

GPA Group plc

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R = REVISED, A = ADDED OR D = DELETED

F = FOLDOUT PAGE

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**D633N632**

CHAPTER 56

EFFECTIVE PAGES

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LAST PAGE



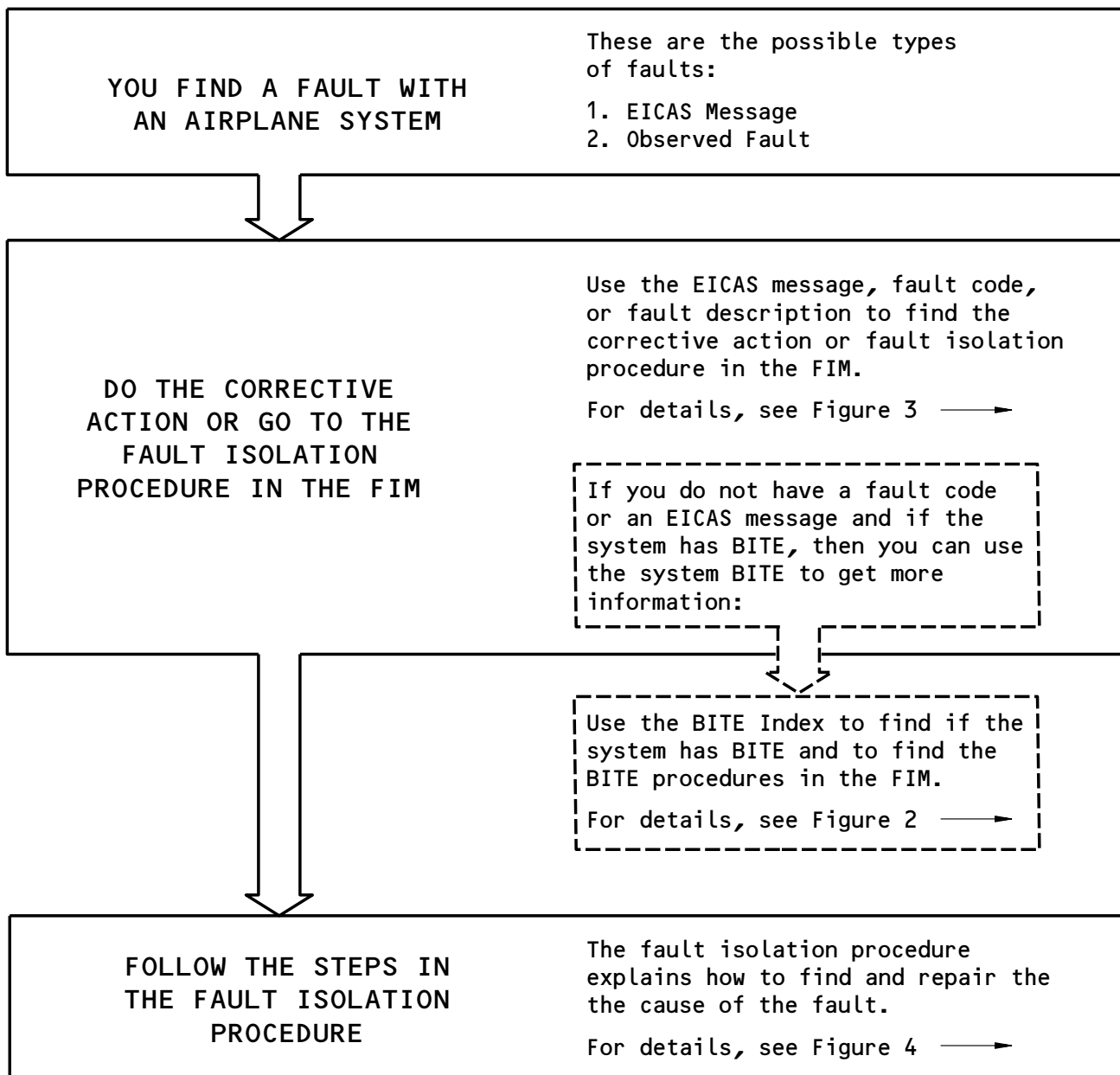
757  
FAULT ISOLATION/MAINT MANUAL

CHAPTER 56 - WINDOWS

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<u>FLIGHT COMPARTMENT</u>	56-10-00		
FLIGHT COMPARTMENT WINDOWS	56-11-00		
Component Location		101	ALL
Component Index			
Component Location			
Fault Isolation			

## 56-CONTENTS



Basic Fault Isolation Process  
Figure 1

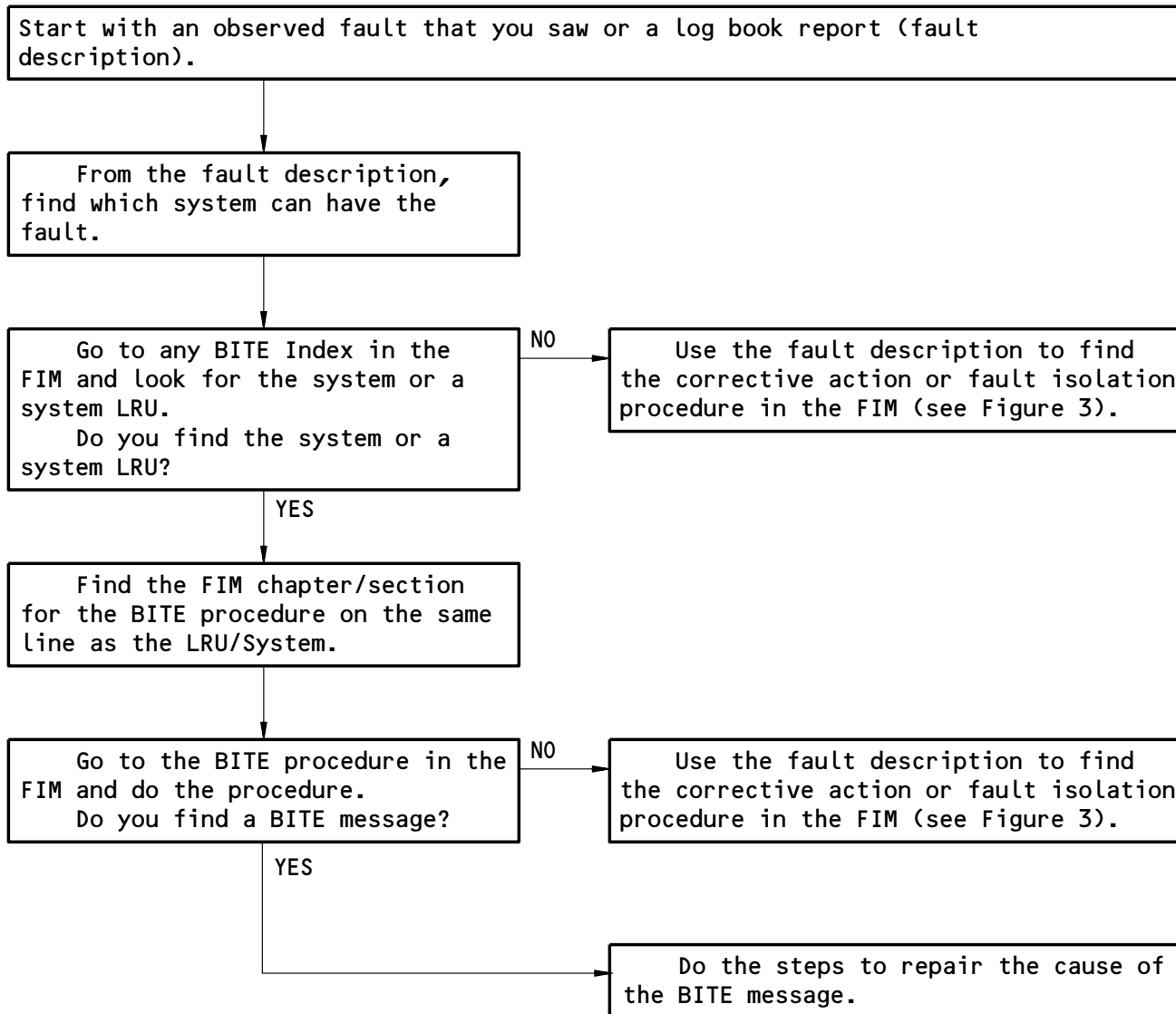
EFFECTIVITY

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## 56-HOW TO USE THE FIM

01

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How to Get Fault Information from BITE  
Figure 2

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# 56-HOW TO USE THE FIM

01

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IF YOU HAVE:

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

FAULT CODE

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

EICAS MESSAGE TEXT  
(with no fault code)

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

OBSERVED FAULT DESCRIPTION

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

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

Figure 3

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# 56-HOW TO USE THE FIM

ASSUMED CONDITIONS AT START OF TASK

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

PREREQUISITES

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

FAULT ISOLATION BLOCKS

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

Do the Fault Isolation Procedure  
Figure 4

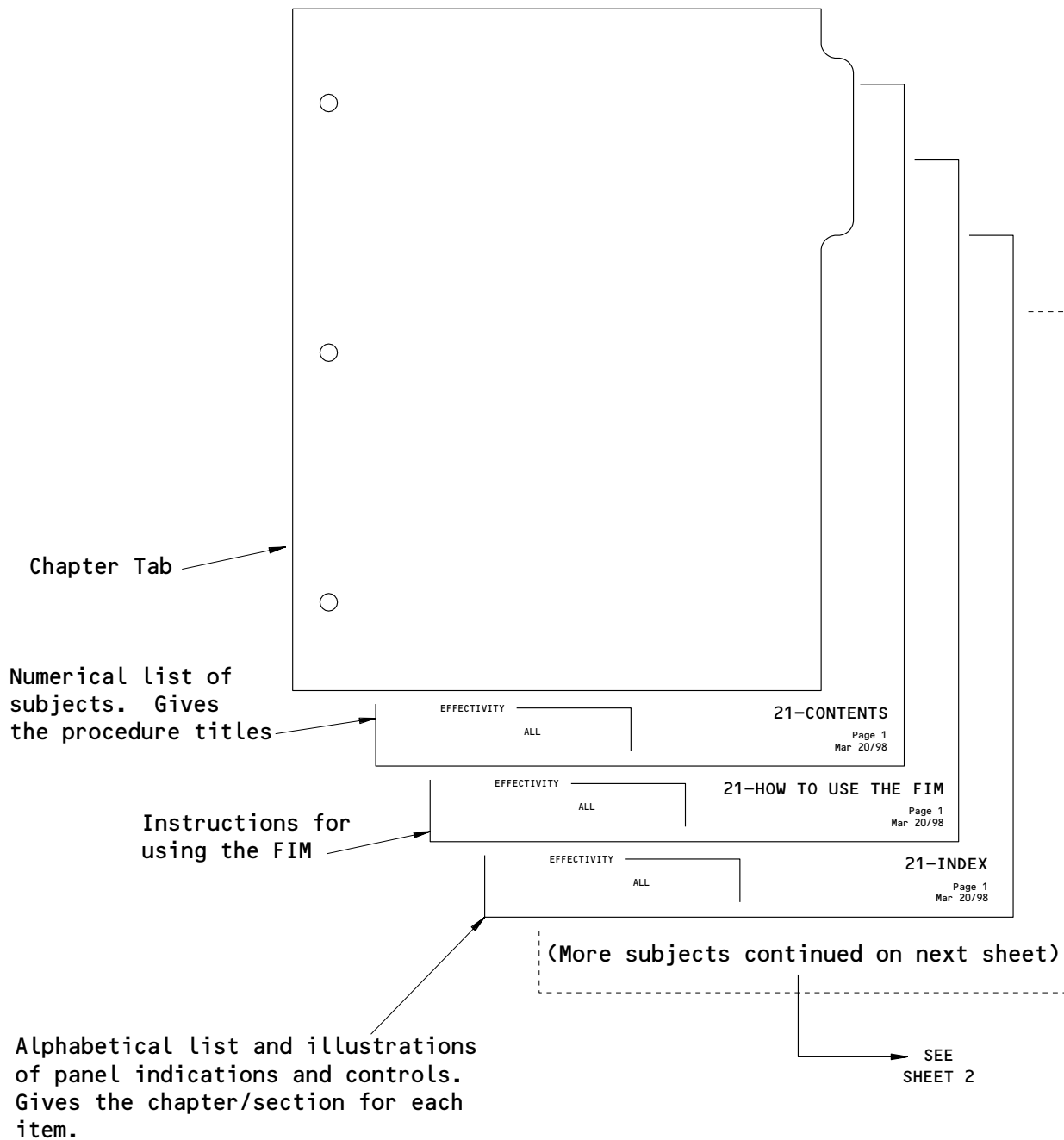
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**56-HOW TO USE THE FIM**

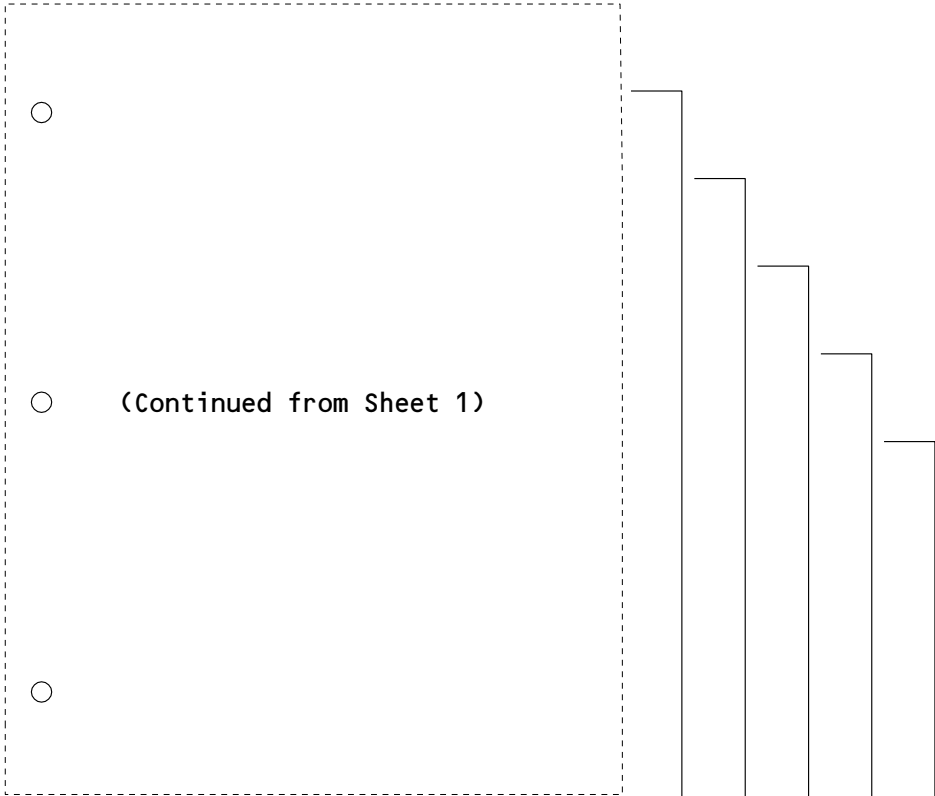
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Subjects in Each FIM Chapter  
Figure 5 (Sheet 1)

<p>EFFECTIVITY</p> <hr/> <p style="text-align: center;">ALL</p>	<p><b>56-HOW TO USE THE FIM</b></p> <p style="text-align: right;">01      Page 5 Jan 28/05</p>
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Alphabetical list of the EICAS messages. Gives the procedure to repair the cause of the message or a reference to a fault isolation procedure.

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

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

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**21-EICAS MESSAGES**  
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**21-FAULT CODE DIAGRAMS**  
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**21-FAULT CODE INDEX**  
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**21-BITE INDEX**  
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**21-11-00**  
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Alphabetical list of all the LRUs/systems that have BITE. Gives the chapter/section for the BITE procedure.

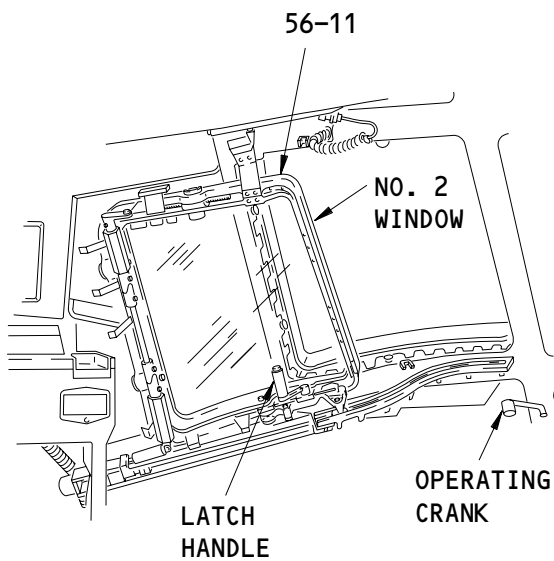
Component index, component location, and fault isolation procedures for the systems in the chapter.

Subjects in Each FIM Chapter  
Figure 5 (Sheet 2)

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# 56-HOW TO USE THE FIM





WINDOW - INDEX

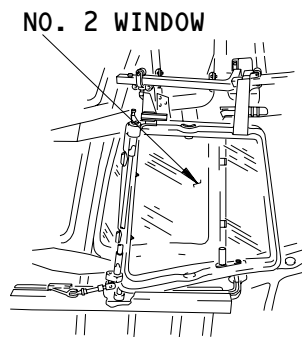
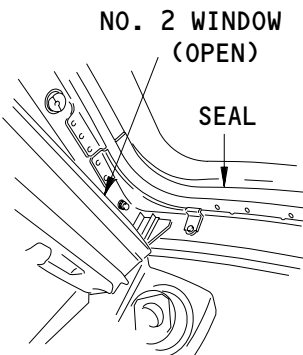
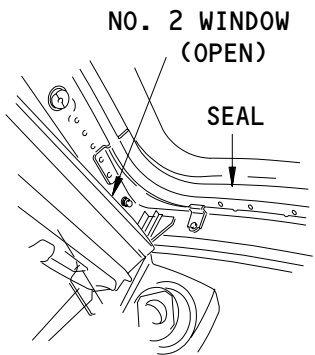
EFFECTIVITY	
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56-INDEX

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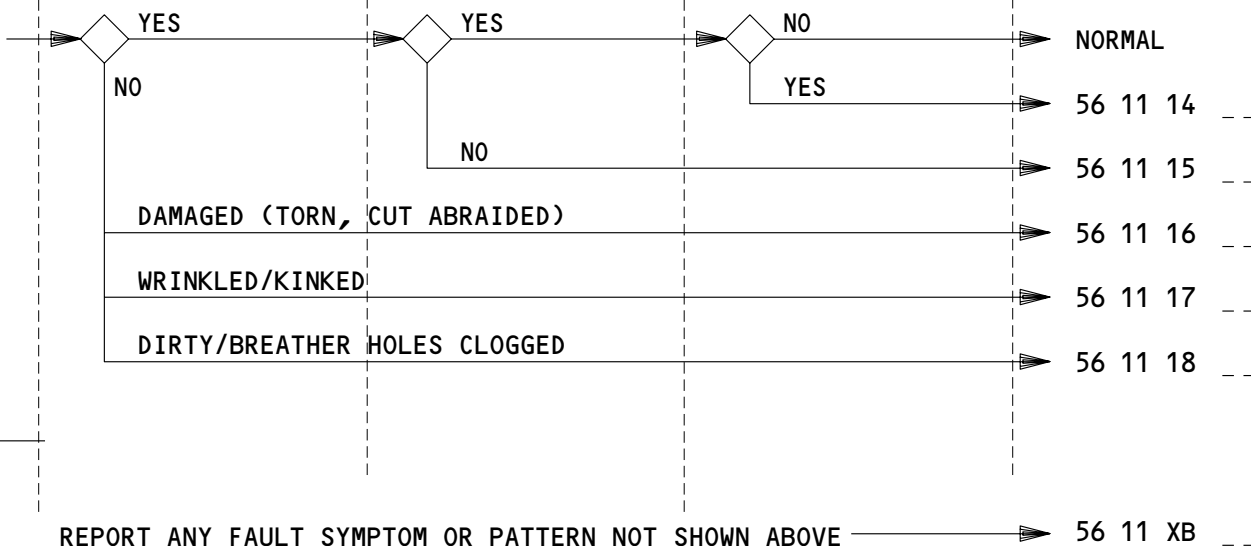
FAULT CODE/  
LOCATION

LEFT 01  
RIGHT 02

ARE GAPS BETWEEN SEAL  
RETAINER SECTIONS,  
BETWEEN RETAINER AND  
STRUCTURE, BETWEEN  
THE WINDOW ASSEMBLY  
AND THE FRAME  
ASSEMBLY FILLED  
WITH SEALANT?

WITH SEAL IN GOOD  
CONDITION, AND ALL  
GAPS ON WINDOW FRAME  
FILLED WITH SEALANT,  
DOES WINDOW CONTINUE  
TO LEAK AIR?

IS SEAL INSTALLATION  
OKAY?



NO. 2 WINDOW AIR LEAKS - FAULT CODES (GROUND)

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56-FAULT CODE DIAGRAM

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
56 11 XA --	A (01=1L,02=2L,03=3L,04=1R,05=2R,06=3R) window problem was encountered by the flight crew which is not covered in the Fault Code Diagrams.	AMM 56-11-00
56 11 01 --	(02=2L,05=2R) Window difficult to latch.	Do a test of the No. 2 Window latch system (AMM 56-11-02).
56 11 02 --	(02=2L,05=2R) Window difficult to unlatch.	Do a test of the No. 2 window latch system (AMM 56-11-02).
56 11 03 --	(02=2L,05=2R) Window crank binding toward open.	Do a test of the No. 2 window operating mechanism (AMM 56-11-02).
56 11 04 --	(02=2L,05=2R) Window crank binding toward close.	Do a test of the No. 2 window operating mechanism (AMM 56-11-02).
56 11 05 --	Evidence of air leakage at (02=2L,05=2R) window (describe area if possible).	Apply sealant at the clearance adjacent to the weather seal (AMM 56-11-02/501) or replace seal (AMM 56-11-53).
56 11 06 --	(01=1L,02=2L,03=3L,04=1R,05=2R,06=3R) Window has delamination (describe size and area).	Examine the window for permitted damage limits (AMM 56-11-00).
56 11 07 --	(01=1L,02=2L,03=3L,04=1R,05=2R,06=3R) Window has crack (describe).	Examine the window for permitted damage limits (AMM 56-11-00).
56 11 08 --	(01=1L,02=2L,03=3L,04=1R,05=2R,06=3R) Window is chipped (locate area).	Examine the window for permitted damage limits (AMM 56-11-00).
56 11 09 --	(01=1L,02=2L,03=3L,04=1R,05=2R,06=3R) Window is crazed (locate area).	Examine the window for permitted damage limits (AMM 56-11-00).
56 11 10 --	(01=1L,02=2L,03=3L,04=1R,05=2R,06=3R) Window is scratched (describe).	Examine the window for permitted damage limits (AMM 56-11-00).
56 11 11 --	(01=1L,02=2L,03=3L,04=1R,05=2R,06=3R) Window has bubbles (describe area).	Examine the window for permitted damage limits (AMM 56-11-00).

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
56 11 12 00	Windows need cleaning.	Clean the windows (AMM 12-16-02).
56 11 14 --	(01=LEFT,02=RIGHT) With seal in good condition, and all gaps on windowframe filled with sealant, window is leaking air.	FIM 56-11-00/101, Fig. 103, Block 1
56 11 15 --	(01=LEFT,02=RIGHT) With seal in good condition, gaps between seal retainer sections, gaps between retainer and structure, gaps between the window laminate assembly and the frame assembly are not filled with sealant, window is leaking.	Repair with a sealant (AMM 56-11-00/801).
56 11 16 --	(01=LEFT,02=RIGHT) Seal is damaged (torn, cut, abraided).	Replace the seal (AMM 56-11-53/401).
56 11 17 --	(01=LEFT,02=RIGHT) Seal is wrinkled/kinked.	Remove and reinstall the seal (AMM 56-11-53/401). If the seal remains wrinkled or kinked, replace the seal (AMM 56-11-53/401).
56 11 18 --	(01=LEFT,02=RIGHT) Seal is dirty and/or breather holes are clogged.	Clean the seal and make sure the breather holes on the inboard side of the seal are open.
56 21 01 00	Passenger window (locate by seat number)(describe condition: cracked, crazed, fogged, dirty, etc.).	Repair or replace the window as necessary (AMM 56-21-01).
56 31 01 --	(01=Fwd,02=Mid,03=Aft) Passenger entry door window (describe condition: cracked, crazed, fogged, dirty, etc.).	Repair or replace the window as necessary (AMM 56-31-02).
56 31 02 --	(01=Fwd,02=Mid,03=Aft) Passenger service door window (describe condition: cracked, crazed, fogged, dirty, etc.).	Repair or replace the window as necessary (AMM 56-31-02).

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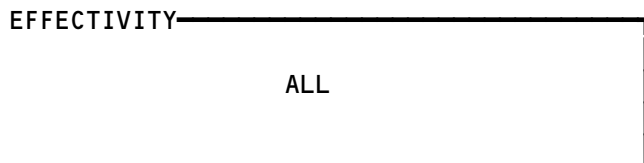
**BITE Index**

1. General

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

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

Bite Index  
Figure 1 (Sheet 1)

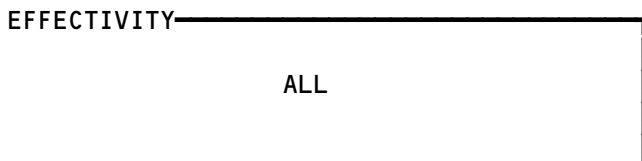


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<u>LRU/System Name</u>	<u>Acronym</u>	<u>FIM Reference</u>
Engine Turbine Cooling Overheat Detection System (RR Engines)		26-13
Enhanced Ground Proximity Warning Computer	EGPWC	34-46
Flap/Slat Accessory Module	FSAM	27-51
Flap/Slat Electronic Unit	FSEU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

Bite Index  
Figure 1 (Sheet 2)



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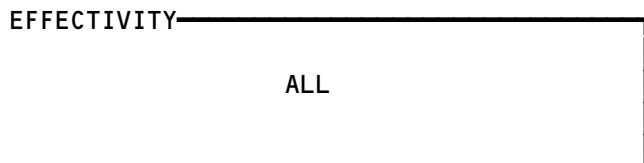
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<u>LRU/System Name</u>	<u>Acronym</u>	<u>FIM Reference</u>
Thrust Management Computer/Autothrottle	TMC	22-00
Traffic Alert and Collision Avoidance Computer	TCAS	34-45
VHF (Very High Frequency) Communication		23-12
VOR/Marker Beacon Receiver	VOR/MKR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

Bite Index  
Figure 1 (Sheet 3)



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01

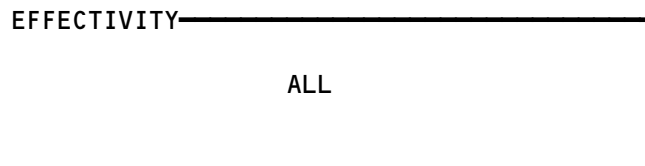
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**BOEING**  
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 FAULT ISOLATION/MAINT MANUAL

FLIGHT COMPARTMENT WINDOWS

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
ARM - LINK	-	2	BELOW NO. 2 WINDOW	56-11-02
BRACKET - UPPER ROLLER	-	2	ABOVE NO. 2 WINDOW	56-11-02
CRANK - OPERATING	-	2	BELOW NO. 2 WINDOW	56-11-04
HANDLE - LATCH	-	2	ON NO. 2 WINDOW	56-11-02
SEAL - NO. 2 WINDOW PRESSURE	-	2	NO. 2 WINDOW FRAME	56-11-53
STUD - LATCH	-	8	NO. 2 WINDOW FRAME	56-11-02
WINDOW - NO. 2	-	2	FLT COMPT	56-11-02
WINDOW - NO. 3	-	2	FLT COMPT	56-11-10
WINDSHIELD - NO. 1	-	2	FLT COMPT	56-11-01

Flight Compartment Windows - Component Index  
Figure 101



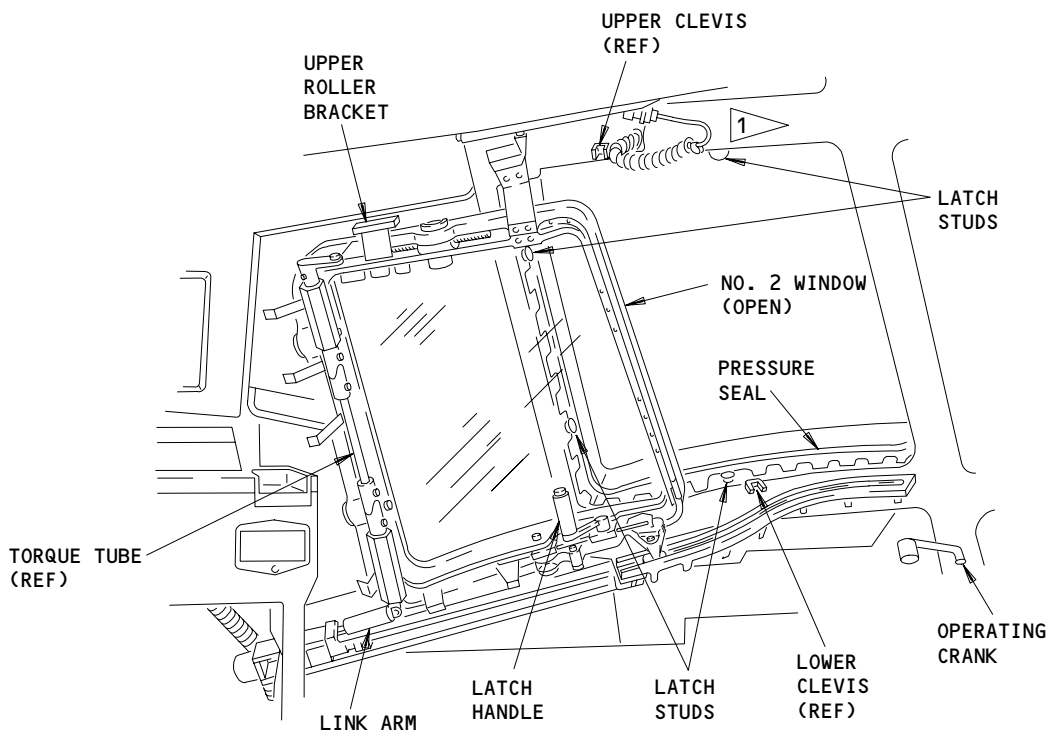
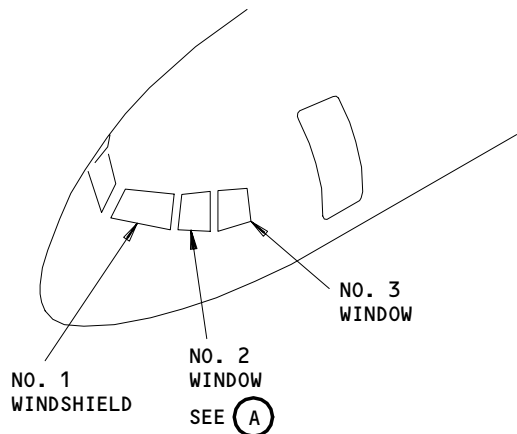
**56-11-00**

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NO. 2 WINDOW

(A)

1 THE CORD IS SHOWN DISCONNECTED FROM THE WINDOW HEAT TERMINALS.

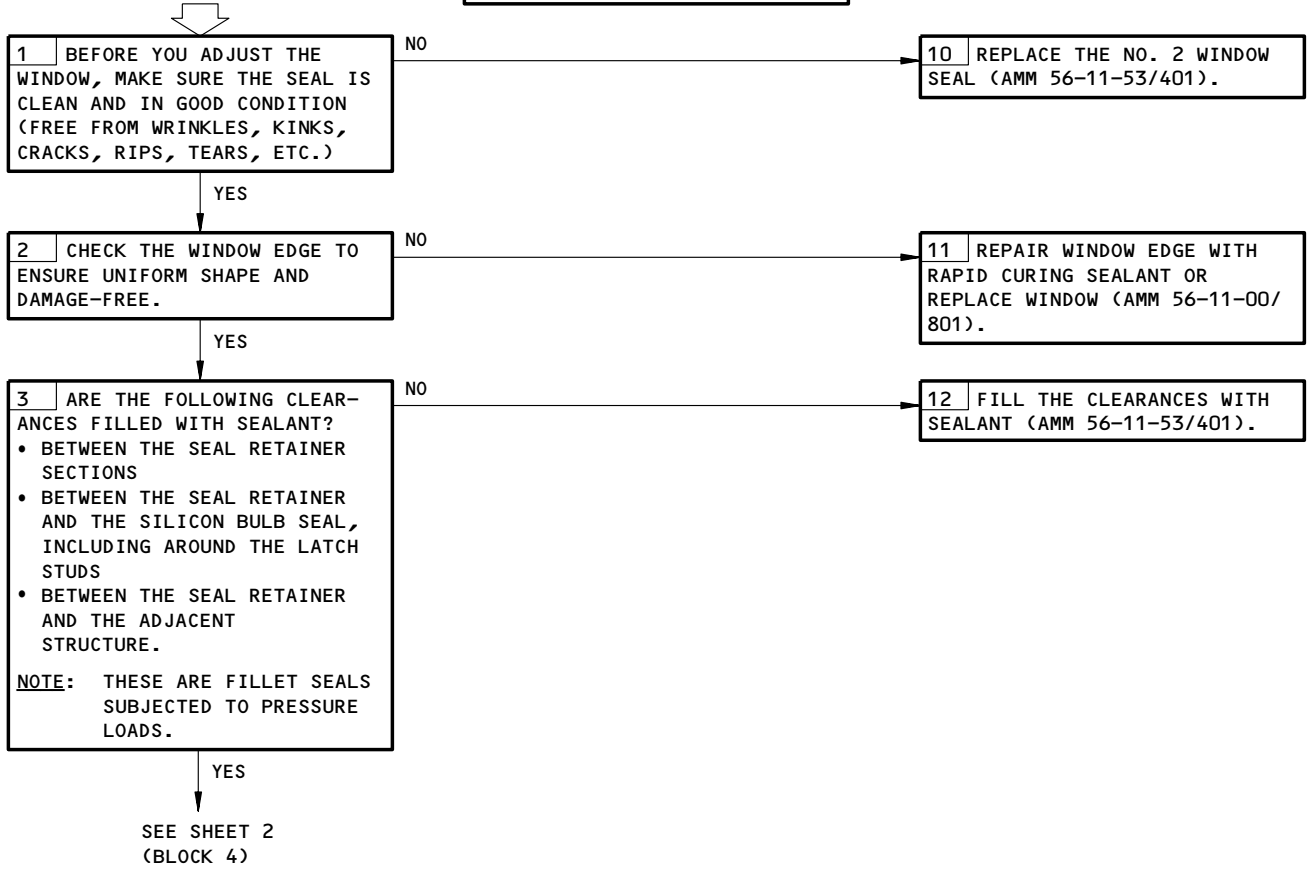
Flight Compartment Windows - Component Location  
Figure 102

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56-11-00

**AIR LEAK AT NO. 2 WINDOW**

**PREREQUISITES**  
 NONE

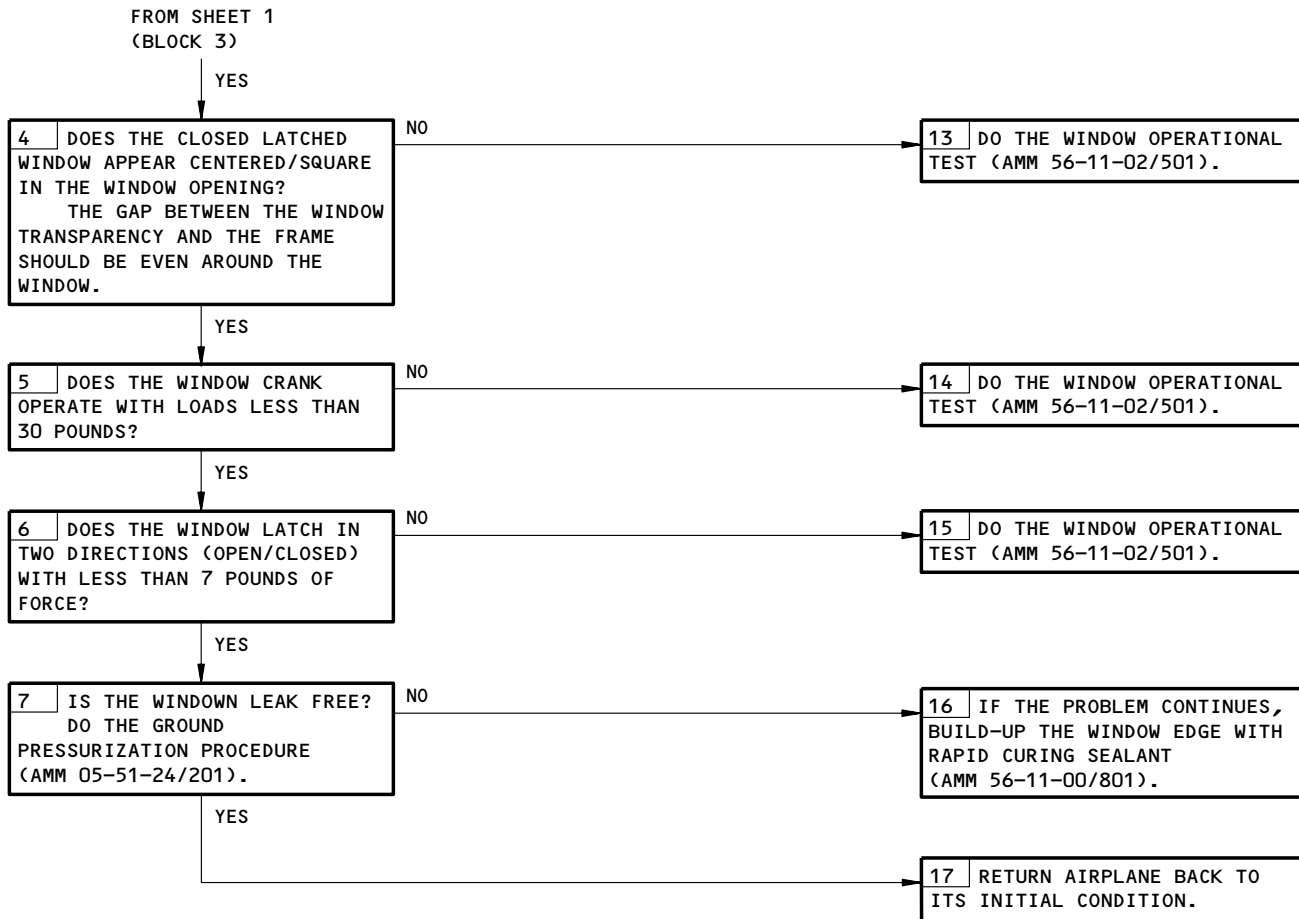


Air Leak at No. 2 Window  
Figure 103 (Sheet 1)

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Air Leak at No. 2 Window  
Figure 103 (Sheet 2)

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