

GPA Group plc

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102	SEP 20/96	R02						
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**D633N632**

CHAPTER 76  
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CHAPTER 76 - ENGINE CONTROLS

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Component Location			
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(L,R) ENG SHUTDOWN EICAS		110	
Message Was Not Shown. Engine Shutdown Was OK (Fig. 105)			
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## 76-CONTENTS

FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
76 11 XA --	(01=L,02=R) Thrust lever movement problem was encountered by the flight crew which is not covered in the fault code diagrams.	SSM 76-00-00
76 11 01 --	(01=L,02=R) Engine thrust lever has lost motion.	FIM 76-11-00/101, Fig. 103, Block 1
76 11 02 --	(01=L,02=R) Engine thrust lever difficult to move in fwd thrust.	FIM 76-11-00/101, Fig. 103, Block 1
76 11 03 --	(01=L,02=R) Engine thrust lever difficult to move in reverse thrust.	FIM 76-11-00/101, Fig. 103, Block 1
76 11 04 --	(01=L,02=R) Engine thrust lever difficult to move in fwd and reverse thrust.	FIM 76-11-00/101, Fig. 103, Block 1
76 11 05 00	Engine thrust levers misaligned during all power settings with EECs ON or OFF (see log book report for description).	FIM 76-11-00/101, Fig. 104, Block 1
76 11 06 00	Engine thrust levers misaligned during T.O. with eng limiters ON or OFF (see log book report for description).	FIM 76-11-00/101, Fig. 104, Block 1
76 11 08 --	(01=L,02=R) Engine thrust lever jammed (unable to move).	FIM 76-11-00/101, Fig. 103, Block 1
76 11 09 --	EICAS msg (01=L,02=R) ENG SHUT DOWN did not display. Aural warning and appropriate eng related msgs were not inhibited with eng shutdown.	FIM 76-11-00/101, Fig. 105, Block 1

EFFECTIVITY

ALL

## 76-FAULT CODE INDEX

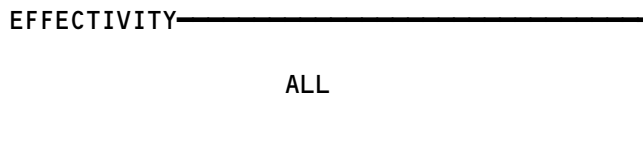
R03

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ENGINE CONTROL SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
CABLE - FUEL FLOW GOVERNOR THRUST CONTROL	1	1	414AR, R FAN COWL, L ENG	76-11-06
CABLE - L ENGINE, THRUST CONTROL	2	1	424AR, R FAN COWL, R ENG	76-11-06
		2	113AL, AUTOTHROTTLE CLUTCH PACK AND QUADRANT, LEFT SIDE, 821, FWD CARGO COMPARTMENT CEILING, 511BB,511CB,511DB,511EB,511FB, 511GB,511HB,511JB, FORWARD SPAR, 432AL, STRUT	76-11-03
CABLE - R ENGINE, THRUST CONTROL	2	2	113AL, AUTOTHROTTLE CLUTCH PACK AND QUADRANT, RIGHT SIDE, 821, FWD CARGO COMPARTMENT CEILING, 611BB,611CB,611DB,611EB,611FB, 611GB,611HB,611JB, FORWARD SPAR, 442AL, STRUT	76-11-03
LEVER - THRUST, M985	2	1	FLT COMPT, P10	76-11-01
GEARBOX, UPPER	1	1	414AR, R FAN COWL, L ENG	76-11-12
GEARBOX, INTERMEDIATE	1	1	424AR, R FAN COWL, R ENG	76-11-11
		1	414AR, R FAN COWL, L ENG	
BOX, LOWER POWER CONTROL LINKAGE	1	1	424AR, R FAN COWL, R ENG	76-11-10
		1	414AR, R FAN COWL, L ENG	
		1	424AR, R FAN COWL, R ENG	

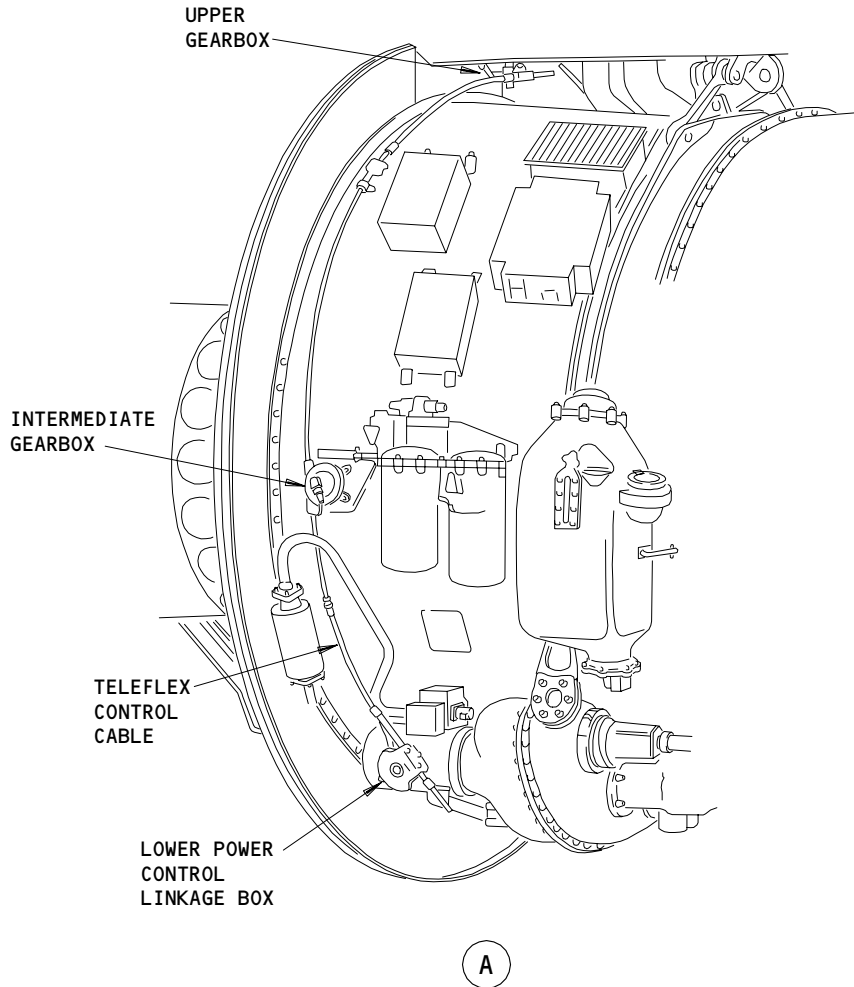
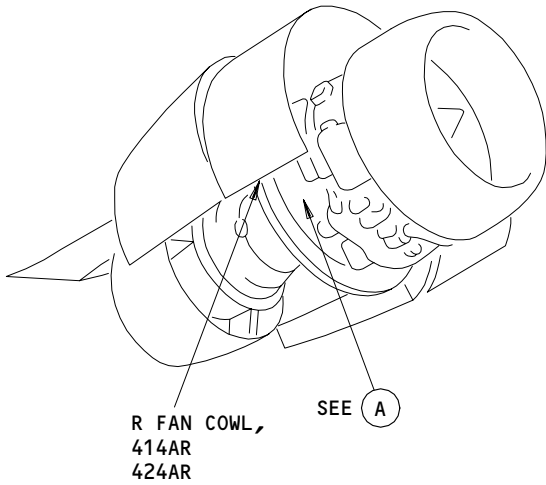
Component Index  
Figure 101



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R01

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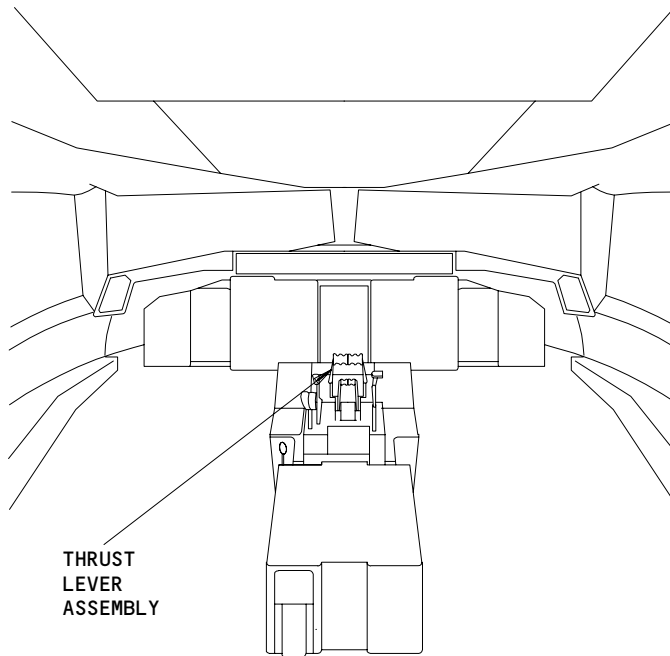
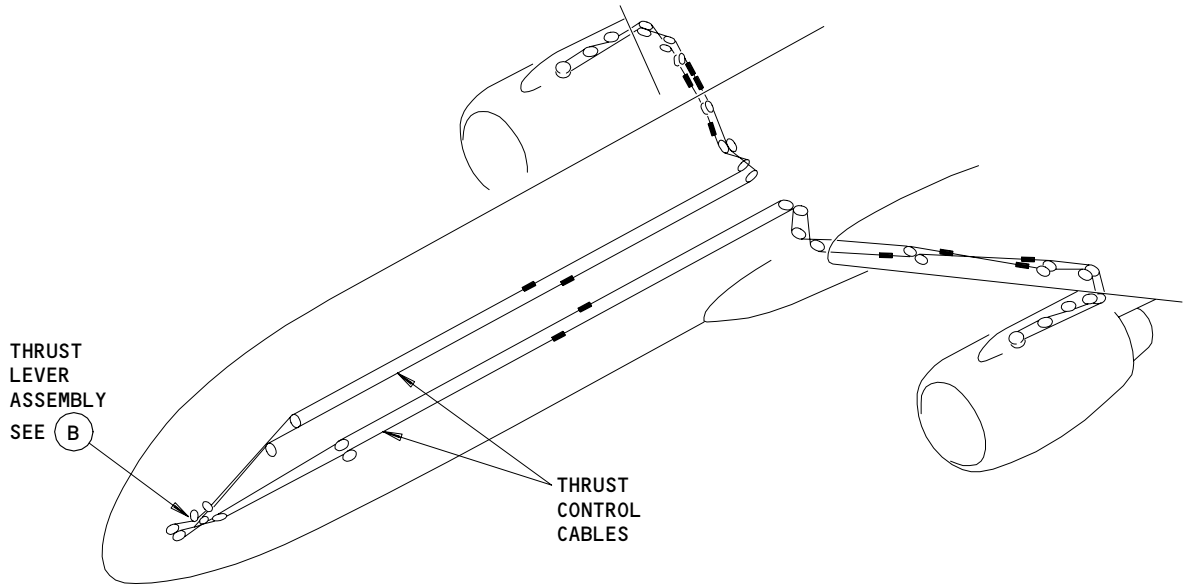
Component Location  
 Figure 102 (Sheet 1)

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(B)

Component Location  
Figure 102 (Sheet 2)

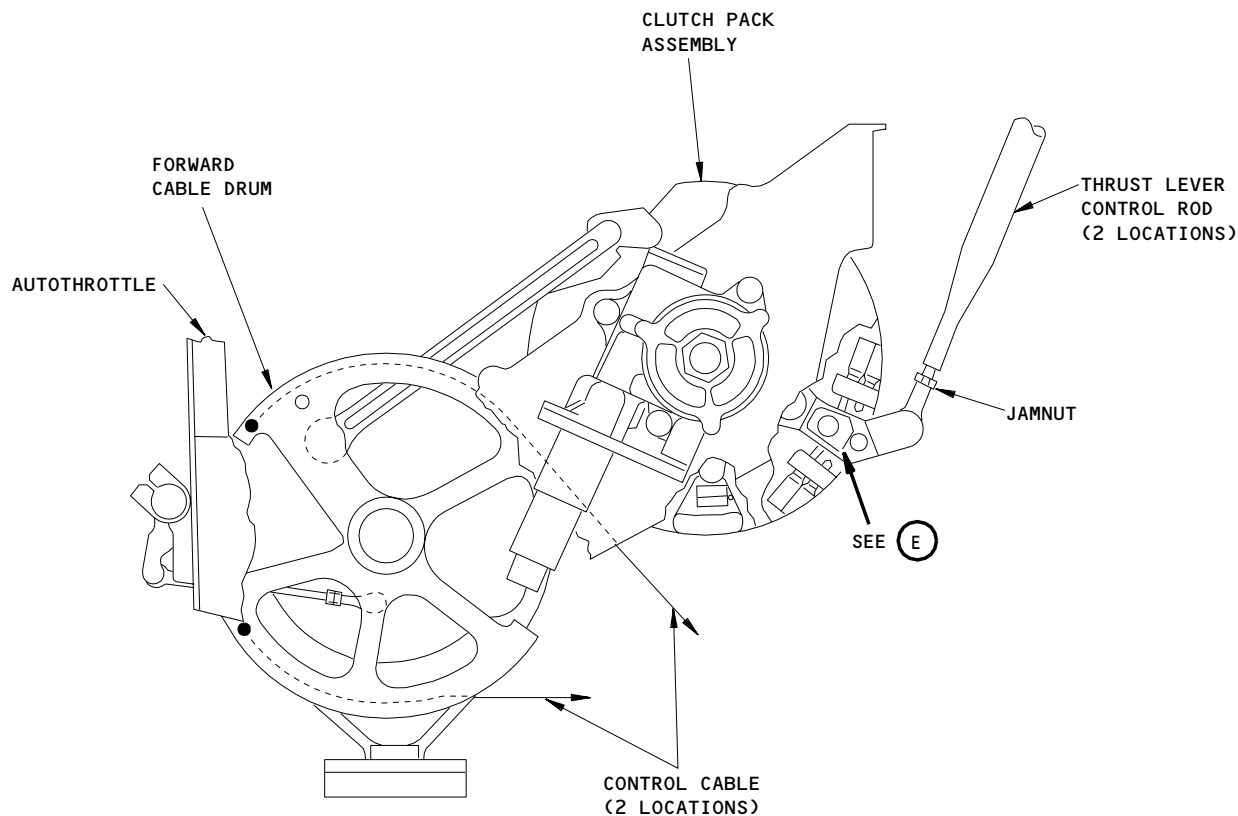
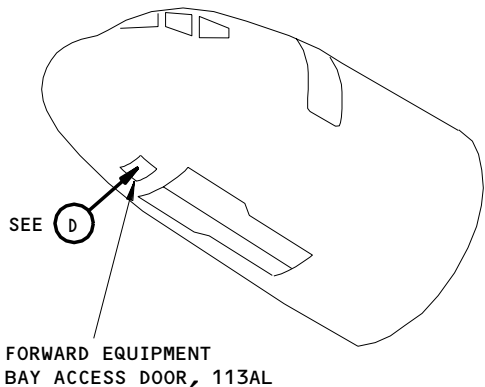
EFFECTIVITY	
	ALL

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R03

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**D**

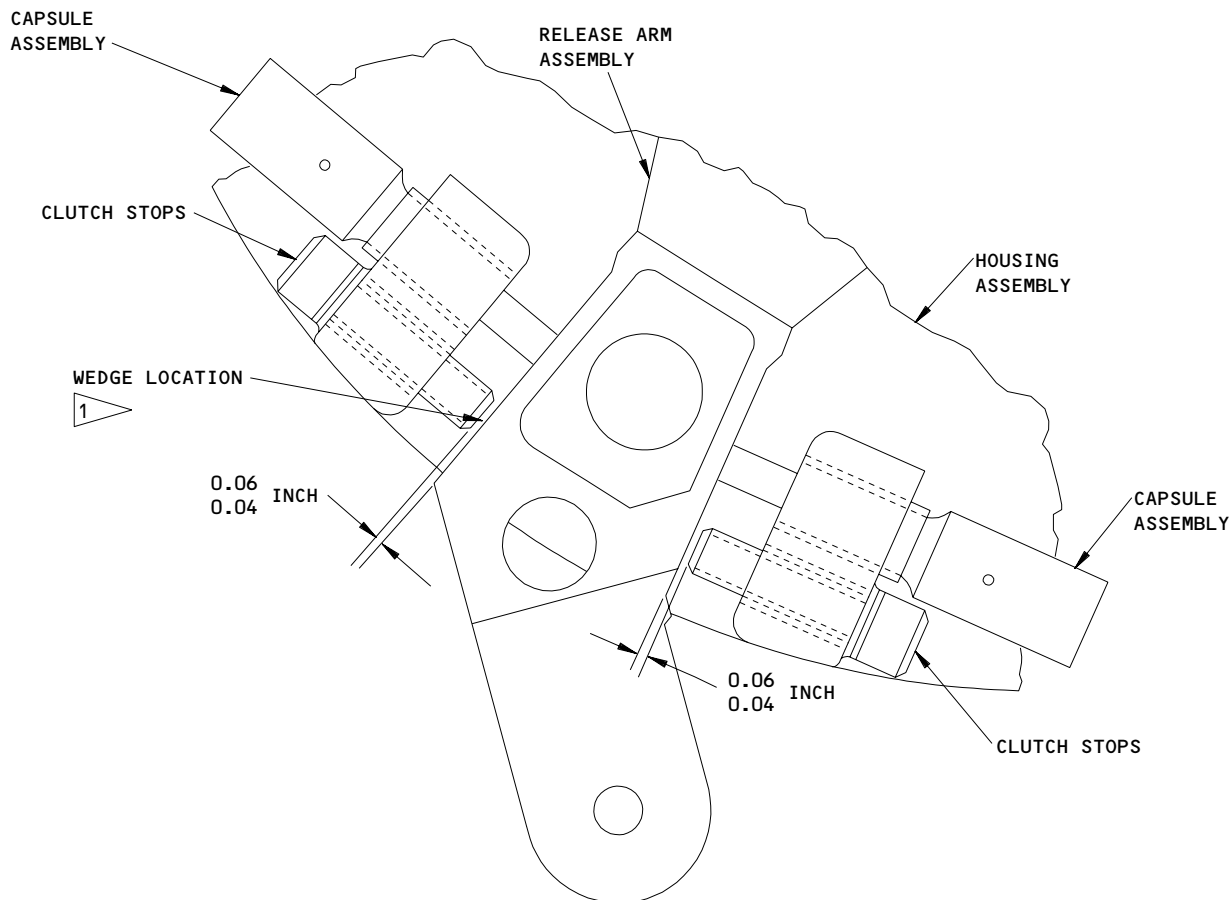
Engine Control System - Component Location  
Figure 102 (Sheet 3)

EFFECTIVITY	ALL
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(E)

1 THE WEDGE IS USED TO HOLD THE RELEASE ARM ASSEMBLY AGAINST THE OPPOSITE CLUTCH STOP AND RELEASE THE CLUTCH. THE WEDGE CAN BE MADE OF ANY MATERIAL WHICH WILL NOT DAMAGE THE RELEASE ARM OF THE CLUTCH STOPS (PHENOLIC, BRASS, PLASTIC...ETC.)

Engine Control System - Component Location  
Figure 102 (Sheet 4)

EFFECTIVITY	ALL
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76-11-00

R01

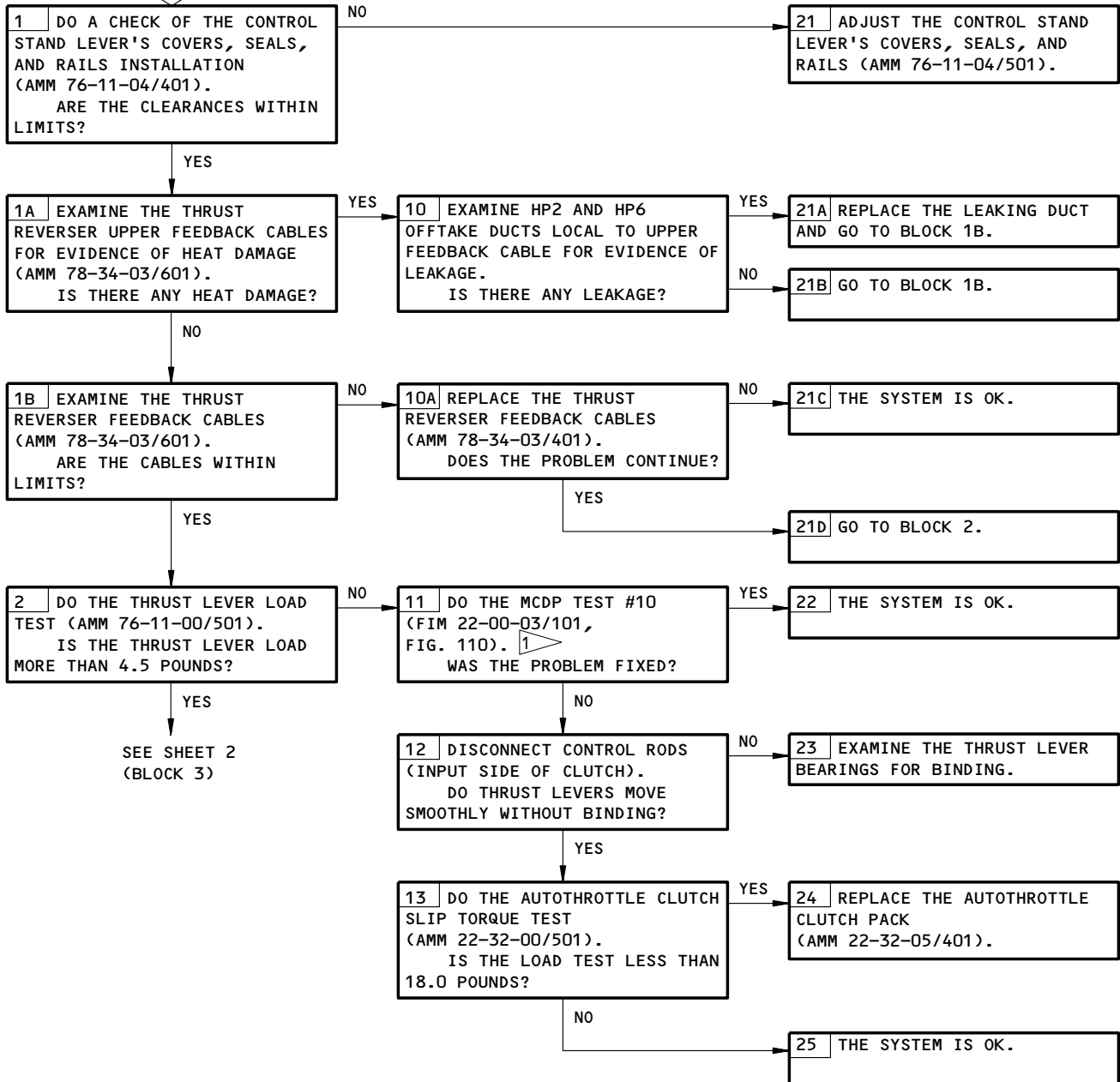
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K82044



**THRUST LEVER  
MOVEMENT PROBLEMS**

**PREREQUISITES**  
NONE

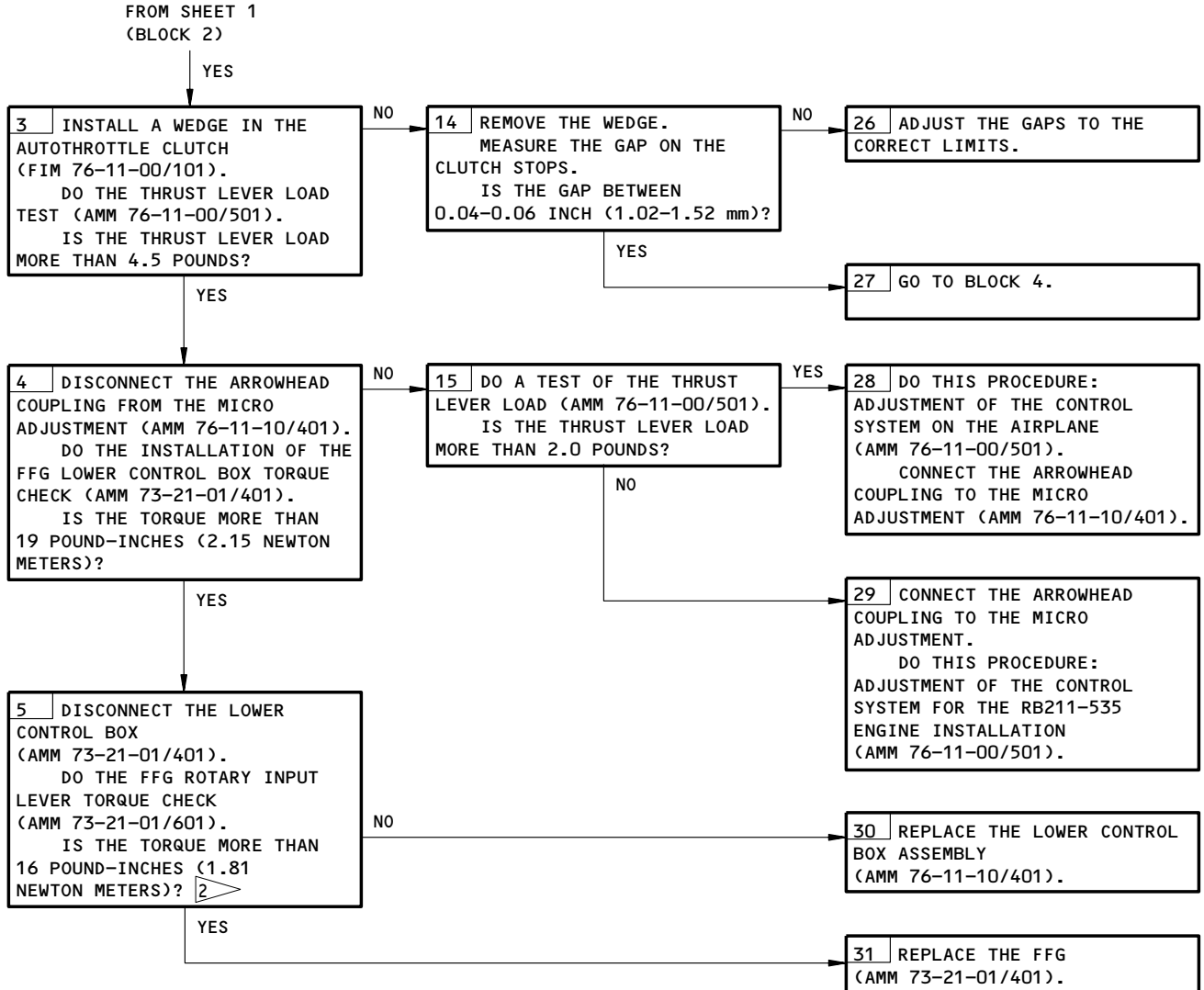


1 IF THIS TEST FAILS, FIRST DRY MOTOR (AMM 71-00-00/201), AND THEN REPEAT THE TEST.  
IF THIS TEST FAILS AGAIN AFTER DRY MOTORING, THEN WET MOTOR THE ENGINE (AMM 71-00-00/201) TO LUBRICATE THE FUEL FLOW GOVENOR, THEN REPEAT THE TEST. (MAKE SURE EXCESS FUEL IS REMOVED BY DRY MOTORING THE ENGINE (AMM 71-00-00/201) AFTER THE TEST).  
IF THIS TEST FAILS FOR A THIRD TIME, OPERATE THE ENGINE FOR 5 MINUTES OR MORE, THEN REPEAT THIS TEST WITHIN 5 MINUTES AFTER ENGINE SHUTDOWN.

Thrust Lever Movement Problems  
Figure 103 (Sheet 1)

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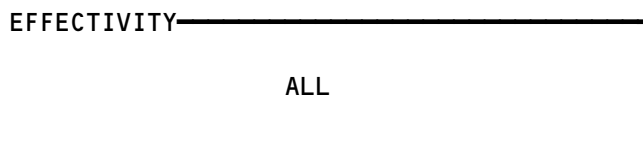
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NON-FREQUENT CAUSES OF THIS PROBLEM IN ALPHABETICAL ORDER	RECOMMENDED CORRECTIVE ACTION
INTERFERENCE BETWEEN STRUT DRUM CONTROL AND THRUST REVERSER CONTROL CAM.	MAKE SURE THAT 0.75 INCH CLEARANCE EXISTS PER THE ANTI-ICE DUCT INSTALLATION PROCEDURE (AMM 36-11-01/401).
INTERFERENCE BETWEEN DRIVE LINK FOR THE TLA TRANSDUCER AND THE AUTOHROTTLE SUPPORT BRACKET (AMM 73-21-09/401).	MODIFY THE INSTALLATION AND/OR REPLACE THE DRIVE LINK TO ELIMINATE THE INTERFERENCE.

2 IF THIS TEST FAILS, FIRST DRY MOTOR (AMM 71-00-00/201), AND THEN REPEAT THE TEST

Thrust Lever Movement Problems  
Figure 103 (Sheet 2)

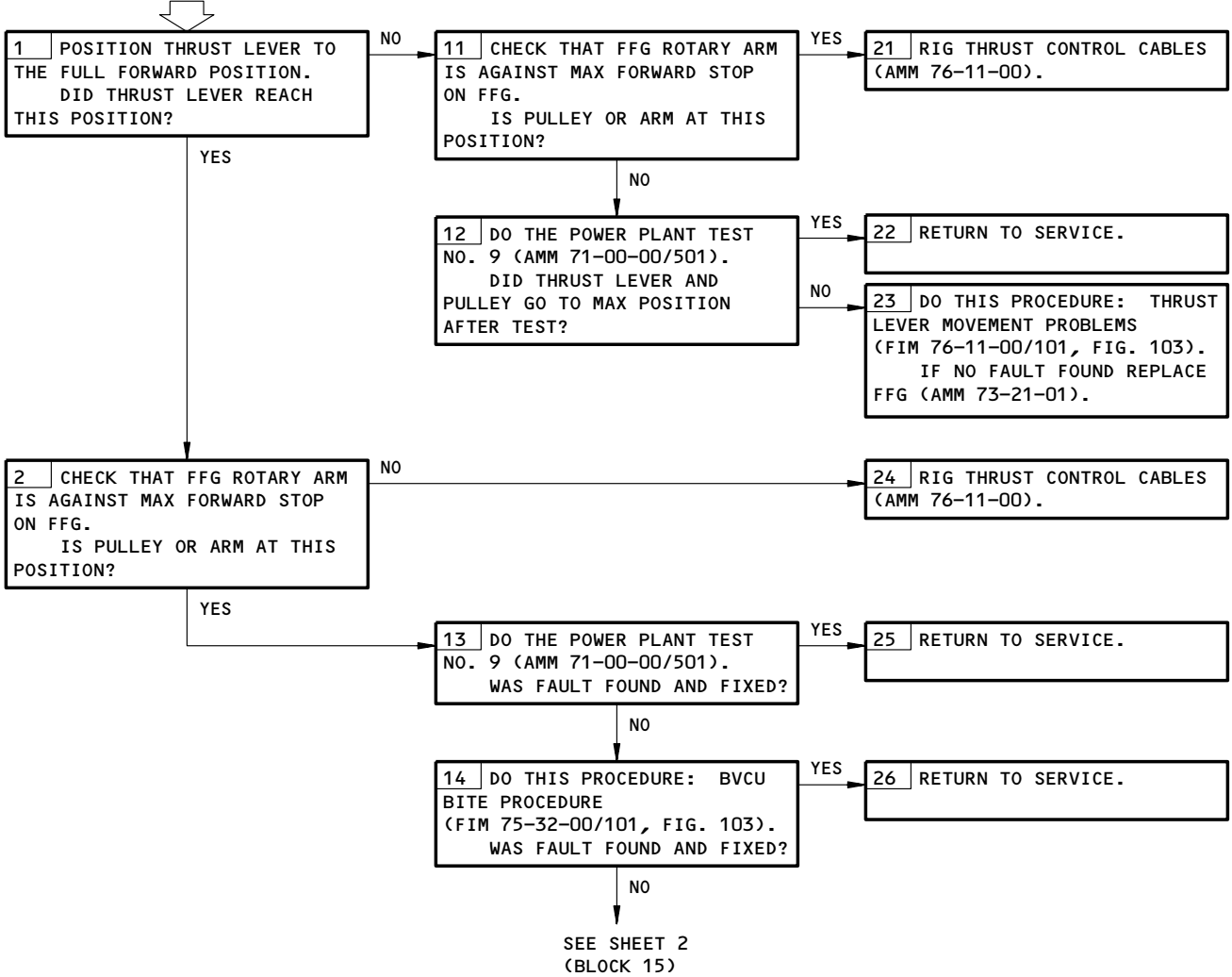


76-11-00

**PREREQUISITES**  
 NONE

**NOTE:** THIS PROCEDURE MUST BE DONE FOR BOTH THRUST LEVERS. DO ONE THRUST LEVER THEN REPEAT PROCEDURE FOR OTHER THRUST LEVER.

**THRUST LEVERS MISALIGNED**



Thrust Levers Misaligned  
Figure 104 (Sheet 1)

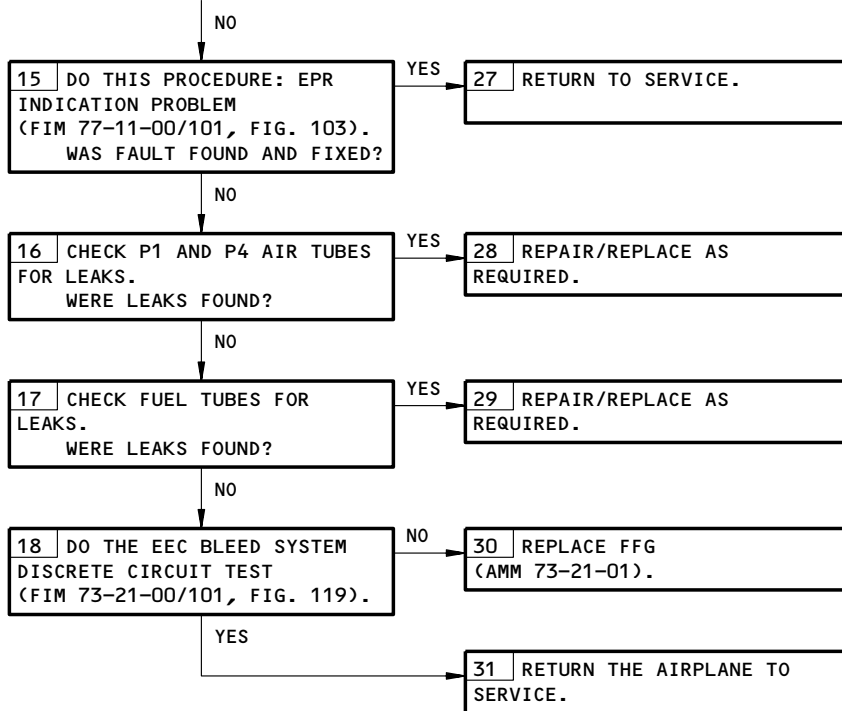
EFFECTIVITY

ALL
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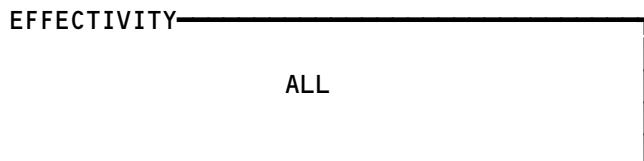
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FROM SHEET 1  
(BLOCK 14)



Thrust Levers Misaligned  
Figure 104 (Sheet 2)



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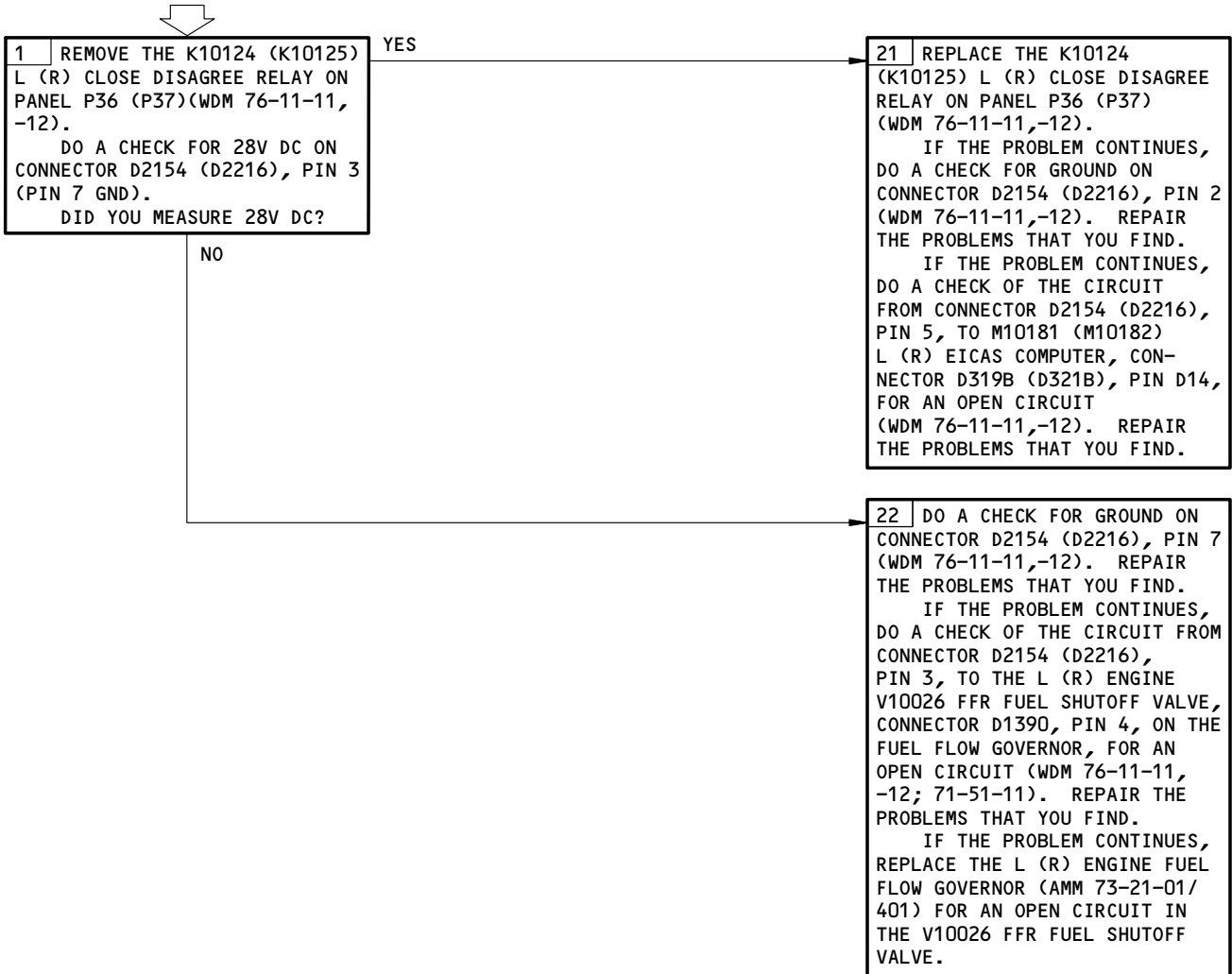
R01

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(L,R) ENG SHUTDOWN  
EICAS MESSAGE WAS  
NOT SHOWN. ENGINE  
SHUTDOWN WAS OK.

**PREREQUISITES**  
OPEN THESE CIRCUIT BREAKERS AND ATTACH DO-NOT-CLOSE TAGS  
6E1,6E2  
MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:  
6C1,6C2  
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:  
FUEL CONTROL SWITCH AT CUTOFF POSITION



(L,R) ENG SHUTDOWN EICAS Message Was Not Shown. Engine Shutdown Was OK.  
Figure 105

EFFECTIVITY	ALL
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