GPA Group plc

CHAPTER 52 – DOORS

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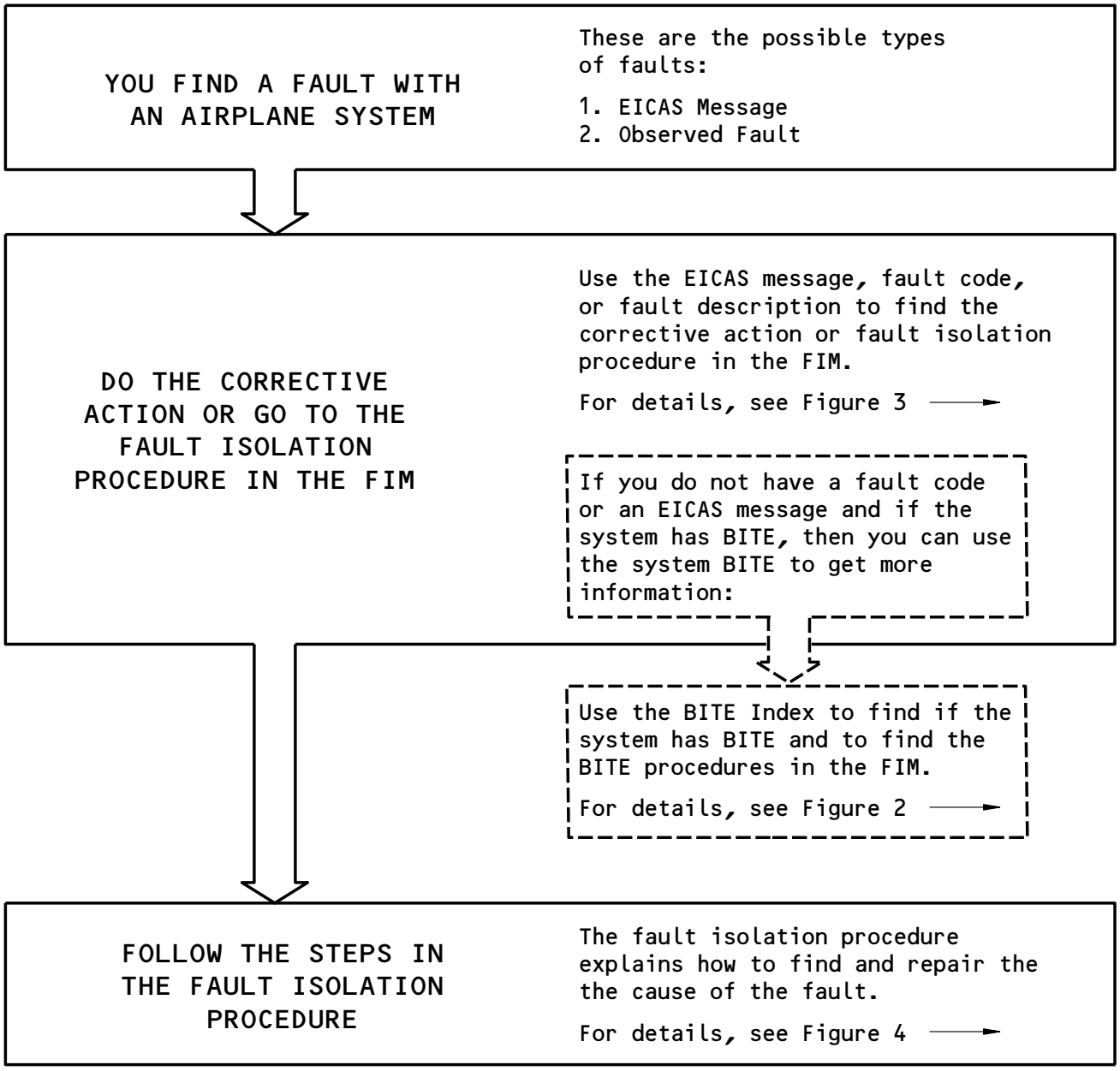
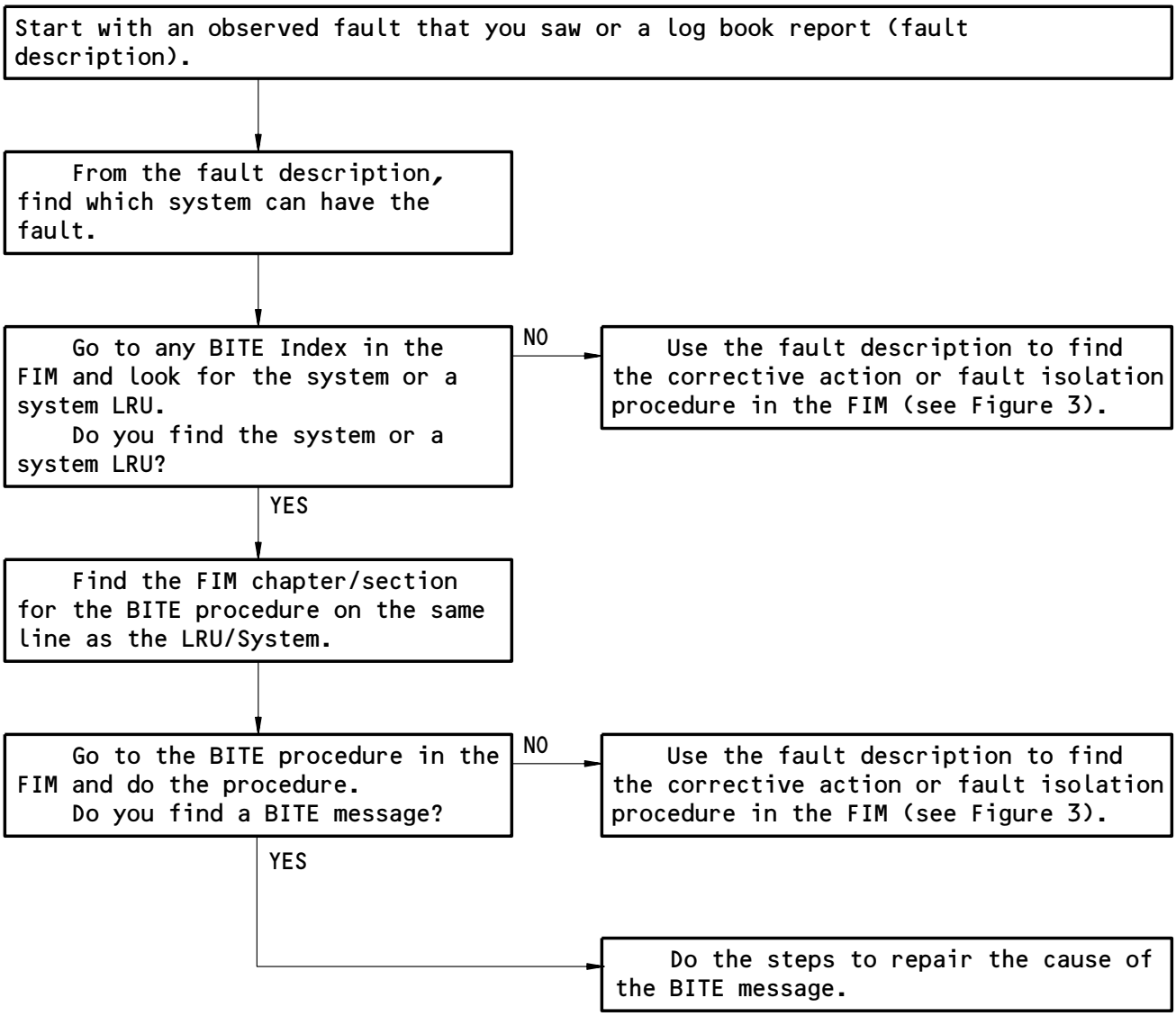


Basic Fault Isolation Process
Figure 1

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

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

ASSUMED CONDITIONS AT START OF TASK

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

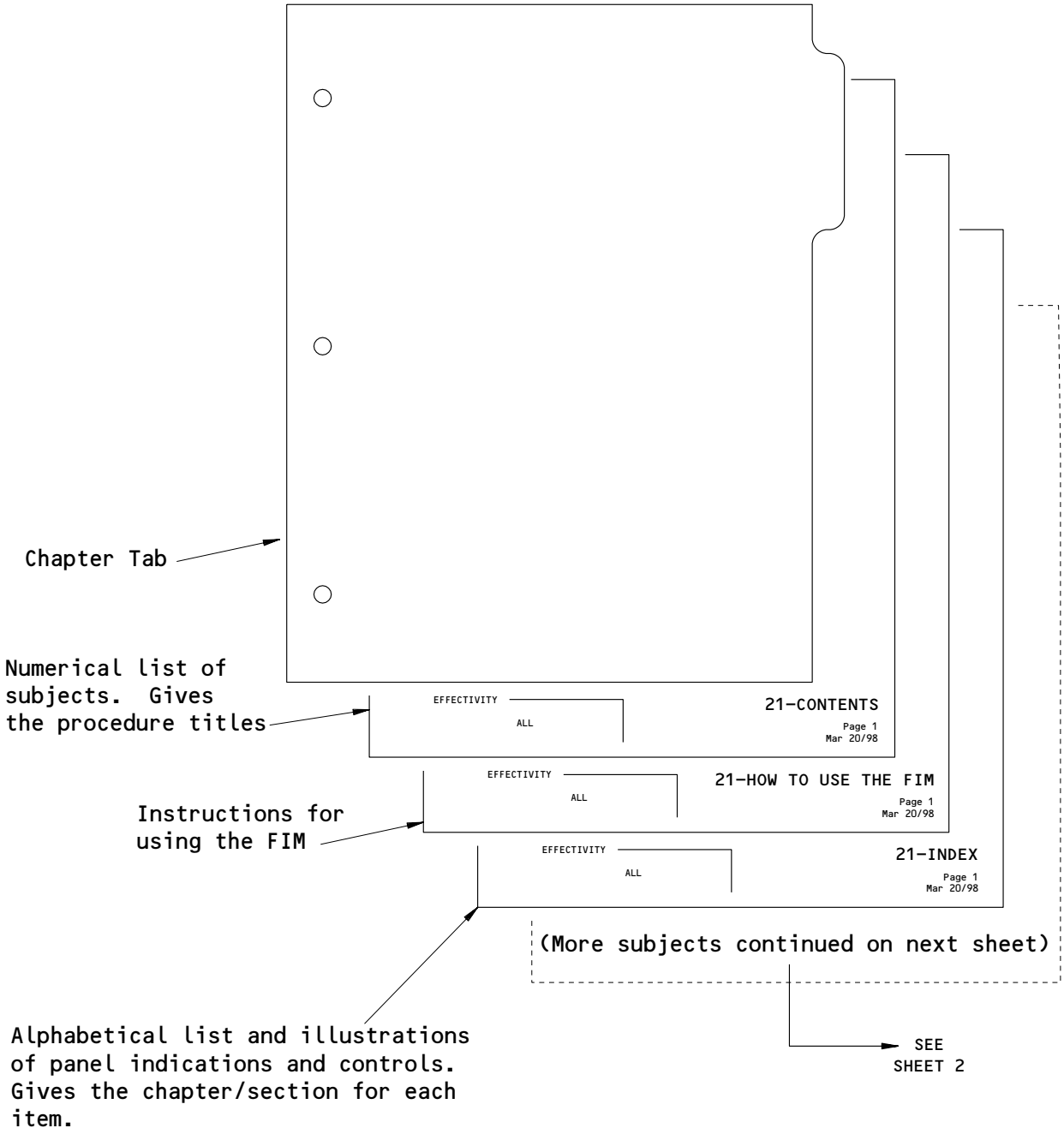
PREREQUISITES

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

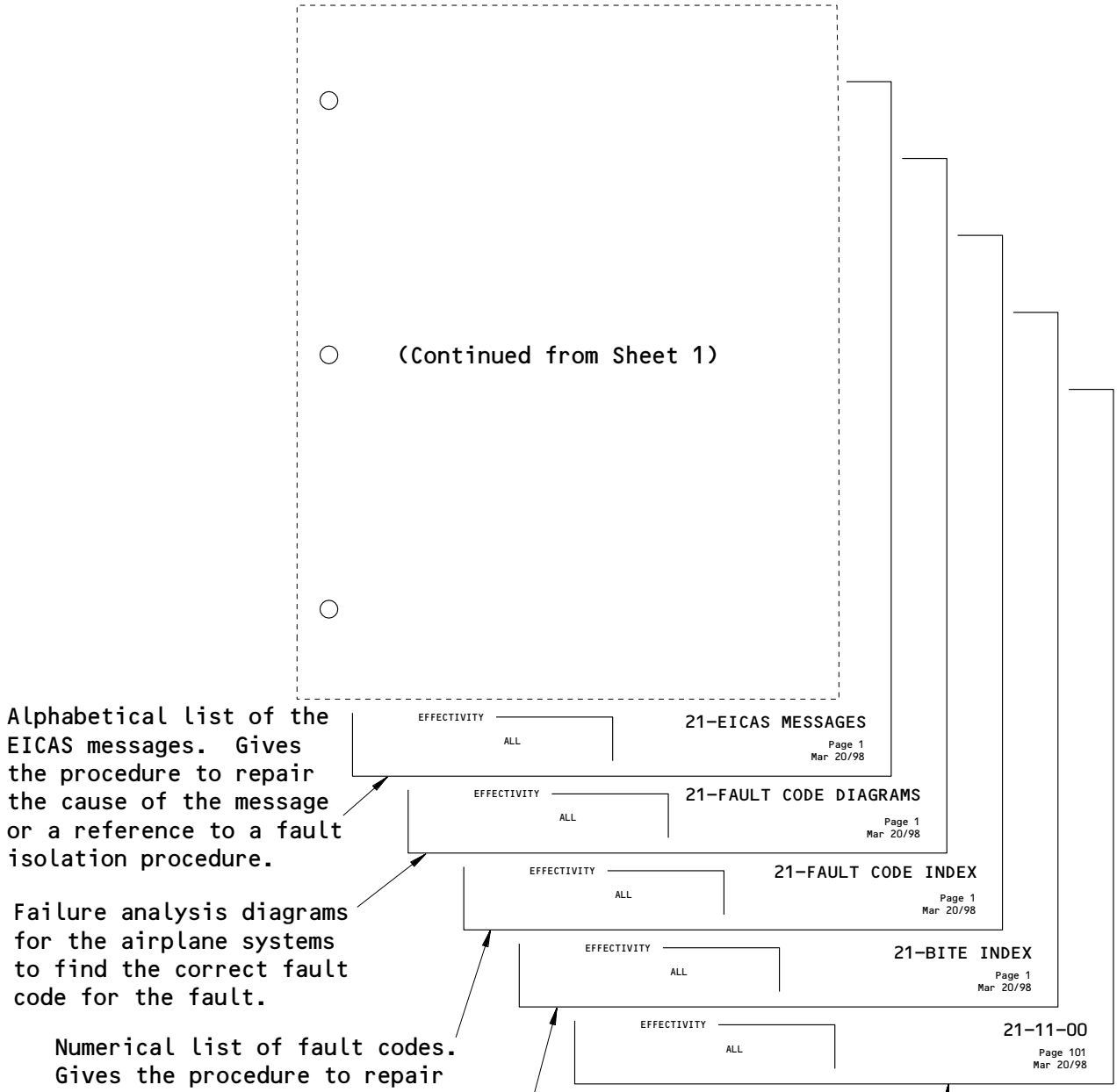
FAULT ISOLATION BLOCKS

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

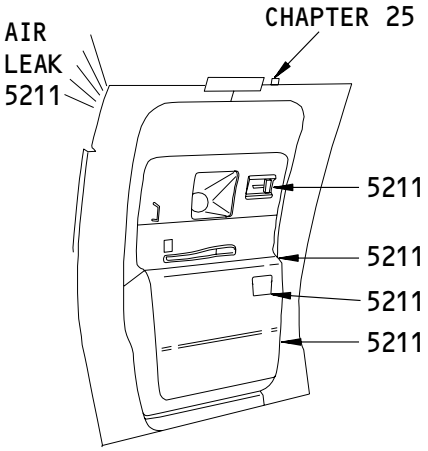
Do the Fault Isolation Procedure
Figure 4



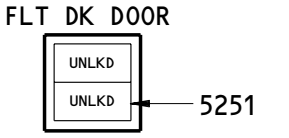
Subjects in Each FIM Chapter
Figure 5 (Sheet 1)

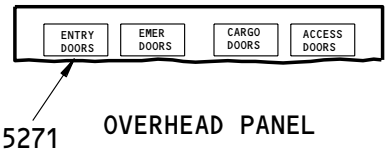


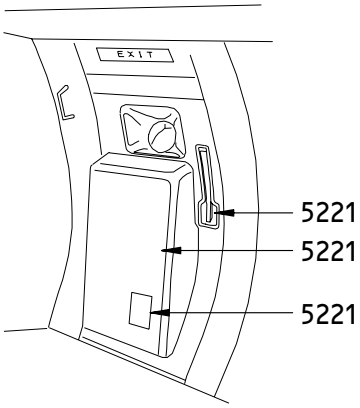
Subjects in Each FIM Chapter
Figure 5 (Sheet 2)



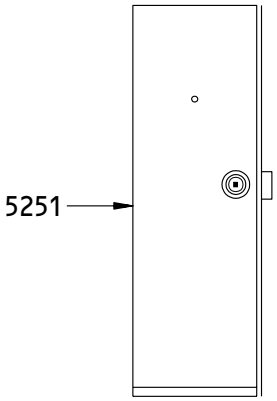
ENTRY/SERVICE DOORS



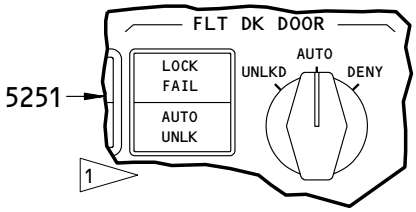




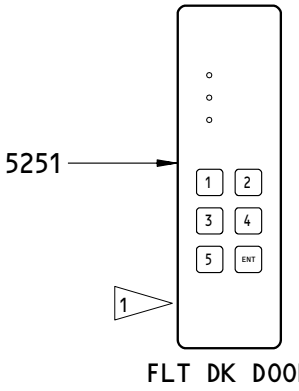
EMERGENCY EXIT DOOR



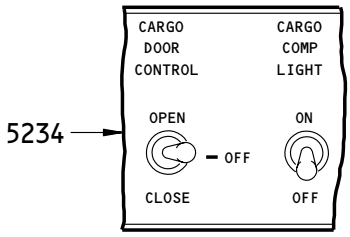
FLIGHT DECK DOOR



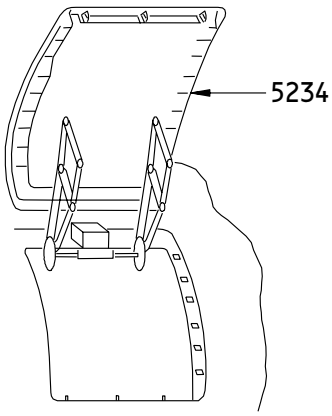
OVERHEAD PANEL



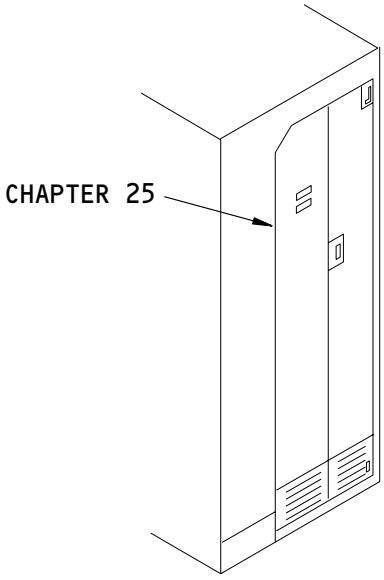
FLT DK DOOR



CARGO DOOR CONTROL SWITCH



CARGO COMPT DOOR



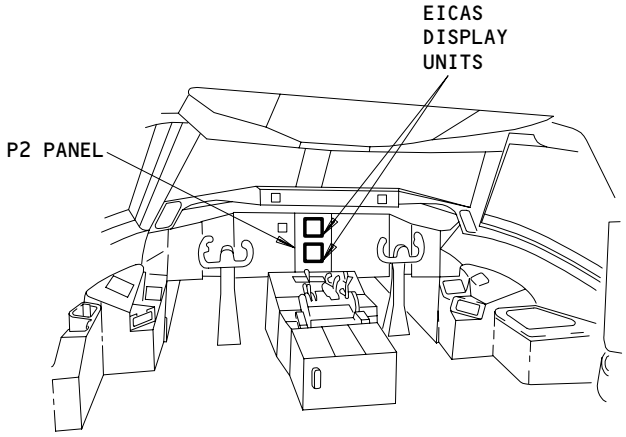
LAVATORY DOOR (TYPICAL)

1 AS INSTALLED

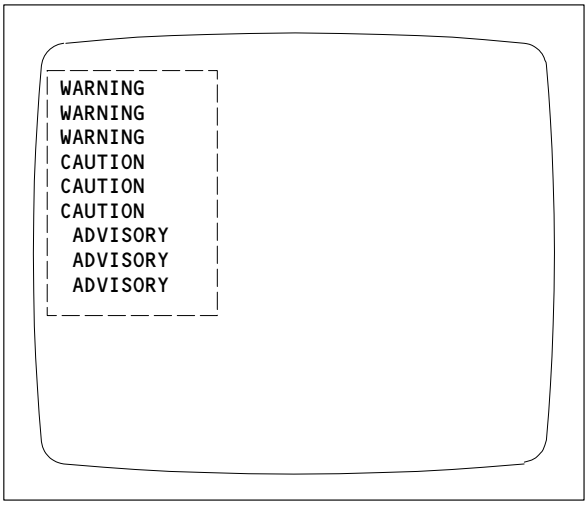
DOORS – INDEX

DOORS - EICAS MESSAGE LIST

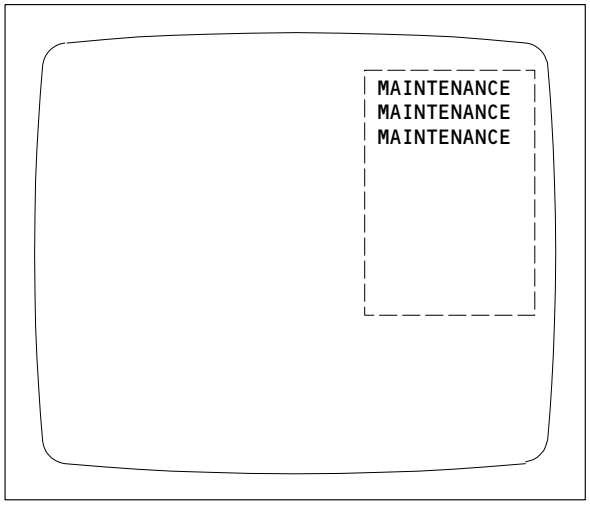
1. General
   A. This procedure shows the EICAS message locations and gives a list of procedures to find the solution for each message.
      (1) EICAS Message Locations (Fig. 1)
         (a) Figure 1 shows the location of the EICAS display units and the area where the messages show on the display units.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



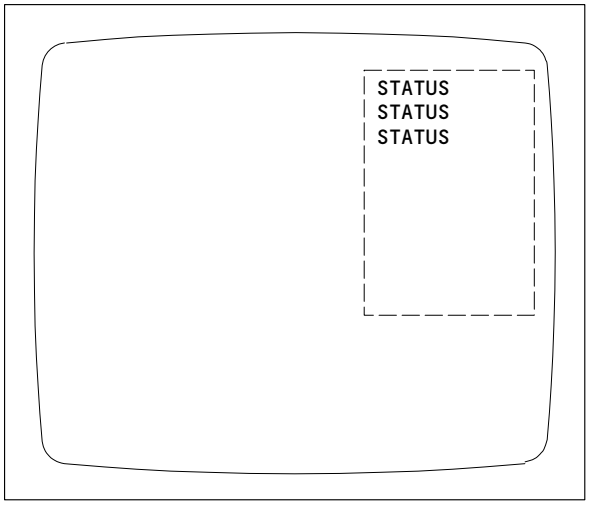
FLIGHT COMPARTMENT



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

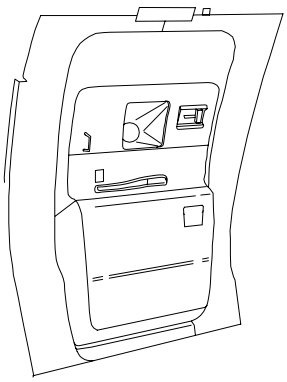
EICAS Message Locations
Figure 1

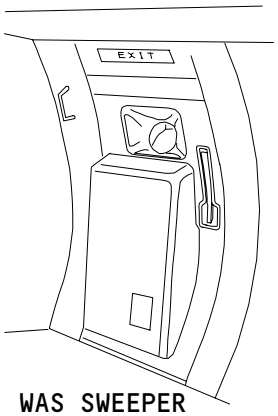
EICAS MESSAGE LIST		
EICAS MESSAGE	LEVEL	PROCEDURE
ACCESS DOORS	C	Remove the unwanted material or blockages from the forward access door or the Electrical/Electronics access door latch pins and latch fittings. If the problem continues, adjust the access door proximity sensors (AMM 52-71-00/501).
AFT 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





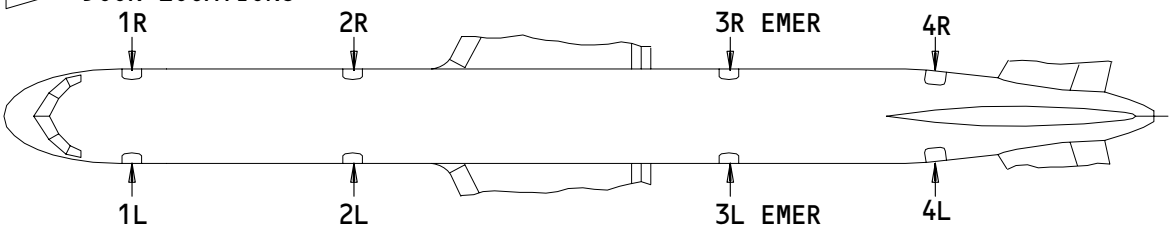
FAULT CODE/ LOCATION

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

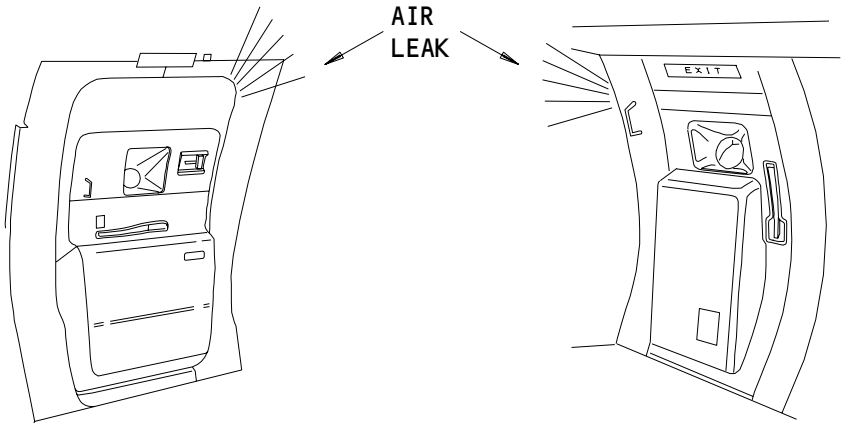
EFFECTIVITY
ALL

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

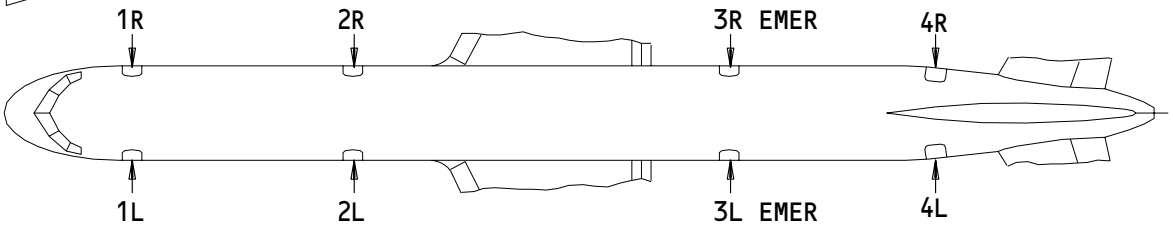
NO → NORMAL

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

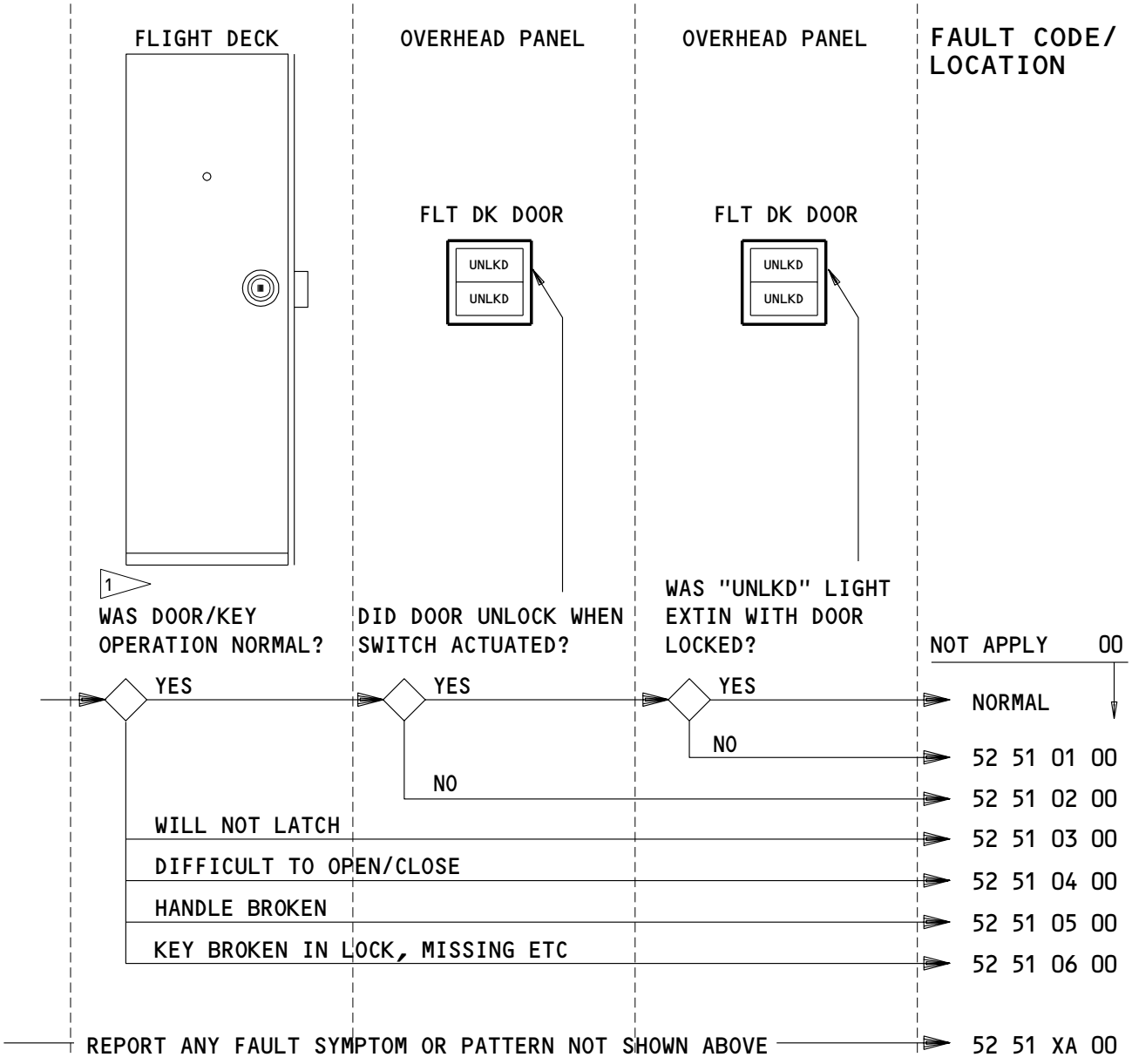
NONE

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

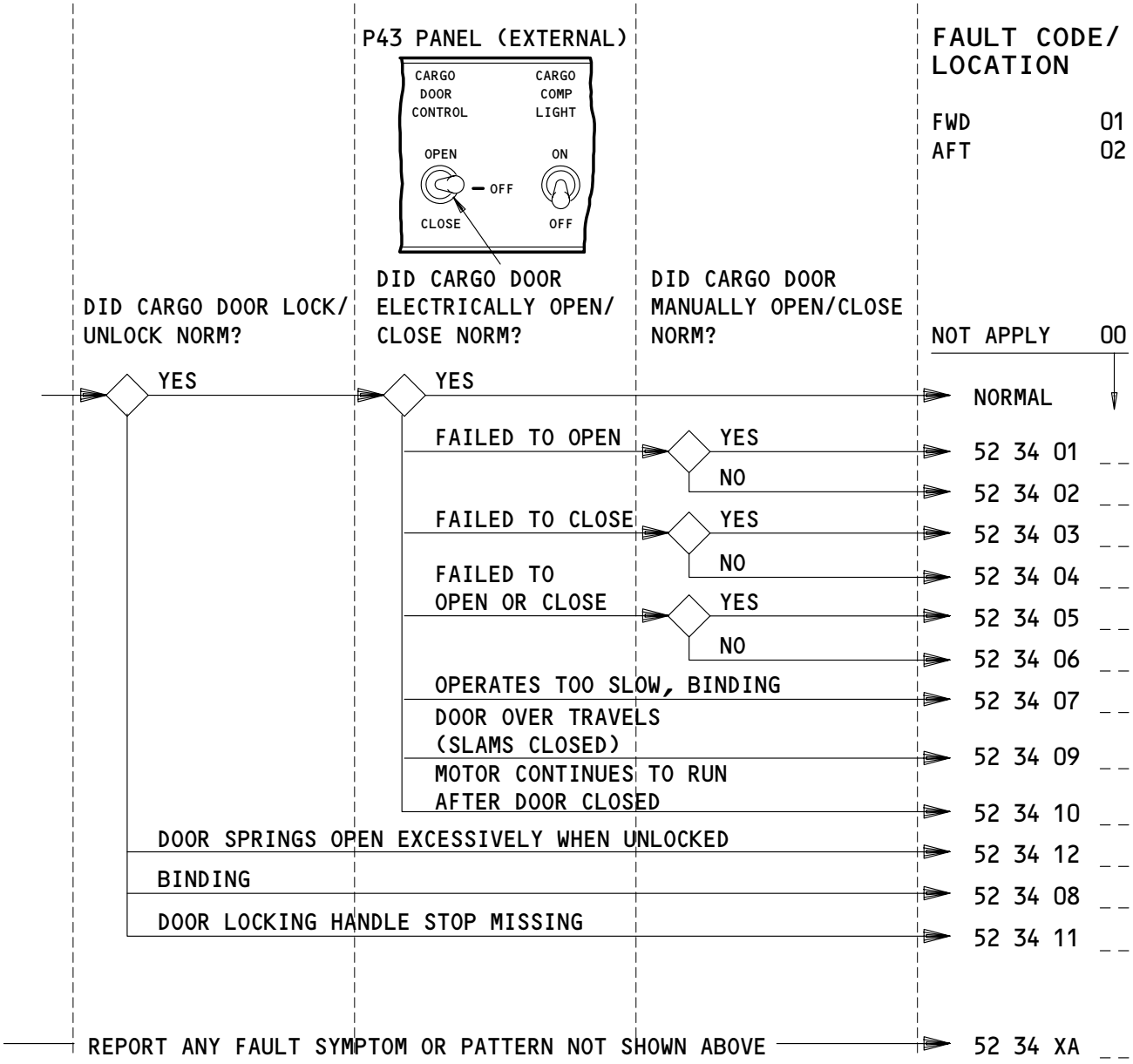
FLIGHT DECK DOOR - FAULT CODES

EFFECTIVITY

ALL

52-FAULT CODE DIAGRAM

G55845



APPLICABLE CIRCUIT BREAKERS

NONE

CARGO DOORS – FAULT CODES

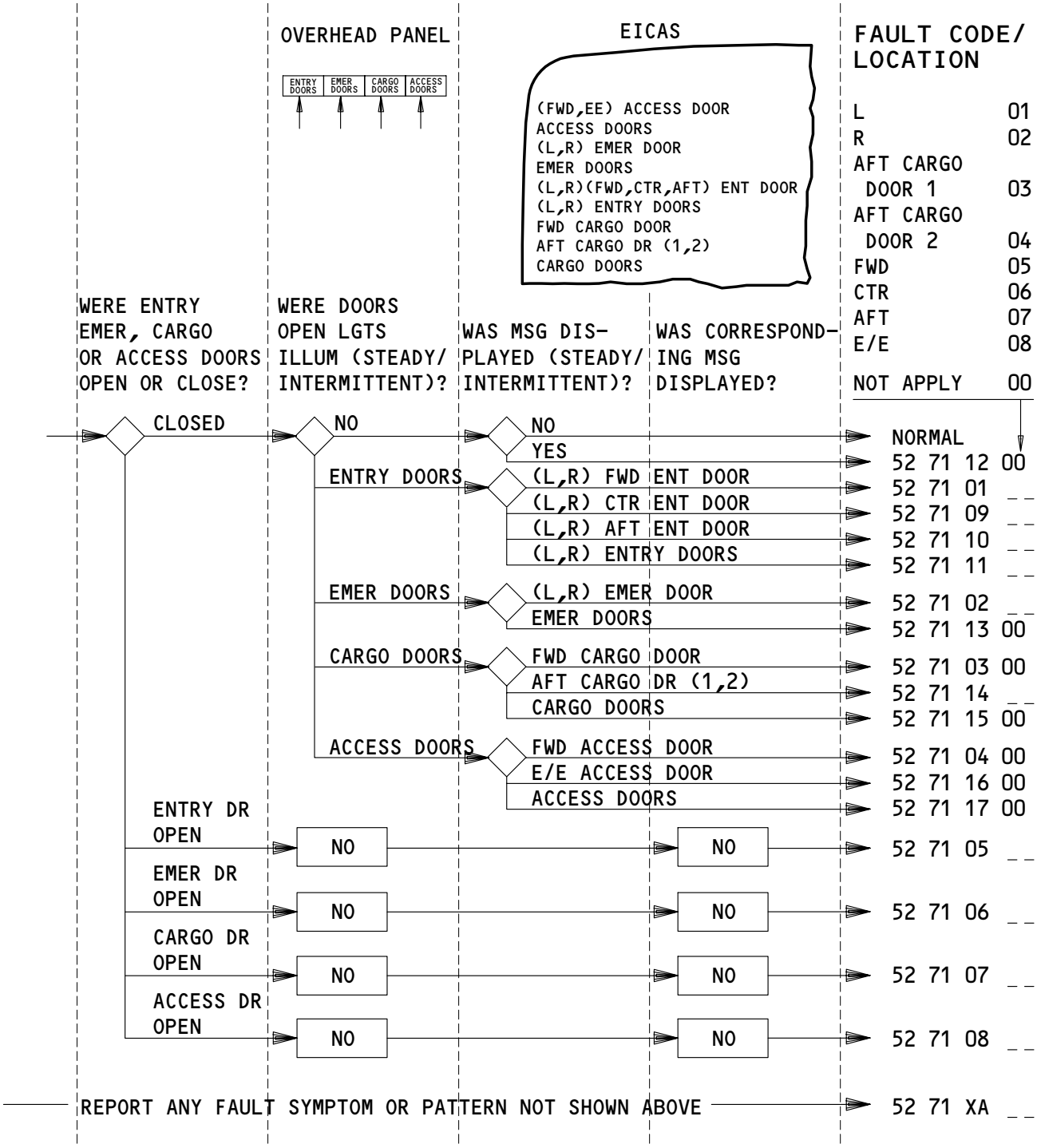
EFFECTIVITY

ALL

52-FAULT CODE DIAGRAM

01

58802



APPLICABLE CIRCUIT BREAKERS

11R33 | DOOR IND |

DOOR INDICATION - FAULT CODES

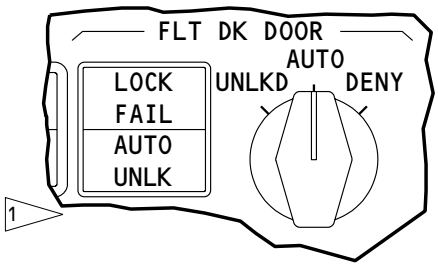
EFFECTIVITY

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

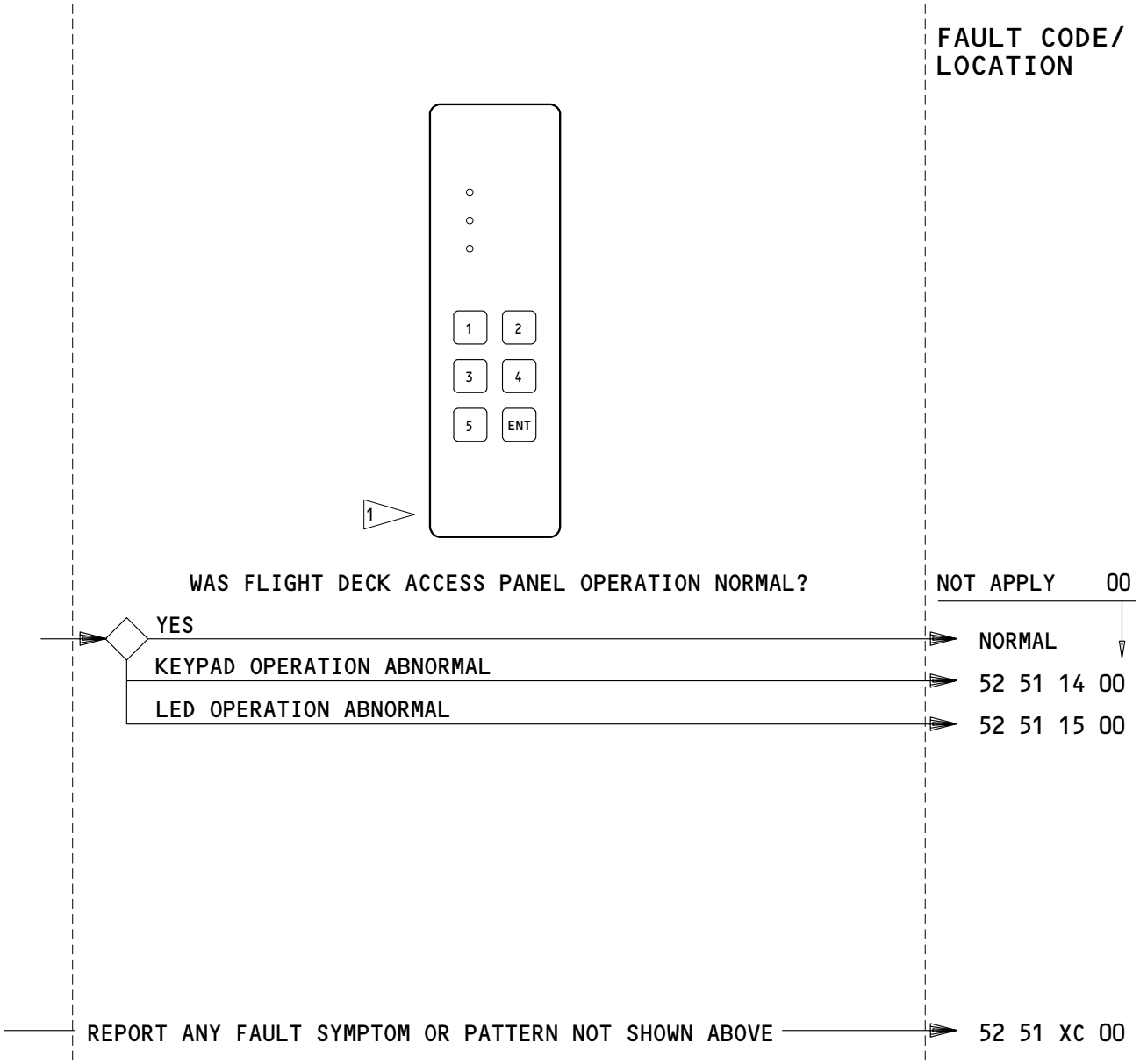
1 AS INSTALLED

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 (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 (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)

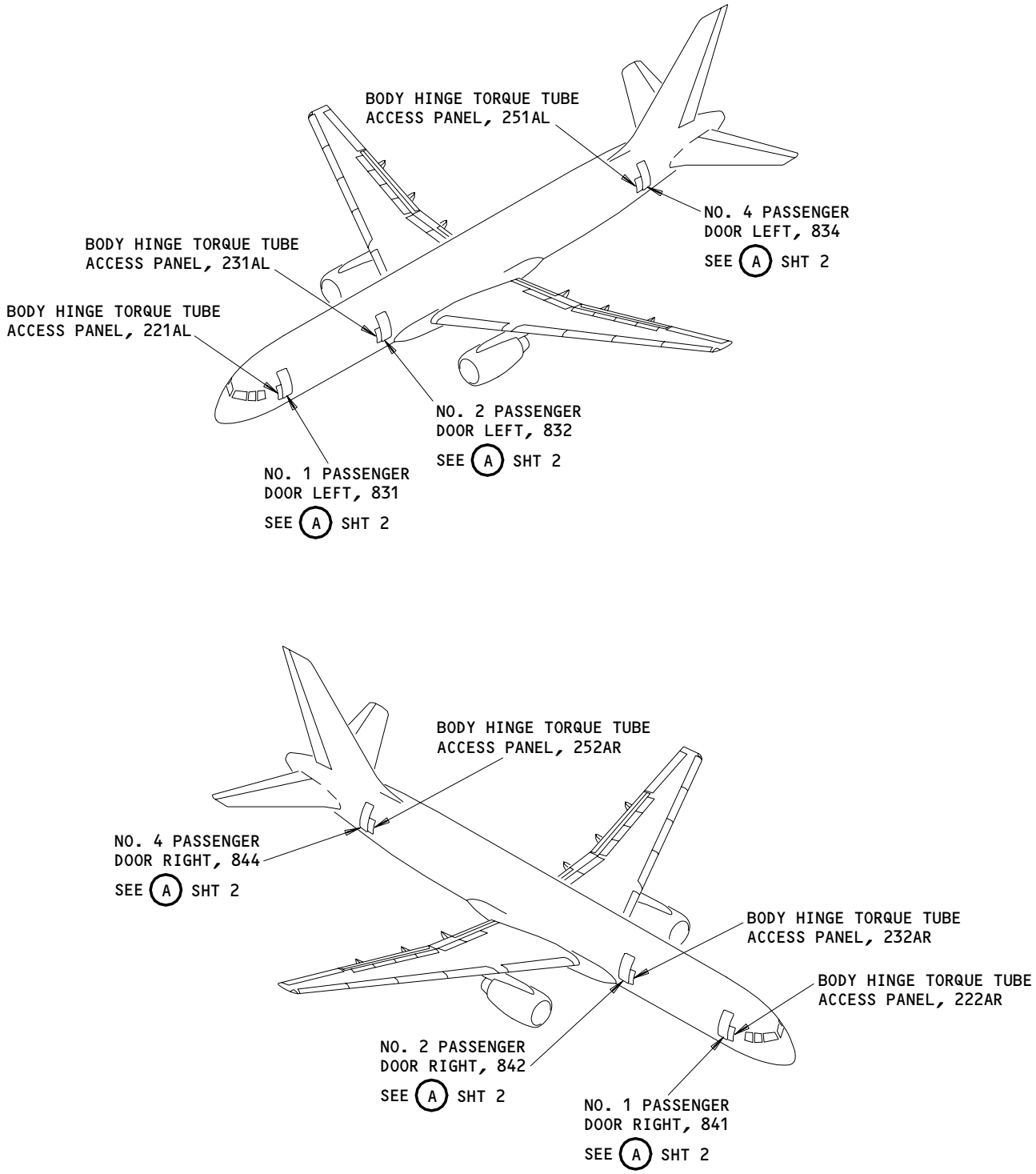
LRU/System Name	Acronym	FIM Reference
Thrust Management Computer/Autothrottle	TMC	22-00
Traffic Alert and Collision Avoidance Computer	TCAS	34-45
VHF (Very High Frequency) Communication		23-12
VOR/Marker Beacon Receiver	VOR/MKR	34-51
Warning Electronic Unit BITE Module (Stall Warning)	WEU	27-32
Weather 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)

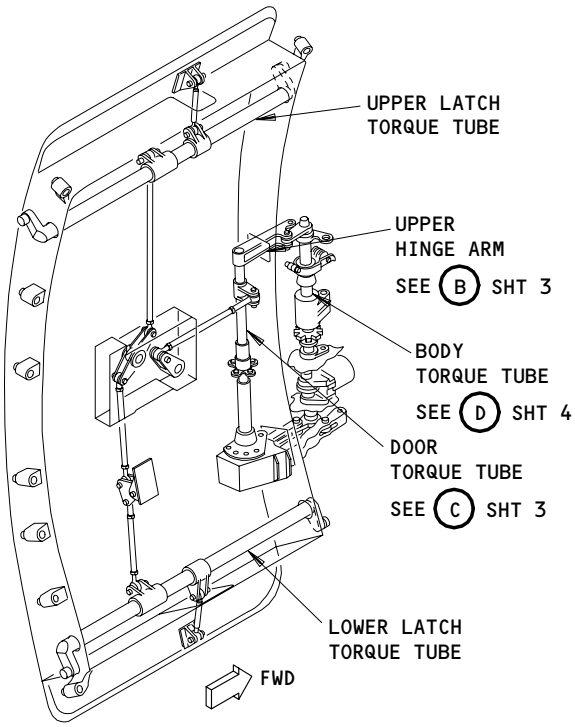
PASSENGER DOORS

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

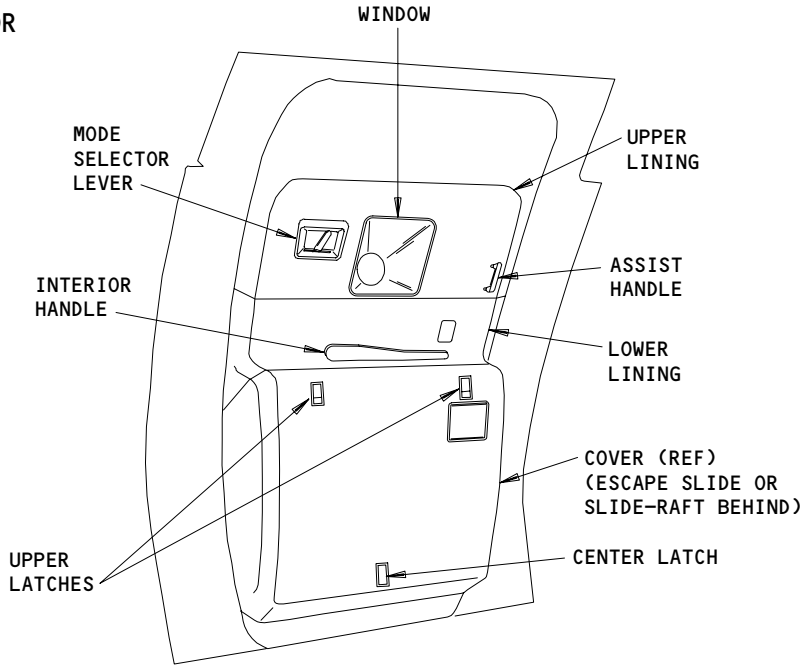
Passenger Doors – Component Index
Figure 101



Passenger Doors - Component Location
Figure 102 (Sheet 1)

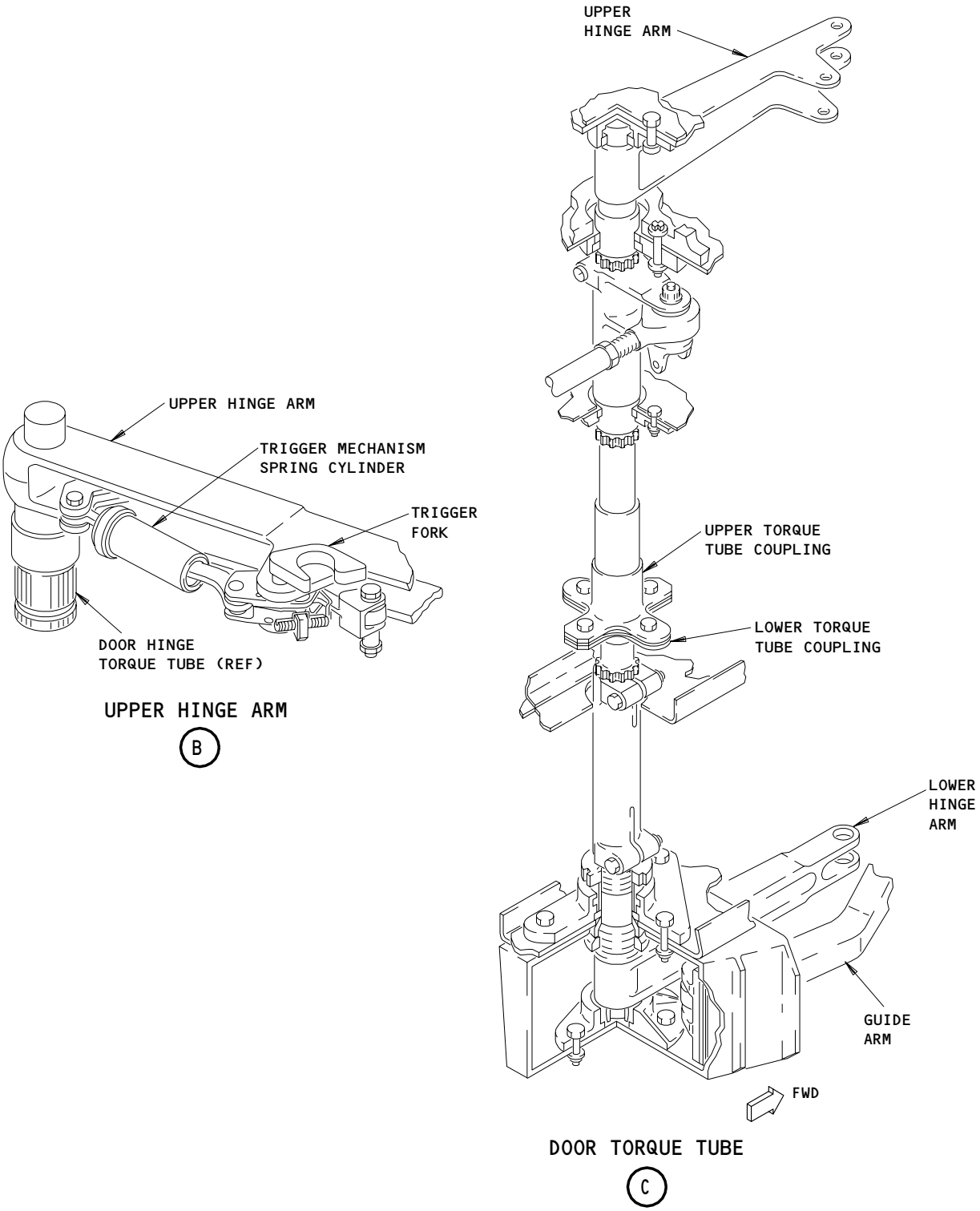


NO. 1, 2, OR 4 PASSENGER DOOR
(INTERNAL MECHANISMS)
(EXAMPLE)
A

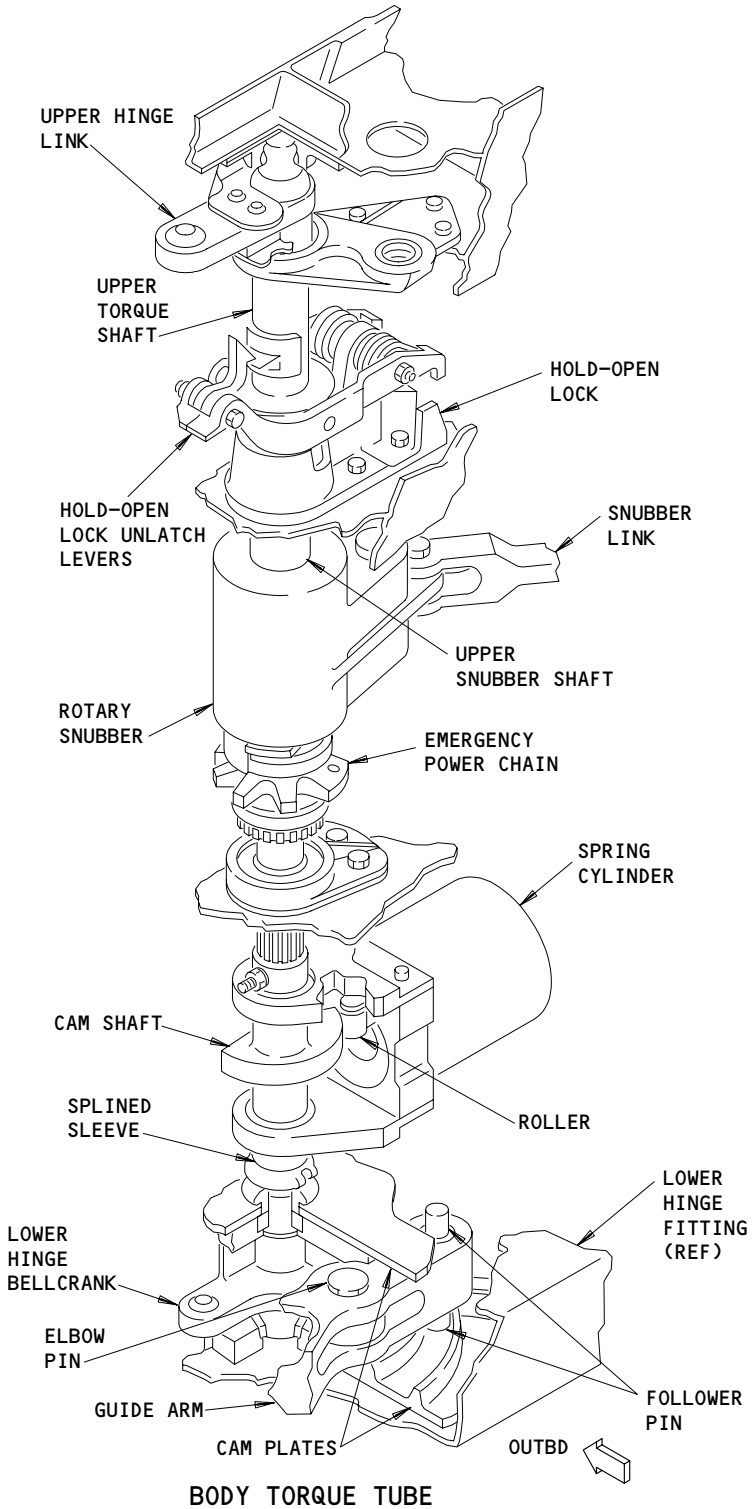


NO. 1, 2 OR 4 PASSENGER DOOR
(INTERNAL VIEW)
(EXAMPLE)
A

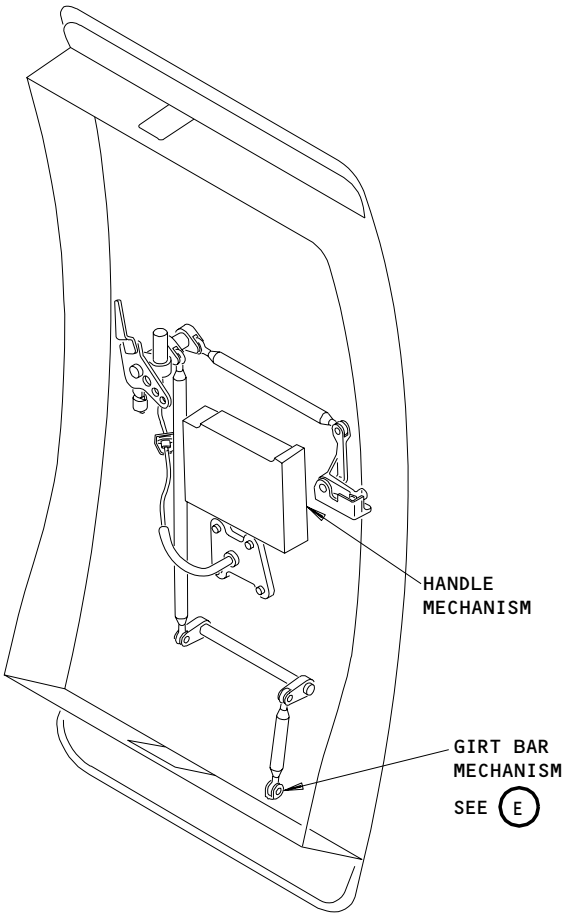
Passenger Doors - Component Location (Detail from Sht 1)
Figure 102 (Sheet 2)



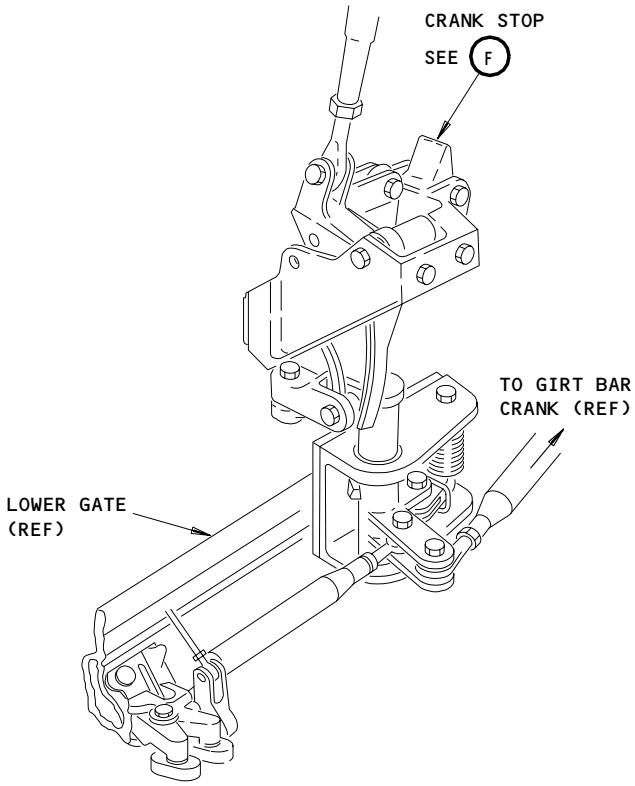
Passenger Doors - Component Location (Details from Sht 2)
Figure 102 (Sheet 3)



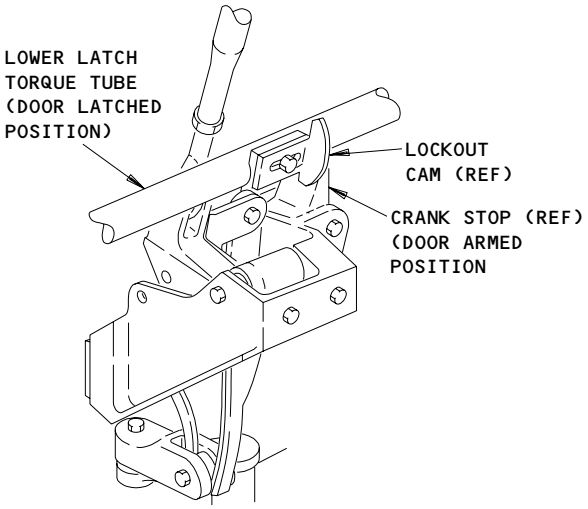
Passenger Doors - Component Location (Detail from Sht 2)
Figure 102 (Sheet 4)



NO. 1 PASSENGER DOOR EMERGENCY MECHANISM (EXAMPLE)

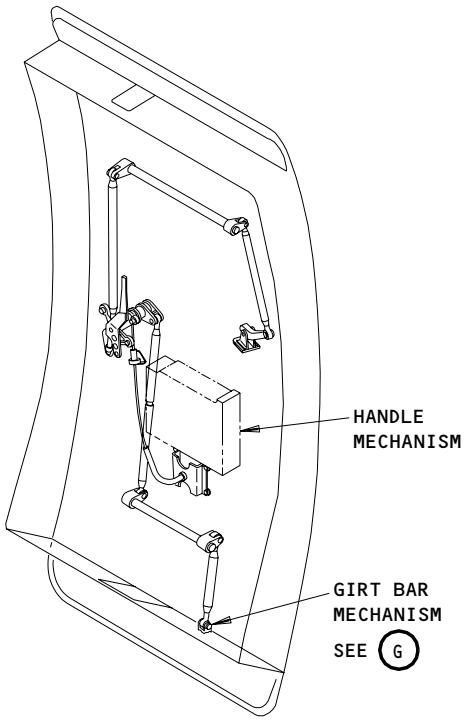


GIRT BAR MECHANISM
E

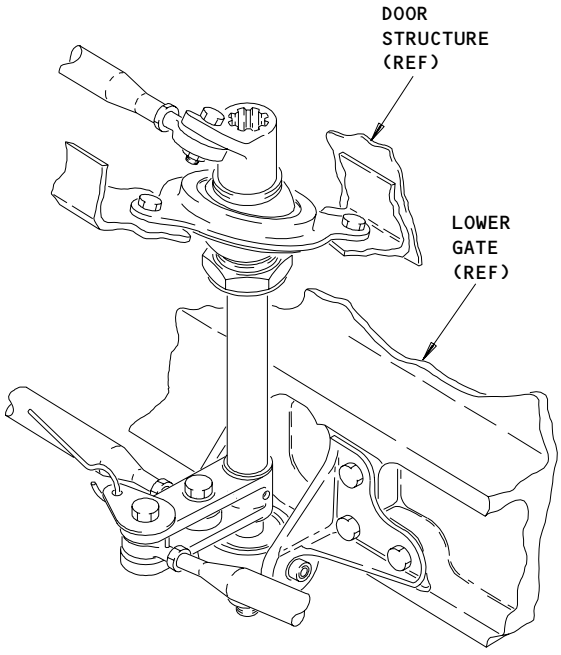


CRANK STOP
F

Passenger Doors - Component Location
Figure 102 (Sheet 5)

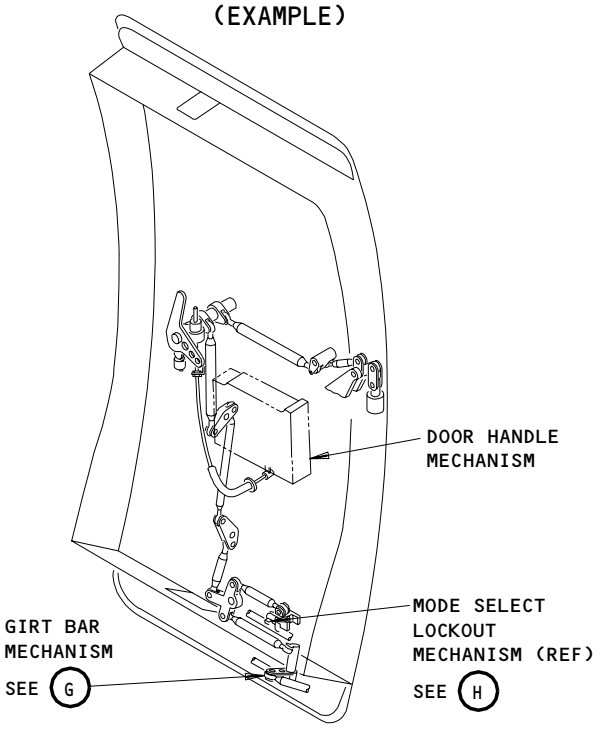


NO. 4 PASSENGER DOOR EMERGENCY MECHANISM (EXAMPLE)

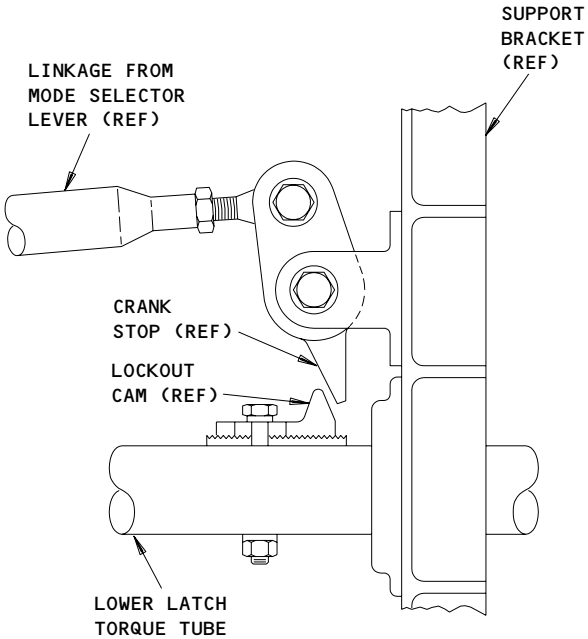


GIRT BAR MECHANISM

G



NO. 2 PASSENGER DOOR EMERGENCY MECHANISM (EXAMPLE)

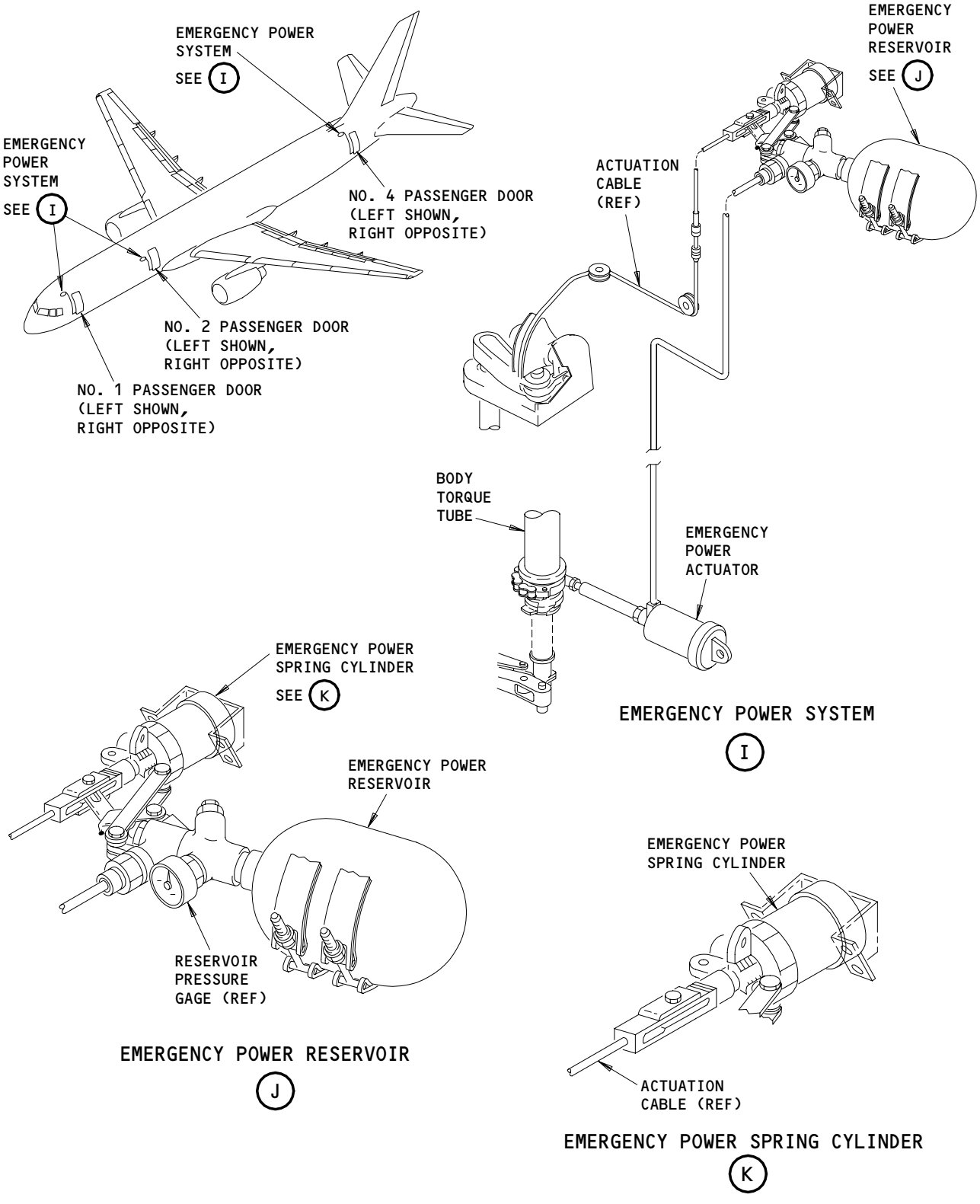


MODE SELECT LOCKOUT MECHANISM

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).

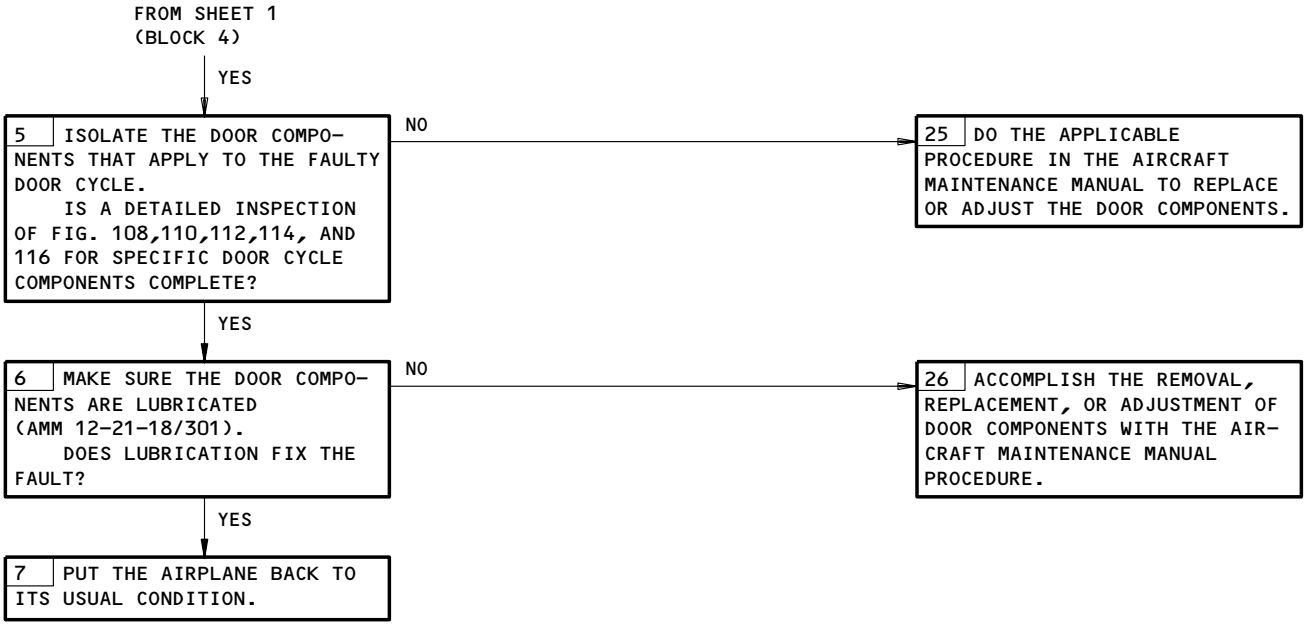
CAN THE FAULTY DOOR CYCLE BE SELECTED WITHOUT MORE INFORMATION?

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

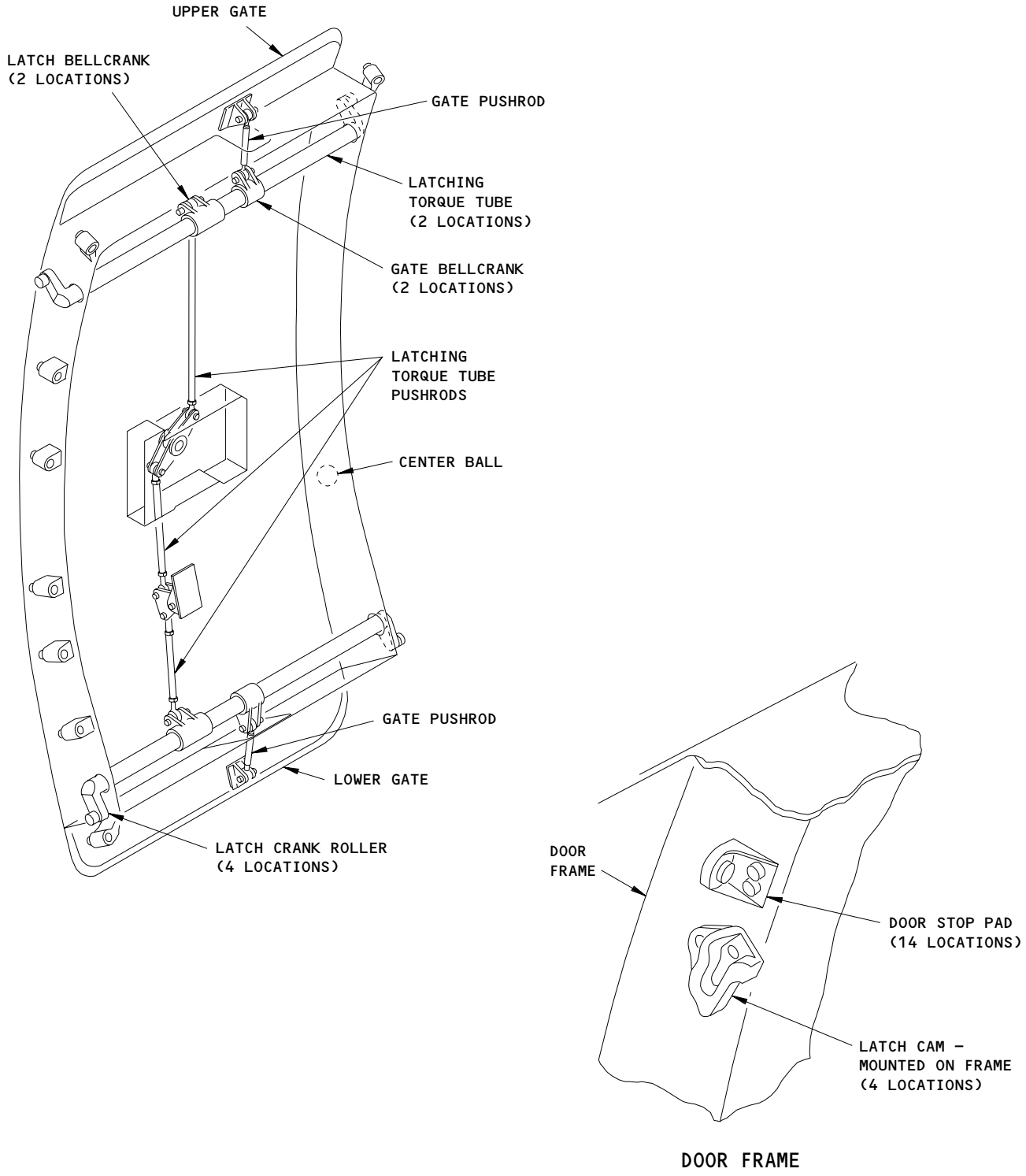
YES

SEE SHEET 2
(BLOCK 6)

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

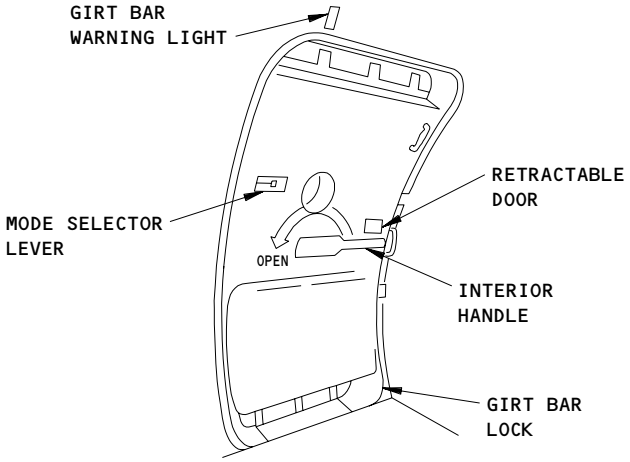


General Guidelines for Door Fault Isolation
Figure 103 (Sheet 2)

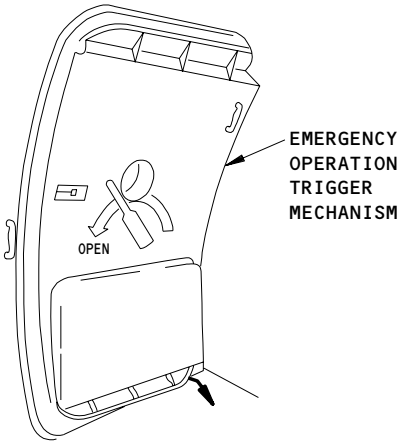


1

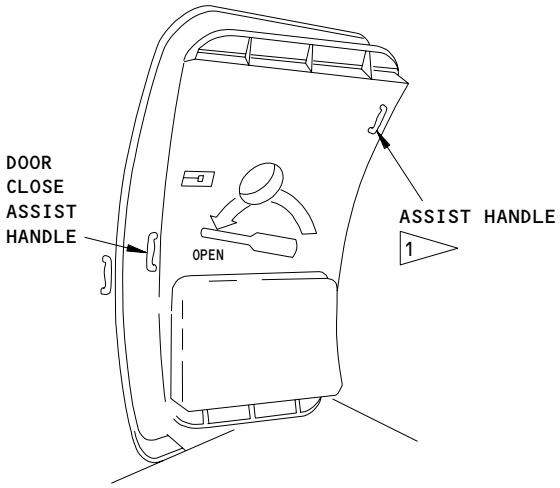
Door Adjustments (Example)
Figure 104



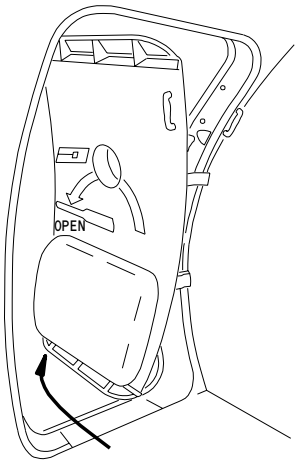
1. ARMED AND LATCHED



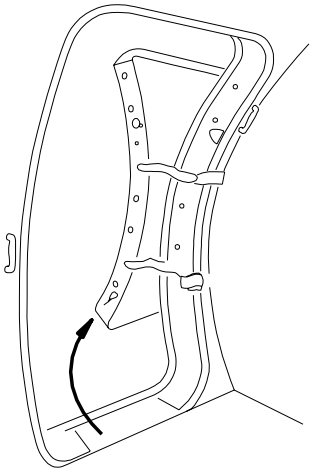
2. DOOR NOT LATCHED – UPPER AND LOWER GATES FOLDED IN – MOTION TO COCK BEGINS



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

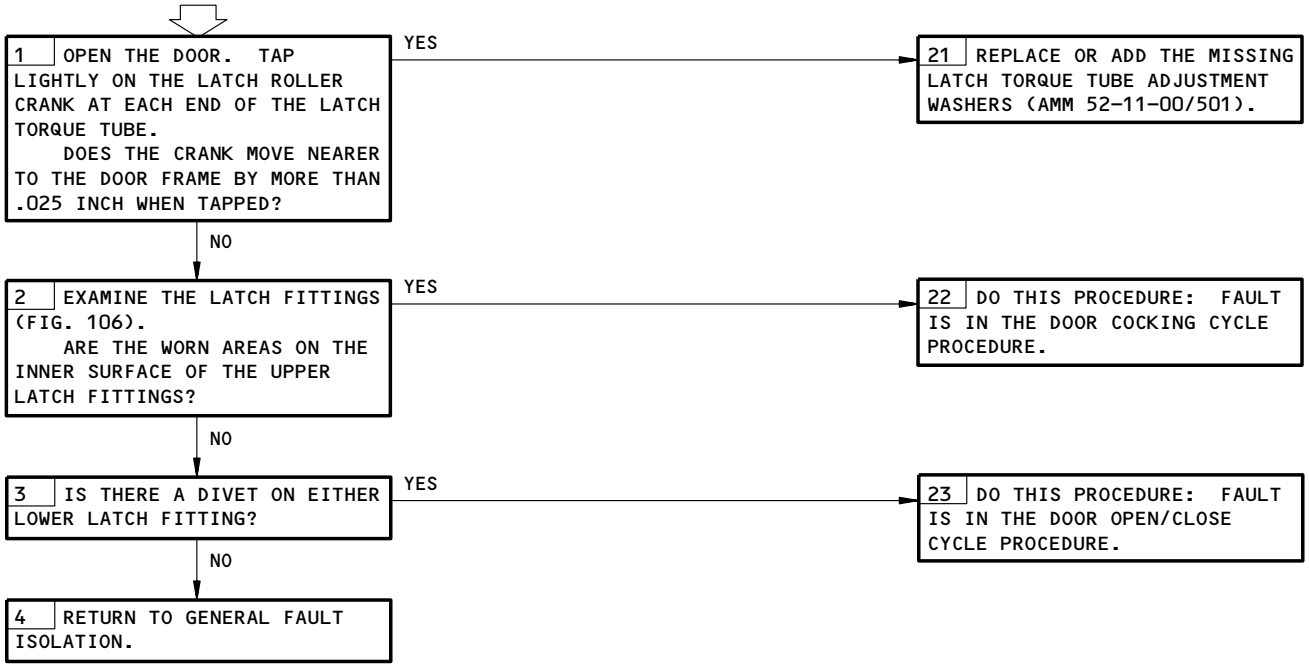
PREREQUISITES
NONE

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.

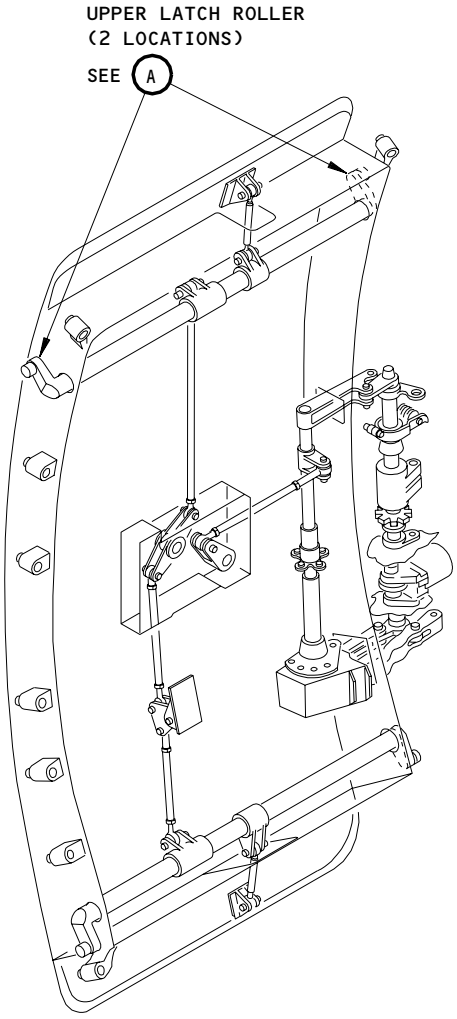
NOTE: GREATER THAN NORMAL WORN AREAS SHOW:
- INCORRECT DOOR RIGGING
- WORN TORQUE TUBE BEARINGS
- WORN GUIDE ARM BEARINGS

WEAR IS FOUND ON THE LATCH FITTINGS

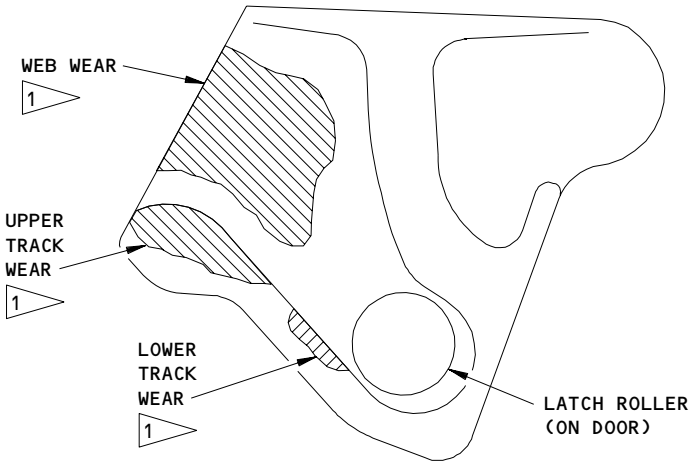
NOTE: REPLACEMENT OF WORN PARTS WILL OCCUR IN ANOTHER PROCEDURE.



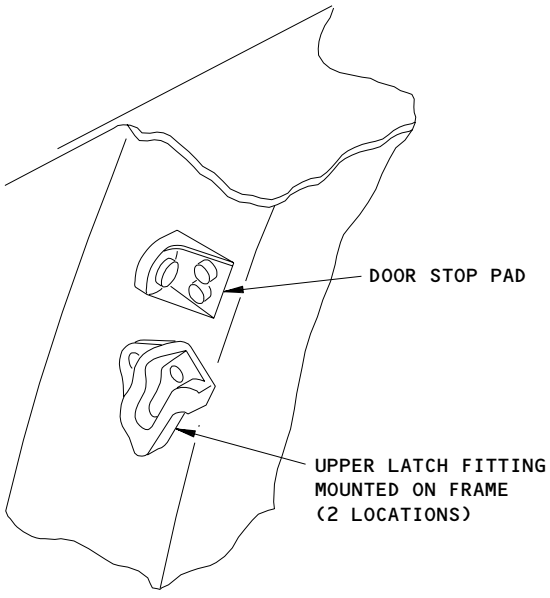
Wear Is Found on the Latch Fittings
Figure 106



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?

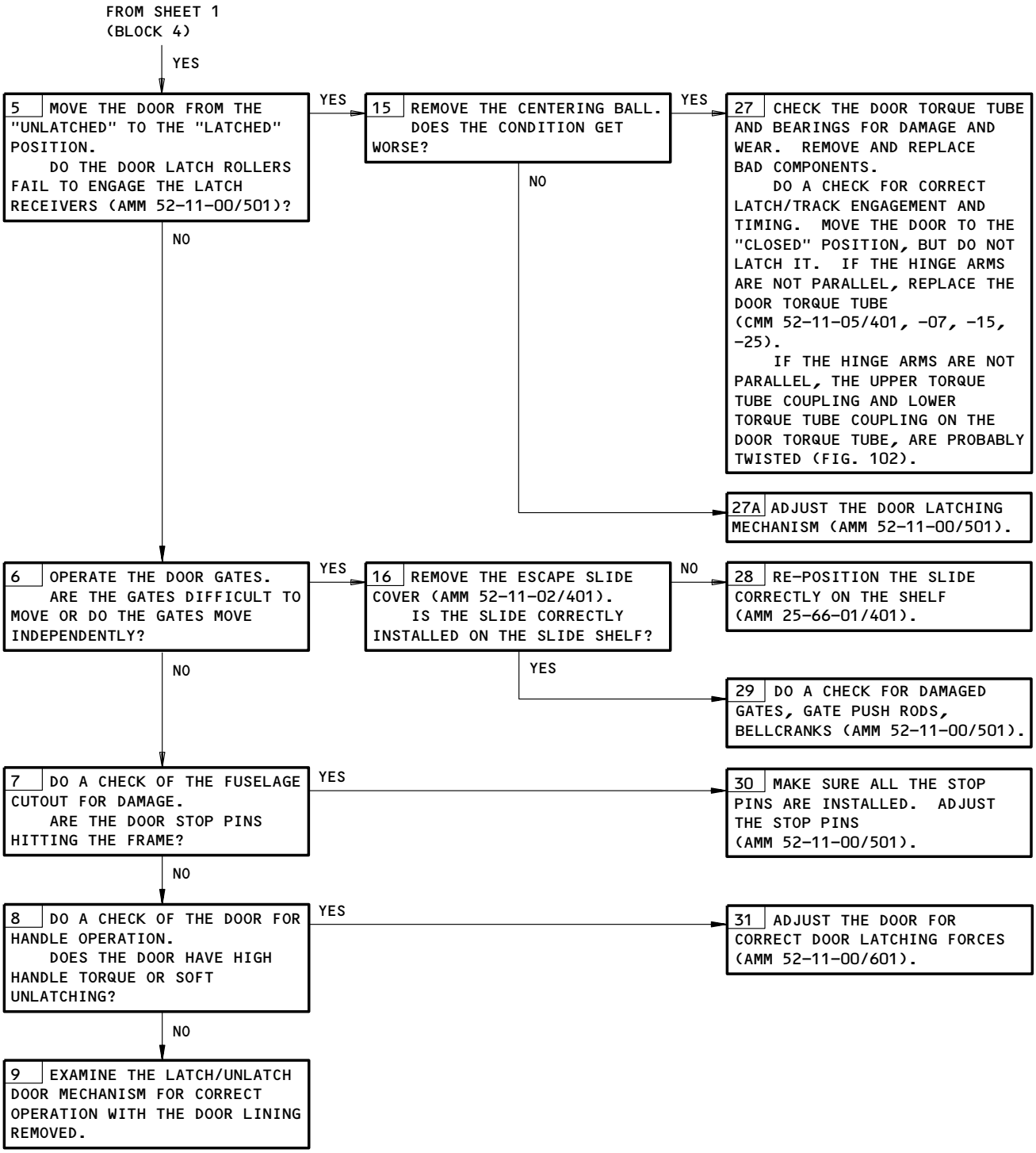
YES → 25 DO A CHECK OF THE COCKING PUSH ROD, DOOR CONTROL CAM/FOLLOWER ROLLERS (AMM 52-11-13/201).

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

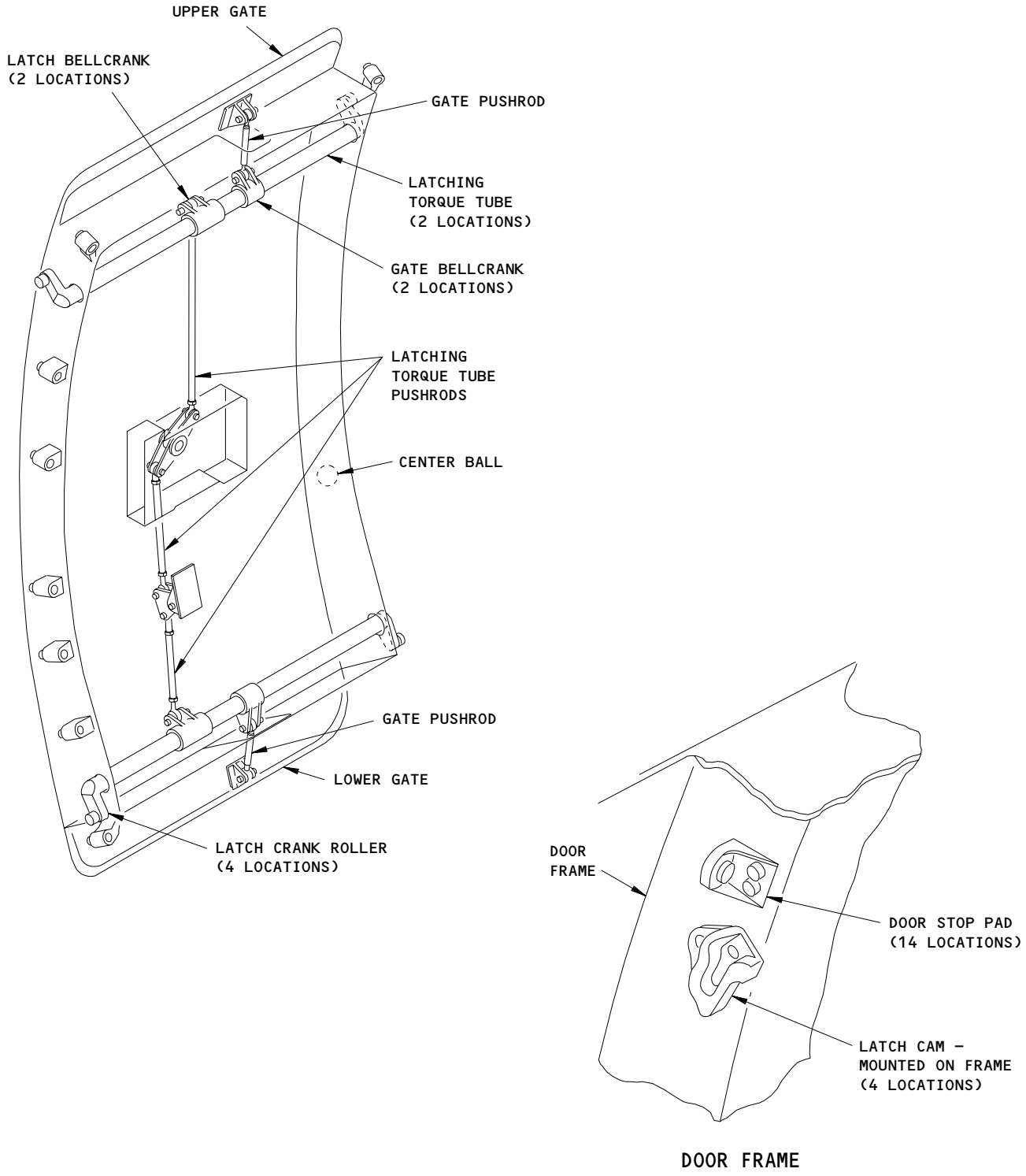
YES ↓

SEE SHEET 2 (BLOCK 5)

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

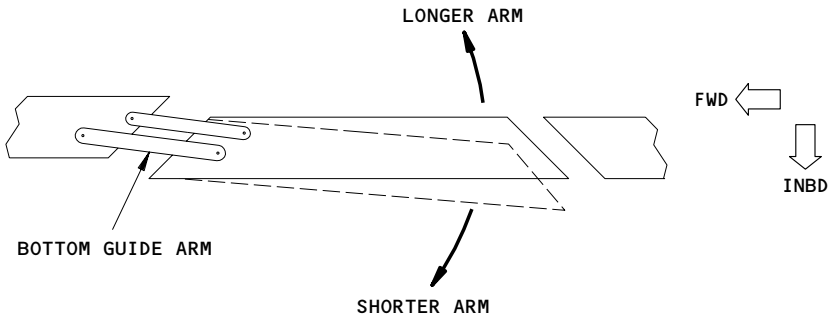


Door Is Difficult to Latch/Unlatch
Figure 108 (Sheet 2)



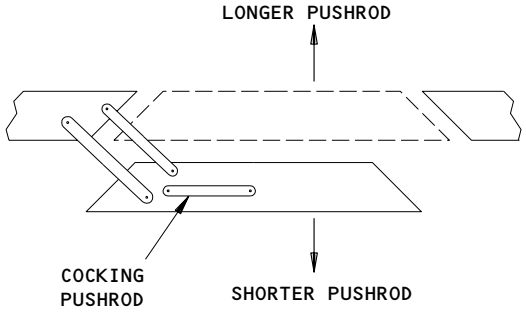
DOOR FRAME

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.

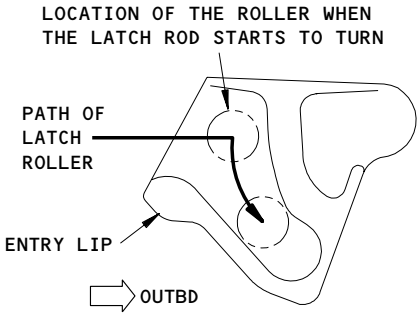
DOOR ADJUSTMENT
(TOP VIEW)



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

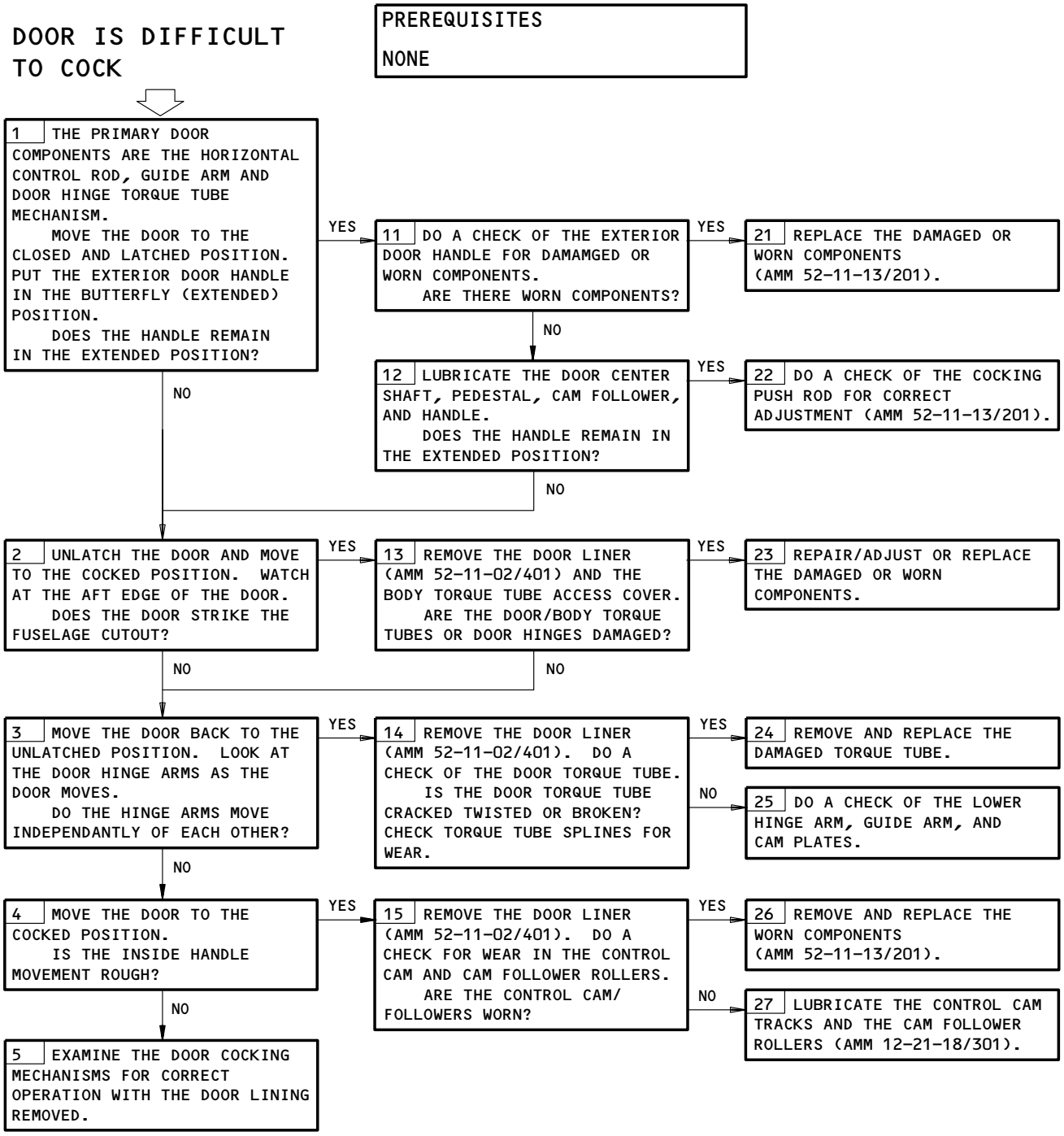
THE EXTERNAL HANDLE FORCE INCREASES AS YOU ADJUST THE DOOR OUTBOARD.

HANDLE ADJUSTMENT
(TOP VIEW)

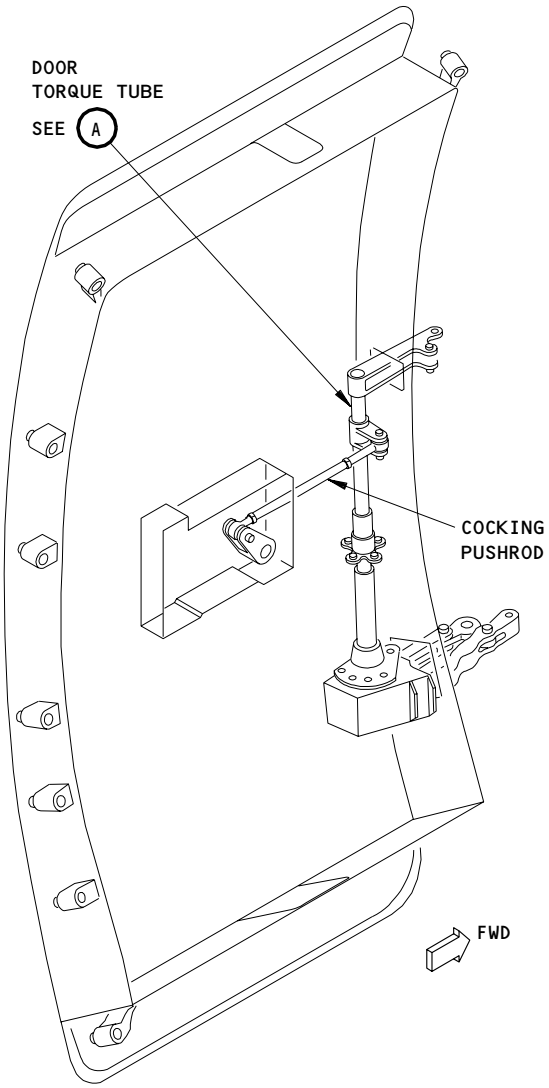


CORRECT LATCH ROLLER PATH

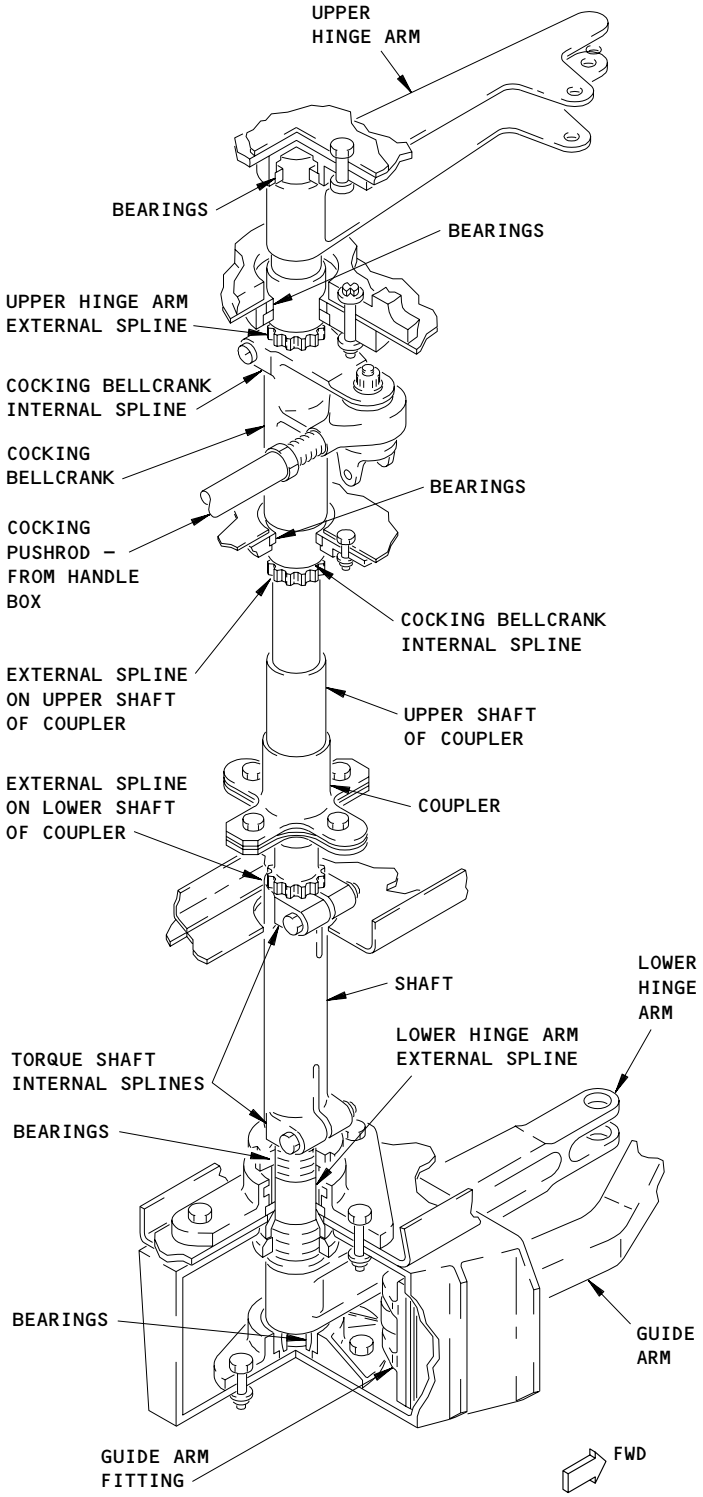
Latch/Unlatch Components
Figure 109 (Sheet 2)



Door Is Difficult to Cock
Figure 110

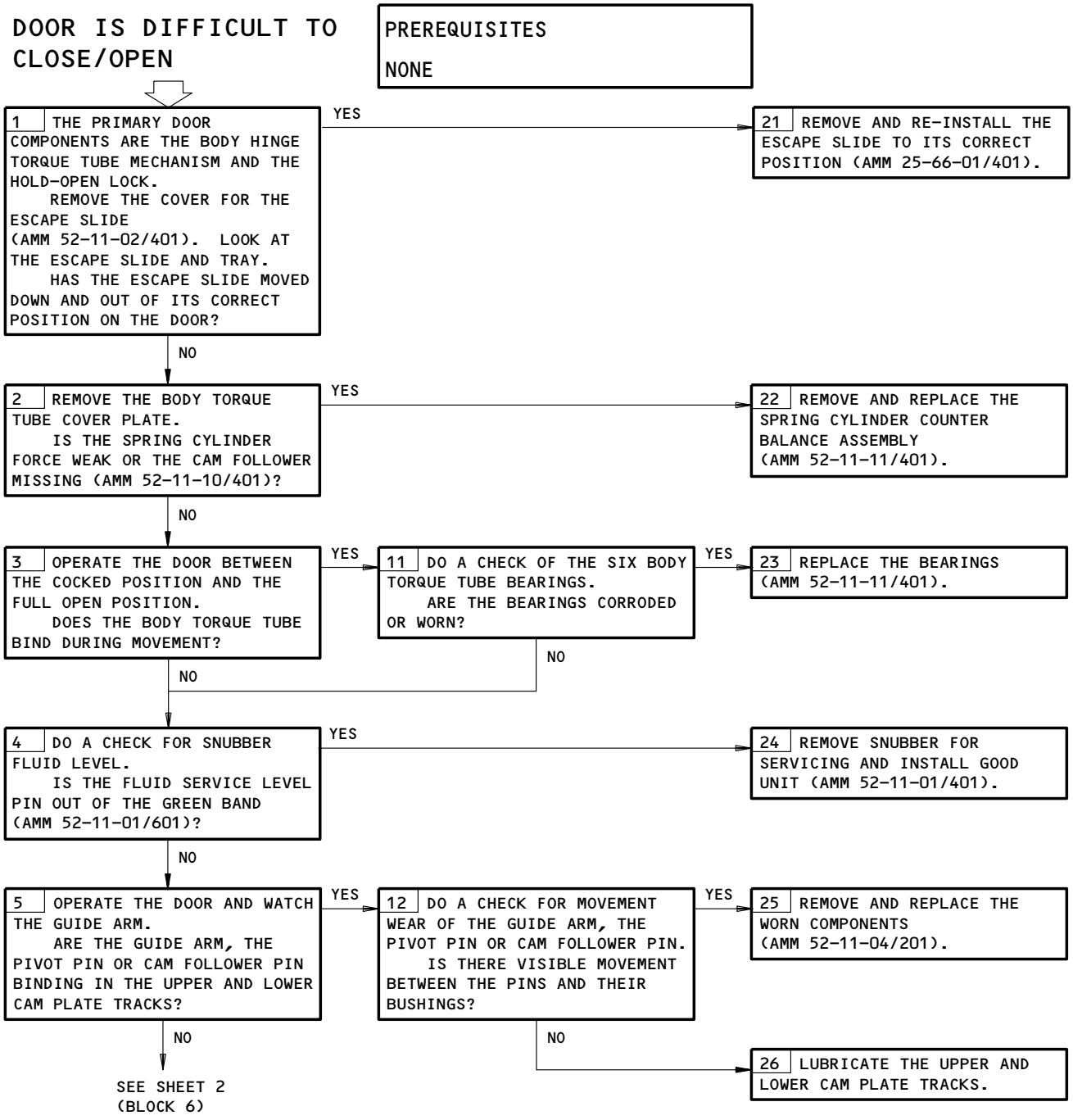


NO. 1, 2, OR 4 PASSENGER DOOR
(EXAMPLE)

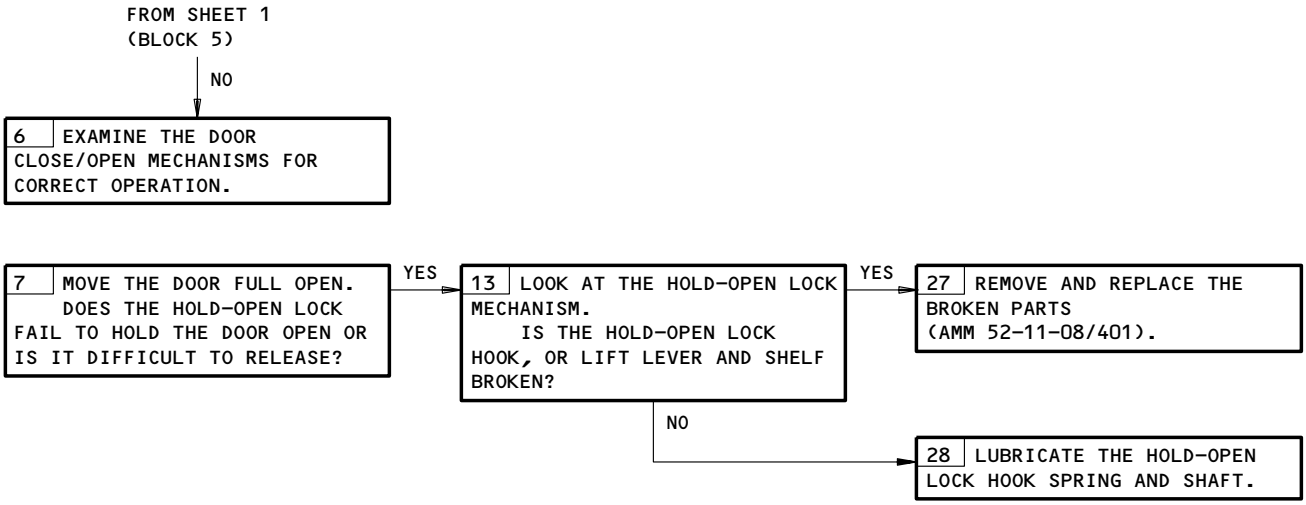


DOOR TORQUE TUBE
A

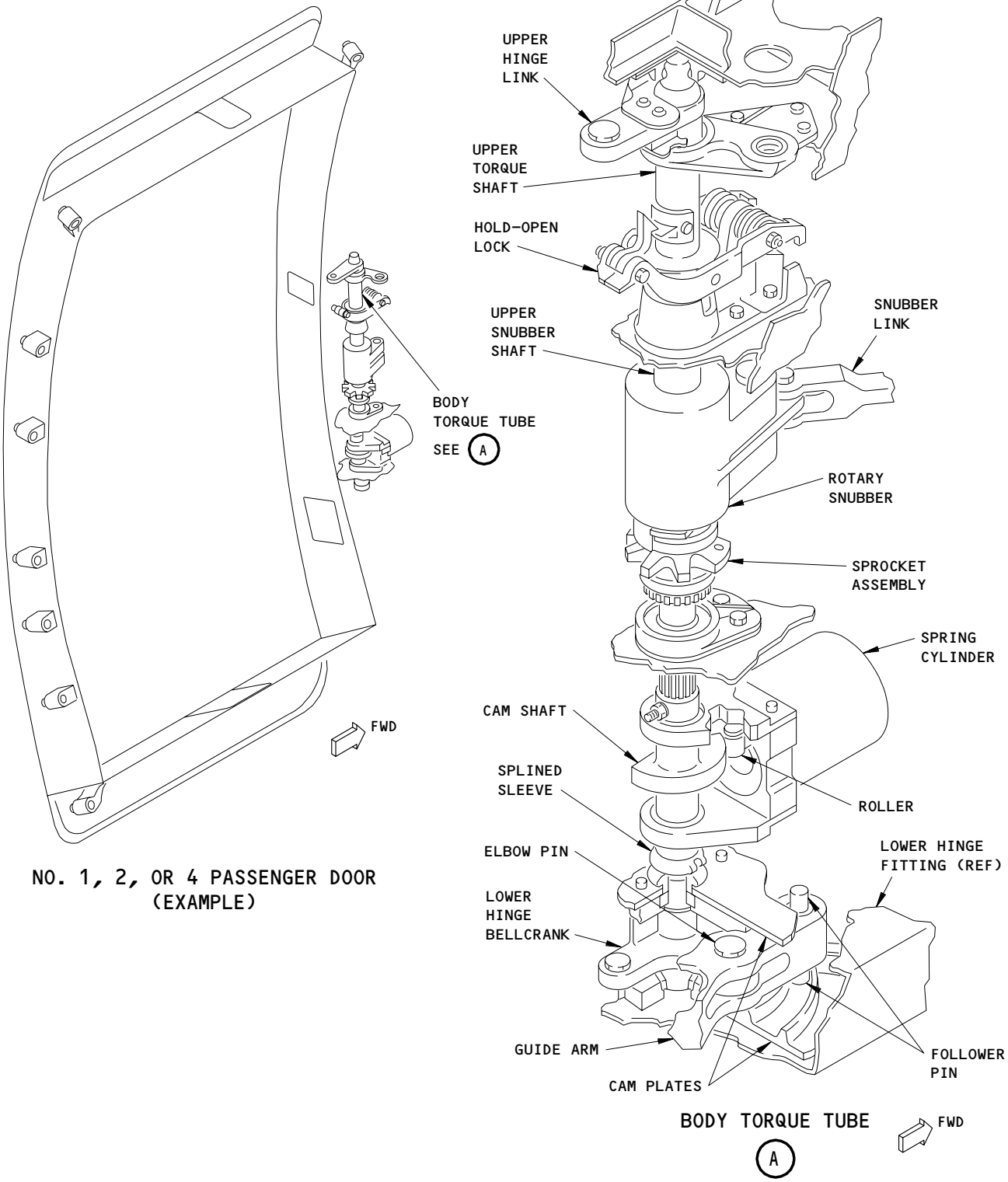
Cocking Components
Figure 111



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 ↓

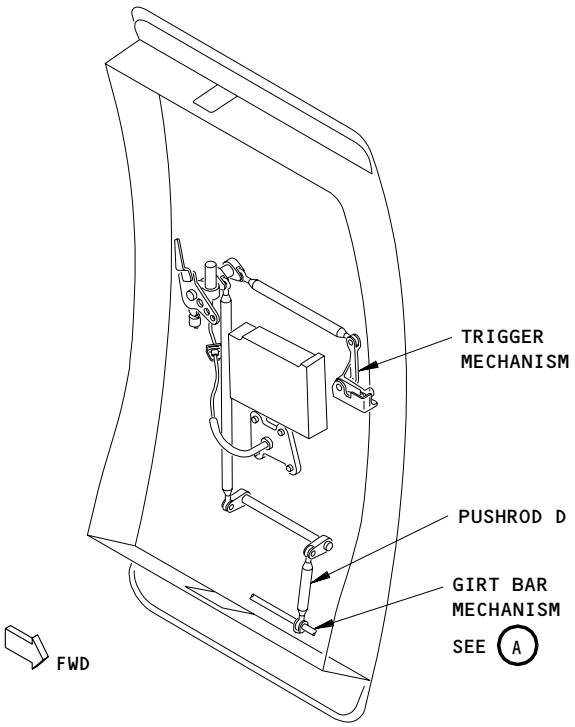
3 REMOVE THE COVER FOR THE ESCAPE SLIDE (AMM 52-11-02/401). LOOK AT THE ESCAPE SLIDE AND LOWER SHELF.
HAS THE ESCAPE SLIDE MOVED DOWN AND IS IT IN AN INCORRECT POSITION ON THE DOOR?
- YES → 24 REMOVE AND RE-INSTALL THE ESCAPE SLIDE IN ITS CORRECT POSITION (AMM 25-66-01/401).
- NO ↓

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 ↓

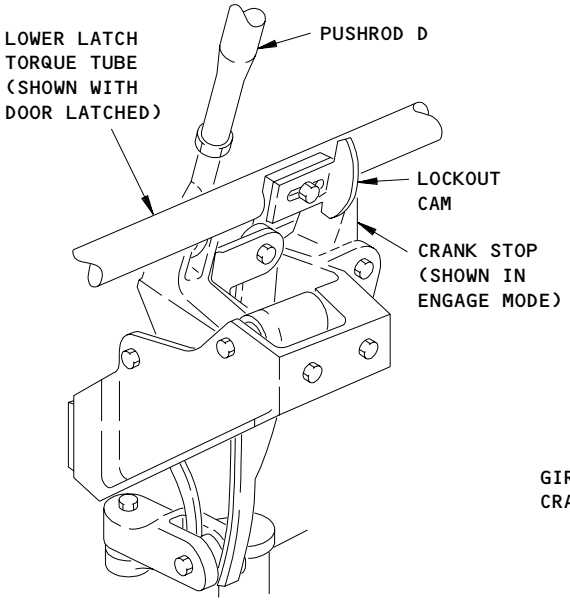
5 IS MODE SELECTOR LEVER OVERCENTER SPRING CARTRIDGE DAMAGED?
- YES → 26 REPLACE THE OVERCENTER SPRING CARTRIDGE.
- NO ↓

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

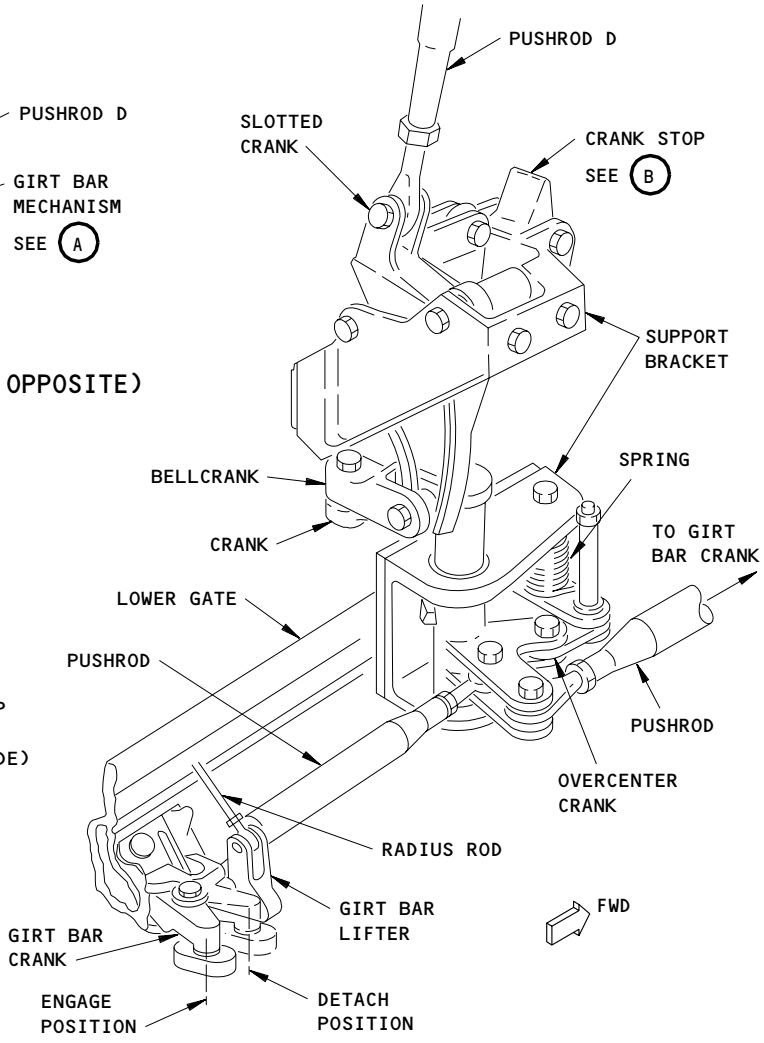
Door Is Difficult to Arm/Disarm
Figure 114



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

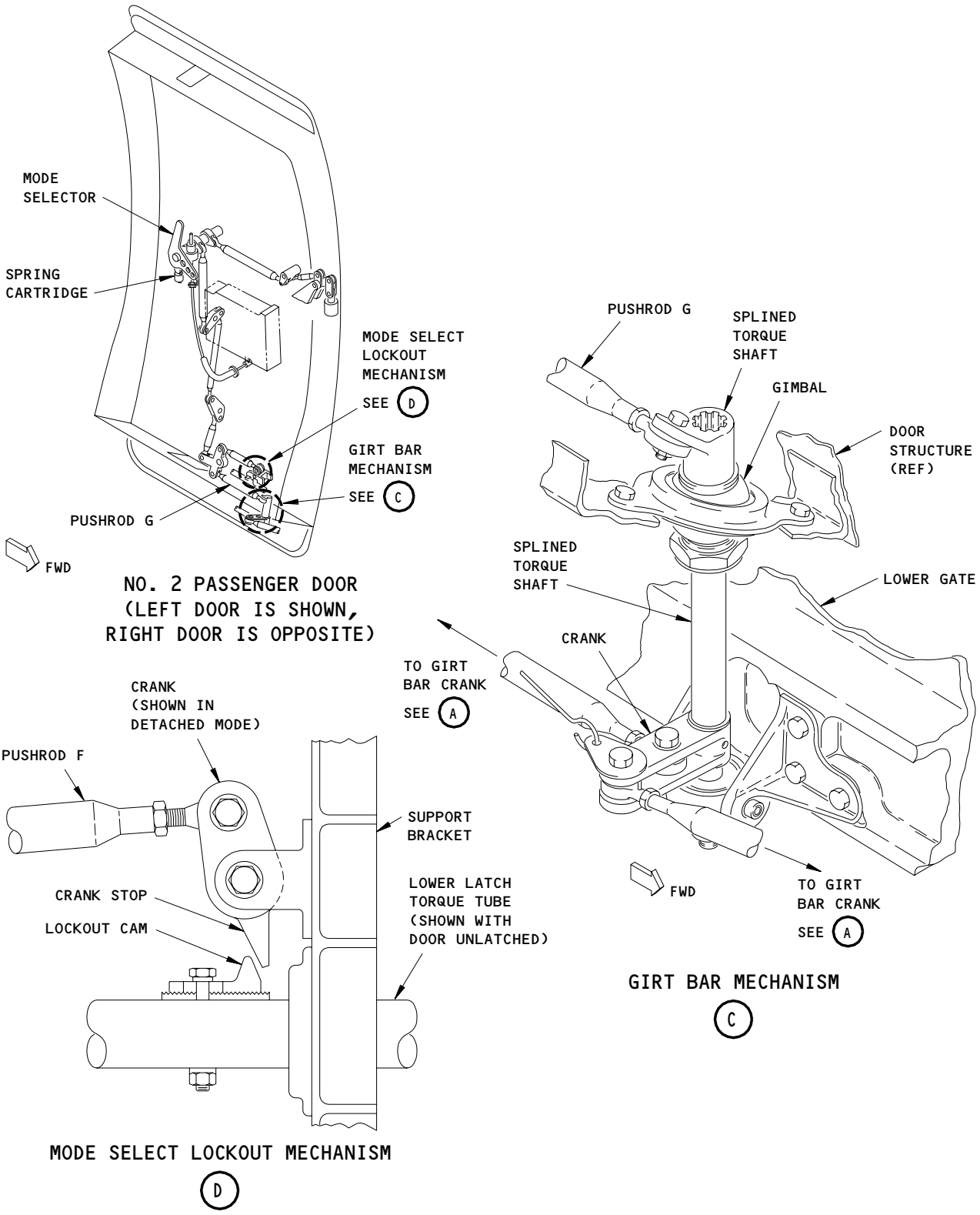


CRANK STOP
B



GIRT BAR MECHANISM
A

Arm/Disarm Components
Figure 115 (Sheet 1)

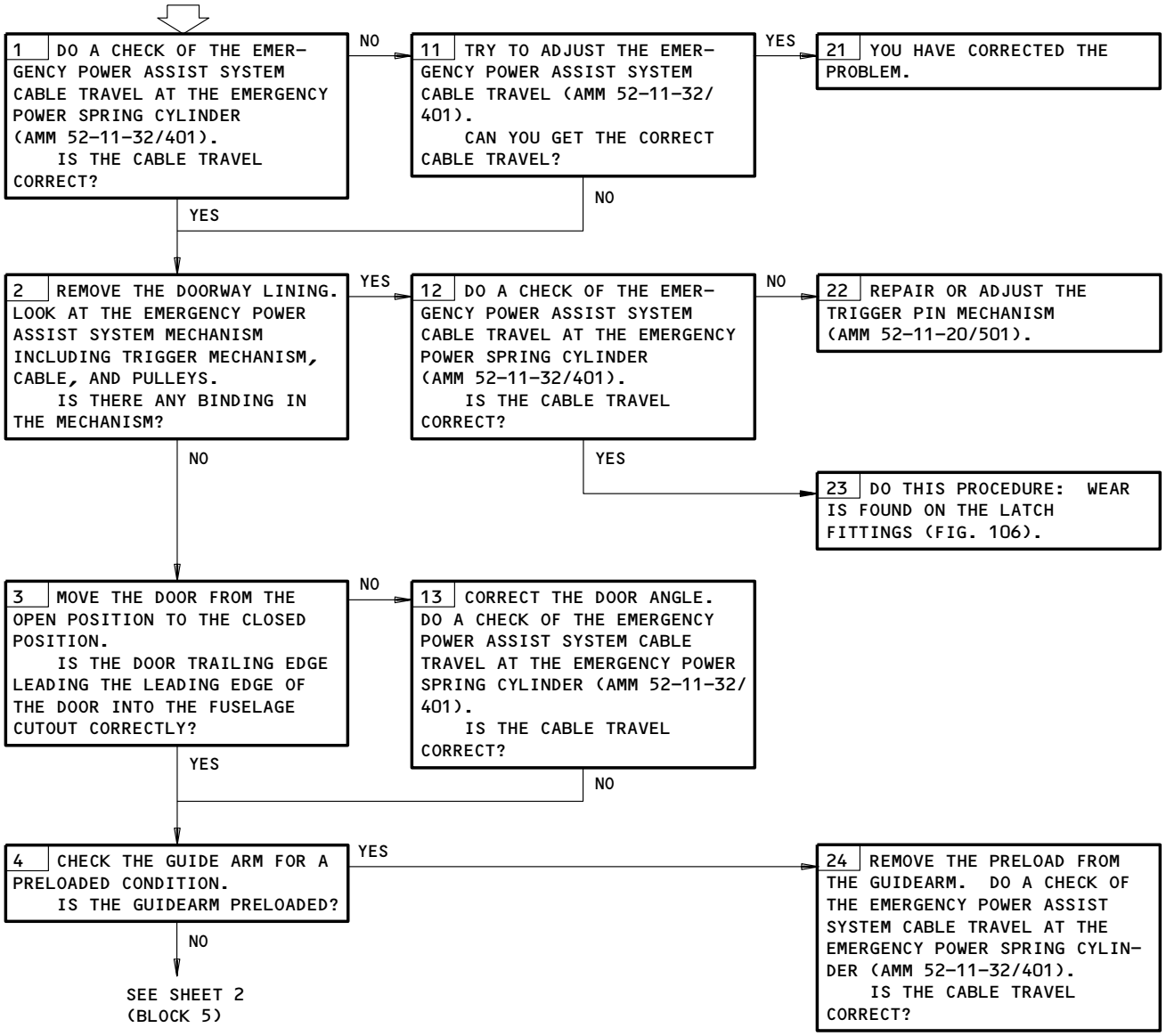


Arm/Disarm Components
Figure 115 (Sheet 2)

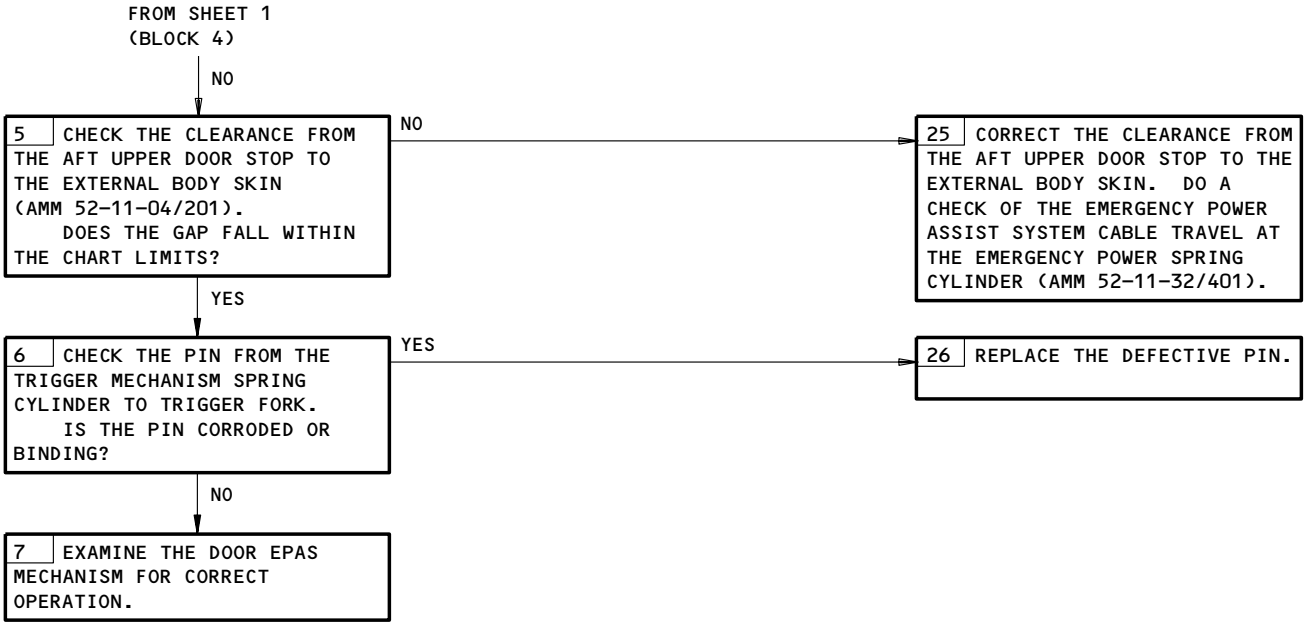
EMERGENCY POWER ASSIST SYSTEM (EPAS) IS DIFFICULT TO ADJUST

PREREQUISITES

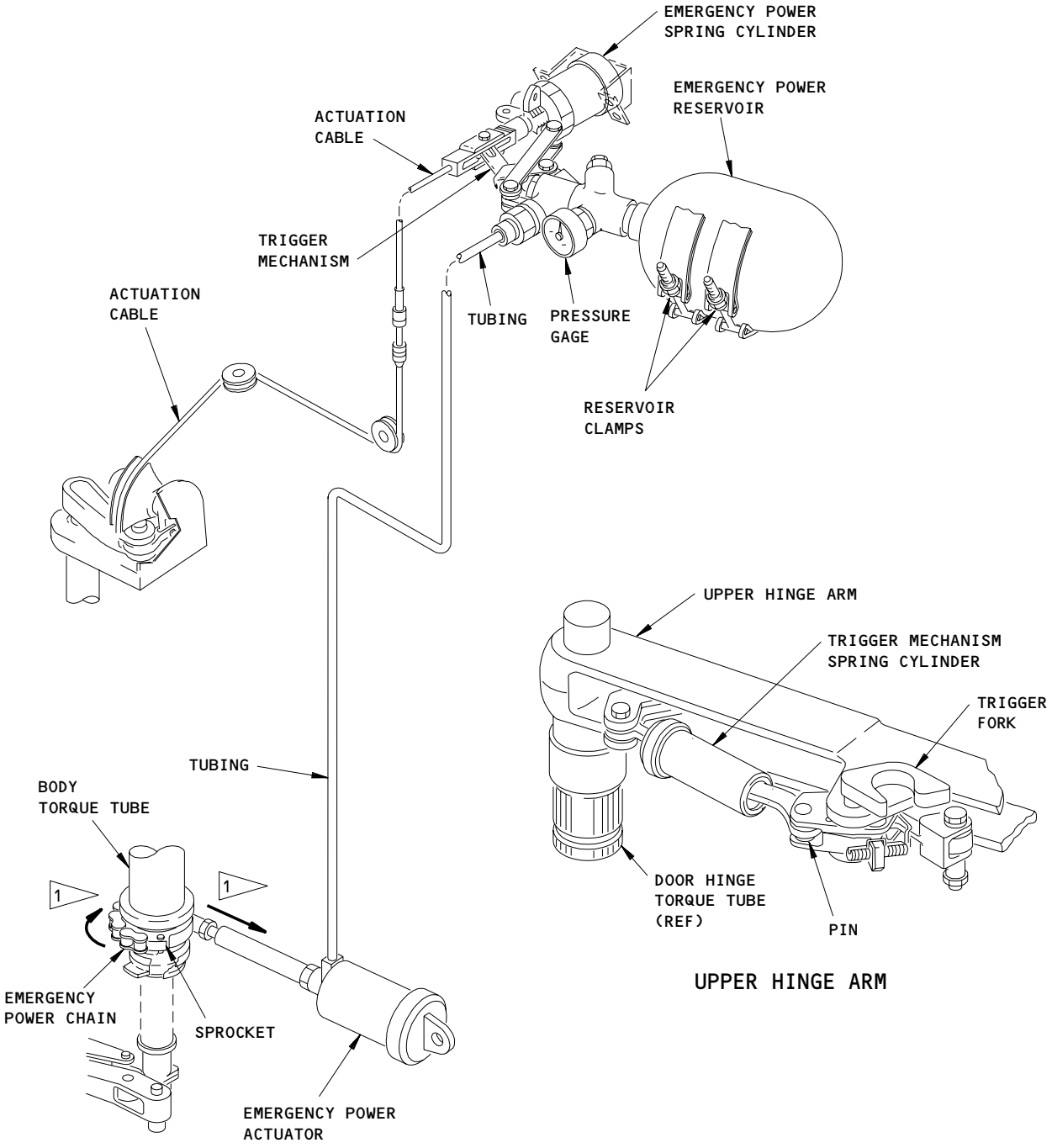
NONE



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

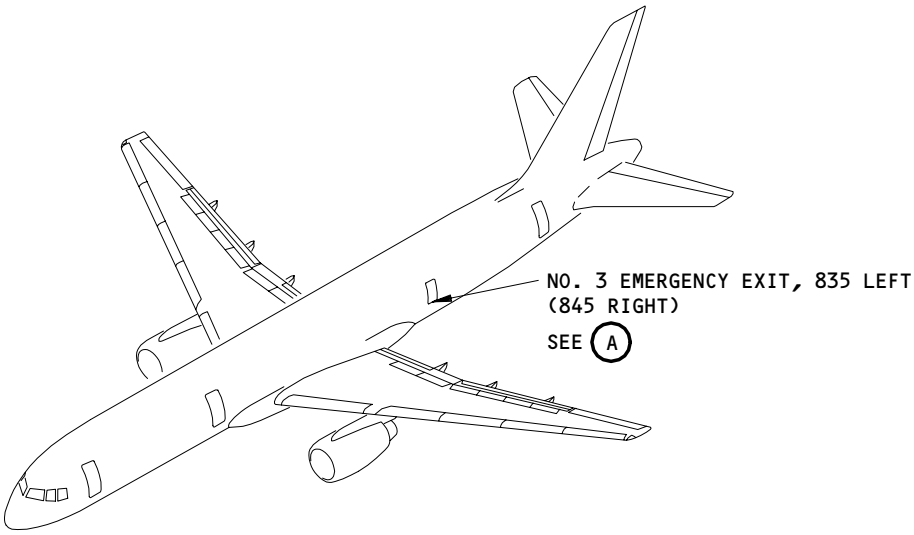
1 THE ARROWS SHOW THE DIRECTION OF MOVEMENT DURING EMERGENCY OPERATION.

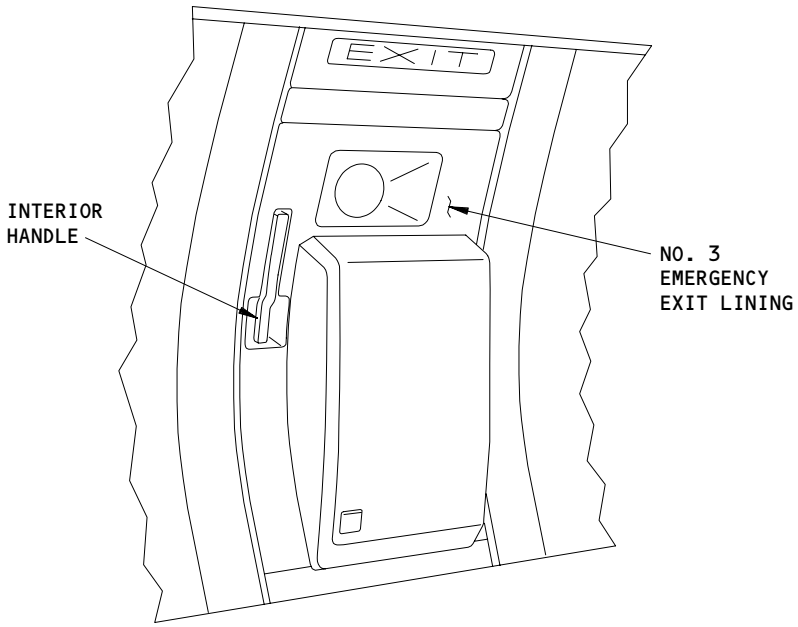
EPAS Components
Figure 117

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

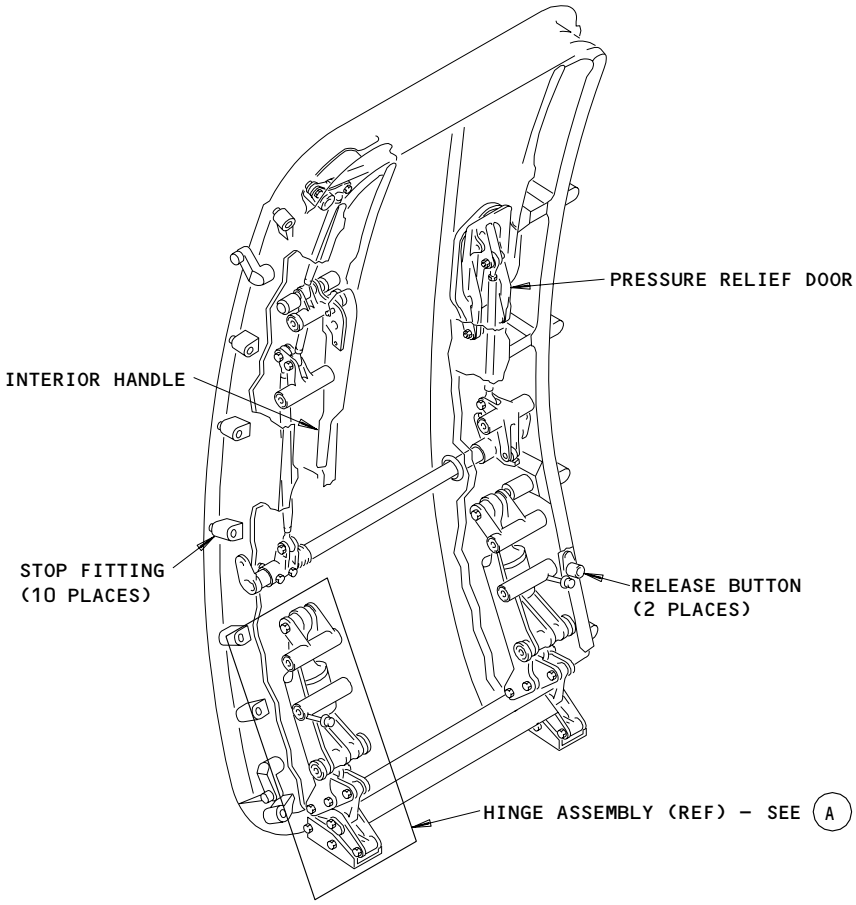
No. 3 Emergency Exit - Component Index
Figure 101



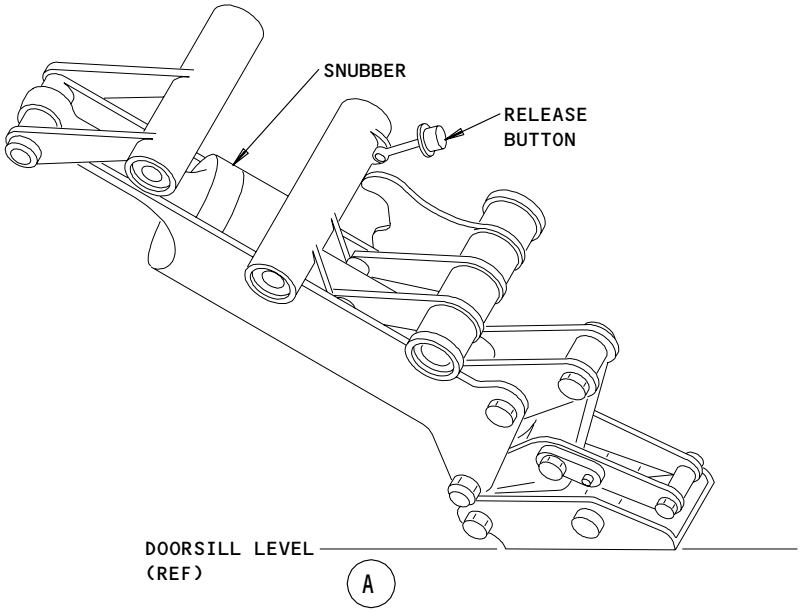


INSIDE VIEW OF NO. 3 EMERGENCY EXIT
A

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



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



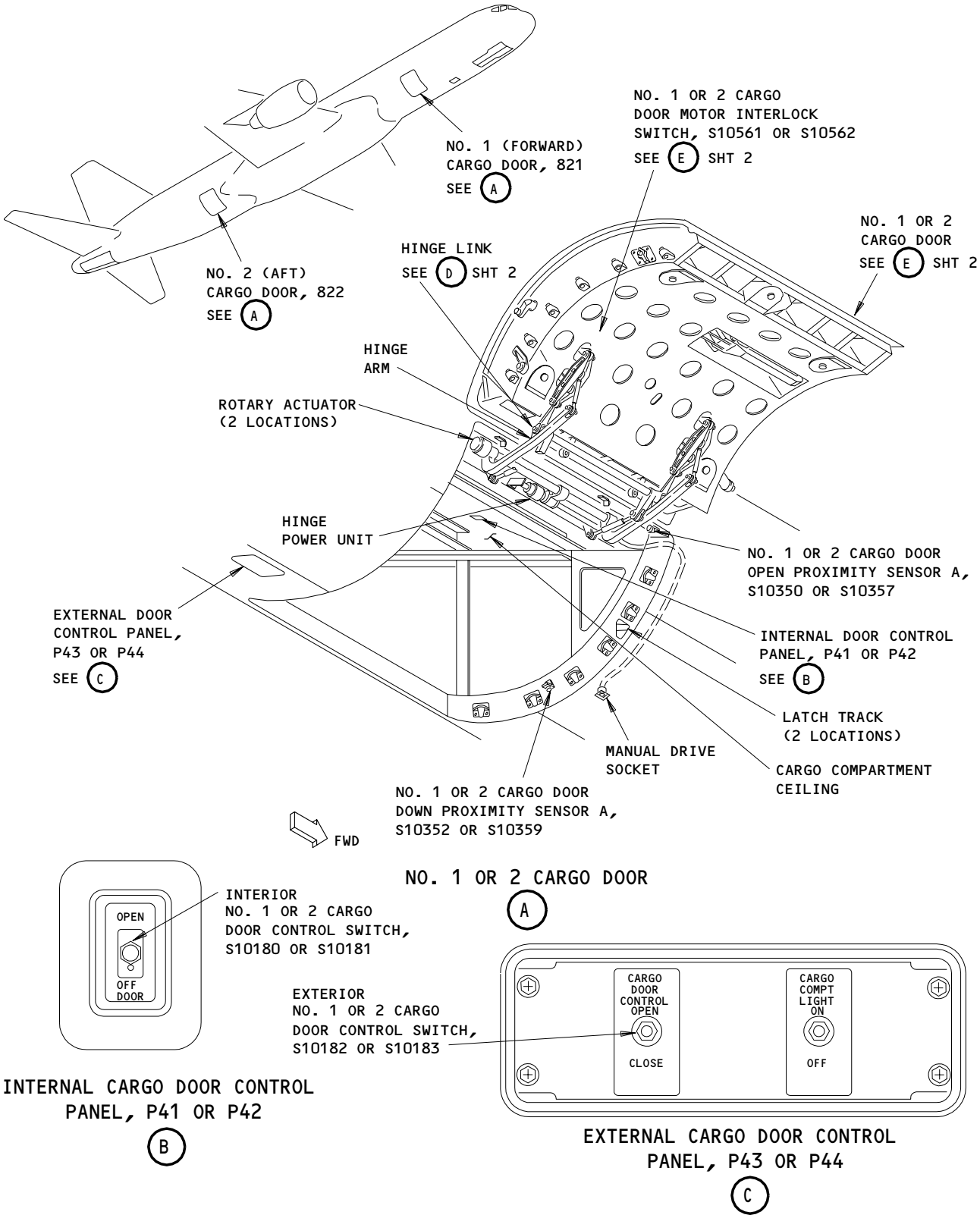
Component Location
Figure 102 (Sheet 2)

NO. 1 AND 2 CARGO DOORS

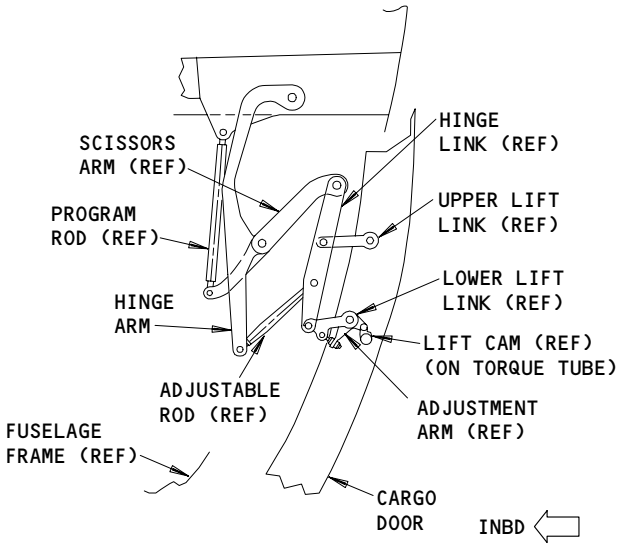
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ACTUATOR - ROTARY, HINGE DRIVE	2	4	CEILING, ABOVE CARGO DOOR	52-34-06
ARM - HINGE	2	4	CARGO DOOR	
CIRCUIT BREAKERS			119BL, MAIN EQUIP CTR, P34	*
CARGO DOOR CONT, C1403		1	34A5	*
NO. 1 CARGO DOOR, C360		1	34A1	*
NO. 2 CARGO DOOR, C361		1	34A2	*
DOOR - 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

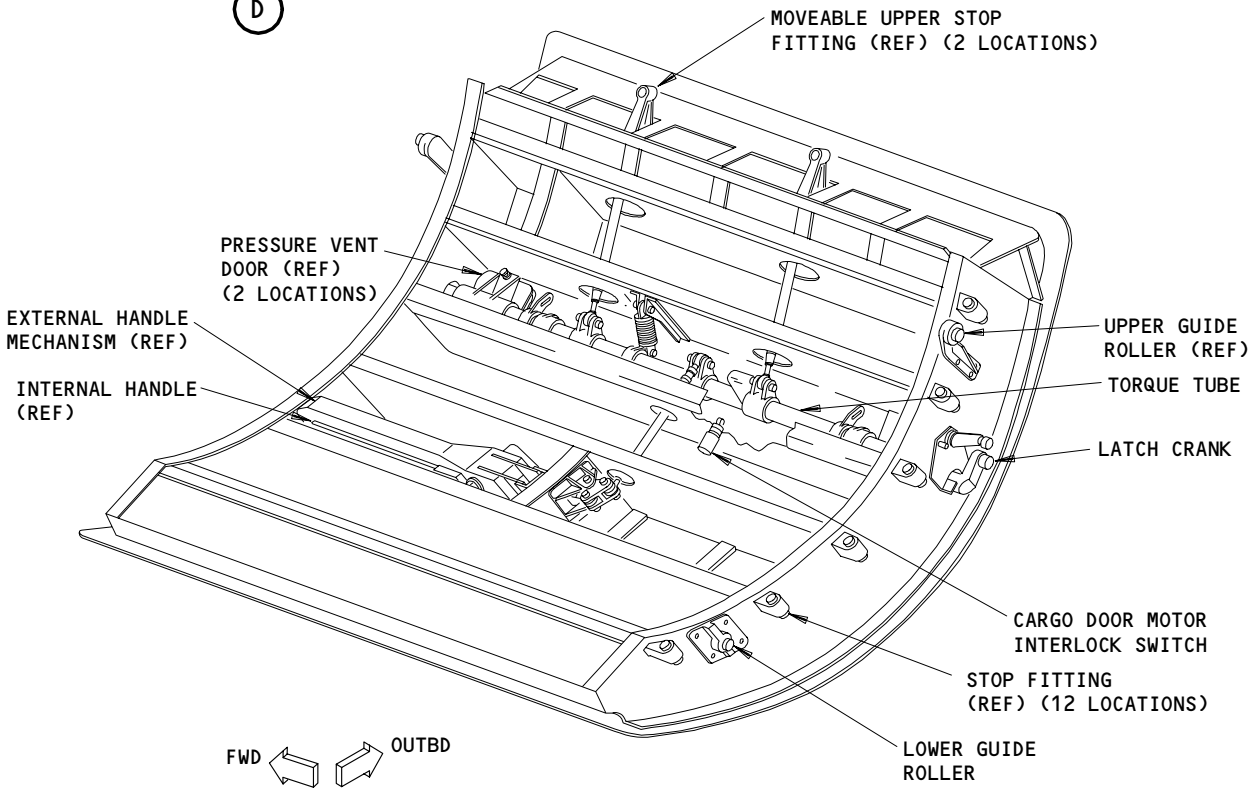
No. 1 and 2 Cargo Doors - Component Index
Figure 101



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

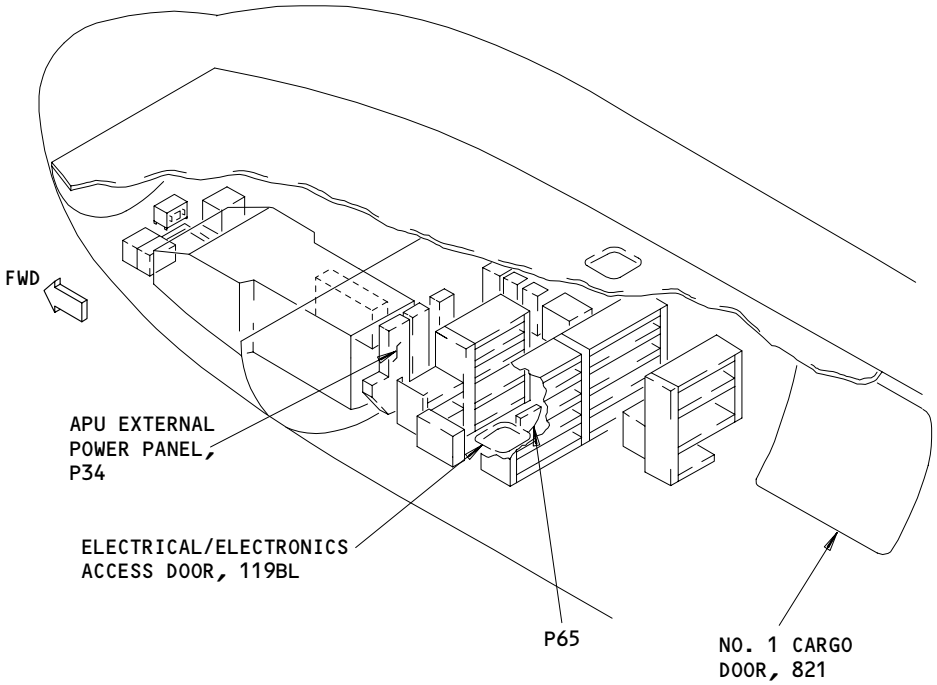


HINGE LINK
(D)

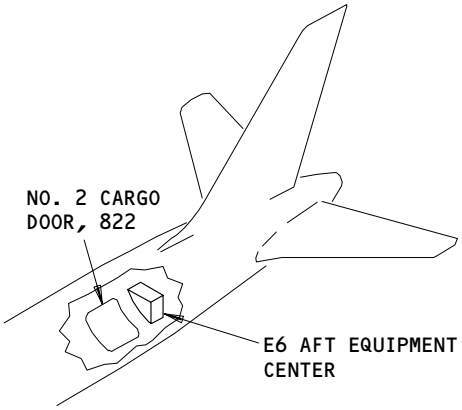


NO. 1 OR 2 CARGO DOOR
(CLOSED POSITION)
(E)

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

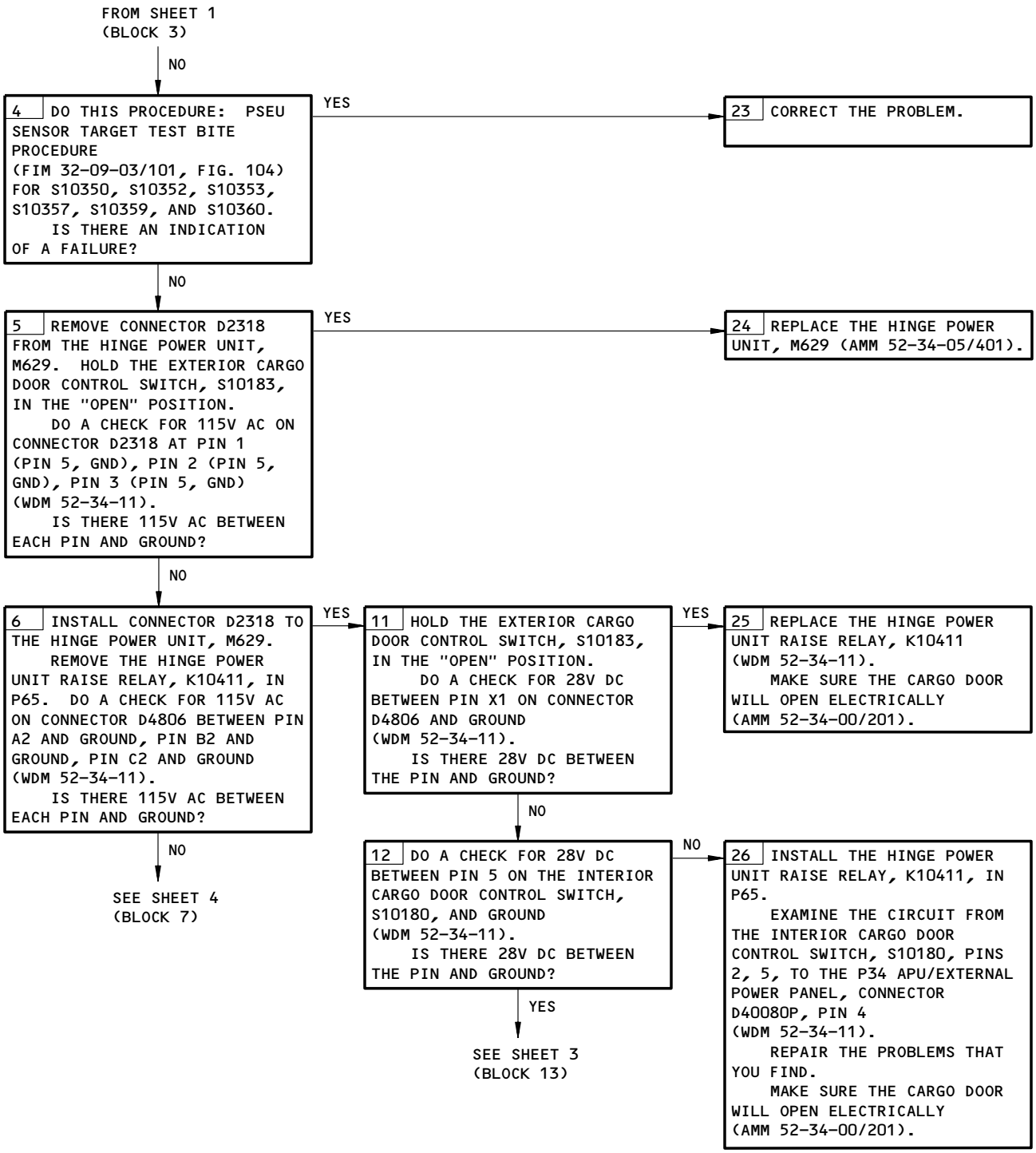
3 DO THIS PROCEDURE: PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103).
IS THERE AN INDICATION OF A FAILURE?

YES → 22 CORRECT THE PROBLEM.

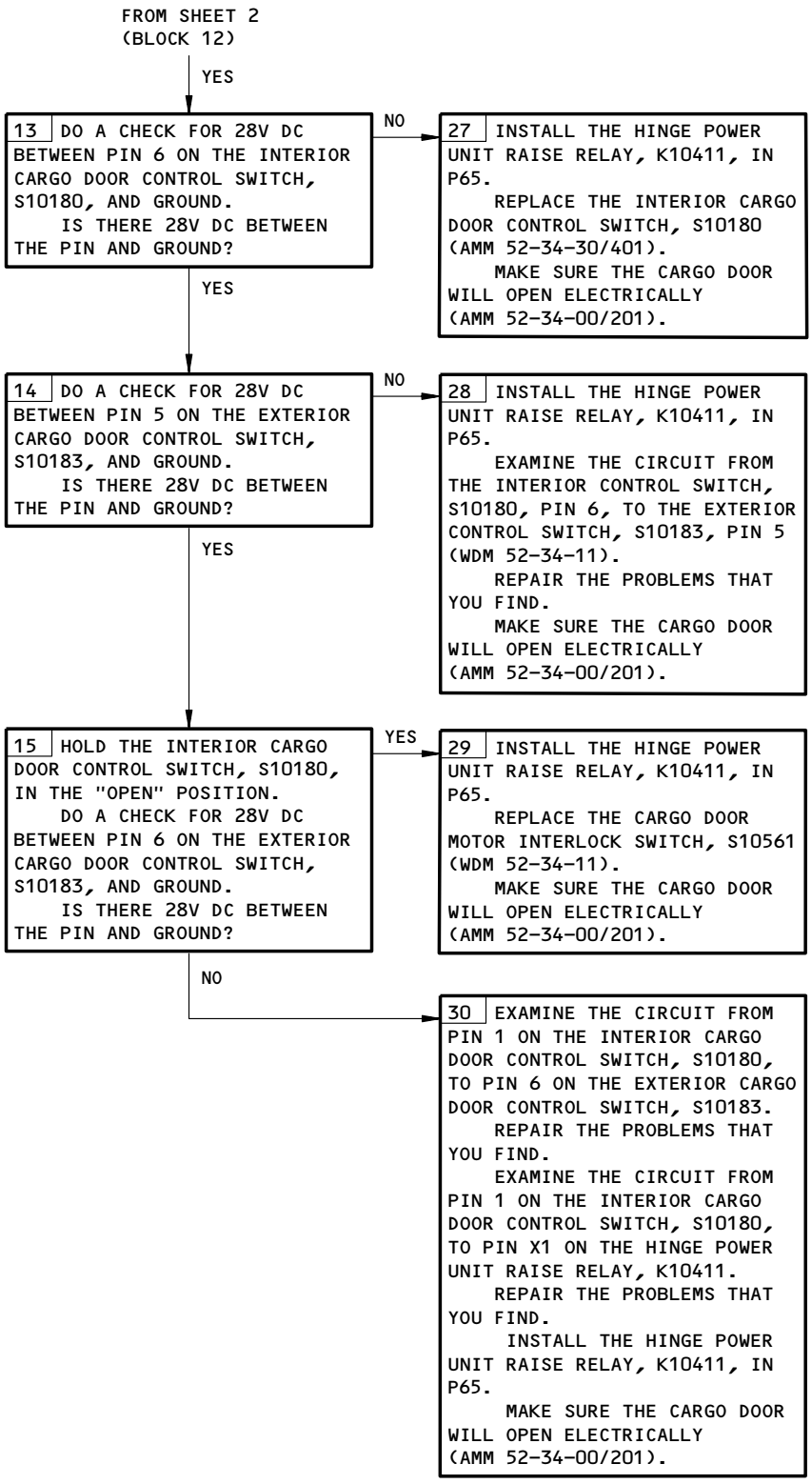
NO

SEE SHEET 2
(BLOCK 4)

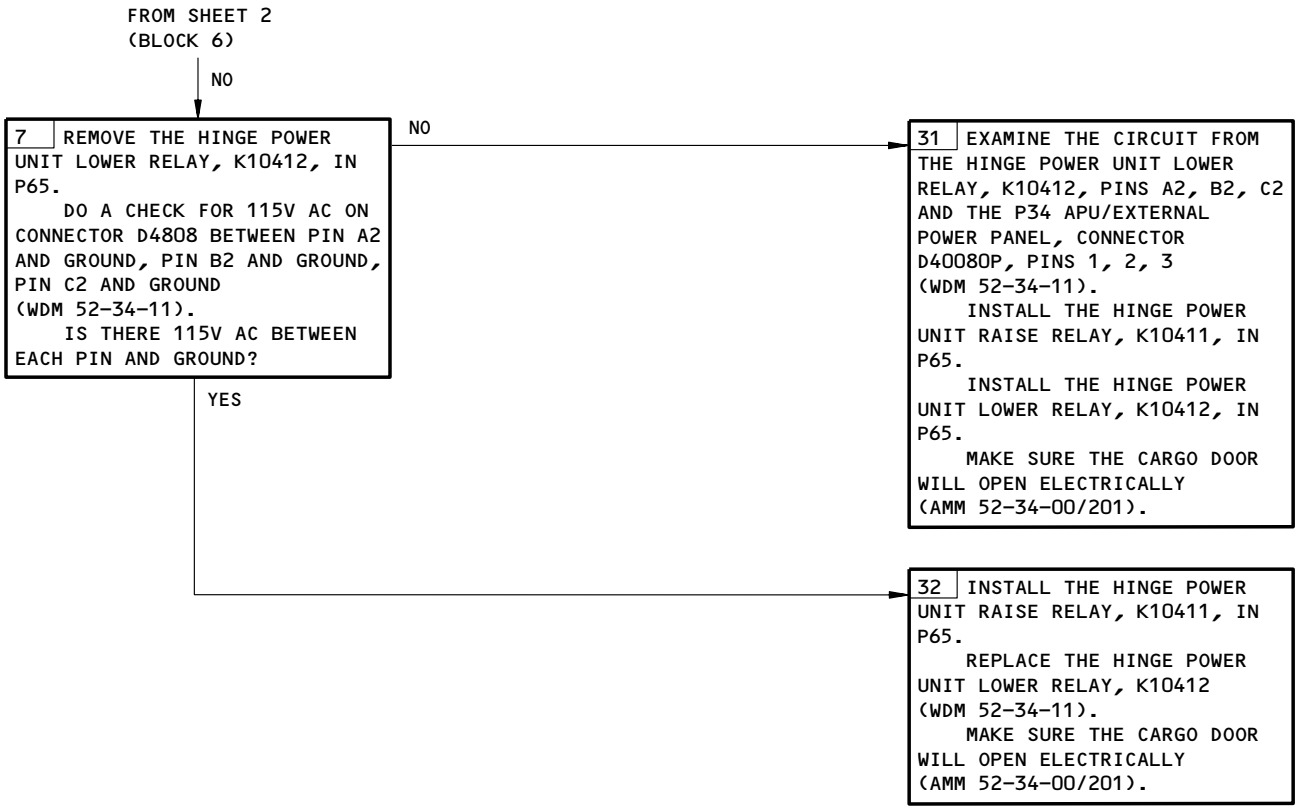
No. 1 (Fwd) Cargo Door Will Not Open Electrically. Manual Operation Was Normal.
Figure 103 (Sheet 1)



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

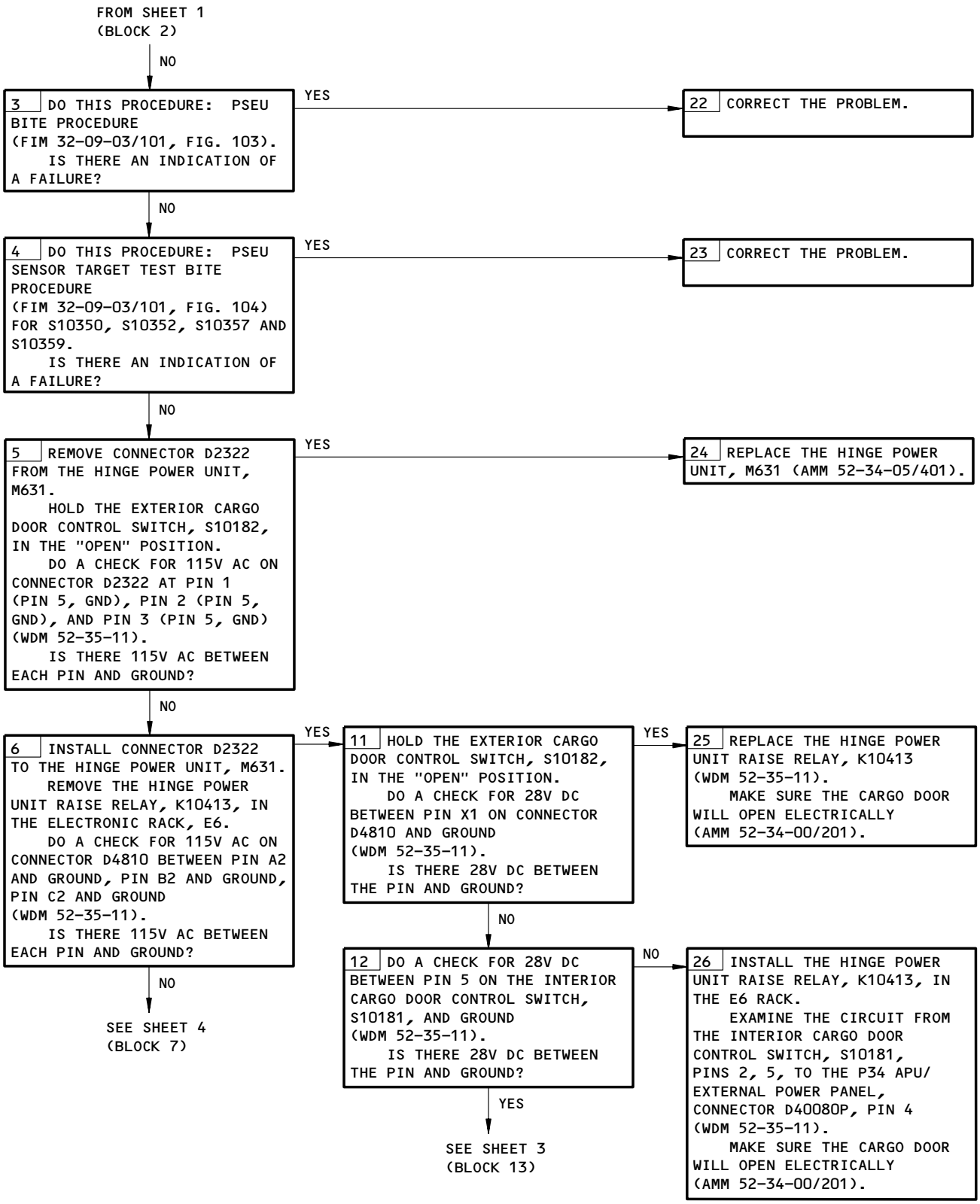
2 CLOSE THE CARGO DOOR MANUALLY (AMM 52-34-00/201).
MAKE SURE THE CARGO DOOR IS NOT LATCHED.
USE THE OTHER CARGO DOOR CONTROL SWITCH (S10181 INTERIOR, S10182 EXTERIOR) TO OPEN THE CARGO DOOR (WDM 52-35-11).
DOES THE DOOR OPEN?

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

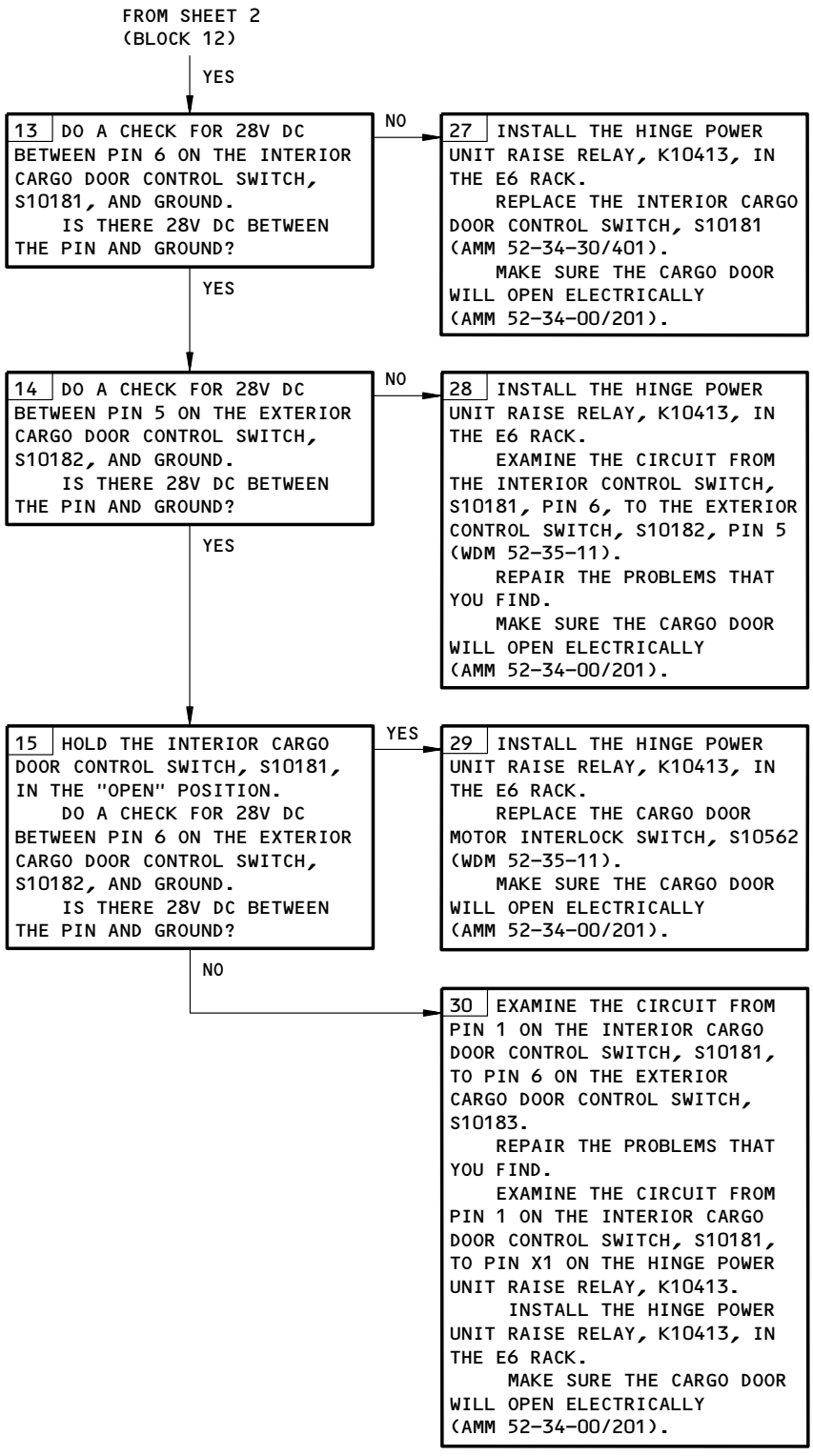
NO

SEE SHEET 2
(BLOCK 3)

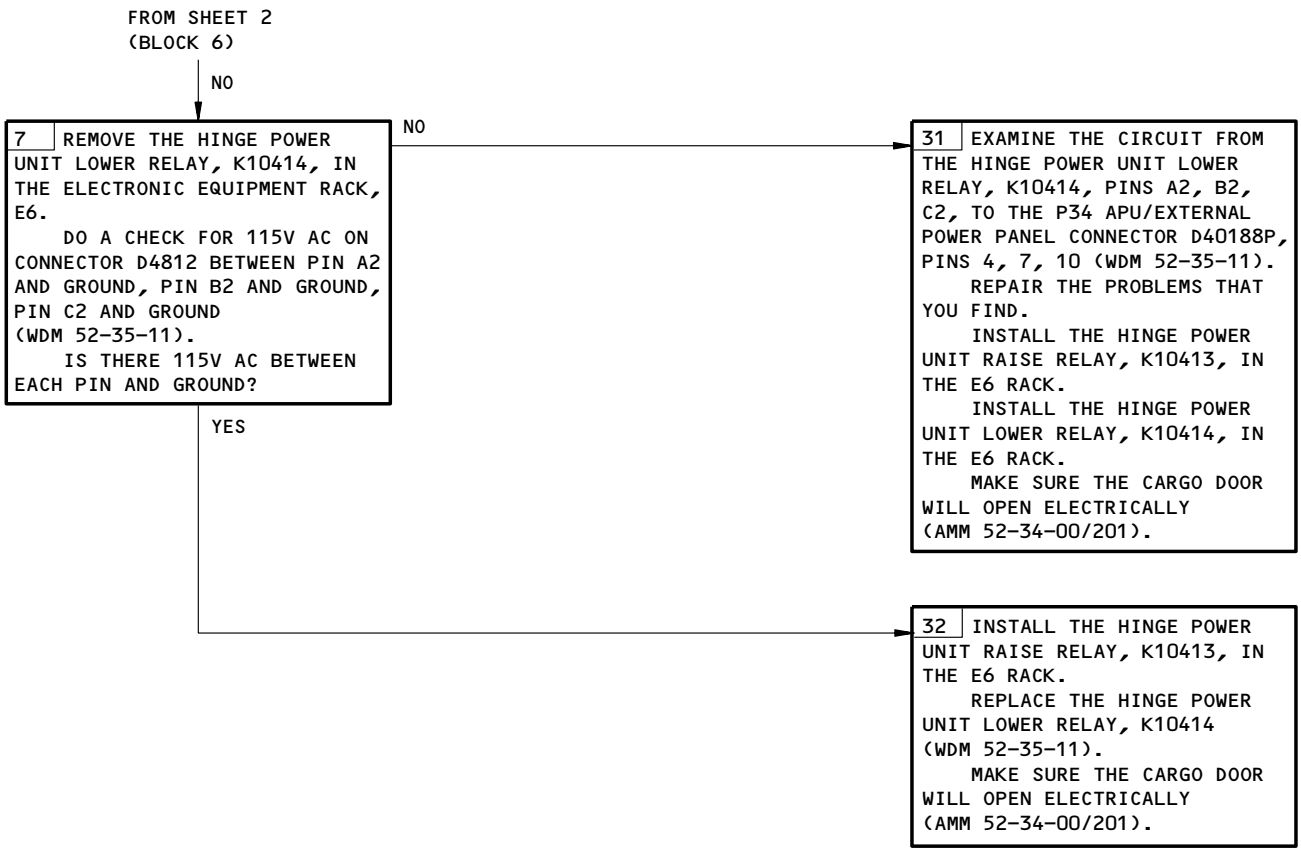
No. 2 (Aft) Cargo Door Failed to Open Electrically. Manual Operation Was Normal.
Figure 104 (Sheet 1)



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 ↓

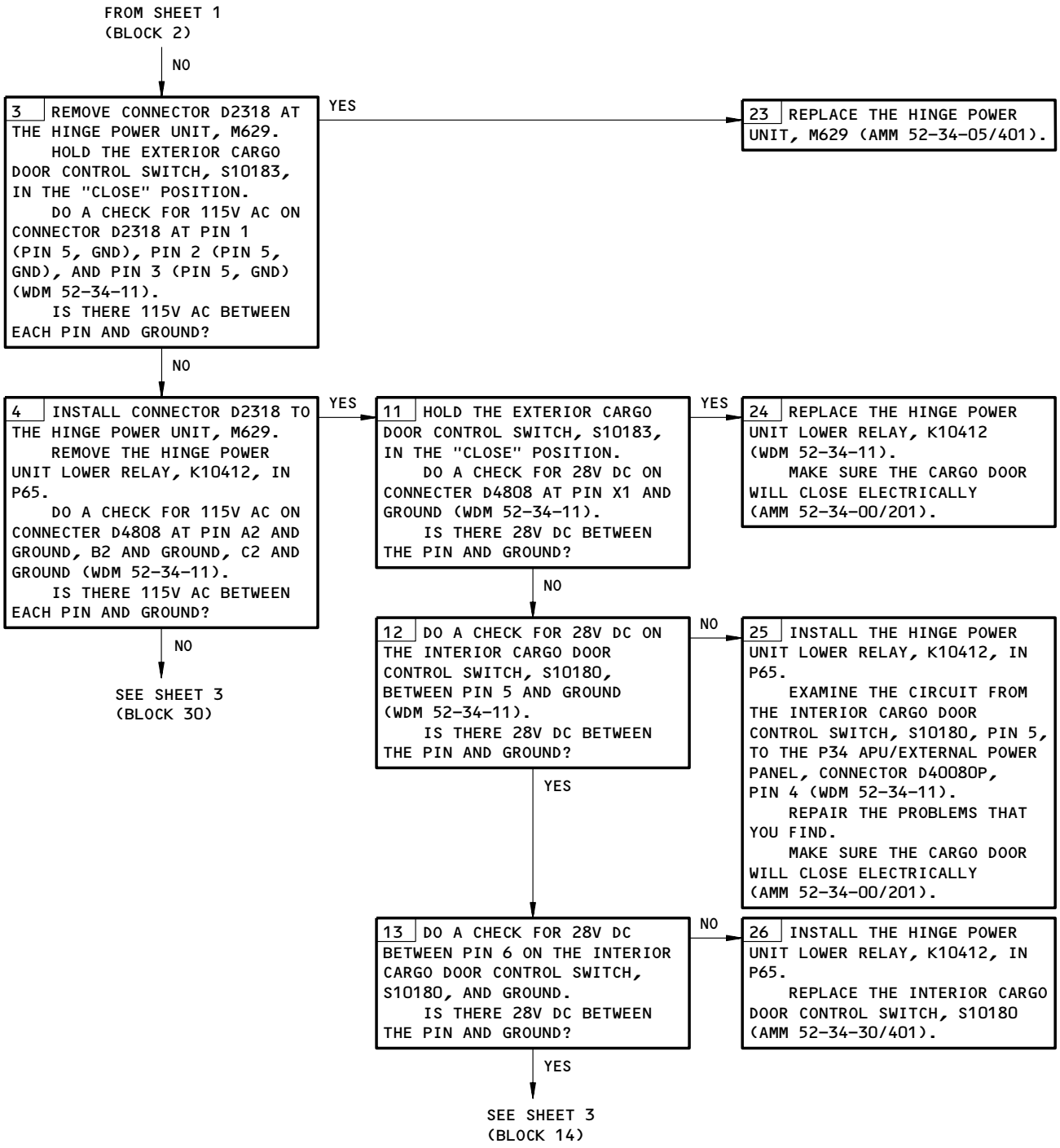
2 DO THIS PROCEDURE: PSEU SENSOR TARGET TEST BITE PROCEDURE (FIM 32-09-03/101, FIG. 104) FOR S10350,S10352, S10353,S10357 AND S10359.
IS THERE AN INDICATION OF A FAILURE?

YES → 22 CORRECT THE PROBLEM.

NO ↓

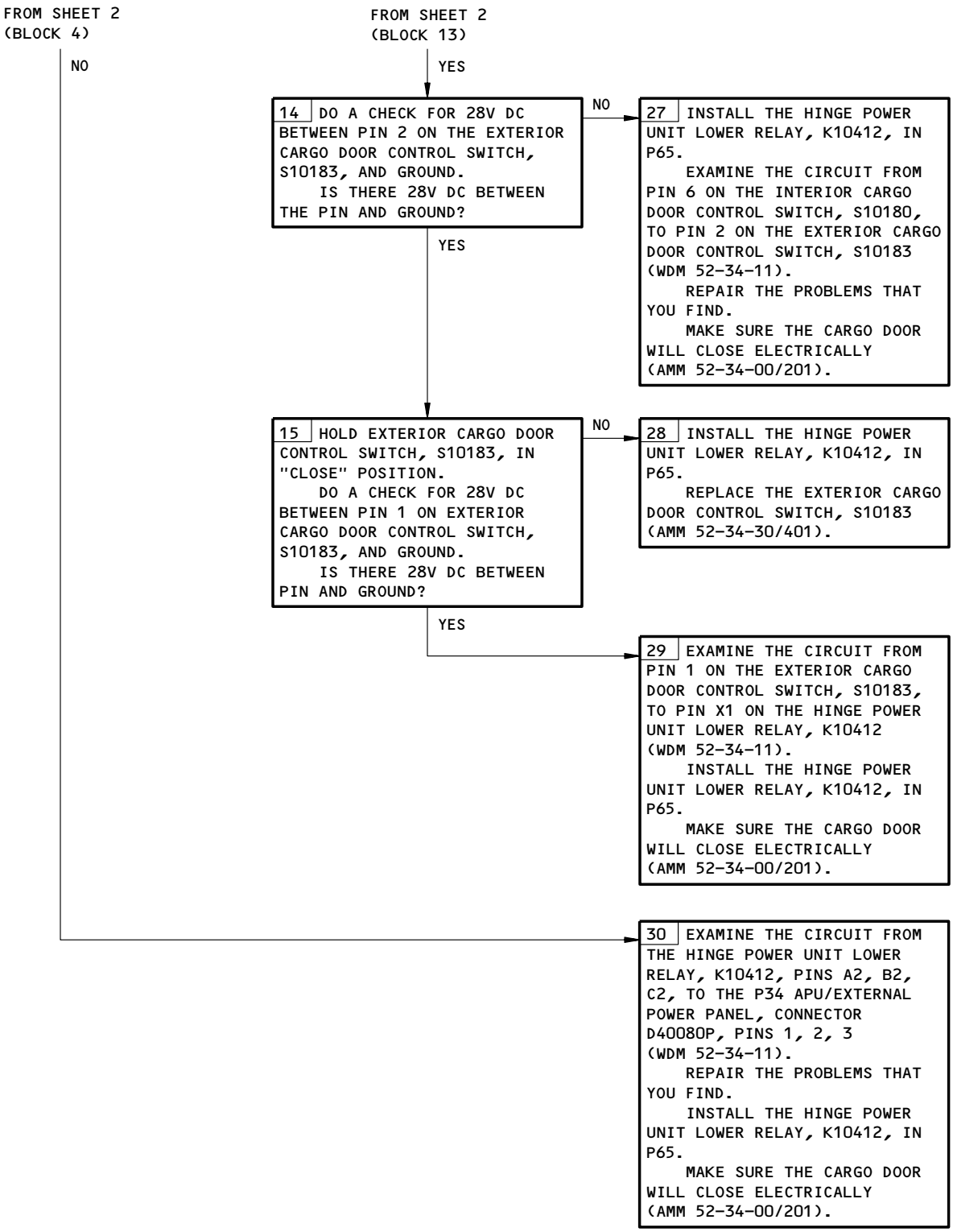
SEE SHEET 2
(BLOCK 3)

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



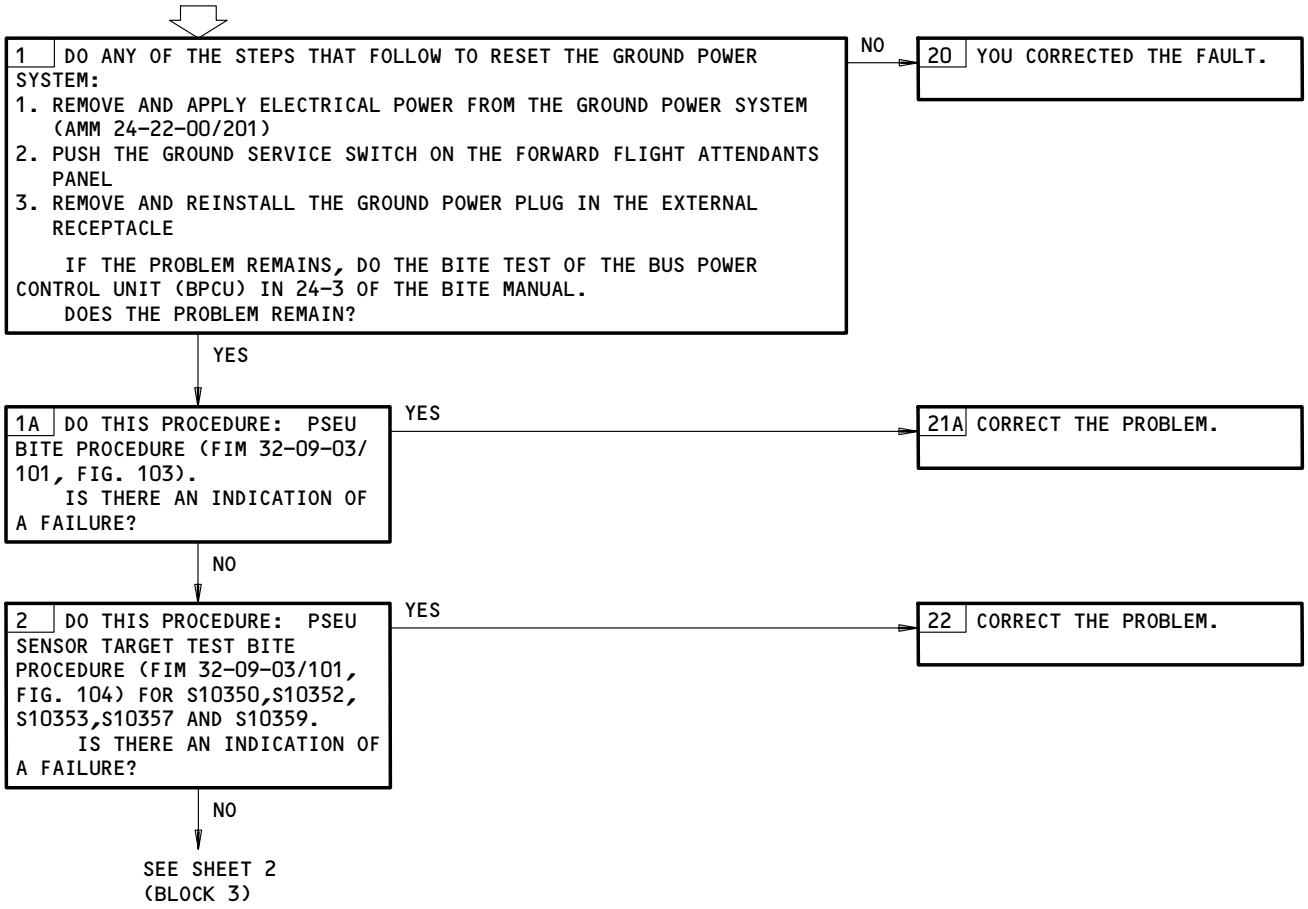
No. 1 (Fwd) Cargo Door Failed to Close Electrically. Manual Operation was Normal.
Figure 105 (Sheet 3)

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

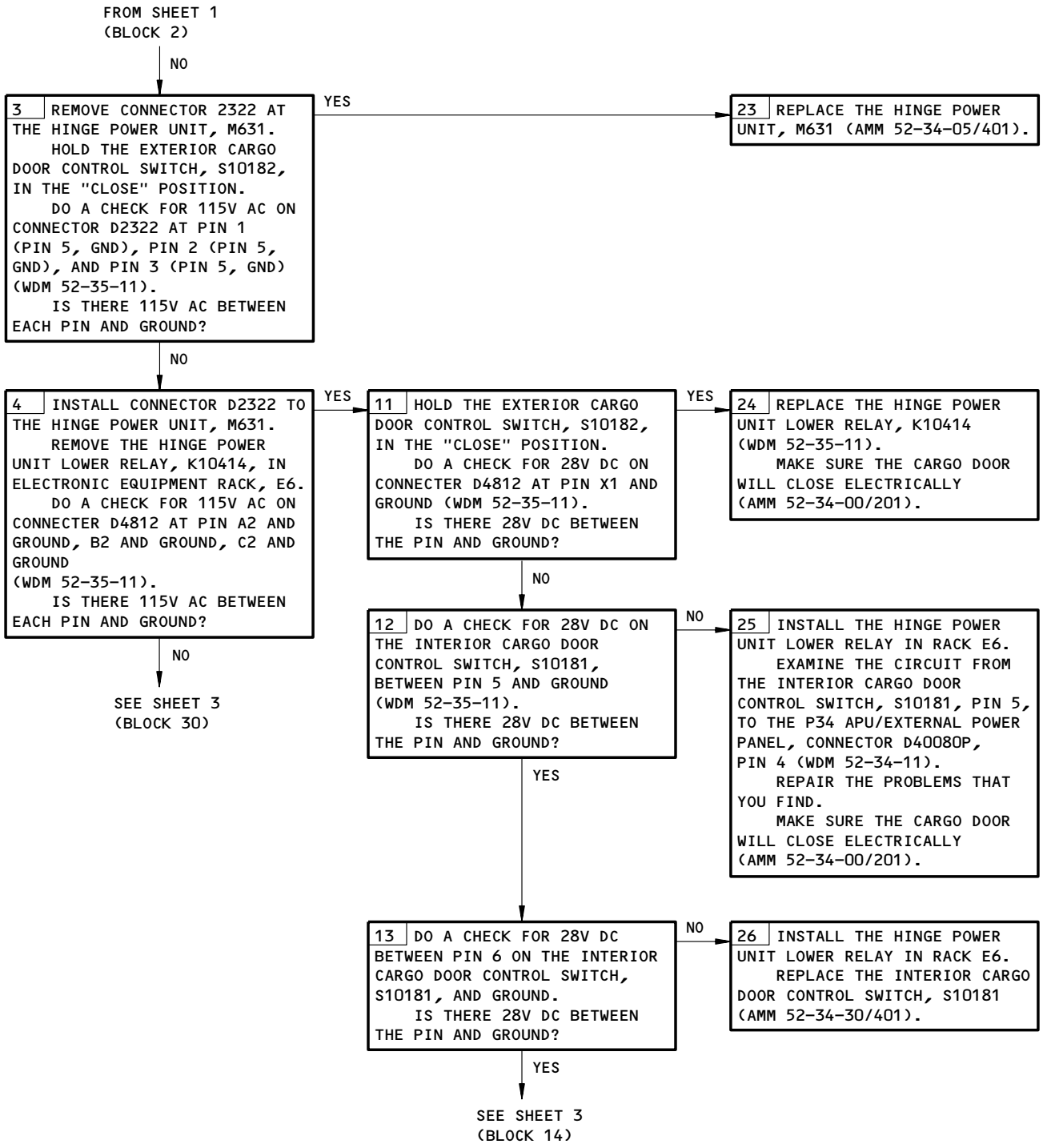
PREREQUISITES

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

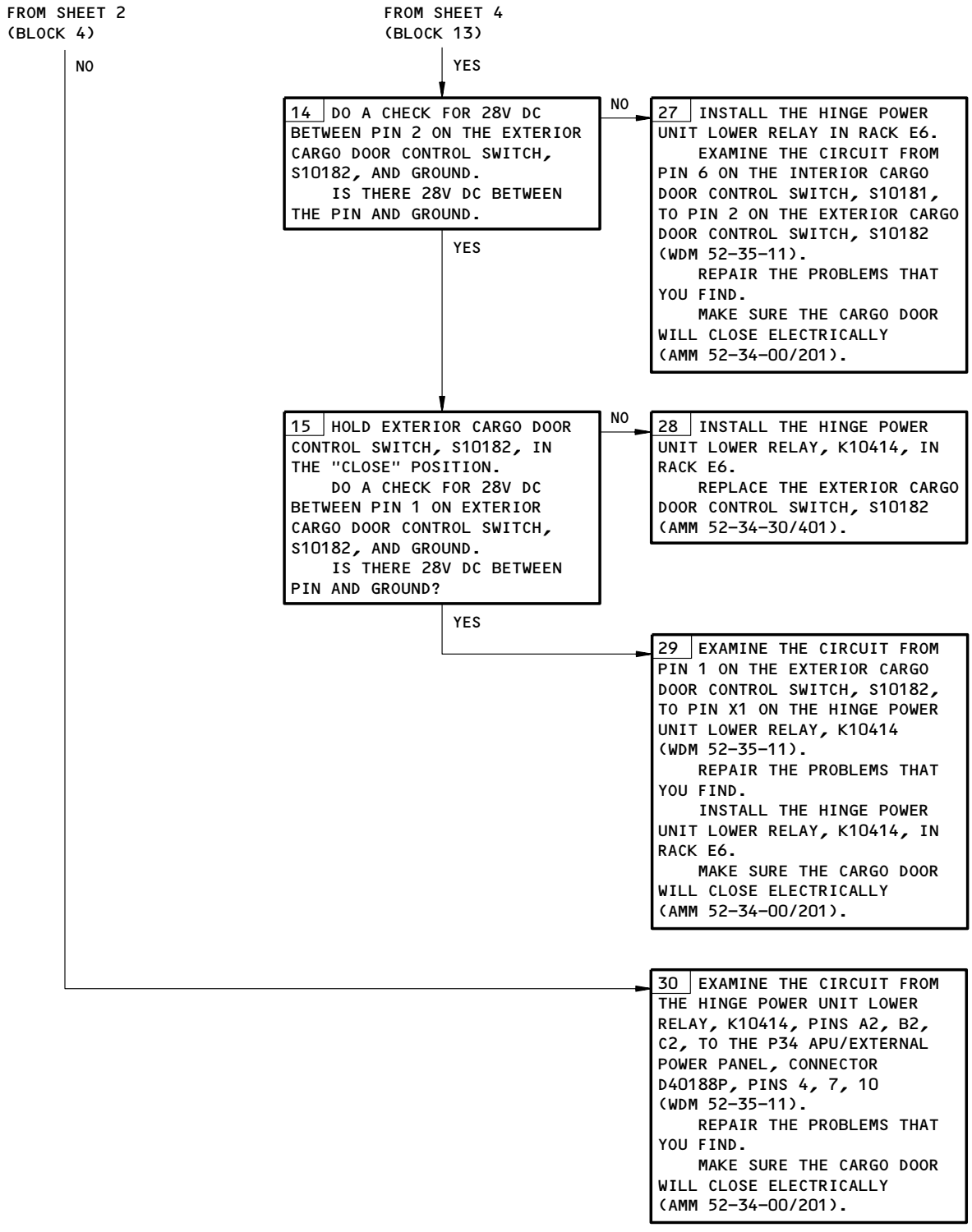
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
CARGO DOOR IS OPEN



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)



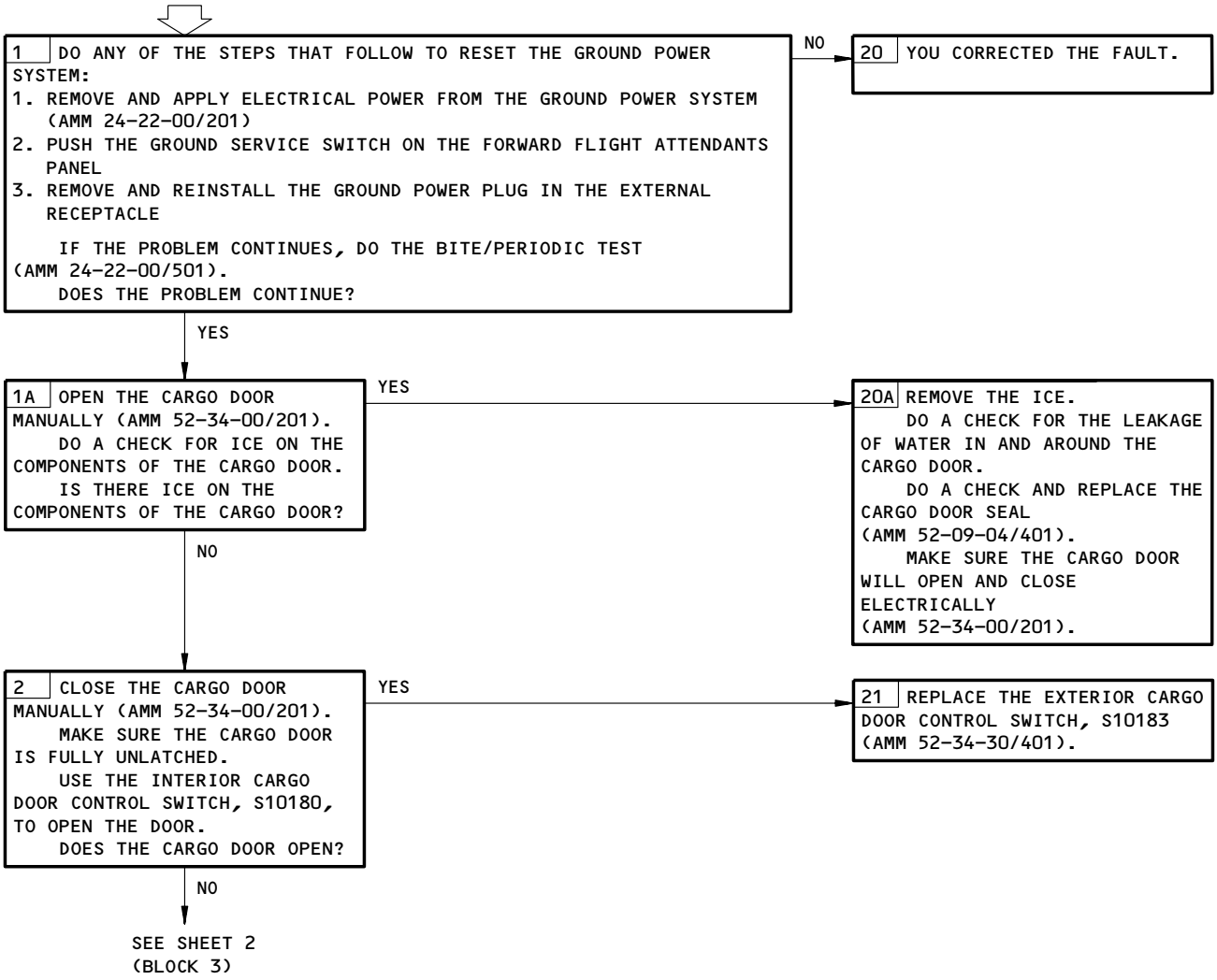
No. 2 (Aft) Cargo Door Failed to Close Electrically. Manual Operation was Normal.
Figure 106 (Sheet 3)

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

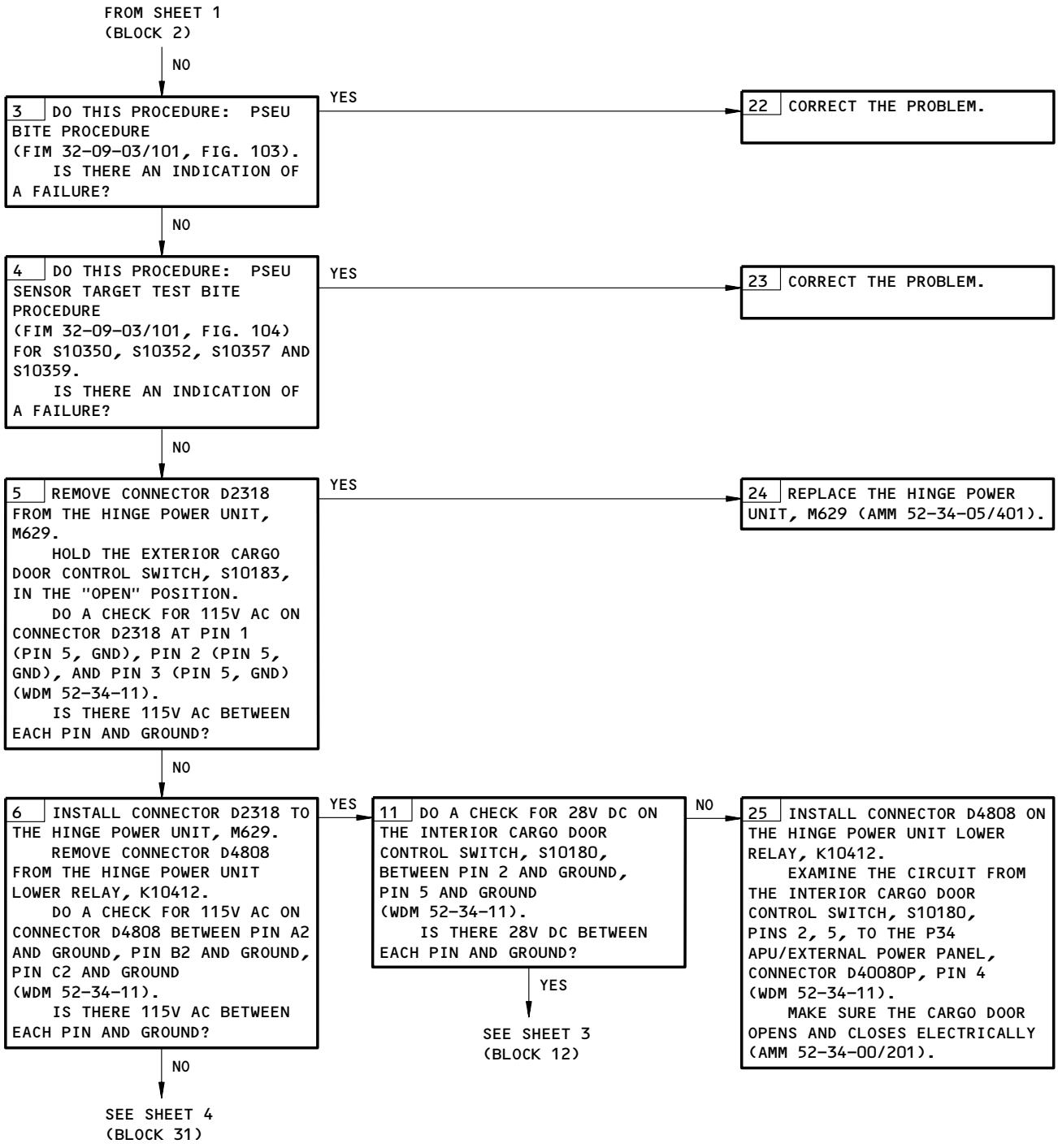
PREREQUISITES

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

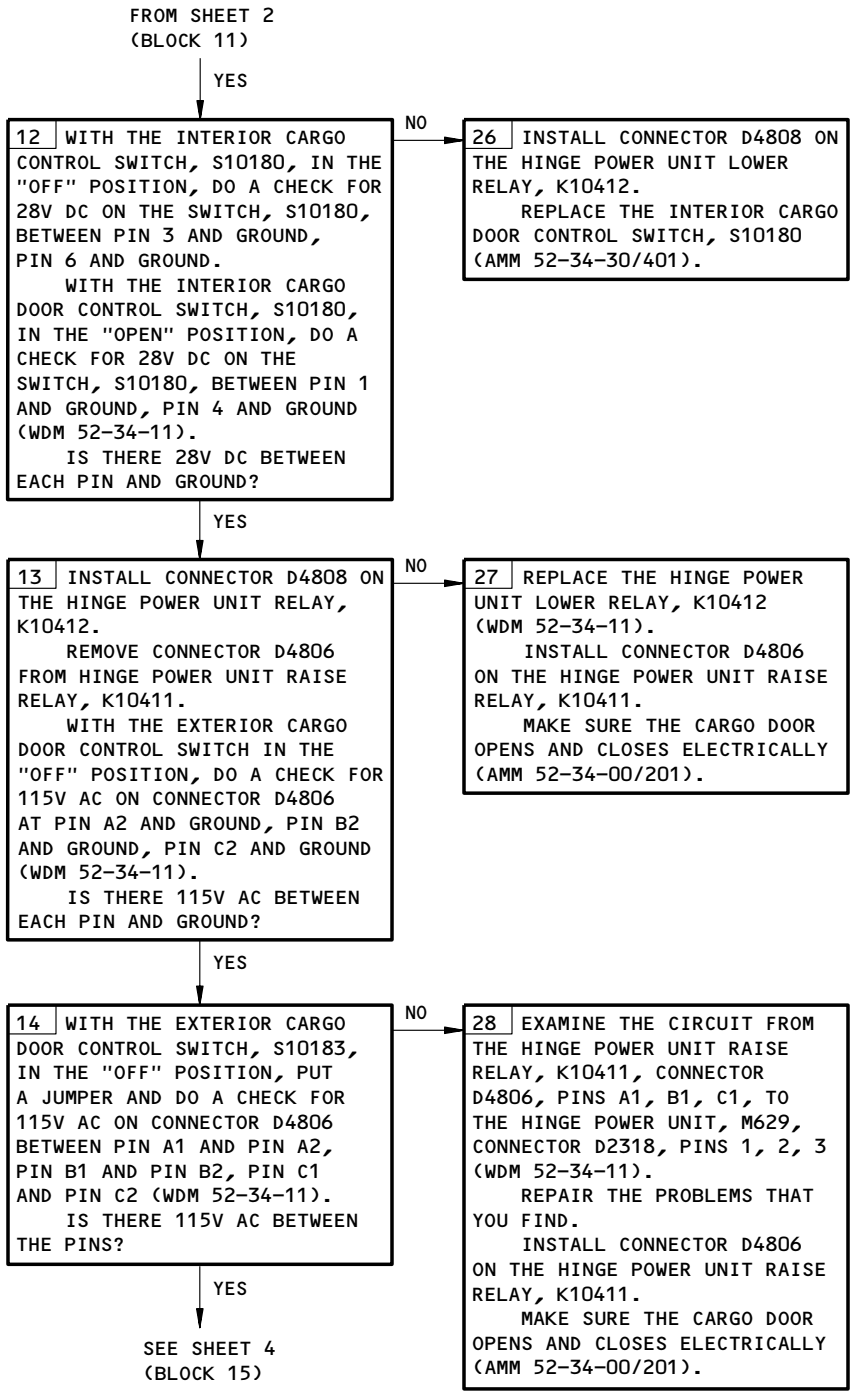
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
DOOR IS CLOSED BUT NOT LATCHED



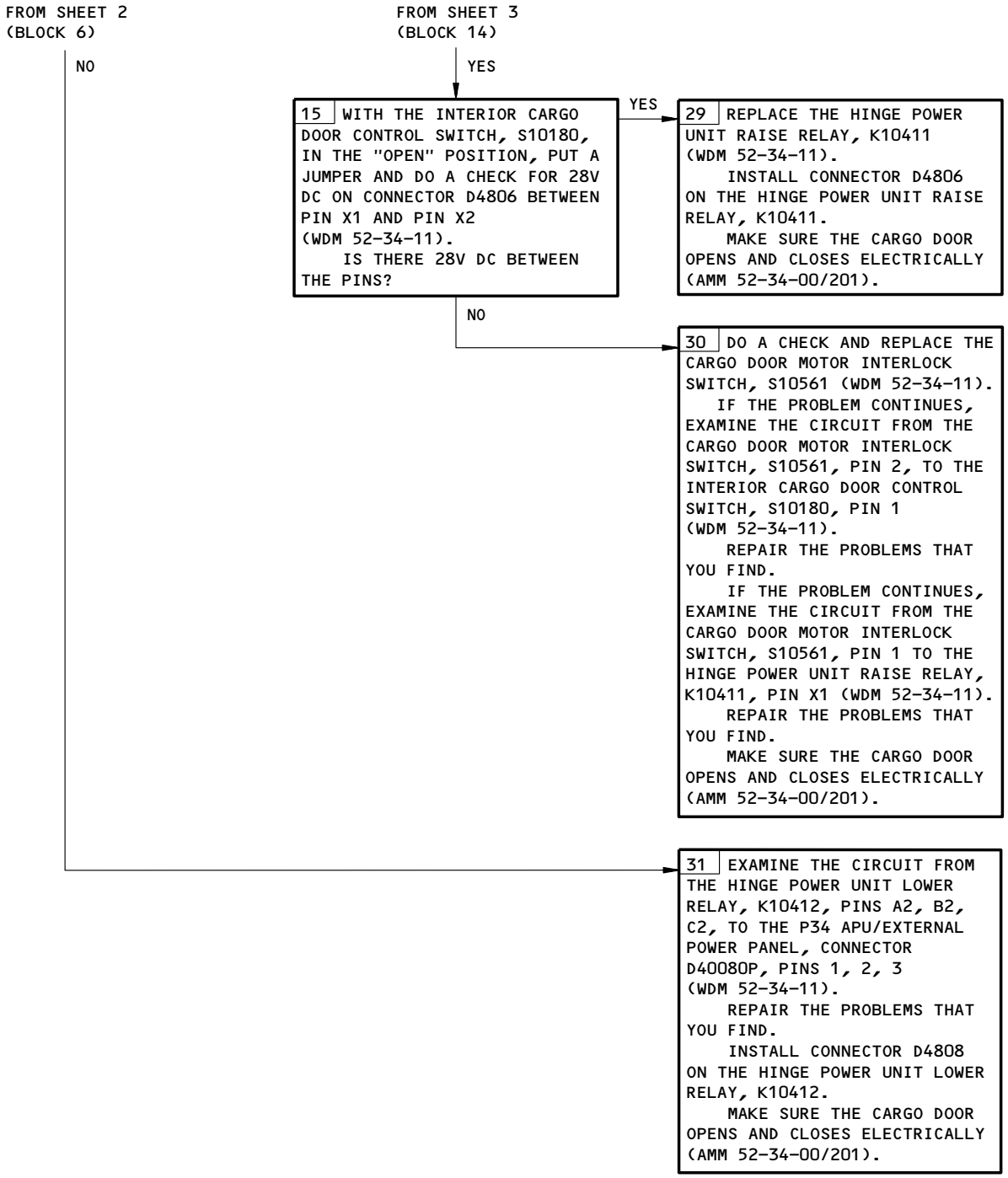
No. 1 (Fwd) Cargo Door Failed to Open or Close Electrically.
Manual Operation was Normal.
Figure 107 (Sheet 1)



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 ↓

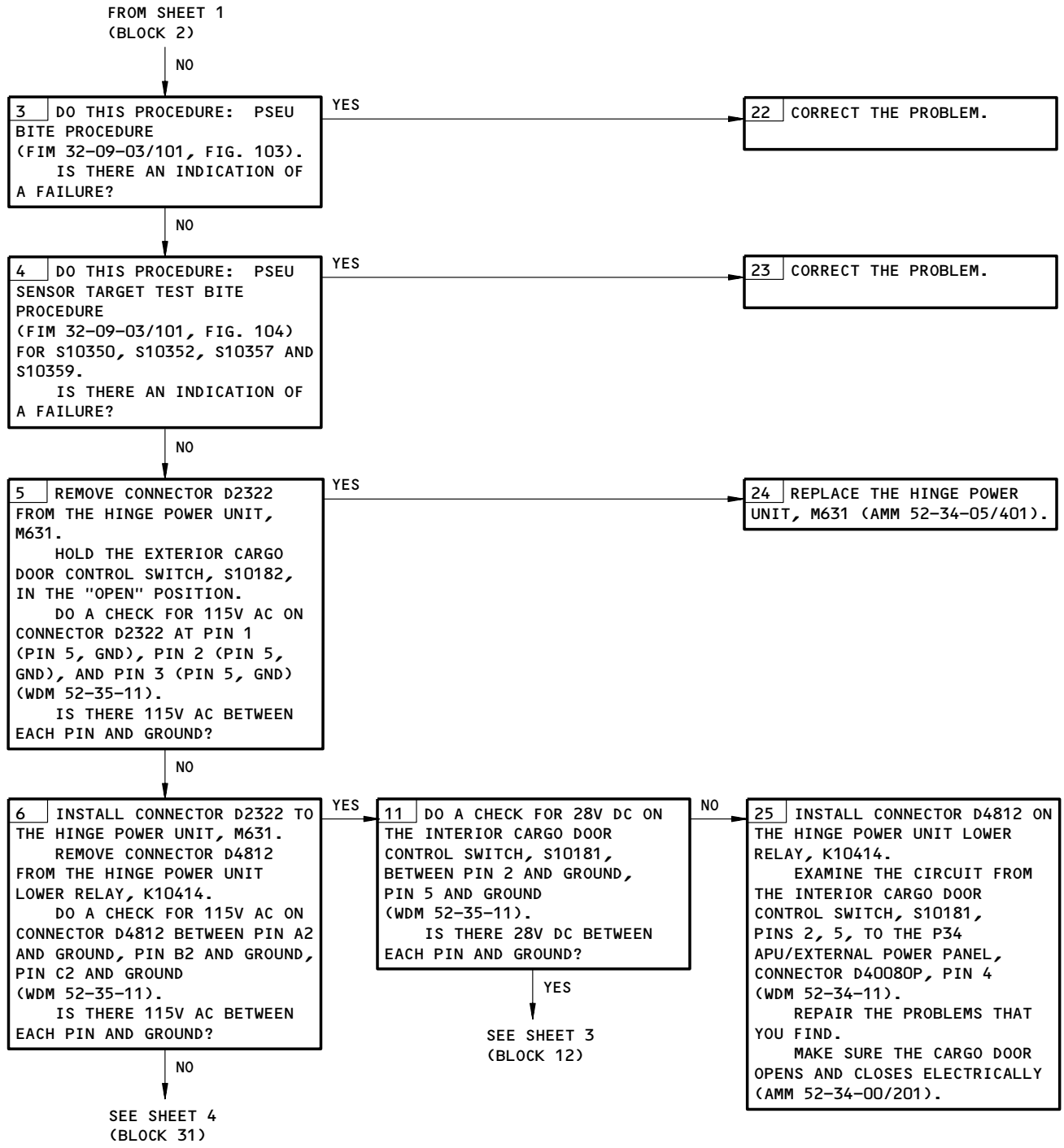
2 CLOSE THE CARGO DOOR MANUALLY (AMM 52-34-00/201).
MAKE SURE THE CARGO DOOR IS FULLY UNLATCHED.
USE THE INTERIOR CARGO DOOR CONTROL SWITCH, S10181, TO OPEN THE DOOR.
DOES THE CARGO DOOR OPEN?

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

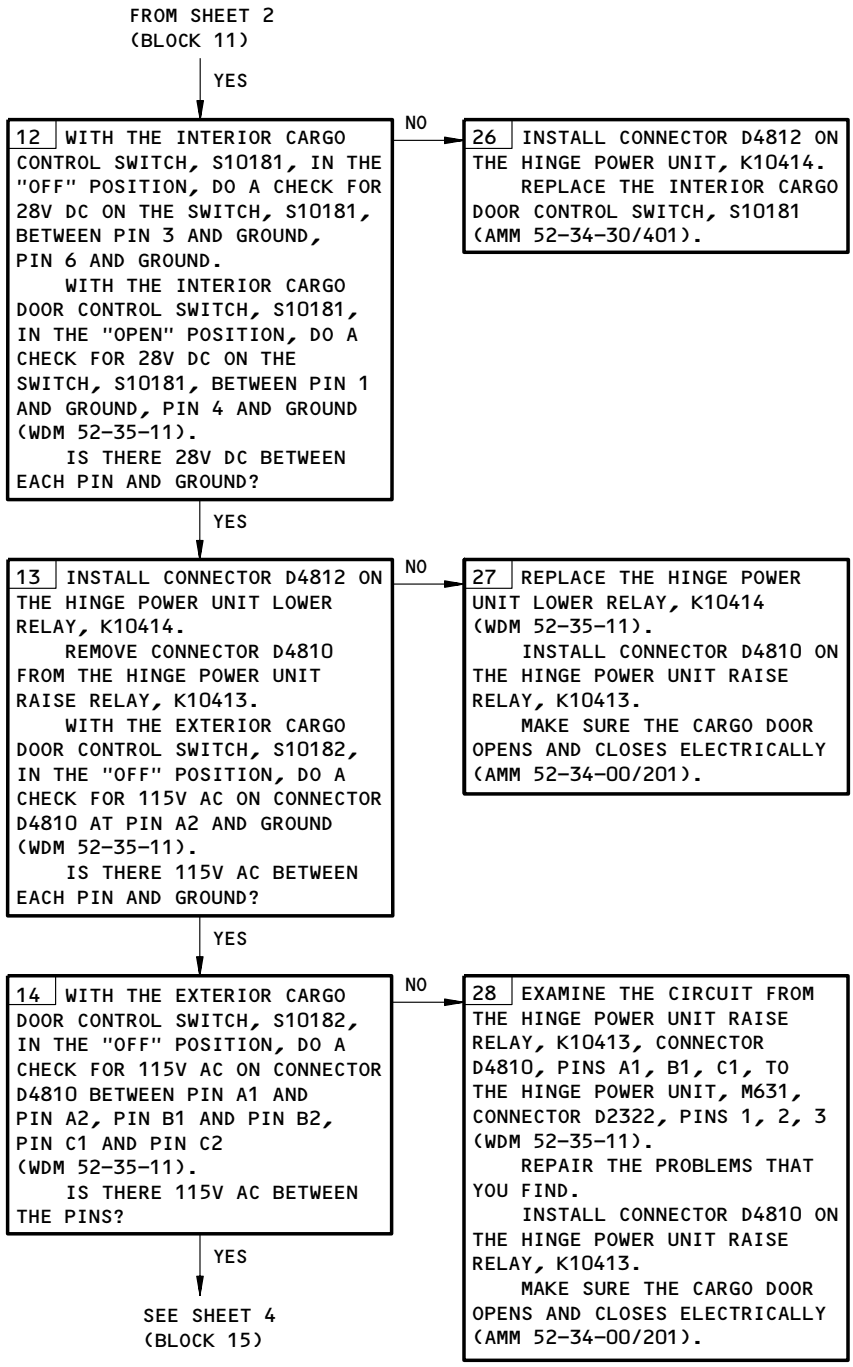
NO ↓

SEE SHEET 2
(BLOCK 3)

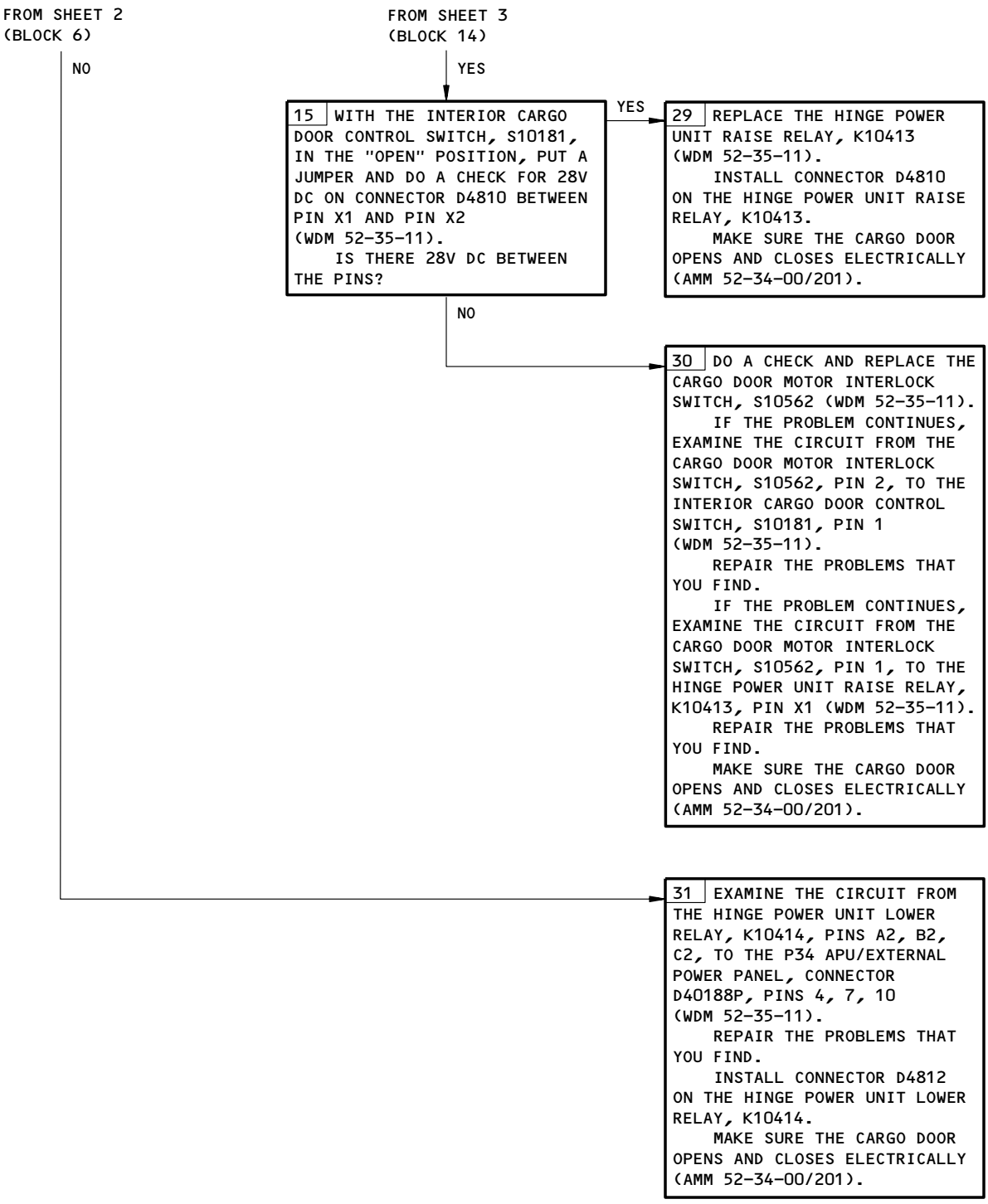
No. 2 (Aft) Cargo Door Failed to Open or Close Electrically.
Manual Operation was Normal.
Figure 108 (Sheet 1)



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.

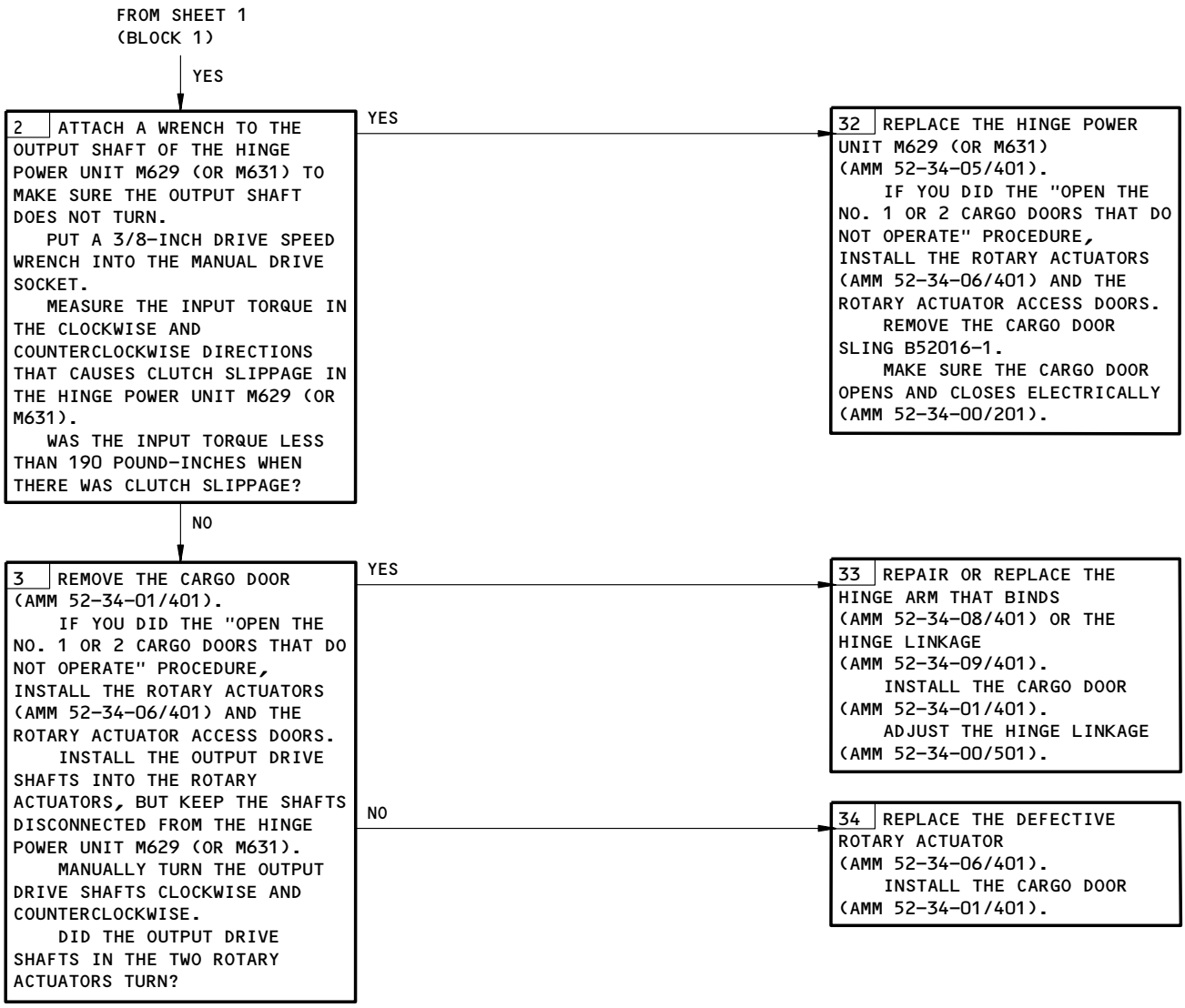
REMOVE THE CARGO DOOR SLING B52016-1.

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

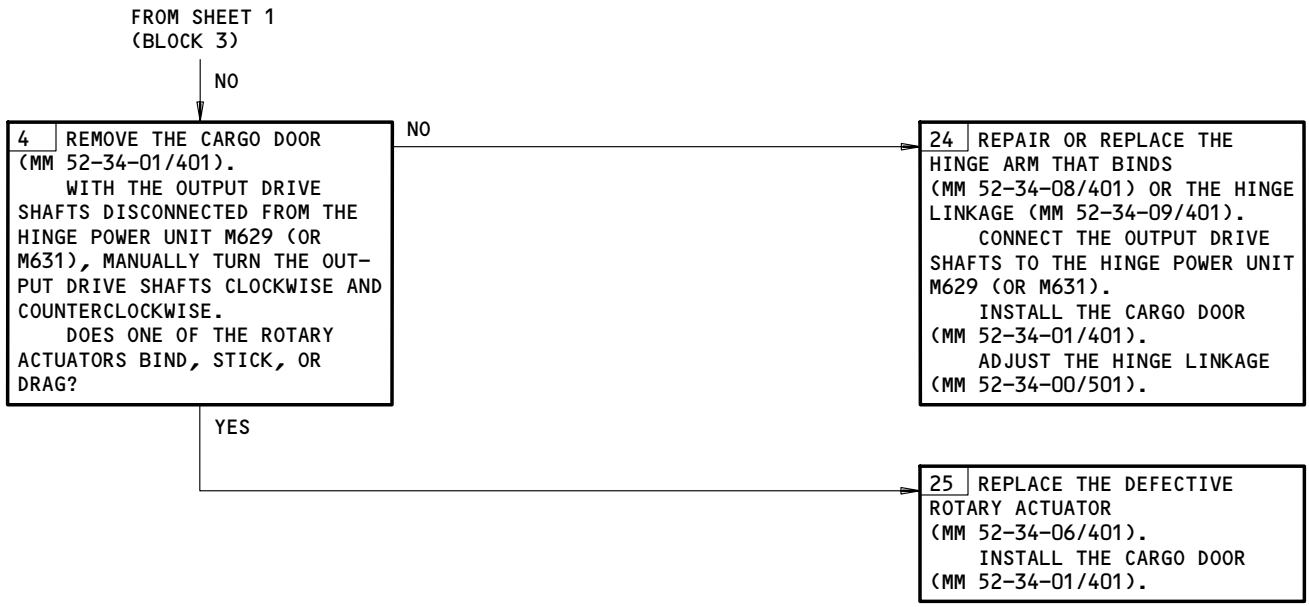
3 INSTALL THE CARGO DOOR SLING B52016-1 TO HOLD THE CARGO DOOR.
DISCONNECT THE OUTPUT DRIVE SHAFTS FROM THE TWO SIDES OF THE HINGE POWER UNIT M629 ON THE NO. 1 CARGO DOOR (OR M631 ON THE NO. 2 CARGO DOOR).
PUT A 3/8-INCH DRIVE SPEED WRENCH INTO THE MANUAL DRIVE SOCKET AND TURN CLOCKWISE OR COUNTERCLOCKWISE.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

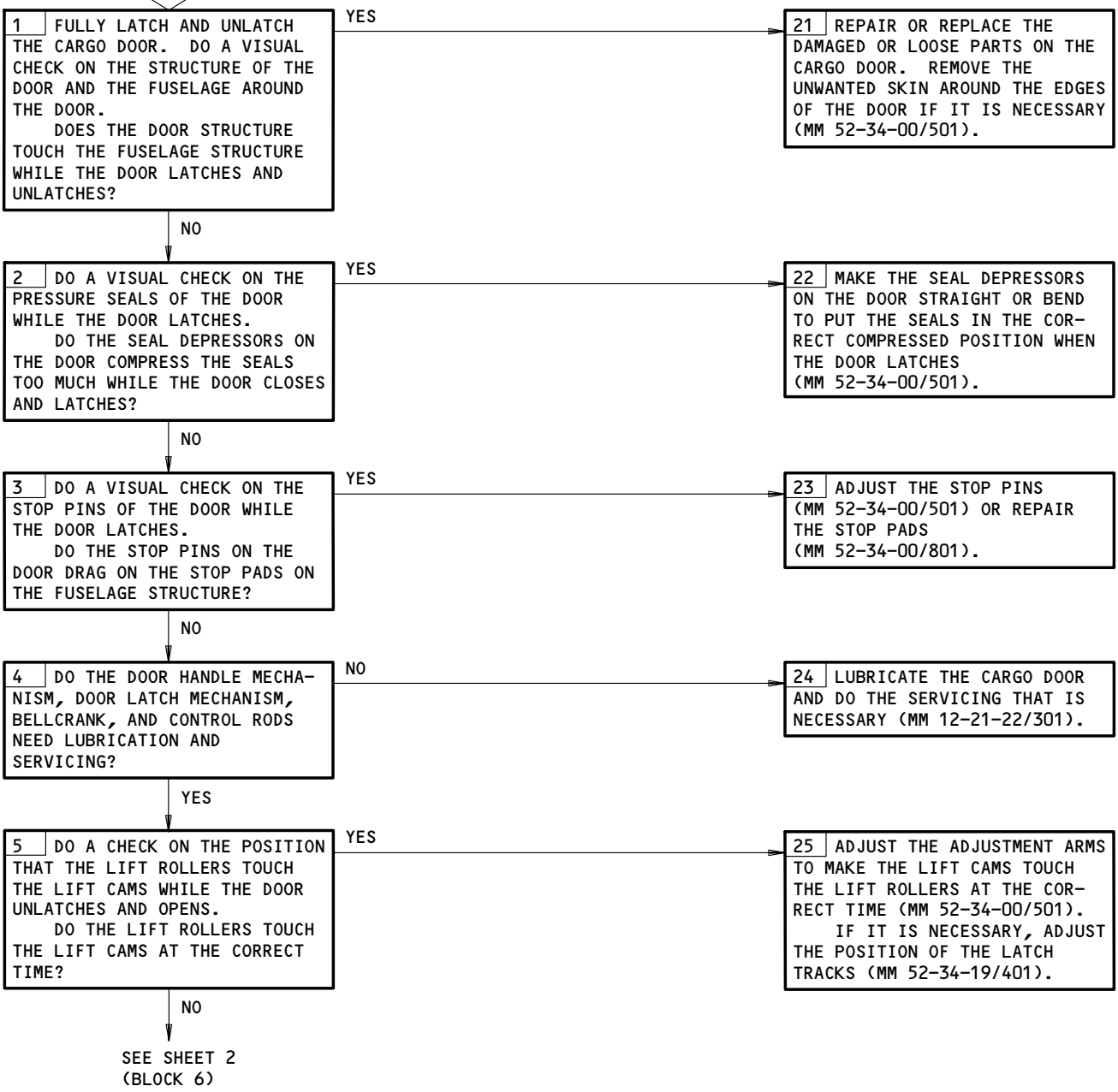
No. 1 or No. 2 Cargo Door Opens and Closes too Slowly
Figure 110 (Sheet 1)



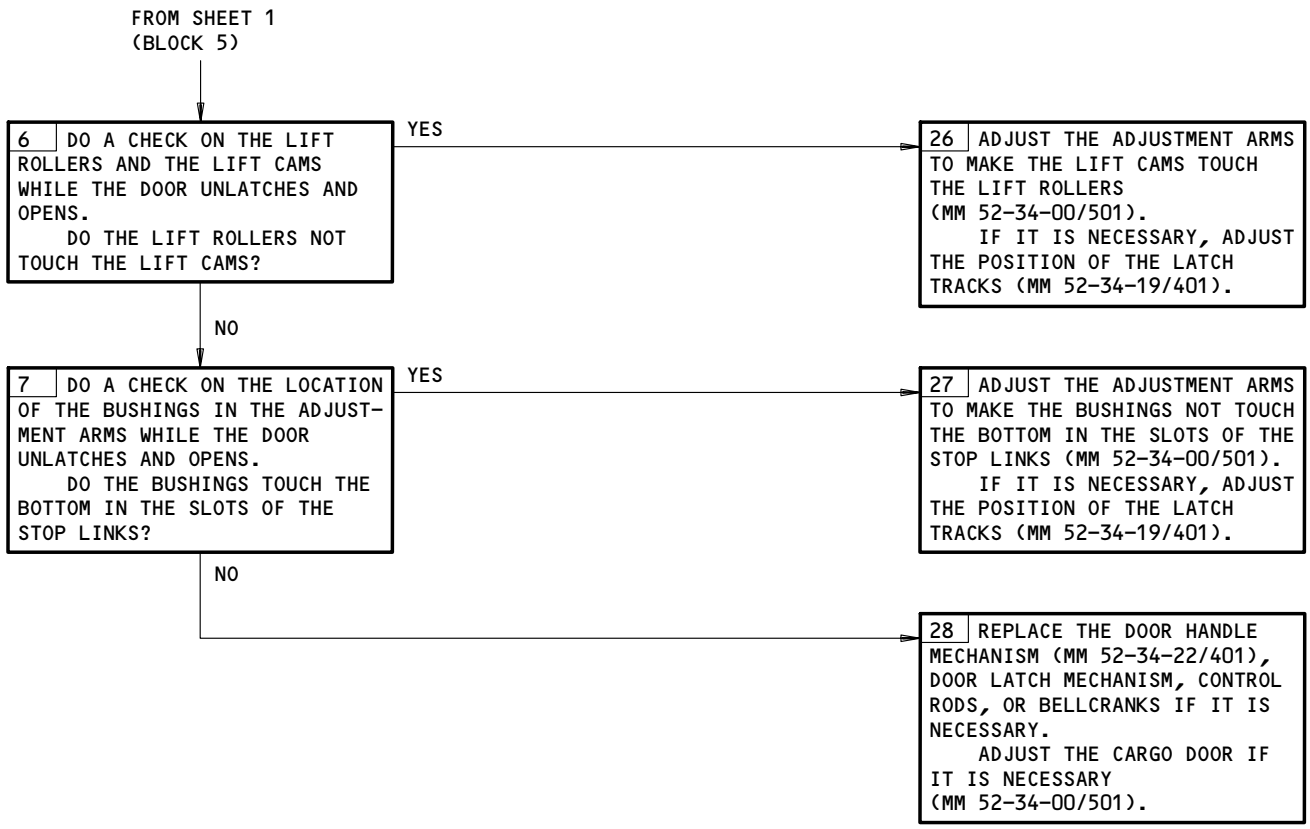
No. 1 or No. 2 Cargo Door Opens and Closes too Slowly
Figure 110 (Sheet 2)

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)



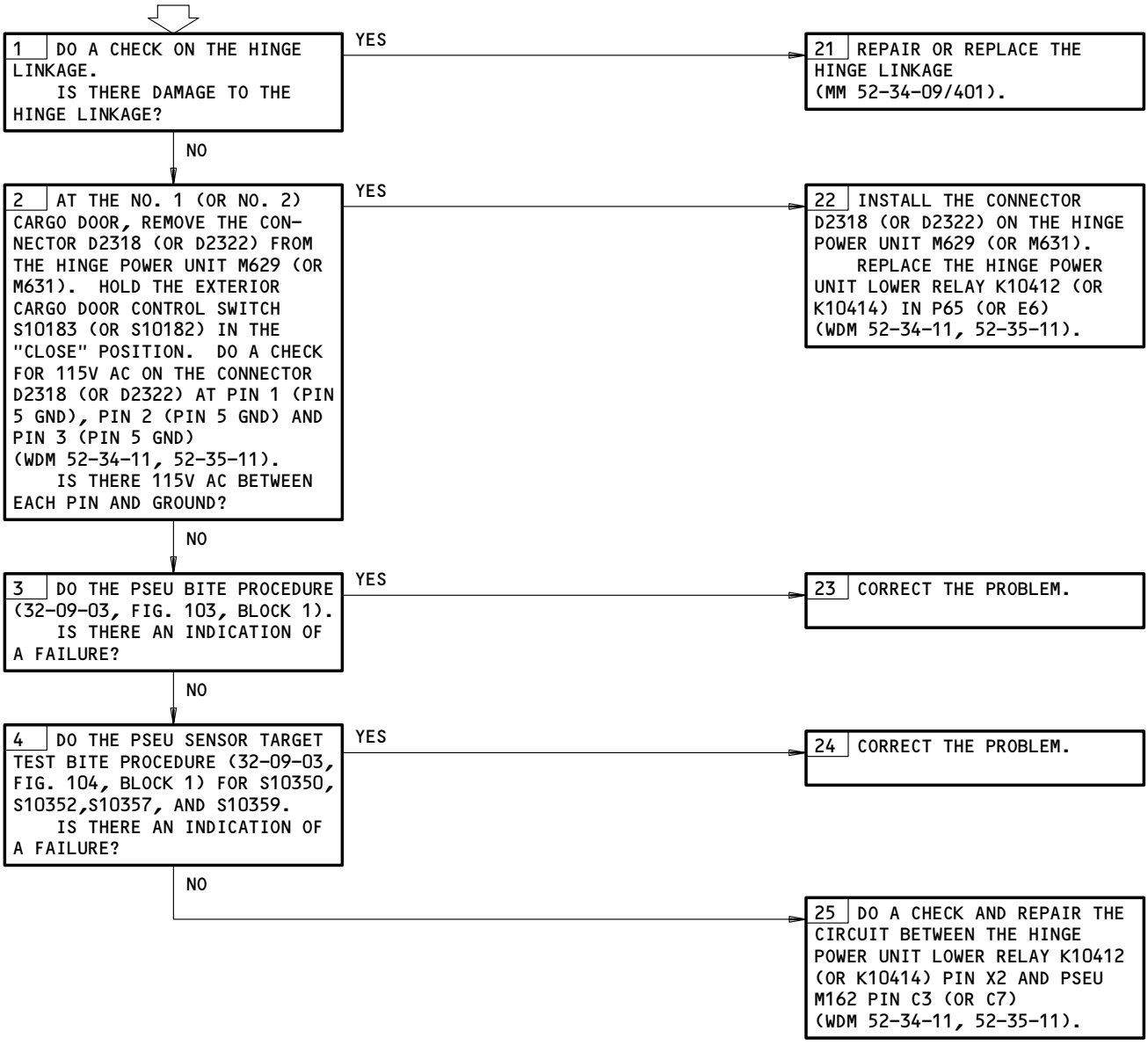
No. 1 (Fwd) or No. 2 (Aft) Cargo Door Binding When (Unlocking, Locking, Locking and Unlocking)
Figure 111 (Sheet 2)

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)



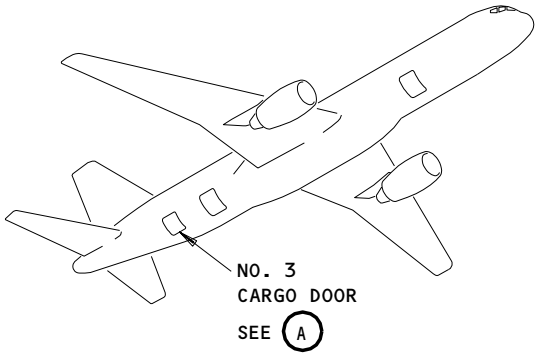
No. 1 or No. 2 Cargo Door Overtravels During Closing (Slams Shut)
Figure 112

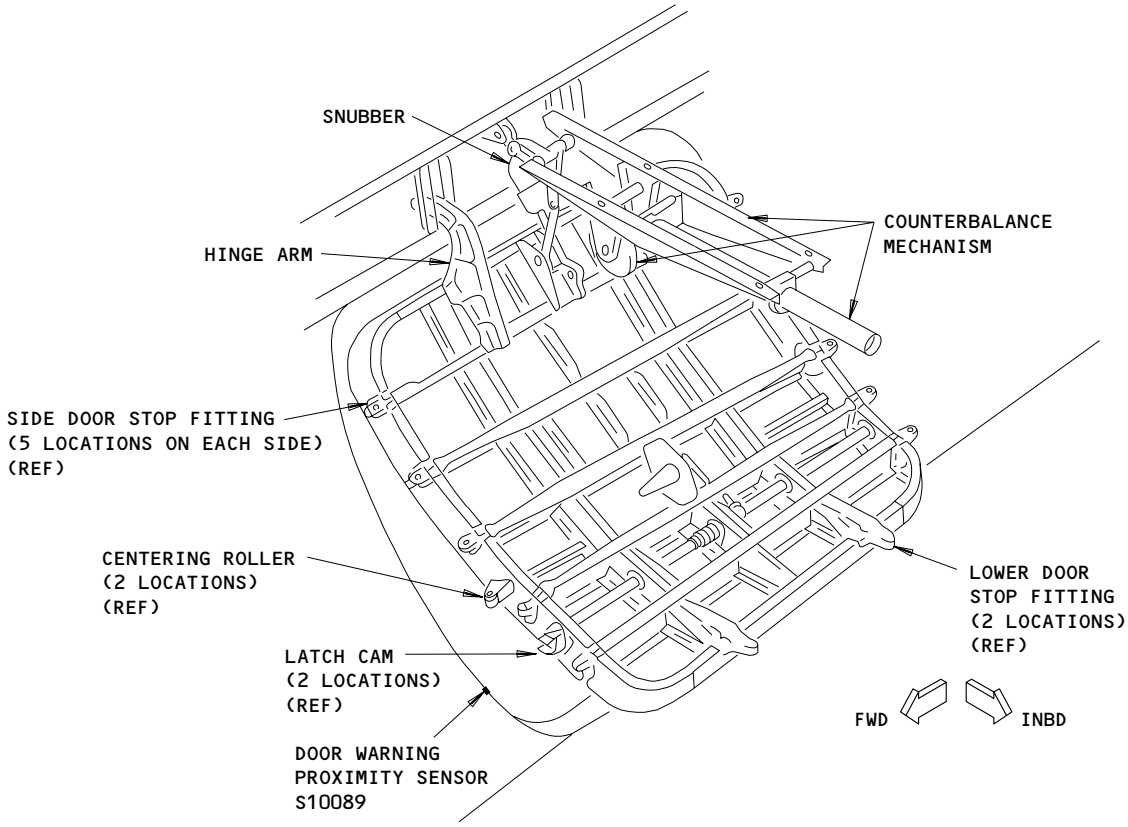
NO. 3 CARGO DOOR

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

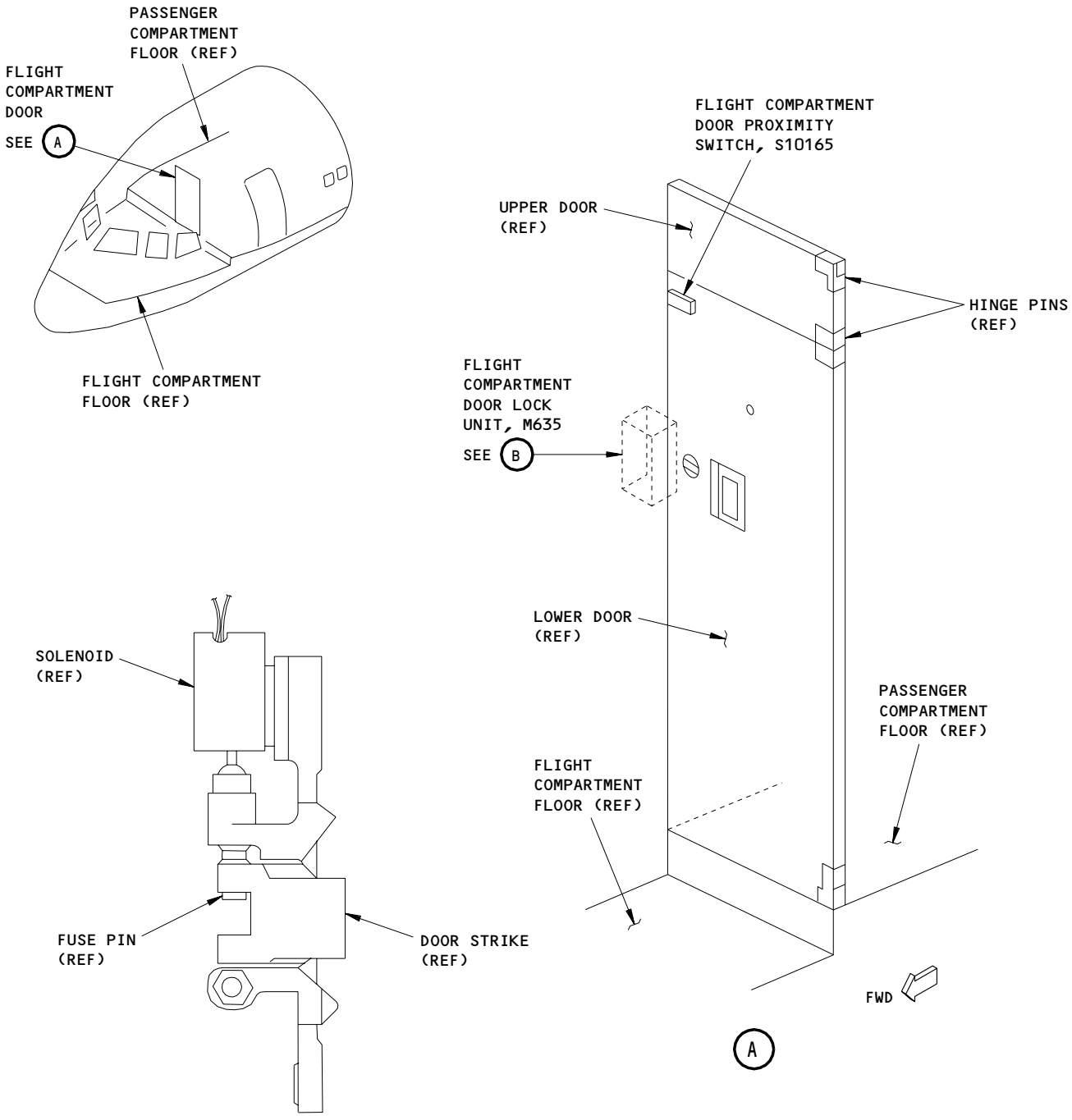
FLIGHT COMPARTMENT DOOR

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

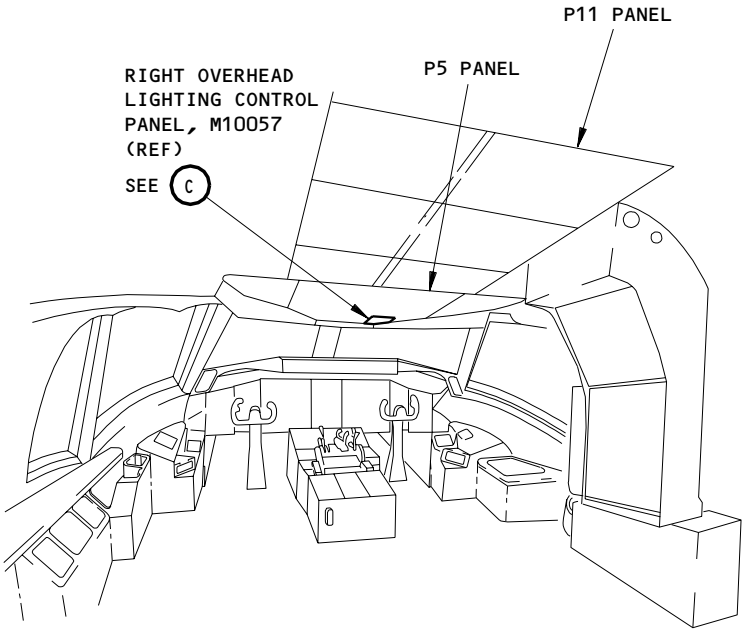
N85883



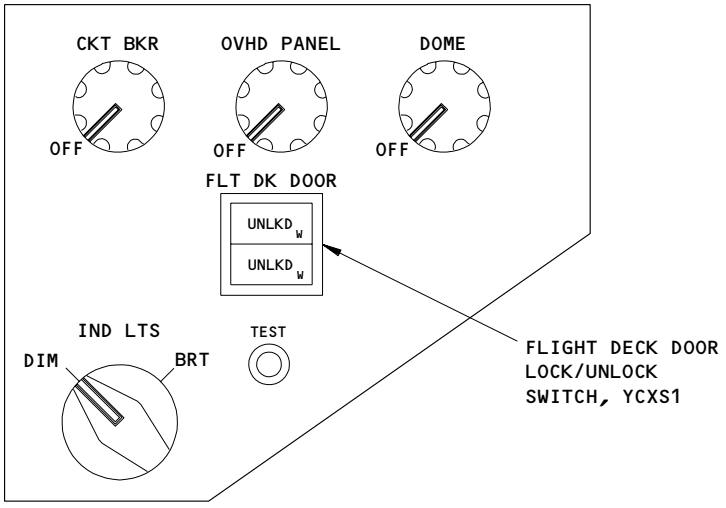
FLIGHT COMPARTMENT DOOR
`LOCK UNIT, M635
(SHOWN WITH SOLENOID ENERGIZED, DOOR LOCKED)

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)?

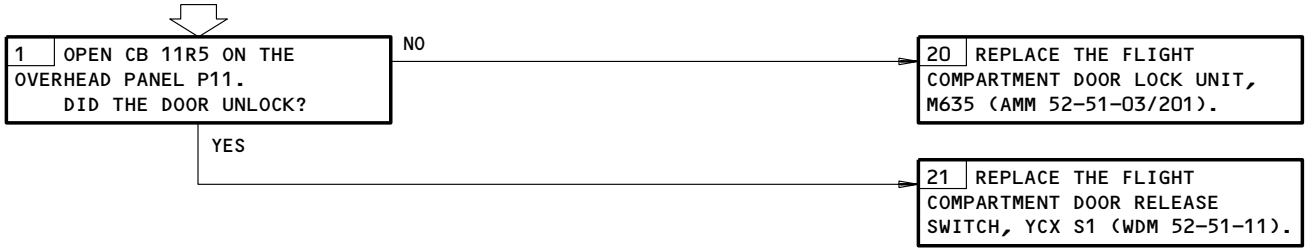
YES → 20 REPLACE THE FLIGHT COMPARTMENT DOOR RELAY, K10256, IN P34 (WDM 52-51-11).

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

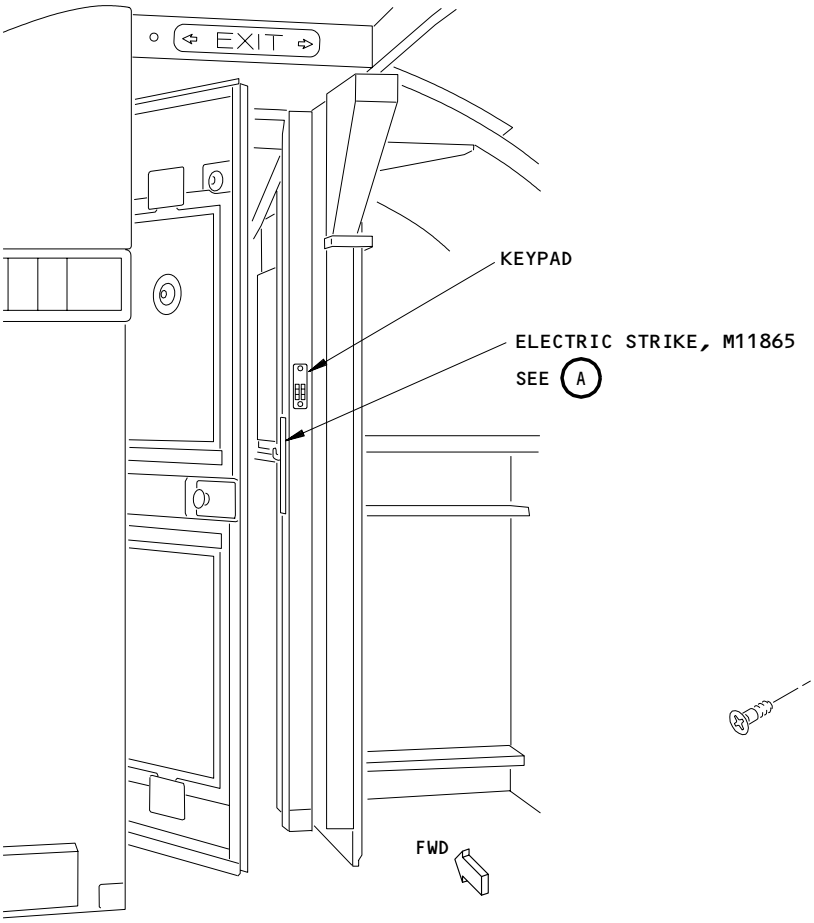
FLIGHT COMPARTMENT DOOR

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

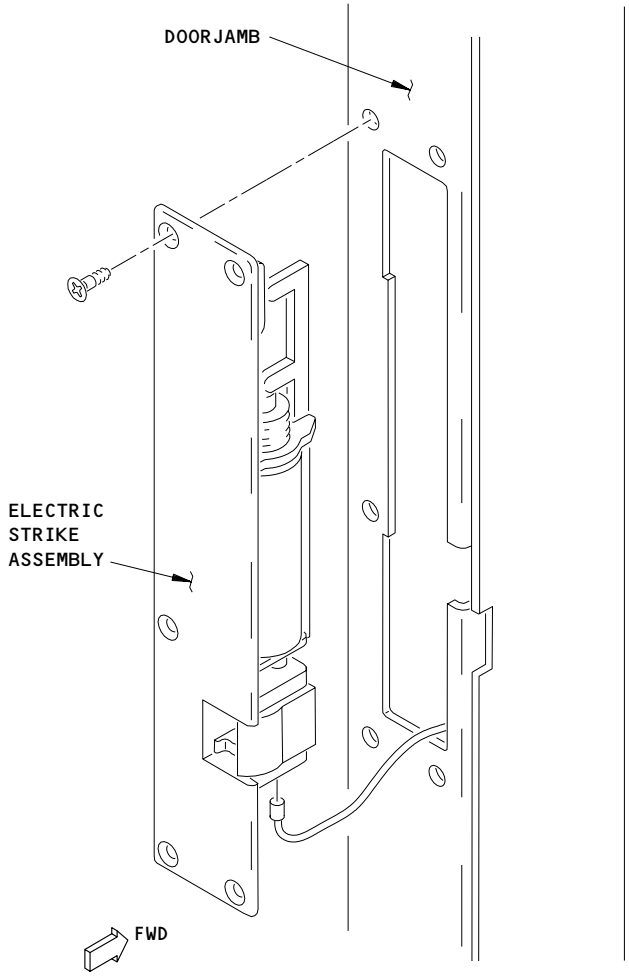
* SEE THE WDM EQUIPMENT LIST

Flight Compartment Door - Component Index
Figure 101

N85504

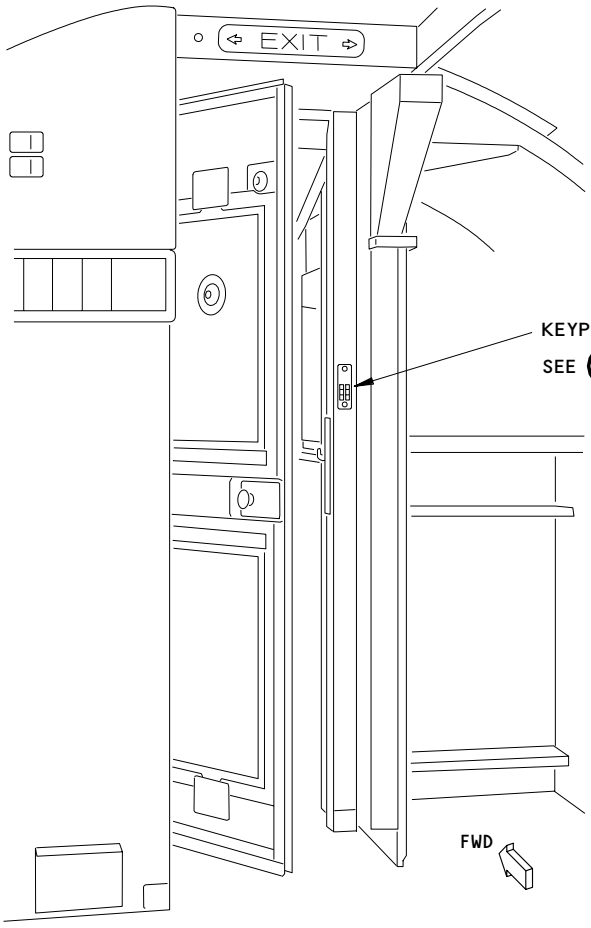


FLIGHT COMPARTMENT DOOR

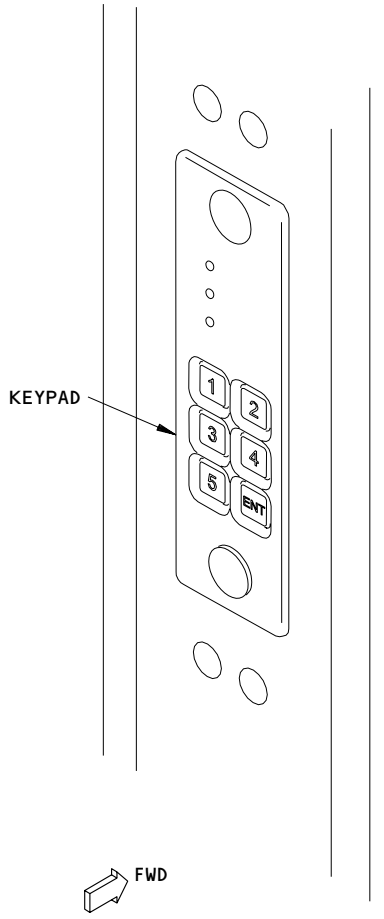


ELECTRIC STRIKE, M11865
A

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

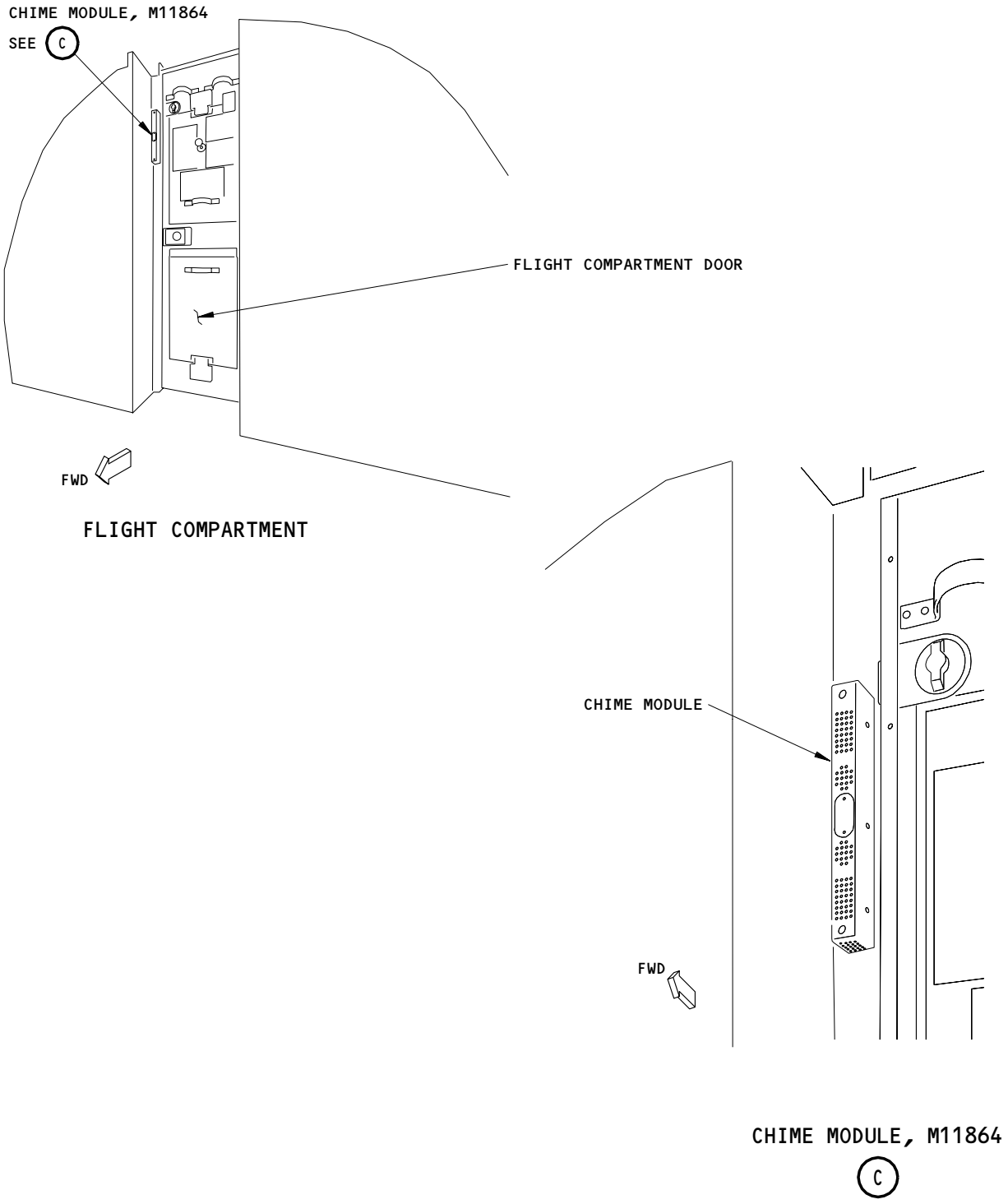


FLIGHT COMPARTMENT DOOR

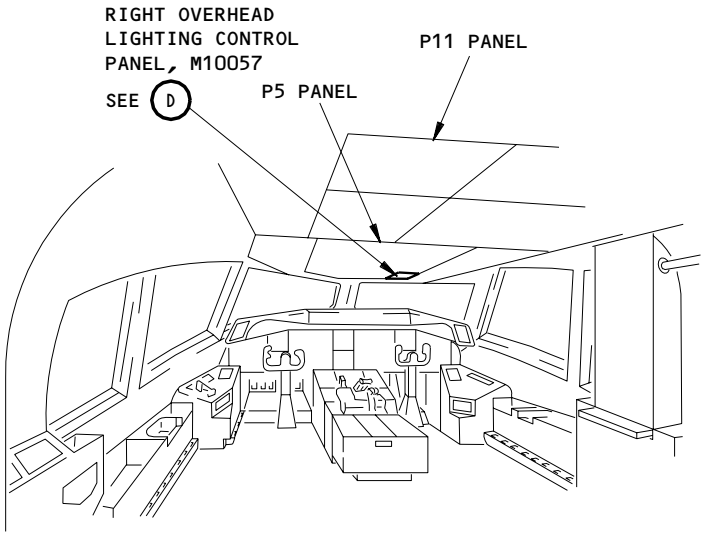


KEYPAD, M11863
(B)

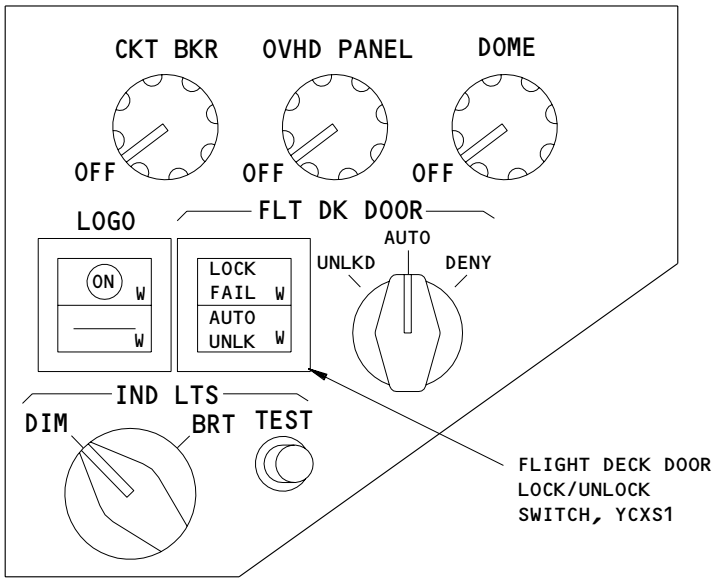
Flight Compartment Door – Component Location
Figure 102 (Sheet 2)



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.

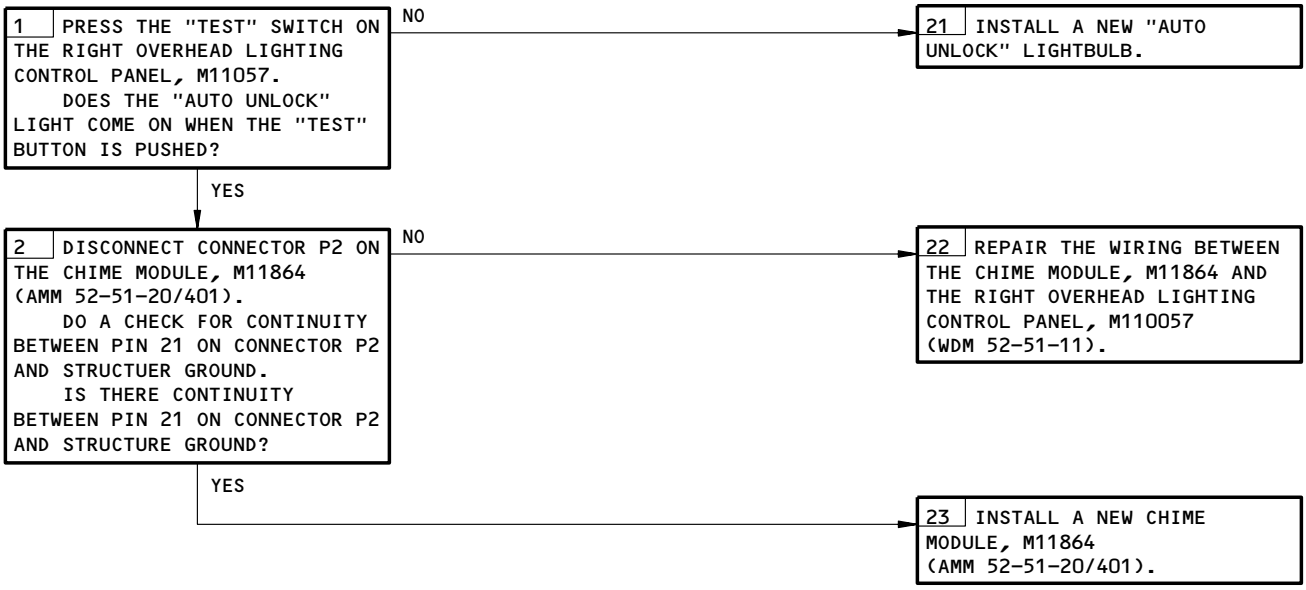
DESCRIPTION:

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

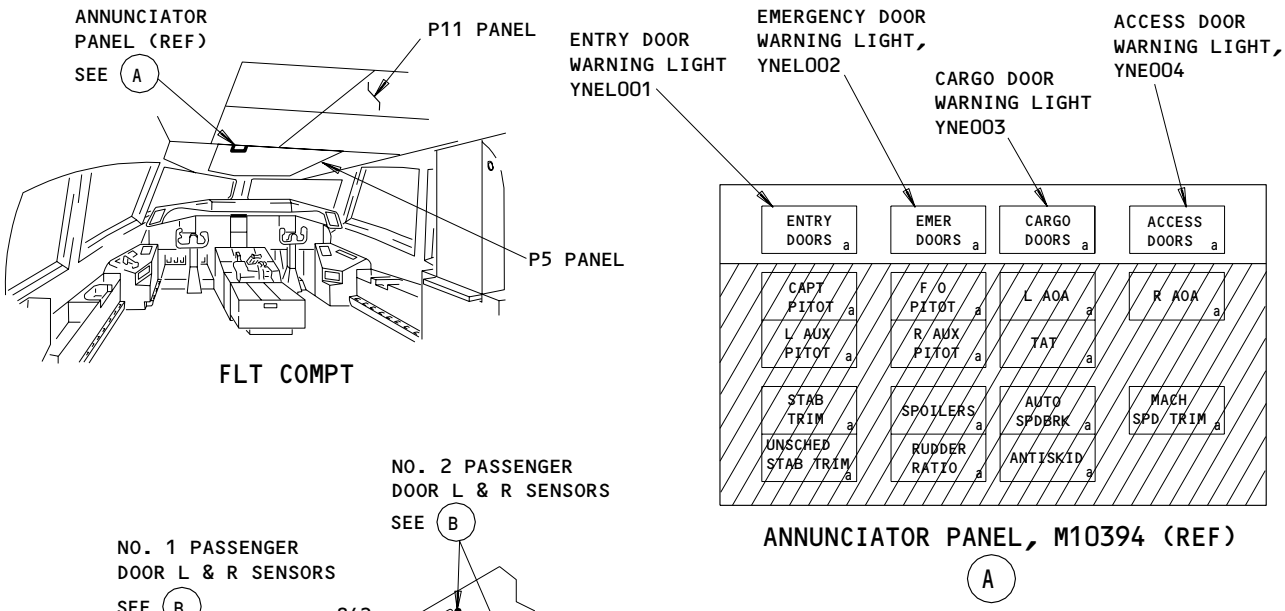
DOOR WARNING SYSTEM

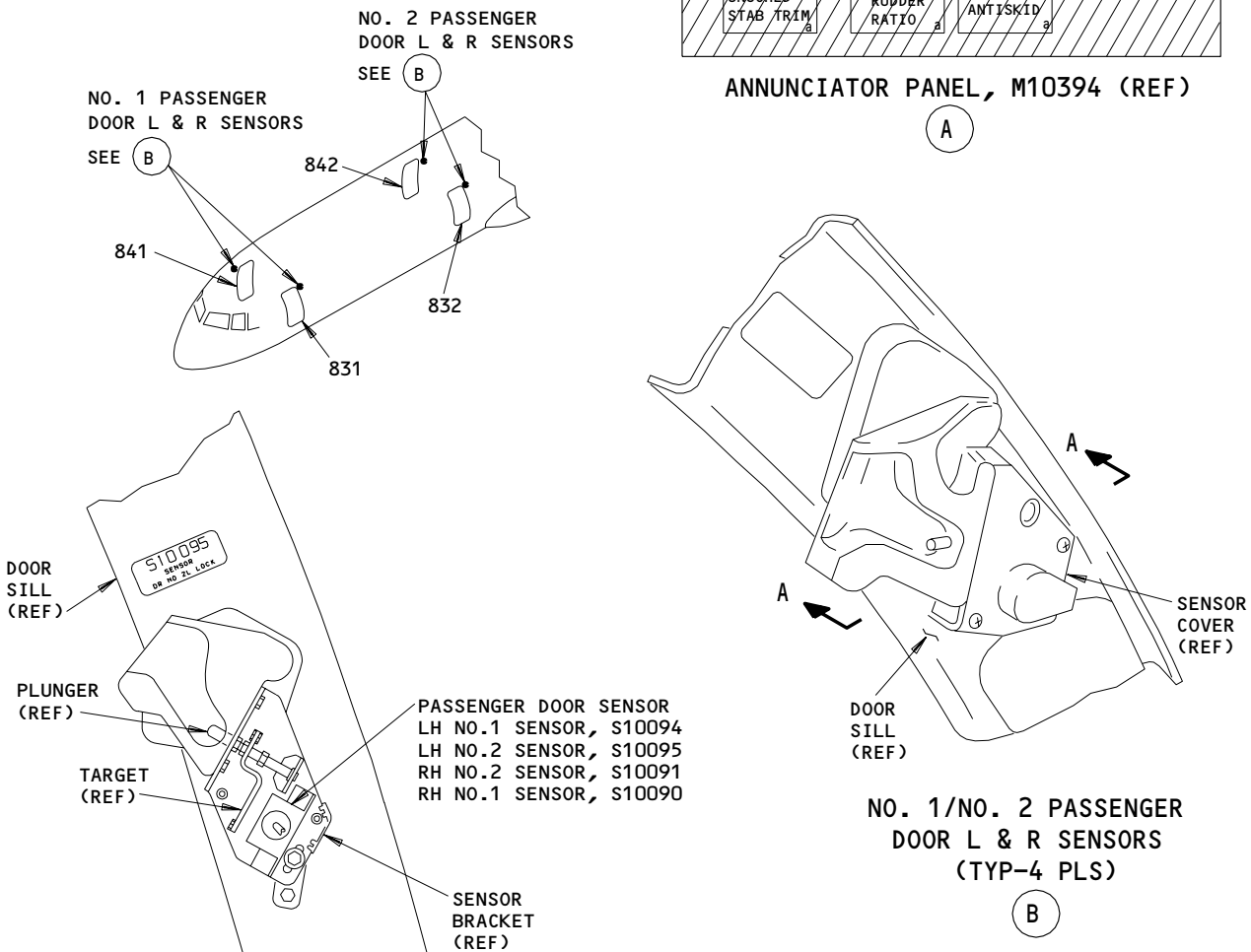
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
CIRCUIT BREAKER DOOR IND, C4144		1	FLT COMPT, P11 11R33	*
COMPUTER - (REF 31-41-00, FIG. 101) EICAS L, M10181 EICAS R, M10182				
LIGHT - ENTRY DOORS WARNING, YNEL001	1	1	FLT COMPT, P5, ANNUNCIATOR PANEL M10394 (REF)	*
LIGHT - EMERGENCY DOORS WARNING, 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) PROXIMITY SWITCH ELECTRONICS UNIT (PSEU), M162				
PANEL - (REF 30-31-00, FIG. 101) 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

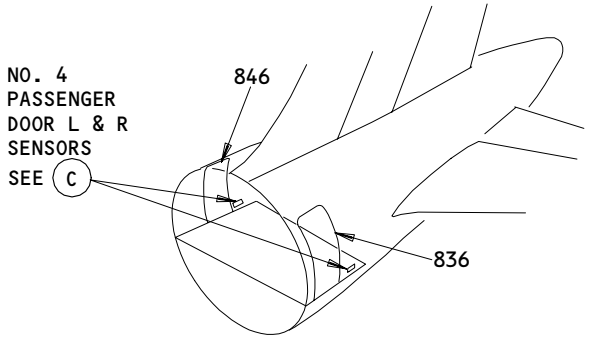
1> AIRPLANES WITH NO. 3 CARGO DOOR

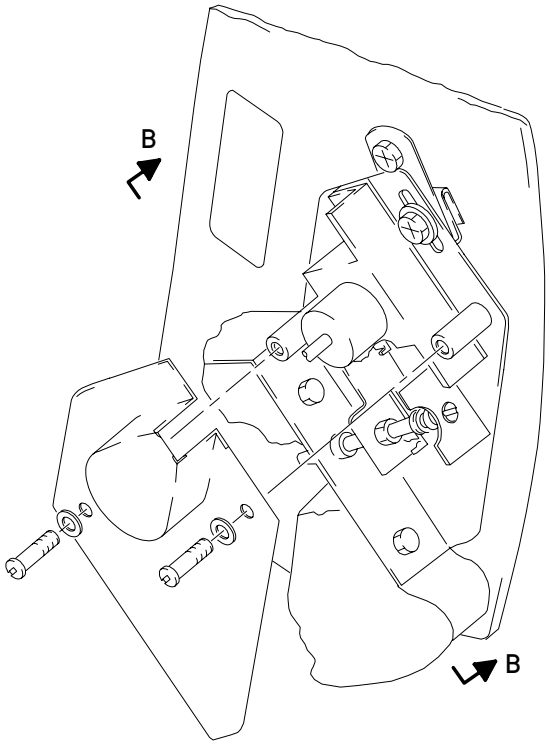
Component Index
Figure 101



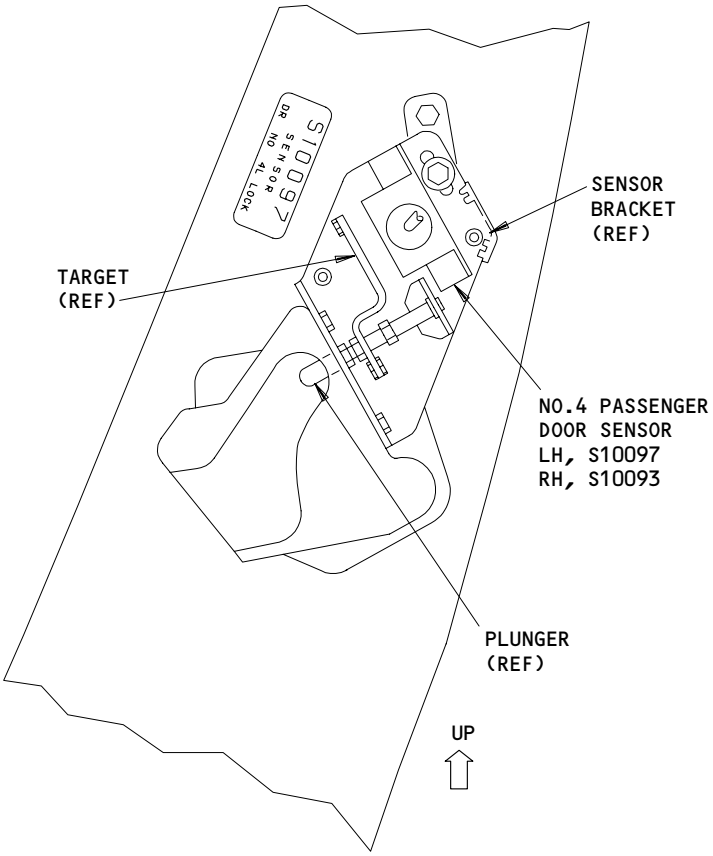


Component Location
Figure 102 (Sheet 1)



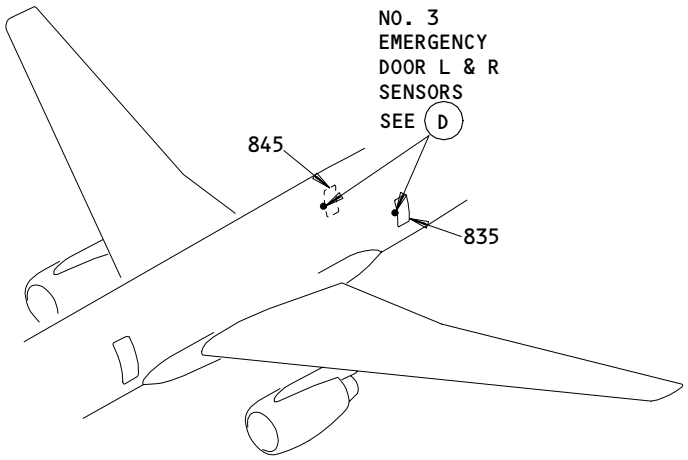


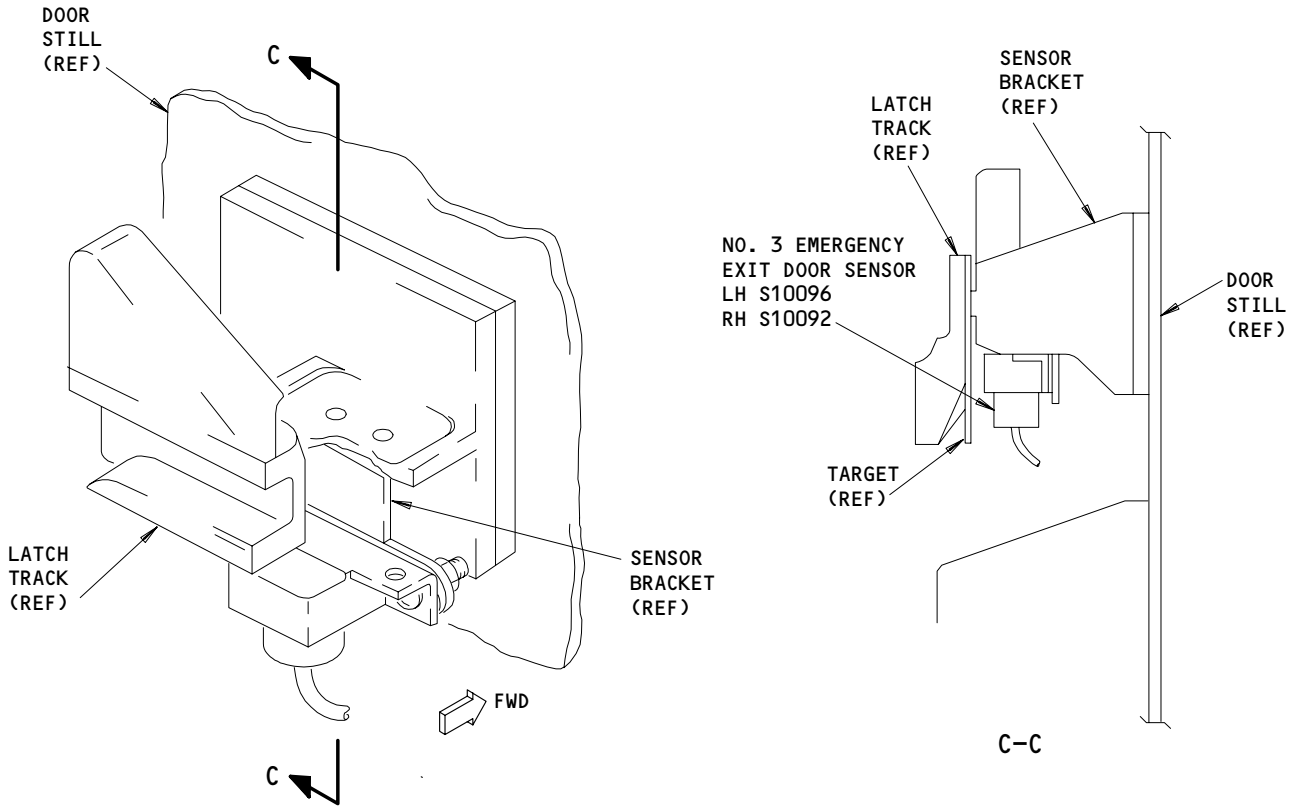
NO. 4 PASSENGER DOOR
L & R SENSORS (TYP)
C



(VIEW WITH COVER REMOVED)
B-B

Component Location
Figure 102 (Sheet 2)

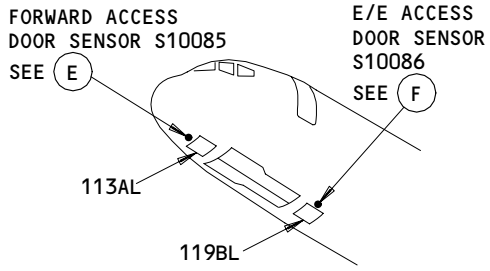


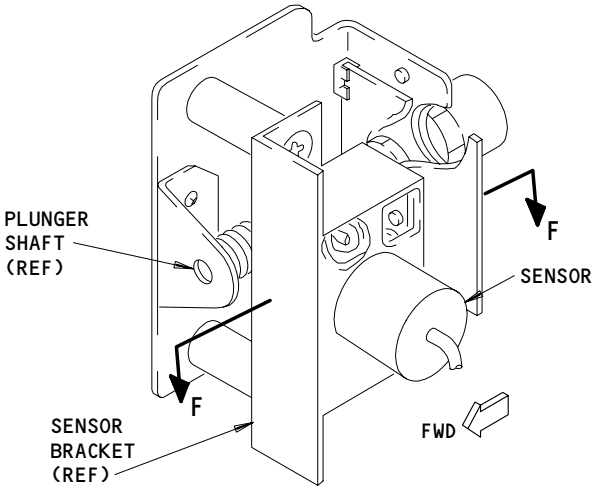


NO. 3 EMERGENCY EXIT DOOR SENSOR

D

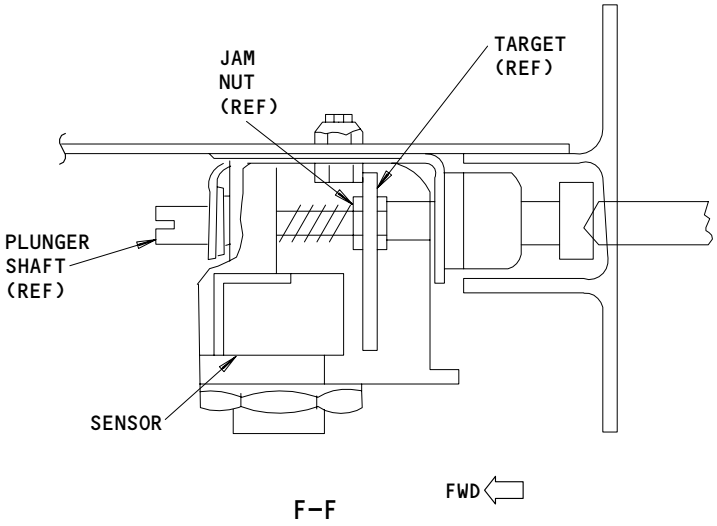
Component Location
Figure 102 (Sheet 3)



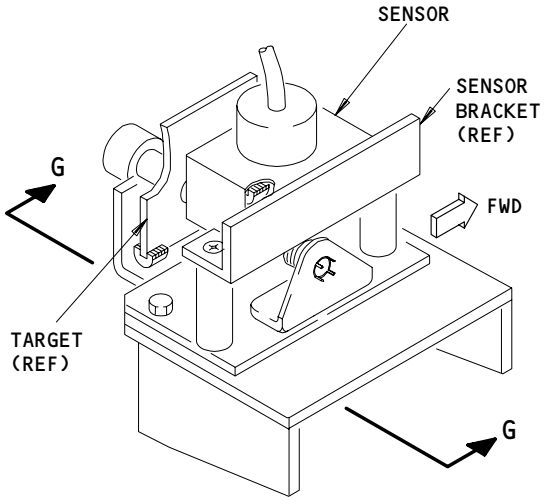


FORWARD ACCESS DOOR SENSOR, S10085

E

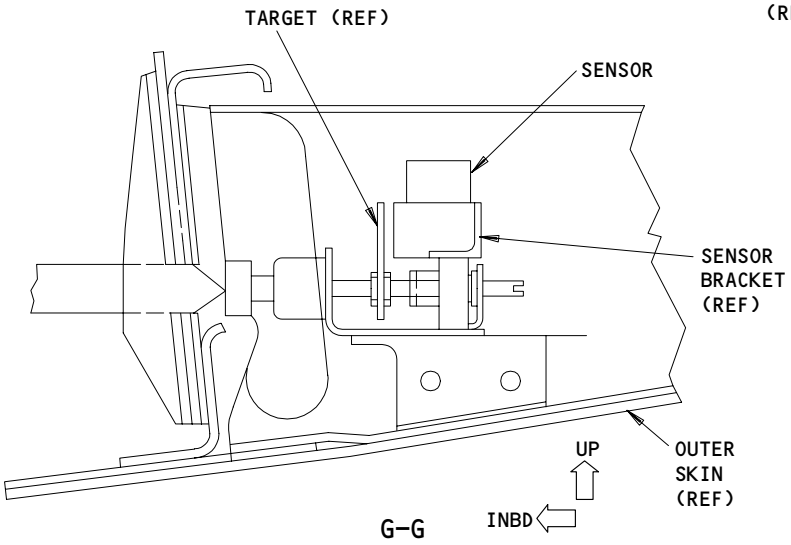


F–F



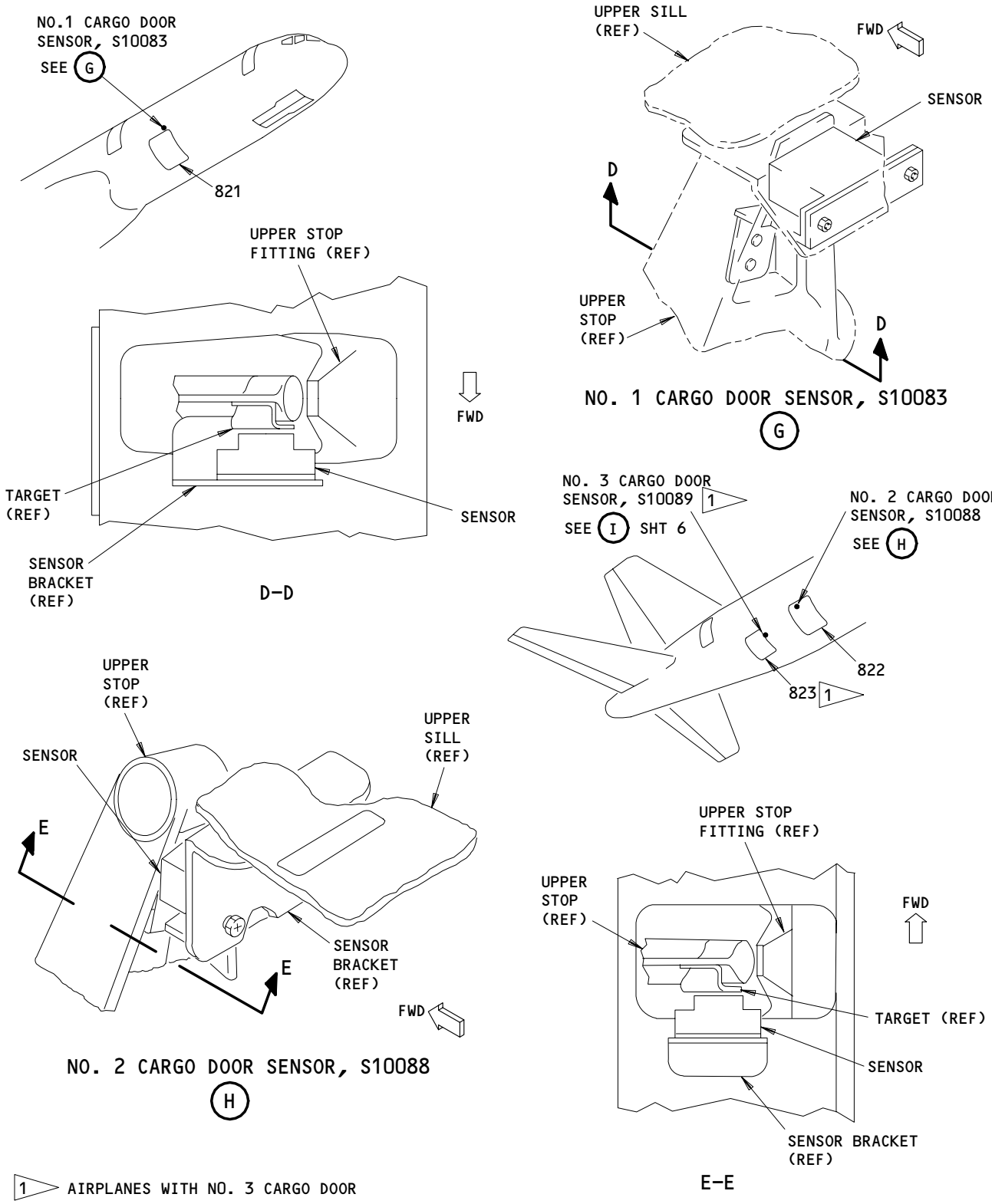
E/E ACCESS DOOR SENSOR, S10086

F

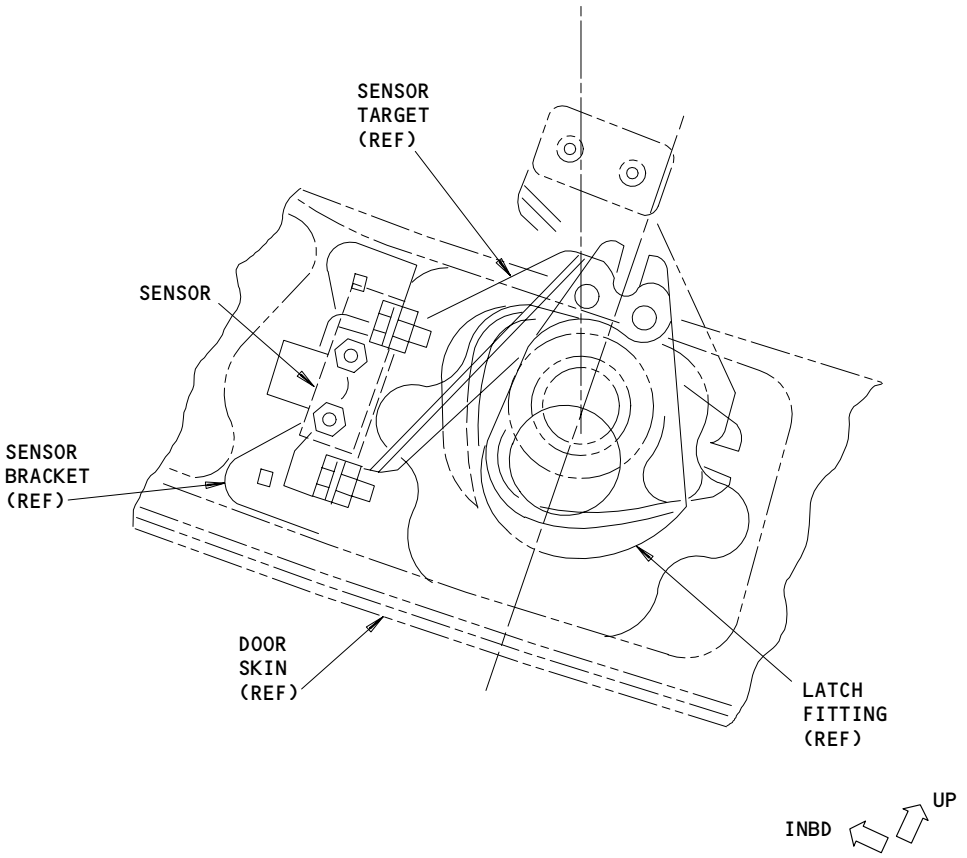


G–G

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?

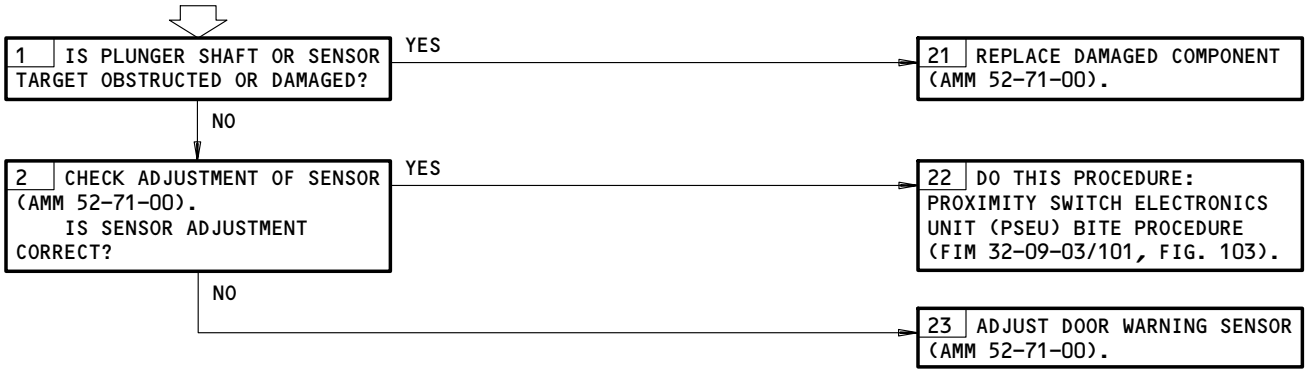
YES → 20 DO THIS PROCEDURE: PROXIMITY SWITCH ELECTRONICS UNIT (PSEU) BITE PROCEDURE (FIM 32-09-03/101, FIG. 103).

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.

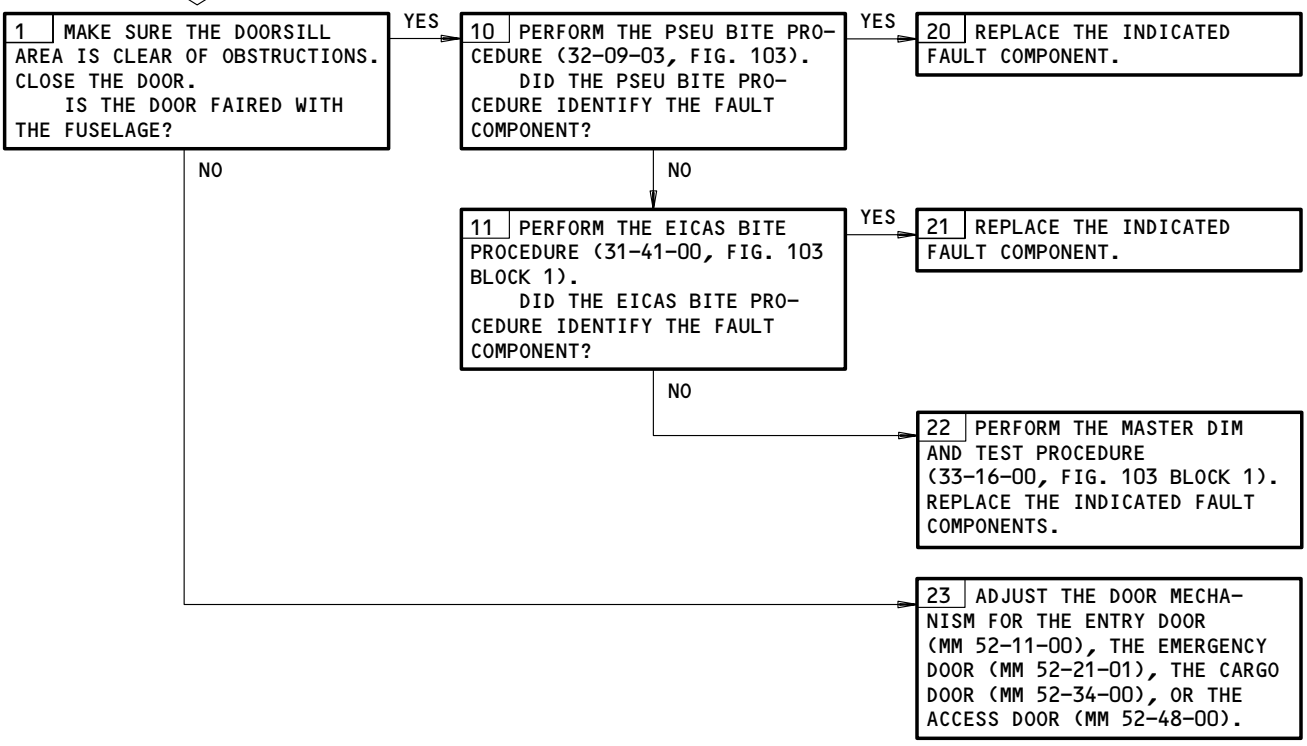
PREREQUISITES
NONE



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