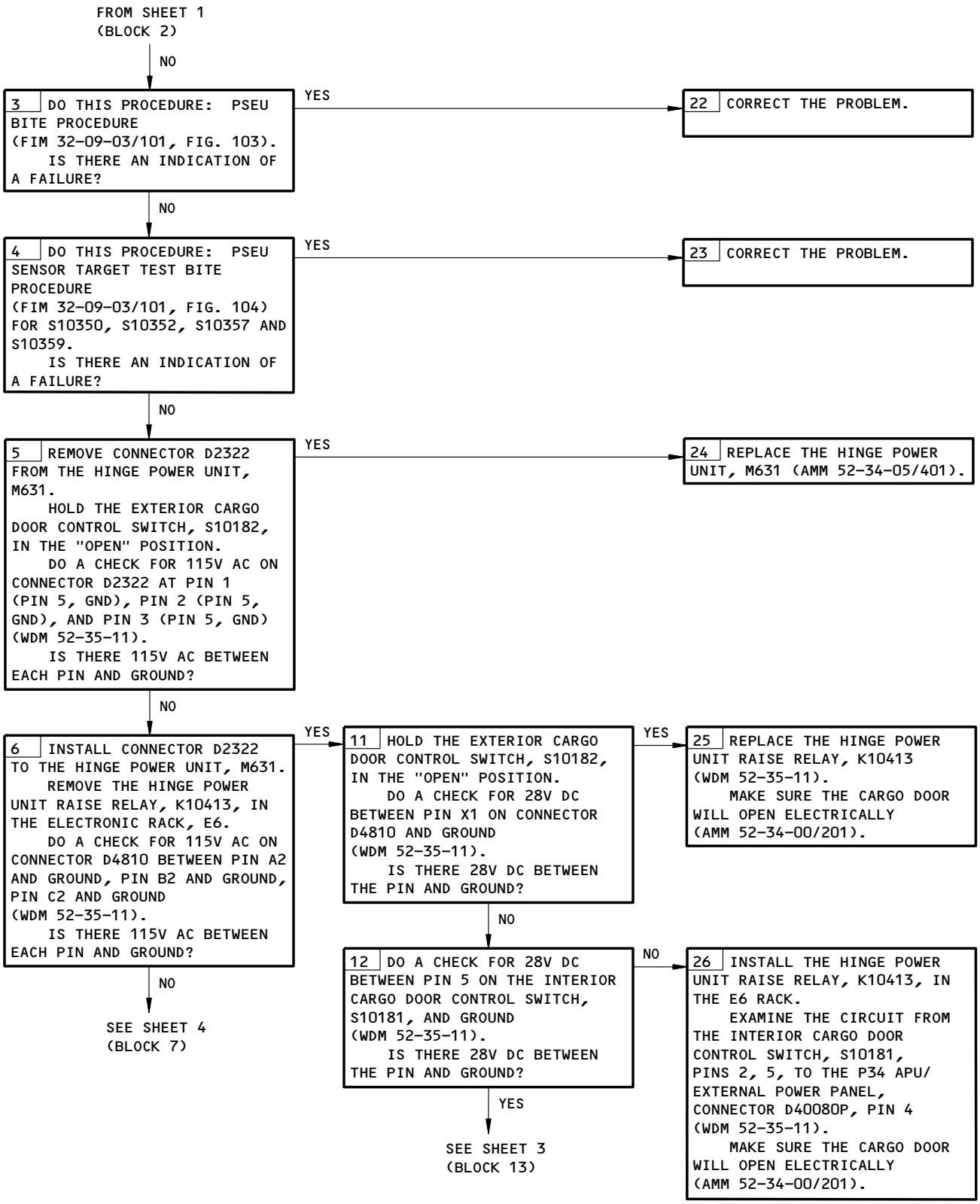
2 CLOSE THE CARGO DOOR MANUALLY (AMM 52-34-00/201).
MAKE SURE THE CARGO DOOR IS NOT LATCHED.
USE THE OTHER CARGO DOOR CONTROL SWITCH (S10181 INTERIOR, S10182 EXTERIOR) TO OPEN THE CARGO DOOR (WDM 52-35-11).
DOES THE DOOR OPEN?

YES → 21 REPLACE THE INTERIOR CARGO DOOR CONTROL SWITCH, S10181, OR THE EXTERIOR CARGO DOOR CONTROL SWITCH, S10182 (AMM 52-34-30/401).

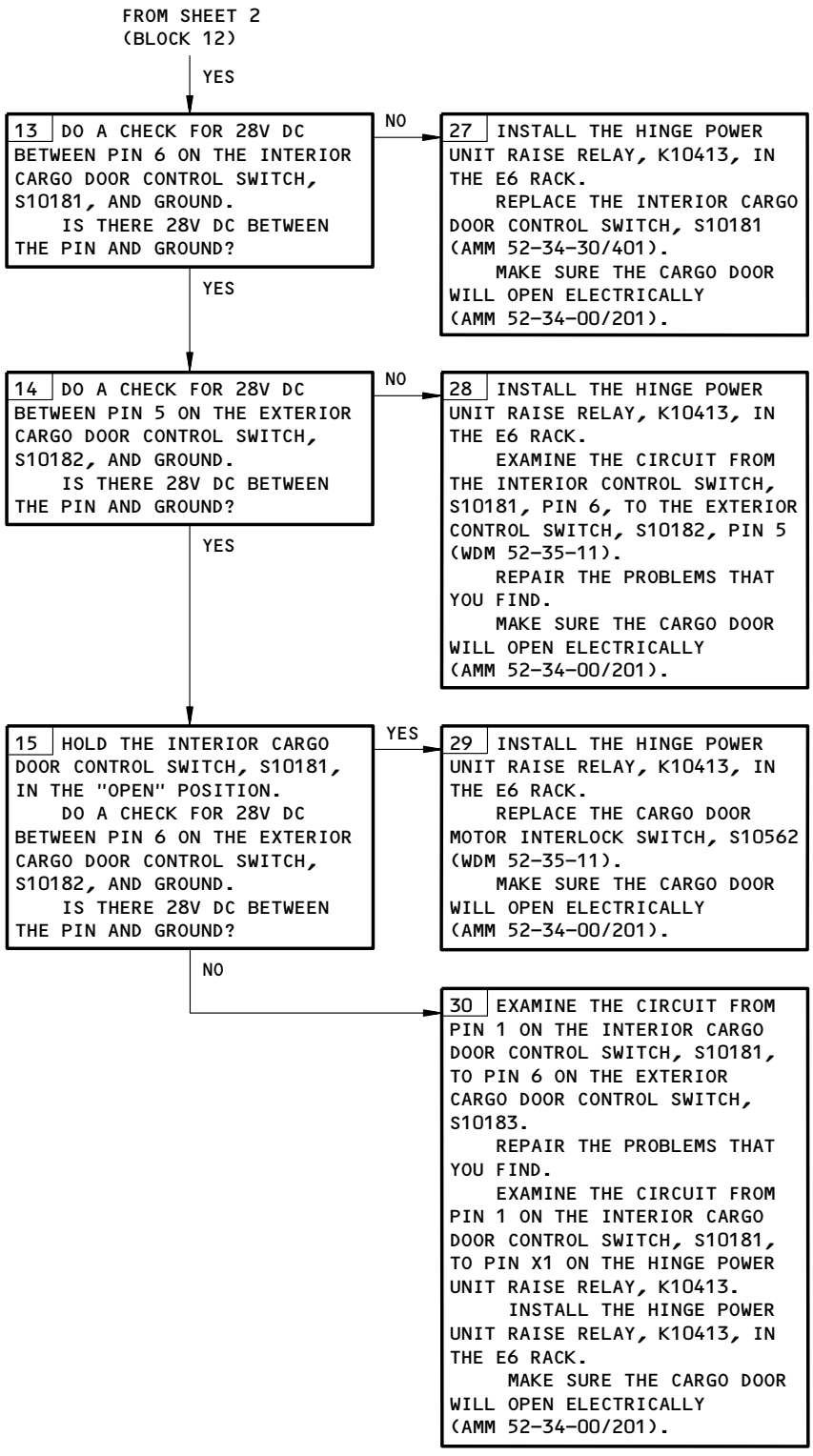
NO

SEE SHEET 2
(BLOCK 3)

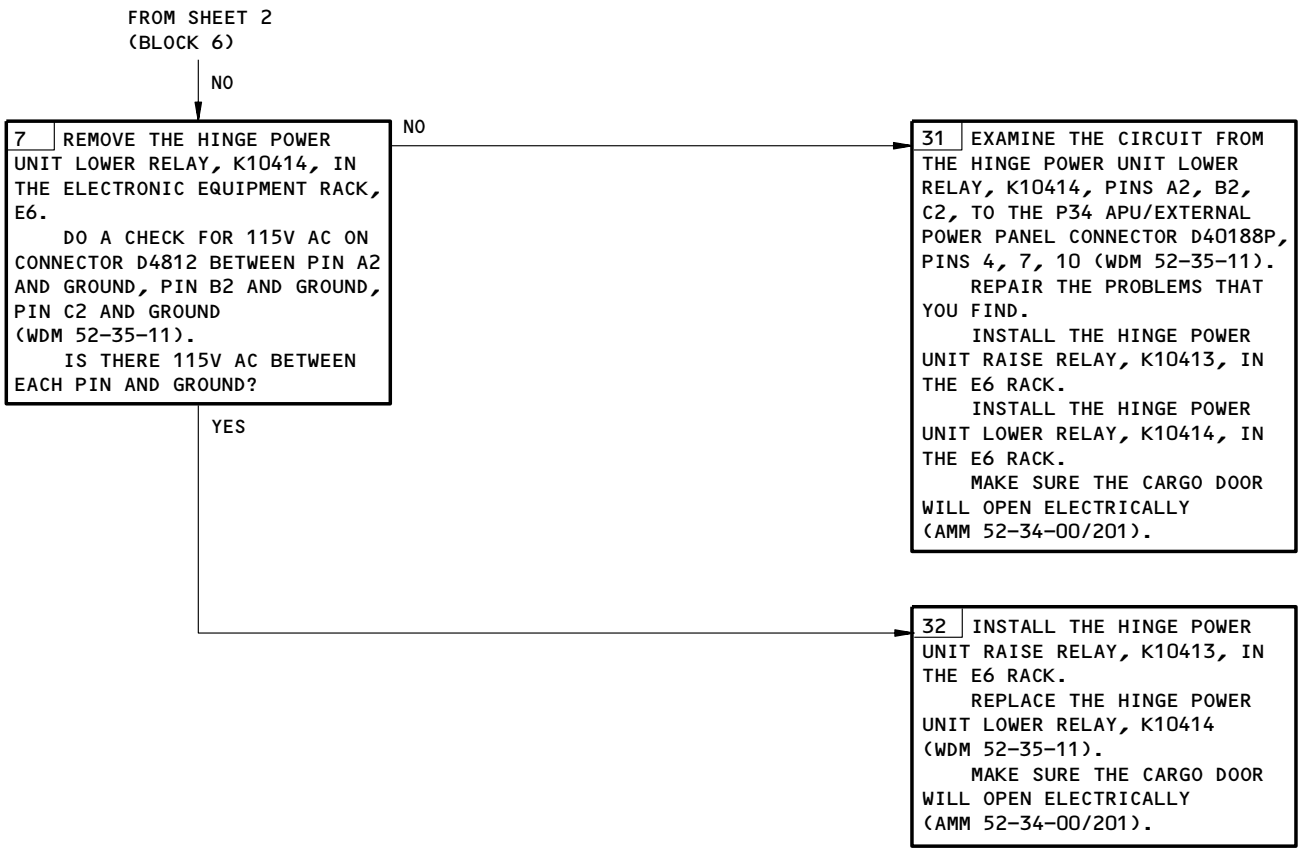
No. 2 (Aft) Cargo Door Failed to Open Electrically. Manual Operation Was Normal.
Figure 104 (Sheet 1)




No. 2 (Aft) Cargo Door Failed to Open Electrically. Manual Operation was Normal.
Figure 104 (Sheet 2)




No. 2 (Aft) Cargo Door Failed to Open Electrically. Manual Operation was Normal.
Figure 104 (Sheet 3)




No. 2 (Aft) Cargo Door Failed to Open Electrically. Manual Operation was Normal.
Figure 104 (Sheet 4)

NO. 1 (FWD) CARGO DOOR FAILED TO CLOSE ELECTRICALLY. MANUAL OPERATION WAS NORMAL.

**PREREQUISITES**

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34A1,34A5

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

1 DO ANY OF THE STEPS THAT FOLLOW TO RESET THE GROUND POWER SYSTEM:
1. REMOVE AND APPLY ELECTRICAL POWER FROM THE GROUND POWER SYSTEM (AMM 24-22-00/201)
2. PUSH THE GROUND SERVICE SWITCH ON THE FORWARD FLIGHT ATTENDANTS PANEL
3. REMOVE AND REINSTALL THE GROUND POWER PLUG IN THE EXTERNAL RECEPTACLE

IF THE PROBLEM REMAINS, DO THE BITE TEST OF THE BUS POWER CONTROL UNIT (BPCU) IN 24-3 OF THE BITE MANUAL.
DOES THE PROBLEM REMAIN?

NO → 20 YOU CORRECTED THE FAULT.

YES ↓

1A DO THIS PROCEDURE: PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103).
IS THERE AN INDICATION OF A FAILURE?

YES → 21A CORRECT THE PROBLEM.

NO ↓

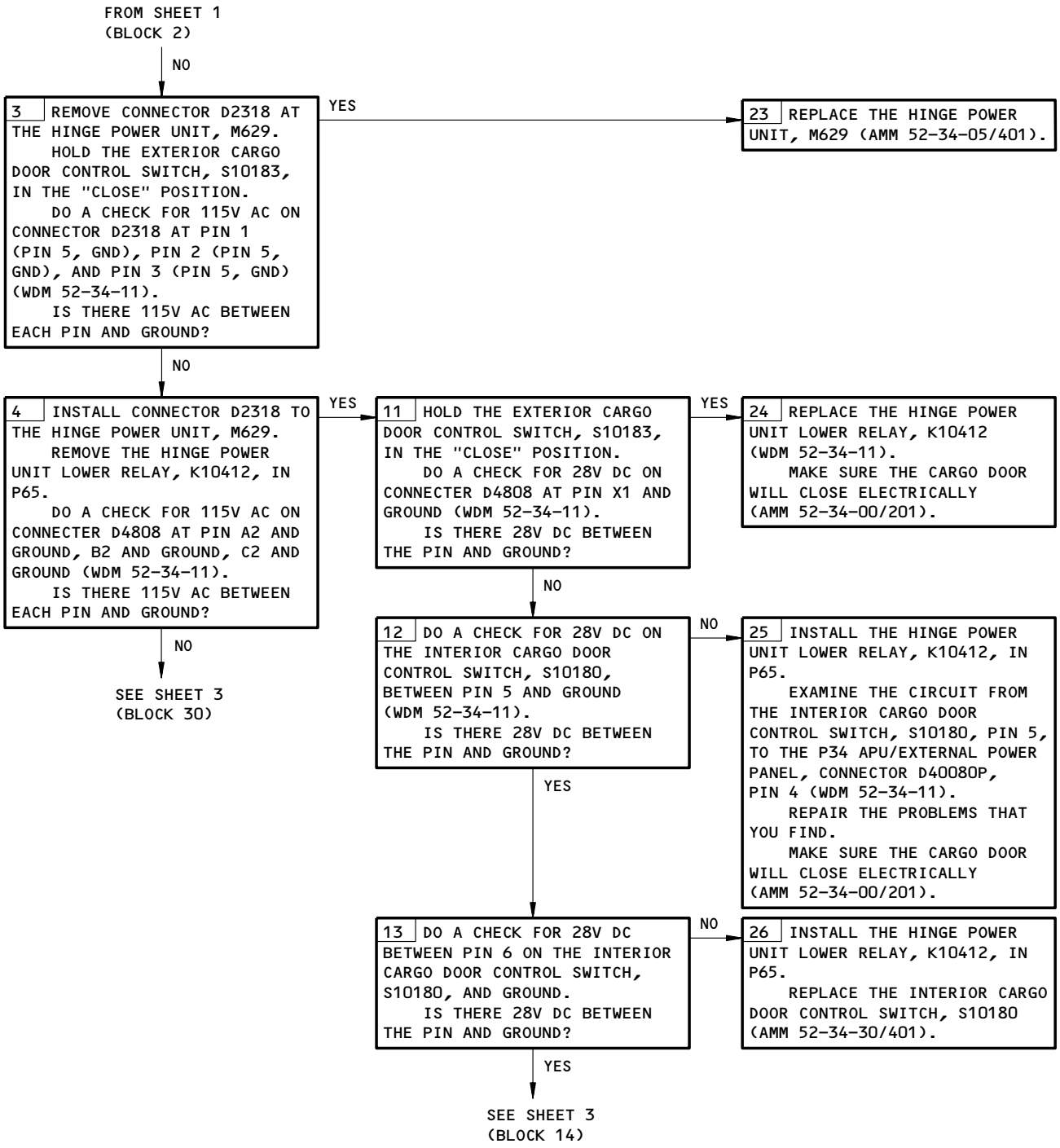
2 DO THIS PROCEDURE: PSEU SENSOR TARGET TEST BITE PROCEDURE (FIM 32-09-03/101, FIG. 104) FOR S10350,S10352, S10353,S10357 AND S10359.
IS THERE AN INDICATION OF A FAILURE?

YES → 22 CORRECT THE PROBLEM.

NO ↓

SEE SHEET 2
(BLOCK 3)

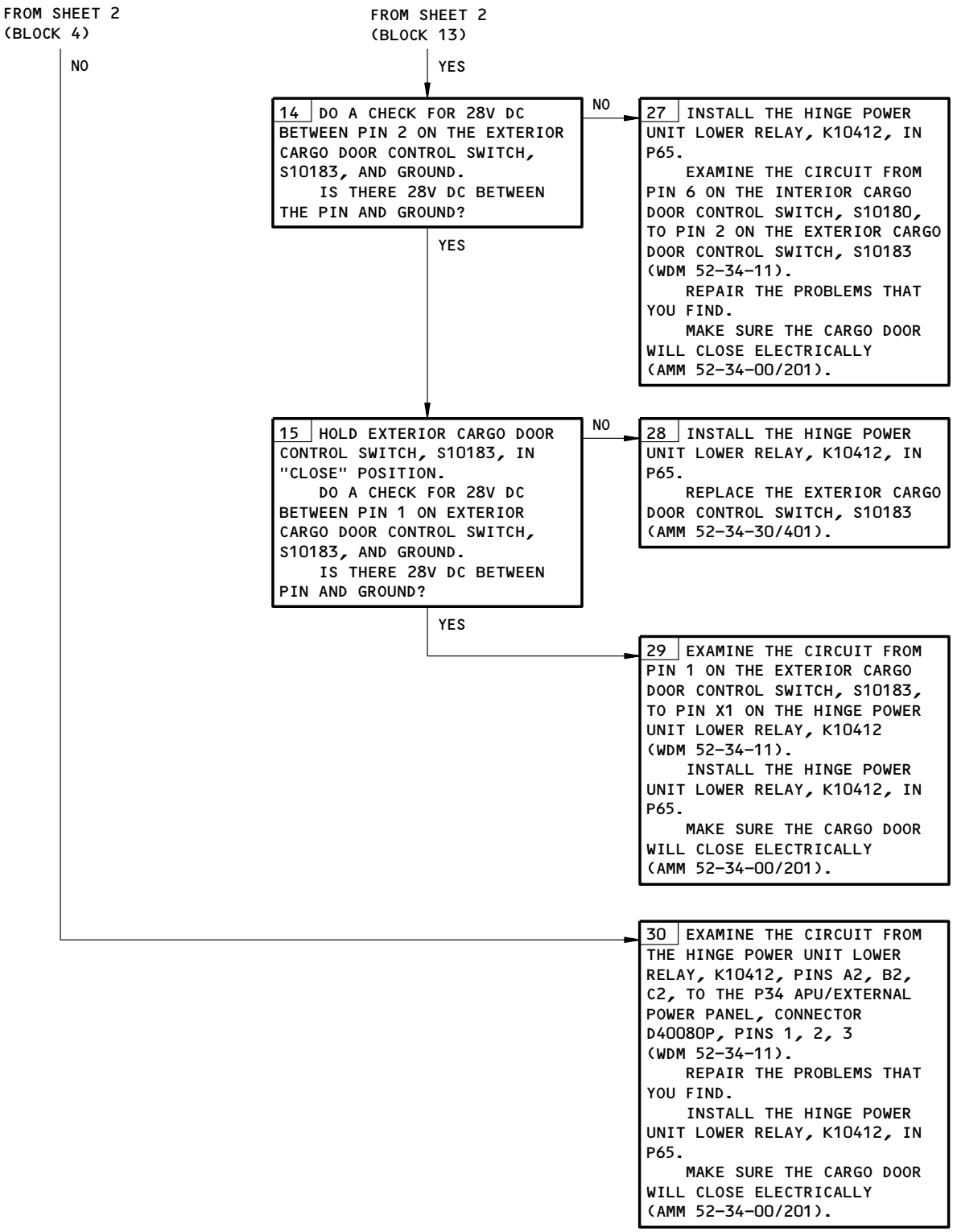
No. 1 (Fwd) Cargo Door Failed to Close Electrically. Manual Operation was Normal.
Figure 105 (Sheet 1)




No. 1 (Fwd) Cargo Door Failed to Close Electrically. Manual Operation was Normal.
Figure 105 (Sheet 2)



E47694



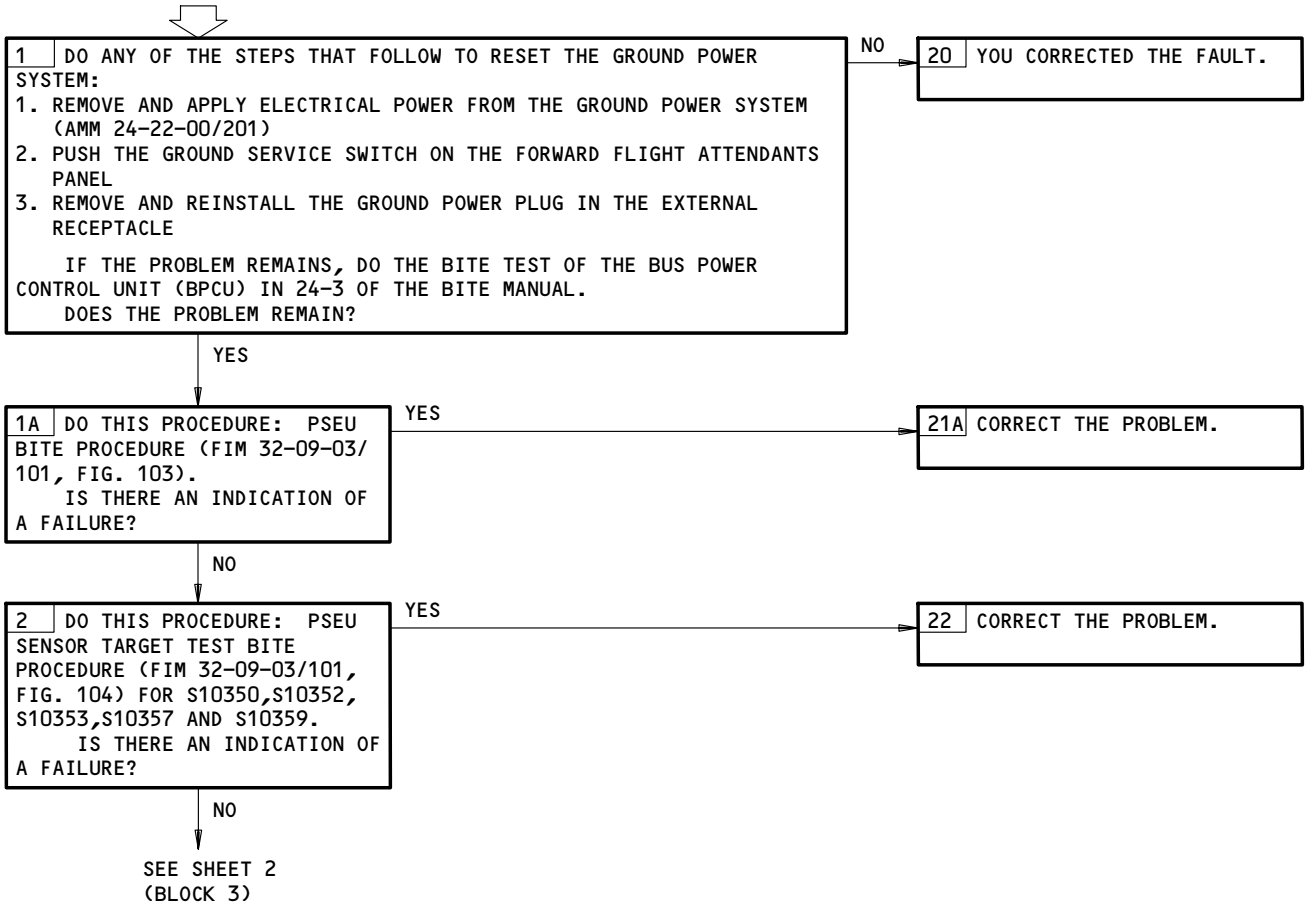

No. 1 (Fwd) Cargo Door Failed to Close Electrically. Manual Operation was Normal.
Figure 105 (Sheet 3)

NO. 2 (AFT) CARGO DOOR FAILED TO CLOSE ELECTRICALLY. MANUAL OPERATION WAS NORMAL.

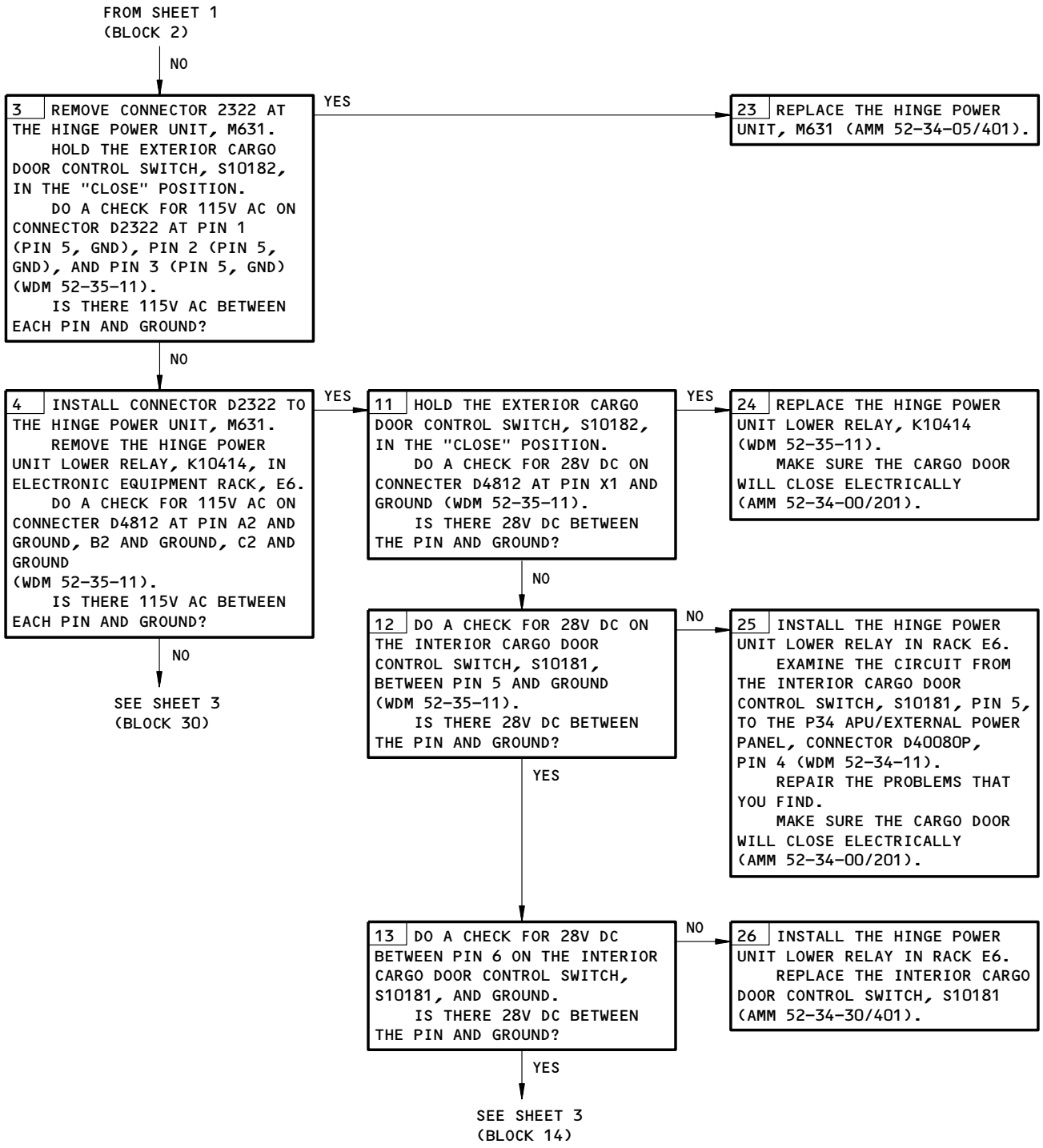
**PREREQUISITES**

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34A1,34A5

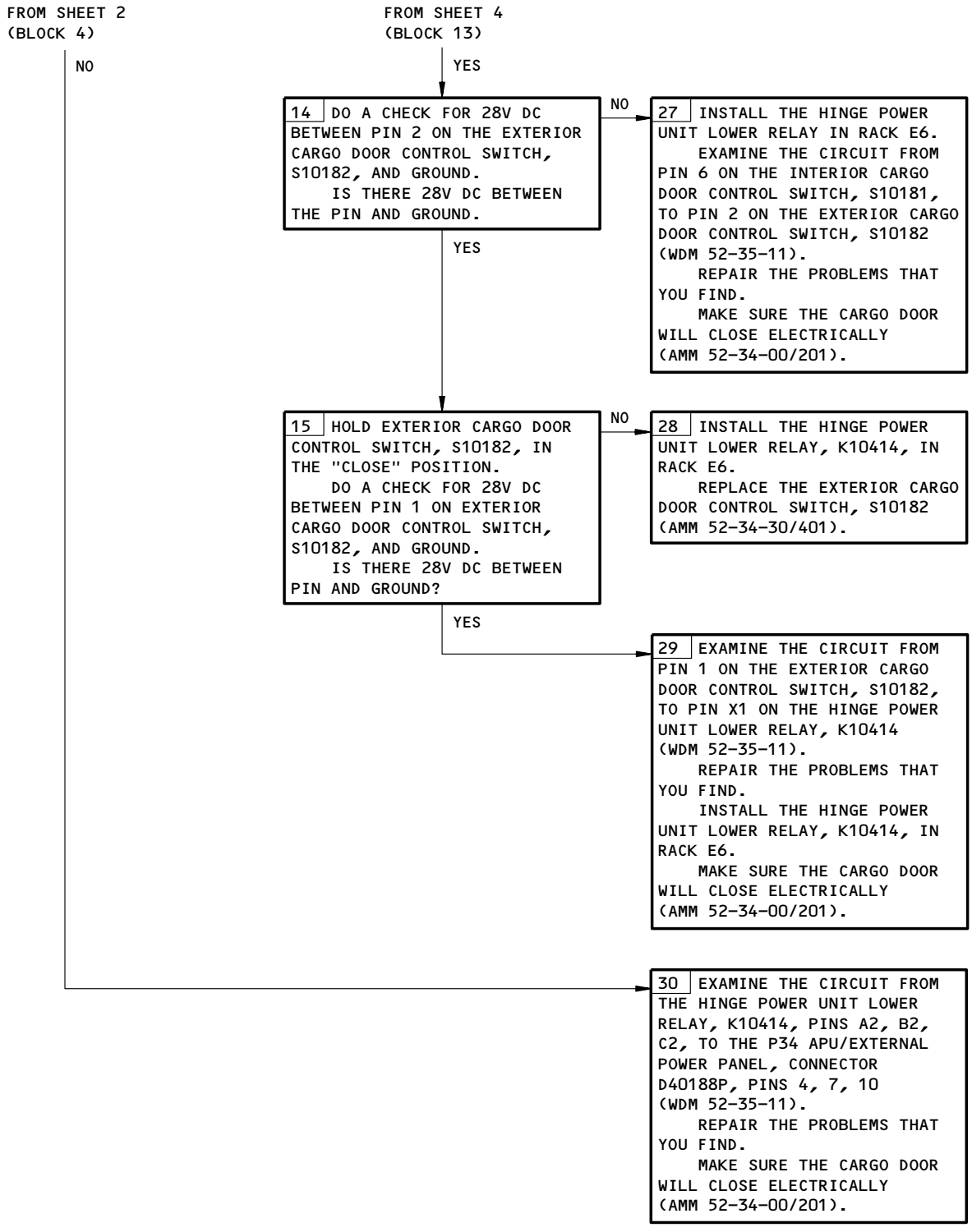
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
CARGO DOOR IS OPEN




No. 2 (Aft) Cargo Door Failed to Close Electrically. Manual Operation was Normal.
Figure 106 (Sheet 1)




No. 2 (Aft) Cargo Door Failed to Close Electrically. Manual Operation was Normal.
Figure 106 (Sheet 2)



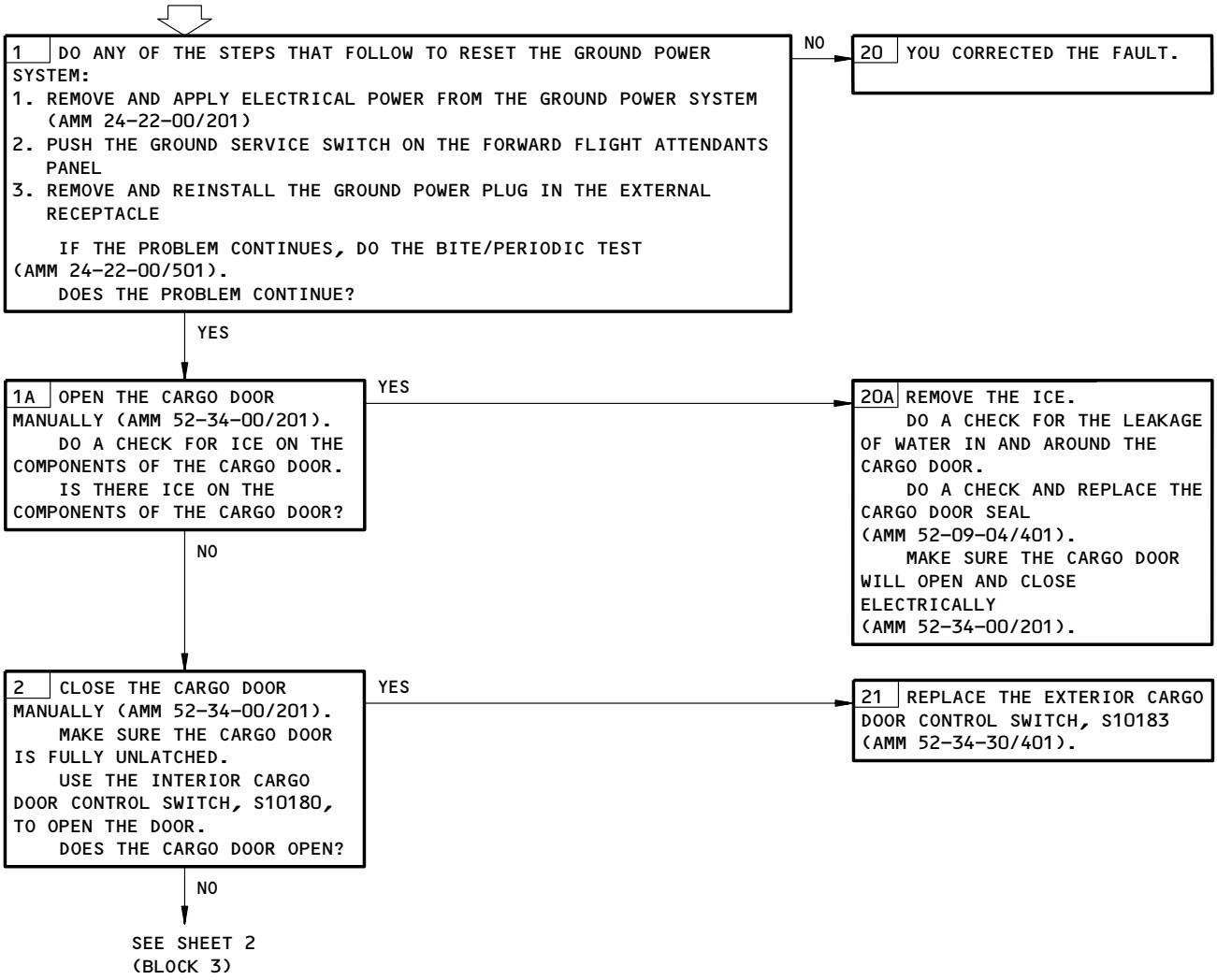

No. 2 (Aft) Cargo Door Failed to Close Electrically. Manual Operation was Normal.
Figure 106 (Sheet 3)

## NO. 1 (FWD) CARGO DOOR FAILED TO OPEN OR CLOSE ELECTRICALLY. MANUAL OPERATION WAS NORMAL.

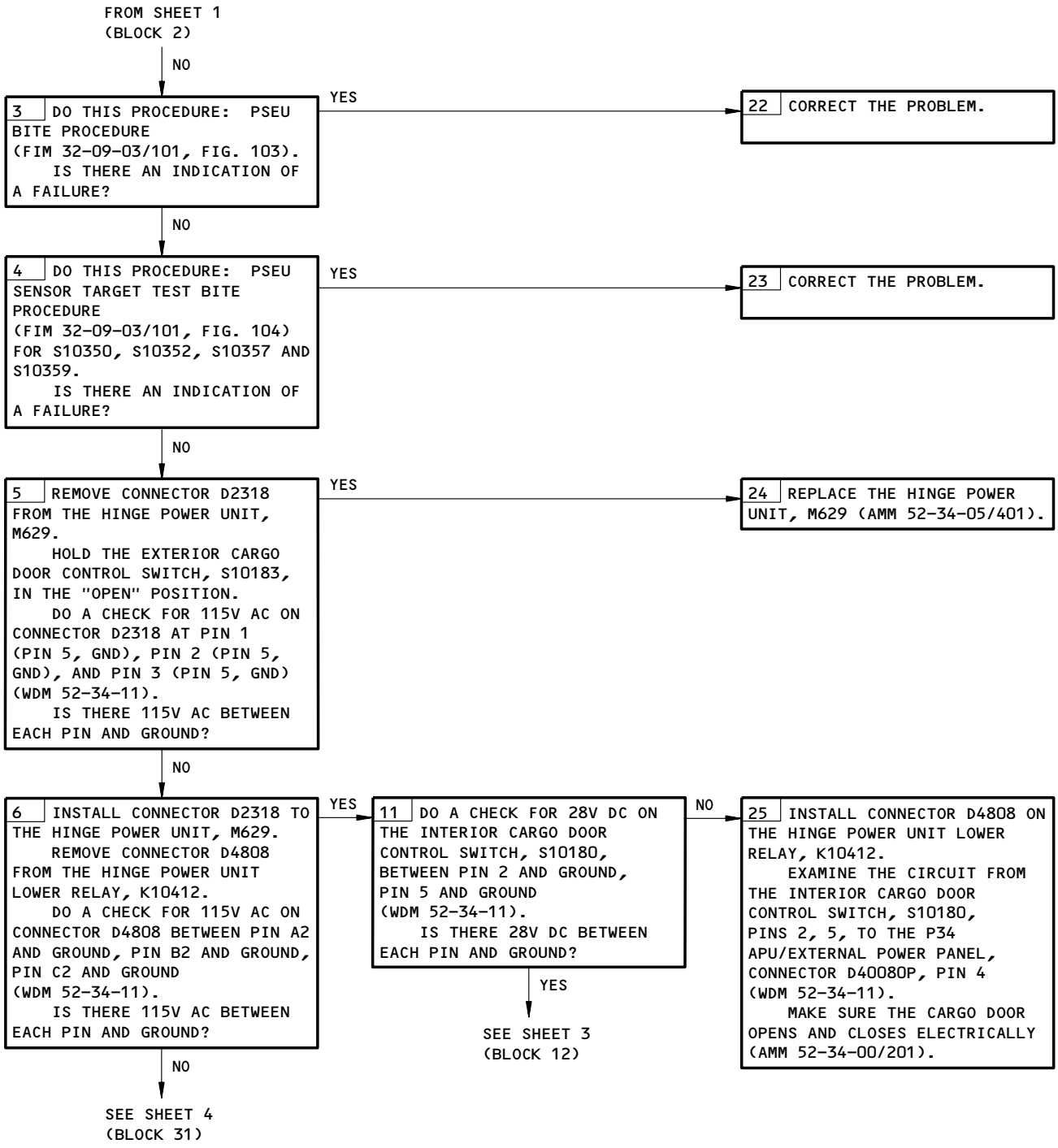
**PREREQUISITES**

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34A1, 34A5

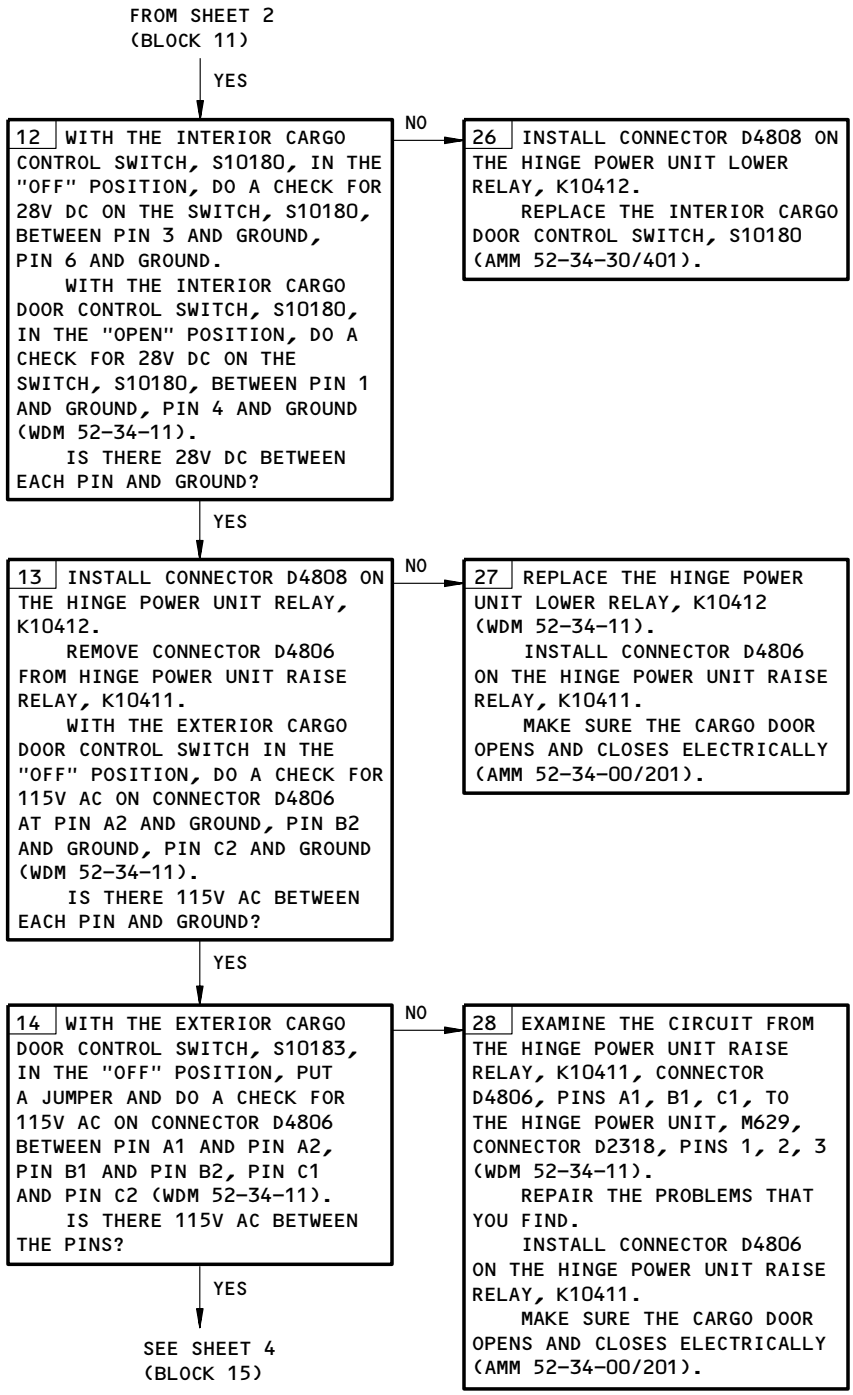
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
DOOR IS CLOSED BUT NOT LATCHED



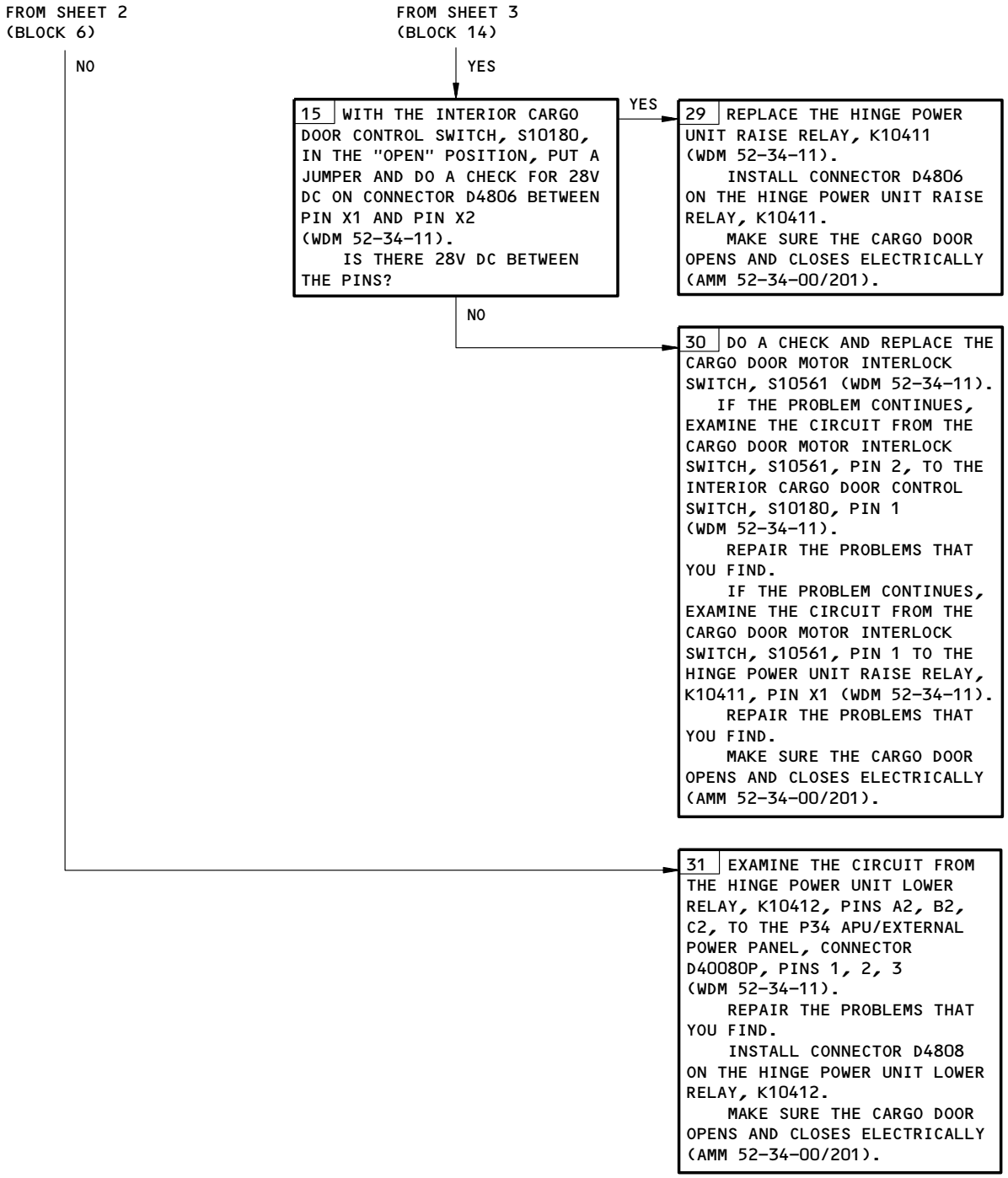

No. 1 (Fwd) Cargo Door Failed to Open or Close Electrically.
Manual Operation was Normal.
Figure 107 (Sheet 1)




No. 1 (Fwd) Cargo Door Failed to Open or Close Electrically.
Manual Operation was Normal.
Figure 107 (Sheet 2)




No. 1 (Fwd) Cargo Door Failed to Open or Close Electrically.
Manual Operation was Normal.
Figure 107 (Sheet 3)




No. 1 (Fwd) Cargo Door Failed to Open or Close Electrically.
Manual Operation was Normal.
Figure 107 (Sheet 4)

## NO. 2 (AFT) CARGO DOOR FAILED TO OPEN OR CLOSE ELECTRICALLY. MANUAL OPERATION WAS NORMAL.

**PREREQUISITES**

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34A2, 34A5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
DOOR IS CLOSED BUT NOT LATCHED

1 DO ANY OF THE STEPS THAT FOLLOW TO RESET THE GROUND POWER SYSTEM:
1. REMOVE AND APPLY ELECTRICAL POWER FROM THE GROUND POWER SYSTEM (AMM 24-22-00/201)
2. PUSH THE GROUND SERVICE SWITCH ON THE FORWARD FLIGHT ATTENDANTS PANEL
3. REMOVE AND REINSTALL THE GROUND POWER PLUG IN THE EXTERNAL RECEPTACLE

IF THE PROBLEM CONTINUES, DO THE BPCU BITE/PERIODIC TEST (AMM 24-22-00/501).
DOES THE PROBLEM CONTINUE?

NO → 20 YOU CORRECTED THE FAULT.

YES ↓

1A OPEN THE CARGO DOOR MANUALLY (AMM 52-34-00/201).
DO A CHECK FOR ICE ON THE COMPONENTS OF THE CARGO DOOR.
IS THERE ICE ON THE COMPONENTS OF THE CARGO DOOR?

YES → 20A REMOVE THE ICE.
DO A CHECK FOR THE LEAKAGE OF WATER IN AND AROUND THE CARGO DOOR.
DO A CHECK AND REPLACE THE CARGO DOOR SEAL (AMM 52-09-04/401).
MAKE SURE THE CARGO DOOR WILL OPEN AND CLOSE ELECTRICALLY (AMM 52-34-00/201).

NO ↓

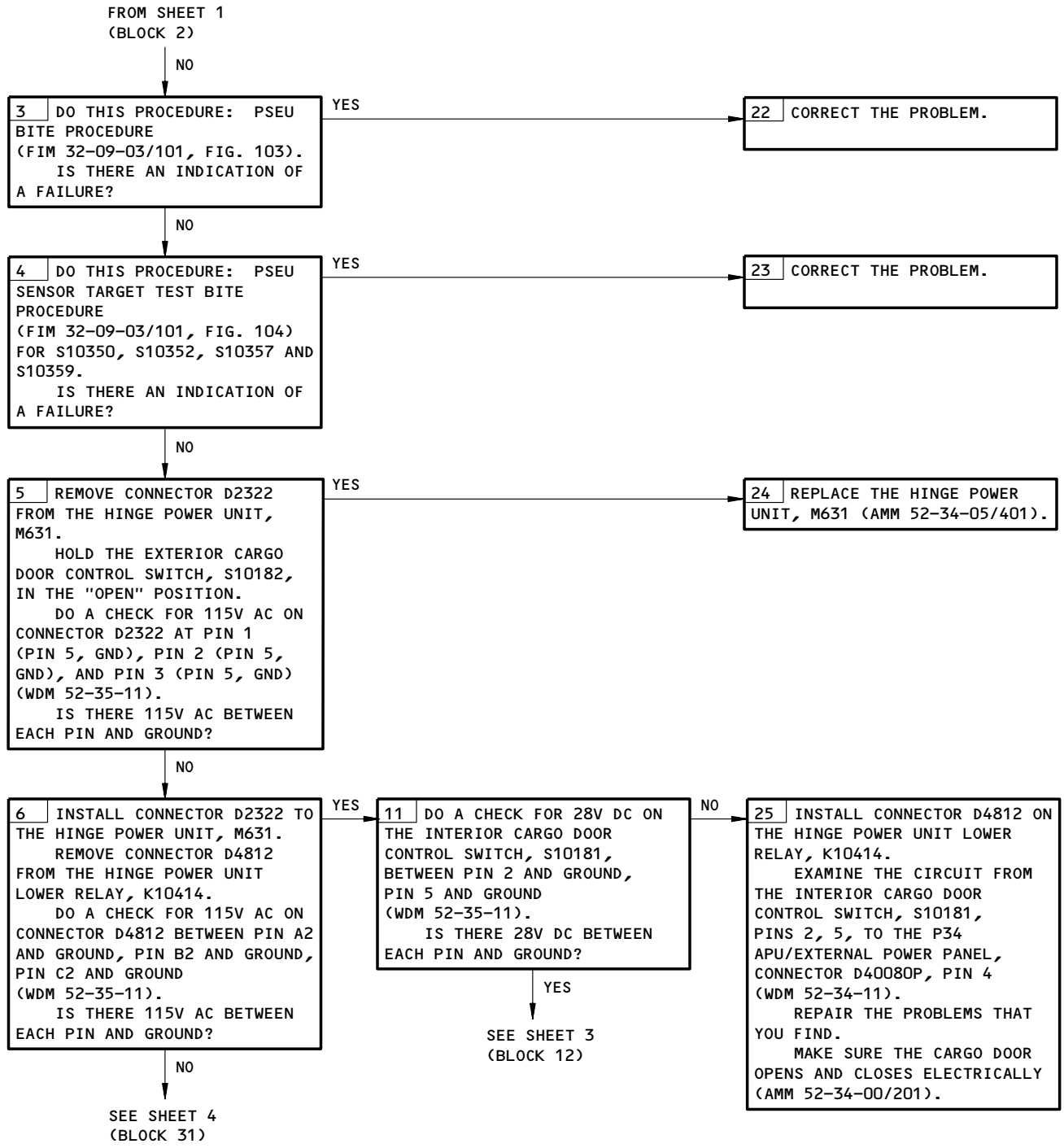
2 CLOSE THE CARGO DOOR MANUALLY (AMM 52-34-00/201).
MAKE SURE THE CARGO DOOR IS FULLY UNLATCHED.
USE THE INTERIOR CARGO DOOR CONTROL SWITCH, S10181, TO OPEN THE DOOR.
DOES THE CARGO DOOR OPEN?

YES → 21 REPLACE THE EXTERIOR CARGO DOOR CONTROL SWITCH, S10182 (AMM 52-34-30/401)

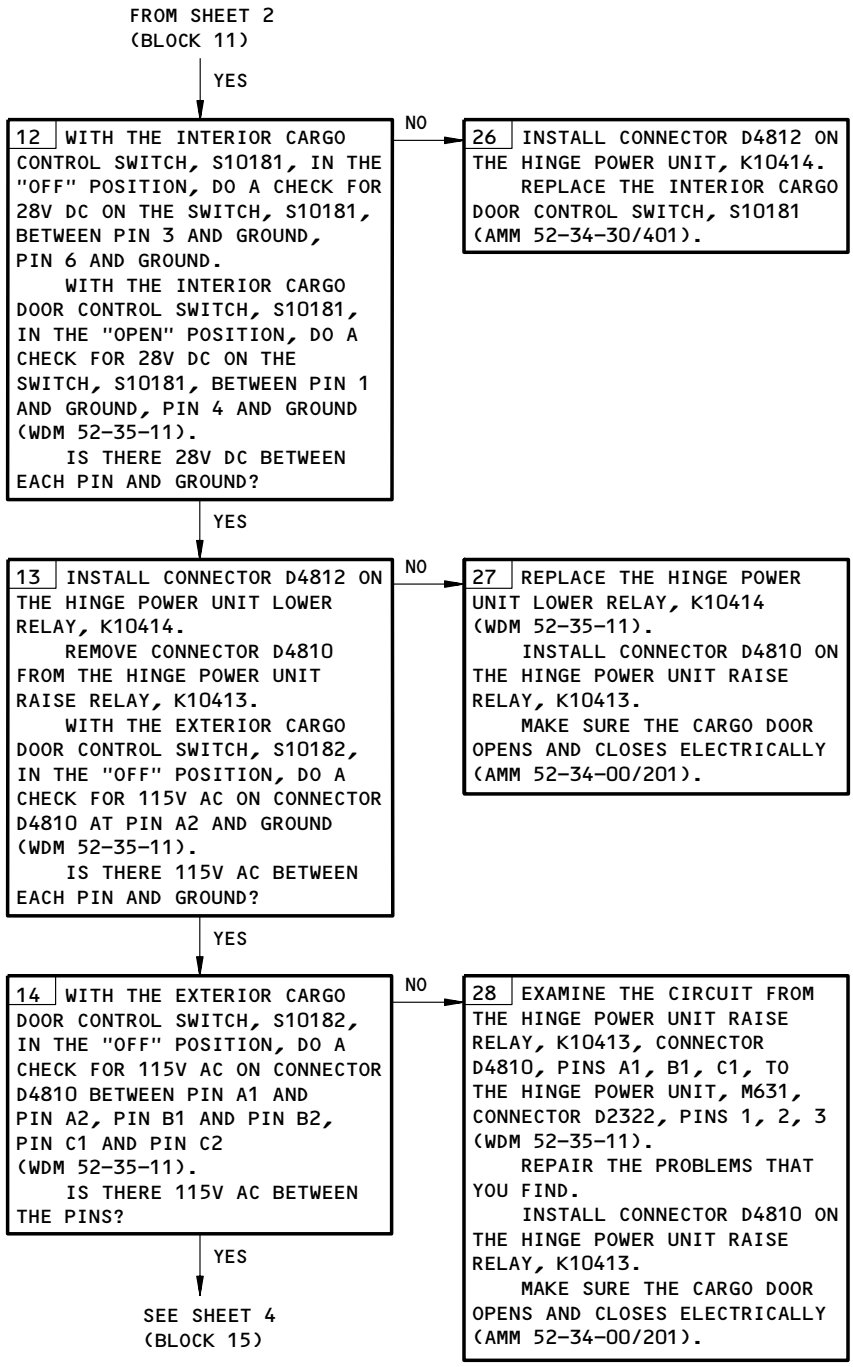
NO ↓

SEE SHEET 2
(BLOCK 3)

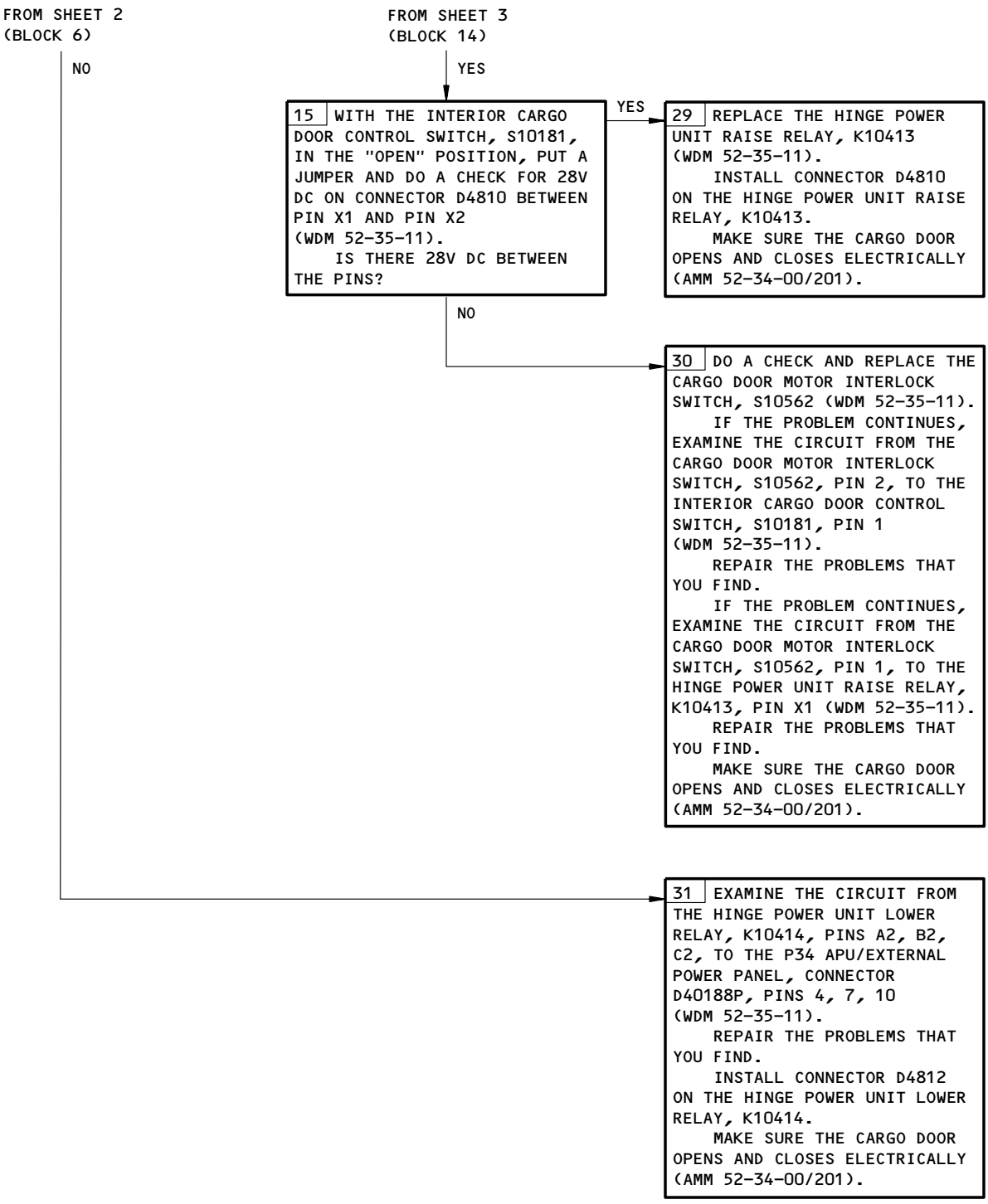
No. 2 (Aft) Cargo Door Failed to Open or Close Electrically.
Manual Operation was Normal.
Figure 108 (Sheet 1)




No. 2 (Aft) Cargo Door Failed to Open or Close Electrically.
Manual Operation was Normal.
Figure 108 (Sheet 2)




No. 2 (Aft) Cargo Door Failed to Open or Close Electrically.
Manual Operation was Normal.
Figure 108 (Sheet 3)




No. 2 (Aft) Cargo Door Failed to Open or Close Electrically.
Manual Operation was Normal.
Figure 108 (Sheet 4)


335947

**NO. 1 OR NO. 2 CARGO DOOR FAILED TO OPEN OR CLOSE ELECTRICALLY OR MANUALLY.**

**PREREQUISITES**

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
- NO. 1 CARGO DOOR, 34A1 AND 34A5
- NO. 2 CARGO DOOR, 34A2 AND 34A5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
- NO. 1 OR 2 CARGO DOOR IS NOT LATCHED

EQUIPMENT:
- CARGO DOOR SLING B52016-1

1 IF IT IS NECESSARY, GET ACCESS TO THE CARGO COMPARTMENT BY THE "OPEN THE NO. 1 OR 2 CARGO DOORS THAT DO NOT OPERATE" PROCEDURE (AMM 52-34-00/201).

INSTALL THE CARGO DOOR SLING B52016-1 ON THE DOOR.

IF IT IS NECESSARY, LIFT THE DOOR UNTIL IT IS OPEN A SMALL DISTANCE.

DISCONNECT THE OUTPUT DRIVE SHAFTS FROM THE TWO SIDES OF THE HINGE POWER UNIT M629 ON THE NO. 1 CARGO DOOR (OR M631 ON THE NO. 2 CARGO DOOR).

PUT A 3/8-INCH DRIVE SPEED WRENCH INTO THE MANUAL DRIVE SOCKET AND TURN CLOCKWISE OR COUNTER CLOCKWISE.

DID THE OUTPUT SHAFT IN THE HINGE POWER UNIT M629 (OR M631) TURN?

NO

31 REPLACE THE HINGE POWER UNIT M629 (OR M631) (AMM 52-34-05/401).

IF YOU DID THE "OPEN THE NO. 1 OR 2 CARGO DOORS THAT DO NOT OPERATE" PROCEDURE, INSTALL THE ROTARY ACTUATORS (AMM 52-34-06/401) AND THE ROTARY ACTUATOR ACCESS DOORS.

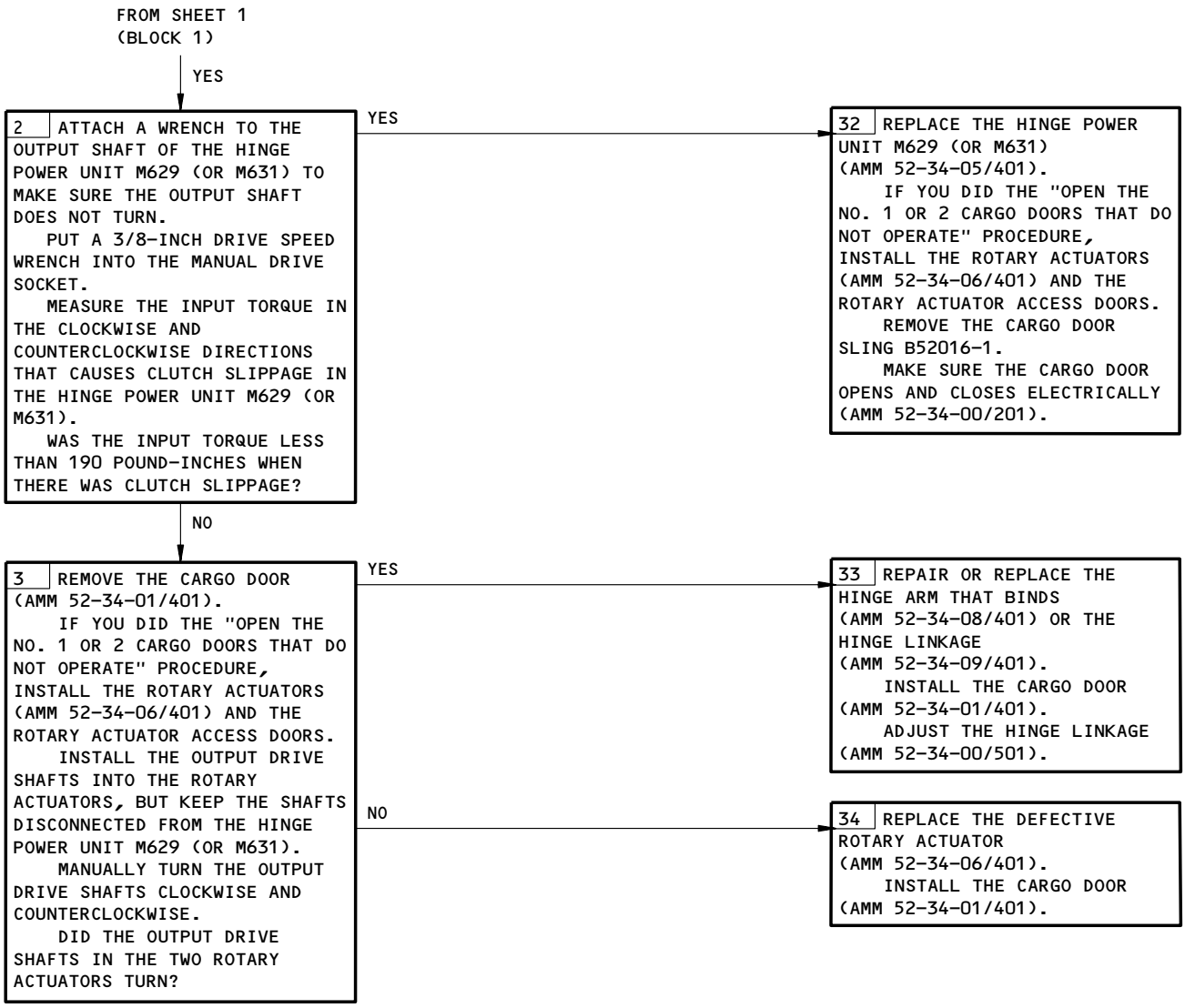
REMOVE THE CARGO DOOR SLING B52016-1.

MAKE SURE THE CARGO DOOR OPENS AND CLOSES ELECTRICALLY (AMM 52-34-00/201).

YES

SEE SHEET 2
(BLOCK 2)

No. 1 or No. 2 Cargo Door Failed to Open or Close Electrically or Manually.
Figure 109 (Sheet 1)




No. 1 or No. 2 Cargo Door Failed to Open or Close Electrically or Manually.
Figure 109 (Sheet 2)

**PREREQUISITES**

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
NO. 1 CARGO DOOR, 34A1 AND 34A5
NO. 2 CARGO DOOR, 34A2 AND 34A5

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
NO. 1 OR 2 CARGO DOOR IS NOT LATCHED

EQUIPMENT:
CARGO DOOR SLING B52016-1

## NO. 1 OR NO. 2 CARGO DOOR OPENS AND CLOSES TOO SLOWLY

1 PUT A 3/8-INCH DRIVE SPEED WRENCH INTO THE MANUAL DRIVE SOCKET.
MEASURE THE TORQUE THAT IS NECESSARY TO OPEN AND CLOSE THE CARGO DOOR.
IS THE TORQUE TO OPEN AND CLOSE THE DOOR MORE THAN 80 POUND-INCHES?

NO → 21 FOR THE NO. 1 CARGO DOOR, DO THE "NO. 1 (FWD) CARGO DOOR FAILED TO OPEN OR CLOSE ELECTRICALLY. MANUAL OPERATION WAS NORMAL" PROCEDURE (52-34-00, FIG. 107, BLOCK 3).
FOR THE NO. 2 CARGO DOOR, DO THE "NO. 2 (AFT) CARGO DOOR FAILED TO OPEN OR CLOSE ELECTRICALLY. MANUAL OPERATION WAS NORMAL" PROCEDURE (52-34-00, FIG. 108, BLOCK 3).

YES

2 PUT THE CARGO DOOR IN THE CLOSED AND LATCHED POSITION.
DURING AND AFTER YOU CLOSE THE DOOR, DO A CHECK ON THE ALIGNMENT OF THE GUIDE ROLLERS IN THE GUIDE TRACKS AND THE ALIGNMENT OF THE LATCH ROLLERS IN THE LATCH TRACKS.
ARE THE GUIDE ROLLERS ALIGNED WITH THE GUIDE TRACKS AND ARE THE LATCH ROLLERS ALIGNED WITH THE LATCH TRACKS?

NO → 22 CONNECT THE OUTPUT DRIVE SHAFTS TO THE HINGE POWER UNIT M629 (OR M631).
REMOVE THE CARGO DOOR SLING B52016-1.
ADJUST THE CARGO DOOR (MM 52-34-00/501).

YES

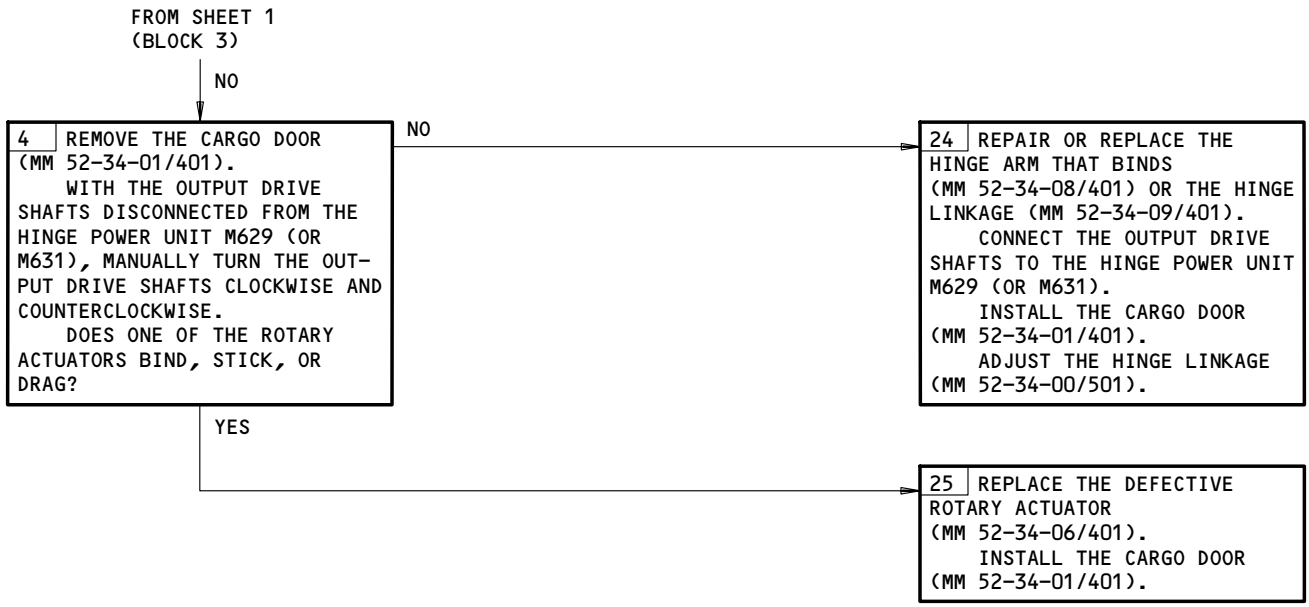
3 INSTALL THE CARGO DOOR SLING B52016-1 TO HOLD THE CARGO DOOR.
DISCONNECT THE OUTPUT DRIVE SHAFTS FROM THE TWO SIDES OF THE HINGE POWER UNIT M629 ON THE NO. 1 CARGO DOOR (OR M631 ON THE NO. 2 CARGO DOOR).
PUT A 3/8-INCH DRIVE SPEED WRENCH INTO THE MANUAL DRIVE SOCKET AND TURN CLOCKWISE OR COUNTERCLOCKWISE.
DOES THE GEAR MECHANISM IN THE HINGE POWER UNIT M629 (OR M631) BIND, STICK, OR DRAG?

YES → 23 REPLACE THE HINGE POWER UNIT M629 (OR M631) (MM 52-34-05/401).
REMOVE THE CARGO DOOR SLING B52016-1.

NO

SEE SHEET 2
(BLOCK 4)

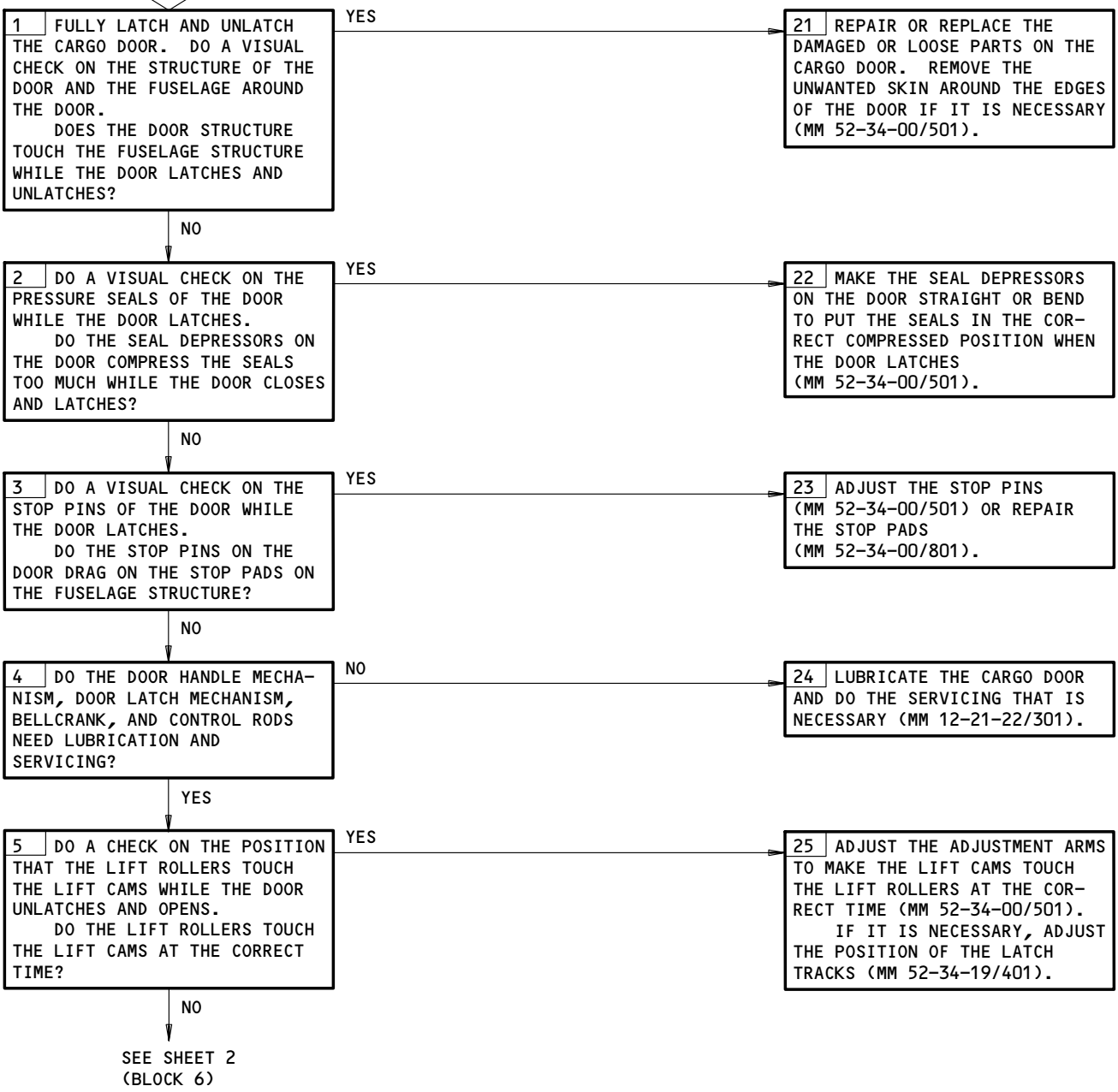
No. 1 or No. 2 Cargo Door Opens and Closes too Slowly
Figure 110 (Sheet 1)



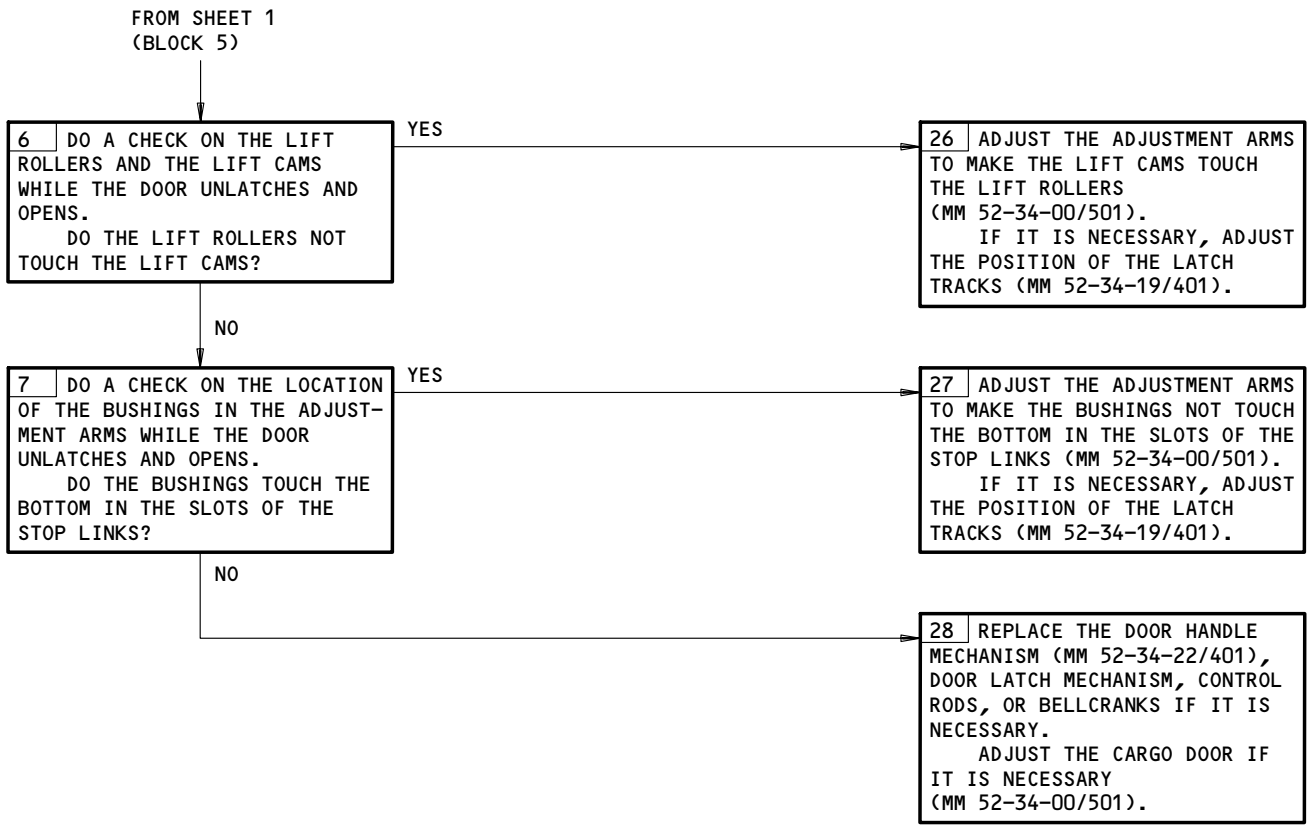

No. 1 or No. 2 Cargo Door Opens and Closes too Slowly
Figure 110 (Sheet 2)

## NO. 1 (FWD) OR NO. 2 (AFT) CARGO DOOR BINDING WHEN (UNLOCKING, LOCKING, LOCKING AND UNLOCKING)

**PREREQUISITES**
NONE




No. 1 (Fwd) or No. 2 (Aft) Cargo Door Binding When (Unlocking, Locking, Locking and Unlocking)
Figure 111 (Sheet 1)



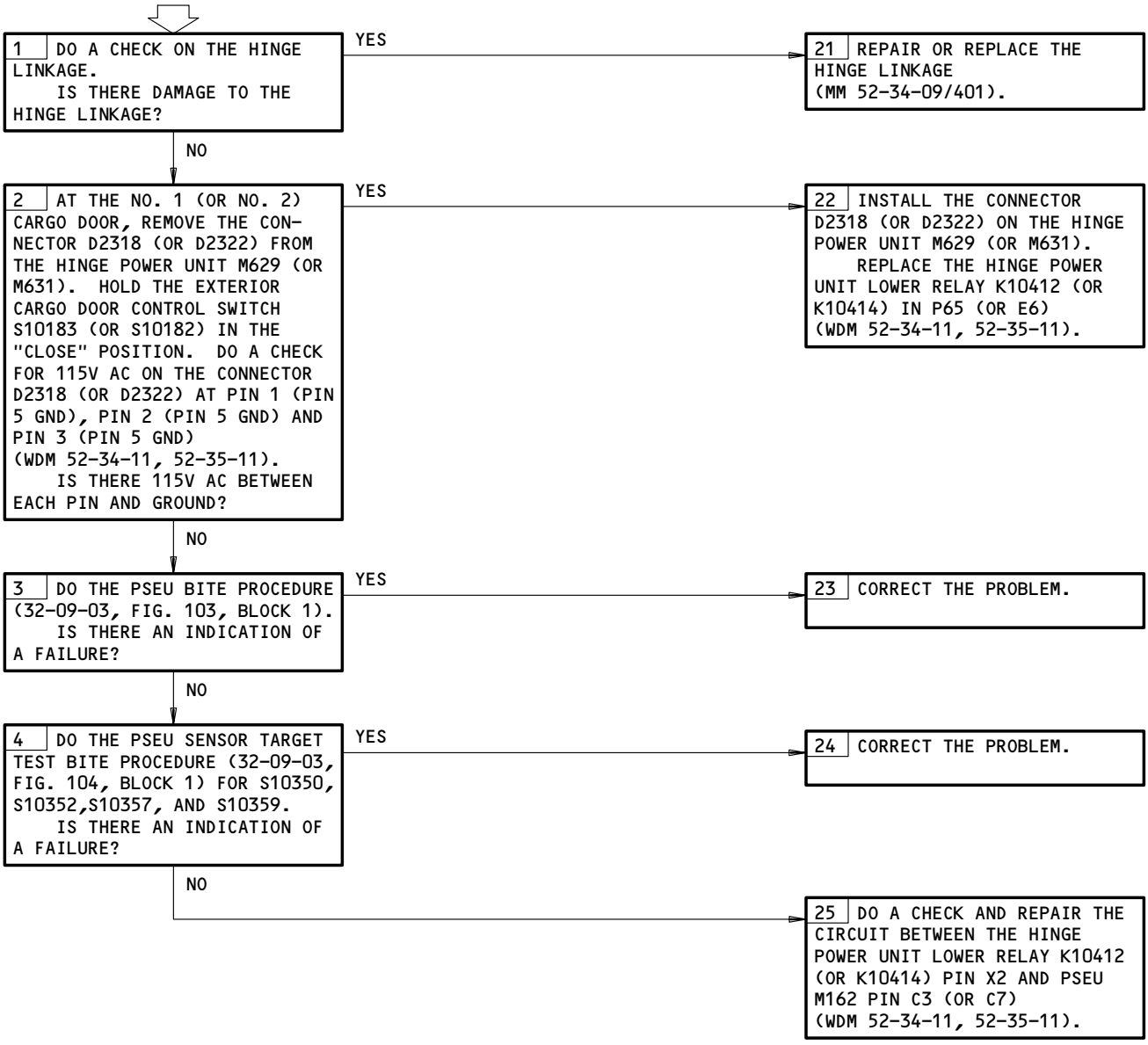

No. 1 (Fwd) or No. 2 (Aft) Cargo Door Binding When (Unlocking, Locking, Locking and Unlocking)
Figure 111 (Sheet 2)

## NO. 1 OR NO. 2 CARGO DOOR OVERTRAVELS DURING CLOSING (SLAMS SHUT)

**PREREQUISITES**

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
- NO. 1 CARGO DOOR, 34A1 AND 34A5
- NO. 2 CARGO DOOR, 34A2 AND 34A5

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



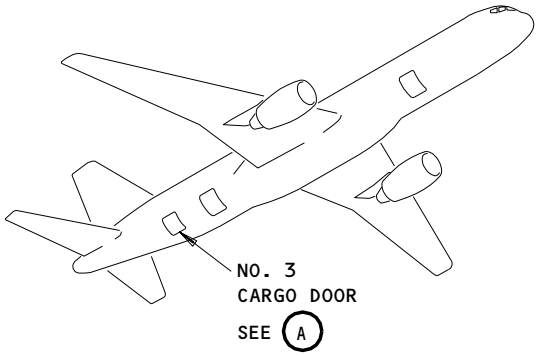

No. 1 or No. 2 Cargo Door Overtravels During Closing (Slams Shut)
Figure 112

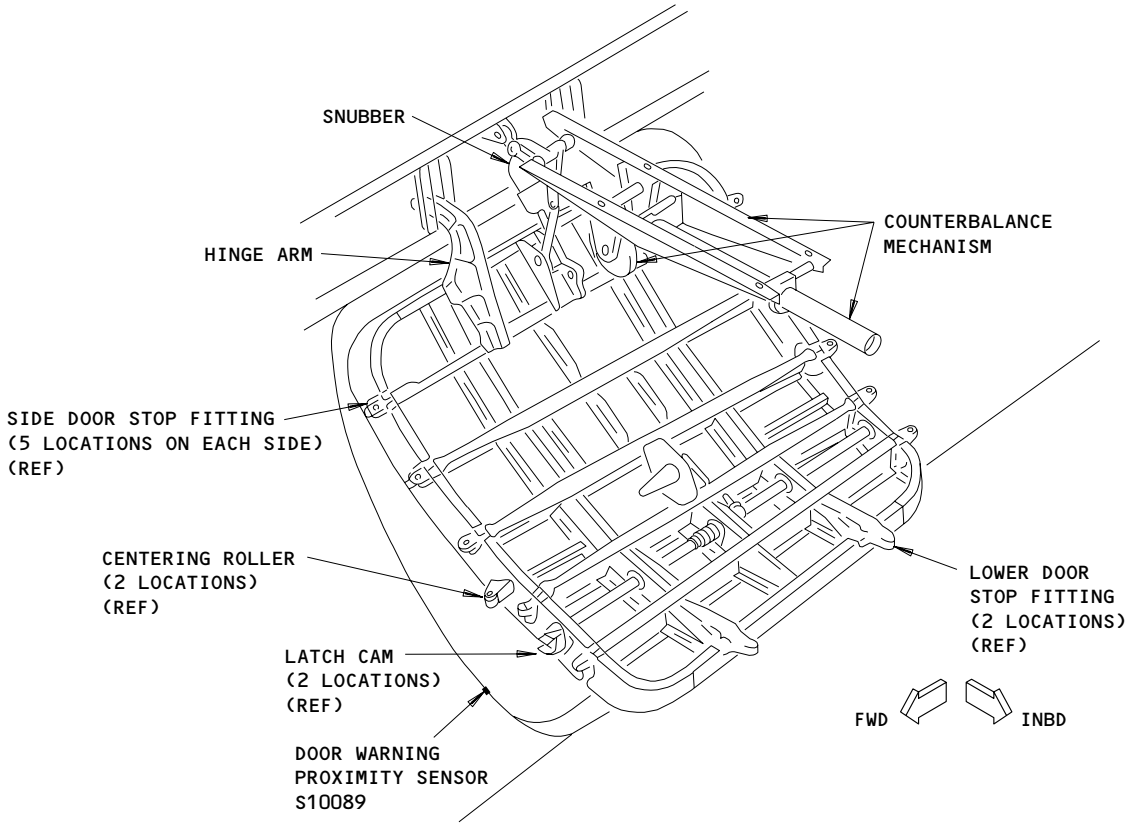
NO. 3 CARGO DOOR

| COMPONENT | FIG. 102 SHT | QTY | ACCESS/AREA | REFERENCE |
|---|---|---|---|---|
| ARM - HINGE | --- | 2 | 823, AFT CARGO COMPARTMENT | 52-36-12 |
| DOOR - NO. 3 CARGO | --- | 1 | 823, AFT CARGO COMPARTMENT | 52-36-01 |
| MECHANISM - COUNTERBALANCE | --- | 1 | 823, AFT CARGO COMPARTMENT | 52-36-15 |
| MECHANISM - DOOR LATCHING | --- | 1 | 823, AFT CARGO COMPARTMENT | 52-36-00 |
| SENSOR - PROXIMITY NO. 3 CARGO DOOR WARNING, S10089 (REF 52-71-00, FIG. 101) | --- | 1 | | |
| SNUBBER - DOOR | --- | 1 | 823, AFT CARGO COMPARTMENT | 52-36-13 |

* SEE THE WDM EQUIPMENT LIST

No. 3 Cargo Door - Component Index
Figure 101




NO. 3 CARGO DOOR
A

No. 3 Cargo Door - Component Location
Figure 102

FLIGHT COMPARTMENT DOOR

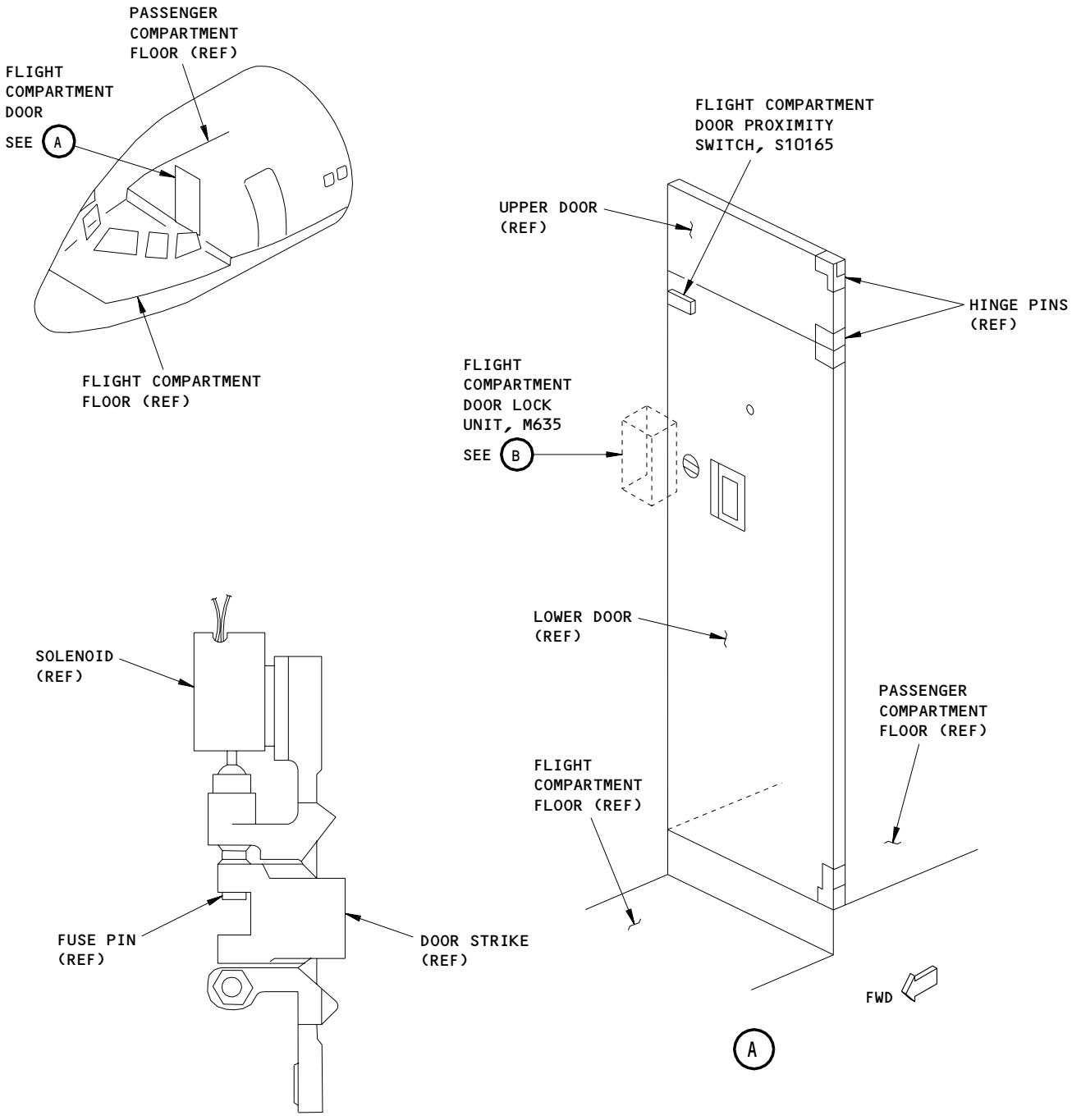
| COMPONENT | FIG. 102 SHT | QTY | ACCESS/AREA | AMM REFERENCE |
|---|---|---|---|---|
| CIRCUIT BREAKER – | | | FLIGHT COMPARTMENT, P11 | |
| FLT DECK DR LOCK, C1400 | | 1 | 11R5 | * |
| DOOR – FLIGHT COMPARTMENT | 1 | 1 | FLIGHT COMPARTMENT | 52-51-01 |
| DOOR LOCK UNIT – FLIGHT COMPARTMENT, M635 | 1 | 1 | FLIGHT COMPARTMENT DOORJAMB | 52-51-01 |
| PANEL – (FIM 33-45-00/101) | | | | |
| RIGHT OVERHEAD LIGHTING CONTROL, M10057 | | | | |
| RELAY – (FIM 31-01-34/101) | | | | |
| FLIGHT DK DR OPEN/CLOSE, K10256 | | | | |
| SWITCH, FLIGHT COMPARTMENT DOOR RELEASE, YCX S1 | 2 | 1 | FLIGHT COMPARTMENT, P5, RIGHT OVERHEAD LIGHTING CONTROL PANEL, M10057 | * |
| SWITCH – FLIGHT DECK DOOR PROXIMITY, S10165 | 1 | 1 | FLIGHT COMPARTMENT DOORJAMB | 52-51-01 |

* SEE THE WDM EQUIPMENT LIST

Flight Compartment Door – Component Index
Figure 101



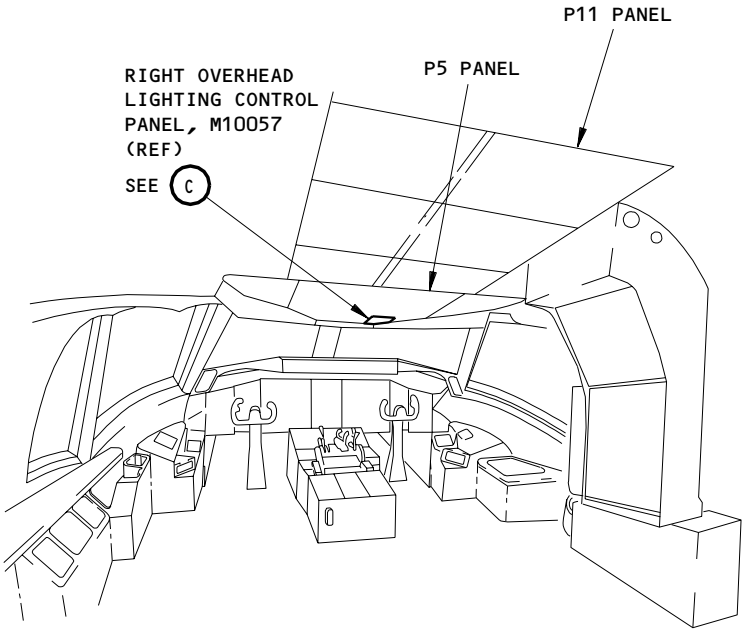
N85883



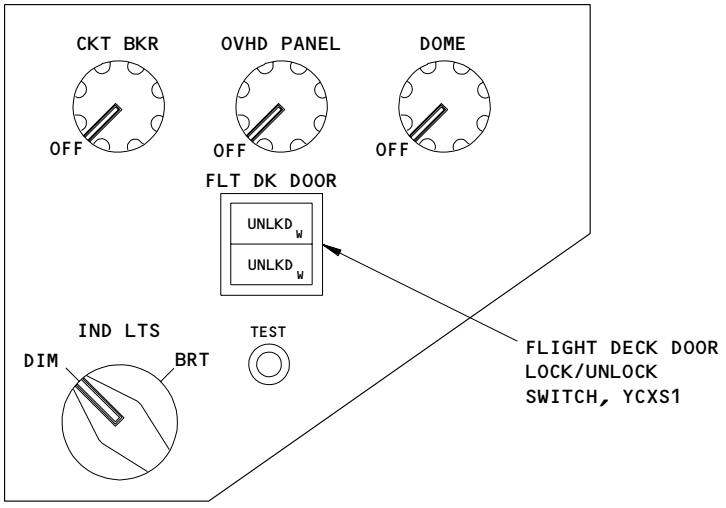

FLIGHT COMPARTMENT DOOR
`LOCK UNIT, M635
(SHOWN WITH SOLENOID ENERGIZED, DOOR LOCKED)

B

Flight Compartment Door - Component Location
Figure 102 (Sheet 1)




FLIGHT COMPARTMENT




RIGHT OVERHEAD LIGHTING
CONTROL PANEL, M10057 (REF)

C

Flight Compartment Door - Component Location
Figure 102 (Sheet 2)

## FLIGHT DECK DOOR UNLOCKED LIGHT DID NOT GO OFF WITH THE DOOR LOCKED

**PREREQUISITES**
NONE

1 CLOSE THE FLIGHT COMPARTMENT DOOR.
REMOVE THE FLIGHT COMPARTMENT DOOR RELAY, K10256, ON THE APU/EXT POWER PANEL, P34 (WDM 52-51-11).
IS THERE A GROUND AT D3080, PIN X2 (GND, PIN 3)?

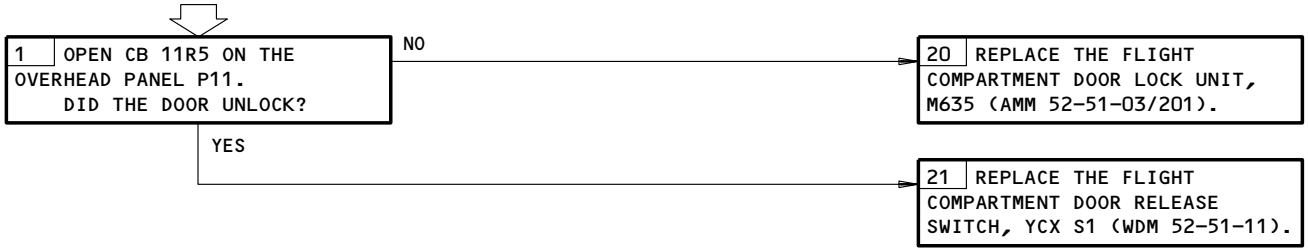
YES → 20 REPLACE THE FLIGHT COMPARTMENT DOOR RELAY, K10256, IN P34 (WDM 52-51-11).

NO → 21 INSTALL THE FLIGHT COMPARTMENT DOOR RELAY, K10256, IN P34 (WDM 52-51-11).
REPLACE THE FLIGHT COMPARTMENT DOOR PROXIMITY SWITCH, S10165 (AMM 52-51-04/401).

Flight Deck Door Unlocked Light Did Not Go Off with the Door Locked
Figure 103

FLIGHT DECK DOOR UNLOCKED SWITCH WILL NOT UNLOCK THE DOOR

| PREREQUISITES |
| --- |
| NONE |




Flight Deck Door Unlocked Switch Will Not Unlock the Door
Figure 104

FLIGHT COMPARTMENT DOOR

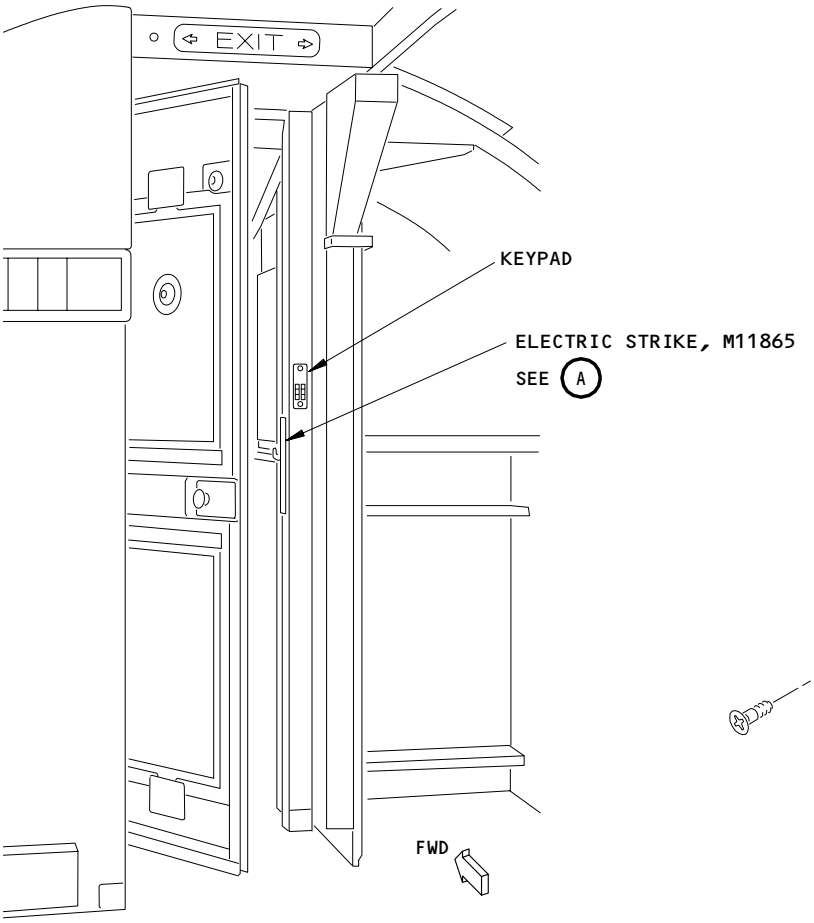
| COMPONENT | FIG. 102 SHT | QTY | ACCESS/AREA | AMM REFERENCE |
|---|---|---|---|---|
| CHIME MODULE, M11864 | 3 | 1 | FLIGHT COMPARTMENT DOORJAMB | 52-51-20 |
| CIRCUIT BREAKER - F/D DOOR LOCK, C1400 | | 1 | FLIGHT COMPARTMENT, P11 11R5 | * |
| DOOR - FLIGHT COMPARTMENT | 1 | 1 | FLIGHT COMPARTMENT | 52-51-01 |
| ELECTRIC STRIKE - FLIGHT COMPARTMENT, M11865 | 1 | 1 | FLIGHT COMPARTMENT DOORJAMB | 52-51-03 |
| KEYPAD, M11863 | 2 | 1 | FLIGHT COMPARTMENT DOORJAMB | 52-51-15 |
| PANEL - RIGHT OVERHEAD LIGHTING CONTROL, M10057 | 4 | 1 | FLIGHT COMPARTMENT, P5, RIGHT | 52-51-30 |
| SWITCH, FLIGHT COMPARTMENT DOOR LOCK, YCX S1 | 4 | 1 | FLIGHT COMPARTMENT, P5, RIGHT OVERHEAD LIGHTING CONTROL PANEL, M10057 | 52-51-30 |

* SEE THE WDM EQUIPMENT LIST

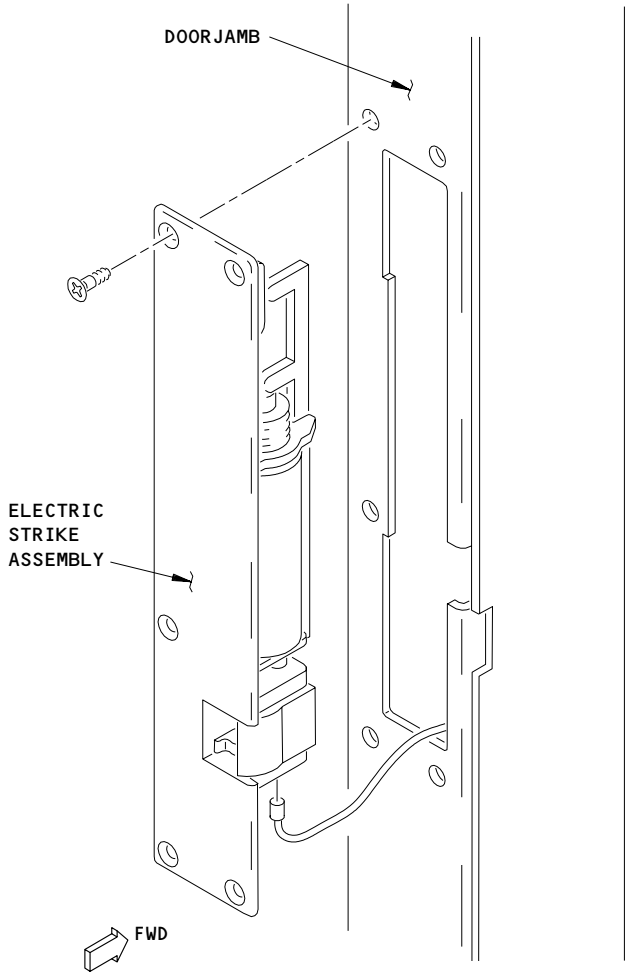
Flight Compartment Door - Component Index
Figure 101



N85504

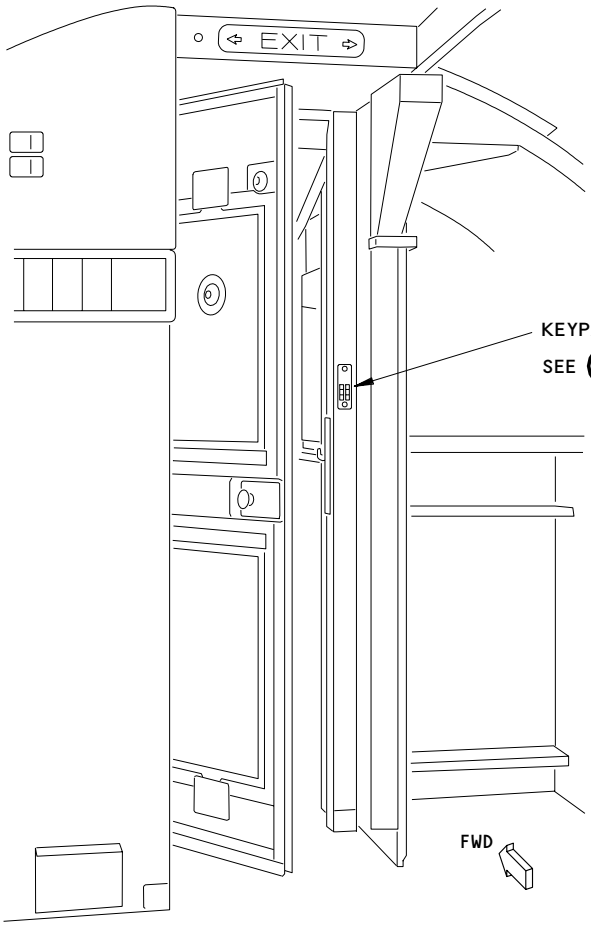



FLIGHT COMPARTMENT DOOR

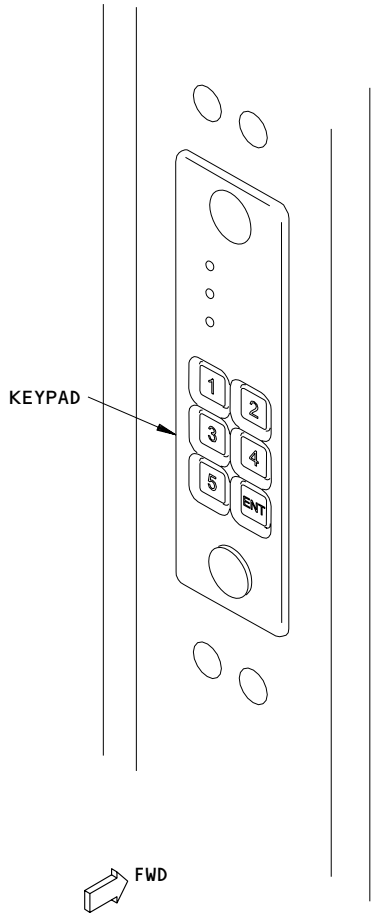



ELECTRIC STRIKE, M11865
A

Flight Compartment Door - Component Location
Figure 102 (Sheet 1)

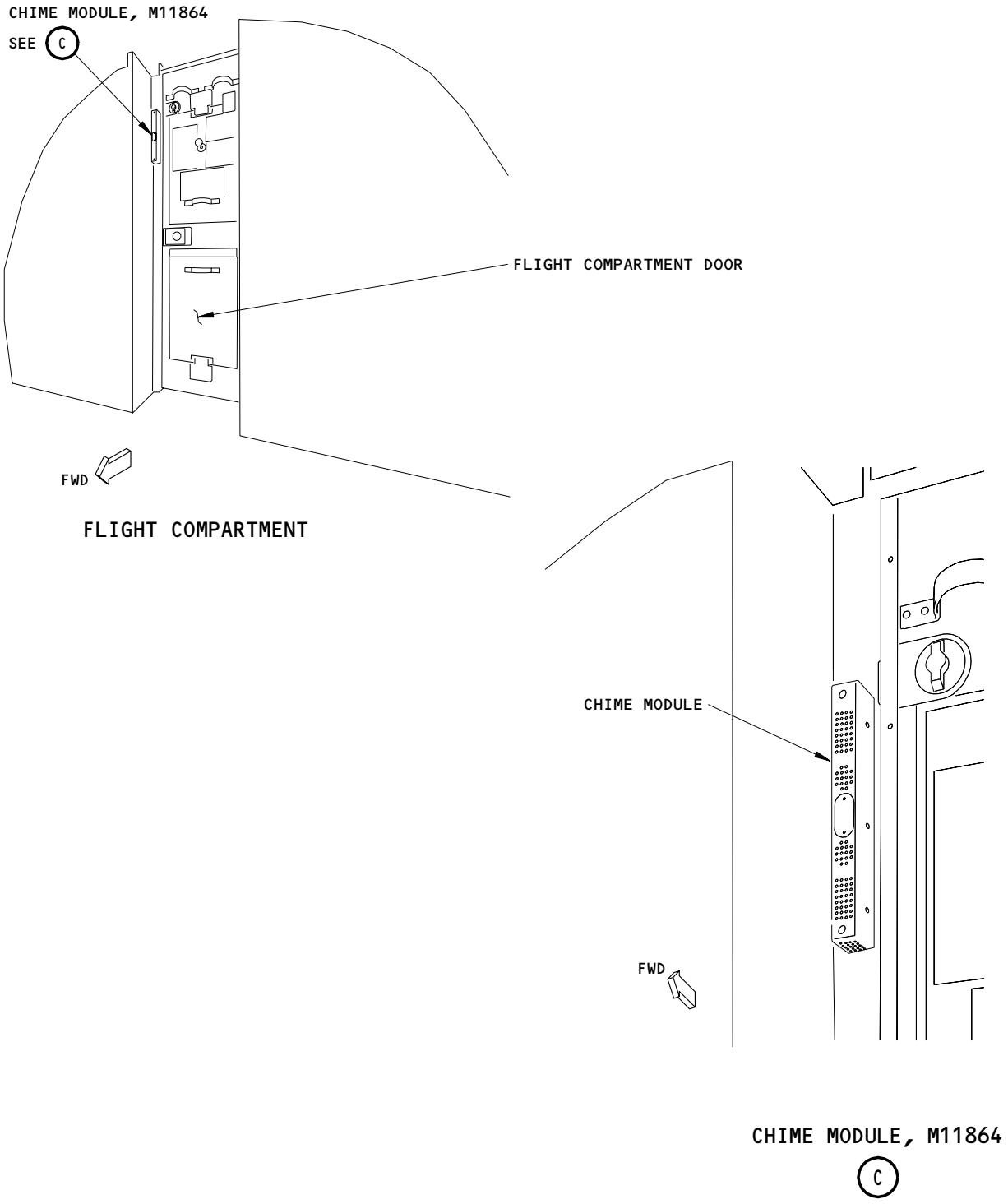



FLIGHT COMPARTMENT DOOR

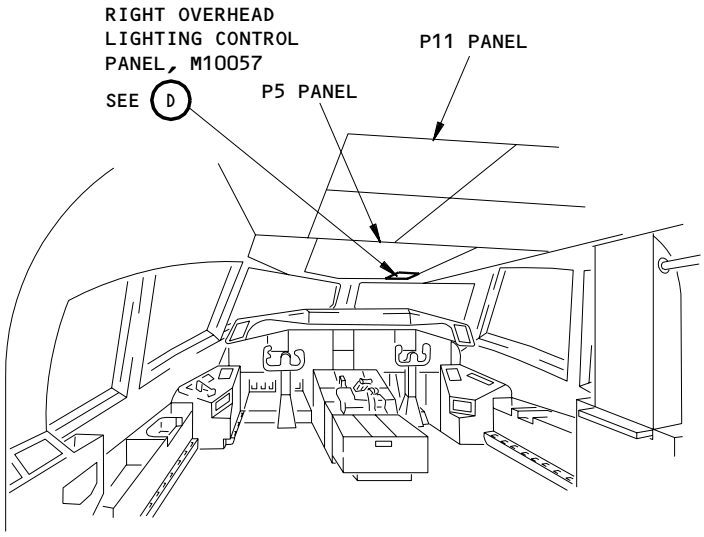



KEYPAD, M11863
(B)

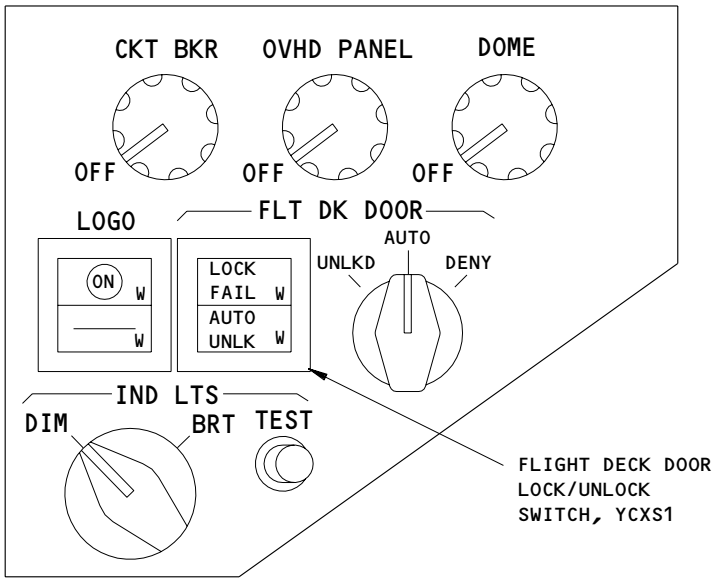
Flight Compartment Door – Component Location
Figure 102 (Sheet 2)




Flight Compartment Door - Component Location
Figure 102 (Sheet 3)




FLIGHT COMPARTMENT




RIGHT OVERHEAD LIGHTING CONTROL PANEL, M10057

(D)

Flight Compartment Door - Component Location
Figure 102 (Sheet 4)

## DOOR DOES NOT LOCK IN THE "AUTO" MODE

**PREREQUISITES**

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11R5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
POWER SWITCH ON THE CHIME MODULE, M10536 IS IN THE "NORM" POSITION
DEADBOLT ON THE FLIGHT DECK DOOR IS UNLOCKED

### DESCRIPTION:

THE ELECTRIC STRIKE, M11865 IS DEFECTIVE OR NOT GETTING VOLTAGE OR GROUND.

### POSSIBLE CAUSES:

1. CHIME MODULE, M11864
2. ELECTRIC STRIKE, M11865
3. AIRCRAFT WIRING.

### FAULT ISOLATION:

1 OPEN THE DOOR AND TURN THE DOOR LOCK SWITCH FROM THE "UNLOCK" TO THE "AUTO" POSITION.
DOES THE ELECTRIC STRIKE OPERATE?

YES → 21 ADJUST THE ENGAGEMENT OF THE ELECTRIC STRIKE, M11865 AND THE DOOR LATCH (AMM 52-51-03/201).

NO

2 LOOK AT THE LOCK FAIL LIGHT ON THE OVERHEAD LIGHTING CONTROL PANEL, M10057.
IS THE LOCK FAIL LIGHT ON?

YES → 22 INSTALL A NEW ELECTRIC STRIKE, M11865 (AMM 52-51-03/201).

NO

3 REMOVE THE CHIME MODULE, M11864 (AMM 52-51-20/401).
DO A CHECK FOR 28V DC ON PIN 8 OF CONNECTOR P2 AND STRUCTURE GROUND.
IS THERE 28V DC ON PIN 8 OF CONNECTOR P2 AND STRUCTURE GROUND?

YES → 23 INSTALL A NEW CHIME MODULE, M11864 (AMM 52-51-20/401).
IF THE PROBLEM CONTINUES, INSTALL A NEW RIGHT OVERHEAD LIGHTING CONTROL UNIT, M10057 (AMM 52-51-30/401).
IF THE PROBLEM CONTINUES, REPAIR THE WIRING (WDM 52-51-11), BETWEEN THE CHIME MODULE, M11864 AND THE ELECTRIC STRIKE, M11865 OR BETWEEN THE CHIME MODULE M11864 AND THE RIGHT OVERHEAD LIGHTING CONTROL PANEL, M10057.

NO → 24 REPAIR THE WIRING (WDM 52-51-11).
INSTALL THE CHIME MODULE, M11864 (AMM 52-51-20/401).

Door Does Not Lock in the "AUTO" Mode
Figure 103

## DOOR DOES NOT UNLOCK IN "UNLOCK" MODE

**PREREQUISITES**

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11R5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
DEADBOLT ON THE FLIGHT DECK DOOR IS UNLOCKED

### DESCRIPTION:

THE ELECTRIC STRIKE, M11865, CIRCUIT TO GROUND WILL NOT OPEN.

### POSSIBLE CAUSES:

1. CHIME MODULE, M11864
2. RIGHT OVERHEAD LIGHTING CONTROL PANEL, M10057
3. WIRING PROBLEM BETWEEN THE CHIME MODULE, M11864 AND STRUCTURE GROUND (WDM 52-51-11).

### FAULT ISOLATION:

1 DISCONNECT CONNECTOR P2.
WITH THE DOOR LOCK SWITCH IN THE "UNLOCK" POSITION CHECK FOR CONTINUITY BETWEEN PIN 9 AND STRUCTURE GROUND OF CONNECTOR P2.
IS THERE CONTINUITY BETWEEN PIN 9 OF CONNECTOR P2 AND STRUCTURE GROUND?

YES → 21 INSTALL A NEW CHIME MODULE, M11864 (AMM 51-51-20/401).

NO ↓

2 REMOVE THE OVERHEAD LIGHTING PANEL, M10057 FROM THE P5 PANEL (AMM 52-51-30/401).
DISCONNECT THE D3534 CONNECTOR FROM THE LIGHTING PANEL, M10057.
WITH THE DOOR LOCK SWITCH IN THE "UNLOCK" POSITION, DO A CHECK FOR CONNTINUITY BETWEEN PINS 8 AND 9 OF THE D3534 RECEPTACLE.
IS THERE CONTINUITY BETWEEN PINS 8 AND 9.

NO → 22 INSTALL A NEW OVERHEAD LIGHTING CONTROL PANEL, M10057 (AMM 52-51-30/401).

YES → 23 REPAIR WIRE BETWEEN PIN 9 OF CONNECTOR P2 AND STRUCTURE GROUND (WDM 52-51-11).
INSTALL THE CHIME MODULE, M11864 (AMM 52-51-20/401).
INSTALL THE LIGHTING CONTROL PANEL, M10057 (AMM 52-51-30/401).

Door Does Not UnLock in the "UNLOCK" Mode
Figure 104

## DOOR DOES NOT UNLOCK IN "AUTO" MODE AFTER A CORRECT CODE HAS BEEN ENTERED ON THE KEYPAD

**PREREQUISITES**

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11R5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
DEADBOLT ON THE FLIGHT DECK DOOR IS UNLOCKED

### DESCRIPTION:

THE ELECTRIC STRIKE, M11865, CIRCUIT TO GROUND WILL NOT OPEN.

### POSSIBLE CAUSES:

1. CHIME MODULE, M11864
2. KEYPAD, M11863
3. WIRING PROBLEM BETWEEN THE CHIME MODULE, M11864 AND STRUCTURE GROUND (WDM 52-51-11).

### FAULT ISOLATION:

1 TURN THE DOOR LOCK SWITCH TO THE "UNLOCK" POSITION.
DOES THE DOOR UNLOCK?

NO → 21 DO THIS PROCEDURE: DOOR DOES NOT UNLOCK IN THE "UNLOCK" MODE (FIG. 104).

YES

2 DO THE PROCEDURE TO PROGRAM A NEW ACCESS CODE IN THE KEYPAD (AMM 52-51-00/201).
ENTER THE NEW ACCESS CODE IN THE KEYPAD.
DOES THIS UNLOCK THE DOOR?

YES → 22 MAKE SURE THAT THE PASS CODE IS SET TO THE CORRECT CODE.

NO

3 DOES THE AMBER LIGHT COME ON AFTER A CORRECT ACCESS CODE HAS BEEN ENTERED?

YES → 23 INSTALL A NEW CHIME MODULE, M11864 (AMM 52-51-20/401).

NO → 24 INSTALL A NEW KEYPAD, M11863 (AMM 52-51-15/401).
IF THE PROBLEM CONTINUES, INSTALL A NEW CHIME MODULE, M11864 (AMM 52-51-20/401).
IF THE PROBLEM CONTINUES, REPAIR THE WIRING BETWEEN THE KEYPAD AND CHIME MODULE (WDM 52-51-11).

Door Does Not Unlock in "AUTO" Mode After a Correct Code Has Been Entered On the Keypad
Figure 105

## DOOR UNLOCKS OR CHIMES SOUND IN THE "DENY" MODE

**PREREQUISITES**

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11R5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
POWER SWITCH ON THE CHIME MODULE, M10536 IS IN THE "NORM" POSITION

DESCRIPTION:

THE CHIME MODULE, M11864 IS DEFECTIVE OR NOT RECEIVING THE CORRECT GROUND SIGNAL.

POSSIBLE CAUSES:

1. RIGHT OVERHEAD LIGHTING CONTROL PANEL, M10057
2. CHIME MODULE, M11864
3. WIRING PROBLEM BETWEEN THE CHIME MODULE, M11864 AND STRUCTURE GROUND (WDM 52-51-11).

FAULT ISOLATION:

1 DISCONNECT THE CONNECTOR, P2 FROM THE CHIME MODULE, M11864 (AMM 52-51-20/401).
WITH THE DOOR LOCK SWITCH IN THE "DENY" POSITION, DO A CHECK FOR CONTINUITY BETWEEN PIN 10 OF P2 AND STRUCTURE GROUND.
IS THERE CONTINUITY BETWEEN PIN 10 OF P2 AND STRUCTURE GROUND?

YES → 21 INSTALL A NEW CHIME MODULE, M11864 (AMM 52-51-20/401).

NO ↓

2 REMOVE THE RIGHT OVERHEAD LIGHTING CONTROL PANEL, M10057 FROM THE P5 PANEL (AMM 52-51-30/401).
DISCONNECT CONNECTOR D3532 FROM THE LIGHTING CONTROL PANEL.
WITH THE DOOR LOCK SWITCH IN THE "DENY" POSITION, DO A CHECK FOR CONTINUITY BETWEEN PINS 7 AND 9 OF THE D3532 RECEPTICAL ON THE LIGHTING CONTROL PANEL, M10057.
IS THERE CONTINUITY BETWEEN PINS 7 AND 9 OF THE D3532 ON THE LIGHTING CONTROL PANEL, M10057.

YES → 22 REPAIR THE WIRING BETWEEN PIN 10 OF CONNECTOR P2 AND STRUCTURE GROUND (WDM 52-51-11).
INSTALL THE CHIME MODULE, M11864 (AMM 52-51-20/401).

NO → 23 INSTALL A NEW RIGHT OVERHEAD LIGHTING CONTROL PANEL, M10057 (AMM 52-51-30/401).
INSTALL THE CHIME MODULE, M11864 (AMM 52-51-20/401).

Door Unlocks or Chimes Sound in the "DENY" Mode
Figure 106

## CHIME DOES NOT SOUND WHEN A CORRECT CODE IS ENTERED ON THE KEYPAD IN "AUTO" MODE

**PREREQUISITES**

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11R5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
POWER SWITCH ON THE CHIME MODULE, M1864 IS IN THE "NORM" POSITION

NOTE: THE CHIME AND KEYPAD CAN BE DISABLED FOR UP TO 30 MINUTES AFTER THE DOOR LOCK SWITCH IS TURNED TO THE "DENY" POSITION. THE DENY MODE CAN BE ENDED BY TURNING THE DOOR LOCK SWITCH TO THE "UNLOCK" POSITION.

DESCRIPTION:

THE CHIME MODULE, M11864 IS DEFECTIVE OR THE SYSTEM IS IN DENY MODE.

POSSIBLE CAUSES:

1. CHIME MODULE, M11864

FAULT ISOLATION:

1 ENTER THE ACCESS CODE ON THE KEYPADAND PRESS "ENTER". DOES THE DOOR UNLOCK?

NO → 21 DO THIS PROCEDURE: DOOR DOES NOT UNLOCK IN THE "AUTO" MODE AFTER A CORRECT CODE HAS BEEN ENTERED ON THE KEYPAD (FIG. 105).

YES → 22 INSTALL A NEW CHIME MODULE, M11864 (AMM 52-51-20/401).

Chime Does Not Sound When a Correct Code is Entered on the Keypad in "AUTO" Mode
Figure 107

# FLIGHT DECK DOOR "LOCK FAIL" LIGHT IS ON

**PREREQUISITES**

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11R5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
DEADBOLT ON THE FLIGHTDECK DOOR IS UNLOCKED

## DESCRIPTION:

THE DOOR LOCK SOLENOID IS COMMANDED TO THE LOCKED POSITION BUT IS NOT IN THE LOCKED POSITION. THE CHIME MODULE SENSES A CONDITION WHERE POWER IS APPLIED TO THE ELECTRIC STRIKE, M11865 BUT ELECTRICAL CONTACTS IN THE UNIT ARE NOT CLOSED.

## POSSIBLE CAUSES:

1. THE ELECTRIC STRIKE, M11865 IS JAMMED OR DEFECTIVE
2. RIGHT OVERHEAD LIGHTING CONTROL PANEL, M10057
3. WIRING PROBLEM BETWEEN THE CHIME MODULE, M11864 AND STRUCTURE GROUND (WDM 52-51-11).

## FAULT ISOLATION:

1 IS THE DOOR LOCKED WITH THE DOOR LOCK SWITCH IN THE "AUTO" POSITION?

NO → 21 DO THIS PROCEDURE: DOOR DOES NOT LOCK IN THE "AUTO" MODE (FIG. 103).

YES ↓

2 REMOVE THE ELECTRIC STRIKE, M11865 (AMM 52-51-03/201).
DISCONNECT CONNECTOR D04AP FROM THE ELECTRIC STRIKE, M11856 (WDN 52-51-11).
DO A CHECK FOR CONTINUITY BETWEEN PIN 4 AND STRUCTURE GROUND ON CONNECTOR D04AP.
IS THERE CONTINUITY BETWEEN PIN 4 AND STRUCTURE GROUND ON CONNECTOR D04AP?

NO → 22 REPAIR THE WIRING BETWEEN PINS 4 AND STRUCTURE GROUND OF CONNECTOR D04AP (WDM 52-51-11).

YES ↓

23 INSTALL A NEW CHIME MODULE, M11864 (AMM 52-51-20/401).
INSTALL THE ELECTRIC STRIKE, M11865 (AMM 52-51-03/201).

Flight Deck Door "LOCK FAIL" Light is on
Figure 108

# FLIGHT DECK DOOR "AUTO UNLK" LIGHT DOES NOT COME ON AFTER A CORRECT ACCESS CODE HAS BEEN ENTERED

**PREREQUISITES**

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11R5

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

NOTE: A CORRECT ACCESS CODE ENTERED ON THE KEYPAD WILL MAKE THE "AUTO UNLK" LIGHT COME ON. THE "AUTO UNLK" LIGHT WILL BLINK WHEN THE CHIME SOUNDS.

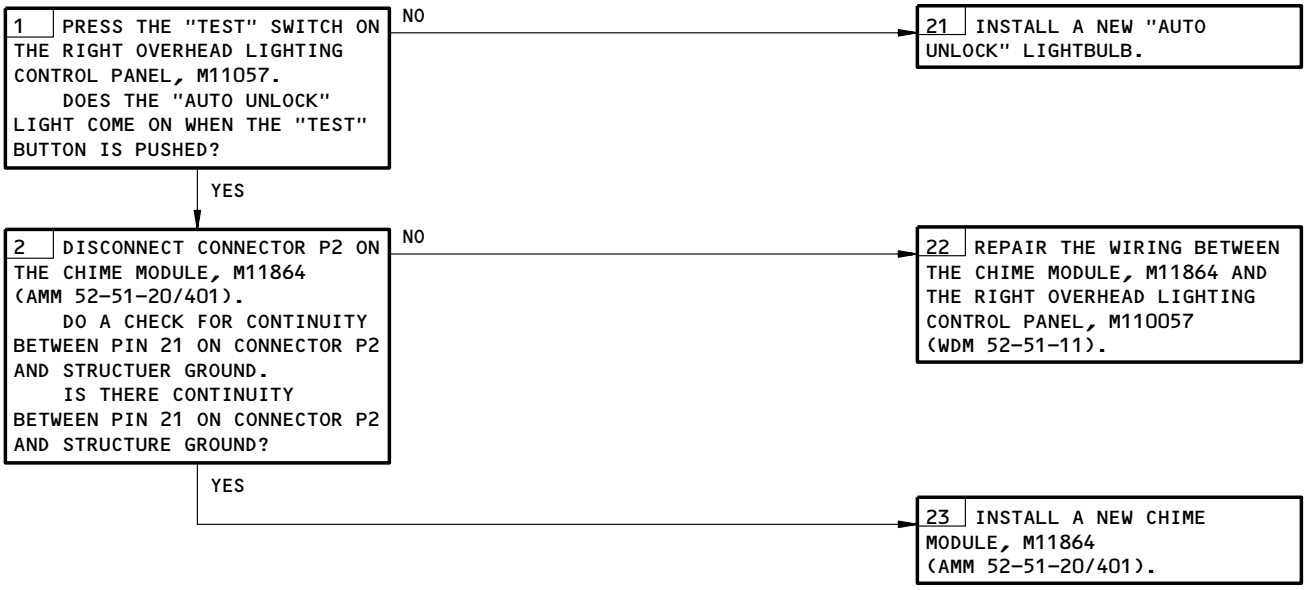
## DESCRIPTION:

THE "AUTO UNLK" LIGHT IS COMMANDED TO COME ON FROM THE CHIME MODULE, M11864 WHEN A CORRECT ACCESS CODE IS ENTERED ON THE KEYPAD.

## POSSIBLE CAUSES:

1. DEFECTIVE LIGHT BULB
2. CHIME MODULE, M11864
3. WIRING PROBLEM BETWEEN THE CHIME MODULE, M11864 AND "AUTO UNLK" LIGHT

## FAULT ISOLATION:




Flight Deck Door "AUTO UNLK" Light Does Not Come On
After a Correct Pass Code Has Been Entered
Figure 109

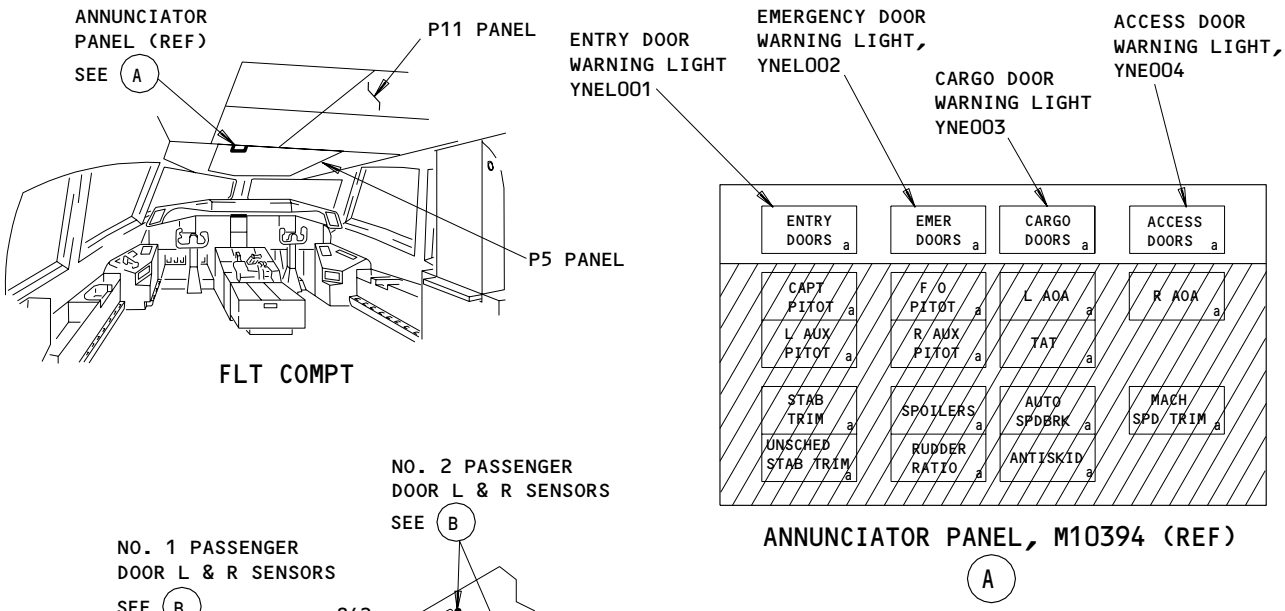
DOOR WARNING SYSTEM

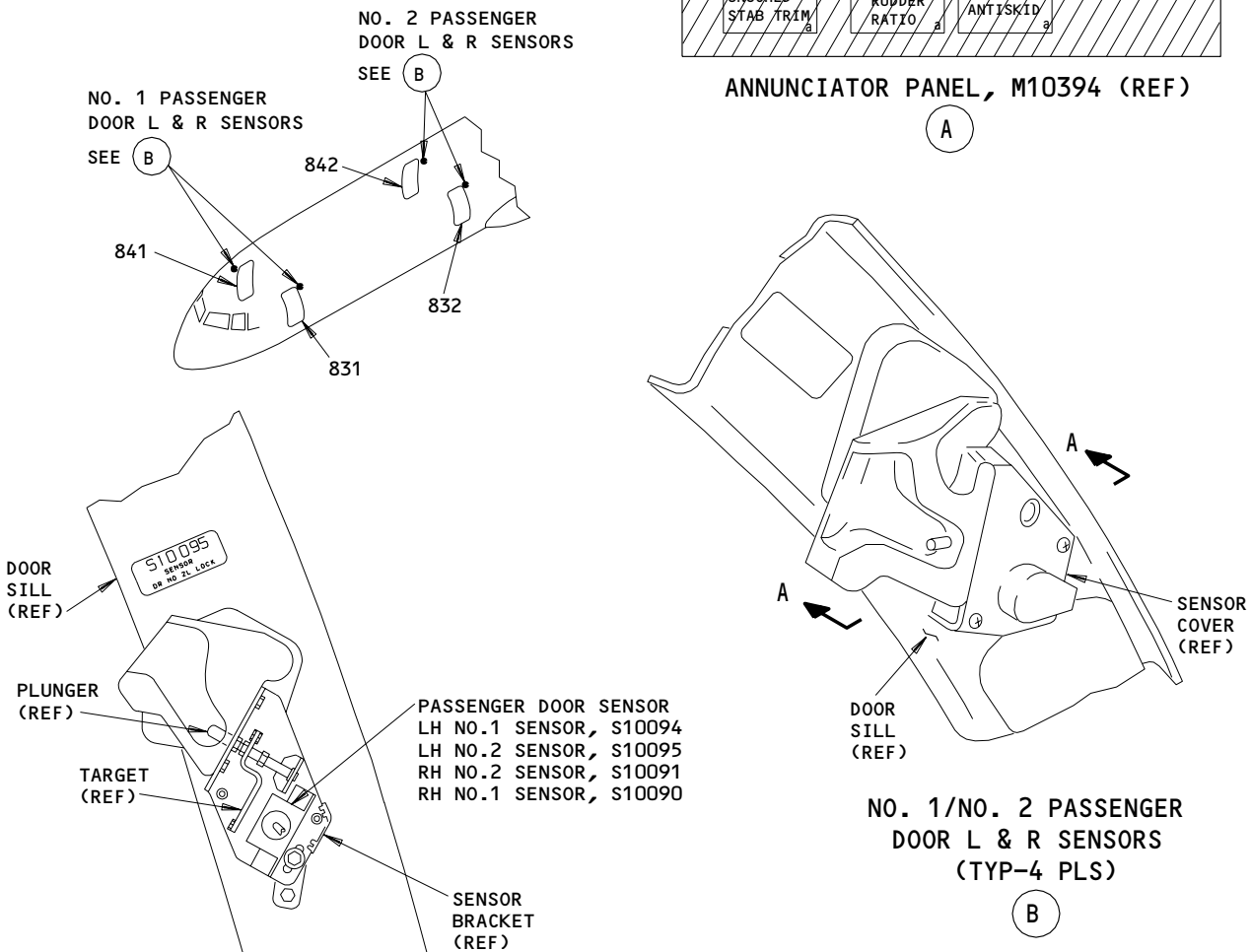
| COMPONENT | FIG. 102 SHT | QTY | ACCESS/AREA | REFERENCE |
|---|---|---|---|---|
| CIRCUIT BREAKER<br>DOOR IND, C4144 | | 1 | FLT COMPT, P11<br>11R33 | * |
| COMPUTER - (REF 31-41-00, FIG. 101)<br>EICAS L, M10181<br>EICAS R, M10182 | | | | |
| LIGHT - ENTRY DOORS WARNING, YNEL001 | 1 | 1 | FLT COMPT, P5, ANNUNCIATOR PANEL M10394 (REF) | * |
| LIGHT - EMERGENCY DOORS WARNING, YNEL002 | 1 | 1 | FLT COMPT, P5, ANNUNCIATOR PANEL M10394 (REF) | * |
| LIGHT - CARGO DOORS WARNING, YNEL003 | 1 | 1 | FLT COMPT, P5, ANNUNCIATOR PANEL M10394 (REF) | * |
| LIGHT - ACCESS DOORS WARNING, YNEL004 | 1 | 1 | FLT COMPT, P5, ANNUNCIATOR PANEL M10394 (REF) | * |
| MODULE - (REF 32-09-03, FIG. 101)<br>PROXIMITY SWITCH ELECTRONICS UNIT (PSEU), M162 | | | | |
| PANEL - (REF 30-31-00, FIG. 101)<br>ANNUNCIATOR, M10394 | | | | |
| SENSOR - FORWARD ACCESS DOOR, S10085 | 4 | 1 | 113AL, DOOR FWD FRAME | 52-71-00 |
| SENSOR - E/E ACCESS DOOR, S10086 | 4 | 1 | 119BL, DOOR R FRAME | 52-71-00 |
| SENSOR - NO. 1 PASSENGER DOOR L, S10094 | 1 | 1 | 831, DOOR AFT FRAME | 52-71-00 |
| SENSOR - NO. 2 PASSENGER DOOR L, S10095 | 1 | 1 | 832, DOOR AFT FRAME | 52-71-00 |
| SENSOR - NO. 3 EMERGENCY EXIT L, S10096 | 3 | 1 | 835, DOOR FWD FRAME | 52-71-00 |
| SENSOR - NO. 4 PASSENGER DOOR L, S10097 | 2 | 1 | 836, DOOR AFT FRAME | 52-71-00 |
| SENSOR - NO. 1 PASSENGER DOOR R, S10090 | 1 | 1 | 841, DOOR FWD FRAME | 52-71-00 |
| SENSOR - NO. 2 PASSENGER DOOR R, S10091 | 1 | 1 | 842, DOOR AFT FRAME | 52-71-00 |
| SENSOR - NO. 3 EMERGENCY EXIT R, S10092 | 3 | 1 | 845, DOOR FWD FRAME | 52-71-00 |
| SENSOR - NO. 4 PASSENGER DOOR R, S10093 | 2 | 1 | 846, DOOR AFT FRAME | 52-71-00 |
| SENSOR - NO. 1 CARGO DOOR, S10083 | 5 | 1 | 821, DOOR UPPER FRAME | 52-71-00 |
| SENSOR - NO. 2 CARGO DOOR, S10088 | 5 | 1 | 822, DOOR UPPER FRAME | 52-71-00 |
| SENSOR - NO. 3 CARGO DOOR, S10089 1> | 6 | 1 | 823, DOOR FWD FRAME | 52-71-00 |

* SEE WM EQUIPMENT LIST

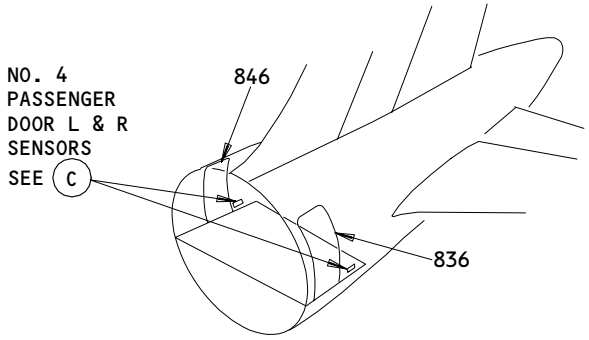
1> AIRPLANES WITH NO. 3 CARGO DOOR

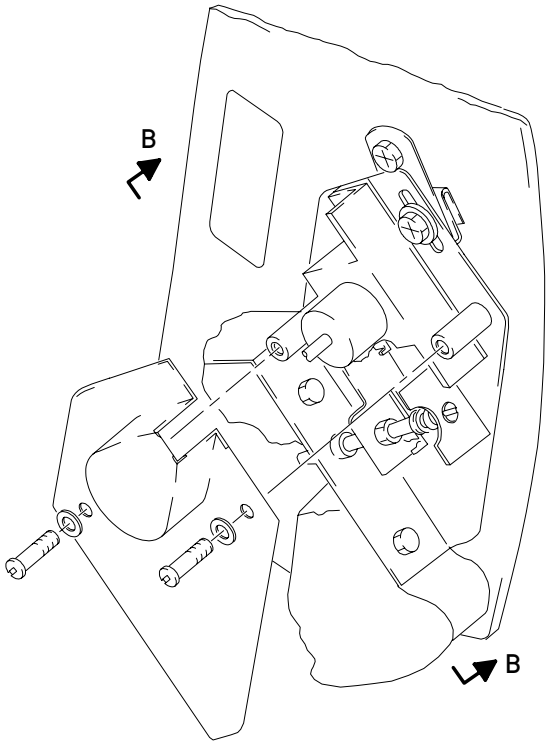
Component Index
Figure 101



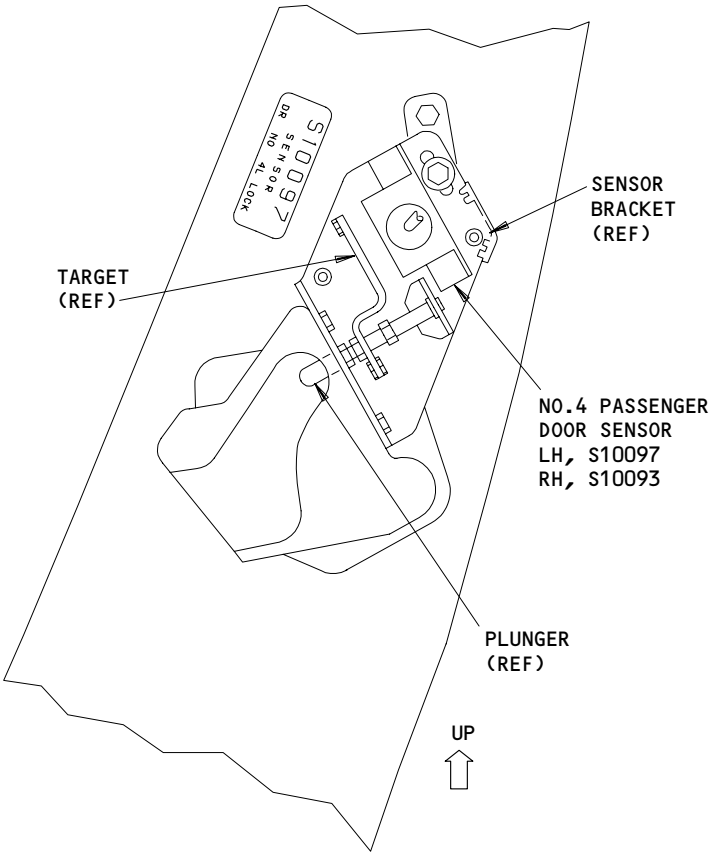




Component Location
Figure 102 (Sheet 1)



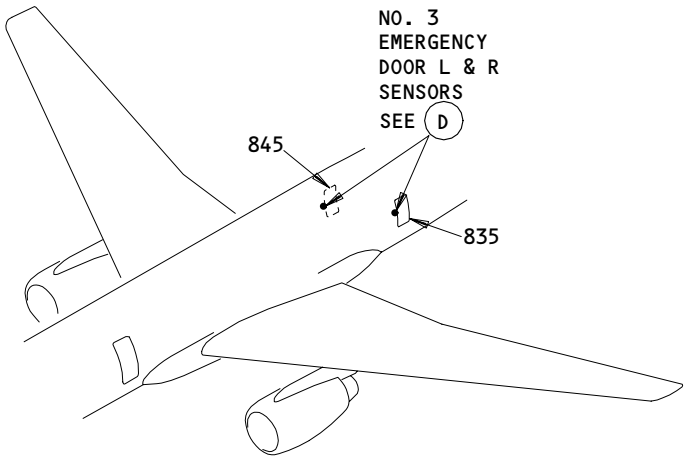



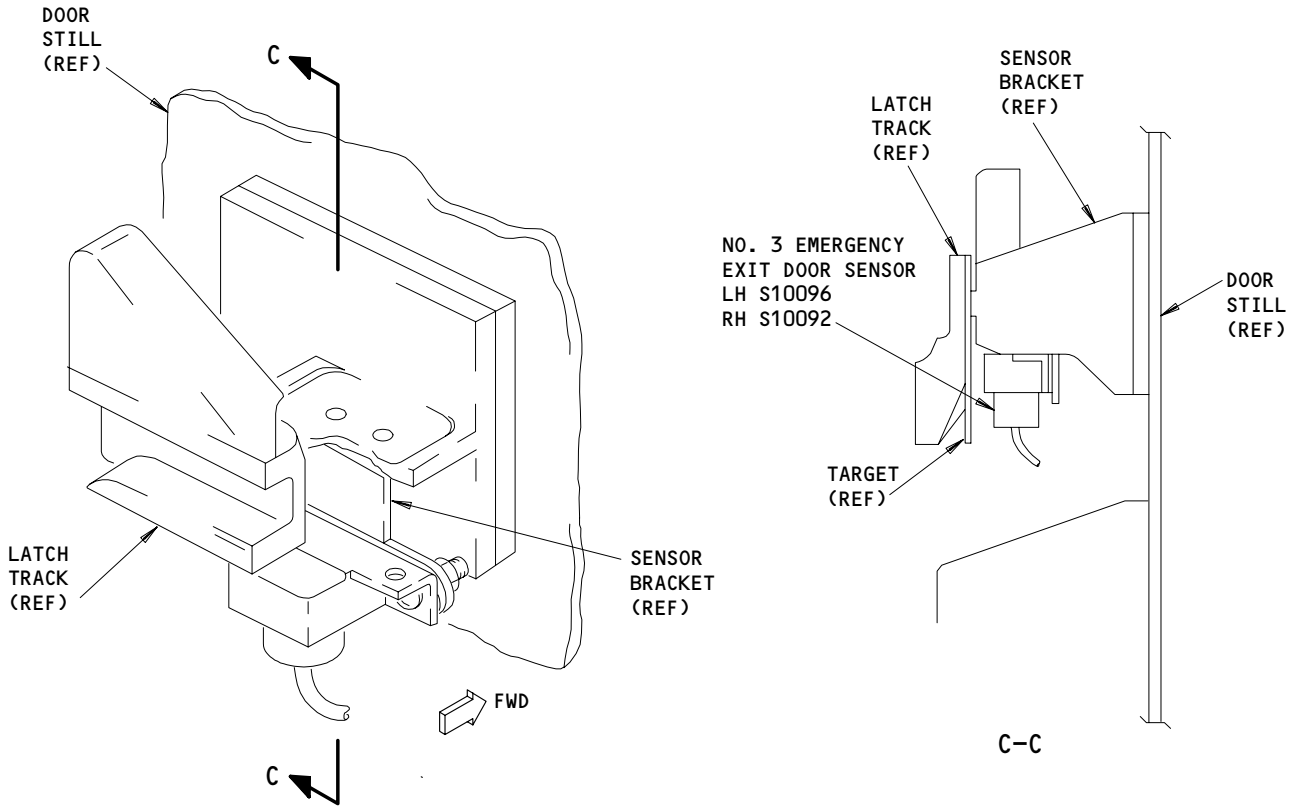

NO. 4 PASSENGER DOOR
L & R SENSORS (TYP)
C




(VIEW WITH COVER REMOVED)
B-B

Component Location
Figure 102 (Sheet 2)

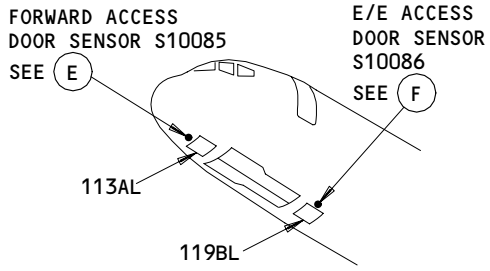


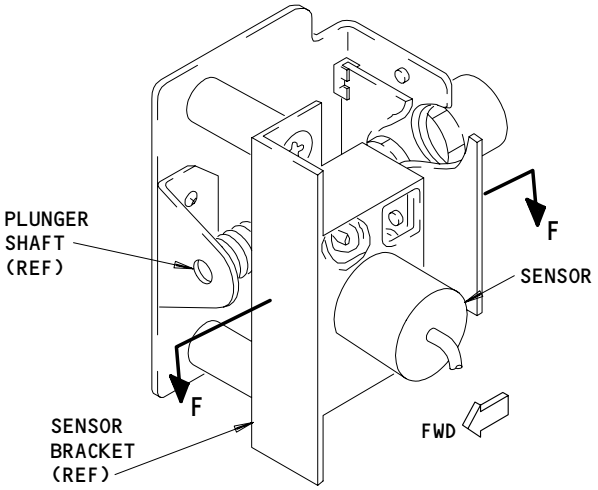




NO. 3 EMERGENCY EXIT DOOR SENSOR

D

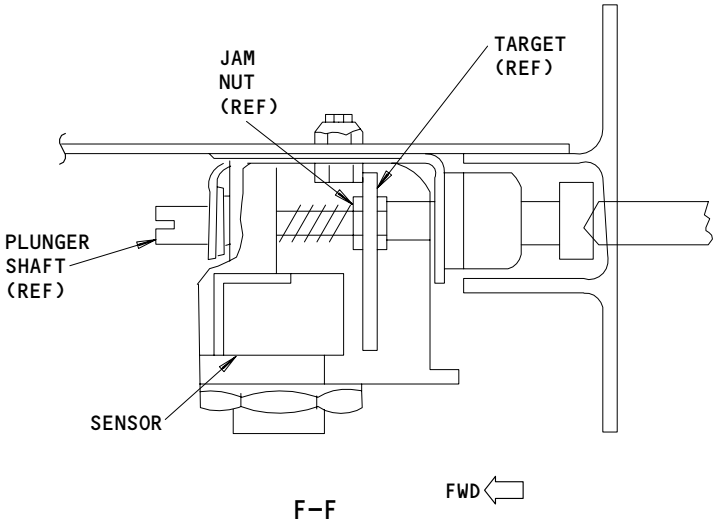
Component Location
Figure 102 (Sheet 3)



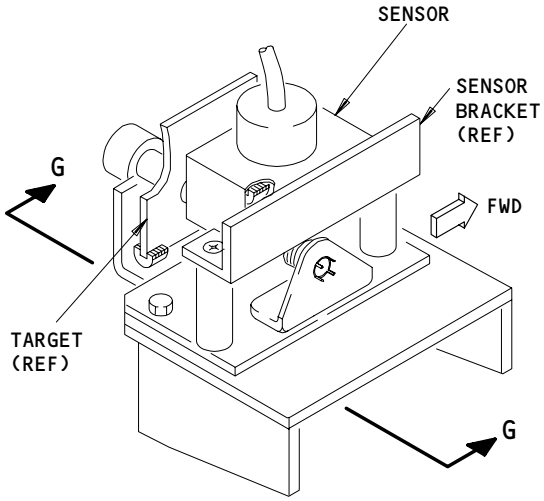




FORWARD ACCESS DOOR SENSOR, S10085

E

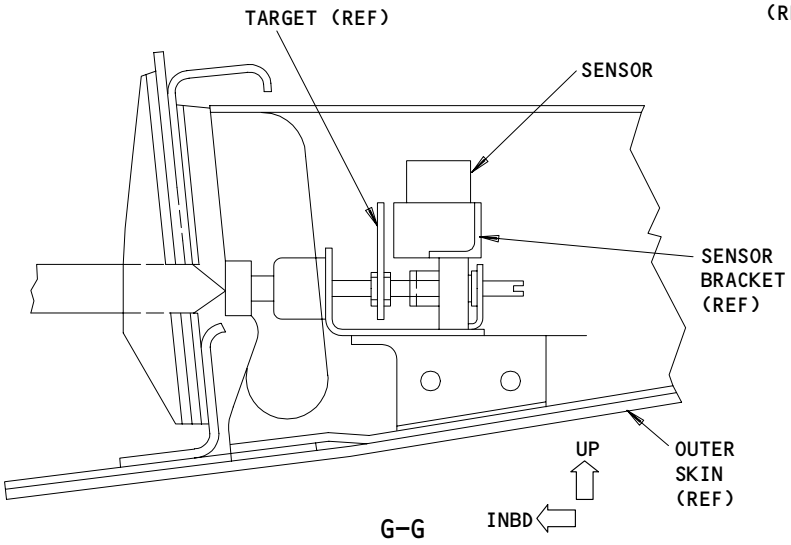



F–F



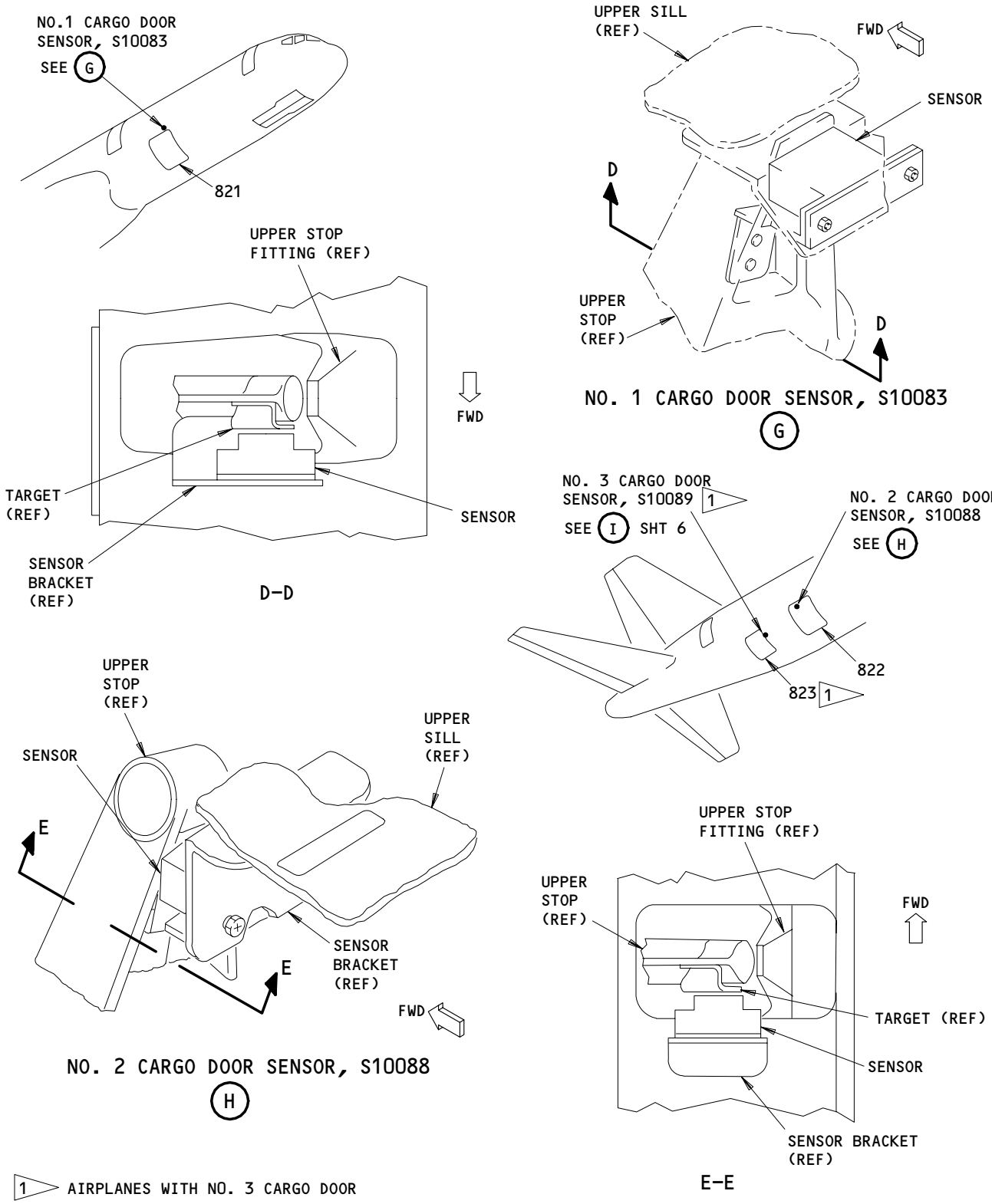

E/E ACCESS DOOR SENSOR, S10086

F

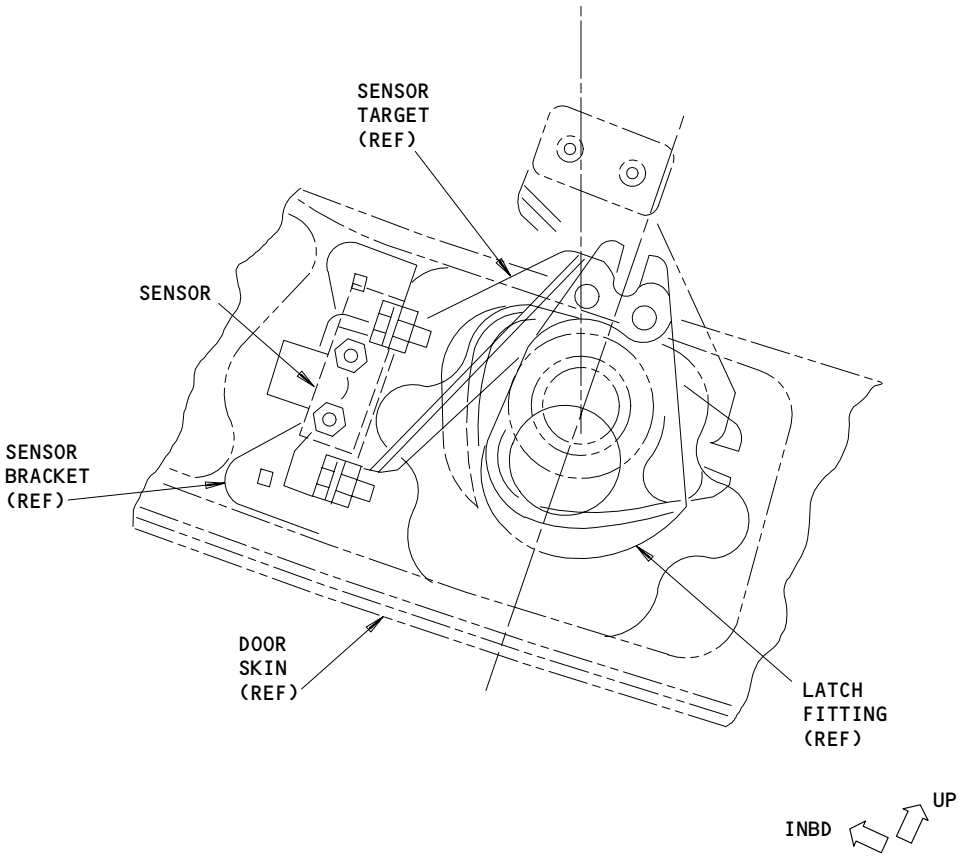



G–G

Component Location
Figure 102 (Sheet 4)




Component Location
Figure 102 (Sheet 5)




NO. 3 CARGO DOOR SENSOR, S10089

I

Component Location
Figure 102 (Sheet 6)

EFFECTIVITY
AIRPLANES WITH NO. 3 CARGO DOOR

54865

DOORS LGT ILLUM AND EICAS MSG DISPLAYED. DOOR WAS CLOSED.

**PREREQUISITES**
NONE

1 CHECK ADJUSTMENT OF SENSOR (AMM 52-71-00/501).
IS SENSOR ADJUSTMENT CORRECT?

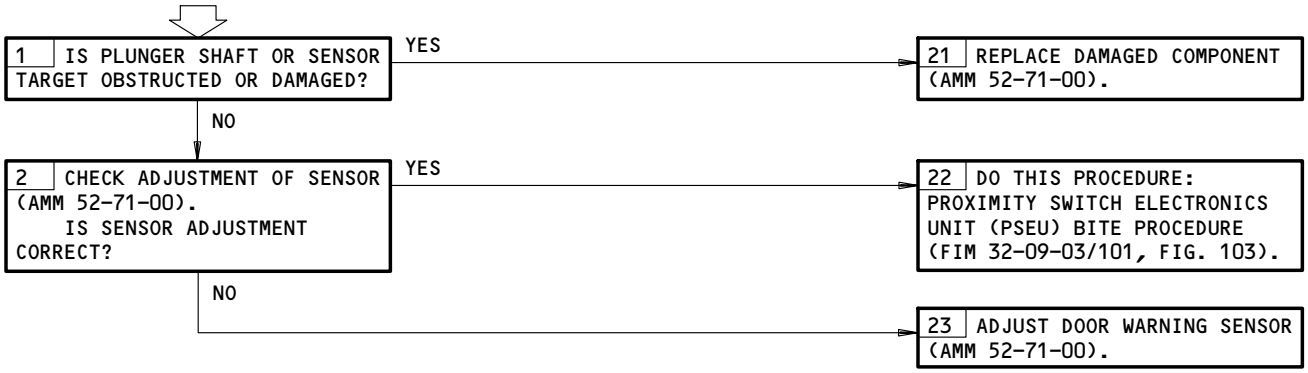
YES → 20 DO THIS PROCEDURE: PROXIMITY SWITCH ELECTRONICS UNIT (PSEU) BITE PROCEDURE (FIM 32-09-03/101, FIG. 103).

NO → 21 ADJUST DOOR WARNING SENSOR (AMM 52-71-00/501).

Doors Lgt Illum and EICAS Msg Displayed. Door was Closed.
Figure 103

## EICAS MSG "(L,R) (FWD,CTR,AFT) ENT DOOR" DID NOT DISPLAY WITH DOOR OPEN.

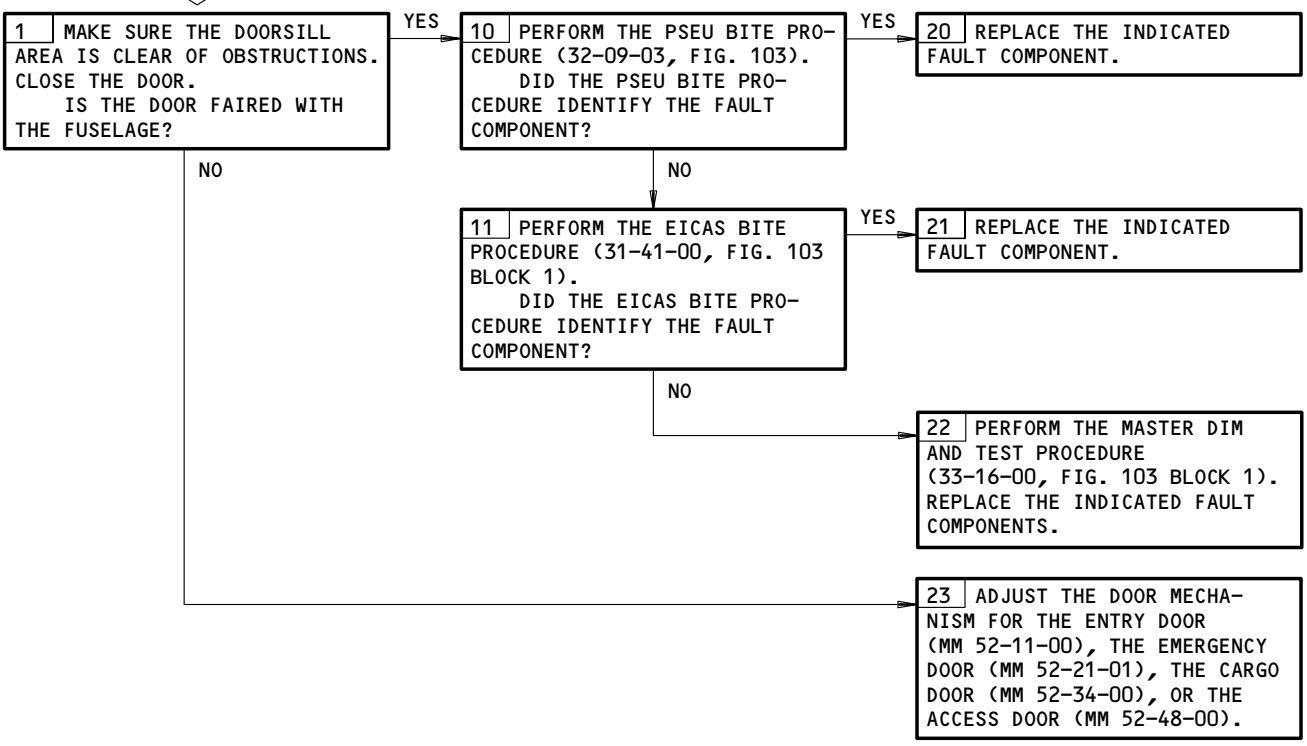
**PREREQUISITES**
NONE




EICAS Msg (L,R) (FWD,CTR,AFT) ENT DOOR Did Not Display with Door Open.
Figure 104

**EICAS MESSAGE DISPLAYED FOR ENTRY DOOR, EMER DOOR, CARGO DOOR, OR ACCESS DOOR. CORRESPONDING ANNUNCIATOR LIGHT NOT ILLUMINATED.**

**PREREQUISITES**
ELECTRICAL POWER (MM 24-22-00)
CB'S: 11R33




EICAS Message Displayed For Entry Door, Emer Door, Cargo Door, or Access Door. Corresponding Annunciator Light Not Illuminated.
Figure 104A