



**757-200**

# **SYSTEM SCHEMATIC MANUAL**

## **GPA GROUP PLC**

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This manual is applicable to the aircraft on this list:

Model-Series	Operator		Manufacturer			Registration Number
	Identification Code	Effectivity Code	Block Number	Serial Number	Line Number	
757-2Y0	ZGT	001	NB321	25240	388	XA-MTY
757-2Y0	BRI	002	NB322	25268	400	G-CPEP
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757-2Y0	BRI	009	NB329	26158	526	G-OOOX
757-2Y0	JMA	010	NB330	26160	555	G-FCLJ
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**EFFECTIVE AIRCRAFT**

D280N032S



## 757-200 SYSTEM SCHEMATIC MANUAL

GPA GROUP PLC  
Revision No. 15

May 06/2009

To: All holders of this Boeing Document D280N032S

Attached is the current revision to the 757 System Schematic Manual (SSM).

The manual is available either as a printed manual, on microfilm, or digital products, or any combination of the three. This revision replaces all previous microfilm cartridges or digital products. All microfilm and digital products are reissued with all obsolete data deleted and all updated pages added.

For printed manuals, changes are indicated on the Effective Pages. The pages which are revised will be identified on the Effective Pages by an R (Revised), A (Added), O (Overflow, i.e. changes to the document structure and/or page layout), or D (Deleted). Each page in the Effective Pages is identified by Chapter-Section-Subject number, page number and page date. Pages replaced or deleted by this revision should be removed and destroyed.

All pages are included in this revision. Revision bars on the pages identify current revision changes.

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22-0078 R01 Added  
22-0079 Added  
23-0101 R02 Added  
24-0093 Added  
24-0130 Added  
24-0131 Added  
27-0104 Effectivities updated  
27-0117 R02 Effectivities updated  
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0	Basic	Jul 15/1996	NA346, NB321-NB331
1		Jan 13/1997	
2	Post Delivery	Sep 14/1998	
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# 757-200 SYSTEM SCHEMATIC MANUAL

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Revision		Filed	
Number	Date	Date	Initials



Revision		Filed	
Number	Date	Date	Initials

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**REVISION RECORD**



# 757-200 SYSTEM SCHEMATIC MANUAL

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When the temporary revision is incorporated or cancelled, and the pages are removed, enter the date the pages are removed and the initials of the person who removed the temporary revision.

Temporary Revision		Inserted		Removed	
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## RECORD OF TEMPORARY REVISION



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R 21-0061 R01	Dec 21/1999	S	001-011	21-25-03 21-58-00 21-58-01 21-58-06	AIR CONDITIONING - COOLING - EQUIPMENT COOLING SYSTEM - EXHAUST LOW FLOW DETECTOR - REMOVAL
22-0064	Feb 21/2002	S	001 009	22-10-02	AUTOFLIGHT - FLIGHT CONTROL COMPUTER - INTERLOCK 2 PROGRAM PIN WIRE CHANGE
D 22-0071 R01	Dec 18/2007	S	115	22-30-02	AUTOFLIGHT - THRUST MANAGEMENT SYSTEM - ACTIVATE THE AUTOMATIC TRANSITION TO CLIMB AND SELECTION OF CLIMB DERATES ONLY
D 22-0072 R01	Dec 18/2007	S	115	22-10-02 22-10-03	AUTOFLIGHT - AUTOLAND STATUS ANNUNCIATOR - REPLACEMENT
D 22-0073 R01	Dec 18/2007	S	115	22-10-02	AUTOFLIGHT - AUTOPILOT - FLIGHT CONTROL COMPUTER REPLACEMENT
D 22-0074 R01	Oct 09/2008	S	115	22-10-01 22-10-02	AUTOFLIGHT - AUTOPILOT - FLIGHT CONTROL COMPUTERS, FEATURES REVISION
A 22-0078 R01	May 06/2009	S	001	22-30-02	AUTOFLIGHT - THRUST MANAGEMENT SYSTEM - ACTIVATE THE AUTOMATIC TRANSITION TO CLIMB AND SELECTION OF CLIMB DERATES ONLY
A 22-0079	May 06/2009	S	001	22-10-01 22-10-02	AUTOFLIGHT - AUTOPILOT - FLIGHT CONTROL COMPUTERS FEATURES REVISION
D 23-0101	Dec 18/2007	S	115	23-51-01 33-10-00	COMMUNICATIONS - FLIGHT INTERPHONE SYSTEM - INSTALLATION OF PUSH-TO-TALK SWITCHES
A 23-0101 R02	May 06/2009	S	001	23-51-01 33-10-00	COMMUNICATIONS - FLIGHT INTERPHONE SYSTEM - INSTALLATION OF PUSH-TO-TALK SWITCHES

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A 24-0130	May 06/2009	S	001	24-33-02	ELECTRICAL POWER - STANDBY POWER - MAIN AND AUXILIARY POWER UNIT BATTERY CONFIGURATION FROM PARALLEL TO NONPARALLEL CHANGE
A 24-0131	May 06/2009	S	001	21-58-10 24-25-01 24-31-01 24-51-25 33-21-05 33-22-01 33-26-01 33-51-01	HYDRAULIC MOTOR GENERATOR (HMG) DEACTIVATION
27-0104	Dec 21/1999	S	001-004	27-20-02 27-40-01	FLIGHT CONTROLS - RUDDER - RUDDER RATIO CHANGER CIRCUIT BREAKER AND WIRING CHANGE
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R 27-0117 R02	Feb 21/2002	S	001-011	27-81-05	FLIGHT CONTROLS - LIFT AUGMENTATION - LEADING EDGE SLAT SYSTEM - REPLACEMENT OF THE SLAT LOSS INDICATION SYSTEM FOR THE INBOARD SLATS
R 27-0123	Dec 21/1999	S	001-011	27-09-06	FLIGHT CONTROLS - CONTROL SYSTEM ELECTRONICS UNITS - WIRING CHANGE FOR THE HYDRAULIC PRESSURE SWITCH INPUTS TO THE RUDDER RATIO CHANGER MODULES

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R 28A0081	Oct 09/2008	S	001-011	28-22-03	FUEL - ENGINE FUEL FEED SYSTEM - CENTER FUEL TANK FUEL BOOST PUMPS - AUTOMATIC SHUT OFF SYSTEM INSTALLATION
R 28A0105 R01	Oct 09/2008	S	001-011	28-22-03	FUEL - ENGINE FUEL FEED SYSTEM - CENTER FUEL TANK, FUEL PUMPS - POWER FAILED ON PROTECTION SYSTEM - (UN-COMMANDED PUMP ON) - RELAYS INSTALLATION
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D 31-0034 R02	Oct 09/2008	S	115	31-31-01	INDICATING/RECORDING - FLIGHT RECORDER EFIS SWITCHING RELAY DIODE INSTALLATION TO PREVENT UNWANTED EICAS DISPLAY INDICATION
D 31-0035	Dec 21/1999	S	115	31-41-01	INDICATING/RECORDING - CENTRAL COMPUTERS - EICAS COMPUTER REPLACEMENT
31-0055	Sep 14/1998	S	001-011	31-51-05 31-51-06	INDICATING/RECORDING - CENTRAL WARNING SYSTEM - WIRING CHANGES TO REDUCE SPEAKER HUM ON THE AURAL WARNING LOUDSPEAKER
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31-0094	Feb 21/2002	S	010-011	27-10-01 27-20-01 27-40-01 27-62-01 31-31-01 34-22-31 34-61-02 78-36-01	FLIGHT DATA RECORDING SYSTEM - INSTALL NEW HONEYWELL DFDAU TO SATISFY JAA RETROFIT REQUIREMENTS AND INCREASE NUMBER OF RECORDED PARAMETERS
D 31-0164 R01	Dec 18/2007	S	115	31-51-00 31-51-02 31-51-05 31-51-06 31-51-10 31-51-11	INDICATING/RECORDING SYSTEM - WARNING SYSTEM - CHANGES TO THE P51 WARNING ELECTRONICS UNIT
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A 31-0173 R02	May 06/2009	S	001	28-00-00 28-41-04	INDICATING/RECORDING SYSTEMS - FUEL QUANTITY INDICATING SYSTEM (FQIS) - CHANGE THE FUEL, OIL QUANTITY, AIR CONDITIONING PACK FLOW AND THE AIRPLANE WEIGHT INDICATIONS FROM METRIC UNITS TO ENGLISH UNITS FOR THE FQIS, CREW ALERTING SYSTEM AND FMC SYSTEM
A 31-0180 R01	May 06/2009	S	001	27-32-01 27-32-02 34-22-12 34-22-22	INDICATING/RECORDING SYSTEMS - DEACTIVATION OF AIRSPEED TAPE OPTION
A 31-0184 R02	May 06/2009	S	001	49-27-01 79-31-01	INDICATING/RECORDING SYSTEM - ENGINE INDICATION AND CREW ALERTING SYSTEM - FEATURES CHANGE
34-0097	Jul 15/1996	S	009-011	34-45-01 34-45-02	NAVIGATION - COLLISION AVOIDANCE - TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM INSTALLATION
R 34-0132	Dec 21/1999	S	001-011	34-12-01 34-12-02	NAVIGATION - AIR DATA SYSTEM - AIR DATA COMPUTER REPLACEMENT AND WIRE CHANGES TO SUPPORT REDUCED VERTICAL SEPARATION MINIMUMS

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34-0301	Jun 23/2004	S	003	34-61-02 34-61-04	NAVIGATION - FLIGHT MANAGEMENT COMPUTING - REPLACEMENT OF 100K/200K FLIGHT MANAGEMENT COMPUTERS (FMCS) WITH PEGASUS FMCS AND ACTIVATION OF FMC REQUIRED NAVIGATION PERFORMANCE (RNP) OPTION
R 34-0303	Oct 09/2008	S	001-011	34-21-01 34-21-02 34-21-03	NAVIGATION - INERTIAL REFERENCE SYSTEM - 2005 MAGNETIC VARIATION TABLE ACTIVATION

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R 34-0307 R01	Oct 09/2008	S	001-011	34-21-01 34-21-02 34-21-03	INERTIAL REFERENCE SYSTEM - 1995 MAGNETIC VARIATION TABLE ACTIVATION
D 34-0394	Oct 09/2008	S	115	34-22-12 34-22-22	NAVIGATION - WEATHER RADAR SYSTEM - WEATHER RADAR SYSTEM REPLACEMENT
A 34-0394 R02	May 06/2009	S	001	34-22-12 34-22-22 34-43-01	NAVIGATION - WEATHER RADAR SYSTEM - WEATHER RADAR SYSTEM REPLACEMENT
D 34-0403	Oct 09/2008	S	115	34-12-01 34-12-02	NAVIGATION - FLIGHT MANAGEMENT COMPUTING - CHANGE OF THE FLIGHT MANAGEMENT COMPUTER SYSTEM AND AIR DATA COMPUTER SYSTEM OPERATION WITH FAA FLIGHT RULES
D 34-0410	Oct 09/2008	S	115	34-12-01 34-12-02 34-16-01	DISPATCH WITH GEAR DOWN FOR REVENUE FLIGHT - RETROFIT KIT
D 34-0414	Dec 18/2007	S	115	22-10-02 22-10-03 22-10-04 33-13-01 33-13-02 33-13-06 33-16-03 33-16-05 34-21-01 34-21-02 34-61-01 34-61-02 34-61-03 34-61-04	NAVIGATION - FLIGHT MANAGEMENT COMPUTER SYSTEM - UPGRADE FROM CONTROL DISPLAY UNIT TO MULTI-PURPOSE CONTROL DISPLAY UNIT

A = Added, R = Revised, D = Deleted

**SERVICE BULLETIN LIST**



Number	Incorporated	Started/ Completed	Effectivity	ATA	Subject
A 34-0427	May 06/2009	S	001	33-13-01 33-13-02 33-13-06 33-16-03 33-16-05	NAVIGATION - FLIGHT MANAGEMENT COMPUTER SYSTEM - UPGRADE FROM CONTROL DISPLAY UNIT TO MULTI-PURPOSE CONTROL DISPLAY UNIT
A 34-0430	May 06/2009	S	001	34-12-01 34-12-02 34-16-01	DISPATCH WITH GEAR DOWN FOR REVENUE FLIGHT - RETROFIT KIT
R 34A0222	May 23/2003	S	001-011	27-32-01 27-32-02 31-31-01 31-51-05 31-51-06 34-12-01 34-12-02 34-12-03	NAVIGATION - GENERAL - AIR DATA COMPUTING SYSTEM OVERSPEED AND STALL WARNING WIRE CHANGE
R 49-0019 R01	Dec 18/2007	S	001-011	49-41-01	AIRBORNE AUXILIARY POWER - APU IGNITION AND STARTING SYSTEM - APU CRANK CONTACTOR REPLACEMENT
75-0005	Dec 21/1999	S	001-009	75-32-01	AIR - COMPRESSOR BLEED CONTROL - ENGINE BLEED VALVE EICAS STATUS MESSAGE SIGNAL REMOVAL - RB211-535 ENGINES
D 75-0005	Jan 13/1997	S	115	75-32-01	AIR - COMPRESSOR BLEED CONTROL - ENGINE BLEED VALVE EICAS STATUS MESSAGE SIGNAL REMOVAL - RB211-535 ENGINES
76-0011 R01	Dec 21/1999	S	001-011	76-11-01 76-11-02	ENGINE CONTROLS - ENGINE FUEL VALVE INDICATION WIRING CHANGES - RB211-535 ENGINES

A = Added, R = Revised, D = Deleted

**SERVICE BULLETIN LIST**



## 757-200 SYSTEM SCHEMATIC MANUAL

Number	Incorporated	Started/ Completed	Effectivity	ATA	Subject
D 76-0011 R01	Feb 21/2002	S	115	76-11-01 76-11-02	ENGINE CONTROLS - ENGINE FUEL VALVE INDICATION WIRING CHANGES - RB211-535 ENGINES
R 76-0014	Feb 21/2002	S	001-011	76-11-01 76-11-02	ENGINE CONTROLS - GENERAL - ENGINE FUEL SHUTOFF VALVE - TRANSORB ADDITION
R 78-0032 R03	Dec 21/1999	S	001-002	32-09-02 33-16-05 73-11-02 76-11-01 76-11-02 78-34-01 78-34-02 78-34-51 78-34-61	EXHAUST - GENERAL - THRUST REVERSER SYNC SHAFT LOCK INSTALLATION - RB211-535E4/E4B ENGINES
R 78-0039 R01	Feb 21/2002	S	001-011	78-34-01 78-34-02 78-36-01	EXHAUST - THRUST REVERSER - THRUST REVERSER POSITION INDICATING SYSTEM MODIFICATION
R SB 28A0085 R01	Oct 09/2008	S	001-011	28-41-02	HOT SHORT PROTECTOR INSTALL FOR FQIS FUEL DENSITOMETER
R SB 77-0009 R01	Dec 18/2007	S	001-011	77-31-01	ENGINE INDICATING - ANALYZERS - AIRBORNE BIVRATION MONITORING (AVM) SYSTEM - UNIVERSAL SIGNAL CONDITIONER INSTALLATION

A = Added, R = Revised, D = Deleted

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Number	Incorporated	Started/ Completed	Effectivity	ATA	Subject
-No effect	-	-	-	-	

A = Added, R = Revised, D = Deleted

**CUSTOMER CHANGE LIST**

CH-SC-SU	Title
24-53-01	28V AC DISTRIBUTION
33-31-04	A/C, APU, TAILCONE COMPARTMENT AND HYDRAULIC SERVICE LIGHTS
24-28-01	AC METERS
34-57-01	ADF - LEFT
34-57-02	ADF - RIGHT
22-10-01	AFCS MODE CONTROL PANEL
33-37-02	AFT CARGO COMPARTMENT LIGHTS
21-44-01	AFT CARGO HEATING
25-31-09	AFT GALLEY 1 (G4B)
25-31-08	AFT GALLEY 2 (G4A)
33-27-03	AFT GALLEY LIGHTS
21-61-03	AFT PASSENGER CABIN ZONE TEMPERATURE CONTROL
27-10-01	AILERON
21-52-01	AIR CONDITIONING PACK TEMPERATURE INDICATION
21-51-00	AIR CONDITIONING PACKS - SIMPLIFIED
21-00-00	AIR CONDITIONING SYSTEM - SIMPLIFIED
34-13-01	AIR DATA INSTRUMENTS - LEFT AND RIGHT
34-12-03	AIR DATA SWITCHING LEFT AND RIGHT

CH-SC-SU	Title
34-12-01	AIR DATA SYSTEM - LEFT
34-12-02	AIR DATA SYSTEM - RIGHT
36-21-01	AIR SUPPLY DUCT PRESSURE INDICATION
36-11-05	AIR SUPPLY ISOLATION VALVE CONTROL
36-22-01	AIR SUPPLY OVERHEAT INDICATION
77-31-01	AIRBORNE VIBRATION MONITORING SYSTEM
00-06-21	AIRPLANE STATION BODY AND STABILIZER
34-16-01	ALTITUDE ALERT
33-44-01	ANTI-COLLISION LIGHTS
32-42-01	ANTI-SKID SYSTEM
32-42-04	ANTI-SKID/AUTOBRAKE - BITE
32-42-00	ANTI-SKID/AUTOBRAKE SYSTEM - SIMPLIFIED
36-11-03	APU AIR SUPPLY VALVE CONTROL
49-27-01	APU AND GENERATOR LUBRICATION SYSTEM
49-61-01	APU CONTROL SYSTEM
49-52-01	APU COOLING AIR AND BLEED AIR SYSTEM
49-21-00	APU ENGINE
26-15-01	APU FIRE DETECTION
26-22-01	APU FIRE EXTINGUISHING

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CH-SC-SU	Title
28-25-01	APU FUEL FEED SYSTEM
49-31-01	APU FUEL SYSTEM
24-22-06	APU GENERATOR CONTROL - APB
24-22-05	APU GENERATOR CONTROL - GCR
24-23-03	APU GENERATOR DIFFERENTIAL PROTECTION
26-15-02	APU GROUND FIRE WARNING
49-41-01	APU IGNITION AND STARTING SYSTEM
49-70-01	APU INDICATION
49-52-02	APU INLET DOOR SYSTEM
24-51-04	APU LOADS - PRIMARY DISTRIBUTION
49-53-01	APU SURGE VALVE SYSTEM
34-53-03	ATC ANTENNA SELECT
34-53-01	ATC TRANSPONDER - LEFT
34-53-02	ATC TRANSPONDER - RIGHT
33-24-05	ATTENDANT SERVICE UNIT
27-62-01	AUTO SPEEDBRAKE
32-42-03	AUTOBRAKE SYSTEM
22-00-00	AUTOFLIGHT - SIMPLIFIED
22-22-01	AUTOMATIC STABILIZER TRIM

CH-SC-SU	Title
27-81-04	AUTOSLAT EXTENSION
33-11-04	AUXILIARY CIRCUIT BREAKER PANEL FLOODLIGHTS
49-00-00	AUXILIARY POWER UNIT - UNIT LOCATION
31-51-07	BELL/CHIME AURAL WARNING
36-11-01	BLEED AIR CONTROL - LEFT ENGINE
36-11-02	BLEED AIR CONTROL - RIGHT ENGINE
32-41-01	BRAKE SYSTEM
32-46-01	BRAKE TEMPERATURE MONITORING SYSTEM
23-42-01	CABIN INTERPHONE
21-33-01	CABIN PRESSURE INDICATION AND WARNING
21-30-00	CABIN PRESSURIZATION CONTROL SYSTEM - SIMPLIFIED
21-65-01	CABIN ZONE TEMPERATURE INDICATION
33-13-01	CAPTAIN AND FIRST OBSERVERS INSTRUMENT PANEL LIGHTING
24-51-61	CAPTAINS FLIGHT INSTRUMENT TRANSFER BUS
33-11-01	CAPTAINS, CENTER AND F/O PANEL FLOODLIGHTS
26-23-01	CARGO COMPARTMENT FIRE EXTINGUISHING
52-34-01	CARGO DOOR CONTROL 1
52-34-02	CARGO DOOR CONTROL 2

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<b>CH-SC-SU</b>	<b>Title</b>
26-16-00	CARGO SMOKE DETECTION SYSTEM
24-51-30	CENTER BUS POWER SYSTEM
29-00-04	CENTER HYDRAULIC POWER
28-41-02	CENTER TANK FUEL QUANTITY INDICATION
23-12-03	CENTER VHF COMMUNICATIONS
31-51-10	CLACKER/WAILER AURAL WARNING - LEFT
31-51-11	CLACKER/WAILER AURAL WARNING - RIGHT
23-00-01	COMMUNICATIONS
75-32-00	COMPRESSOR BLEED VALVES CONTROL SYSTEM
21-20-01	CONDITIONED AIR DISTRIBUTION
33-13-06	CONTROL STAND INSTRUMENT PANEL LIGHTING
27-09-00	CONTROL SYSTEMS ELECTRICAL/ELECTRONIC UNIT (CSEU) POWER
27-09-06	CSEU AIR/GROUND AND HYDRAULIC DISCRETE INPUTS
27-09-05	CSEU FAULT ANNUNCIATION
24-31-02	DC POWER SYSTEM - APU BATTERY
31-51-09	DECISION HEIGHT AURAL WARNING
28-26-01	DEFUELING
24-23-00	DIFFERENTIAL PROTECTION SYSTEM - SIMPLIFIED
31-31-01	DIGITAL FLIGHT RECORDER SYSTEM

<b>CH-SC-SU</b>	<b>Title</b>
34-55-01	DME - LEFT
34-55-02	DME - RIGHT
25-66-01	DOOR GIRT BAR ENGAGEMENT INDICATION
52-00-00	DOOR LOCATIONS
52-71-01	DOOR WARNING INDICATION
26-18-01	DUCT LEAK DETECTION LEFT WING BODY
26-18-02	DUCT LEAK DETECTION RIGHT WING BODY
36-11-06	ECS BLEED CONFIGURATION CARD
34-22-10	EFIS POWER DISTRIBUTION AND INSTRUMENT LIGHTING
34-22-11	EFIS SYMBOL GENERATOR AND EADI - LEFT
34-22-21	EFIS SYMBOL GENERATOR AND EADI - RIGHT AND CENTER
34-22-12	EFIS SYMBOL GENERATOR AND EHSI - LEFT
34-22-22	EFIS SYMBOL GENERATOR AND EHSI - RIGHT AND CENTER
31-41-02	EICAS ANALOG INPUTS
31-40-01	EICAS COMPUTER
31-41-03	EICAS DIGITAL INPUTS
31-41-07	EICAS DISPLAYS
31-41-09	EICAS FAILURE DETECTION

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<b>CH-SC-SU</b>	<b>Title</b>
31-41-06	EICAS OUTPUTS
31-41-01	EICAS POWER AND CONTROL
31-41-05	EICAS STATUS AND MAINTENANCE MESSAGES
31-41-04	EICAS WARNING, CAUTION AND ADVISORY MESSAGES
33-31-03	ELECTRICAL EQUIPMENT CENTER LIGHTS
24-51-15	ELECTRICAL LOAD SHEDDING
24-00-02	ELECTRICAL POWER - UNIT LOCATION
24-00-01	ELECTRICAL POWER SYSTEM
31-25-01	ELECTRONIC CLOCKS
27-30-01	ELEVATOR
33-51-01	EMERGENCY LIGHTS
33-50-00	EMERGENCY LIGHTS - SIMPLIFIED
75-32-01	ENGINE BLEED VALVES CONTROL
76-00-00	ENGINE CONTROLS
26-21-01	ENGINE FIRE EXTINGUISHING
73-11-02	ENGINE FUEL DISTRIBUTION
28-22-03	ENGINE FUEL FEED SYSTEM - CENTER TANK
28-22-02	ENGINE FUEL FEED SYSTEM - LEFT TANK
28-22-04	ENGINE FUEL FEED SYSTEM - RIGHT TANK

<b>CH-SC-SU</b>	<b>Title</b>
28-22-01	ENGINE FUEL VALVE CONTROL
77-00-00	ENGINE INSTRUMENTATION SYSTEM
77-12-01	ENGINE N1 TACHOMETER INDICATION
77-12-02	ENGINE N2 TACHOMETER INDICATION
77-12-03	ENGINE N3 TACHOMETER INDICATION
79-21-00	ENGINE OIL DISTRIBUTION SYSTEM
79-35-01	ENGINE OIL FILTER BYPASS WARNING
79-33-01	ENGINE OIL LOW PRESSURE WARNING
79-32-01	ENGINE OIL PRESSURE INDICATION
79-31-01	ENGINE OIL QUANTITY INDICATION
79-00-00	ENGINE OIL SYSTEM
79-34-01	ENGINE OIL TEMPERATURE INDICATION
77-11-01	ENGINE PRESSURE RATIO INDICATION
30-34-01	ENGINE PROBE HEAT
80-00-00	ENGINE STARTING SYSTEM
33-22-01	ENTRY AND ATTENDANTS LIGHTS
21-58-06	EQUIPMENT COOLING - AUTOMATIC TEST
21-58-10	EQUIPMENT COOLING - AUXILIARY FAN
21-58-11	EQUIPMENT COOLING - FANS

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CH-SC-SU	Title
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21-58-00	EQUIPMENT COOLING - SIMPLIFIED
21-58-02	EQUIPMENT COOLING - SMOKE CONTROL
21-58-01	EQUIPMENT COOLING FAILURE - LOW FLOW DETECTION
77-21-01	EXHAUST GAS TEMPERATURE INDICATION
24-33-02	EXTENDED TIME STANDBY POWER SYSTEM
33-40-00	EXTERIOR LIGHTS - SIMPLIFIED
24-51-05	EXTERNAL POWER LOADS - PRIMARY DISTRIBUTION
24-41-01	EXTERNAL POWER SYSTEM
22-10-04	FCC INTERFACE - CENTER
22-10-02	FCC INTERFACE - LEFT
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26-10-00	FIRE/OVERHEAT DETECTION - SIMPLIFIED
26-00-00	FIRE/OVERHEAT SYSTEM COMPONENT LOCATION
24-51-62	FIRST OFFICERS FLIGHT INSTRUMENT TRANSFER BUS
33-13-02	FIRST OFFICERS INSTRUMENT PANEL LIGHTING
27-51-05	FLAP ASYMMETRY INDICATION
27-51-03	FLAP LOAD RELIEF CONTROL
27-51-02	FLAP/SLAT DEPRESSURIZATION SYSTEM

CH-SC-SU	Title
27-50-01	FLAP/SLAT ELECTRONICS UNIT
27-58-01	FLAP/SLAT POSITION INDICATING SYSTEM
33-10-00	FLIGHT COMPARTMENT LIGHTS - SIMPLIFIED
27-00-00	FLIGHT CONTROL SYSTEMS - SIMPLIFIED
35-11-01	FLIGHT CREW OXYGEN
33-11-03	FLIGHT DECK DOME LIGHTS
52-51-01	FLIGHT DECK DOOR LOCK
21-45-01	FLIGHT DECK SUPPLEMENTAL HEATING
21-61-01	FLIGHT DECK ZONE TEMPERATURE CONTROL
34-22-32	FLIGHT INSTRUMENT DATA BUS SWITCHING
34-22-00	FLIGHT INSTRUMENT SYSTEM - SIMPLIFIED
34-22-31	FLIGHT INSTRUMENT SYSTEM SWITCHING
23-51-01	FLIGHT INTERPHONE SYSTEM
33-14-02	FLIGHT KIT, UTILITY AND FLIGHT COMPARTMENT STEP THRESHOLD LIGHTS
34-61-00	FLIGHT MANAGEMENT CMPTR SYSTEM (LEFT - RIGHT FMCS) - SIMPLIFIED
34-60-01	FLIGHT MANAGEMENT COMPUTER
34-61-06	FMCS CONTROL DISPLAY UNIT (CDU) - RIGHT
34-61-09	FMCS LNAV STEERING COMMANDS - RIGHT

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34-61-07	FMCS VNAV MODE LOGIC - RIGHT
34-61-08	FMCS VNAV STEERING COMMANDS - RIGHT
33-37-01	FORWARD CARGO COMPARTMENT LIGHTS
21-43-01	FORWARD CARGO HEATING
25-31-02	FORWARD GALLEY 2 (G1B)
33-27-01	FORWARD GALLEY LIGHTS
25-31-01	FORWARD GALLEY POWER (G1A)
25-41-02	FORWARD LAVATORY MODULE
21-61-02	FORWARD PASSENGER CABIN ZONE TEMPERATURE CONTROL
28-40-01	FUEL - EICAS WARNING
28-22-05	FUEL CROSSFEED VALVES
73-31-01	FUEL FLOW INDICATION
28-41-04	FUEL QUANTITY PROCESSOR INTERFACE
28-00-00	FUEL SYSTEM
28-13-01	FUEL TANK VENT SYSTEM
28-43-01	FUEL TEMPERATURE INDICATION
25-31-00	GALLEY ARRANGEMENT
33-11-02	GLARESHIELD AND AISLE STAND FLOODLIGHTS

<b>CH-SC-SU</b>	<b>Title</b>
33-13-05	GLARESHIELD INSTRUMENT PANEL LIGHTING
34-58-01	GLOBAL POSITIONING SYSTEM LEFT
34-58-02	GLOBAL POSITIONING SYSTEM RIGHT
23-43-01	GROUND CREW CALL
24-51-50	GROUND HANDLING POWER CONTROL
34-46-01	GROUND PROXIMITY WARNING SYSTEM
00-12-00	GROUND SERVICE ACCESS PANELS
24-51-40	GROUND SERVICE POWER CONTROL
27-50-00	HIGH LIFT DEVICES - SIMPLIFIED
27-40-01	HORIZONTAL STABILIZER TRIM
24-25-01	HYDRAULIC GENERATOR CONTROL
29-00-05	HYDRAULIC POWER TRANSFER SYSTEM
29-00-01	HYDRAULIC SUPPLY, FILL AND MONITORING
29-00-00	HYDRAULIC SYSTEM - SIMPLIFIED
73-21-03	IDLE SELECT FUEL CONTROL
34-31-03	ILS - CENTER
34-31-01	ILS - LEFT
34-31-02	ILS - RIGHT
34-21-03	INERTIAL REFERENCE SYSTEM - CENTER

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34-21-02	INERTIAL REFERENCE SYSTEM - RIGHT
34-25-01	INSTRUMENT COMPARATOR UNIT
31-51-04	LANDING CONFIGURATION WARNING
32-09-02	LANDING GEAR AIR/GROUND RELAYS
32-30-01	LANDING GEAR EXTENSION AND RETRACTION
32-61-01	LANDING GEAR POSITION INDICATING AND WARNING
32-00-00	LANDING GEAR SYSTEMS - SIMPLIFIED
33-42-01	LANDING LIGHTS
33-26-01	LAVATORY LIGHTS AND OCCUPIED SIGNS
25-41-01	LAVATORY MODULE LOCATIONS
26-14-00	LAVATORY SMOKE DETECTION
27-81-01	LEADING EDGE SLATS PRIMARY DRIVE
27-81-03	LEADING EDGE SLATS UNCOMMANDED MOTION
24-51-25	LEFT AND RIGHT AC TRANSFER BUSES
30-32-01	LEFT ANGLE OF ATTACK PROBE HEAT
24-22-07	LEFT BUS TIE BREAKER CONTROL
33-21-01	LEFT CEILING FLUORESCENT LIGHTING AND CONTROL
27-09-01	LEFT CSEU POWER - AC

<b>CH-SC-SU</b>	<b>Title</b>
27-09-03	LEFT CSEU POWER - DC
30-21-01	LEFT ENGINE COWL ANTI-ICE
73-21-04	LEFT ENGINE ELECTRONIC CONTROL
26-11-01	LEFT ENGINE FIRE DETECTION
76-11-01	LEFT ENGINE FUEL CONDITIONING CONTROL
74-31-01	LEFT ENGINE IGNITION
77-12-04	LEFT ENGINE SPEED SENSING
80-11-01	LEFT ENGINE START
78-34-01	LEFT ENGINE THRUST REVERSER CONTROL
78-34-51	LEFT ENGINE THRUST REVERSER SYNC-LOCK
26-13-01	LEFT ENGINE TURBINE OVERHEAT DETECTION
34-61-01	LEFT FMC INPUTS
34-61-02	LEFT FMC OUTPUTS
30-41-01	LEFT FORWARD WINDOW 1 HEAT SYSTEM
24-22-02	LEFT GENERATOR CONTROL - GCB
24-22-01	LEFT GENERATOR CONTROL - GCR
24-23-01	LEFT GENERATOR DIFFERENTIAL PROTECTION
24-51-02	LEFT GENERATOR LOADS - PRIMARY DISTRIBUTION
23-11-01	LEFT HF COMMUNICATIONS

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26-11-03	LEFT NACELLE OVERHEAT DETECTION
21-51-03	LEFT PACK CONTROL - AUTO
21-51-05	LEFT PACK CONTROL - STANDBY
21-51-01	LEFT PACK FLOW CONTROL
21-51-07	LEFT PACK LOW LIMIT VALVE CONTROL
21-51-09	LEFT PACK PROTECTION
33-25-01	LEFT PASSENGER AND LAVATORY CALL LIGHTS
30-31-01	LEFT PITOT PROBE HEAT
30-41-05	LEFT SIDE WINDOW 3 HEAT SYSTEM
31-51-05	LEFT SIREN/OWL AURAL WARNING
30-41-03	LEFT SLIDING WINDOW 2 HEAT SYSTEM
26-12-01	LEFT STRUT OVERHEAT DETECTION
28-41-01	LEFT TANK FUEL QUANTITY INDICATION
24-51-10	LEFT UTILITY POWER CONTROL
23-12-01	LEFT VHF COMMUNICATIONS
34-51-01	LEFT VOR
33-45-01	LOGO LIGHTS

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22-24-01	MACH TRIM/SPEED STABILITY
24-31-01	MAIN BATTERY POWER
22-41-01	MAINTENANCE CONTROL AND DISPLAY PANEL
22-41-03	MAINTENANCE CONTROL AND DISPLAY PANEL - GROUND TEST MODE
21-31-03	MANUAL PRESSURIZATION CONTROL
34-32-01	MARKER BEACON
33-16-04	MASTER DIM AND TEST - BATTERY BUS GROUP 1
33-16-05	MASTER DIM AND TEST - BATTERY BUS GROUP 2
33-16-00	MASTER DIM AND TEST - SIMPLIFIED
33-16-01	MASTER DIM AND TEST AUTOBRIGHT AND CONTROL
33-16-02	MASTER DIM AND TEST LEFT BUS
33-16-03	MASTER DIM AND TEST RIGHT BUS
31-51-02	MASTER WARNING
25-41-04	MID - FWD LAVATORY MODULES
25-31-04	MID FORWARD GALLEY (G2A)
33-27-02	MID GALLEY LIGHTS
25-41-05	MID LAVATORY MODULES
33-21-05	NIGHT LIGHTS
32-51-01	NOSE WHEEL STEERING

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21-52-02	PACK DOOR AND VALVE POSITION INDICATION
21-52-03	PACK FLOW INDICATION
00-06-30	PANEL LOCATIONS
23-31-01	PASSENGER ADDRESS SYSTEM
33-26-02	PASSENGER CABIN THRESHOLD LIGHTS
23-34-01	PASSENGER ENTERTAINMENT
35-21-01	PASSENGER OXYGEN SYSTEM
33-23-01	PASSENGER READING LIGHTS LEFT SIDE
33-23-02	PASSENGER READING LIGHTS RIGHT SIDE
33-24-04	PASSENGER SERVICE UNIT - INFORMATION SIGN PANEL
33-24-03	PASSENGER SERVICE UNIT - OVER DOOR
33-24-02	PASSENGER SERVICE UNIT - UNDER BIN
33-24-01	PASSENGER SIGNS
33-13-03	PILOTS INSTRUMENT PANEL STANDBY LIGHTING
33-14-01	PILOTS MAP AND APPROACH CHART LIGHTS
33-13-04	PILOTS OVERHEAD INSTRUMENT PANEL LIGHTING
34-11-01	PITOT STATIC

CH-SC-SU	Title
36-00-00	PNEUMATIC SYSTEM - SIMPLIFIED
35-31-01	PORTABLE OXYGEN SYSTEM
38-10-02	POTABLE WATER SYSTEM - DISTRIBUTION
38-10-01	POTABLE WATER SYSTEM - SUPPLY
71-00-00	POWER PLANT - GENERAL ARRANGEMENT
36-22-02	PRECOOLER OUT TEMPERATURE INDICATION
28-21-01	PRESSURE FUELING
28-21-02	PRESSURE FUELING OVERFILL CONTROL
21-31-01	PRESSURIZATION CONTROL AUTO 1
21-31-02	PRESSURIZATION CONTROL AUTO 2
32-09-01	PROXIMITY SWITCH ELECTRONIC UNIT
34-33-03	RADIO ALTIMETER - CENTER
34-33-01	RADIO ALTIMETER - LEFT
34-33-02	RADIO ALTIMETER - RIGHT
30-43-01	RAIN REPELLENT SYSTEM
34-22-01	RDMI, BEARING, HEADING AND DISTANCE - LEFT
34-22-02	RDMI, BEARING, HEADING AND DISTANCE - RIGHT
30-32-02	RIGHT ANGLE OF ATTACK PROBE HEAT
24-22-08	RIGHT BUS TIE BREAKER CONTROL

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33-21-02	RIGHT CEILING FLUORESCENT LIGHTING AND CONTROL
27-09-02	RIGHT CSEU POWER - AC
27-09-04	RIGHT CSEU POWER - DC
30-21-02	RIGHT ENGINE COWL ANTI-ICE
73-21-05	RIGHT ENGINE ELECTRONIC CONTROL
26-11-02	RIGHT ENGINE FIRE DETECTION
76-11-02	RIGHT ENGINE FUEL CONDITIONING CONTROL
74-31-02	RIGHT ENGINE IGNITION
77-12-05	RIGHT ENGINE SPEED SENSING
80-11-02	RIGHT ENGINE START
78-34-02	RIGHT ENGINE THRUST REVERSER CONTROL
78-34-61	RIGHT ENGINE THRUST REVERSER SYNC-LOCK
26-13-02	RIGHT ENGINE TURBINE OVERHEAT DETECTION
34-61-03	RIGHT FMC INPUTS
34-61-04	RIGHT FMC OUTPUTS
30-41-02	RIGHT FORWARD WINDOW 1 HEAT SYSTEM
24-22-04	RIGHT GENERATOR CONTROL - GCB
24-22-03	RIGHT GENERATOR CONTROL - GCR
24-23-02	RIGHT GENERATOR DIFFERENTIAL PROTECTION

<b>CH-SC-SU</b>	<b>Title</b>
24-51-03	RIGHT GENERATOR LOADS - PRIMARY DISTRIBUTION
23-11-02	RIGHT HF COMMUNICATIONS
29-00-03	RIGHT HYDRAULIC POWER
24-11-02	RIGHT INTEGRATED DRIVE GENERATOR
26-11-04	RIGHT NACELLE OVERHEAT DETECTION
21-51-04	RIGHT PACK CONTROL - AUTO
21-51-06	RIGHT PACK CONTROL - STANDBY
21-51-02	RIGHT PACK FLOW CONTROL
21-51-08	RIGHT PACK LOW LIMIT VALVE CONTROL
21-51-10	RIGHT PACK PROTECTION
33-25-02	RIGHT PASSENGER AND LAVATORY CALL LIGHTS
30-31-02	RIGHT PITOT PROBE HEAT
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33-42-02	RUNWAY TURNOFF AND TAXI LIGHTS
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<b>CH-SC-SU</b>	<b>Title</b>
33-43-01	WING POSITION LIGHTS
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**INTRODUCTION****1. APPLICABILITY**

This System Schematic Manual is applicable only to those Boeing airplanes listed on the Effective Aircraft page. The instructions and information contained herein apply solely to those airplanes and are not suitable for use with any other Boeing airplane(s).

**2. GENERAL DESCRIPTION**

This System Schematic Manual (SSM) is a collection of diagrams which define the airplane systems. These data are prepared essentially in accordance with ATA Specification No. 2200, Revision 2001.1.

This manual may also contain data and information provided by the customer. The Boeing Company assumes no responsibility for the accuracy and validity of data and information provided by a customer.

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Every effort has been made to ensure that the information presented on these schematics is complete and correct. However, in the event of conflict between this manual and Boeing Wiring Diagrams or other engineering drawings, the wiring diagrams or drawings shall be the controlling definition.

**A. Purpose of Introduction Section**

This Introduction Section is intended to provide the user with an overview of the SSM, an explanation of symbols used, and assumptions made while developing these schematics. Without an understanding of these symbols and assumptions, the user may not get the full value from the enclosed schematics.

**B. Purpose of System Schematic Manual**

The System Schematic Manual (SSM) was prepared to serve as a source of information to assist in understanding system function and to facilitate fault isolation to the Line Replaceable Unit (LRU) level. It is not intended for use as a substitute for other maintenance documentation (i.e., Fault Isolation Manual, Maintenance Manual, Wiring Diagram Manual). The SSM does not include information for testing. The procedures in the Fault Isolation Manual should be used for any fault isolation requiring testing. The procedures in the Maintenance Manual should be used to support removal and installation of components. The Wiring Diagram Manual (WDM) should be used as a reference to isolate faults in wiring and in-line disconnects.

The data contained in this manual are customized for each airline. Except for those features added by service bulletin or specifically requested by the airline, these data include coverage for only those features that are part of the airplane as delivered by Boeing.

**3. BOEING CHANGE DEFINITIONS**

Changes used by Boeing to implement airplane changes that may affect this manual are listed below.

**GENERAL INFORMATION**

**INTRODUCTION****A. Customer Originated Changes (COC)**

Customer Originated Changes are requests to incorporate airplane data, information, changes and modifications authorized by a customer into the manual.

**NOTE:** Boeing will not undertake to test or evaluate, in any form, the validity or the technical accuracy of Customer Originated Changes. This will remain the sole responsibility of the customer submitting the Customer Originated Change request.

**B. Service Bulletin (SB)**

Service Bulletins provide information for accomplishing a Boeing engineering change on in-service airplanes.

**C. Boeing Change Reason (BCR)**

Boeing Change Reason provides tracking of a change made to the content of the manual that apply to all users of the manual.

**4. DESCRIPTION OF SERVICE BULLETIN LIST AND CUSTOMER CHANGE LIST****A. Number Field**

The service bulletin or customer change number with it's revision level

**B. Incorporated**

The date of the manual revision which incorporated the change.

**C. Started/Completed**

The status of the change. An 'S' is used in the Started/Completed column to indicate Start (Dual) configuration, a 'C' is used to indicate Complete (Final) configuration and a 'X' indicates canceled changes that have been removed from the manual.

**D. Effectivity**

The aircraft affected by the referenced change.

**E. ATA**

The list of drawings affected by the referenced change.

**F. Subject**

The title of the service bulletin or customer change.

**5. BOEING COMMERCIAL PUBLICATION CHANGE REQUEST (PCR)**

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To facilitate uniform handling and to provide direct routing of questions to the proper Boeing organization, use of the Publication Change Request is encouraged. Boeing makes this form available through the customer's publications organizations.

**GENERAL INFORMATION**

**INTRODUCTION**

The following is a list of abbreviations and acronyms used in this manual. Where marked with an asterisk (\*), see the GENERAL INFORMATION section, in the Wiring Diagram manual, for additional definition information.

A/C	Air Conditioning	AIDS	Airborne Integrated Data System
A/C	Aircraft	AIMS	Airplane Information Management System
A/R	Altitude Rate	AMU	Audio Management Unit
ACARS	ARINC Communications Addressing and Reporting System	ANCMT	Announcement
ACE	Actuator Control Electronics	ANCPT	Anticipate
ACCESS	Advance Cabin Entertainment and Service System	ANCPTR	Anticipator
ACM	Air Cycle Machine	ANS	Ambient Noise Sensor
ACMP	Alternating Current Motor Pump (See also EMP)	ANTI-COLL	Anti-Collision
ACMS	Airplane Conditioning Monitoring System	AOA	Angle of Attack
ACP	Audio Control Panel	AOC	Air/Oil Cooler
ADF	Automatic Direction Finder	APB	Auxiliary Power Breaker
ADI	Attitude Director Indicator	APID	Airplane Identification
ADIRS	Air Data Inertial Reference System	APU	Auxiliary Power Unit
ADIRU	Air Data Inertial Reference Unit	ARINC	Aeronautical Radio Incorporated
ADL	Airborne Data Loader	ASA	Autoland Status Annunciator
ADM	Air Data Module	ASCPC	Air Supply Cabin Pressure Controller
ADP	Air Driven Pump	ASCTS	Air Supply Control and Test System
ADRS	Address	ASCTU	Air Supply Control and Test Unit
ADS	Air Data Systems	ASP	Audio Select Panel
ADU	Air Drive Unit	AVM	Airborne Vibration Monitor
AEM	Audio Entertainment Multiplexer	BDY BLK	Burndy Block
AFDC	Air Flight Data Control	BFE	Buyer Furnished Equipment
AFDS	Autopilot Flight Director System	BPCU	Bus Power Control Unit
AFL	Air Flow	BSCU	Brake System Control Unit
		BST	Boost
		BTB	Bus Tie Breaker
		BTLCS	Brake Torque Limiting Control System



**INTRODUCTION**

BTMU	Brake Temperature Monitor Unit	COM/NAV	Communication/Navigation
C	Cold	COR	Corrector
CACTS	Cabin Air Conditioning & Temperature Control System	CP	Control Panel
CADS	Central Air Data System	CPCS	Cabin Pressure Control System
CALIB	Calibrator	CRKG	Cranking
CAP	Capture	CSB	Compressor Stability Bleed
CAP	Contact Authorized Proposal	CSMU	Cabin System Management Unit
CAPC	Cabin Area Control Panel	CT	Control Transformer
CAPT	Captain	CTC	Cabin Temperature Controller
CCA	Central Control Actuator	CTS	Cabin Temperature Selector
CCL	Cargo Control Logic	CTS	Conversational Terminal System
CCM	Cargo Control Module	CVR	Cockpit Voice Recorder
CCU	Cargo Control Unit	CWS	Control Wheel Steering
CDU	Control Display Unit	DAA	Digital/Analog Adapter
CFDS	Centralized Fault Detection System	DADC	Digital Air Data Computer
CFE	Customer Furnished Equipment	DAR	Digital Aids Recorder
CHKPT	Checkpoint	DED	Dead Ended Shield
CHSP	Course Heading Select Panel	DEL	Diagram Equipment List
CIC	Cabin Interphone Controller	DFCS	Digital Flight Control System
CIWS	Central Instrument Warning System	DFDAU	Digital Flight Data Acquisition Unit
CMC	Central Maintenance Computer	DFDR	Digital Flight Data Recorder
CMD	Command	DH	Decision Height
CMM	Component Maintenance Manual	DIU	Digital Interface Unit
CMS	Cabin Management System	DMU	Data Management Unit
COC*	Customer Originated Change	DP	Differential Protection
COF MKR	Coffee Maker	DPA	Digital Pre-Assembly
COLL	Collision	DPCT	Differential Protective Current Transformer

**DEFINITIONS**



## INTRODUCTION

DPLY	Deploy	EXTD	Extend
DSP	Display Select Panel	F/D	Flight Director
E/E	Electrical/Electronics	F/E	Flight Engineer
EADI	Electronic Attitude Director Indicator	F/F	Fuel Flow
ECS	Environmental Control System	F/O	First Officer
EDIU	Engine Data Interface Unit	FADEC	Full Authority Digital Engine Control
EDP	Engine Driven Pump	FAFC	Full Authority Fuel Control
EEC	Electronic Engine Control (Unit)	FAR	Federal Aviation Regulations
EFIS	Electronic Flight Instrument System	FBW	Fly-by-Wire
EHSI	Electronic Horizontal Situation Indicator	FCC	Flight Control Computer
EICAS	Engine Indicating and Crew Alerting System	FCU	Flap Control Unit
EIU	EFIS/EICAS Interface Unit	FDAU	Flight Data Acquisition Unit
ELCCR*	Electrical Liaison Change Commitment Record	FLMTR	Flowmeter
ELCU	Electrical Load Control Unit	FMC	Flight Management Computer
ELMS	Electrical Load Management System	FMCS	Flight Management Computer System
EMC	Electromagnetic Compatibility	FMU	Fuel Metering Unit
EMP	Electric Motor Pump (See also ACMP)	FMV	Fuel Metering Valve
ENTMT	Entertainment	FOC	Fuel/Oil Cooler
ENWY	Entryway	FQIS	Fuel Quantity Indication System
EPR	Engine Pressure Ratio	FQPU	Fuel Quantity Processor Unit
EPRL	Engine Pressure Ratio Limit	FSEU	Flap/Slat Electronics Unit
ESCC	Electrical Supply and Control Center	GCB	Generator Circuit Breaker
ESNTL	Essential	GCR	Generator Control Relay
ESS	Essential	GCU	Generator Control Unit
ETC	Electronic Temperature Control	GPWS	Ground Proximity Warning System
ETOPS	Extended Twin (Engine) Operations	GS	Glide Slope
EXCHR	Exchanger	GSB	Ground Service Bus

## DEFINITIONS

**INTRODUCTION**

GSPR	Gasper	LO	Lock Out
H	Hot	LP	Lightning Protector
HLCU	High Lift Control Unit	LPT	Low Pressure Turbine
HMU	Hydromechanical Unit	LRRA	Low Range Radio Altimeter
HND	Hand	LRU	Line Replaceable Unit
HPC	High Pressure Compressor (N2 Rotor)	LSDA	Low Speed Digital To Analog
HPSOV	High Pressure Shutoff Valve	M	Mach
HPT	High Pressure Turbine	M MUX	Main Multiplexer
HYDIM	Hydraulic Interface Module	MAI	Multiplexer Action Item
HYQUIM	Hydraulic Quantity Interface Module	MAWEA	Modularized Avionics and Warning Electronics Assembly
HZ	Hertz (Cycles Per Second)	MC*	Master Change
IBIT	Initiated Built In Test	MCDP	Maintenance Control and Display Panel
IBVSU	Instrument Bus Voltage Sense Unit	MCDU	Multipurpose Control and Display Unit
IDG	Integrated Drive Generator	MCP	Mode Control Panel
IDS	Integrated Display System	MGSCU	Main Gear Steering Control Unit
ILES	Inboard Leading Edge Station	MHRS	Magnetic Heading Reference System
INS	Inertial Navigation System	MHZ	Megahertz
INTC	Interconnect	MIDU	Multipurpose Interactive Display Unit
IOEU	Inboard Overhead Electronics Unit	MKR BCN	Marker Beacon
IPC	Illustrated Parts Catalog	MLS	Microwave Landing System
IPL	Illustrated Parts List	MNFST	Manifest
IRS	Inertial Reference System	MOSFET	Metallic Oxide Semiconductor Field Effect Transistor
JPR	Jumper	MR*	Modification Revision
KHZ	Kilohertz	MTCHG	Matching
KVA	Kilovolt Ampere	MTG	Muting
LGHTNG	Lightning	NBR	Number
LMP	Lamp	ND	Navigation Display

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NGT	Night	PRCLR	Precooler
OAP	Output Audio Processor	PROT	Protection
OFCR	Officer	PRR*	Production Revision Record
OFL	Outflow	PRSOV	Pressure Regulating Shut-Off Valve
OMS	Onboard Maintenance System	PSA	Power Supply Assembly
OEOE	Outboard Overhead Electronics Unit	PSEU	Proximity Switch Electronics Unit
OPAS	Overhead Panel ARINC 629 System	PSU	Passenger Service Unit
OPBC	Overhead Panel Bus Controller	PTT	Press To Talk/Push To Talk
OVDR	Overdoor	PVD	Paravisual Display
OVFL	Overfill	PYL	Pylon
OVHT	Overheat	QAM	Quadrature Amplitude Modulation Unit
OVWG	Overwing	QAR	Quick Access Recorder
PA	Passenger Address	QDT	Quadrantal
PA/CI	Passenger Address/Cabin Interphone	RAT	Ram Air Turbine
PCH	Patch	RDMI	Radio Distance Magnetic Indicator
PCT	Percent	RDP	Roller Drive Power
PDU	Power Drive Unit	RDU	Remote Display Unit
PES	Passenger Entertainment System	REP	Repellent
PFC	Primary Flight Computer	RFLNG	Refueling
PFD	Primary Flight Display	RGLTN	Regulation
PFIDS	Passenger Flight Information Display System	RMCP	Radio Management Control Panel
PIS	Passenger Information Sign	RR*	Rapid Revision
PKG	Parking	RST	Reset
PMA	Permanent Magnet Alternator	RSV	Reserve
PMG	Permanent Magnet Generator	RTC	Rudder Trim Control
PMS	Performance Management System	RVSG	Reversing
POR	Point of Regulation	RVT	Rotational Variable Transformer

**DEFINITIONS**

## INTRODUCTION

SAARU	Standby Attitude/Air Data Reference Unit	TBV	Turbine Bypass Valve
SAT	Static Air Temperature	TCA	Turbine Cooling Air
SATCOM	Satellite Communications	TCAS	Traffic Collision Avoidance System
SB*	Service Bulletin	TCC	Turbine Case Cooling
SCF	System Cardfile	TDL	Time Delay Logic
SCM	Spoiler Control Module	TDX	Torque Differential Transmitter
SCU	Seat Control Unit	TERM BLK	Terminal Block
SDI	Source Destination Identifier	TGT	Turbine Gas Temperature
SEB	Seat Electronics Box	THSHD, THRSH	Threshold
SEB/ST	Seat Electronics Box With Self Test	TL	Tilt
SEI	Standby Engine Instruments	TLA	Thrust Lever Angle
SEU	Seat Electronics Unit	TMC	Thrust Management Computer
SHVR	Shaver	TMS	Thrust Management System
SL*	Service Letter	TO	Turn-off
SN	Sign	TPIS	Tire Pressure Indication System
SO	Shut-off	TPMU	Tire Pressure Monitor Unit
SO	Standard Option	TR	Torque Receiver
SPL	Splice List	TR	Transformer Rectifier
SRM	Stabilizer Trim/Rudder Ratio Module	TRA	Thrust Resolver Angle
SUP-NUM	Supernumerary	TRC	Thermatic Rotor Control
SVU	Seat Video Unit	TRU	Transformer Rectifier Unit
SWDL	Software Data Loader	TS	Terminal Strip
SWL	Sidewall	TTG	Time To Go
T/M	Torque Motor	TURB	Turbulence
T/R	Thrust Reverser	TX	Torque Transmitter
TAI	Thermal Anti-Ice	UNLK	Unlock
TAT	Total Air Temperature	VBV	Variable Bypass Valve

## DEFINITIONS

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VCC	Video Control Center
VES	Video Entertainment System
VGH	Velocity, Gravity, Height
VIGV	Variable Inlet Guide Vane
VLV	Valve
VSI	Vertical Speed Indicator
VSV	Variable Stator Vane
VTY	Vanity
W/A	Wrap Around
WAI	Wing Anti-Ice
WBA	Wire Bundle Assembly
WEU	Warning Electronic Unit
WF	Fuel Flow (Weight of Fuel)
WF or wf	Weight of Fuel
WHCU	Window Heat Control Unit
WIU	Wire Integration Unit
WXR	Weather Radar
XFD	Crossfeed
XNT	Transient
XPC	External Power Contactor
XPNDR	Transponder
ZMU	Zone Management Unit

Where marked with an asterisk (\*), see the GENERAL INFORMATION section, in the Wiring Diagram manual, for additional definition information.

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**INTRODUCTION****1. LEVELS OF SCHEMATICS**

Three levels of schematics may be drawn to represent the system functions:

Level 1	<b>BLOCK DIAGRAM:</b> Provides a broad overview of the system, or part of a system, showing major functions and components, functional groupings and pertinent interfaces.
Level 2	<b>SIMPLIFIED SCHEMATIC:</b> Provides a simplified view of the functions, components and interfaces. Broader in scope, showing more detail than level 1 schematics. Functions are shown without regard to their location in the aircraft or to pin-to-pin circuits.
Level 3	<b>SCHEMATIC:</b> Shows the system in sufficient depth for fault isolation to the LRU level. Provides a detailed view of the functions, components, pin-to-pin connectivity and interfaces. Provides a link between the function and the physical implementation. Provides the location reference for the components in the airplane.

**2. CONTENT OF SCHEMATICS**

The schematics show each system in a functionally integrated presentation that:

- Identifies and locates all LRU's and shows their functional internal circuitry in a simplified manner.
- Identifies connections between LRU's with cross reference to all interfacing system schematics.
- Provides signal flow for primary functions which require airplane wiring or observable indications.

The preferred schematic layout is power on the left and load on the right; signal source on the left, and signal destination/indication on the right. After satisfying proper left to right flow, the equipment is shown in relation to its position in the airplane, when possible. Left is forward, right is aft, top is right, bottom is left.

Unless otherwise noted, all schematics are shown with the airplane on the ground, after a normal flight, and with the post-flight checklist completed (power off). Instruments, indicators and monitors may reflect other conditions where clarity of presentation is improved.

Schematics may contain information relating to the nominal actuating pressure, temperature, or quantity values of certain devices, as well as dimensional relationships and operational notes. Such information is provided for reference only as an aid in systems understanding and is not intended for use to do rigging, calibration, adjustment, or functional testing. Refer to the Maintenance Manuals for this data.

**A. Schematic Organization/Numbering System**

ATA Specification 2200 assigns chapters to each major system (e.g., Hydraulics) of functional group of systems (e.g., Navigation). Each chapter is assigned a two-digit number (e.g., Hydraulics is Chapter 29 and Navigation is Chapter 34).

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Additionally, ATA Specification 2200 divides each chapter into sections. The section number is the third and fourth digits in the ATA number. Boeing assigns each subsystem the fourth digit in the ATA number. These same four-digit ATA numbers are used throughout the System Schematic Manual, Wiring Diagram Manual, Fault Isolation Manual, Maintenance Manuals, and Maintenance Training documents. The schematic numbers in the SSM are assigned following this four-digit ATA number assignment and with a two-digit suffix to make each schematic of that subsystem unique using a six-digit number. The schematics are further defined in the following manner: Schematic number (six-digit ATA number), Page number, and as required SCHEM number and/or Sheet number.

Complex subsystems may require more than one schematic sheet. In general, the subsystem shows the related functions on one schematic. Multiple schematics may also be used to show the function of the subsystem. "SCHEM" numbers may also be assigned to schematics depicting subfunctions of primary function.

Additionally, each schematic may require multiple sheets. Odd-numbered sheets are printed on the left side of the binding and even-numbered sheets on the right. This allows the schematic to be read across the binding edge.

The Page numbers (Page 101, 102, etc.) are used to represent different delivered configurations of a given schematic which may be applicable to different airplanes within the customer's fleet. When a schematic page number has a suffix (e.g., 101A, 102A for Customer Originated Changes or 101.1, 102.1, etc. for Service Bulletins) it reflects a post-delivery configuration for the same airplane(s). Both the configuration delivered by Boeing and the configuration after modification remain in the manual until the airline notifies Boeing that the post-delivery change has been incorporated in the customer's entire fleet of that model, and requests Boeing to delete the obsolete configurations.

The airplane effectivity code, Customer or Boeing assigned, of each schematic is noted in a box in the lower left corner of the schematic. All sheets of a multiple-sheet schematic must have the same effectivity.

### B. Equipment Numbers

Equipment numbers (reference designators) are assigned to each airplane component with wiring attached, all Line Replaceable Units (LRU), panels and racks. Not all components with equipment numbers are LRU's and not all LRU's are assigned an equipment number. The equipment number uniquely identifies a component. However, if a component is part of an assembly, the equipment number will be the same for each use of the assembly in the airplane.

### C. Equipment Description

The Equipment Description used in the SSM and WDM consists of the component name, followed by a location modifier (e.g., VHF Radio-Left).

### D. Depiction of Equipment on Schematics

The schematic identifies which equipment is a Line Replaceable Unit (LRU) by the width of the box representing the equipment. Equipment that is not an LRU is identified with a solid thin line. The LRU is identified with the solid wide line if it is shown in the home ATA system. It is identified by a wide cross-hatched line if the circuit functions are duplicated in another interfacing ATA system. Provisional equipment not installed on an airplane at the time of delivery is identified by dash equipment boxes; however, the wiring has been installed to allow installation of the equipment at a later date.



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The schematic which shows the primary function of the LRU is the home for that LRU. If the LRU is not shown in its entirety on its home schematic, a continuation break (Z-break) is used to indicate that the LRU is shown incomplete. In this case, a reference to the "home schematic" is placed in the top center of the LRU box. LRU's with multiple primary functions shown in multiple systems are identified with Z-breaks. References are not included on the home schematic.

In the SSM, the following definition of a LRU has been used:

A Line Replaceable Unit is a unit which can be readily changed on an aircraft during Line Maintenance operations. Line Maintenance includes a routine check, inspection and malfunction correction performed en route and at base stations during transit, turnaround, or night stop.

Most LRU's do not contain line replaceable components. These "closed" LRU's generally do not show internal equipment item numbers, connectors and pin numbers. "Open" LRU's contain line replaceable components and components that are easily accessible. These line replaceable subcomponents are also depicted as LRU equipment items.

In selected instances, multiple equipment may share the same graphic box. Each equipment number, description and location are listed under the box. All connections go to identical interfaces on each box, except that the connector numbers will be unique for each box.

**E. Circuits and References**

The lines between the equipment boxes on schematics show all pin-to-pin connections between the LRU's and do not show individual wire segments or indicate the complete wiring hookup. When possible, the complete circuit is shown on the home schematic. When the circuit can not be shown complete on the home schematic, a reference is made to indicate where the user will find the other portion(s). For all incomplete circuits, a branched wire off a common point is shown with an ATA reference to the schematic showing the other portions of the circuit. The referenced schematic will repeat at least one pin of the circuit and have a reference back to the home schematic to complete the circuit. Schematic references in wires/lines indicate the circuit may not be shown complete, but is shown on another system schematic and is duplicated on this schematic.

To improve clarity, some wires are grouped into a single wire with a brace at each end. The pins on each end correlate one for one at each end of the wire.

Circuits that cross the binding edge to an adjacent schematic sheet are drawn to line up at the edge of the schematic and are lettered. Mechanical lines that cross the binding edge are numbered.

To improve clarity, connections between points on a schematic which are remote from each other, may be shown with circles around them (bubbles). Bubbles may also be used to connect points from one schematic to another. Combining bubbles connects the circuit. The letters in the bubbles are unique for that schematic and all referenced schematics. Tubing and mechanical lines that are referenced using bubbles are numbered.

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**F. Connectors**

The connector equipment number is shown for connectors mating to each LRU. This equipment number is placed just above the pin numbers and usually begins with the letter "D". If multiple connectors mate with the equipment, a letter suffix is added to correlate the connector to the LRU receptacle (e.g., A = J1, B = J2). If this correlation is not followed, the receptacle number is added in parentheses next to the connector number. ARINC 600 connector equipment item numbers are shown on schematics without a suffix letter. In the WDM Equipment List an ARINC 600 connector equipment item number is shown without a suffix letter followed by the same equipment item number with suffix letters. The first suffix letter indicates the section of the connector, e.g. A, B, C. The second letter indicates the kind of contact(s) in that section. See the WDM Equipment List for a description of contacts.

Where the connector numbers differ on each half of a disconnect, both numbers are shown separated by a / (slash).

Pin and socket lower case letter identifiers are indicated by an upper case letter followed by a minus sign (-), (e.g. F- = f). If there is no terminal number marked on the part, the pin number is assigned by Boeing and is prefaced with an = (equal), (e.g., =P for power, =G for ground). Coaxial contacts are identified with the contact number followed by a T (for Tip) or TR (for Tip Ring).

Where the access to the connector pin is very limited and the LRU is easily replaceable (i.e., a Line Replaceable circuit card in a card cabinet), the connector number and the pin numbers for the card interface are not shown.

In-line disconnects and pin numbers are shown on system schematics only if required for fault isolation (i.e., component pigtailed are removed at the disconnect).

**G. Locations**

The location of each Equipment Item is shown through the use of illustrations and/or in parentheses following the Equipment Description. This location may be a panel or rack number, a general word location based on airplane zone or door location, or three-point coordinates based on one of the airplane reference planes. Word locations or three-point coordinates may not be shown when an illustration is used to show location.

**H. Data Buses**

A parallel line data bus symbol, with an arrow to indicate the direction of the data flow, represents the data bus connection between the LRU's. To depict connectivity, the pin numbers on each bus termination are listed in the same order (i.e., the top pin shown on an LRU physically connects to the top pin shown on every other connected LRU). The pin(s) are arranged in a logical order (i.e., the signal "high" is on top, the ARINC 429 "A" connections are on top, or the most significant to the least significant bit). Note that this logical order may sometimes result in pin numbers being out of numerical sequence. To improve clarity, data buses that are internal to the equipment are shown as single lines with an arrow.

**I. Airplane Illustrations**

General airplane dimensions and locations are included in the 00 section of the SSM. These are intended to provide a general overview of the airplane along with location information for common equipment. Examples of the items found in this section are:

- Flight deck panel locations, including illustrations of the front of the panels.
- Equipment rack locations, including the location of the equipment on the rack.

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- Circuit breaker panel locations, including the location of the circuit breakers.

### J. Purpose of Illustrations on Schematics

Illustrations are included on many schematics to assist the user in locating and recognizing the component in the airplane. These illustrations are to be used in conjunction with the introductory illustrations. They are not intended to provide sufficient detail to allow component removal or installation information; these details are included in the Boeing Airplane Maintenance Manuals.

### K. Wire Diagram Reference Box

To assist the user in cross referencing to the appropriate wire diagram(s), a wire diagram reference box is placed in the upper-right corner on each schematic that depicts wiring connectivity. This box contains a listing of all of the wire diagrams that depict the circuits shown on that schematic. Circuits duplicated on this schematic are not listed in the reference box; they are listed on the home schematic for the circuit.

## 3. SYMBOLS

Symbols are used wherever possible to convey system function. The most commonly used symbols are shown on the Symbol pages in the General Chapter, 00-00-00.