

# ***BOEING 757***

## **Wiring Diagram Manual**

### **CHAPTER 22 - AUTO FLIGHT**

## **AIR 2000 CUSTOMISATIONS**

**B757 MANUAL SUPPLEMENT - ATP 3510  
SECTION 4 CHAPTER 22  
CONTROL PAGE - ISSUE 1**

**CAA APPROVAL**

The Temporary Revisions listed hereon comply with BCAR Chapter A5-3, B5-3 and/or TSS No 0-2 as appropriate.

Signed



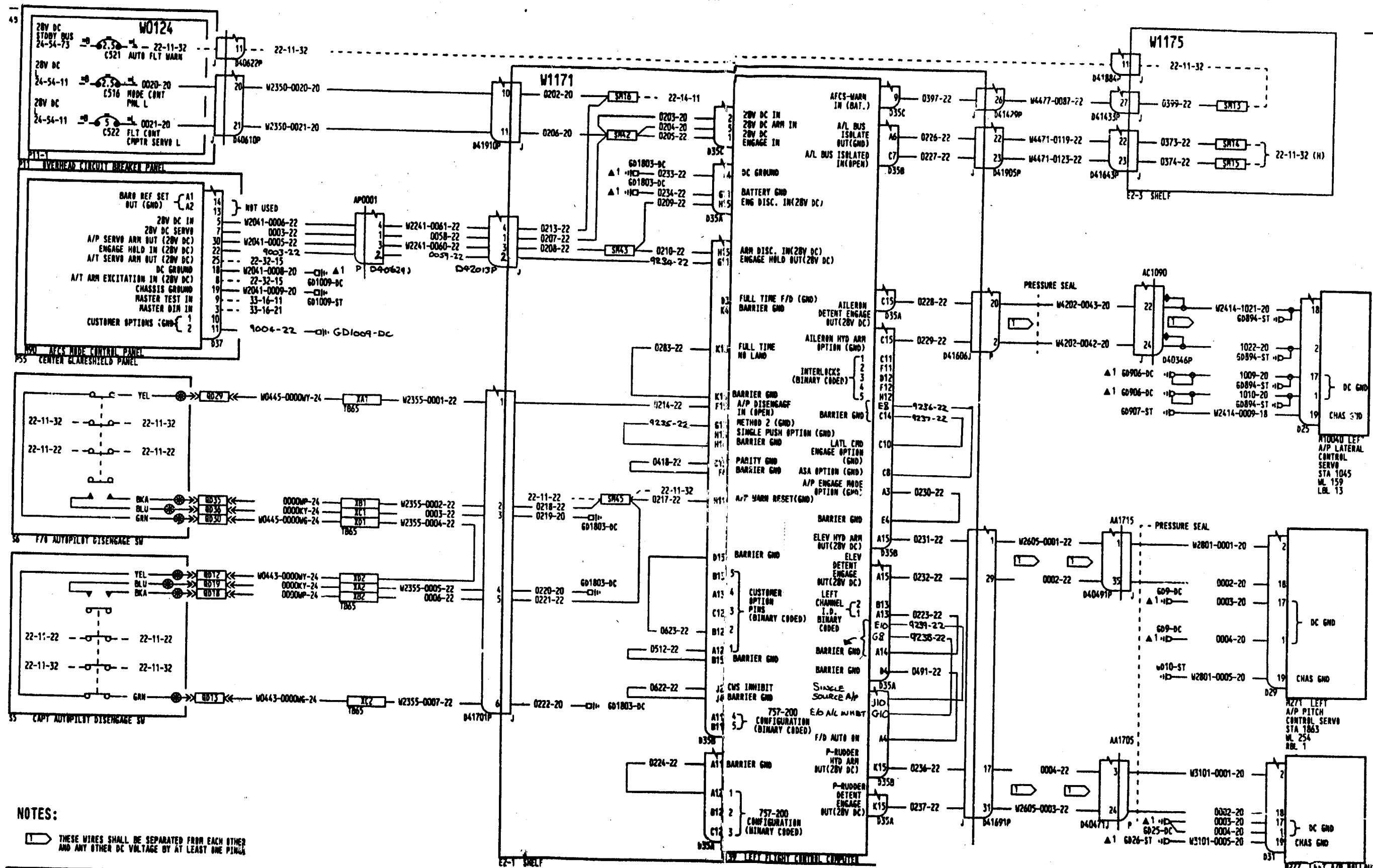
for Chief Engineer (Quality & Training)  
CAA Approval No. DAI/8566/78

- A. File the attached Temporary Revision/Alerts in the Manual Supplement in ATA Chapter/Section/Subject/Page sequence
- B. File this Control Page in front of the Chapter TRs/Alerts.
- C. The following list shows active TRs/Alerts together with TRs/Alerts added by this control page.

Chapter Section Subject	Page	TR/Alert No.
22-11-12	1	22-519
22-11-22	1	22-520
22-11-32	1	22-521
22-14-11	1	22-522
22-14-21	1	22-523
22-32-14	1	* 22-525

- D. Remove and Destroy the following TRs/Alerts:

\* Indicates TRs/Alerts issued with this control page



## NOTES:

THESE WIRES SHALL BE SEPARATED FROM EACH OTHER AND ANY OTHER DC VOLTAGE BY AT LEAST ONE PING

002

AFDS DC POWER - CHANNEL  
LEFT

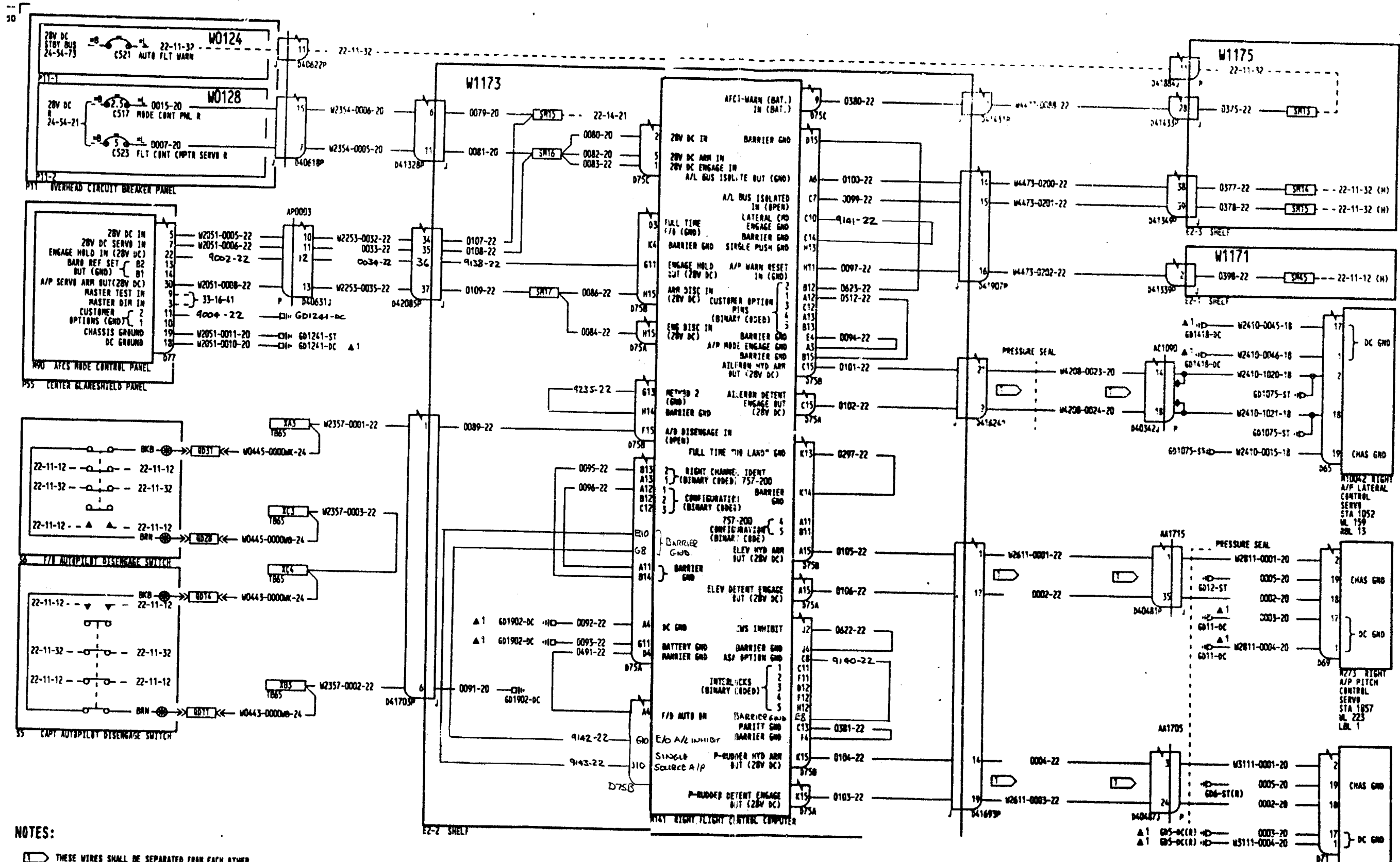
22-11-12

PAGE 1

MANUAL NO: D280W032

TEMPORARY REVISION No: 22-519  
WDM B757  
MANUAL REF. 22-11-12 PAGE 1  
Reason for Revision  
Mod 22F094  
TIS WR (22-4 SH)

22-11-12  
PAGE 1



**NOTES:**

 THESE WIRES SHALL BE SEPARATED FROM EACH OTHER AND FROM ANY DC VOLTAGE BY AT LEAST ONE PIN

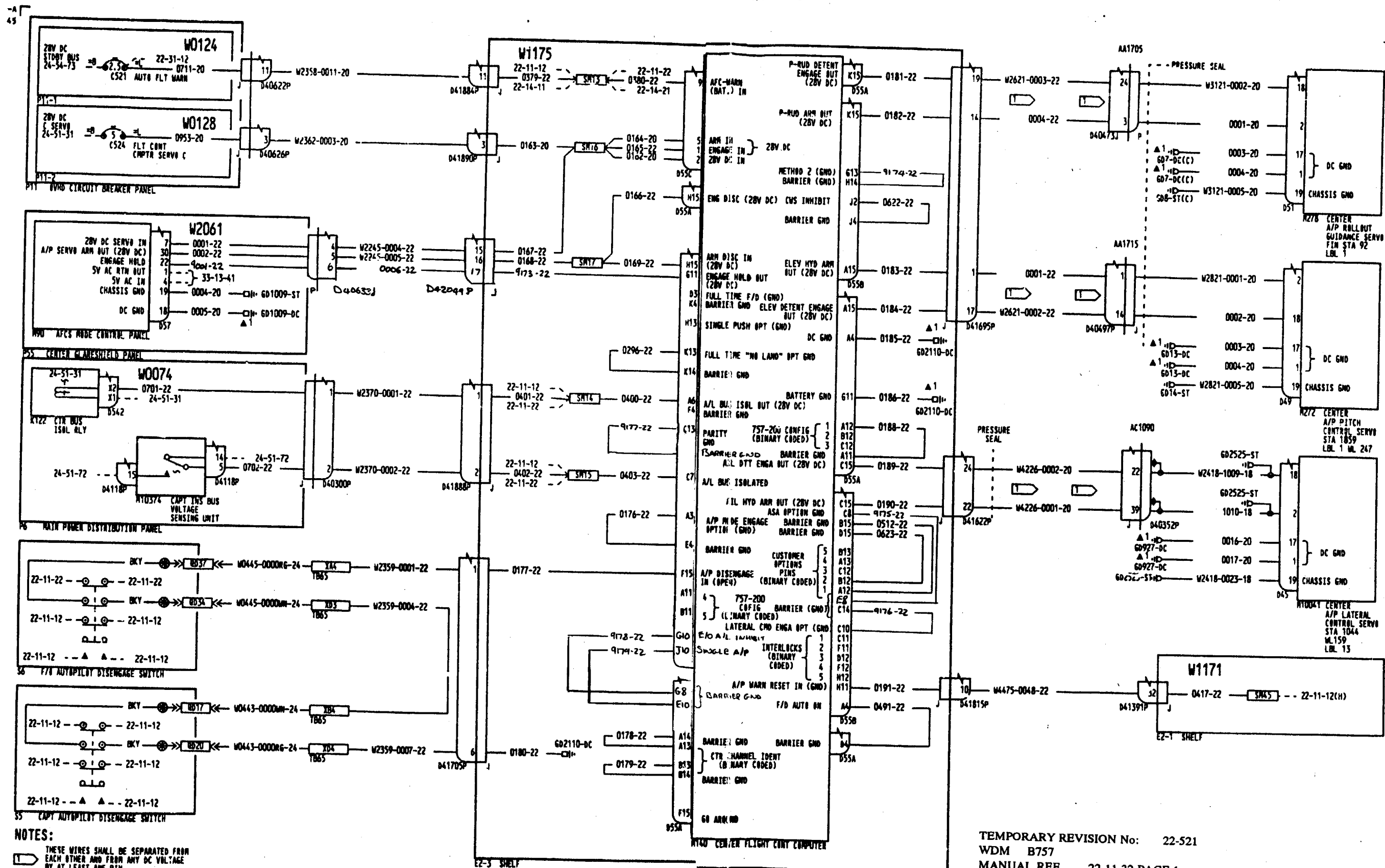
002

**AFDS DC POWER - CHANNEL  
RIGHT**

22-11-22  
PAGE 1

TEMPORARY REVISION No: 22-520  
WDM B757  
MANUAL REF. 22-11-22 PAGE 1  
Reason for Revision  
Mod 22F094  
TIS WR (22-4 SH)

22-11-22  
PAGE 1



002

AFDS DC POWER - CHANNEL CENTER

22-11-32  
PAGE 1

MANUAL NO: D280W032

TEMPORARY REVISION No: 22-521  
WDM B757  
MANUAL REF. 22-11-32 PAGE 1  
Reason for Revision  
Mod 22F094  
TIS WR (22-4 SH)

22-11-32  
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**ATP  
TEMPORARY  
REVISION**

**BRITISH AIRWAYS  
(NB 322)**

TR Page 1 of 1  
5 August, 1997

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**WIRING DIAGRAM MANUAL**

TEMPORARY REVISION No. 22-522

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA) AND COMPLIES WITH BCAR'S CHAPTER A5-3, B5-3 AND/OR TSS No. 0-2 AS REQUIRED. CAA DESIGN APPROVAL No. DA1/8566/78.

*G Litchfield*

For CHIEF ENGINEER QUALITY

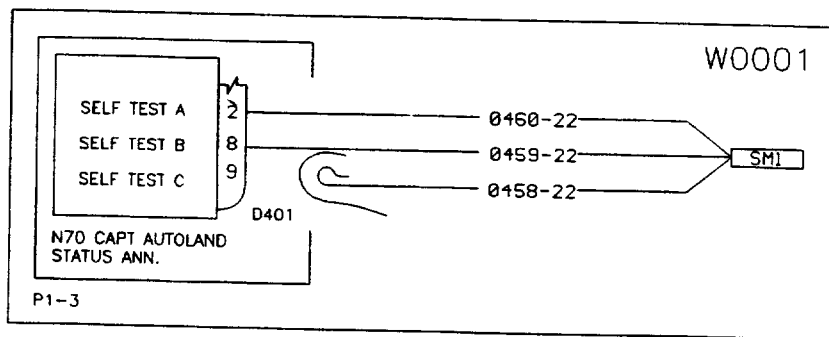
Manual Reference 22-14-11 Page 1

**REASON FOR REVISION**

Mod to main instrument panels.

**ACTION**

Read this TR in conjunction with Boeing pages. Additional wiring changes below.



P1 CAPT INSTRUMENT PANEL

Originator: C.L. Anstey  
Reference: 39G001  
Workbook: SH 39-7

22-14-11  
Page 1



**ATP  
TEMPORARY  
REVISION**

**BRITISH AIRWAYS  
(NB 322)**

TR Page 1 of 1

5 August, 1997

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**WIRING DIAGRAM MANUAL  
TEMPORARY REVISION No. 22-523**

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA) AND COMPLIES WITH BCAR'S CHAPTER A5-3, B5-3 AND/OR TSS No. 0-2 AS REQUIRED. CAA DESIGN APPROVAL No. DAI/8566/78.

*G Litchfield*

For CHIEF ENGINEER QUALITY

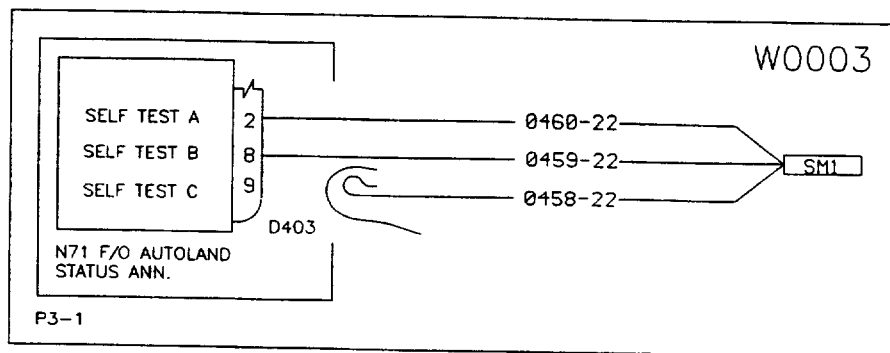
Manual Reference 22-14-21 Page 1

**REASON FOR REVISION**

Mod to main instrument panels.

**ACTION**

Read this TR in conjunction with Boeing pages. Additional wiring changes below.



P3 F/O INSTRUMENT PANEL

Originator: C.L. Anstey  
Reference: 39G001  
Workbook: SH 39-7

22-14-21  
Page 1

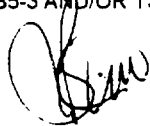
**ATP  
TEMPORARY  
REVISION**

**BRITISH AIRWAYS**  
**(NB 322)**  
B757

TR Page 1 of 1  
17 September, 1997

WIRING DAIAGRAM MANUAL  
TEMPORARY REVISION No. 22-525

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA) AND COMPLIES WITH BCAR'S CHAPTER A5-3, B5-3 AND/OR TSS No. 0-2 AS REQUIRED. CAA DESIGN APPROVAL No. DA1/8566/78.



For CHIEF ENGINEER QUALITY

Manual Reference 22-32-14 Page 1

REASON FOR REVISION

EFIS display, configured to BA standard.

ACTION

Read this TR in conjunction with Boeing pages. Additional wiring changes below.

Wire W1175-0093-22 is capped and stowed adjacent GD2104-DC.

Originator: A. Graham  
Reference: 34G227  
Workbook: SH 34-67

22-32-14  
Page 1



**CHAPTER**

**22**

**AUTOFLIGHT**



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# WIRING DIAGRAM MANUAL

## CHAPTER 22 AUTOFLIGHT

CH-SC-SU	Schem	Page	Sheet	Date	CH-SC-SU	Schem	Page	Sheet	Date
22-EFFECTIVE PAGES					22-11-33 (cont.)				
		1 thru 2		Oct 09/2008			2		Jan 21/2005
22-CONTENTS							2.1		Dec 18/2007
		1		Dec 18/2007	22-12-11		1	1	Jan 21/2005
		2		Dec 18/2007				2	Jan 21/2005
		3		Dec 18/2007			1.1	1	Jan 21/2005
		4		Dec 18/2007				2	Jan 21/2005
		5		Dec 18/2007			2	1	Jan 21/2005
		6		BLANK				2	Jan 21/2005
22-ALPHABETICAL INDEX							2.1	1	Dec 18/2007
		1		Jan 21/2005				2	Jan 21/2005
		2		Jan 21/2005	22-12-21		1	1	Jan 21/2005
22-11-11		1		Jan 21/2005				2	Jan 21/2005
		2		Jan 21/2005			1.1	1	Jan 21/2005
22-11-12		1		Jan 21/2005			2	1	Jan 21/2005
		1.1		Jan 21/2005				2	Jan 21/2005
		2		Jan 21/2005			2.1	1	Dec 18/2007
		3		Jan 21/2005				2	Jan 21/2005
		3.1		Dec 18/2007	22-12-31		1	1	Jan 21/2005
22-11-13		1		Jan 21/2005				2	Jan 21/2005
		1.1		Jan 21/2005			1.1	1	Jan 21/2005
		2		Jan 21/2005				2	Jan 21/2005
		2.1		Dec 18/2007			2.1	1	Dec 18/2007
22-11-21		1		Jan 21/2005				2	Jan 21/2005
		2		Jan 21/2005	22-13-11		1		Jan 21/2005
22-11-22		1		Jan 21/2005			2		May 17/2006
		1.1		Jan 21/2005			2.1		Dec 18/2007
		2		Jan 21/2005			1		Jan 21/2005
		3		Jan 21/2005			2		Jan 21/2005
		3.1		Dec 18/2007			2.1		Dec 18/2007
22-11-23		1		Jan 21/2005	22-13-31		1		Jan 21/2005
		1.1		Jan 21/2005			2		Jan 21/2005
		2		Jan 21/2005			2.1		Dec 18/2007
		2.1		Dec 18/2007			1		Jan 21/2005
22-11-31		1		Jan 21/2005			2	1	Jan 21/2005
		2		Jan 21/2005				2	Jan 21/2005
22-11-32		1		Jan 21/2005			2.1	1	Dec 18/2007
		1.1		Jan 21/2005				2	Dec 18/2007
		2		Jan 21/2005	22-14-11		1		Jan 21/2005
		3		Jan 21/2005			2		May 17/2006
		3.1		Dec 18/2007			2.1		Dec 18/2007
22-11-33		1		Jan 21/2005			1		Jan 21/2005
		1.1		Jan 21/2005			1.1		Jan 21/2005
							2		May 17/2006

A = Added, R = Revised, D = Deleted, O = Overflow

## 22-EFFECTIVE PAGES

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### CHAPTER 22 AUTOFLIGHT

CH-SC-SU	Schem	Page	Sheet	Date	CH-SC-SU	Schem	Page	Sheet	Date
22-15-11		1		Jan 21/2005	22-34-11		1		Jan 21/2005
22-15-12		1		Jan 21/2005	22-41-11		1		Jan 21/2005
		2		Jan 21/2005			2		Jan 21/2005
22-21-11							2.1		Dec 18/2007
		1	1	Jan 21/2005	22-41-12		1		Jan 21/2005
			2	Jan 21/2005	22-41-13				
		2	1	Jan 21/2005			1		Jan 21/2005
			2	Dec 18/2007			2		Jan 21/2005
22-21-21									
		1	1	Jan 21/2005					
			2	Jan 21/2005					
		2	1	Jan 21/2005					
			2	Dec 18/2007					
22-22-11									
		1		Jan 21/2005					
22-22-21									
		1		Jan 21/2005					
22-24-11									
		1		Jan 21/2005					
		1.1		Jan 21/2005					
22-24-21									
		1		Jan 21/2005					
		1.1		Jan 21/2005					
22-31-11									
		1		Jan 21/2005					
22-31-12									
		1		Jan 21/2005					
		2		Jan 21/2005					
22-32-11									
		1		Jan 21/2005					
		1.1		Dec 18/2007					
22-32-12									
		1		Jan 21/2005					
		2		Jan 21/2005					
22-32-13									
		1		Jan 21/2005					
22-32-14									
		1		Jan 21/2005					
		2		Jan 21/2005					
		3		Jan 21/2005					
		4		Jan 21/2005					
		4.1		Dec 18/2007					
22-32-15									
		1		Jan 21/2005					
		1.1		Jan 21/2005					
		2		May 17/2006					
22-33-11									
		1		May 17/2006					
		2		May 17/2006					

A = Added, R = Revised, D = Deleted, O = Overflow

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Title	CH-SC-SU	Schem	Page	Sheet	Date	Effectivity
<b>AUTOPILOT/FLIGHT DIRECTOR POWER</b>						
AFDS AC POWER - CHANNEL LEFT	22-11-11		1		Jan 21/2005	001-099
			2		Jan 21/2005	115-199
AFDS DC POWER - CHANNEL LEFT	22-11-12		1		Jan 21/2005	001-008
			1.1		Jan 21/2005	001
			2		Jan 21/2005	009-099
			3		Jan 21/2005	115-199
			3.1		Dec 18/2007	115
PROGRAM PIN CONFIGURATION - CHANNEL LEFT	22-11-13		1		Jan 21/2005	009
			1.1		Jan 21/2005	009
			2		Jan 21/2005	010-099
			2.1		Dec 18/2007	010-011
AFDS AC POWER - CHANNEL RIGHT	22-11-21		1		Jan 21/2005	001-099
			2		Jan 21/2005	115-199
AFDS DC POWER - CHANNEL RIGHT	22-11-22		1		Jan 21/2005	001-008
			1.1		Jan 21/2005	001
			2		Jan 21/2005	009-099
			3		Jan 21/2005	115-199
			3.1		Dec 18/2007	115
PROGRAM PIN CONFIGURATION - CHANNEL RIGHT	22-11-23		1		Jan 21/2005	009
			1.1		Jan 21/2005	009
			2		Jan 21/2005	010-099
			2.1		Dec 18/2007	010-011
AFDS AC POWER - CHANNEL CENTER	22-11-31		1		Jan 21/2005	001-099
			2		Jan 21/2005	115-199
AFDS DC POWER - CHANNEL CENTER	22-11-32		1		Jan 21/2005	001-008
			1.1		Jan 21/2005	001

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Title	CH-SC-SU	Schem	Page	Sheet	Date	Effectivity
AFDS DC POWER - CHANNEL CENTER (cont.)	22-11-32		2		Jan 21/2005	009-099
			3		Jan 21/2005	115-199
			3.1		Dec 18/2007	115
PROGRAM PIN CONFIGURATION - CHANNEL CENTER	22-11-33		1		Jan 21/2005	009
			1.1		Jan 21/2005	009
			2		Jan 21/2005	010-099
			2.1		Dec 18/2007	010-011
		<b><u>AUTOPILOT/FLIGHT DIRECTOR PITCH CHANNEL</u></b>				
AFDS PITCH SIGNALS - CHANNEL LEFT	22-12-11		1	1	Jan 21/2005	001-099
				2	Jan 21/2005	001-099
			1.1	1	Jan 21/2005	001-011
				2	Jan 21/2005	001-011
			2	1	Jan 21/2005	115-199
				2	Jan 21/2005	115-199
			2.1	1	Dec 18/2007	115
				2	Jan 21/2005	115
AFDS PITCH SIGNALS - CHANNEL RIGHT	22-12-21		1	1	Jan 21/2005	001-099
				2	Jan 21/2005	001-099
			1.1	1	Jan 21/2005	001-011
				2	Jan 21/2005	001-011
			2	1	Jan 21/2005	115-199
				2	Jan 21/2005	115-199
			2.1	1	Dec 18/2007	115
				2	Jan 21/2005	115
AFDS PITCH SIGNALS - CHANNEL CENTER	22-12-31		1	1	Jan 21/2005	ALL
				2	Jan 21/2005	ALL
			1.1	1	Jan 21/2005	001-115
				2	Jan 21/2005	001-115

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### CHAPTER 22 AUTOFLIGHT

Title	CH-SC-SU	Schem	Page	Sheet	Date	Effectivity
<b><u>AUTOPILOT/FLIGHT DIRECTOR ROLL AND YAW CHANNEL</u></b>						
AFDS ROLL AND YAW SIGNALS - CHANNEL LEFT	22-13-11		1		Jan 21/2005	001-099
			2		May 17/2006	115-199
			2.1		Dec 18/2007	115
AFDS ROLL AND YAW SIGNALS - CHANNEL RIGHT	22-13-21		1		Jan 21/2005	001-099
			2		Jan 21/2005	115-199
			2.1		Dec 18/2007	115
AFDS ROLL AND YAW SIGNALS - CHANNEL CENTER	22-13-31		1		Jan 21/2005	001-099
			2		Jan 21/2005	115-199
			2.1		Dec 18/2007	115
<b><u>AUTOPILOT/FLIGHT DIRECTOR WARNING AND ANNUNCIATION</u></b>						
AFDS WARNING AND ANNUNCIATION - CHANNEL LEFT	22-14-11		1		Jan 21/2005	001-099
			2	1	Jan 21/2005	115-199
				2	Jan 21/2005	115-199
			2.1	1	Dec 18/2007	115
				2	Dec 18/2007	115
AFDS WARNING AND ANNUNCIATION - CHANNEL RIGHT	22-14-21		1		Jan 21/2005	001-099
			2		May 17/2006	115-199
			2.1		Dec 18/2007	115
AFDS WARNING AND ANNUNCIATION - CHANNEL CENTER	22-14-31		1		Jan 21/2005	001-099
			1.1		Jan 21/2005	001-002
			2		May 17/2006	115-199
<b><u>AUTOPILOT/FLIGHT DIRECTOR INTERCHANNEL DATA</u></b>						
AFDS INTERCHANNEL DATA - DIGITAL	22-15-11		1		Jan 21/2005	ALL
AFDS INTERCHANNEL DATA - ANALOG	22-15-12		1		Jan 21/2005	001-099
			2		Jan 21/2005	115-199

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<b><u>YAW DAMPER SYSTEM</u></b>						
YAW DAMPER - LEFT	22-21-11		1	1	Jan 21/2005	001-099
				2	Jan 21/2005	001-099
				2	Jan 21/2005	115-199
				2	Dec 18/2007	115-199
YAW DAMPER - RIGHT	22-21-21		1	1	Jan 21/2005	001-099
				2	Jan 21/2005	001-099
				2	Jan 21/2005	115-199
				2	Dec 18/2007	115-199
<b><u>AUTOMATIC STABILIZER TRIM SYSTEM</u></b>						
AUTOMATIC STABILIZER TRIM - LEFT	22-22-11		1		Jan 21/2005	ALL
AUTOMATIC STABILIZER TRIM - RIGHT	22-22-21		1		Jan 21/2005	ALL
<b><u>MACH TRIM/SPEED STABILITY SYSTEM</u></b>						
MACH SPEED TRIM - LEFT	22-24-11		1		Jan 21/2005	ALL
				1.1	Jan 21/2005	001-115
MACH SPEED TRIM - RIGHT	22-24-21		1		Jan 21/2005	ALL
				1.1	Jan 21/2005	001-115
<b><u>THRUST MANAGEMENT POWER</u></b>						
THRUST MANAGEMENT SYSTEM - AC POWER	22-31-11		1		Jan 21/2005	ALL
THRUST MANAGEMENT SYSTEM - DC POWER	22-31-12		1		Jan 21/2005	001-099
				2	Jan 21/2005	115-199
<b><u>THRUST MANAGEMENT SYSTEM</u></b>						
THRUST MANAGEMENT SYSTEM - DIGITAL SIGNALS, INPUTS	22-32-11		1		Jan 21/2005	ALL
				1.1	Dec 18/2007	115
THRUST MANAGEMENT SYSTEM - DIGITAL SIGNALS, OUTPUTS	22-32-12		1		Jan 21/2005	001-099
				2	Jan 21/2005	115-199
THRUST MANAGEMENT SYSTEM - ANALOG SIGNALS	22-32-13		1		Jan 21/2005	ALL

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## WIRING DIAGRAM MANUAL

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THRUST MANAGEMENT SYSTEM - PROGRAM PINS	22-32-14		1		Jan 21/2005	001-008 010
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			3		Jan 21/2005	011-099
			4		Jan 21/2005	115-199
			4.1		Dec 18/2007	115
THRUST MANAGEMENT SYSTEM - INTERLOCKS	22-32-15		1		Jan 21/2005	001-099
			1.1		Jan 21/2005	001-002
			2		May 17/2006	115-199
<b><u>THRUST MANAGEMENT ENGINE</u></b>						
THRUST MANAGEMENT SYSTEM - ENGINE SIGNALS	22-33-11		1		May 17/2006	001-099
			2		May 17/2006	115-199
<b><u>THRUST MANAGEMENT WARNING AND ANNUNCIATION</u></b>						
THRUST MANAGEMENT SYSTEM - WARNING AND ANNUNCIATION	22-34-11		1		Jan 21/2005	ALL
<b><u>MAINTENANCE MONITOR</u></b>						
MAINTENANCE CONTROL AND DISPLAY MONITOR	22-41-11		1		Jan 21/2005	001-099
			2		Jan 21/2005	115-199
			2.1		Dec 18/2007	115
MAINTENANCE CONTROL AND DISPLAY MONITOR - DIGITAL DATA BUS	22-41-12		1		Jan 21/2005	ALL
MAINTENANCE CONTROL AND DISPLAY MONITOR - REMOTE PANEL	22-41-13		1		Jan 21/2005	001-099
			2		Jan 21/2005	115-199

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## WIRING DIAGRAM MANUAL

### CHAPTER 22 AUTOFLIGHT

CH-SC-SU	Title
22-11-31	AFDS AC POWER - CHANNEL CENTER
22-11-11	AFDS AC POWER - CHANNEL LEFT
22-11-21	AFDS AC POWER - CHANNEL RIGHT
22-11-32	AFDS DC POWER - CHANNEL CENTER
22-11-12	AFDS DC POWER - CHANNEL LEFT
22-11-22	AFDS DC POWER - CHANNEL RIGHT
22-15-12	AFDS INTERCHANNEL DATA - ANALOG
22-15-11	AFDS INTERCHANNEL DATA - DIGITAL
22-12-31	AFDS PITCH SIGNALS - CHANNEL CENTER
22-12-11	AFDS PITCH SIGNALS - CHANNEL LEFT
22-12-21	AFDS PITCH SIGNALS - CHANNEL RIGHT
22-13-31	AFDS ROLL AND YAW SIGNALS - CHANNEL CENTER
22-13-11	AFDS ROLL AND YAW SIGNALS - CHANNEL LEFT
22-13-21	AFDS ROLL AND YAW SIGNALS - CHANNEL RIGHT
22-14-31	AFDS WARNING AND ANNUNCIATION - CHANNEL CENTER
22-14-11	AFDS WARNING AND ANNUNCIATION - CHANNEL LEFT
22-14-21	AFDS WARNING AND ANNUNCIATION - CHANNEL RIGHT
22-22-11	AUTOMATIC STABILIZER TRIM - LEFT
22-22-21	AUTOMATIC STABILIZER TRIM - RIGHT
22-24-11	MACH SPEED TRIM - LEFT
22-24-21	MACH SPEED TRIM - RIGHT
22-41-11	MAINTENANCE CONTROL AND DISPLAY MONITOR
22-41-12	MAINTENANCE CONTROL AND DISPLAY MONITOR - DIGITAL DATA BUS
22-41-13	MAINTENANCE CONTROL AND DISPLAY MONITOR - REMOTE PANEL
22-11-33	PROGRAM PIN CONFIGURATION - CHANNEL CENTER
22-11-13	PROGRAM PIN CONFIGURATION - CHANNEL LEFT
22-11-23	PROGRAM PIN CONFIGURATION - CHANNEL RIGHT
22-31-11	THRUST MANAGEMENT SYSTEM - AC POWER

## 22-ALPHABETICAL INDEX

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## WIRING DIAGRAM MANUAL

### CHAPTER 22 AUTOFLIGHT

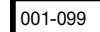
CH-SC-SU	Title
22-32-13	THRUST MANAGEMENT SYSTEM - ANALOG SIGNALS
22-31-12	THRUST MANAGEMENT SYSTEM - DC POWER
22-32-11	THRUST MANAGEMENT SYSTEM - DIGITAL SIGNALS, INPUTS
22-32-12	THRUST MANAGEMENT SYSTEM - DIGITAL SIGNALS, OUTPUTS
22-33-11	THRUST MANAGEMENT SYSTEM - ENGINE SIGNALS
22-32-15	THRUST MANAGEMENT SYSTEM - INTERLOCKS
22-32-14	THRUST MANAGEMENT SYSTEM - PROGRAM PINS
22-34-11	THRUST MANAGEMENT SYSTEM - WARNING AND ANNUNCIATION
22-21-11	YAW DAMPER - LEFT
22-21-21	YAW DAMPER - RIGHT

## 22-ALPHABETICAL INDEX

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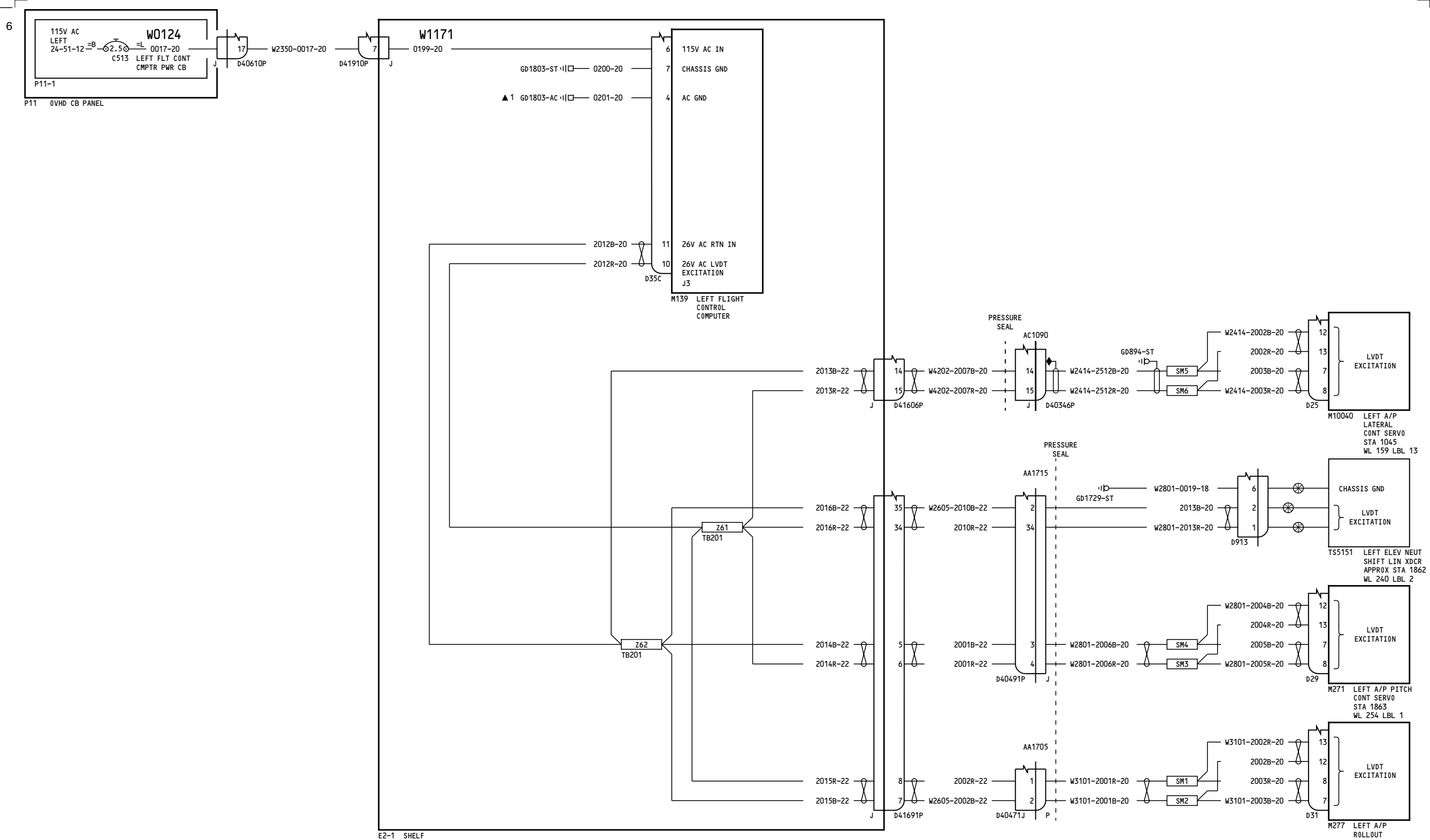
**22-11-11**

**22-11-11**

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001-008

**AFDS DC POWER - CHANNEL  
LEFT**

D280N032

**22-11-12**

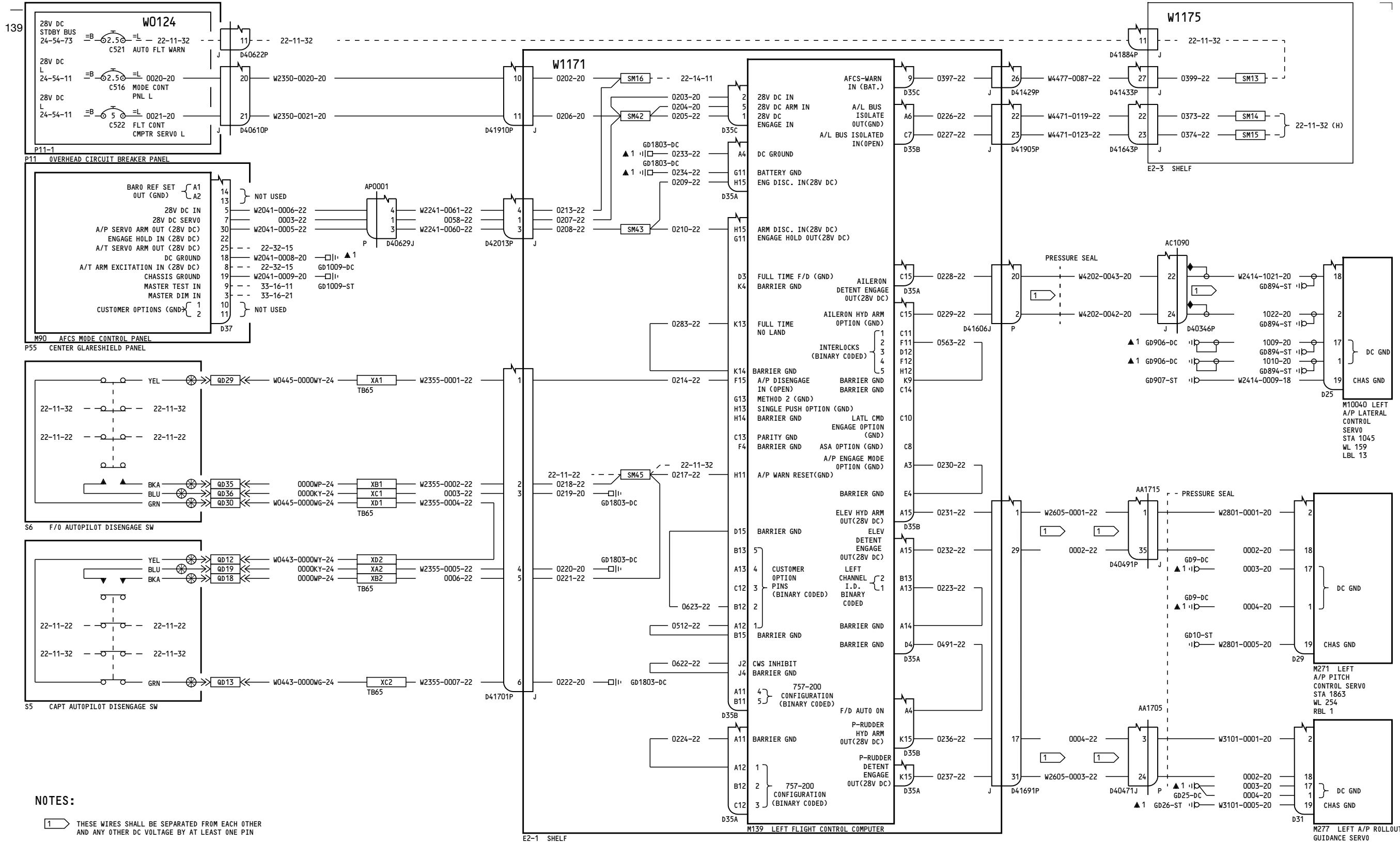
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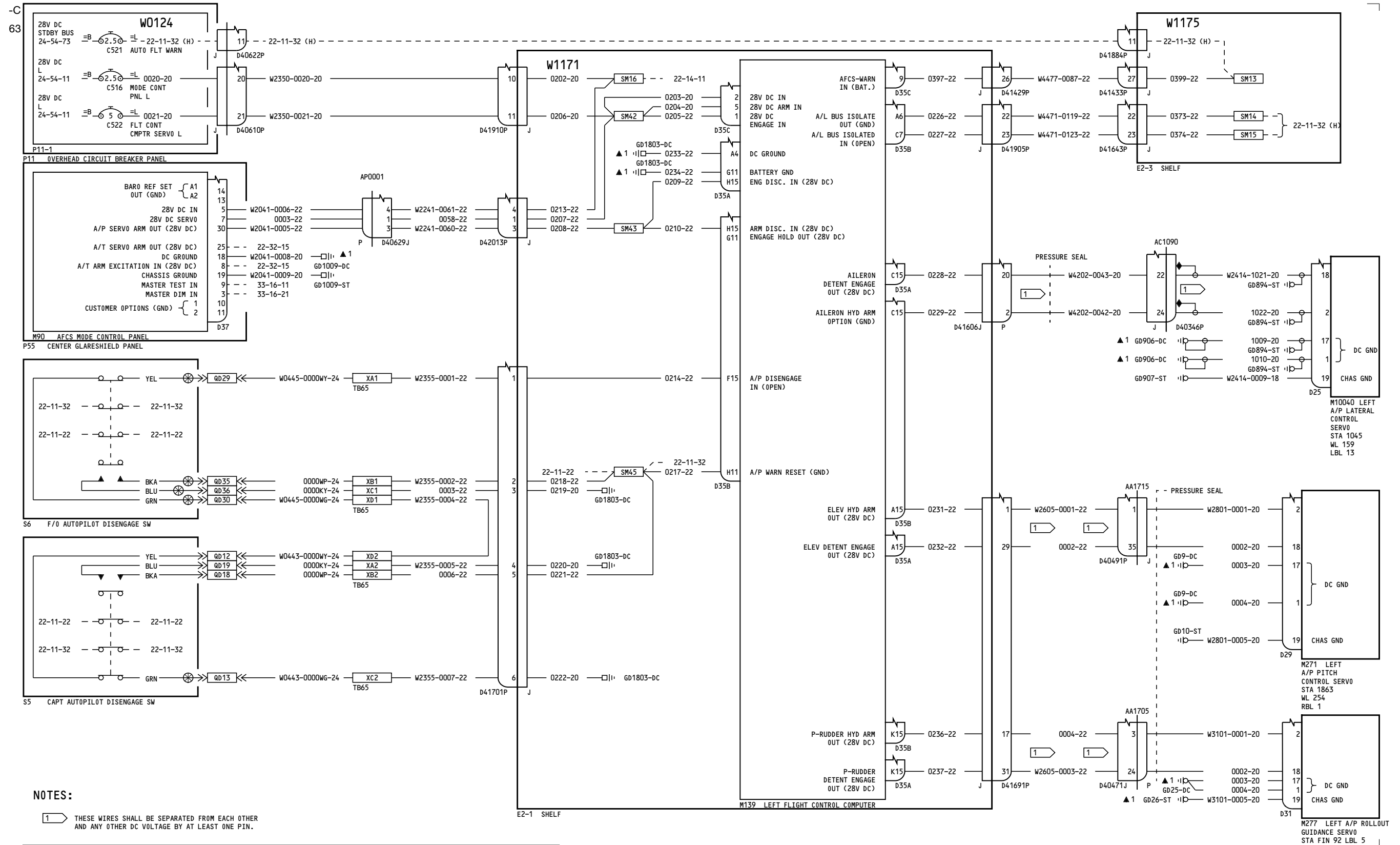
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009-099

**AFDS DC POWER - CHANNEL  
LEFT**

**22-11-12**

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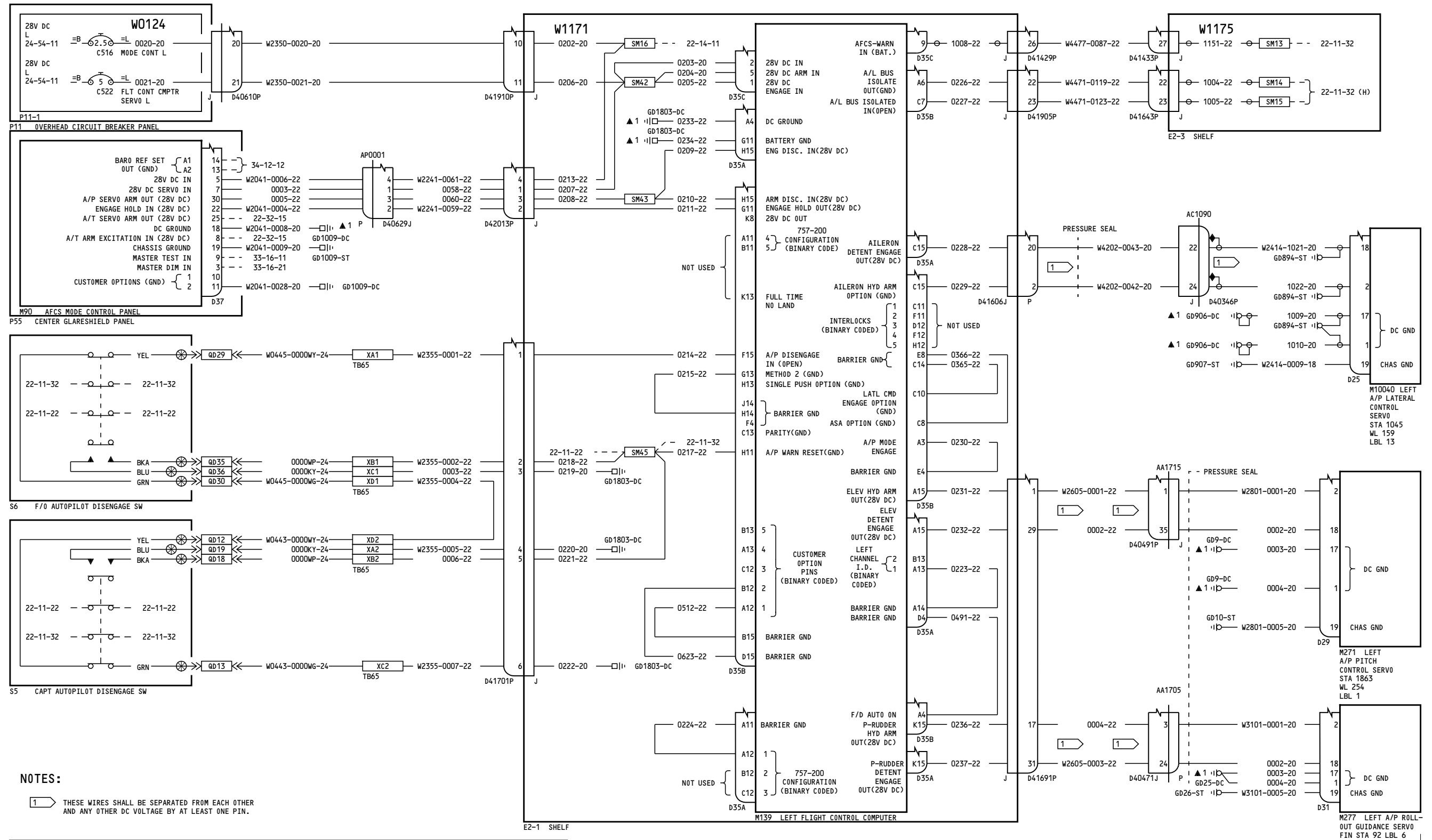
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**22-11-12**

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115-199

**AFDS DC POWER - CHANNEL  
LEFT**

**22-11-12**

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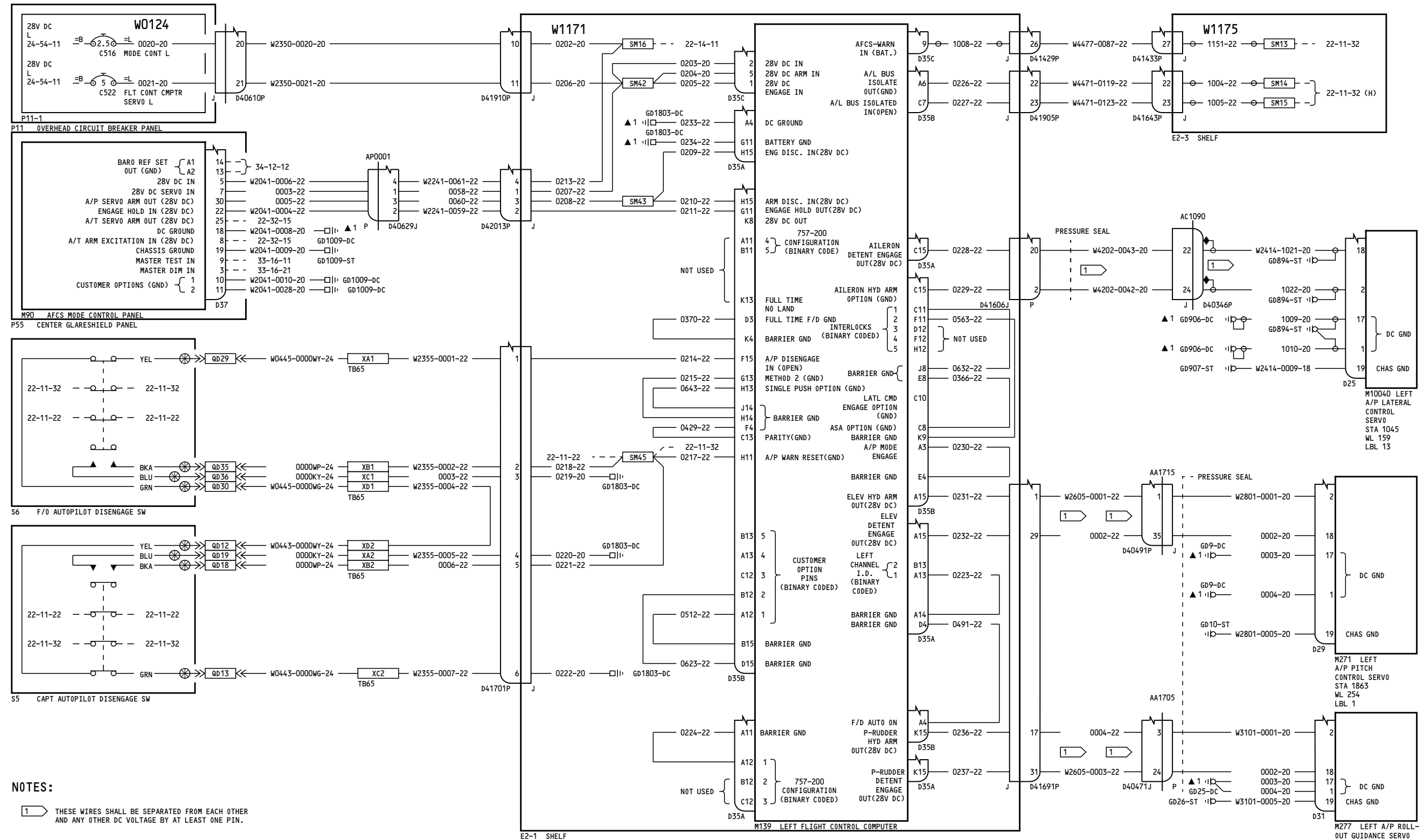
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NOTES:

1 THESE WIRES SHALL BE SEPARATED FROM EACH OTHER AND ANY OTHER DC VOLTAGE BY AT LEAST ONE PIN.

115



**AFDS DC POWER - CHANNEL  
LEFT**

D280N032

**22-11-12**

Page 3.1

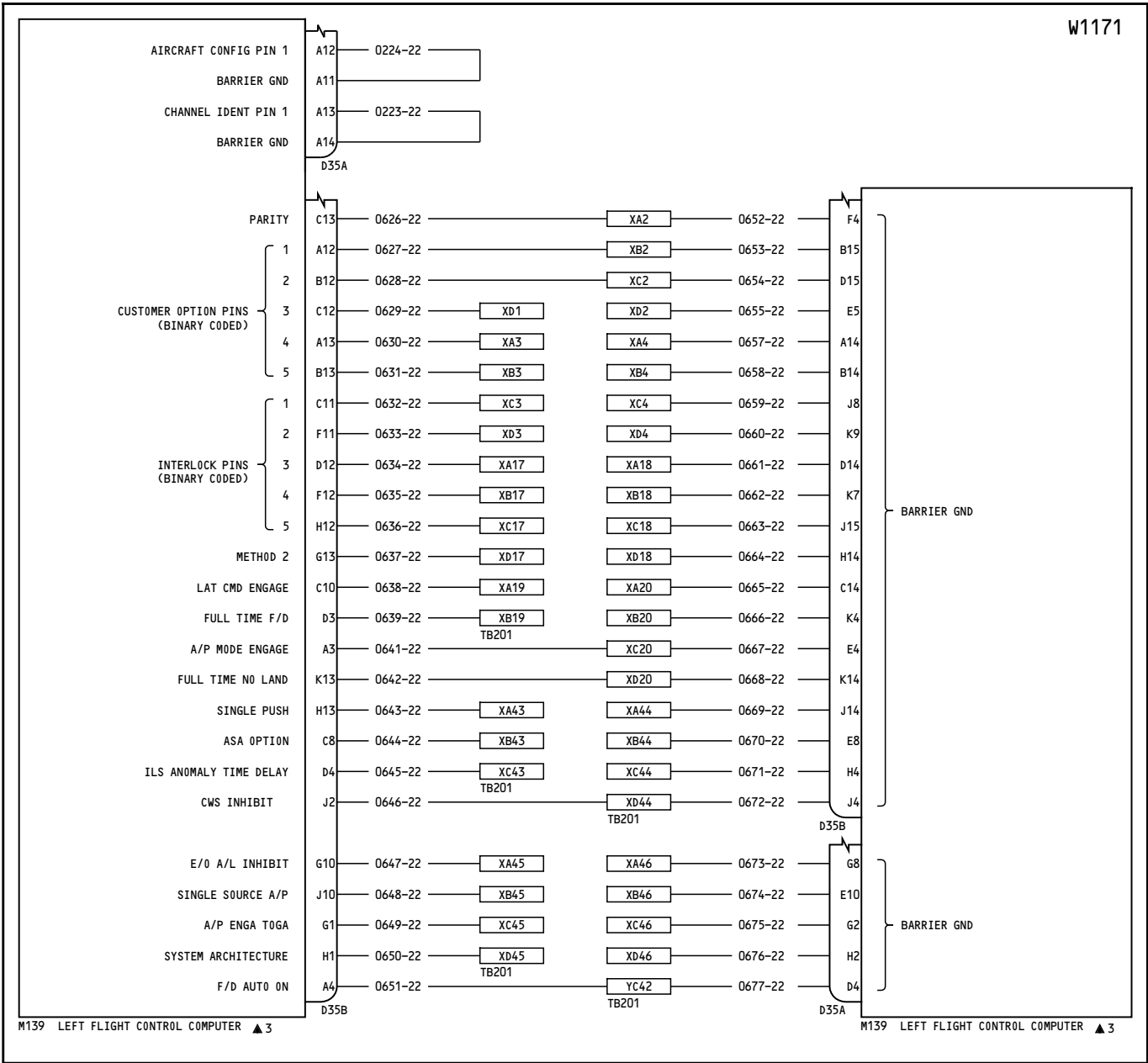
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 22-0074 R01

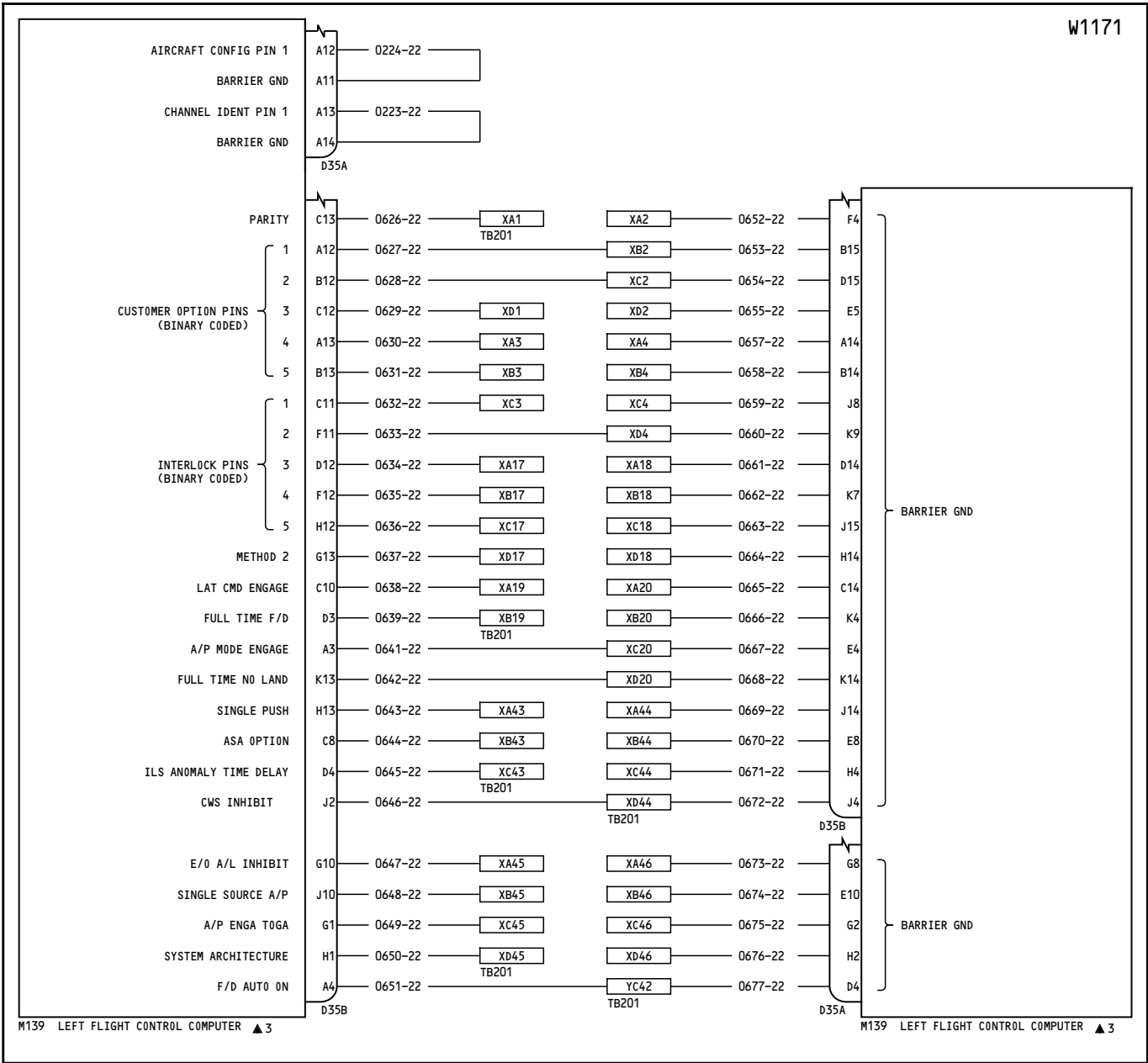
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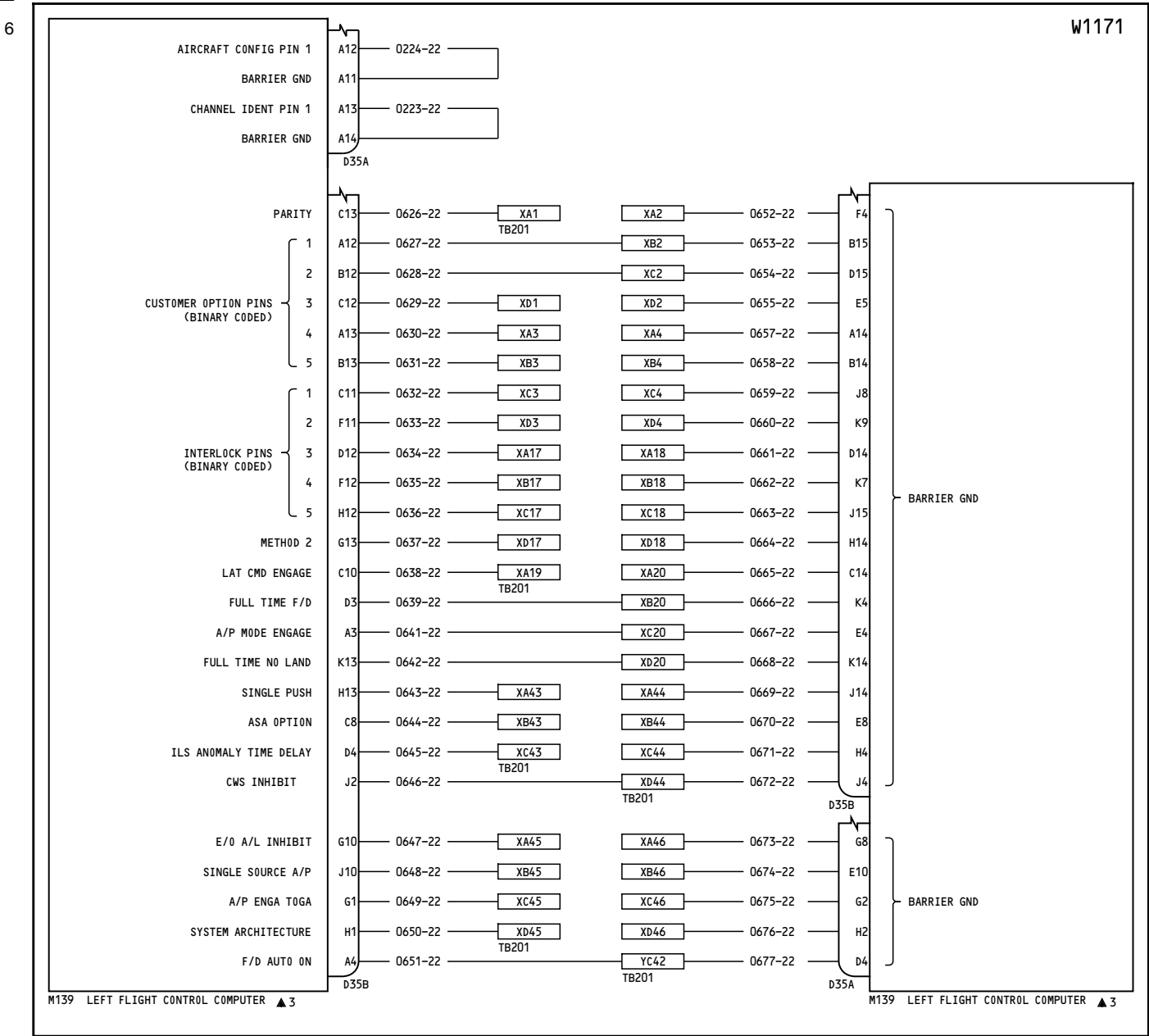
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E2-1 ELECTRONIC SHELF



E2-1 ELECTRONIC SHELF



E2-1 ELECTRONIC SHELF

010-099

PROGRAM PIN CONFIGURATION  
- CHANNEL LEFT

D280N032

22-11-13

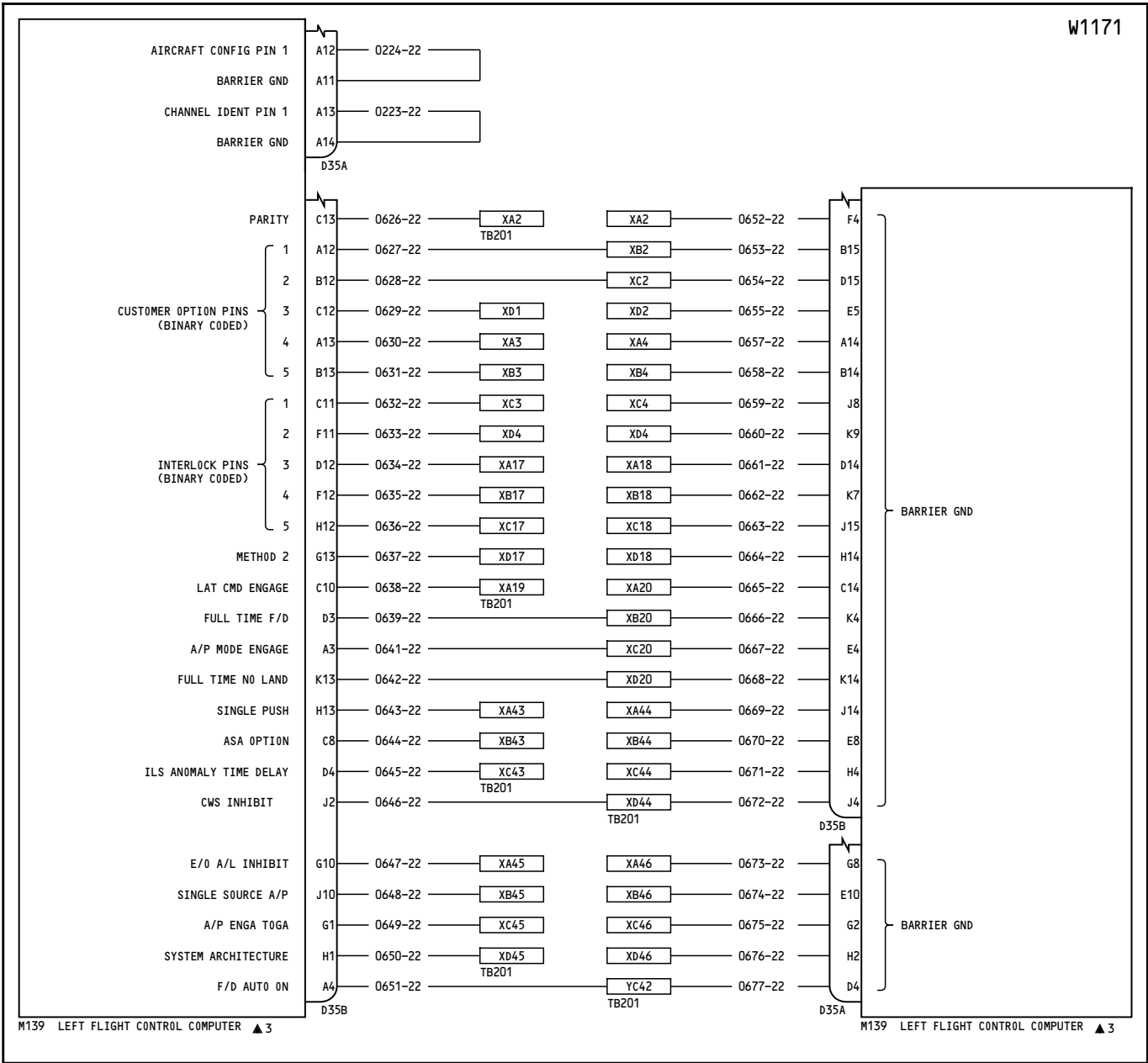
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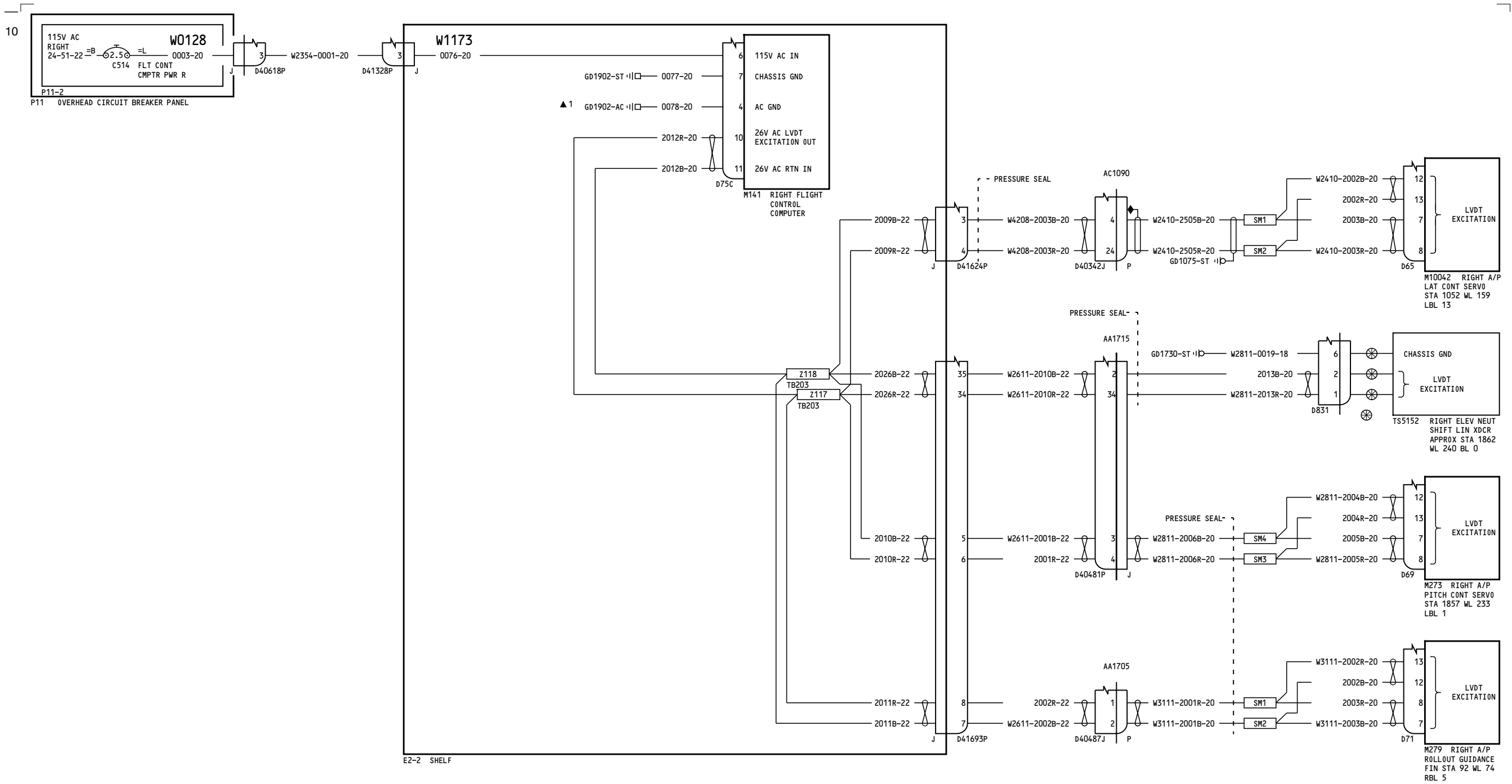
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757-200 WIRING DIAGRAM MANUAL



001-099

AFDS AC POWER - CHANNEL  
RIGHT

D280N032

22-11-21

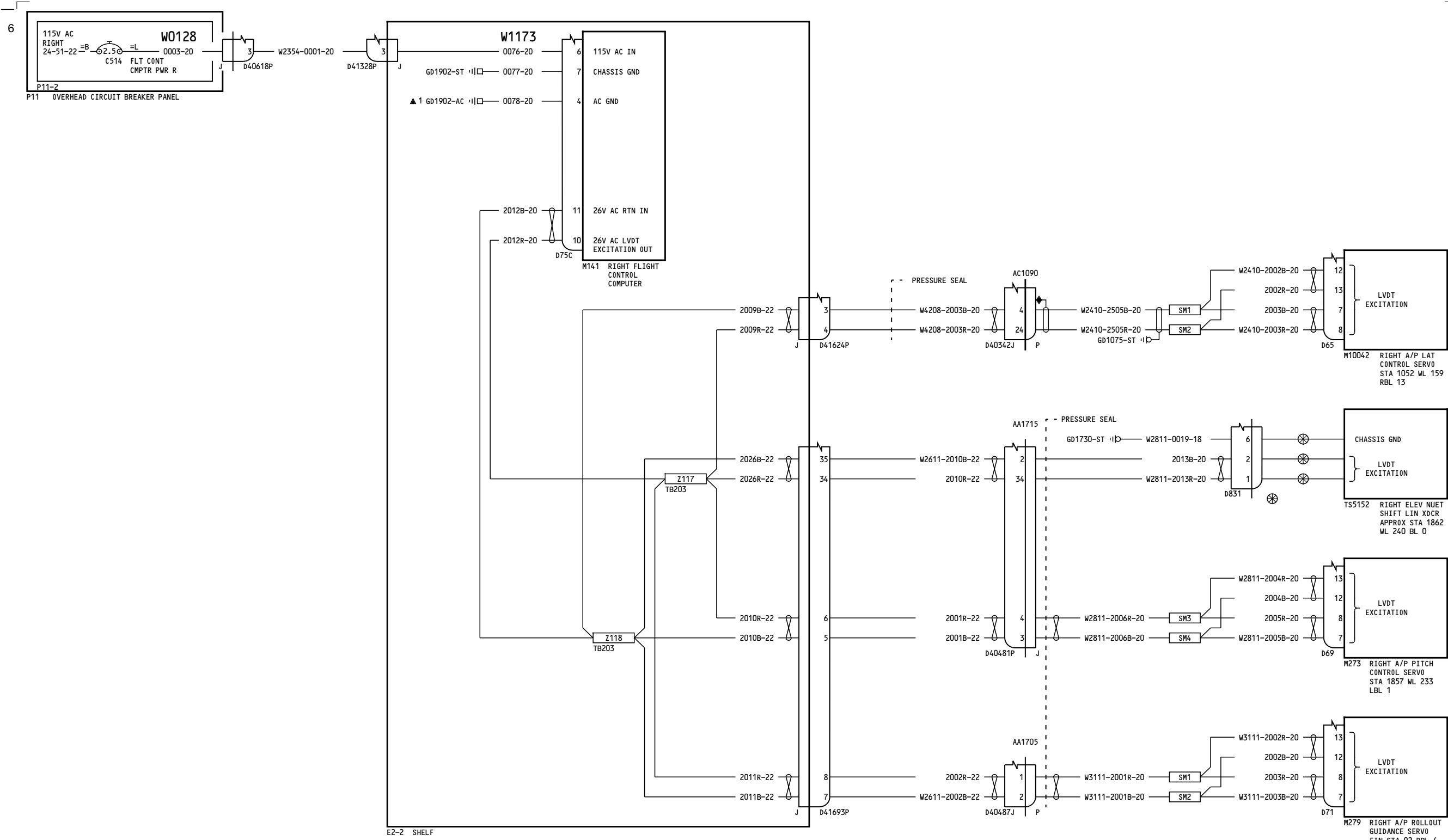
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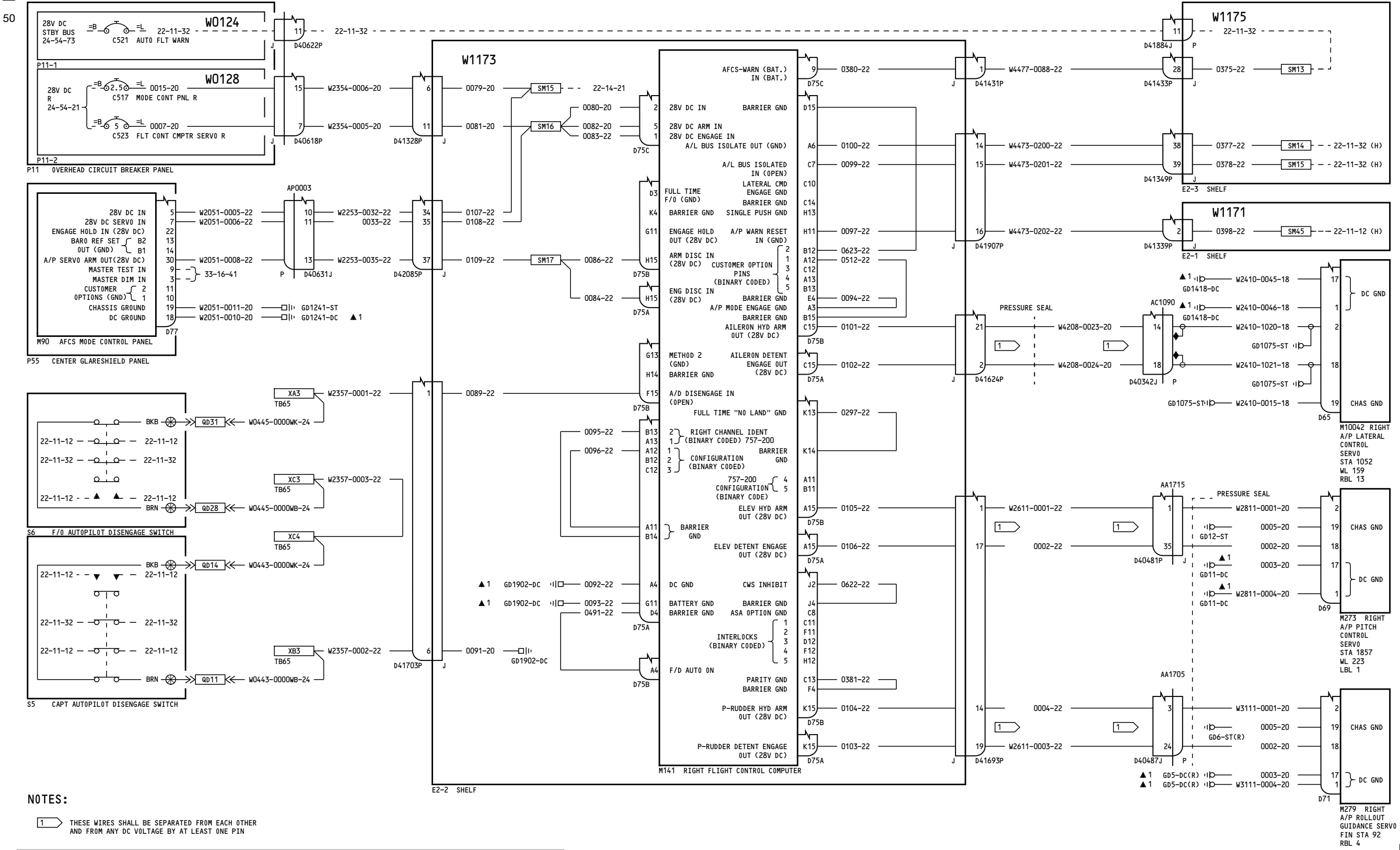
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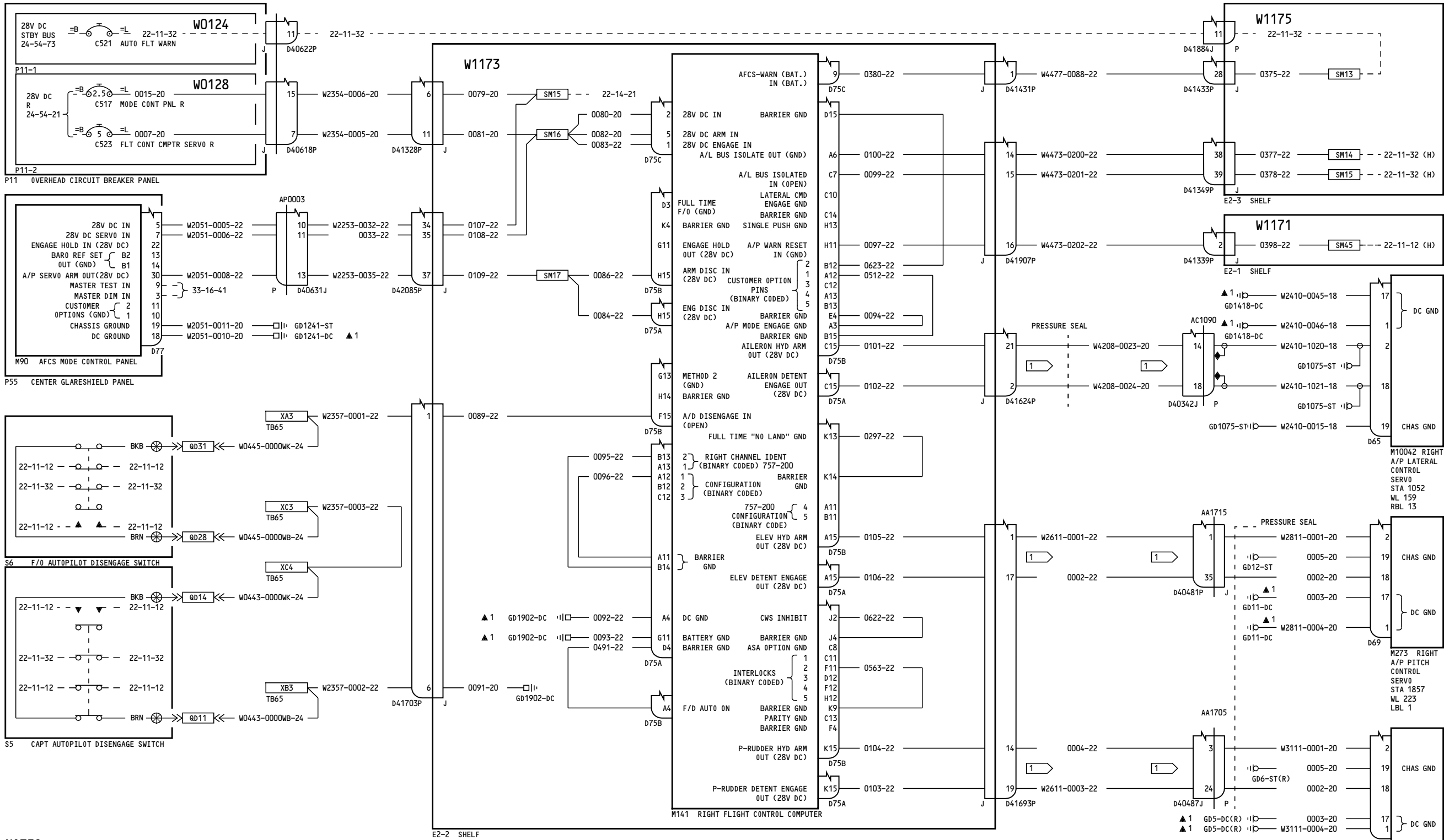
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NOTES:

1 THESE WIRES SHALL BE SEPARATED FROM EACH OTHER AND FROM ANY DC VOLTAGE BY AT LEAST ONE PIN



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**AFDS DC POWER - CHANNEL  
RIGHT**

D280N032

**22-11-22**

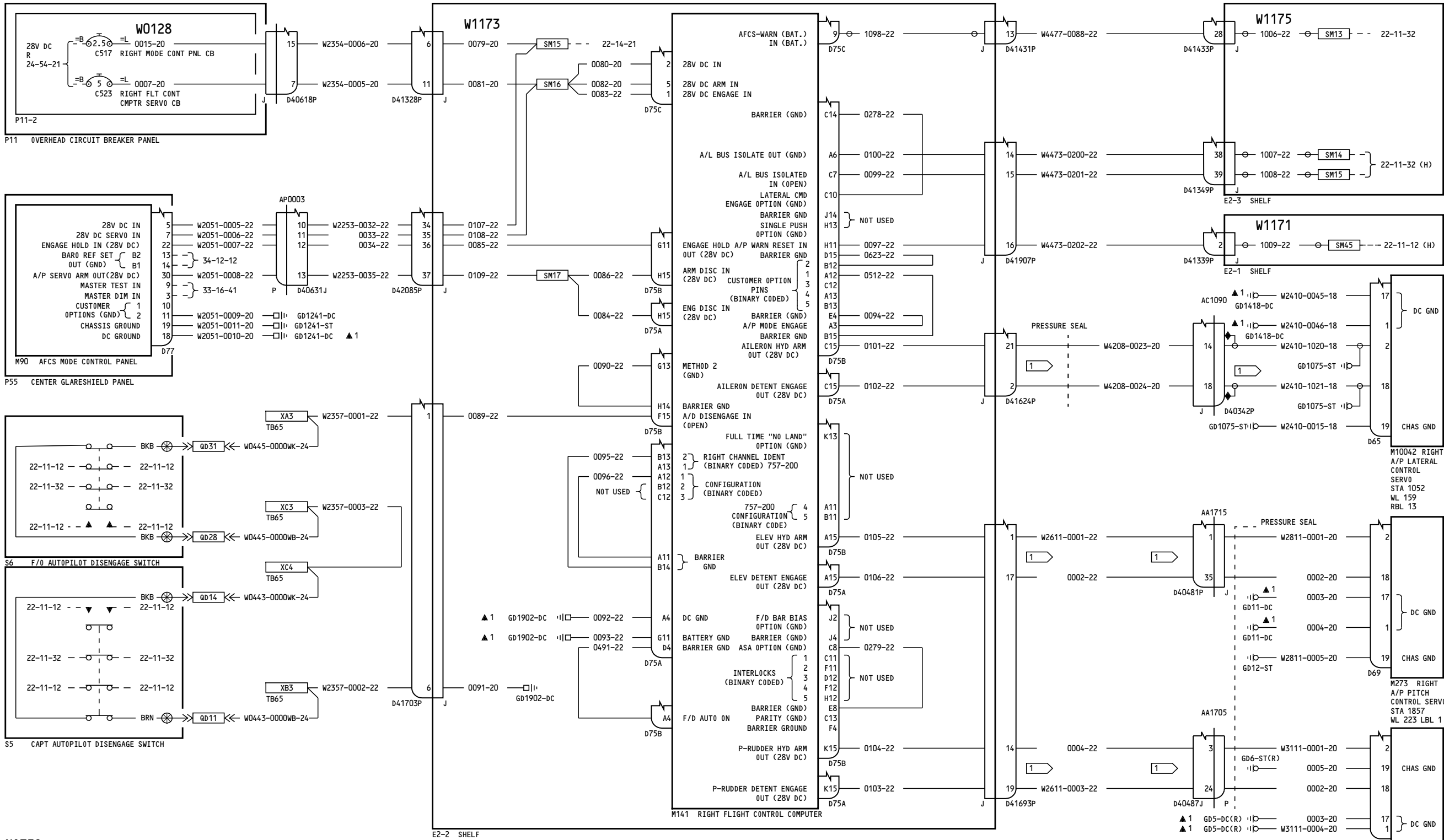
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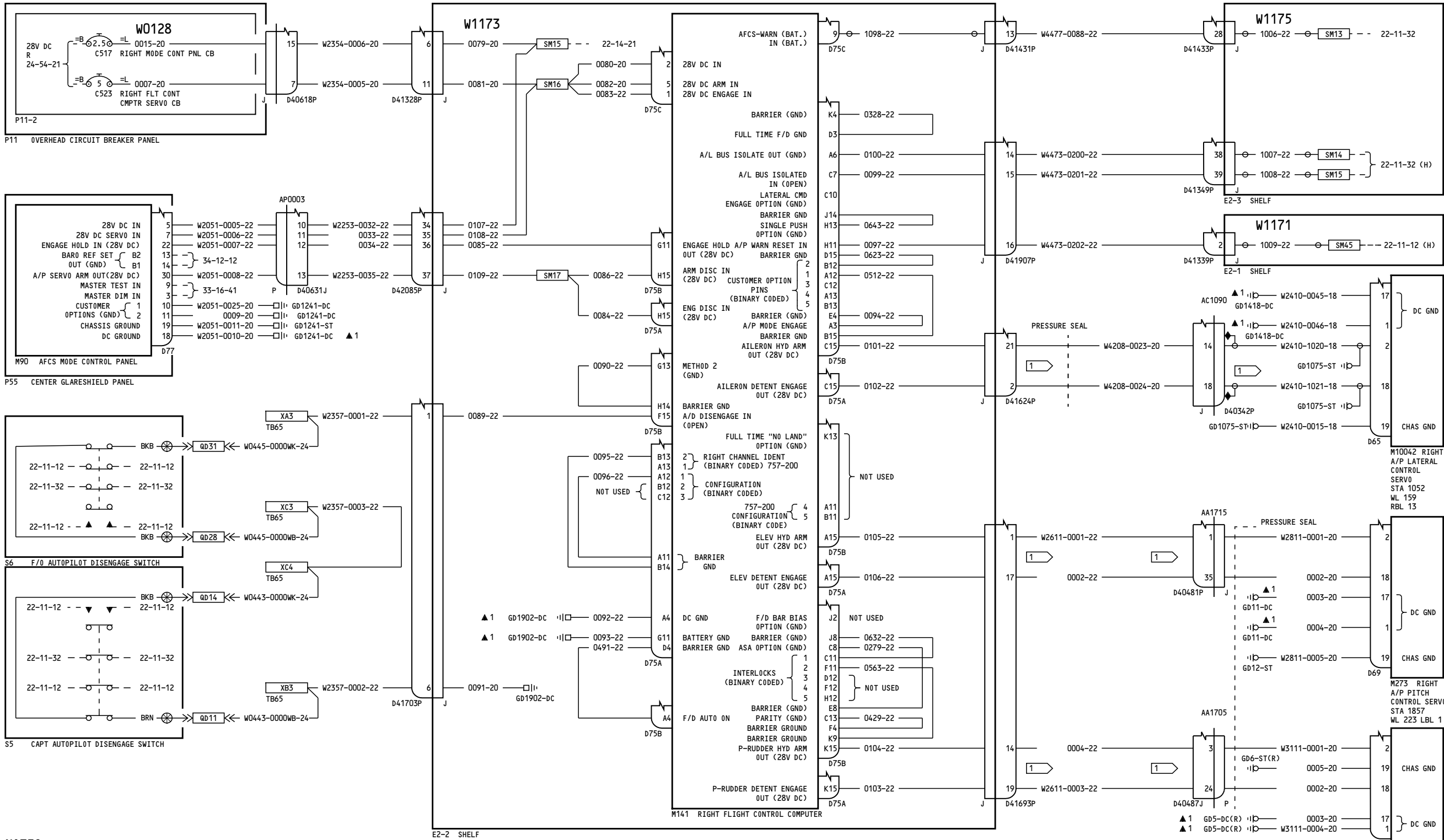
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115

AFDS DC POWER - CHANNEL RIGHT

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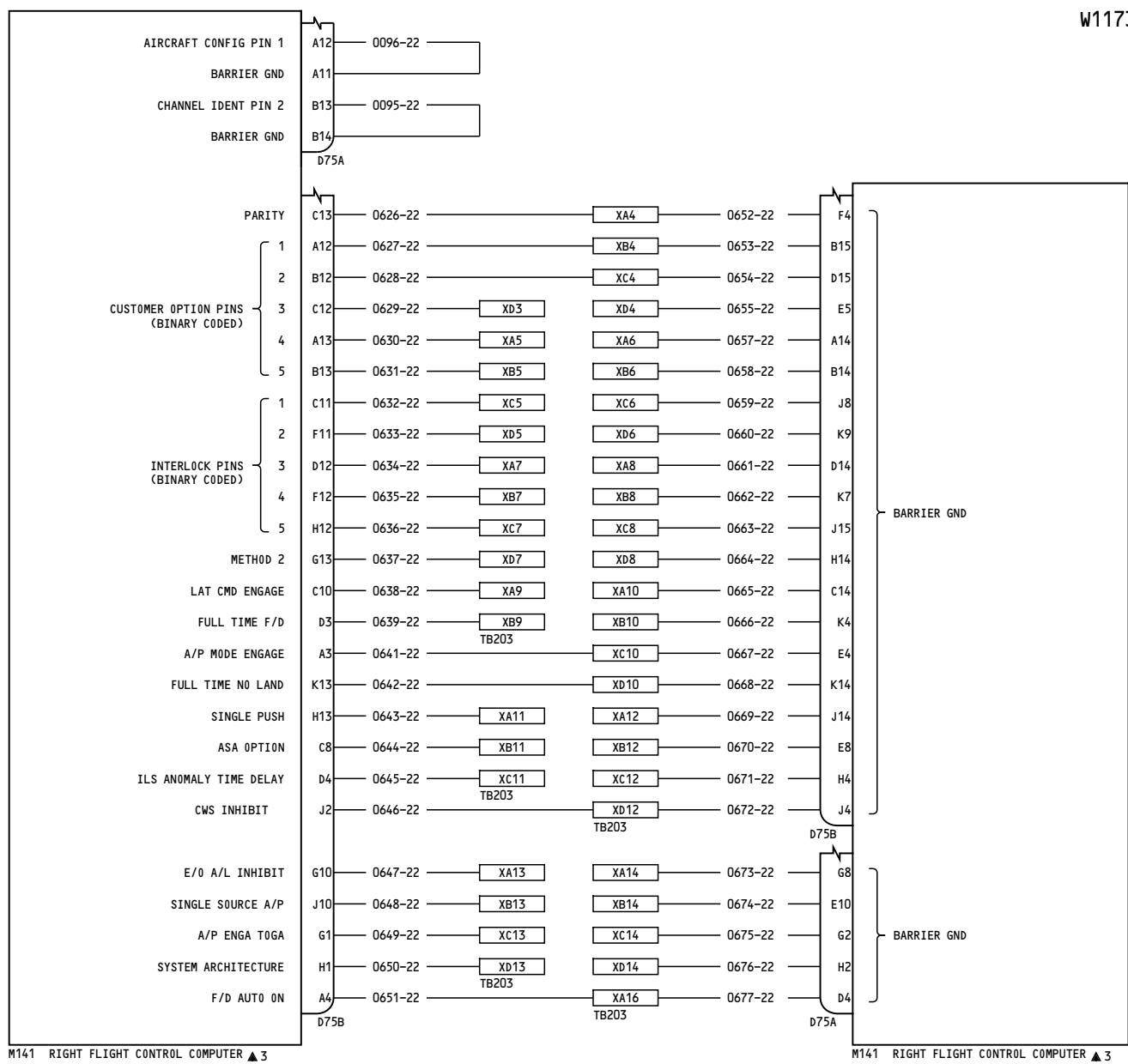
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- 22-0074 R01

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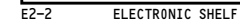




E2-2 ELECTRONIC SHELF

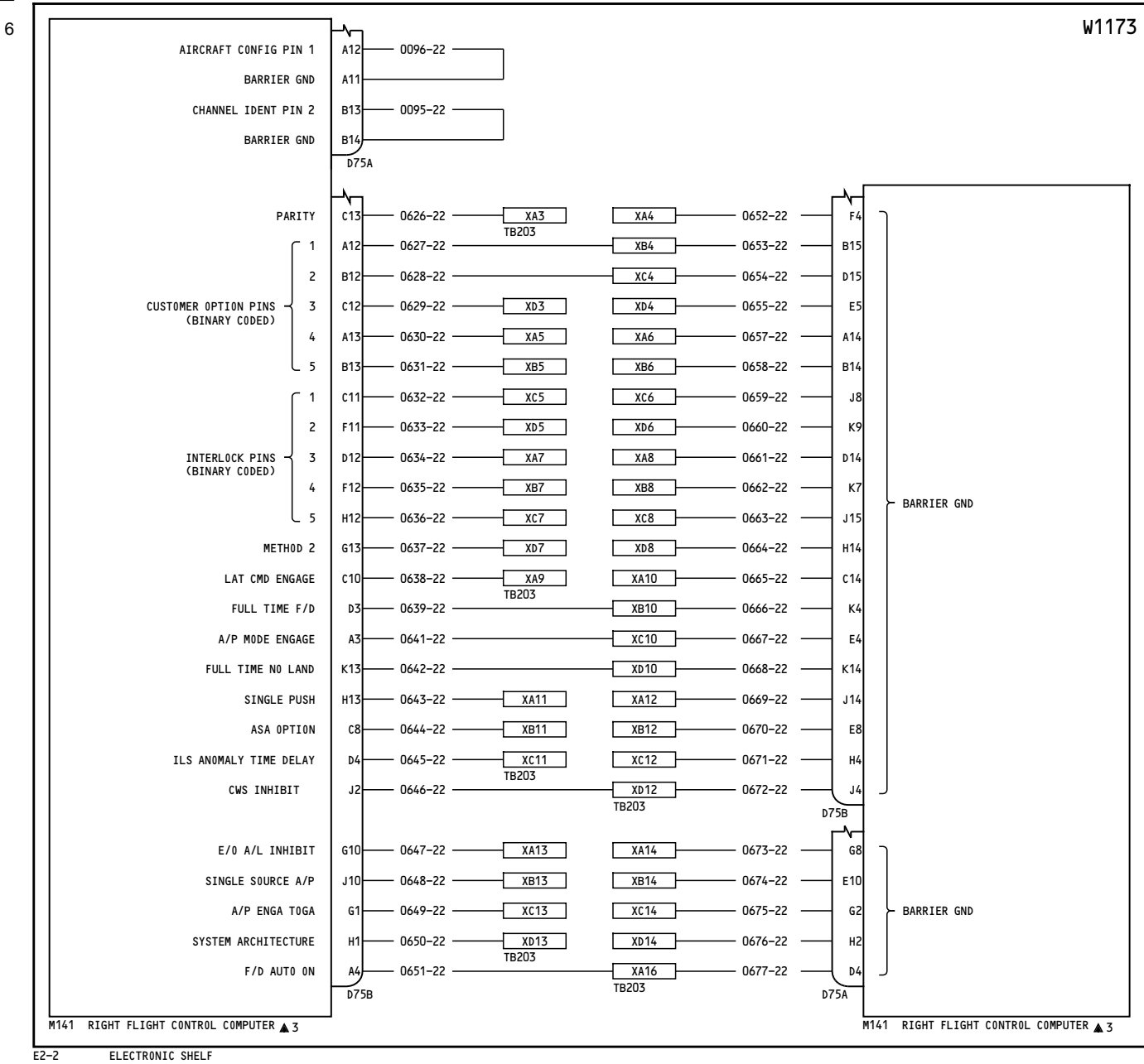


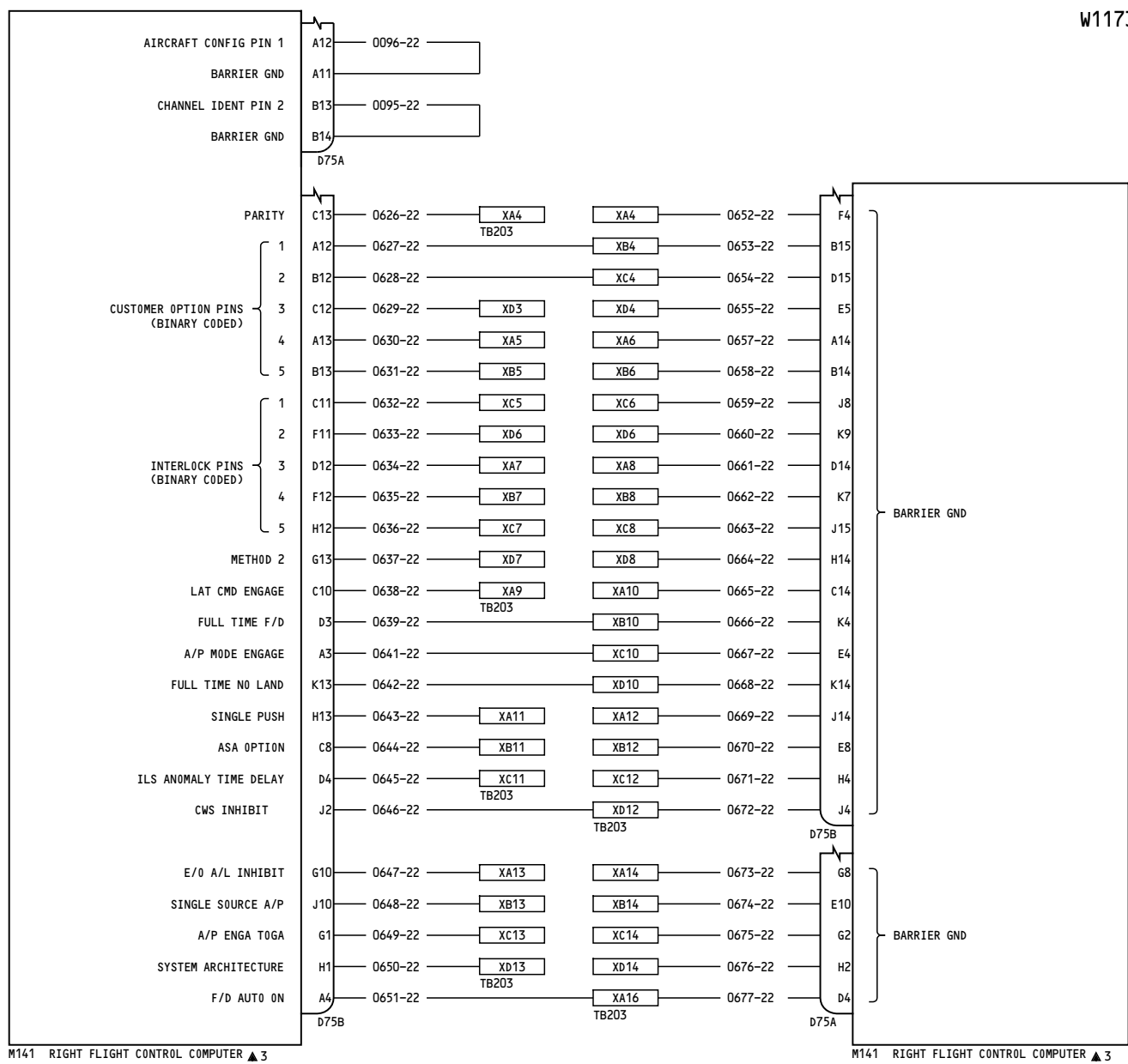
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M141 RIGHT FLIGHT CONTROL COMPUTER ▲ 3

M141 RIGHT FLIGHT CONTROL COMPUTER ▲ 3

E2-2 ELECTRONIC SHELF

010-011

PROGRAM PIN CONFIGURATION  
- CHANNEL RIGHT

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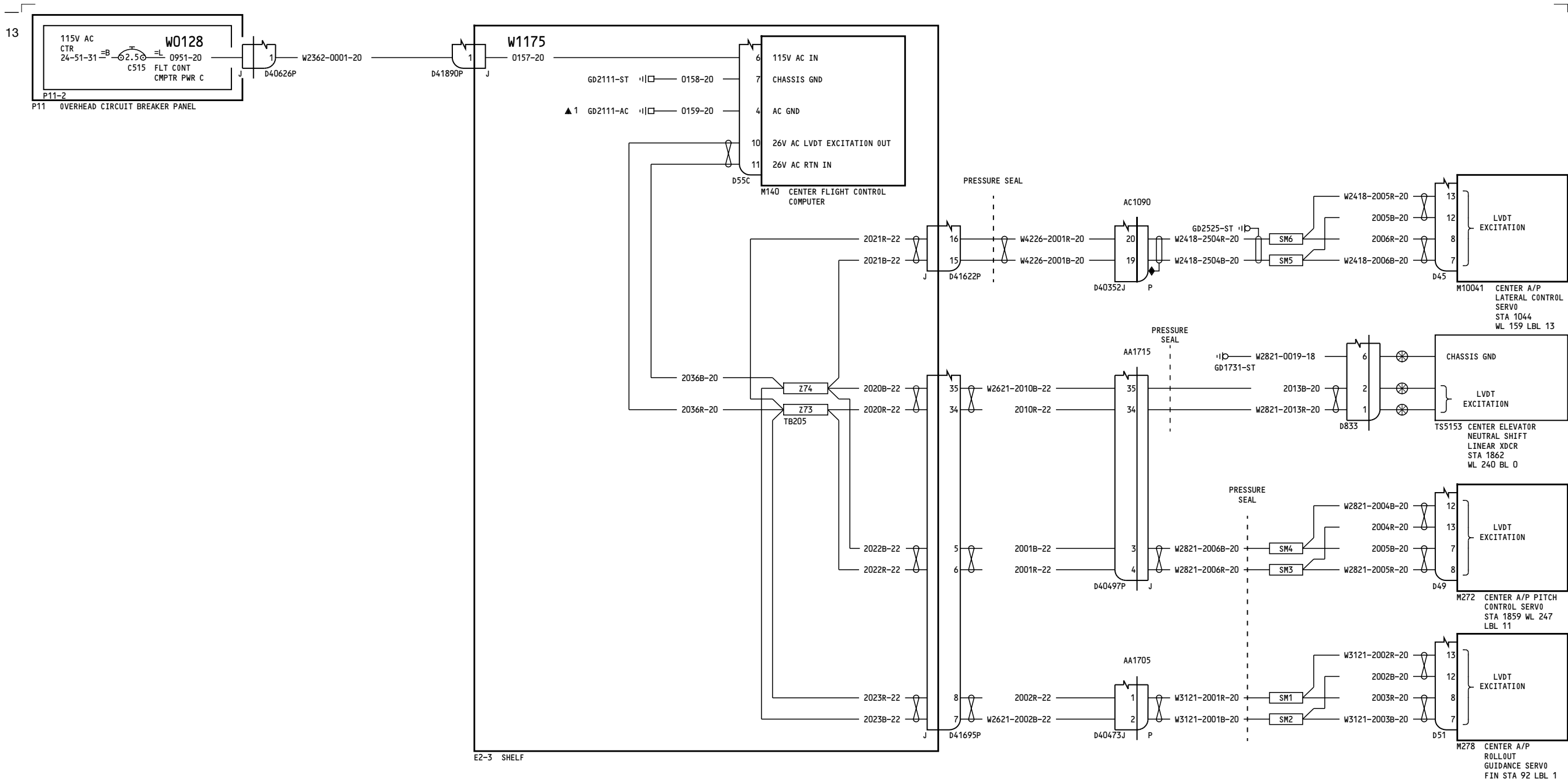
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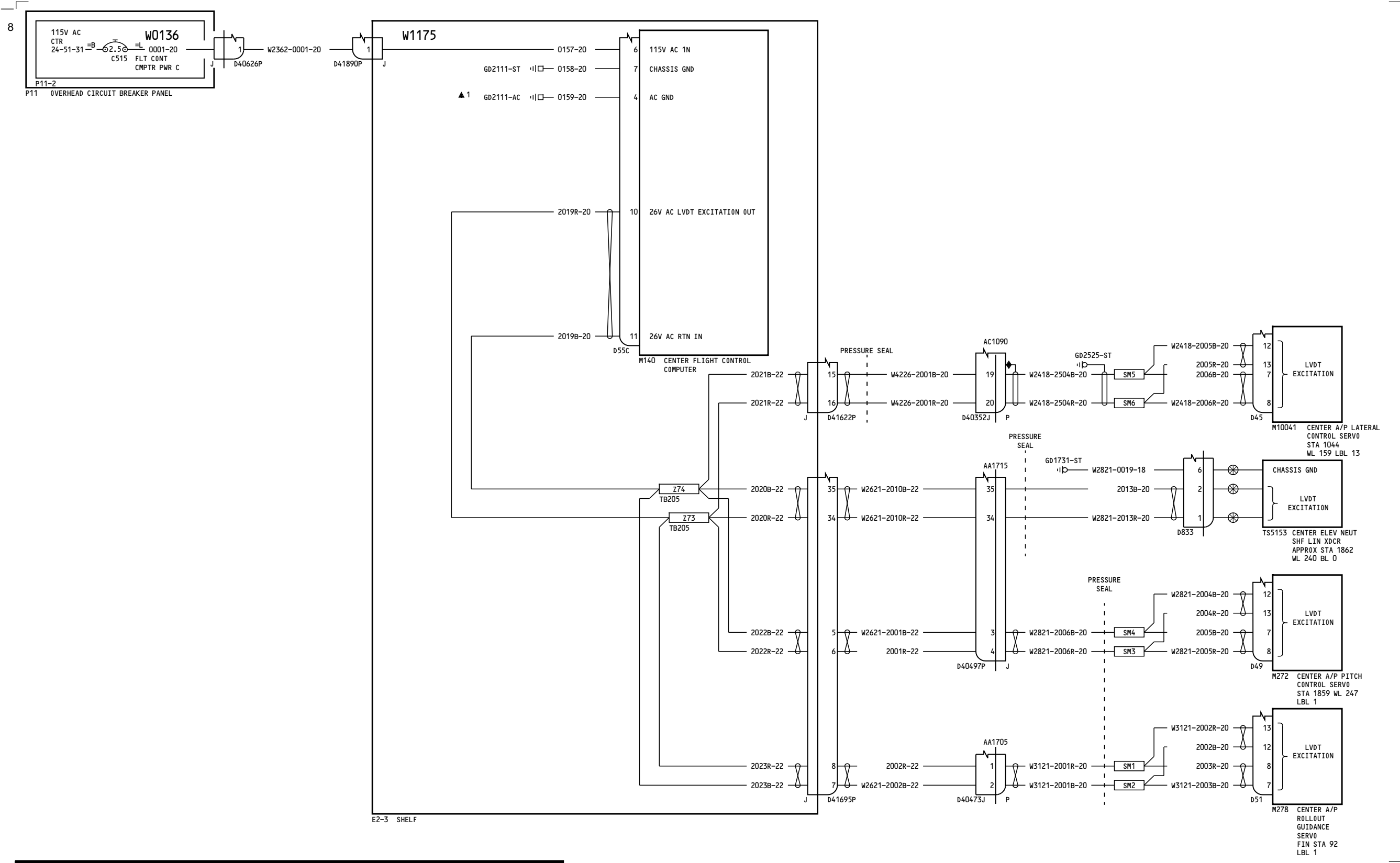
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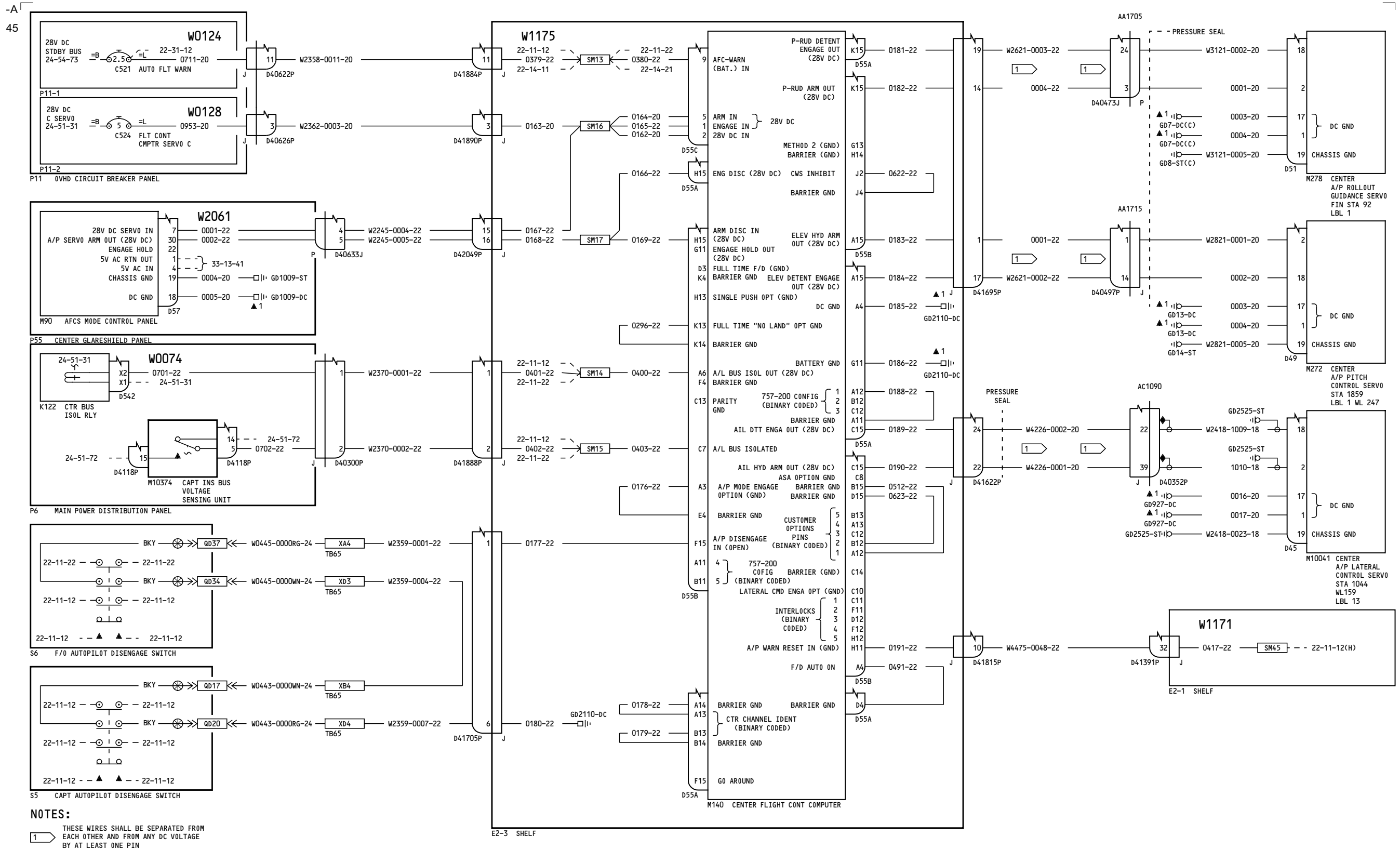
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AFDS DC POWER - CHANNEL CENTER

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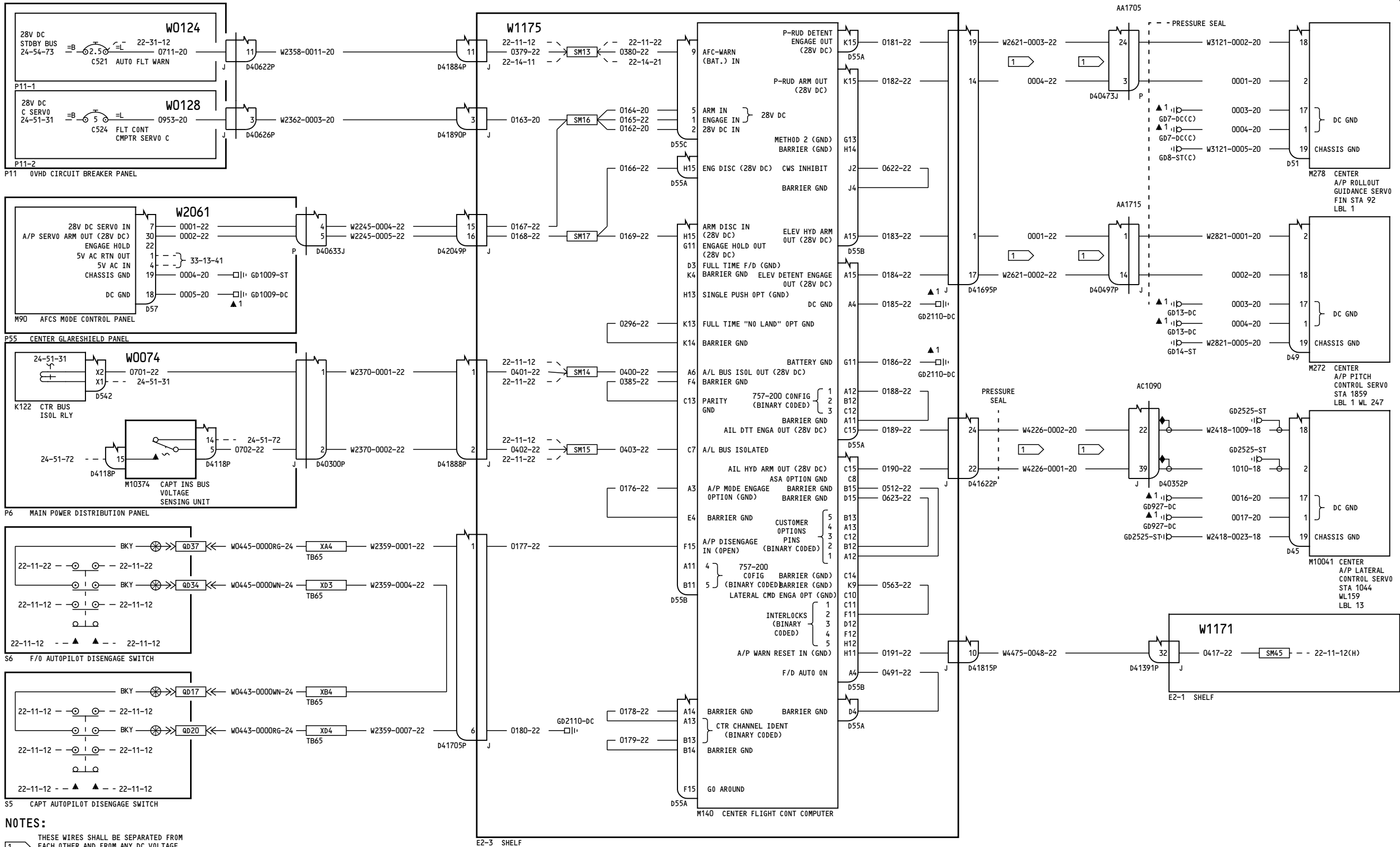
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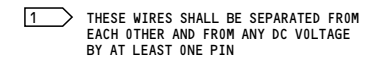
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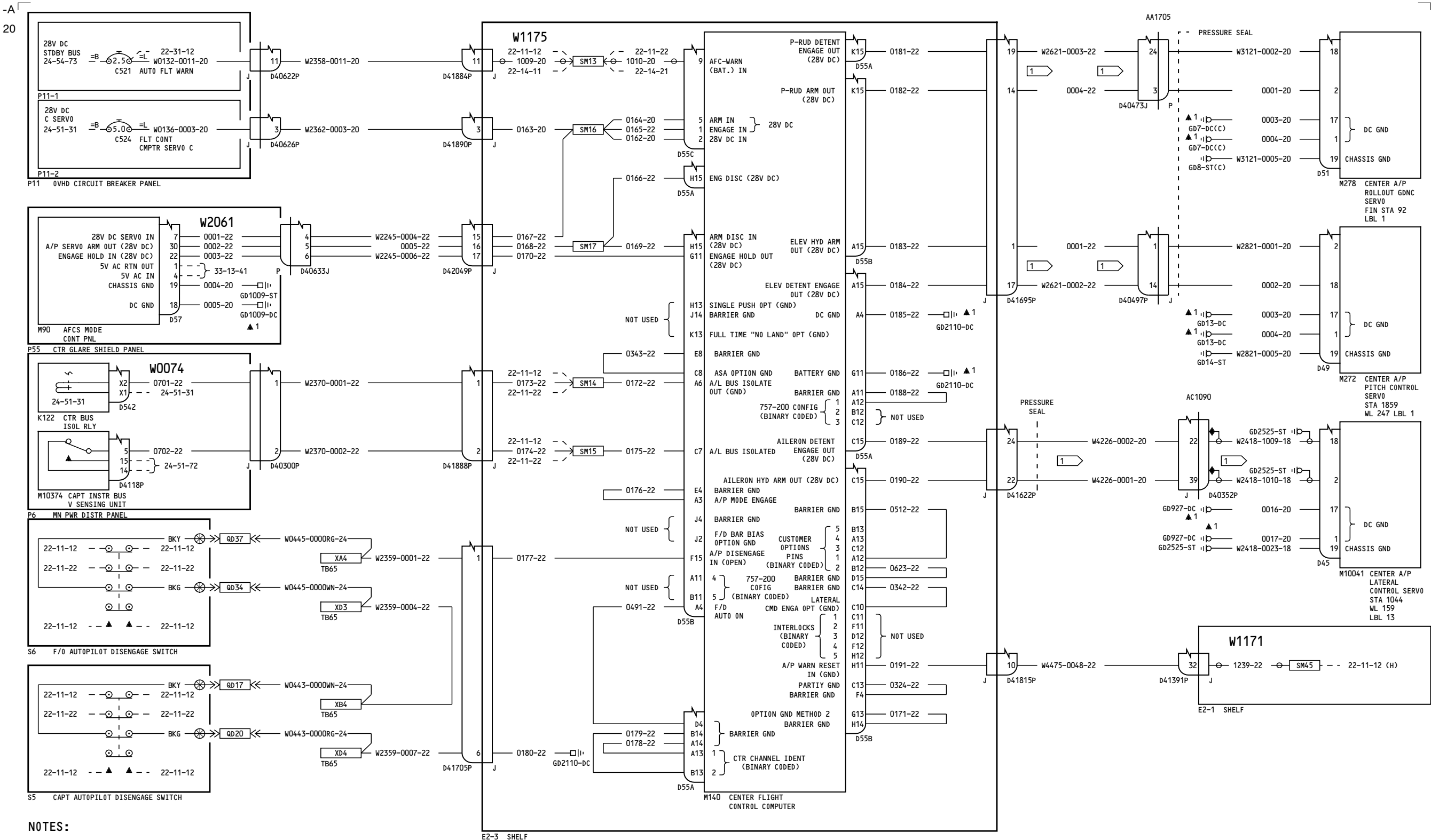
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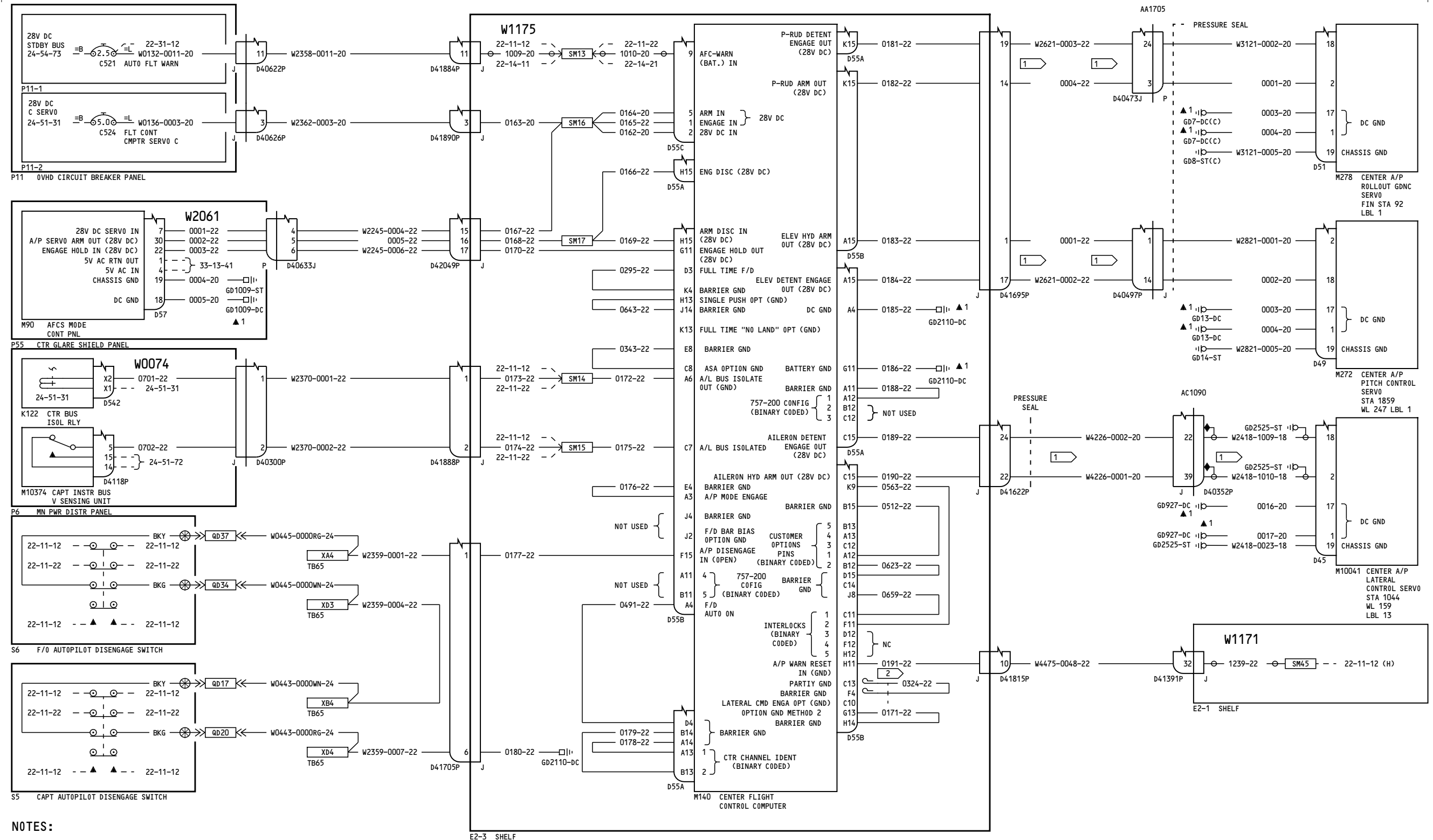






**NOTES:**

1 THESE WIRES SHALL BE SEPARATED FROM EACH OTHER AND ANY OTHER DC VOLTAGE BY AT LEAST ONE PIN



NOTES:

1 THESE WIRES SHALL BE SEPARATED FROM EACH OTHER AND ANY OTHER DC VOLTAGE BY AT LEAST ONE PIN

2 CAP AND STOW NEAR D55B

115

**AFDS DC POWER - CHANNEL  
CENTER**

D280N032

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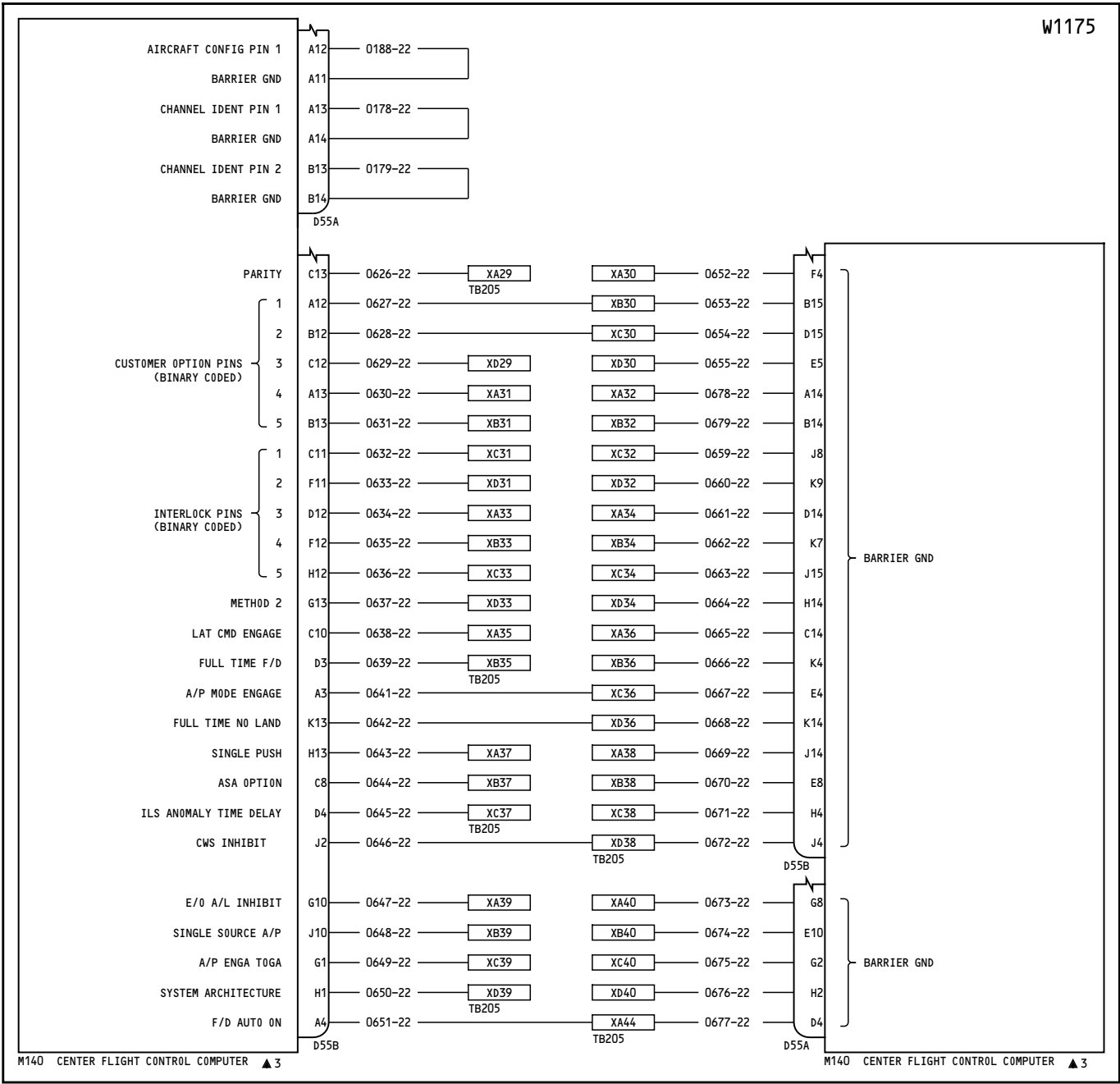
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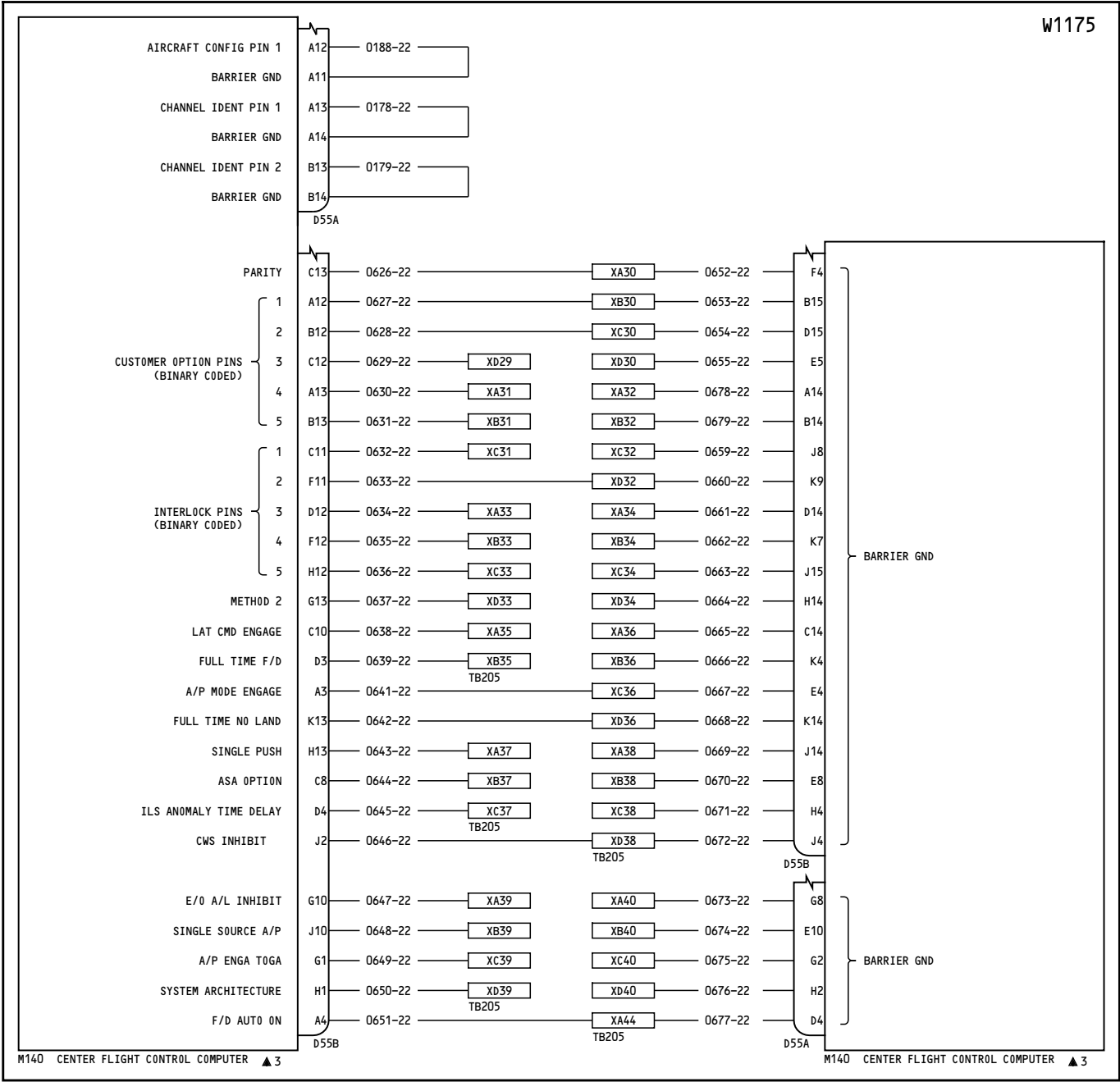
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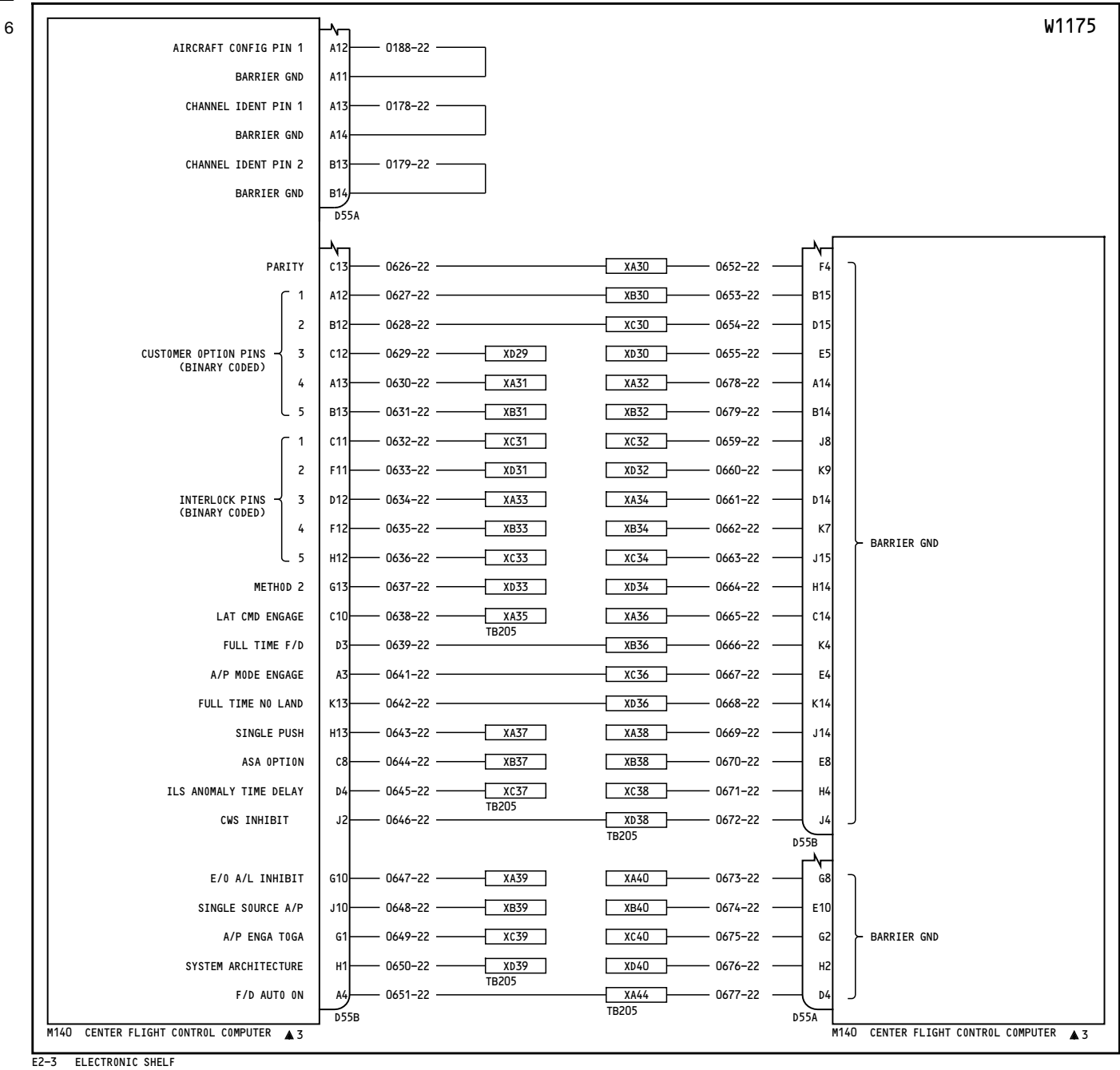
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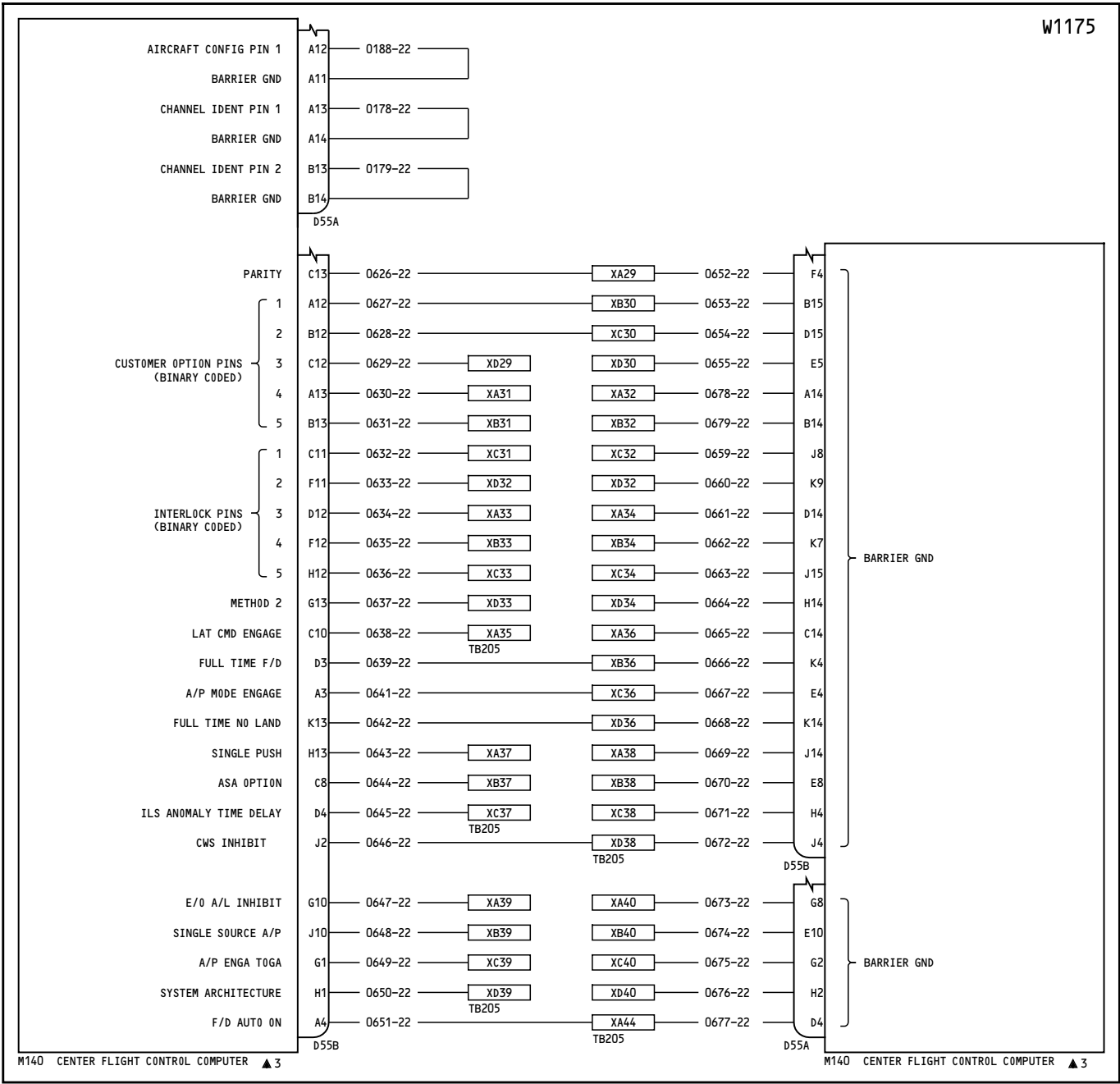


E2-3 ELECTRONIC SHELF



E2-3 ELECTRONIC SHELF





E2-3 ELECTRONIC SHELF

010-011

PROGRAM PIN CONFIGURATION  
- CHANNEL CENTER

22-11-33

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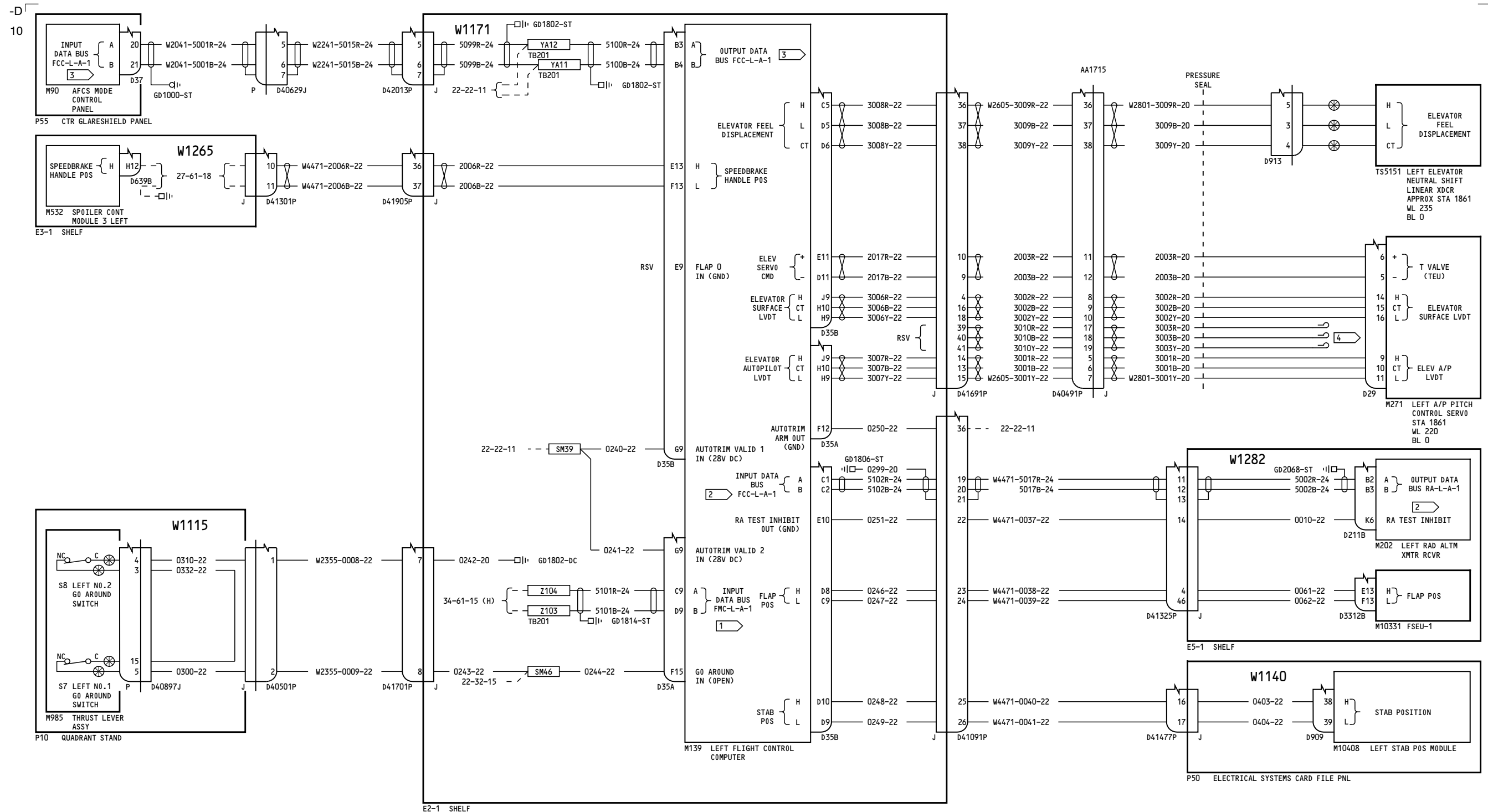
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NOTES:

- |   |   |   |  |
|---|---|---|--|
| 1 | SELECTED ALTITUDE, VERTICAL STEERING,<br>SELECTED AIRSPED FMC DISCRETES,<br>RUNWAY LENGTH, VERTICAL STEERING RATE | 3 | SELECTED RUNWAY HEADING, AFDS MODE STATUS,<br>CAS, MACH NO, V/S TEST WORD, STAB POS<br>AND FMC A/S REF |
| 2 | RADIO ALT, TEST INHIBITED   | 4 | CAP AND STOW NEAR D29  |

001-099

### AFDS PITCH SIGNALS - CHANNEL LEFT

D280N032

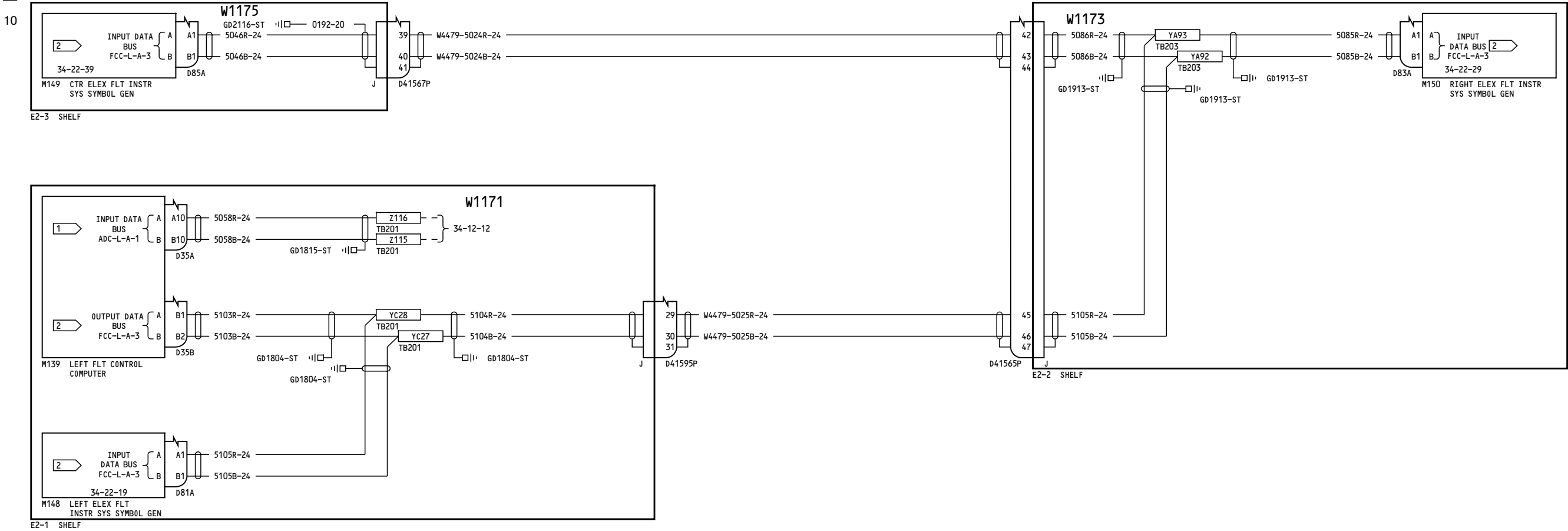
**22-12-11**

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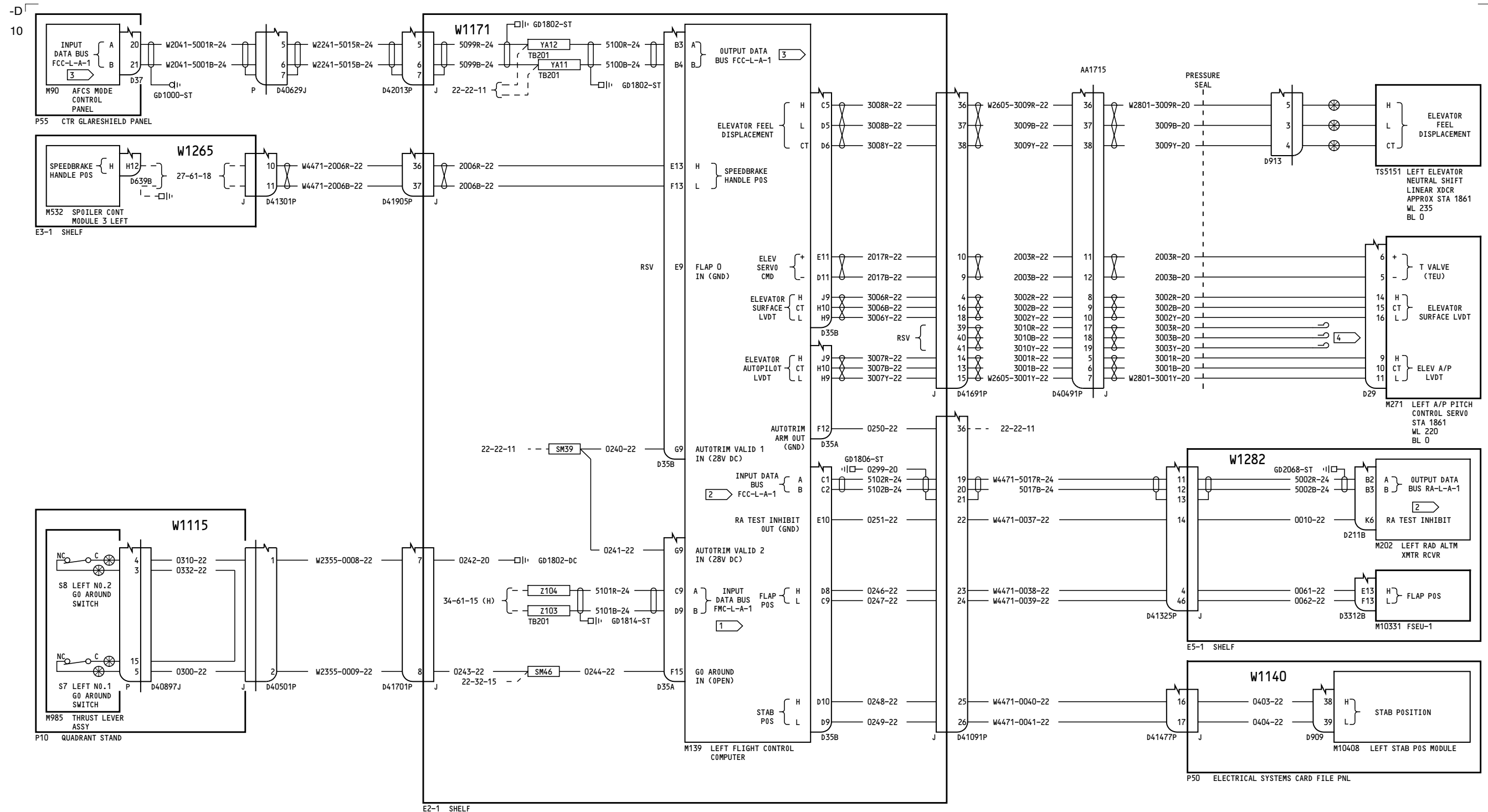
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- NOTES:
- 1 ALTITUDE (29.92), ALTITUDE (BARO), ALTITUDE RATE, COMPUTED AIRSPEED, IMPACT PRESSURE, MACH, TRUE AIRSPEED, INDICATED ALPHA ADC SWITCHING: NORM POS ADC-L-A-1
  - 2 HEADING BUG, F/D ROLL CMD, F/D PITCH CMD, AFDS FMA STATUS

001-099	AFDS PITCH SIGNALS - CHANNEL LEFT	22-12-11	22-12-11
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NOTES:

- |   |   |   |  |
|---|---|---|--|
| 1 | SELECTED ALTITUDE, VERTICAL STEERING,<br>SELECTED AIRSPED FMC DISCRETES,<br>RUNWAY LENGTH, VERTICAL STEERING RATE | 3 | SELECTED RUNWAY HEADING, AFDS MODE STATUS,<br>CAS, MACH NO, V/S TEST WORD, STAB POS<br>AND FMC A/S REF |
| 2 | RADIO ALT, TEST INHIBITED   | 4 | CAP AND STOW NEAR D29  |

001-011

**AFDS PITCH SIGNALS -  
CHANNEL LEFT**

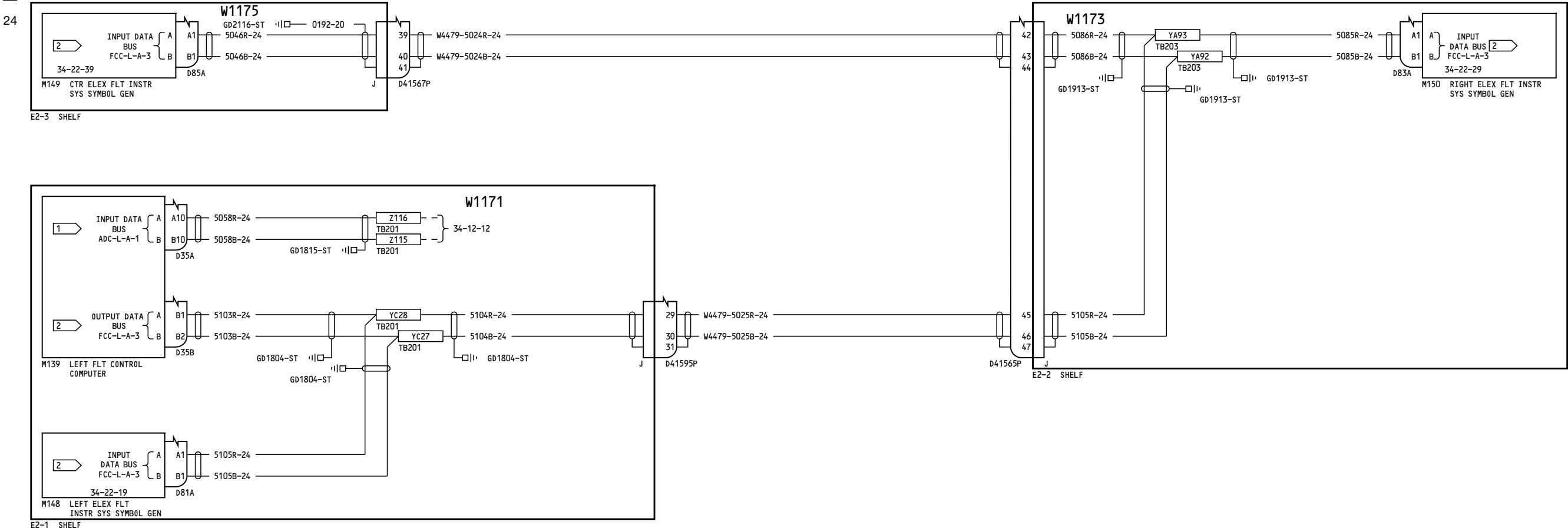
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NOTES:

- 1 ALTITUDE (29.92), ALTITUDE (BARO), ALTITUDE RATE, COMPUTED AIRSPEED, IMPACT PRESSURE, MACH, TRUE AIRSPEED, INDICATED ALPHA ADC SWITCHING: NORM POS ADC-L-A-1
- 2 HEADING BUG, F/D ROLL CMD, F/D PITCH CMD, AFDS FMA STATUS

001-011

AFDS PITCH SIGNALS -  
CHANNEL LEFT

D280N032

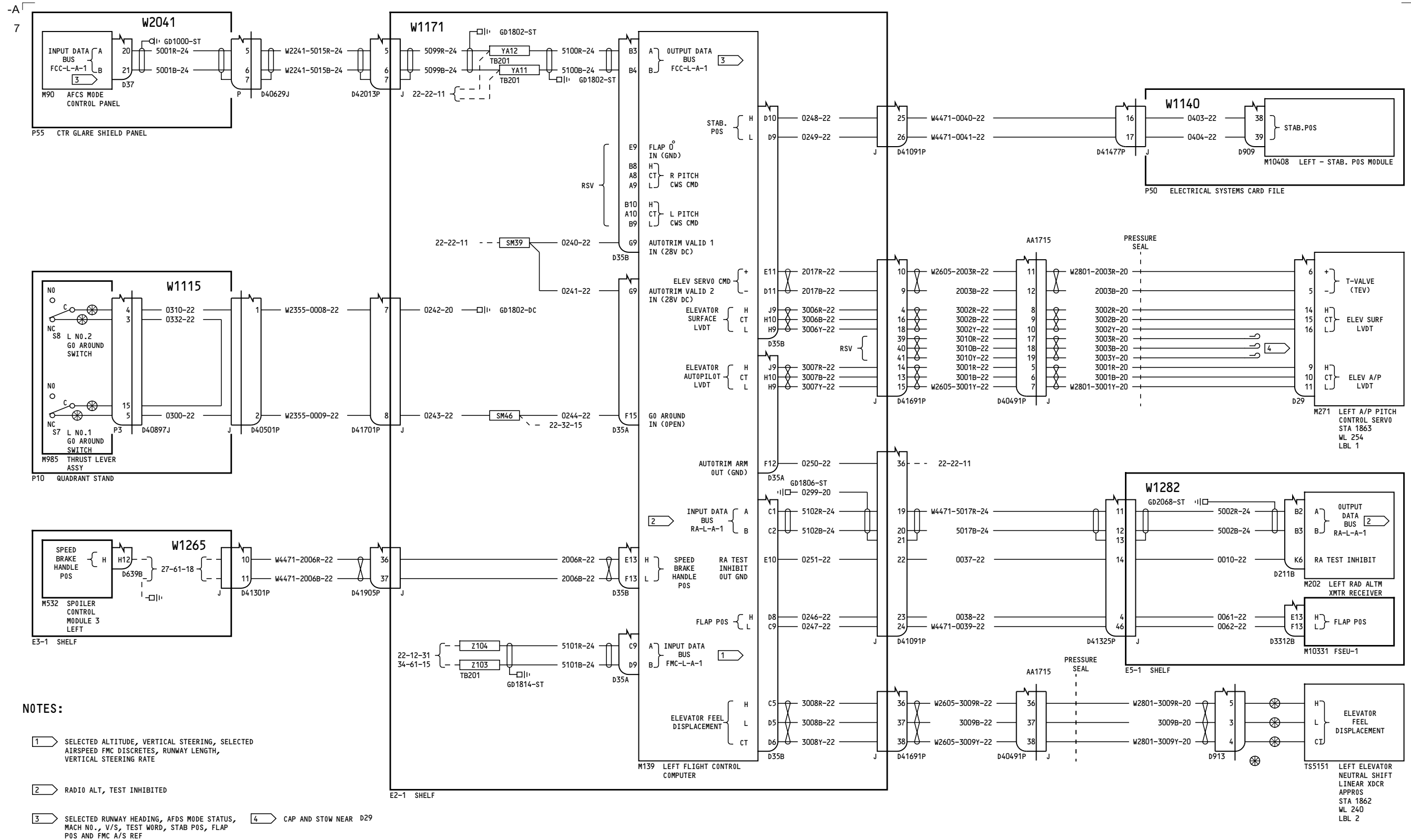
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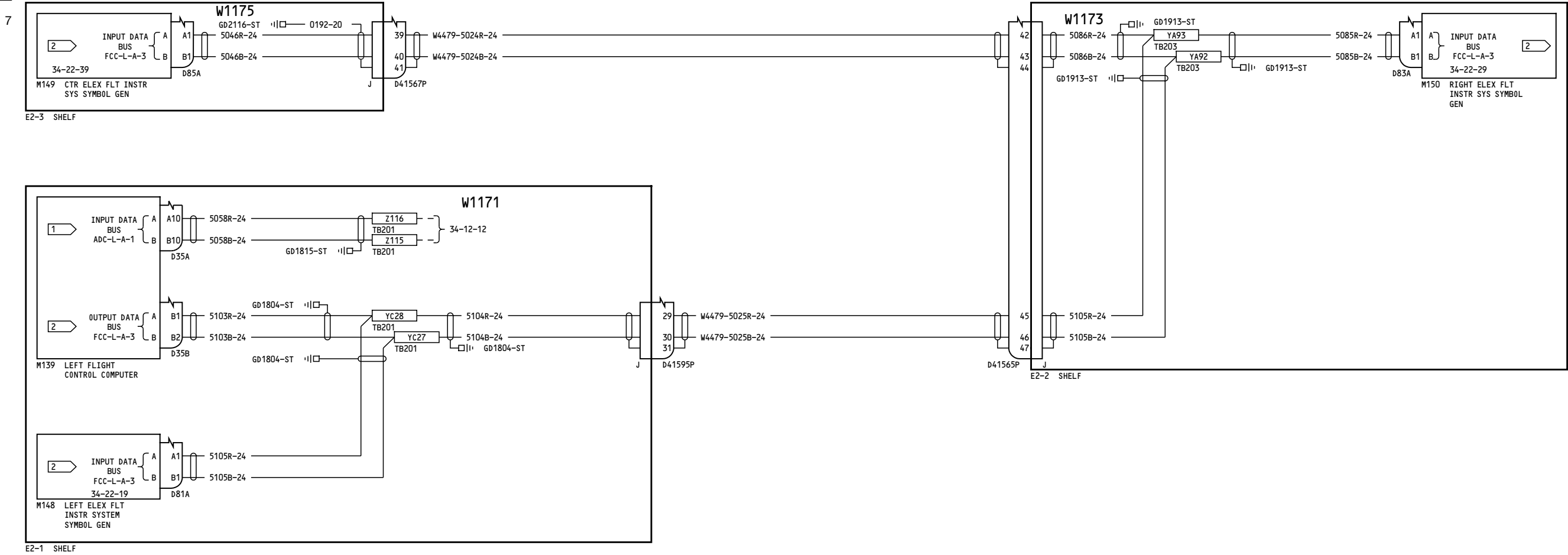
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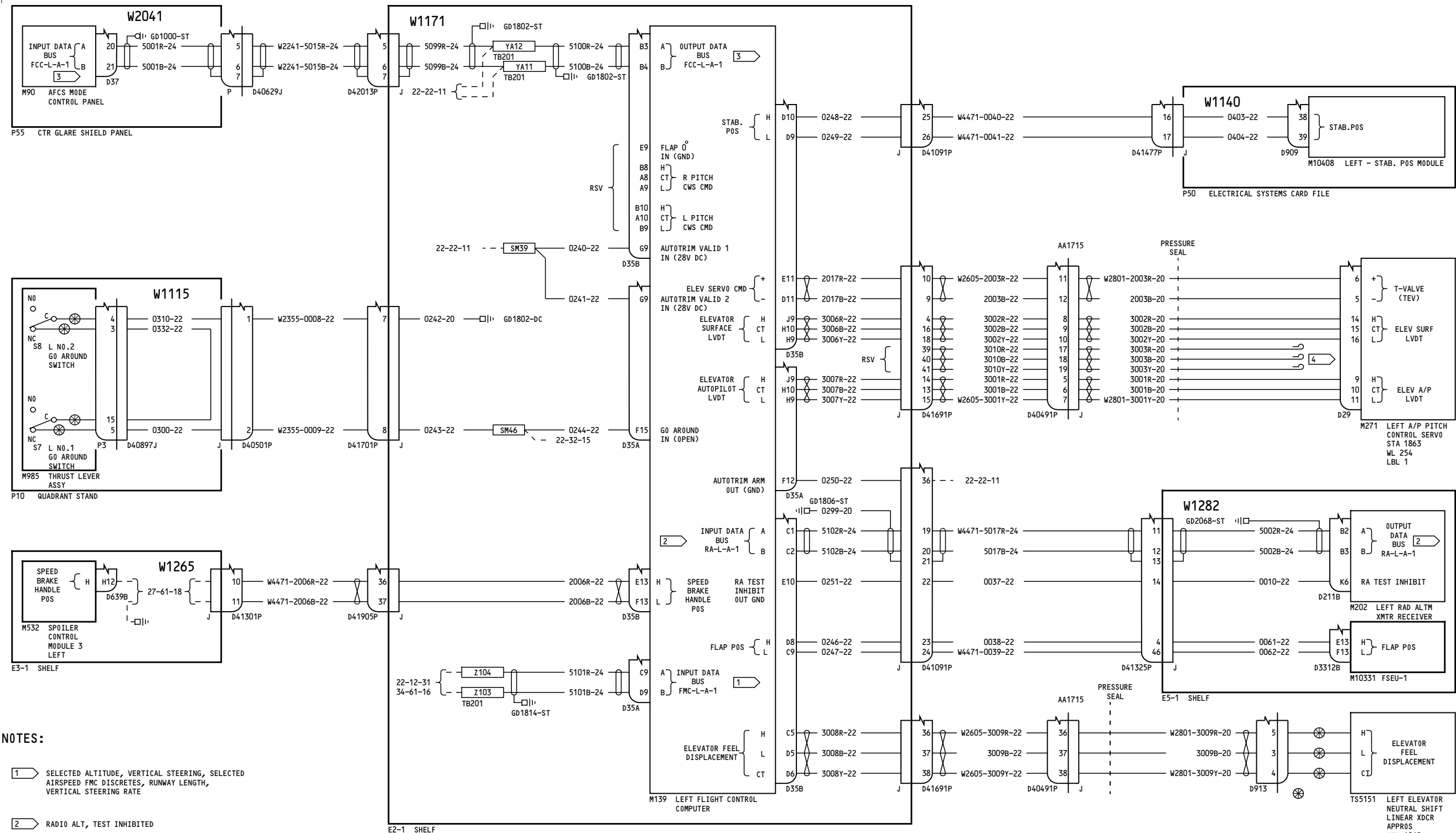


NOTES:

- 1 ALTITUDE (29.92), ALTITUDE (BARO), ALTITUDE RATE, COMPUTED AIRSPEED, IMPACT PRESSURE, MACH, TRUE AIRSPEED, INDICATED ALPHA, ADC SWITCHING: NORM POS ADC-L-A-1
- 2 HEADING BUG, F/D ROLL CMD, F/D PITCH CMD, AFDS FMA STATUS

115-199	AFDS PITCH SIGNALS - CHANNEL LEFT	22-12-11	22-12-11
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- NOTES:**
- 1 SELECTED ALTITUDE, VERTICAL STEERING, SELECTED AIRSPEED FMC DISCRETES, RUNWAY LENGTH, VERTICAL STEERING RATE
  - 2 RADIO ALT, TEST INHIBITED
  - 3 SELECTED RUNWAY HEADING, AFDS MODE STATUS, MACH NO., V/S, TEST WORD, STAB POS, FLAP POS AND FMC A/S REF
  - 4 CAP AND STOW NEAR D29

115

**AFDS PITCH SIGNALS - CHANNEL LEFT**

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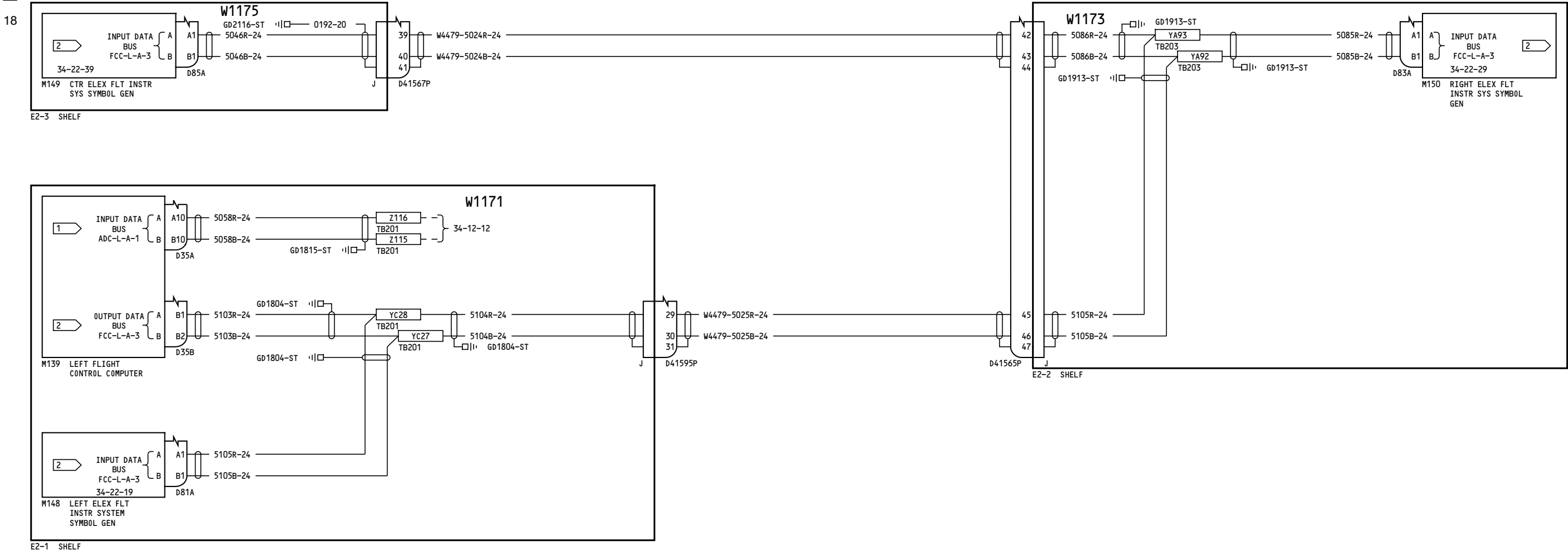
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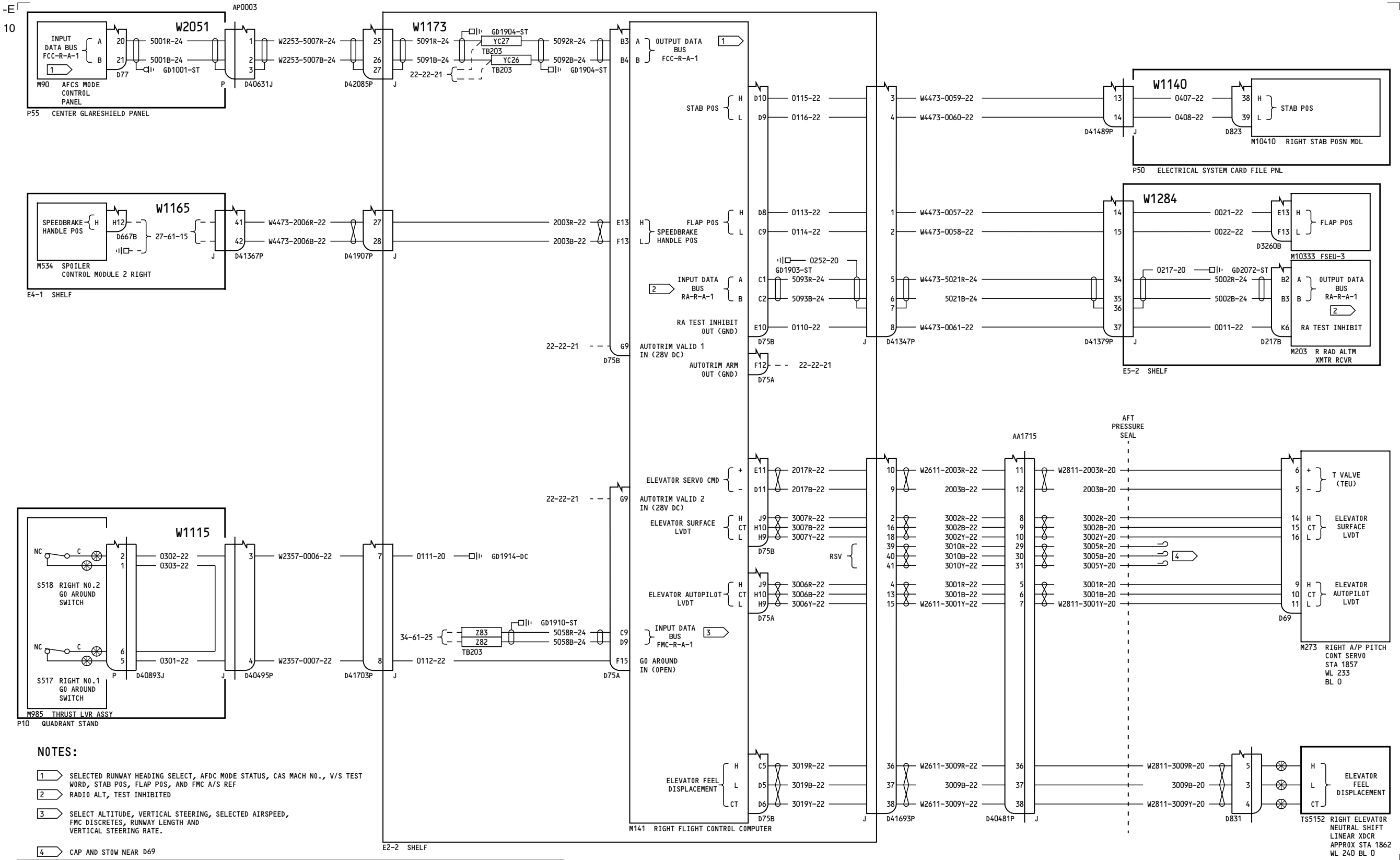
**22-12-11**

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NOTES:

- 1 ALTITUDE (29.92), ALTITUDE (BARO), ALTITUDE RATE, COMPUTED AIRSPEED, IMPACT PRESSURE, MACH, TRUE AIRSPEED, INDICATED ALPHA, ADC SWITCHING: NORM POS ADC-L-A-1
- 2 HEADING BUG, F/D ROLL CMD, F/D PITCH CMD, AFDS FMA STATUS



NOTES:

- 1 SELECTED RUNWAY HEADING SELECT, AFDC MODE STATUS, CAS MACH NO., V/S TEST WORD, STAB POS, FLAP POS, AND FMC A/S REF
- 2 RADIO ALT, TEST INHIBITED
- 3 SELECT ALTITUDE, VERTICAL STEERING, SELECTED AIRSPEED, FMC DISCRETES, RUNWAY LENGTH AND VERTICAL STEERING RATE.
- 4 CAP AND STOW NEAR D69

001-099

AFDS PITCH SIGNALS - CHANNEL RIGHT

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1 ALTITUDE (29.92), ALTITUDE BARO, ALTITUDE RATE COMPUTED  
AIRSPEED, IMPACT PRESSURE, MACH AND TRUE AIRSPEED.

2 HEADING BUG, F/D ROLL CMD AND AFDS STATUS.

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## AFDS PITCH SIGNALS - CHANNEL RIGHT

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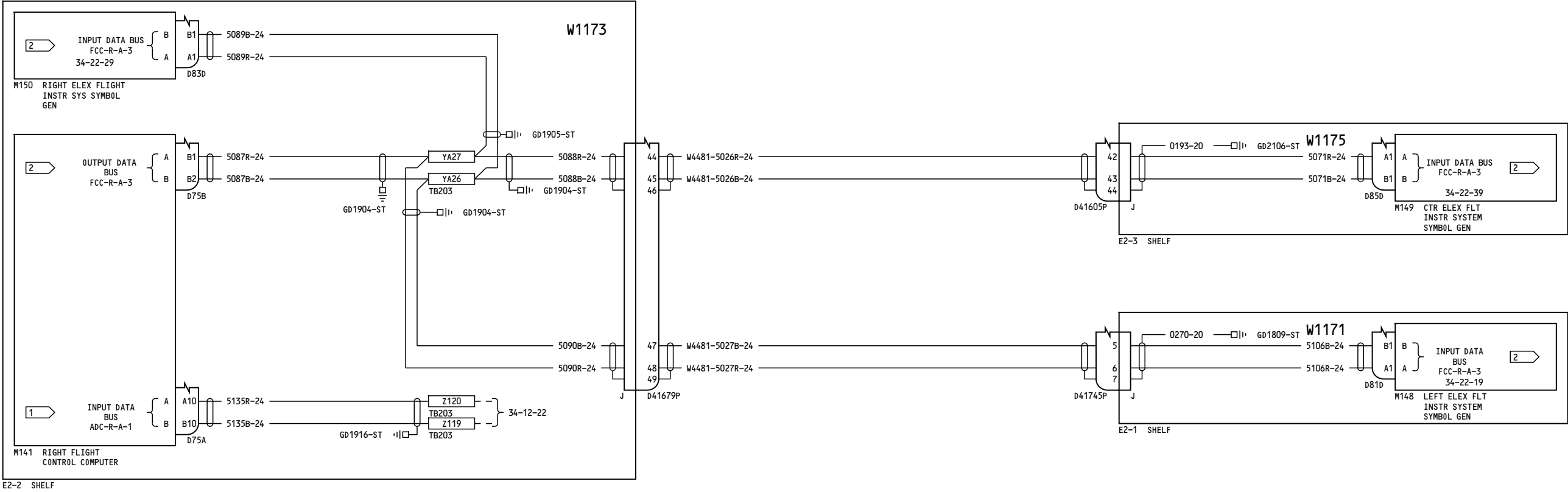
**22-12-21**

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- 1 SELECTED RUNWAY HEADING SELECT, AFDC MODE STATUS, CAS MACH NO., V/S TEST WORD, STAB POS, FLAP POS, AND FMC A/S REF
- 2 RADIO ALT, TEST INHIBITED
- 3 SELECT ALTITUDE, VERTICAL STEERING, SELECTED AIRSPEED, FMC DISCRETES, RUNWAY LENGTH AND VERTICAL STEERING RATE.
- 4 CAP AND STOW NEAR D69

20



NOTES:

- 1 ALTITUDE (29.92), ALTITUDE BARO, ALTITUDE RATE COMPUTE AIRSPEED, IMPACT PRESSURE, MACH AND TRUE AIRSPEED.
- 2 HEADING BUG, F/D ROLL CMD AND AFDS STATUS.

001-011

AFDS PITCH SIGNALS - CHANNEL RIGHT

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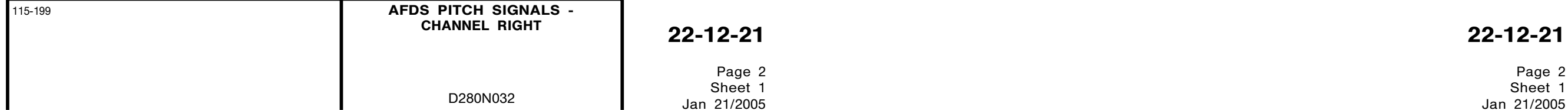
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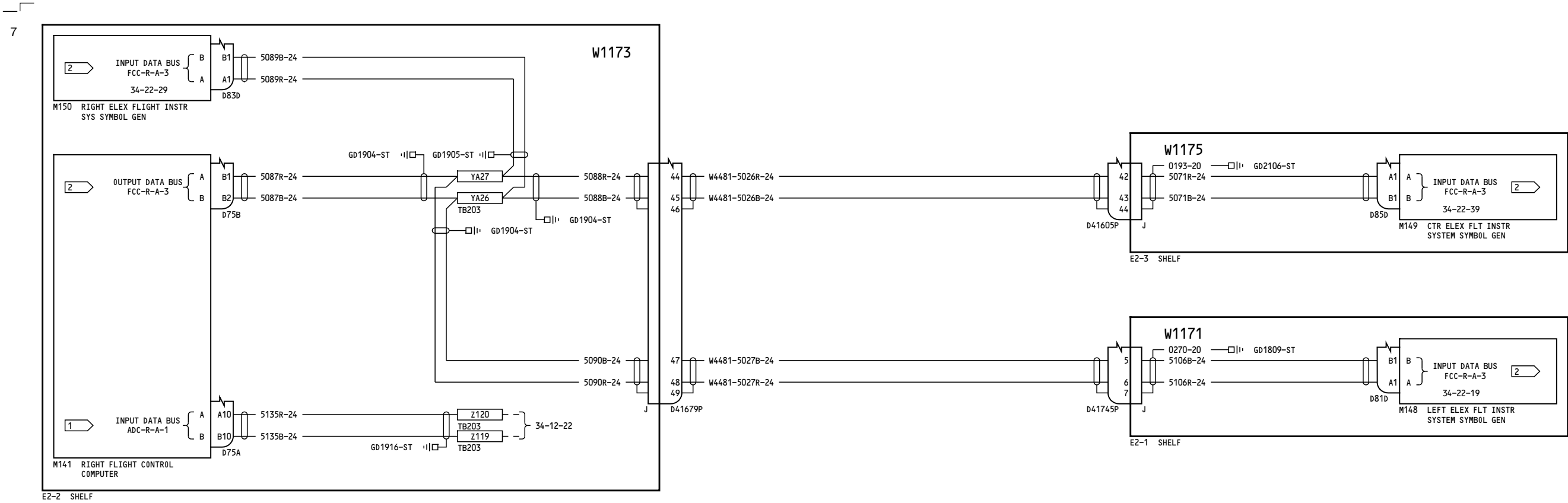
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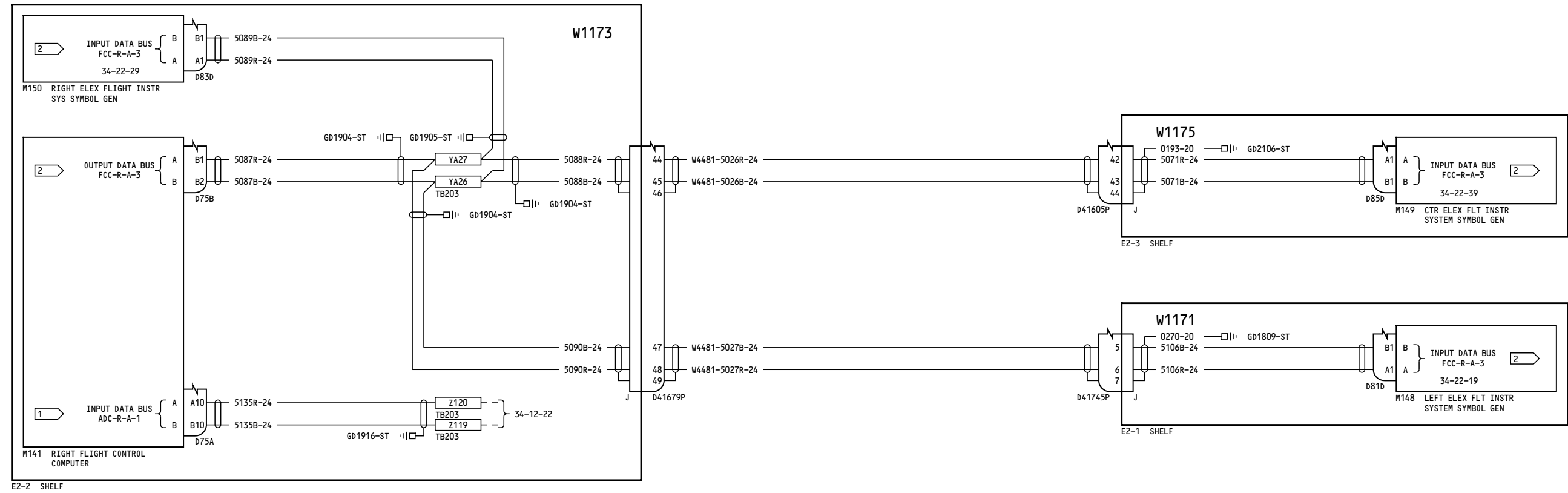


NOTES:

- |   |  |
|---|--|
| 1 | ALTITUDE (29.92) ALTITUDE (BARO) ALTITUDE RATE,<br>COMPUTED AIRSPEED, IMPACT PRESSURE MACH, TRUE AIRSPEED,<br>INDICATED ALPHA ADC SWITCHING: NORM POS ADC-R-A-1 ALTN POS ADC-L-A-1 |
| 2 | HEADING BUG, F/D ROLL CMD, F/D PITCH CMD, AFDS FMA STATUS  |

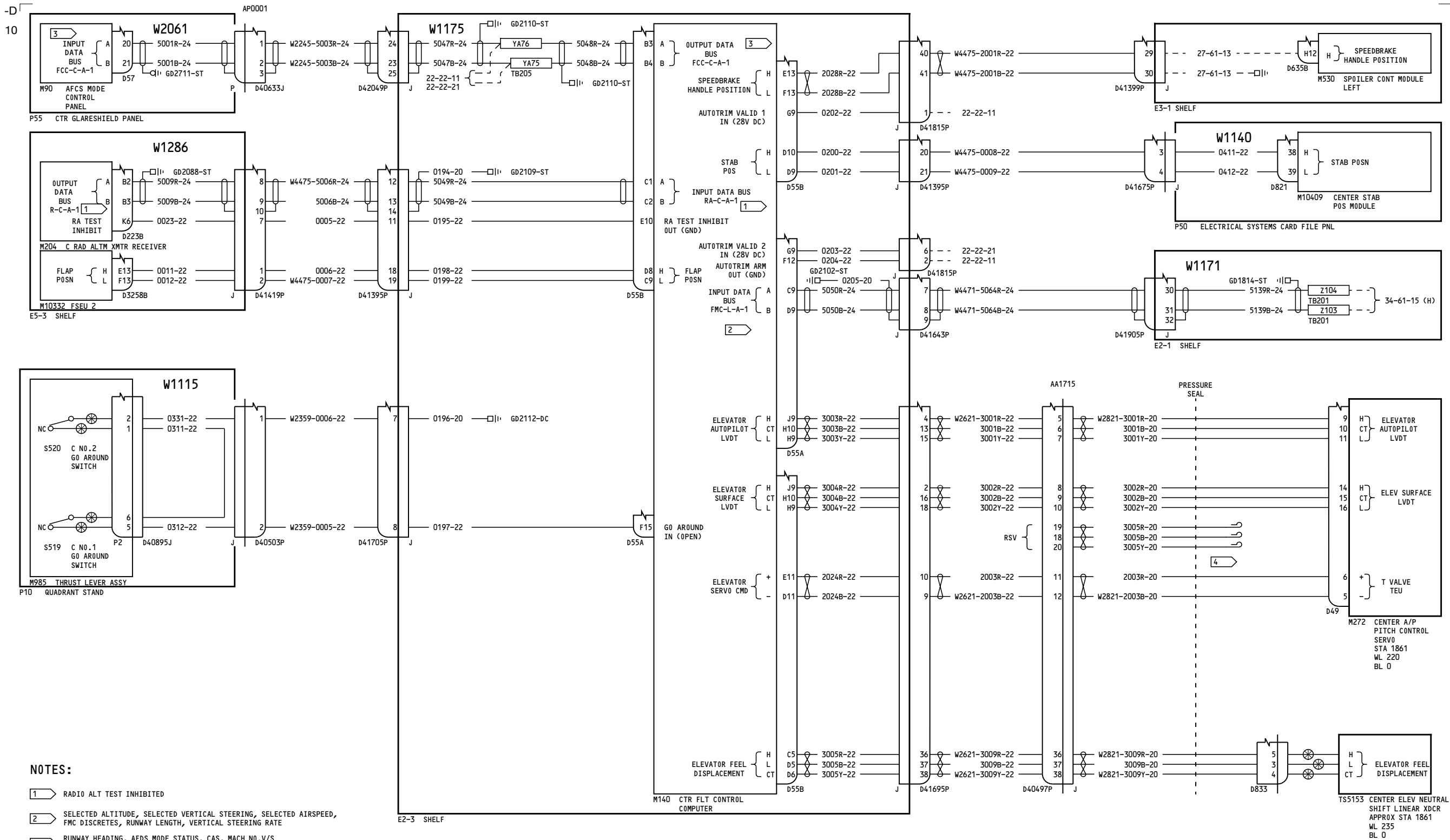


- 1 SELECTED RUNWAY HEADING, AFDS MODE STATUS, CAS, MACH NO, V/S, TEST WORD, STAB POSITION AND FMC A/S REF.
- 2 RADIO ALT, TEST INHIBITED.
- 3 SELECTED ALTITUDE, VERTICAL STEERING, SELECTED AIRSPEED, FMC DISCRETES, RUNWAYS LENGTH AND VERTICAL STEERING RATE.
- 4 CAP AND STOW NEAR D69



NOTES:

- |   |  |
|---|--|
| 1 | ALTITUDE (29.92) ALTITUDE (BARO) ALTITUDE RATE,<br>COMPUTED AIRSPEED, IMPACT PRESSURE MACH, TRUE AIRSPEED,<br>INDICATED ALPHA ADC SWITCHING: NORM POS ADC-R-A-1 ALTN POS ADC-L-A-1 |
| 2 | HEADING BUG, F/D ROLL CMD, F/D PITCH CMD, AFDS FMA STATUS  |



ALL

AFDS PITCH SIGNALS -  
CHANNEL CENTER

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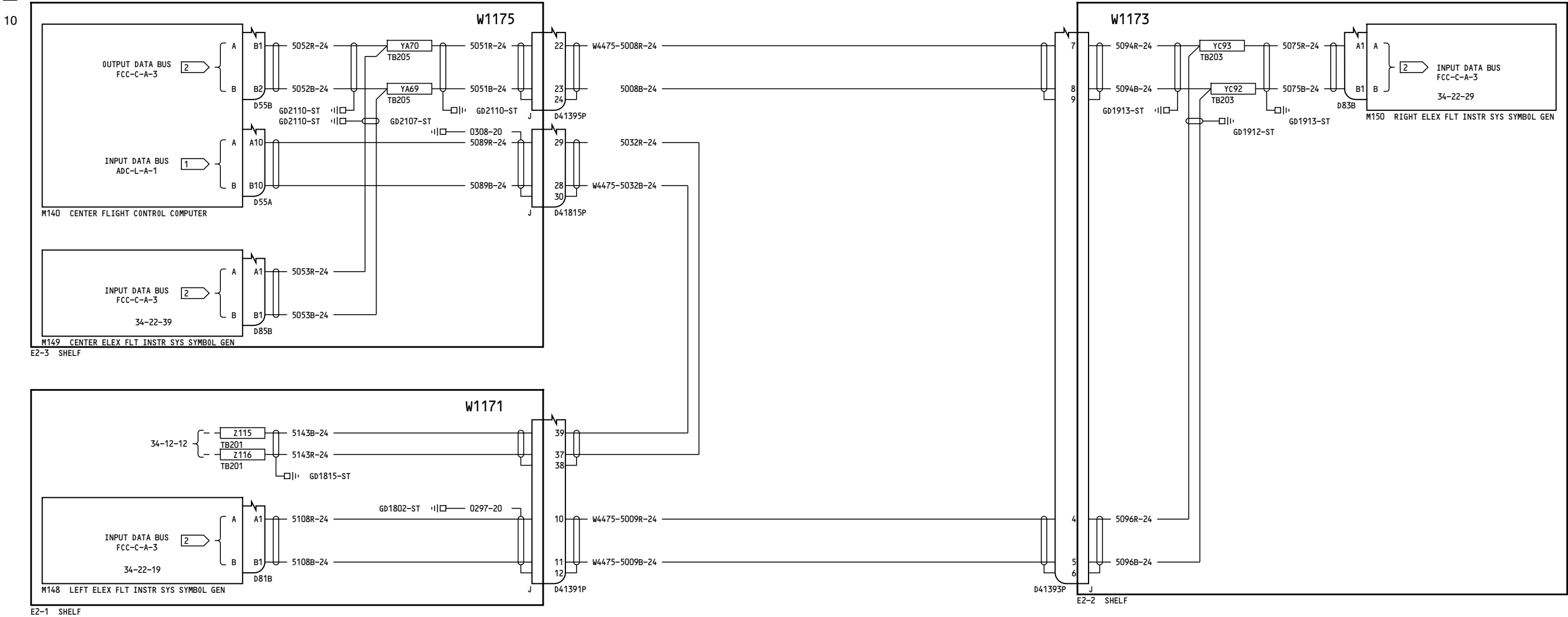
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NOTES:

- 1 ALTITUDE (2992) ALTITUDE (BARO) ALTITUDE RATE COMPUTED AIRSPEED IMPACT PRESSURE,MACH,TRUE AIRSPEED,INDICATED ALPHA
- 2 HEADING BUG,F/D ROLL CMD,F/D PITCH CMD,AFDS FMA SATUS

ALL

AFDS PITCH SIGNALS - CHANNEL CENTER

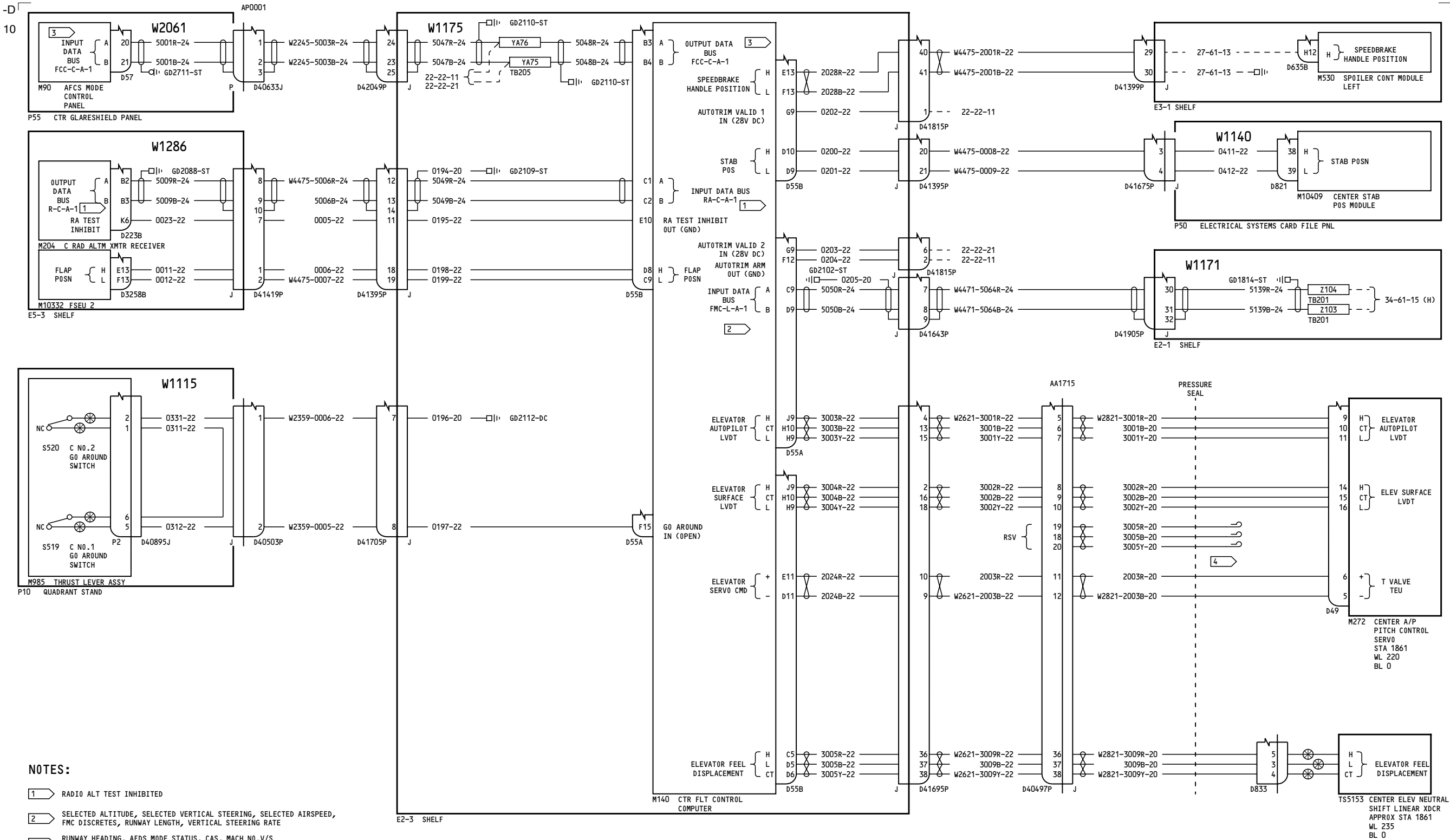
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NOTES:

- 1 RADIO ALT TEST INHIBITED
- 2 SELECTED ALTITUDE, SELECTED VERTICAL STEERING, SELECTED AIRSPEED, FMC DISCRETES, RUNWAY LENGTH, VERTICAL STEERING RATE
- 3 RUNWAY HEADING, AFDS MODE STATUS, CAS, MACH NO.V/S TEST WORD, STAB POSN, FLAP POSN, FMC A/S REF.
- 4 CAP AND STOW NEAR D49

001-115

AFDS PITCH SIGNALS - CHANNEL CENTER

D280N032

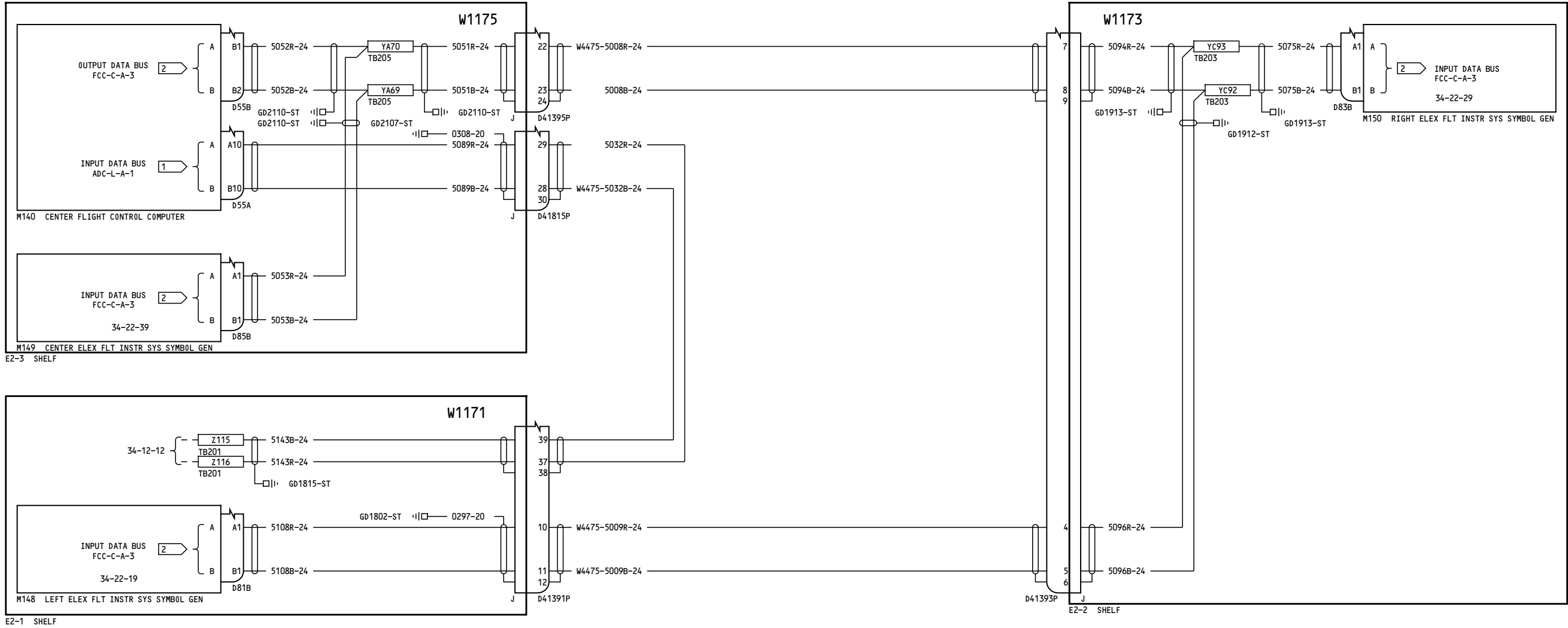
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NOTES:

- 1 ALTITUDE (2992) ALTITUDE (BARO) ALTITUDE RATE COMPUTED AIRSPEED IMPACT PRESSURE,MACH,TRUE AIRSPEED,INDICATED ALPHA
- 2 HEADING BUG,F/D ROLL CMD,F/D PITCH CMD,AFDS FMA SATUS

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AFDS PITCH SIGNALS - CHANNEL CENTER

D280N032

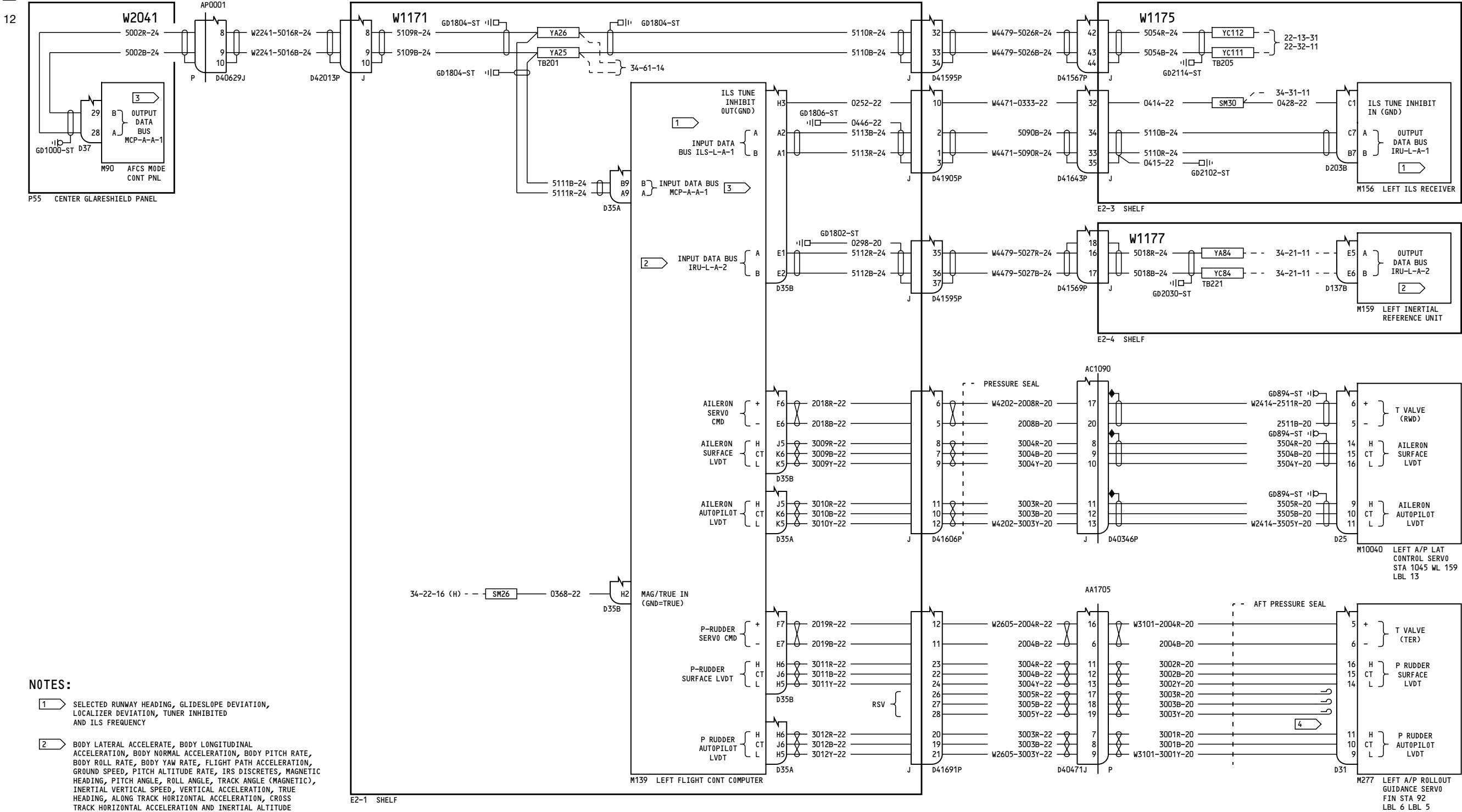
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- NOTES:**
- 1 SELECTED RUNWAY HEADING, GLIDESLOPE DEVIATION, LOCALIZER DEVIATION, TUNER INHIBITED AND ILS FREQUENCY
  - 2 BODY LATERAL ACCELERATE, BODY LONGITUDINAL ACCELERATION, BODY NORMAL ACCELERATION, BODY PITCH RATE, BODY ROLL RATE, BODY YAW RATE, FLIGHT PATH ACCELERATION, GROUND SPEED, PITCH ALTITUDE RATE, IRS DISCRETES, MAGNETIC HEADING, PITCH ANGLE, ROLL ANGLE, TRACK ANGLE (MAGNETIC), INERTIAL VERTICAL SPEED, VERTICAL ACCELERATION, TRUE HEADING, ALONG TRACK HORIZONTAL ACCELERATION, CROSS TRACK HORIZONTAL ACCELERATION AND INERTIAL ALTITUDE
  - 3 AFCS MODE STATUS, AFCS MODE REQUEST, ALTITUDE SELECTED, HEADING SELECTED, MACH SELECTED, SPEED SELECTED, VERTICAL SPEED SELECTED AND TEST WORD
  - 4 CAP AND STOW NEAR D31

001-099

**AFDS ROLL AND YAW SIGNALS - CHANNEL LEFT**

**22-13-11**

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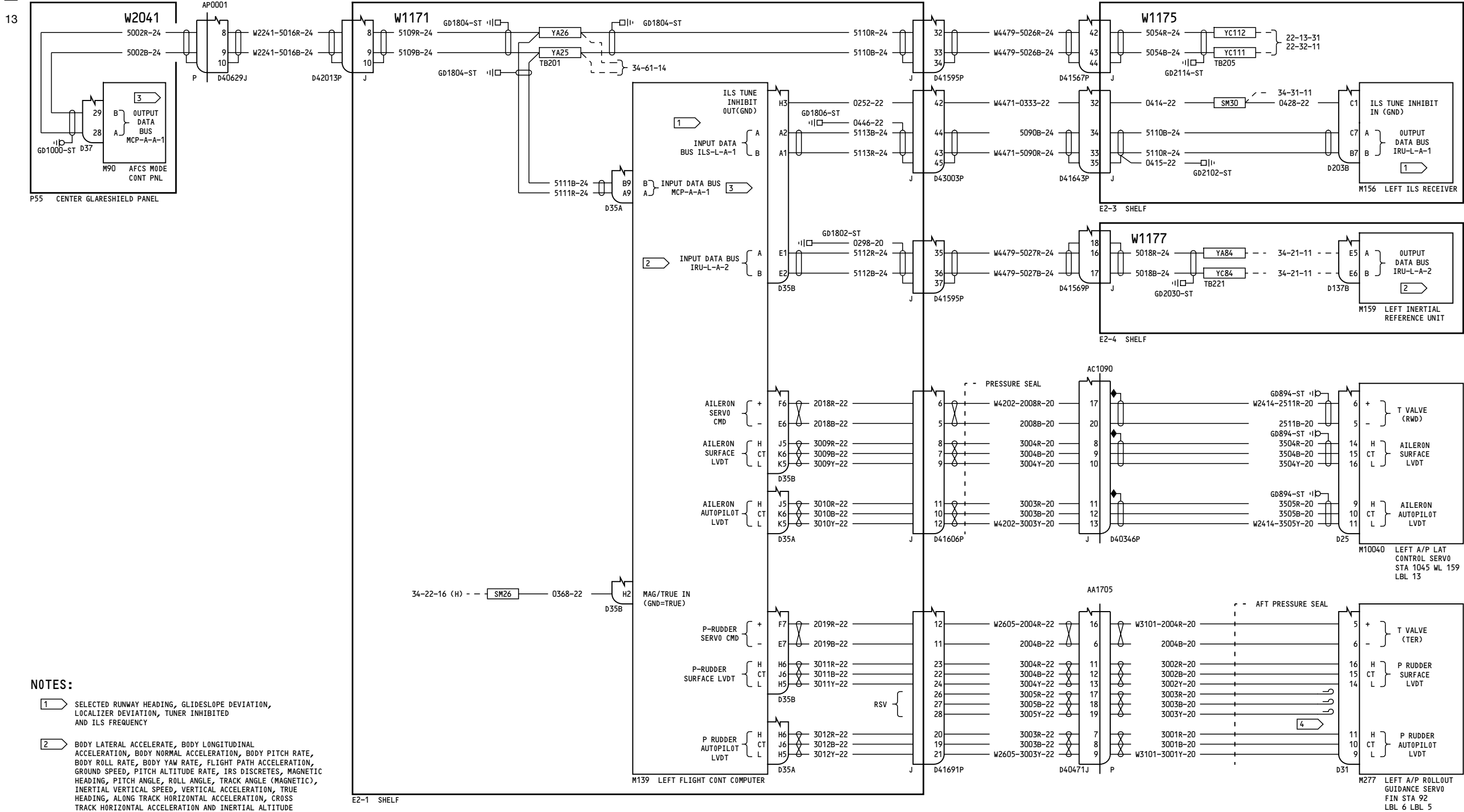
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NOTES:

- 1 SELECTED RUNWAY HEADING, GLIDESLOPE DEVIATION, LOCALIZER DEVIATION, TUNER INHIBITED AND ILS FREQUENCY
- 2 BODY LATERAL ACCELERATE, BODY LONGITUDINAL ACCELERATION, BODY NORMAL ACCELERATION, BODY PITCH RATE, BODY ROLL RATE, BODY YAW RATE, FLIGHT PATH ACCELERATION, GROUND SPEED, PITCH ALTITUDE RATE, IRS DISCRETES, MAGNETIC HEADING, PITCH ANGLE, ROLL ANGLE, TRACK ANGLE (MAGNETIC), INERTIAL VERTICAL SPEED, VERTICAL ACCELERATION, TRUE HEADING, ALONG TRACK HORIZONTAL ACCELERATION, CROSS TRACK HORIZONTAL ACCELERATION AND INERTIAL ALTITUDE
- 3 AFCS MODE STATUS, AFCS MODE REQUEST, ALTITUDE SELECTED, HEADING SELECTED, MACH SELECTED, SPEED SELECTED, VERTICAL SPEED SELECTED AND TEST WORD
- 4 CAP AND STOW NEAR D31

115-199

AFDS ROLL AND YAW SIGNALS - CHANNEL LEFT

D280N032

22-13-11

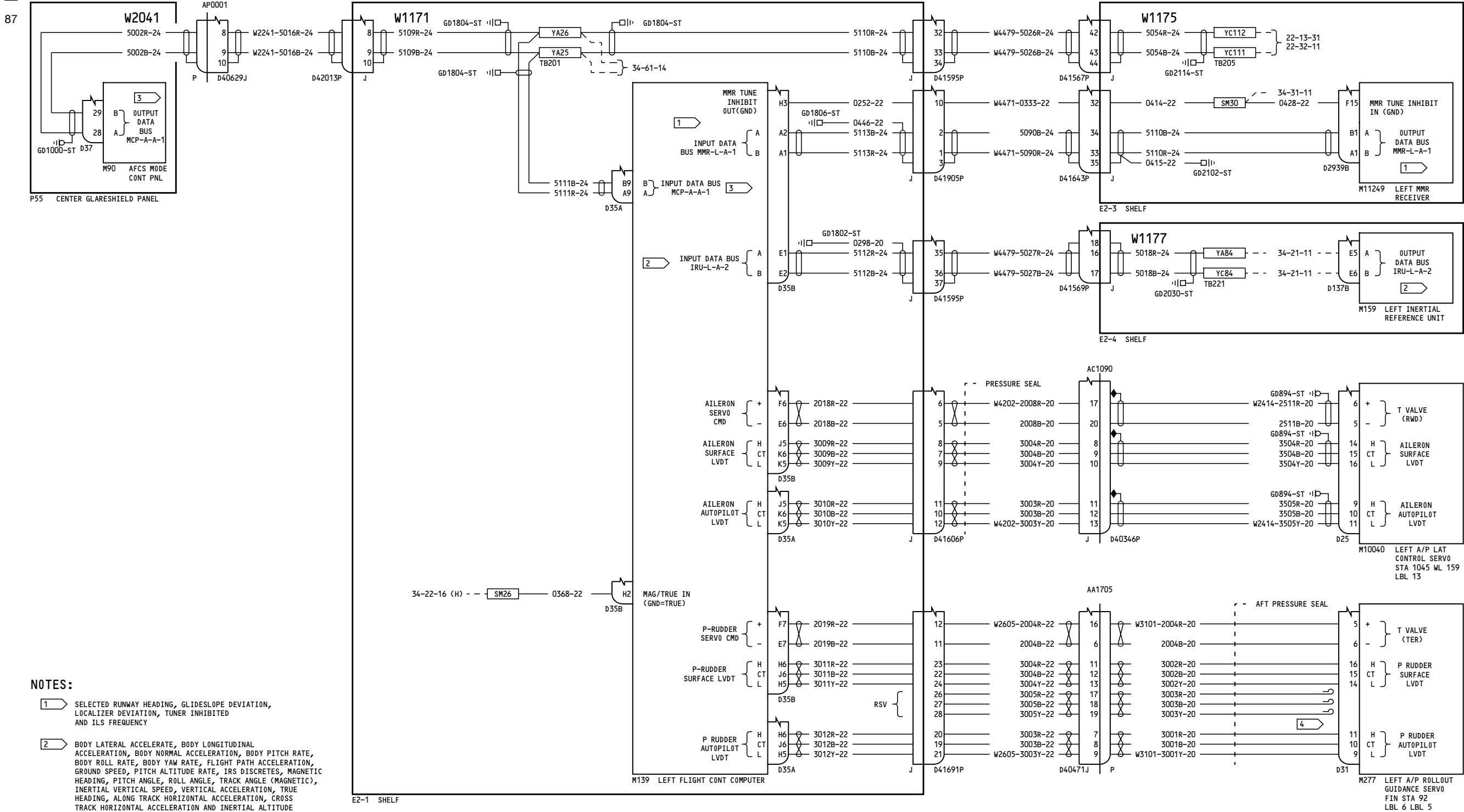
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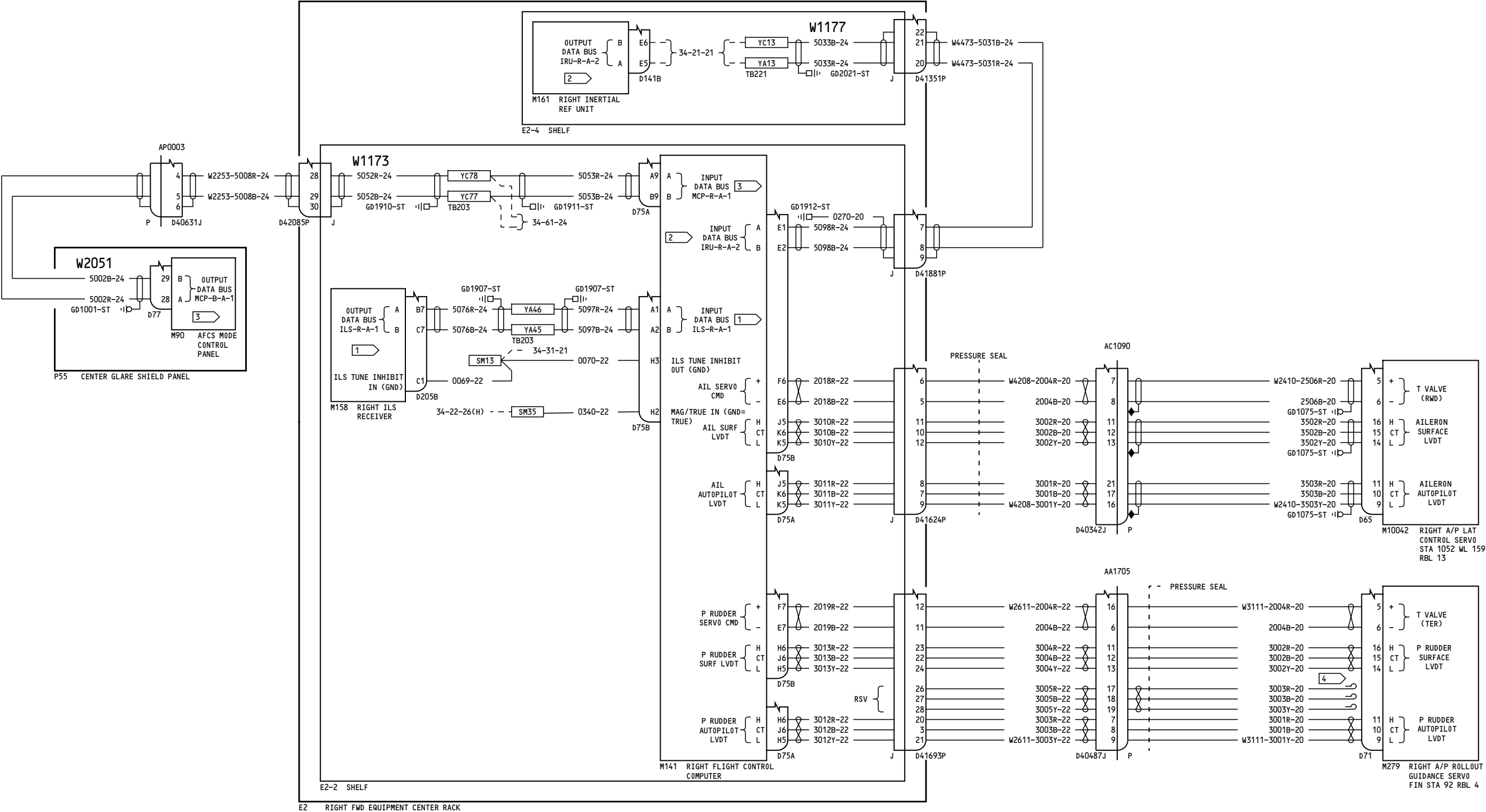
22-13-11

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- NOTES: 1 SELECTED RUNWAY HEADING, GLIDESLOPE DEVIATION, LOCALIZER DEVIATION, TUNER INHIBITED AND ILS FREQUENCY
- 2 BODY LATERAL ACCELERATION, BODY LONGITUDINAL ACCELERATION, BODY NORMAL ACCELERATION, BODY PITCH RATE, BODY ROLL RATE, YAW RATE, FLIGHT PATH ACCELERATION, GROUND SPEED, PITCH ATTITUDE RATE, IRS DISCRETES, MAGNETIC HEADING, PITCH ANGLE, ROLL ANGLE, TRACK ANGLE(MAGNETIC), INERTIAL VERTICAL SPEED VERTICAL ACCELERATION TRUE HEADING, ALONG TRACK HORIZONTAL ACCELERATION, CROSS TRACK HORIZONTAL ACCELERATION AND INERTIAL ALTITUDE
- 3 AFCS MODE STATUS, AFCS MODE REQUEST, ALTITUDE SELECTED, HEADING SELECTED, MACH SELECTED, SPEED SELECTED, VERTICAL SPEED SELECTED, AND TEST WORD
- 4 CAP AND STOW NEAR D71

001-099

AFDS ROLL AND YAW SIGNALS - CHANNEL RIGHT

D280N032

22-13-21

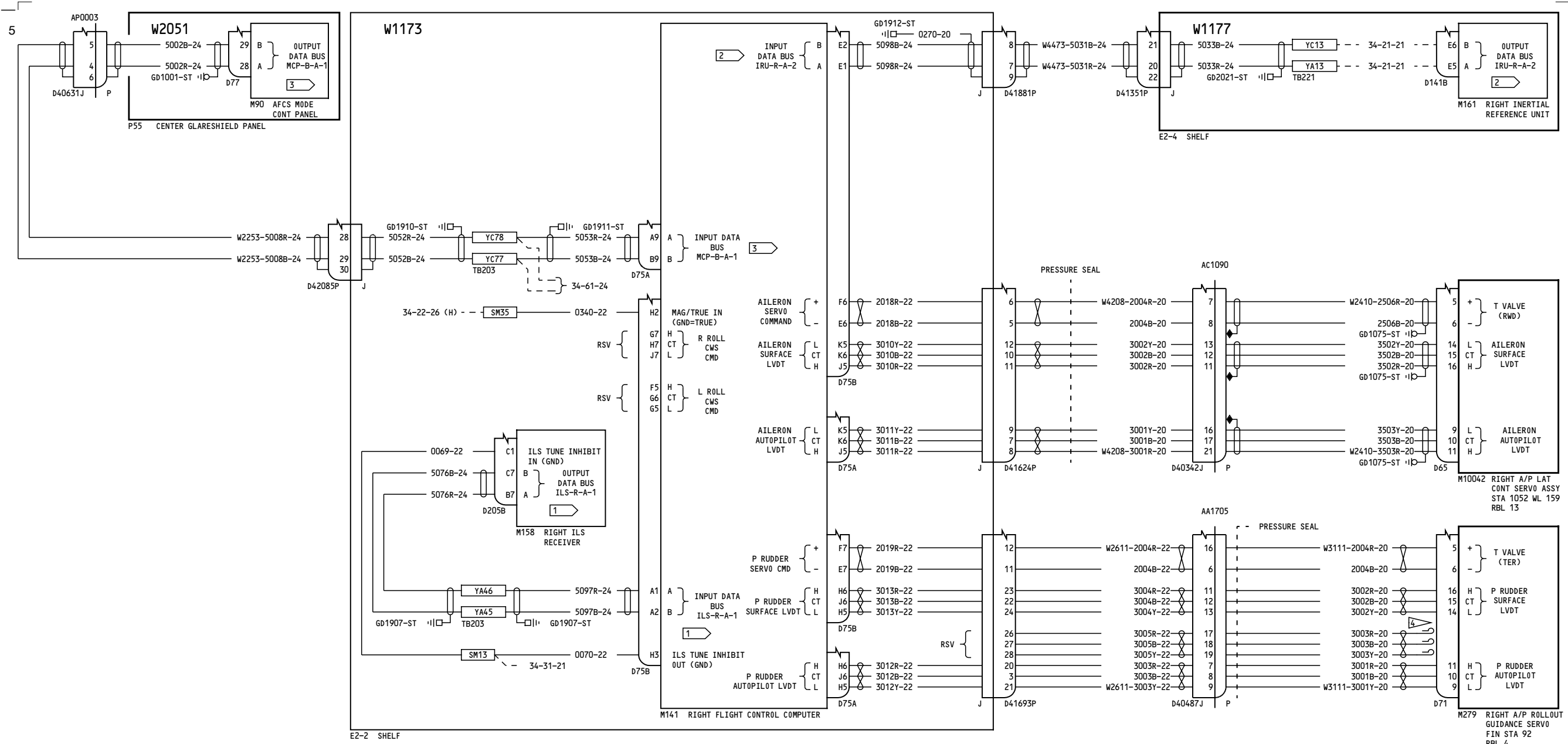
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NOTES:

- 1 SELECTED RUNWAY HEADING, GLIDESCOPE DEVIATION, LOCALIZER DEVIATION, TUNER INHIBITED AND ILS FREQUENCY
- 2 BODY LATERAL ACCELERATION, BODY LONGITUDINAL ACCELERATION, BODY NORMAL ACCELERATION, BODY PITCH RATE, BODY ROLL RATE, BODY YAW RATE, FLIGHT PATH ACCELERATION, GROUND SPEED, PITCH ATTITUDE RATE, IRS DISCRETES, MAGNETIC HEADING, PITCH ANGLE, ROLL ANGLE, TRACK ANGLE RATE, TRACK ANGLE (MAGNETIC), INERTIAL VERTICAL SPEED AND VERTICAL ACCELERATION, TRUE HEADING, ALONG TRACK HORIZONTAL ACCELERATION, CROSS TRACK HORIZONTAL ACCELERATION
- 3 AFCS MODE STATUS, AFCS REQUEST MODES, ALTITUDE SELECTED, HEADING SELECTED, MACH SELECTED, SPEED SELECTED, VERTICAL SPEED SELECTED AND TEST WORD
- 4 CAP AND STOW NEAR D71

115-199

AFDS ROLL AND YAW SIGNALS - CHANNEL RIGHT

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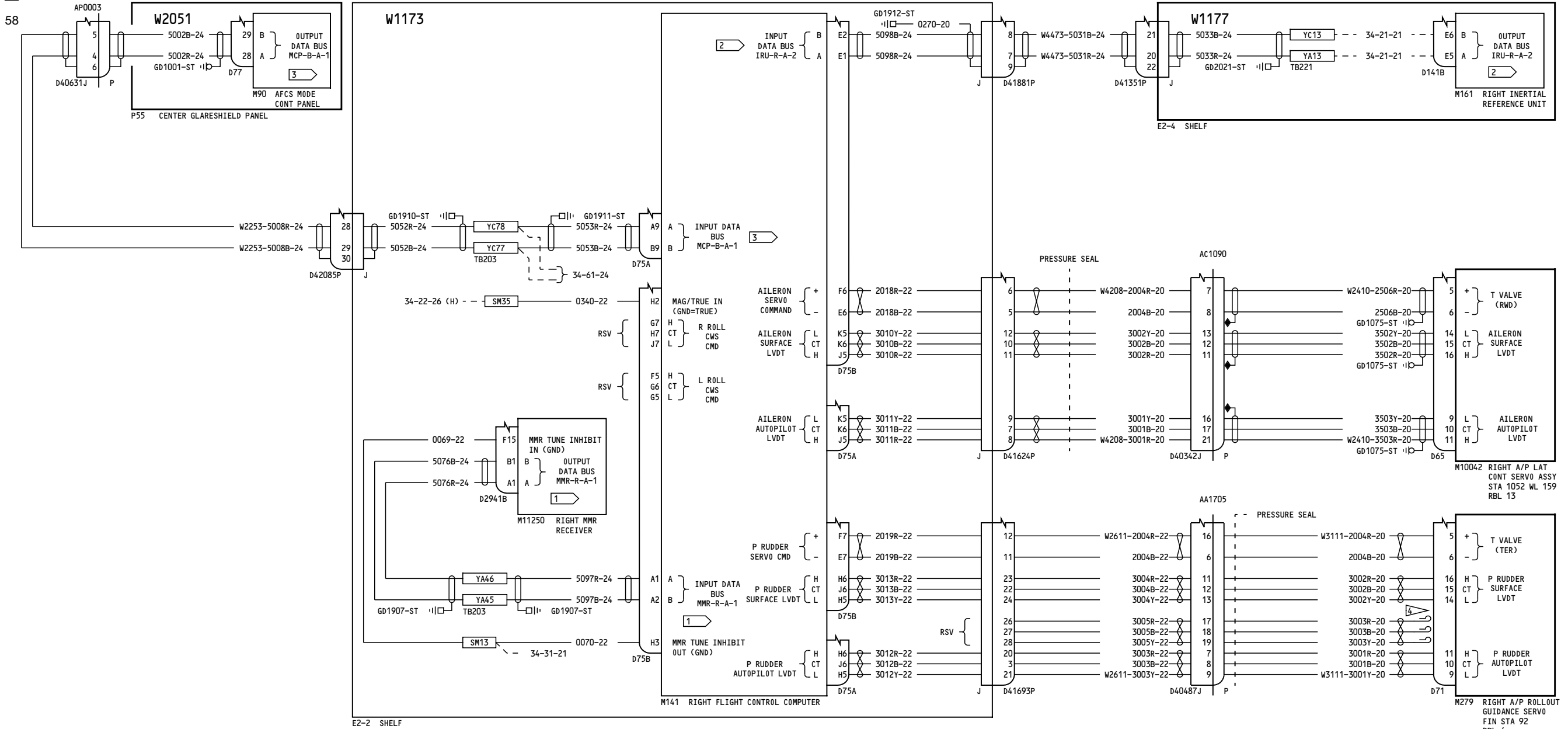
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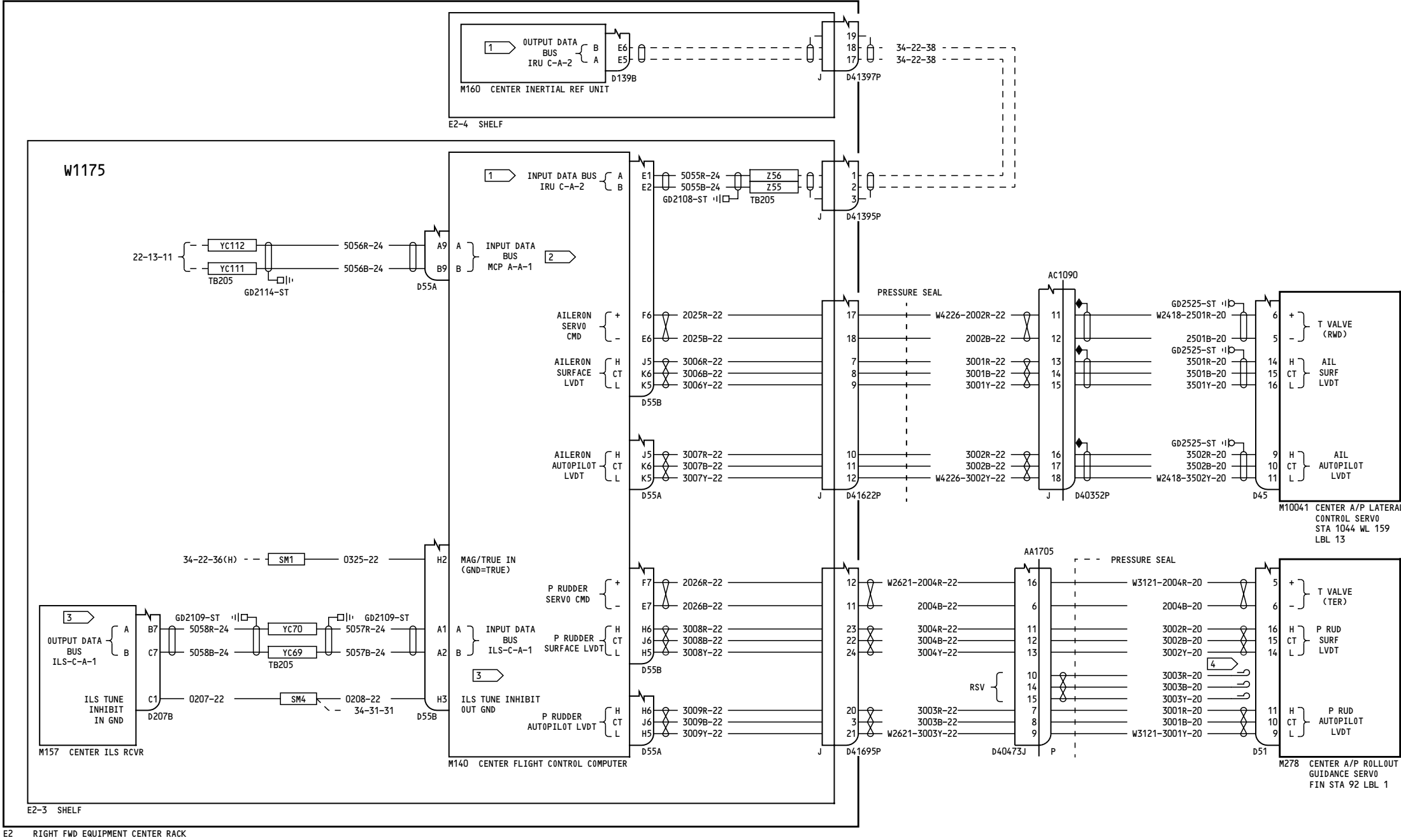
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- NOTES:**
- 1 SELECTED RUNWAY HEADING, GLIDESCOPE DEVIATION, LOCALIZER DEVIATION, TUNER INHIBITED AND ILS FREQUENCY
  - 2 BODY LATERAL ACCELERATION, BODY LONGITUDINAL ACCELERATION, BODY NORMAL ACCELERATION, BODY PITCH RATE, BODY ROLL RATE, BODY YAW RATE, FLIGHT PATH ACCELERATION, GROUND SPEED, PITCH ATTITUDE RATE, IRS DISCRETES, MAGNETIC HEADING, PITCH ANGLE, ROLL ANGLE, TRACK ANGLE RATE, TRACK ANGLE (MAGNETIC), INERTIAL VERTICAL SPEED AND VERTICAL ACCELERATION, TRUE HEADING, ALONG TRACK HORIZONTAL ACCELERATION, CROSS TRACK HORIZONTAL ACCELERATION
  - 3 AFCS MODE STATUS, AFCS REQUEST MODES, ALTITUDE SELECTED, HEADING SELECTED, MACH SELECTED, SPEED SELECTED, VERTICAL SPEED SELECTED AND TEST WORD
  - 4 CAP AND STOW NEAR D71



- NOTES:**
- 1 BODY LATERAL ACCELERATION, BODY LONGITUDINAL ACCELERATE, BODY NORMAL ACCELERATION, BODY PITCH RATE, BODY ROLL RATE, BODY YAW RATE, FLIGHT PATH ACCELERATION, GROUND SPEED, PITCH ATTITUDE RATE, IRS DISCRETES, MAGNETIC HEADING, PITCH ANGLE, ROLL ANGLE, TRACK ANGLE (MAGNETIC), INERTIAL VERTICAL SPEED VERTICAL ACCELERATION, TRUE HEADING, ALONG TRACK HORIZONTAL ACCELERATION, CROSS TRACK HORIZONTAL ACCELERATION AND INERTIAL ALTITUDE
  - 2 AFCS MODE STATUS, AFCS REQUEST MODES, ALTITUDE SELECTED, HEADING SELECTED, MACH SELECTED, SPEED SELECTED VERTICAL SPEED SELECTED AND TEST WORD
  - 3 SELECTED RUNWAY HEADING, GLIDE SLOPE DEVIATION, LOCALIZER DEVIATION TUNER INHIBITED AND ILS FREQUENCY
  - 4 CAP AND STOW NEAR D51

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**AFDS ROLL AND YAW SIGNALS - CHANNEL CENTER**

**22-13-31**

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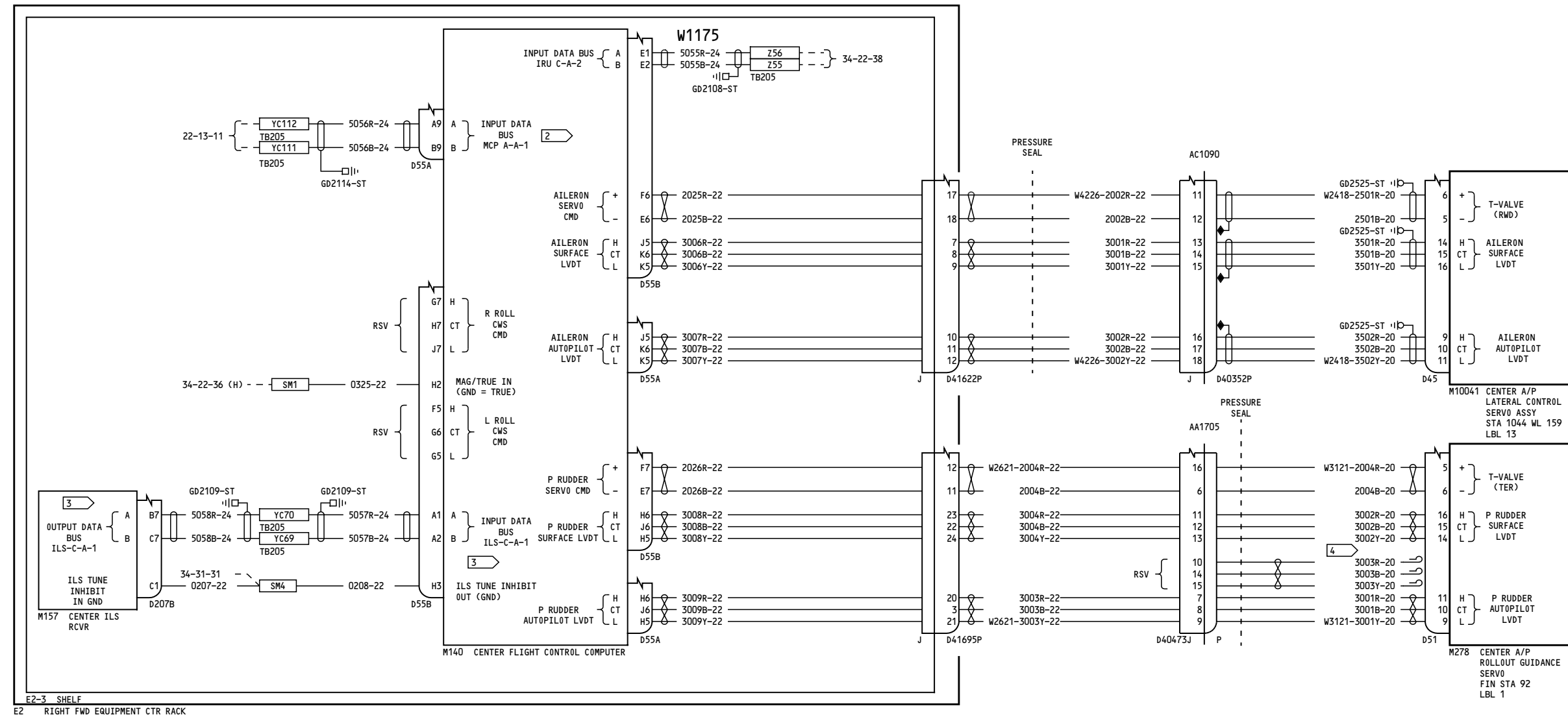
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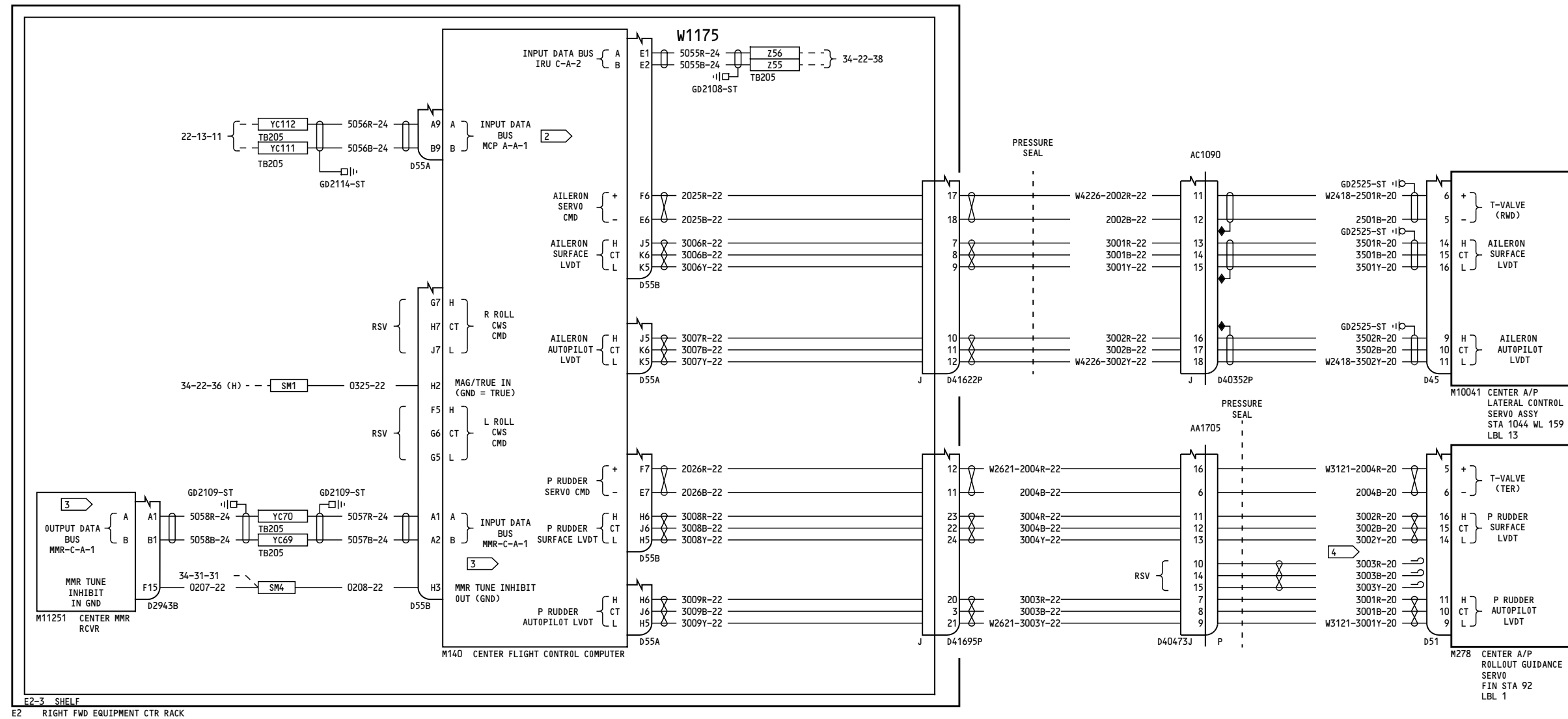
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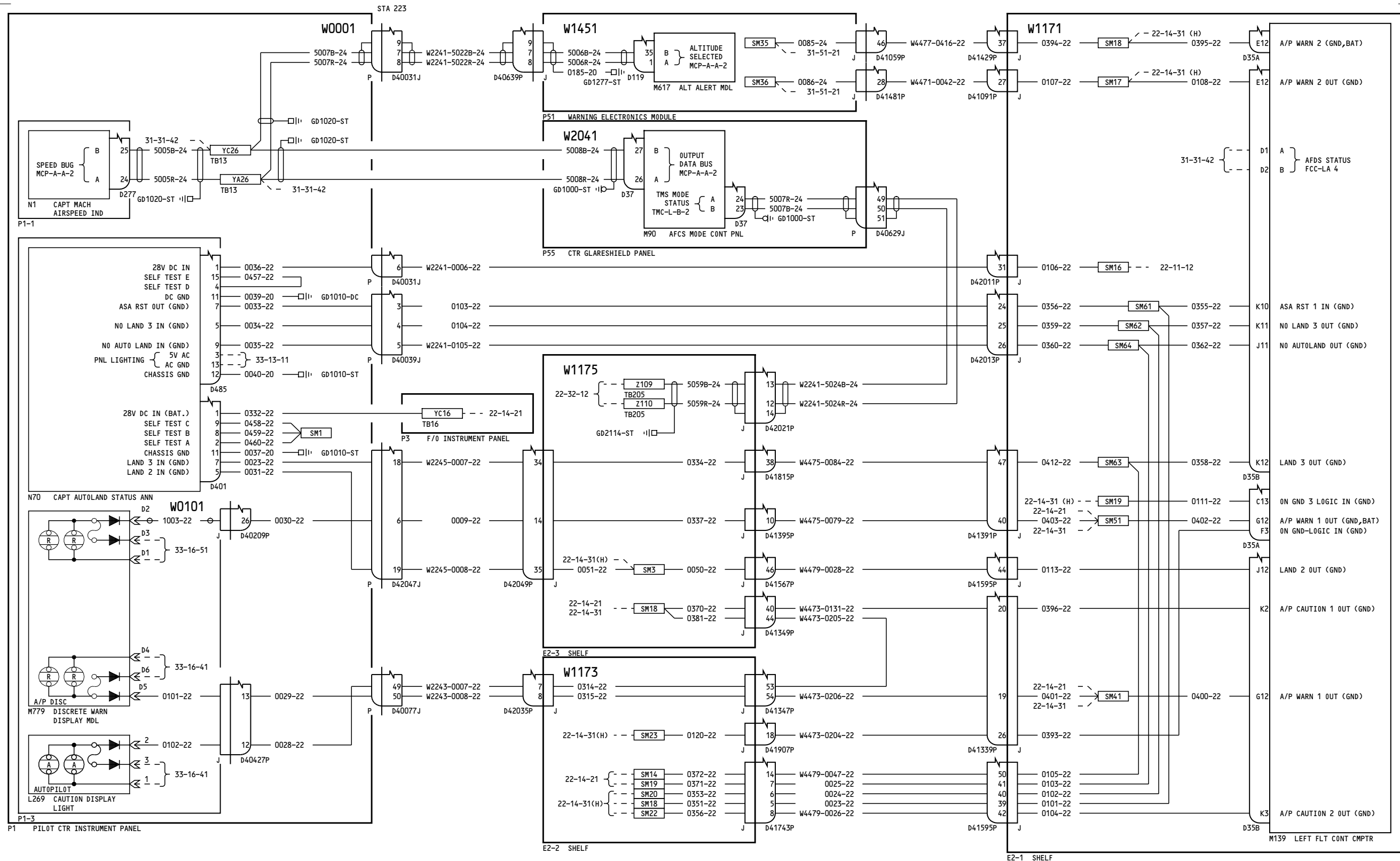
**NOTES:**

- 1 BODY LATERAL ACCELERATION, BODY LONGITUDINAL ACCELERATION, BODY NORMAL ACCELERATION, BODY PITCH RATE, BODY ROLL RATE, BODY YAW RATE, FLIGHT PATH ACCELERATION, GROUND SPEED, PITCH ATTITUDE RATE, IRS DISCRETES, MAGNETIC HEADING, PITCH ANGLE, ROLL ANGLE, TRACK ANGLE (MAGNETIC) INERTIAL VERTICAL SPEED, VERTICAL ACCELERATION, TRUE HEADING ALONG TRACK HORIZONTAL ACCELERATION, CROSS TRACK HORIZONTAL ACCELERATION AND INERTIAL ALTITUDE.
- 2 AFCS MODE STATUS, AFCS REQUEST MODES, ALTITUDE SELECTED, HEADING SELECTED, MACH SELECTED, SPEED SELECTED VERTICAL SPEED SELECTED AND TEST WORD.
- 3 SELECTED RUNWAY HEADING, GLIDESLOPE DEVIATION, LOCALIZER DEVIATION, TUNER INHIBITED AND ILS FREQUENCY
- 4 CAP AND STOW NEAR D51



**NOTES:**

- 1 BODY LATERAL ACCELERATION, BODY LONGITUDINAL ACCELERATION, BODY NORMAL ACCELERATION, BODY PITCH RATE, BODY ROLL RATE, BODY YAW RATE, FLIGHT PATH ACCELERATION, GROUND SPEED, PITCH ATTITUDE RATE, IRS DISCRETES, MAGNETIC HEADING, PITCH ANGLE, ROLL ANGLE, TRACK ANGLE (MAGNETIC) INERTIAL VERTICAL SPEED, VERTICAL ACCELERATION, TRUE HEADING ALONG TRACK HORIZONTAL ACCELERATION, CROSS TRACK HORIZONTAL ACCELERATION AND INERTIAL ALTITUDE.
- 2 AFCS MODE STATUS, AFCS REQUEST MODES, ALTITUDE SELECTED, HEADING SELECTED, MACH SELECTED, SPEED SELECTED VERTICAL SPEED SELECTED AND TEST WORD.
- 3 SELECTED RUNWAY HEADING, GLIDESLOPE DEVIATION, LOCALIZER DEVIATION, TUNER INHIBITED AND ILS FREQUENCY
- 4 CAP AND STOW NEAR D51



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## AFDS WARNING AND ANNUNCIATION - CHANNEL LEFT

D280N032

### 22-14-11

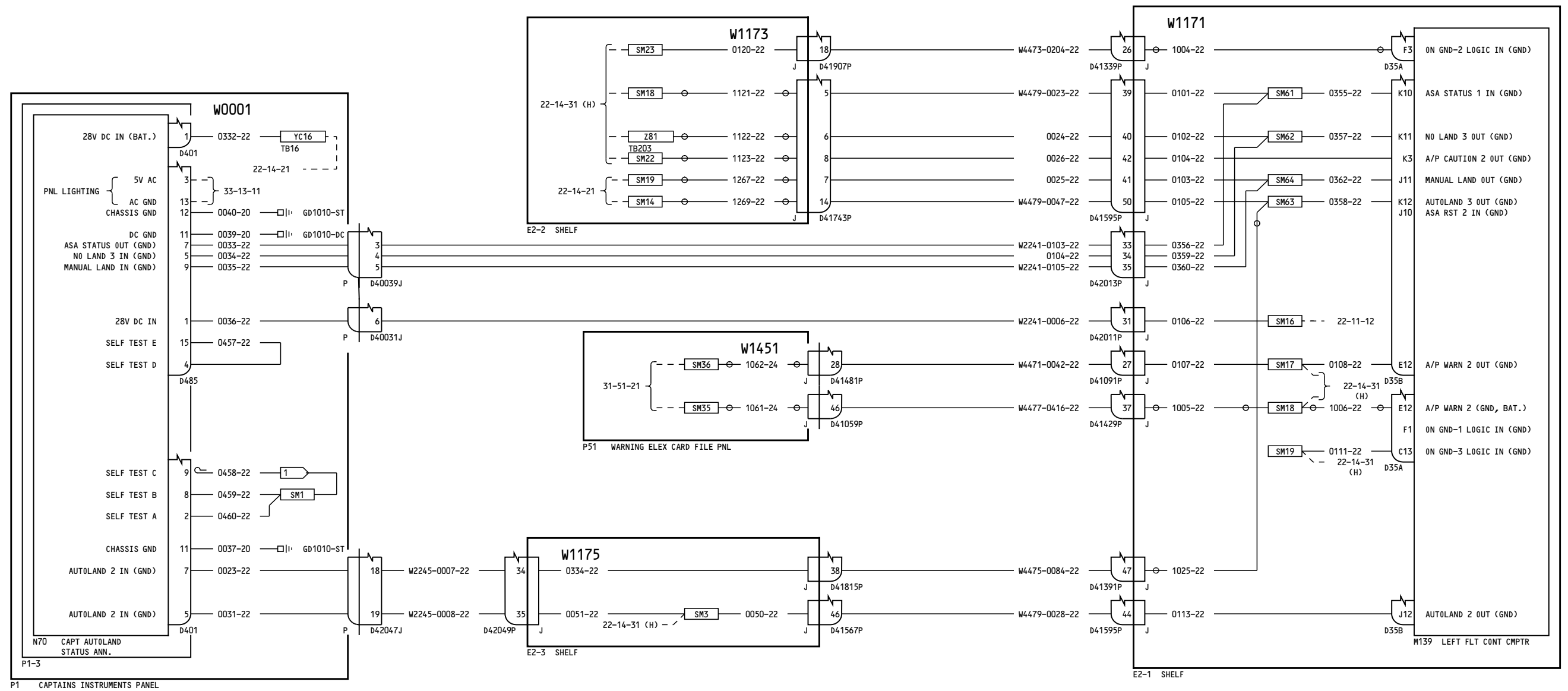
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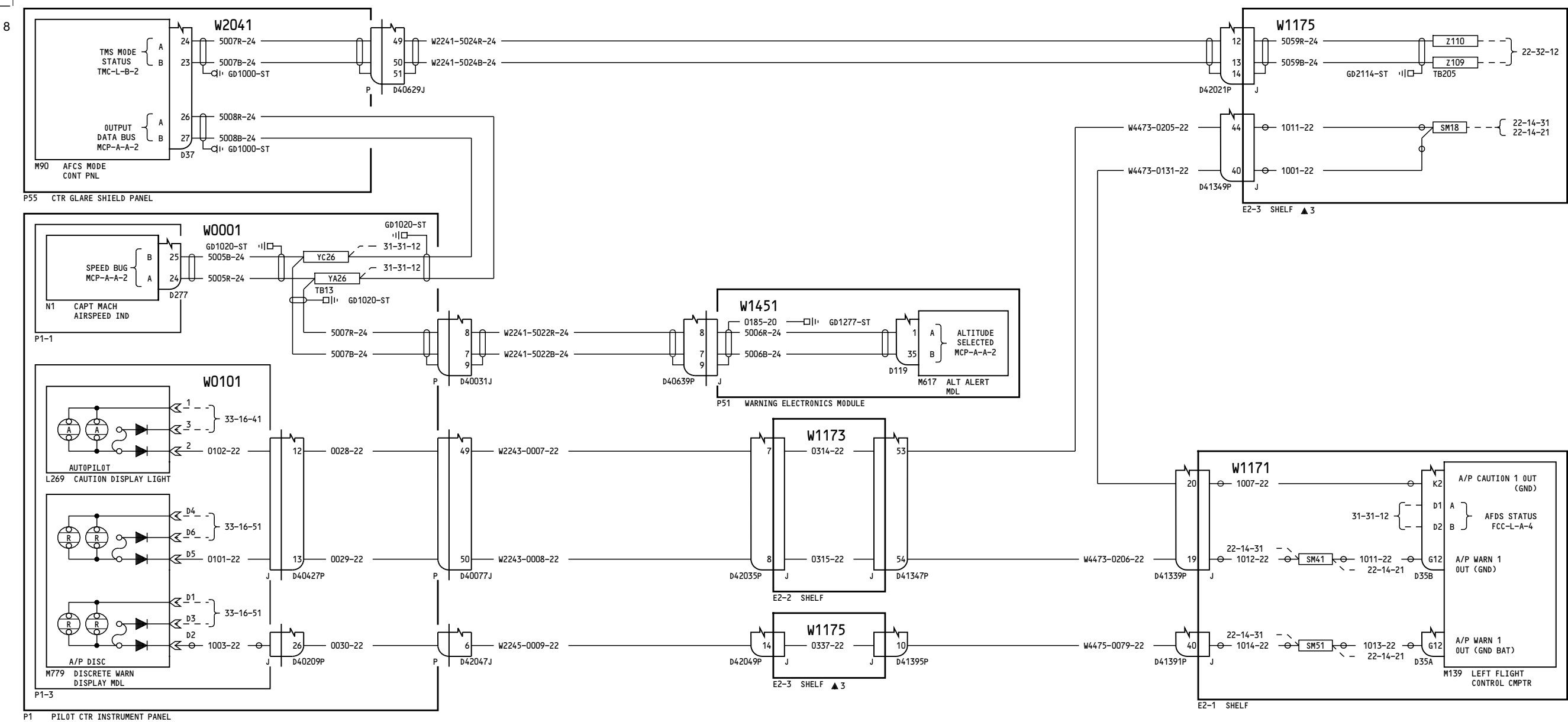
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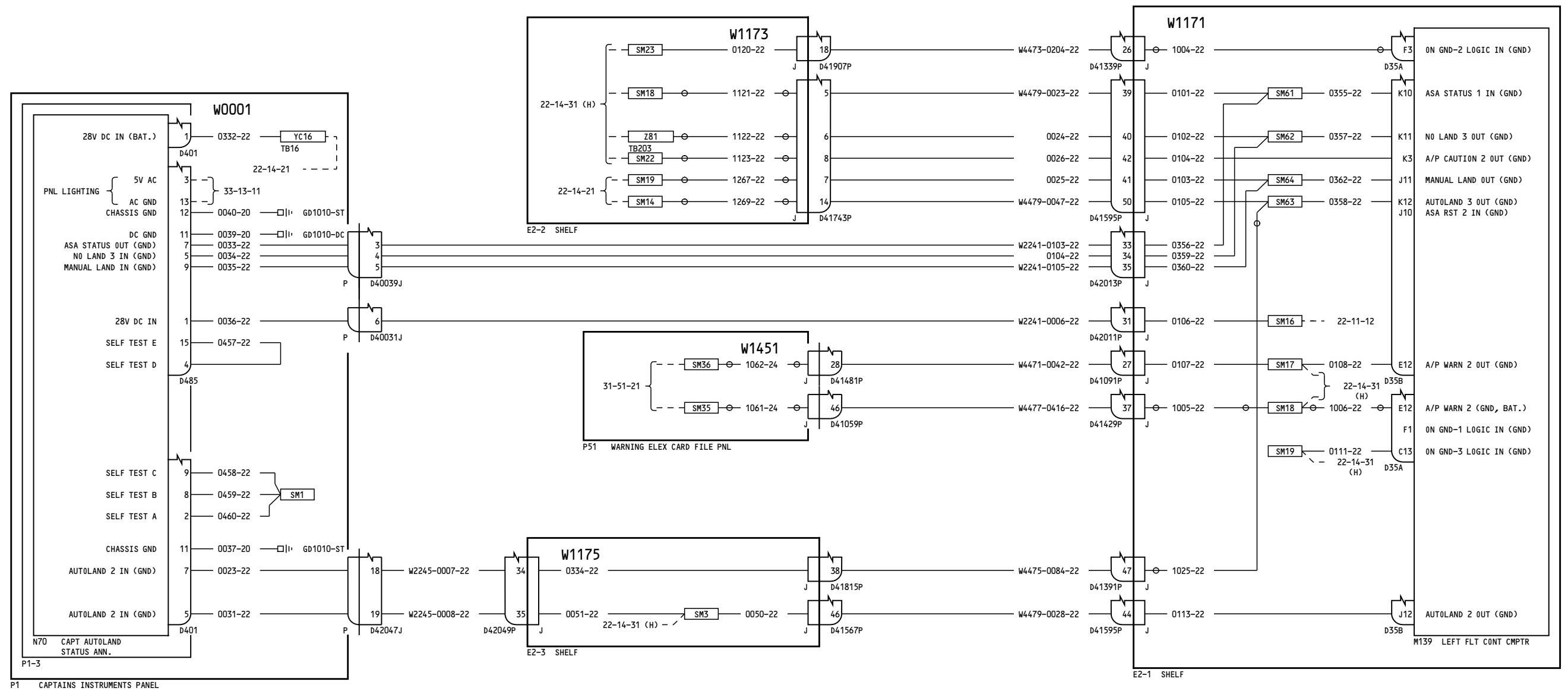
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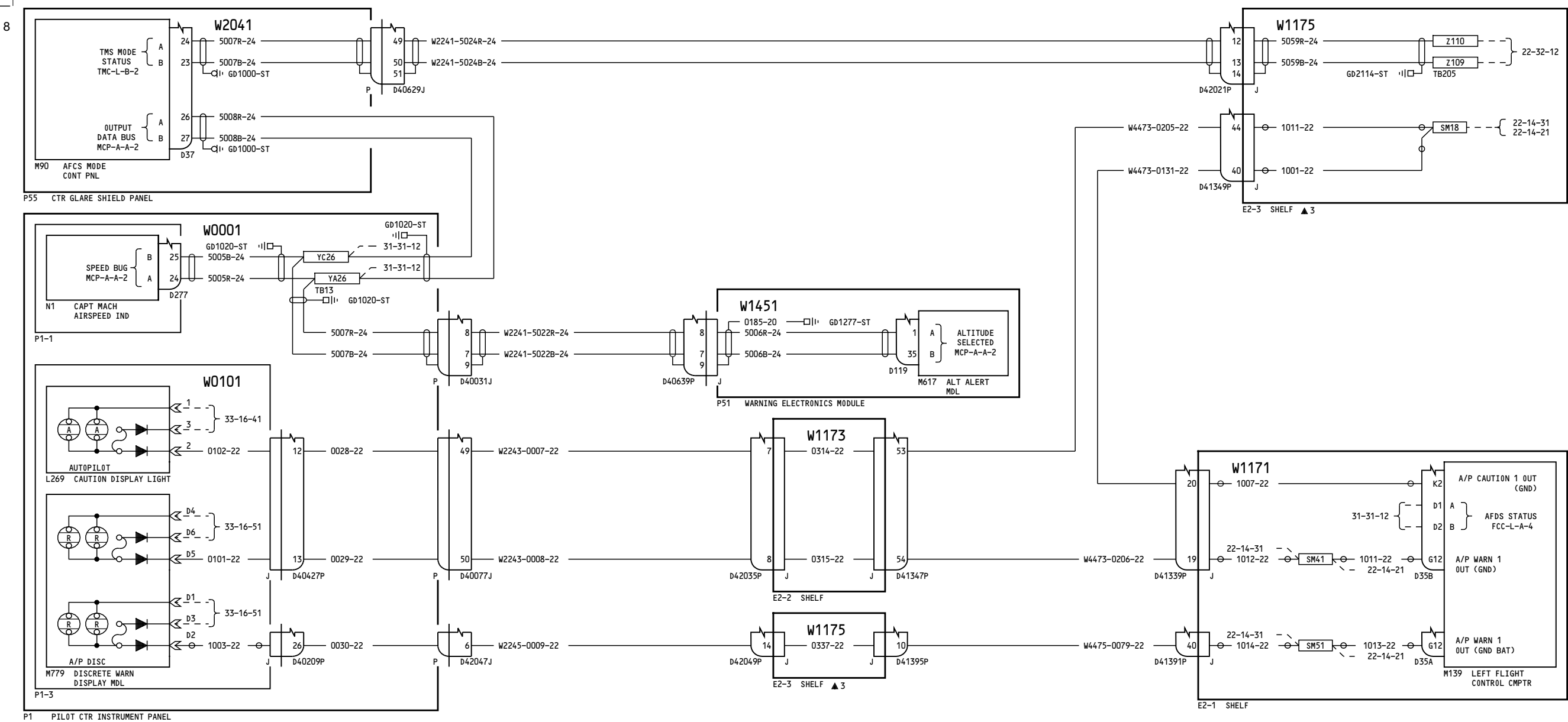


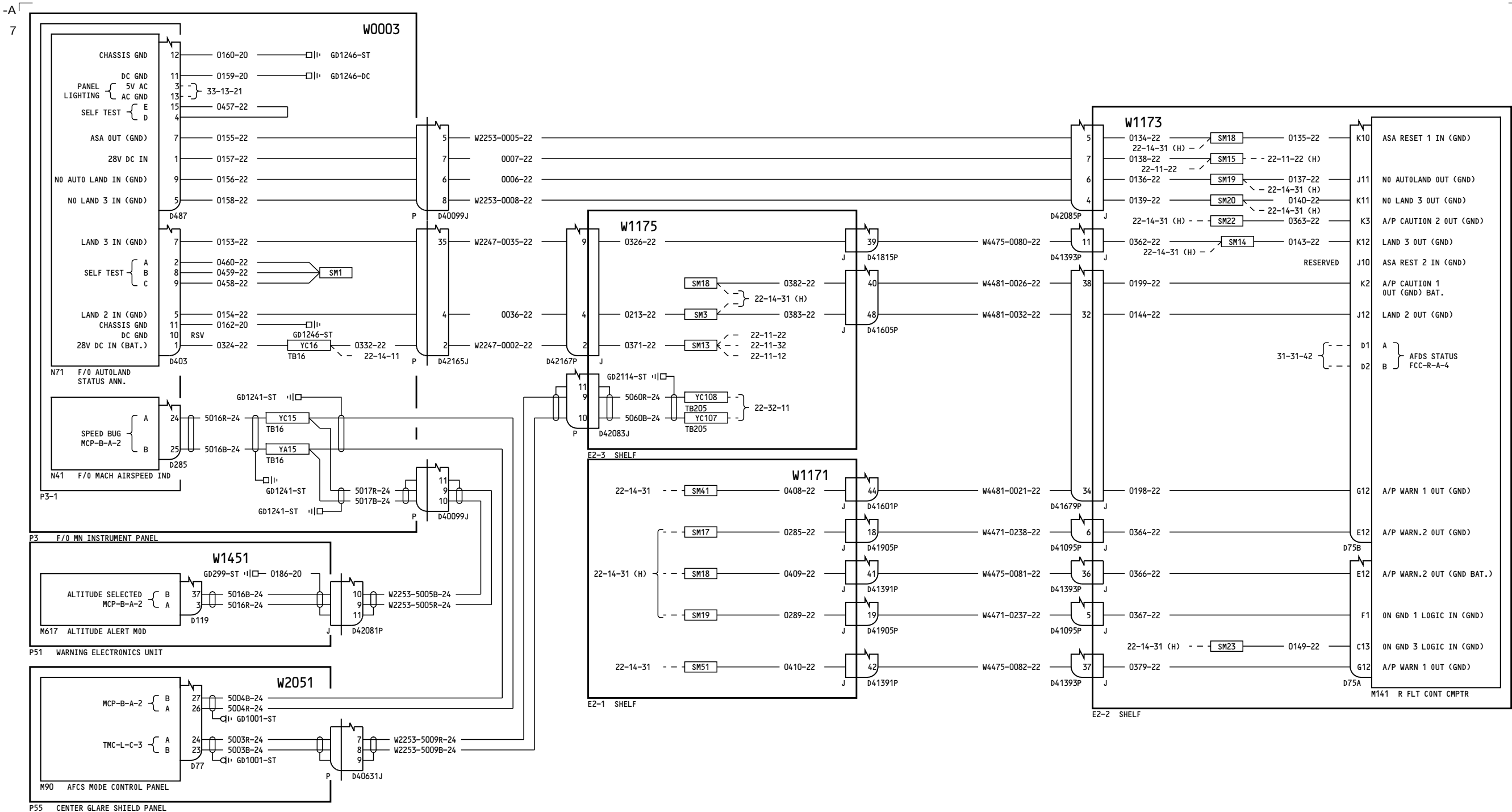
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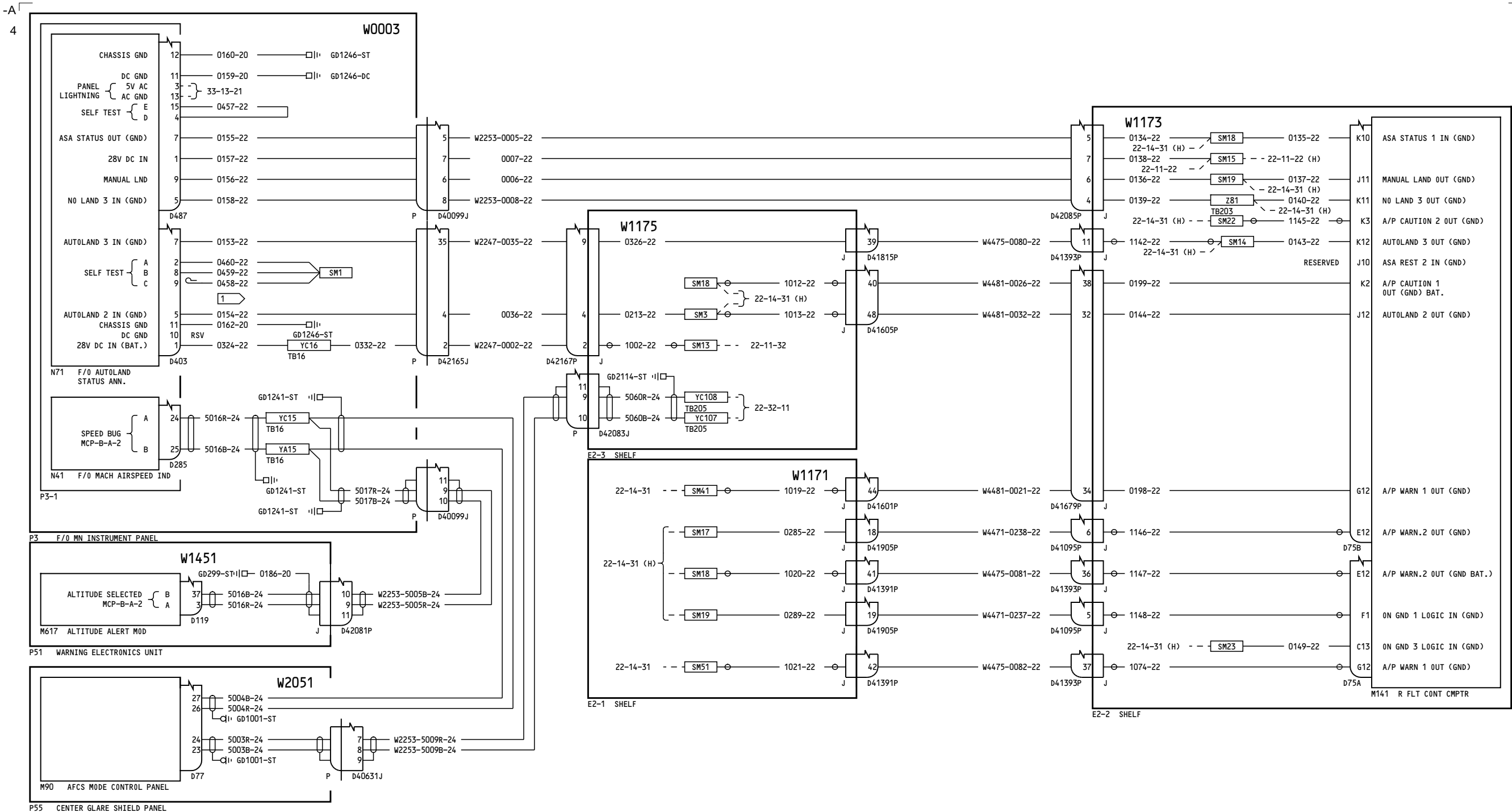






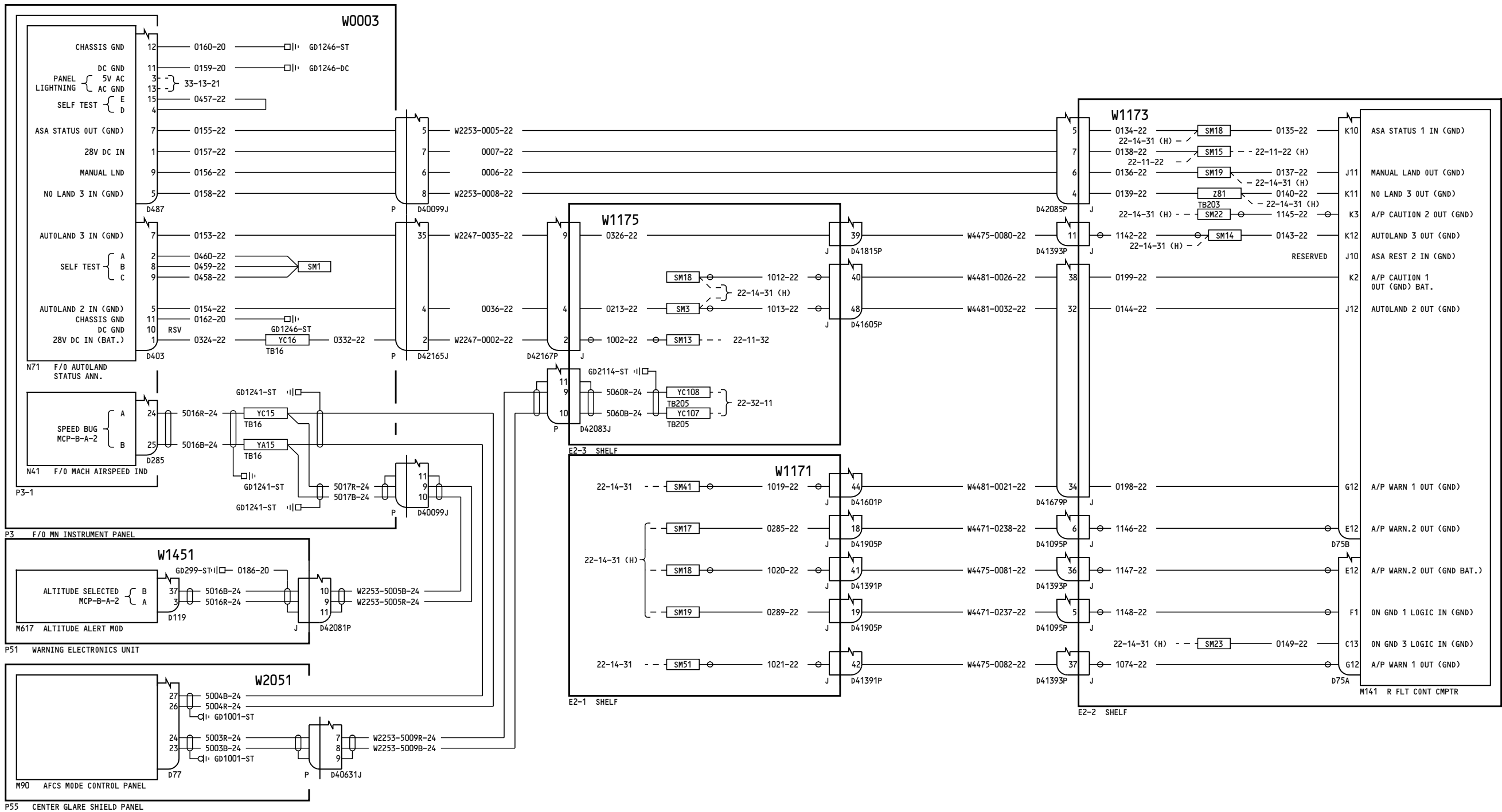






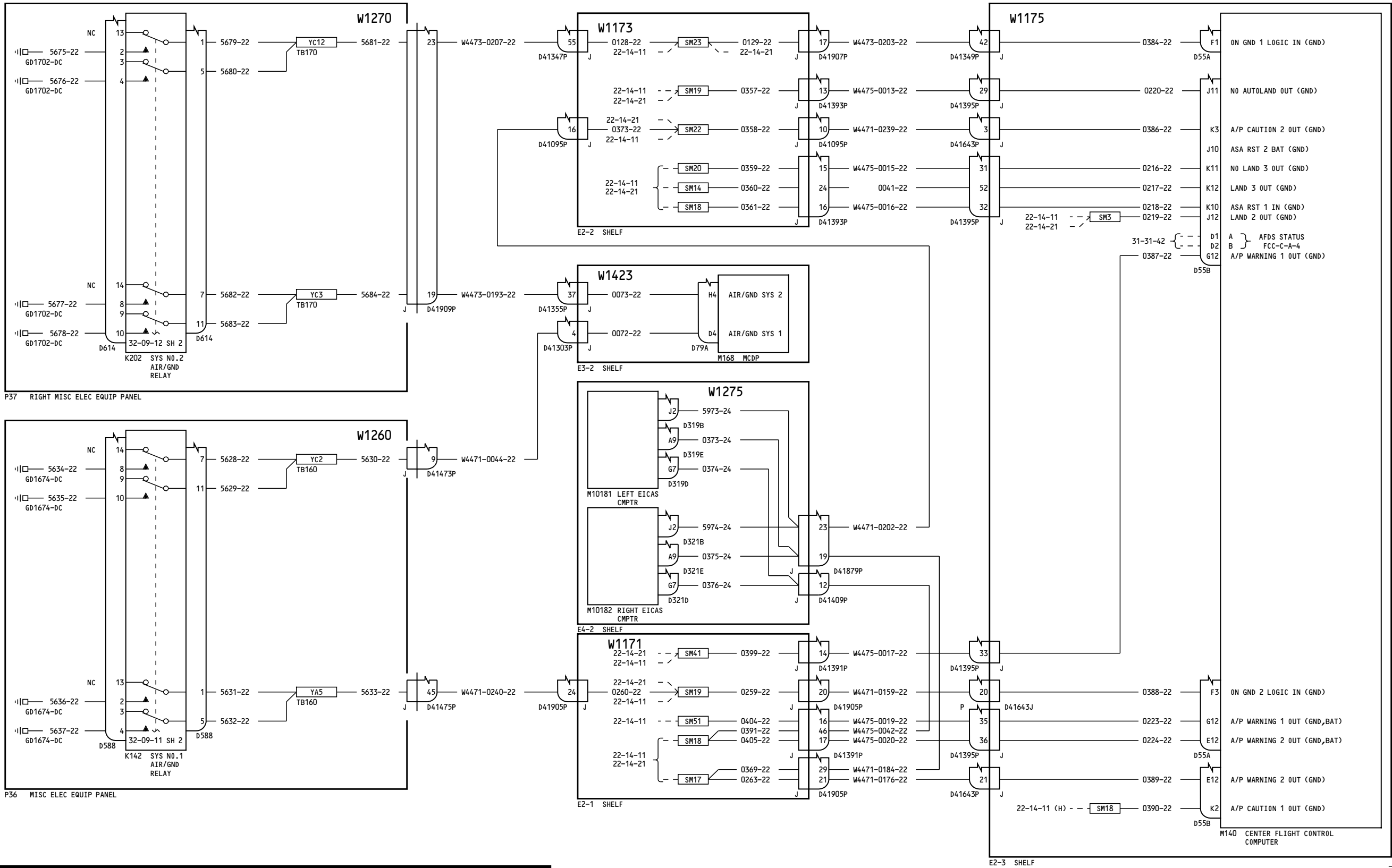
**NOTES:**

1 CAP AND STOW NEAR D403





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AFDS WARNING AND  
ANNUNCIATION - CHANNEL  
CENTER

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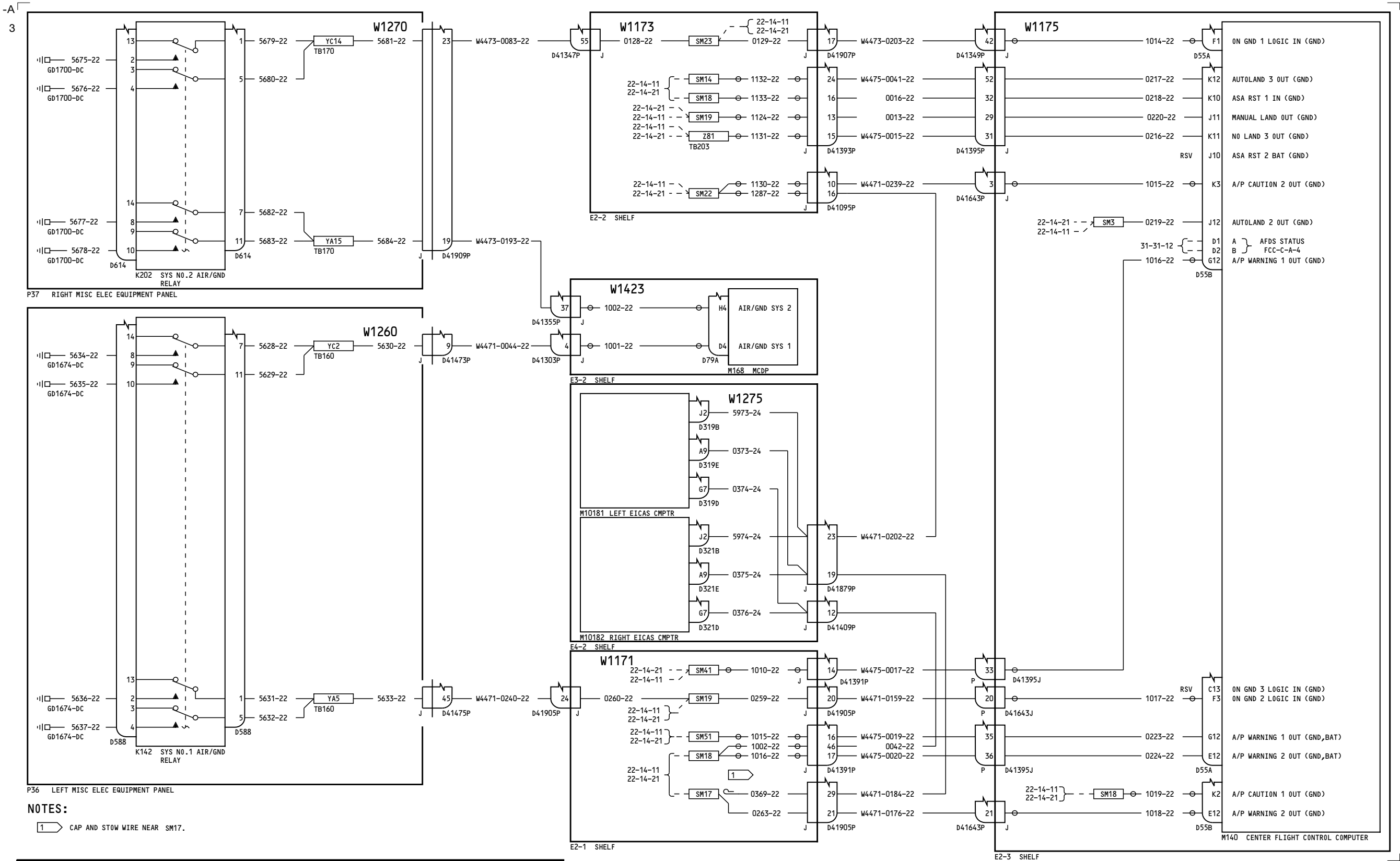
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**AFDS WARNING AND  
ANNUNCIATION - CHANNEL  
CENTER**

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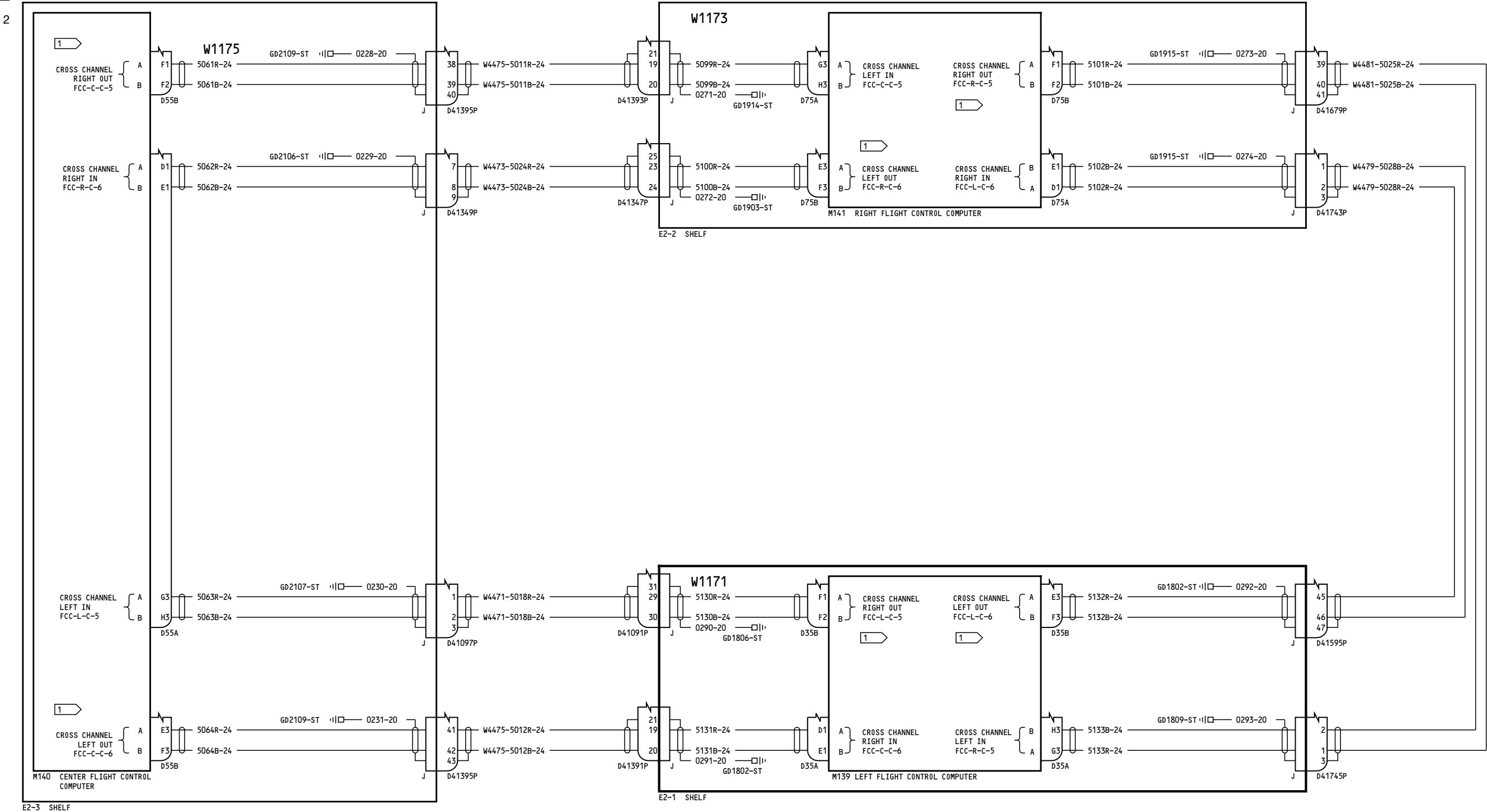
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NOTES:

1 SENSOR DATA, SYNCHRONIZE CMDS, OUTPUT CMDS, INITIALIZATION

ALL

AFDS INTERCHANNEL DATA - DIGITAL

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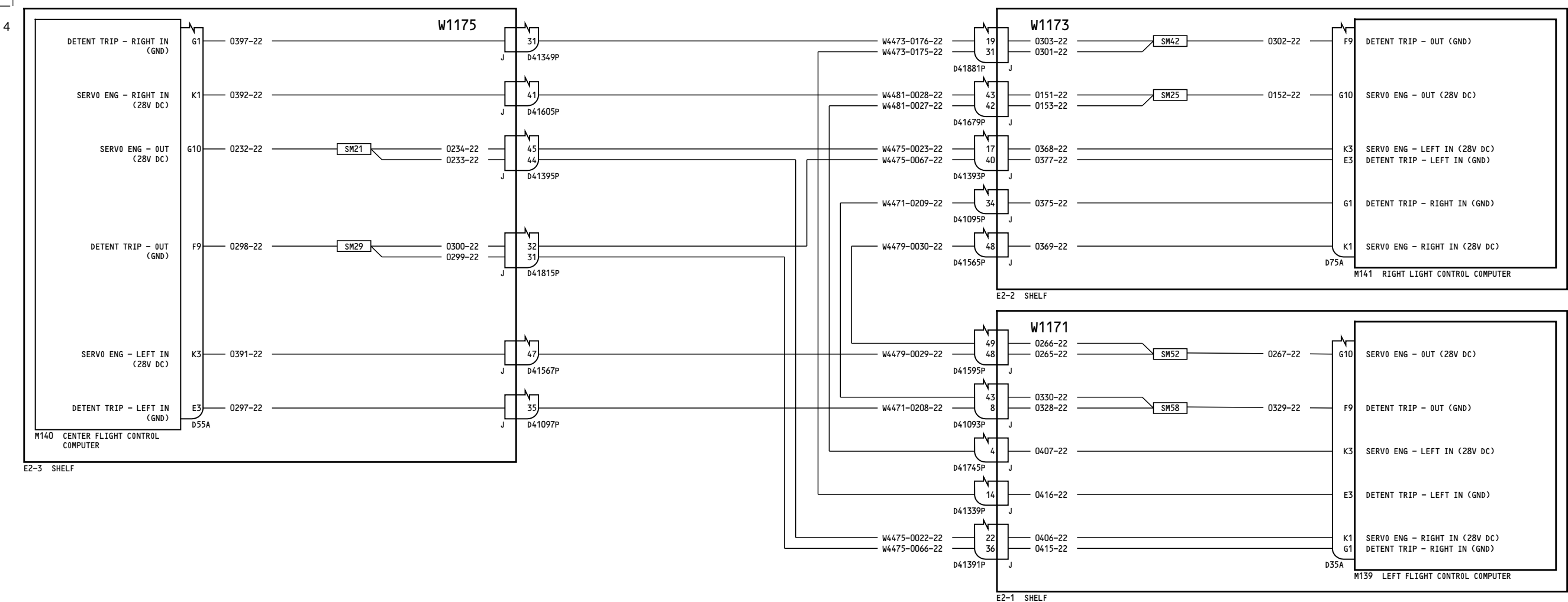
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757-200 WIRING DIAGRAM MANUAL



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AFDS INTERCHANNEL DATA -  
ANALOG

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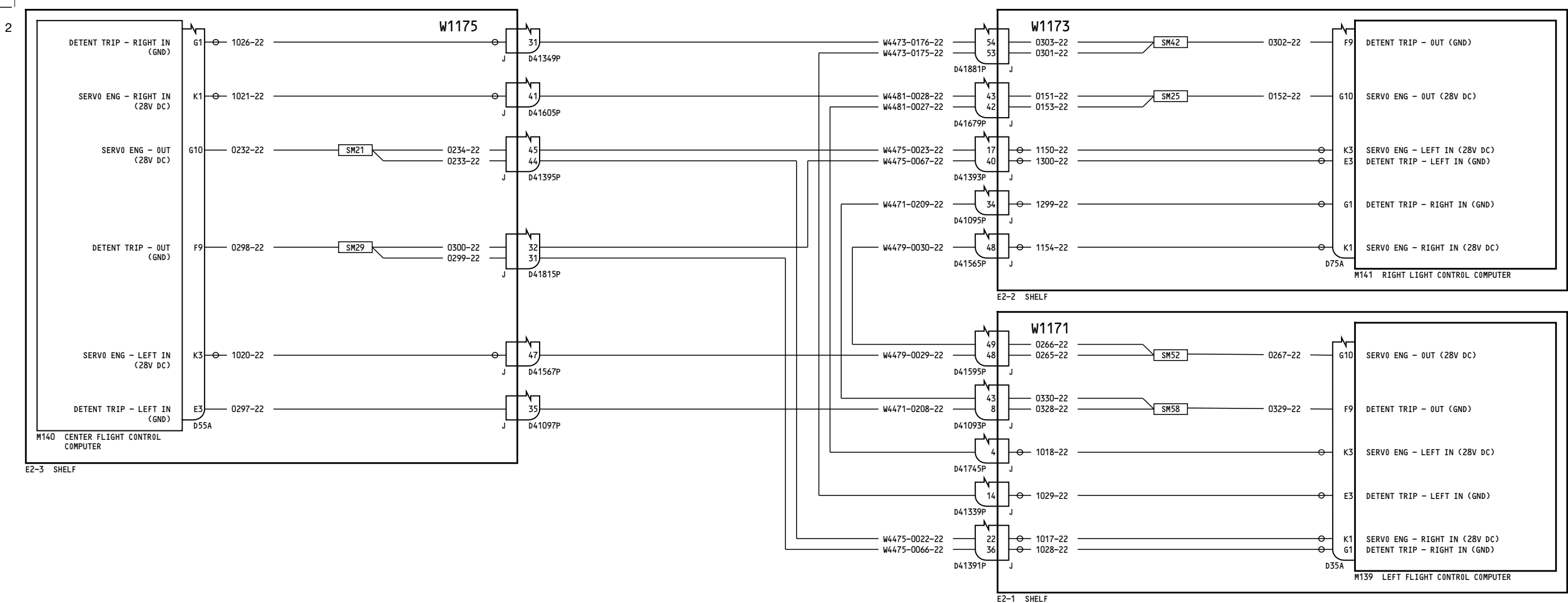
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## YAW DAMPER - LEFT

**22-21-11**

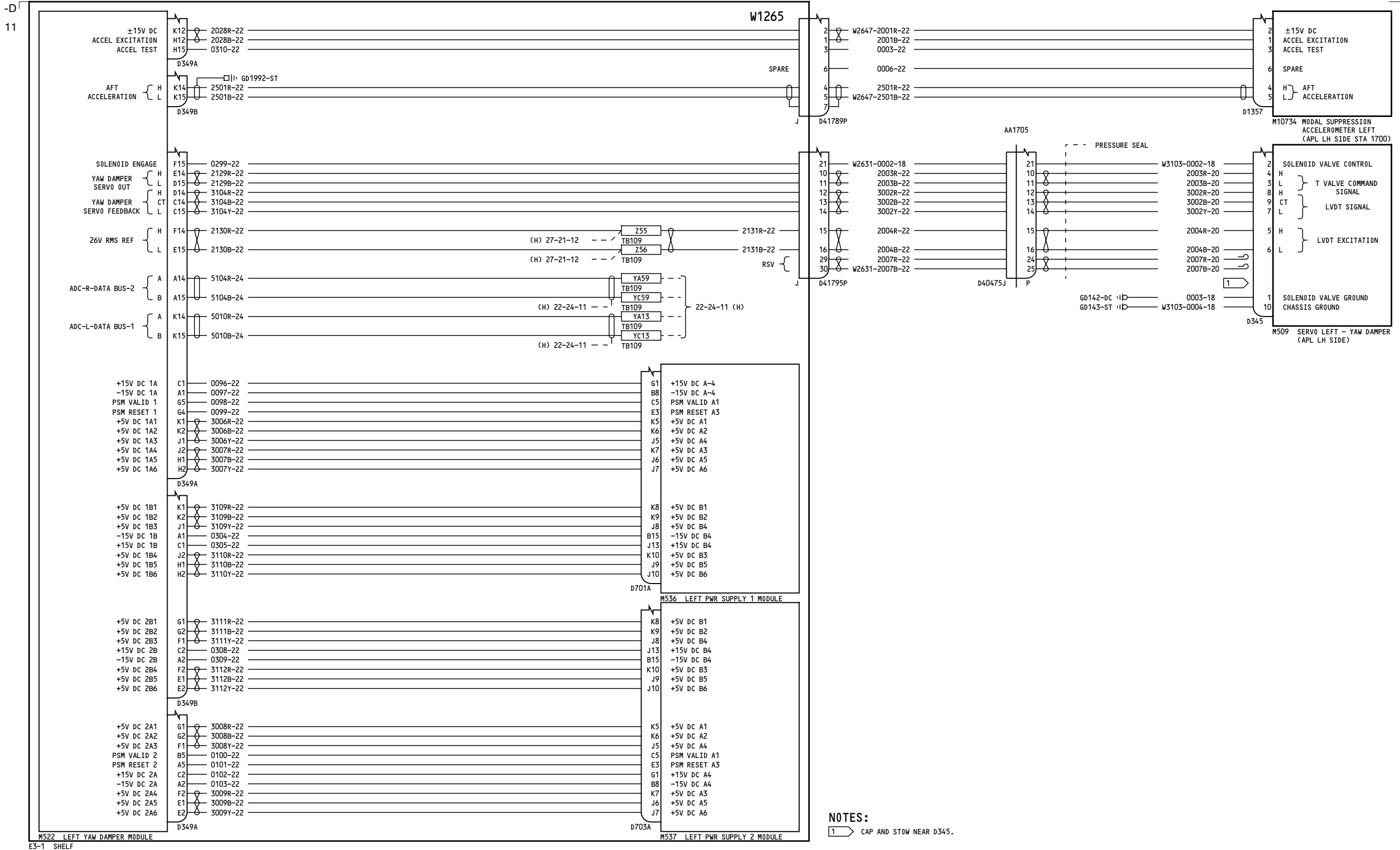
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YAW DAMPER - LEFT

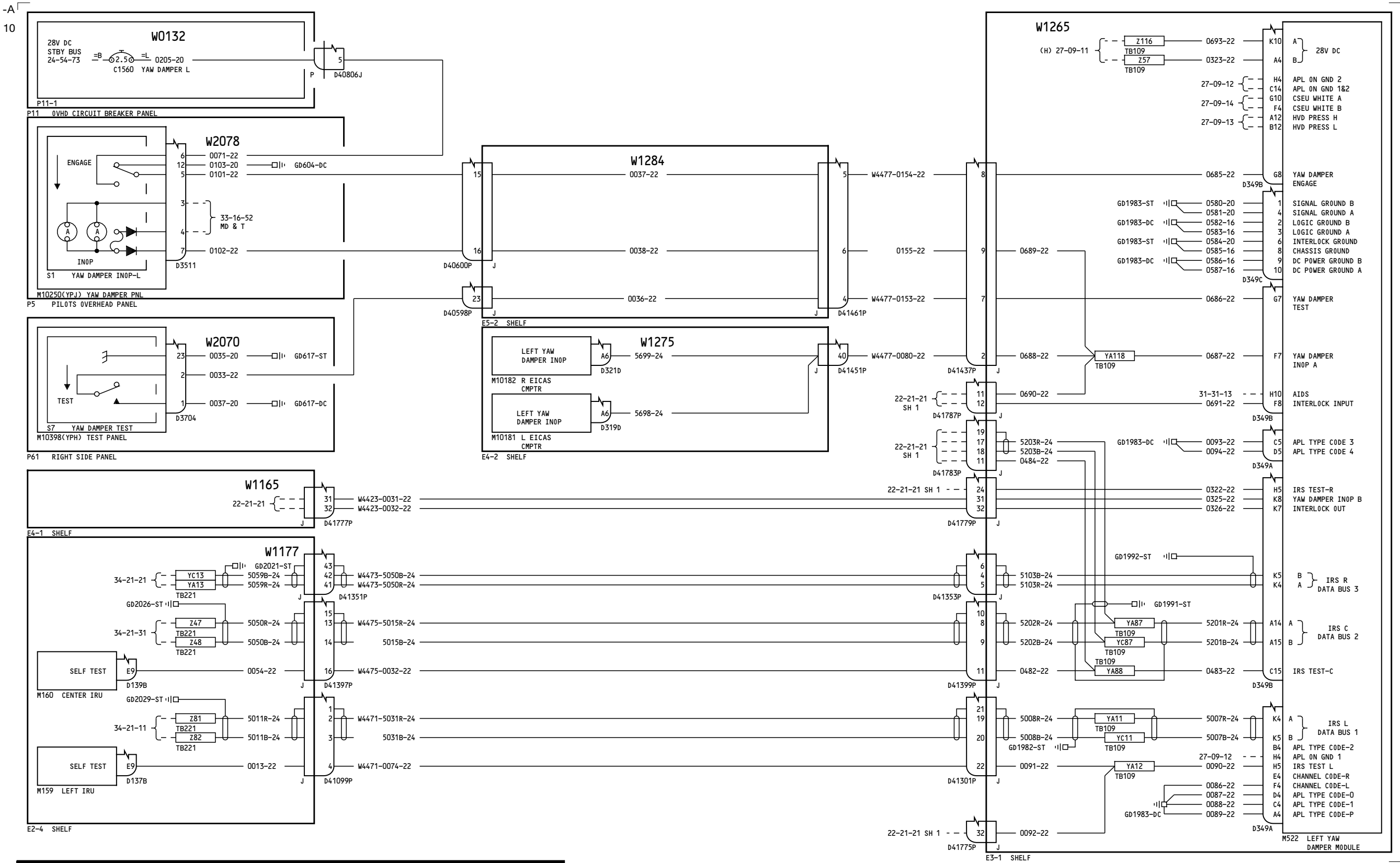
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YAW DAMPER - LEFT

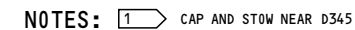
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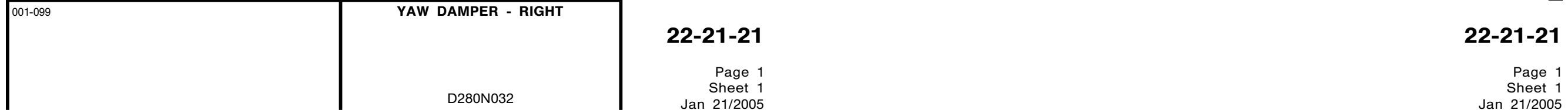
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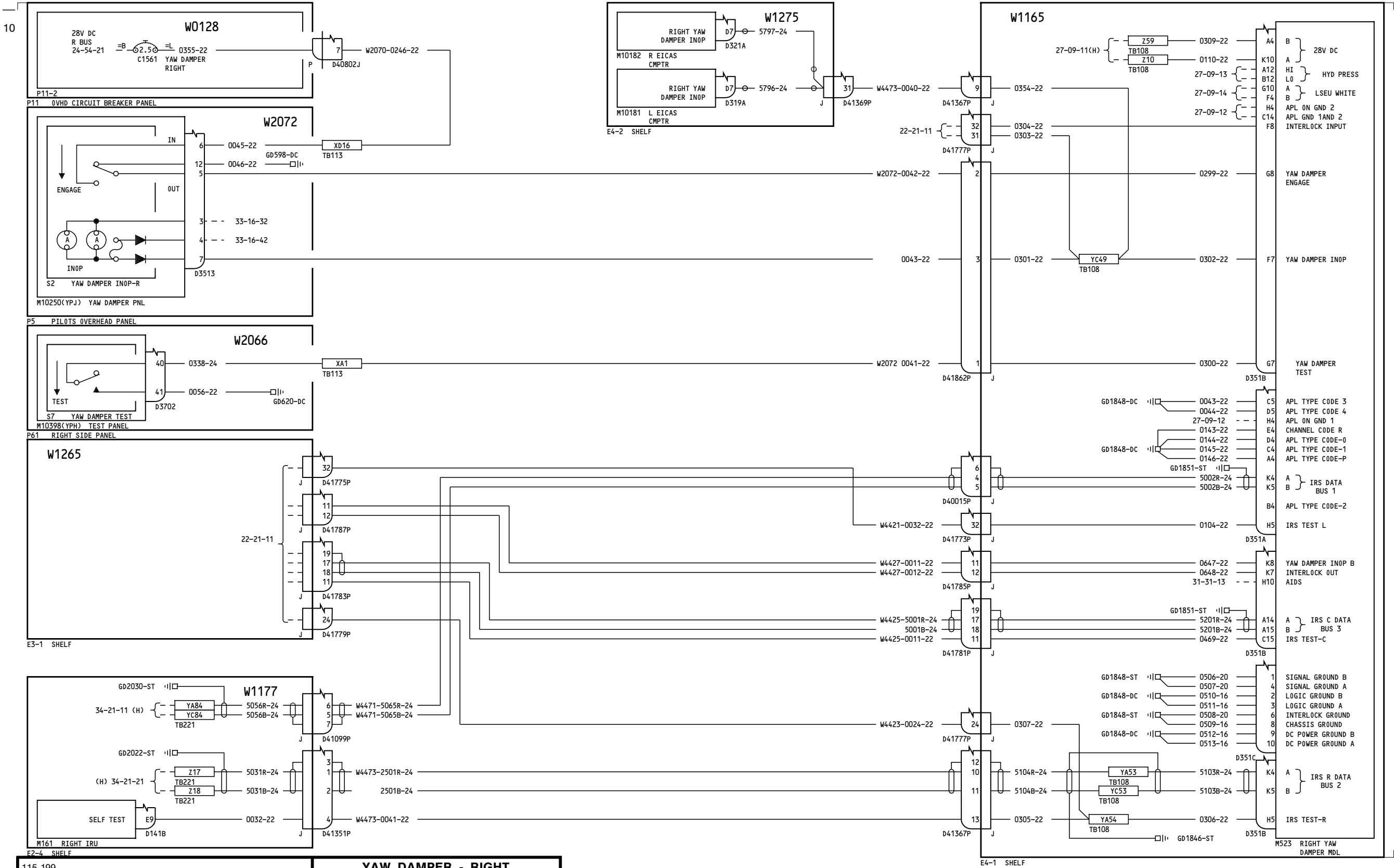




757-200 WIRING DIAGRAM MANUAL







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YAW DAMPER - RIGHT

D280N032

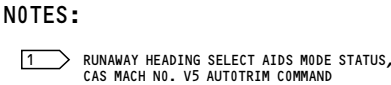
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## AUTOMATIC STABILIZER TRIM - LEFT

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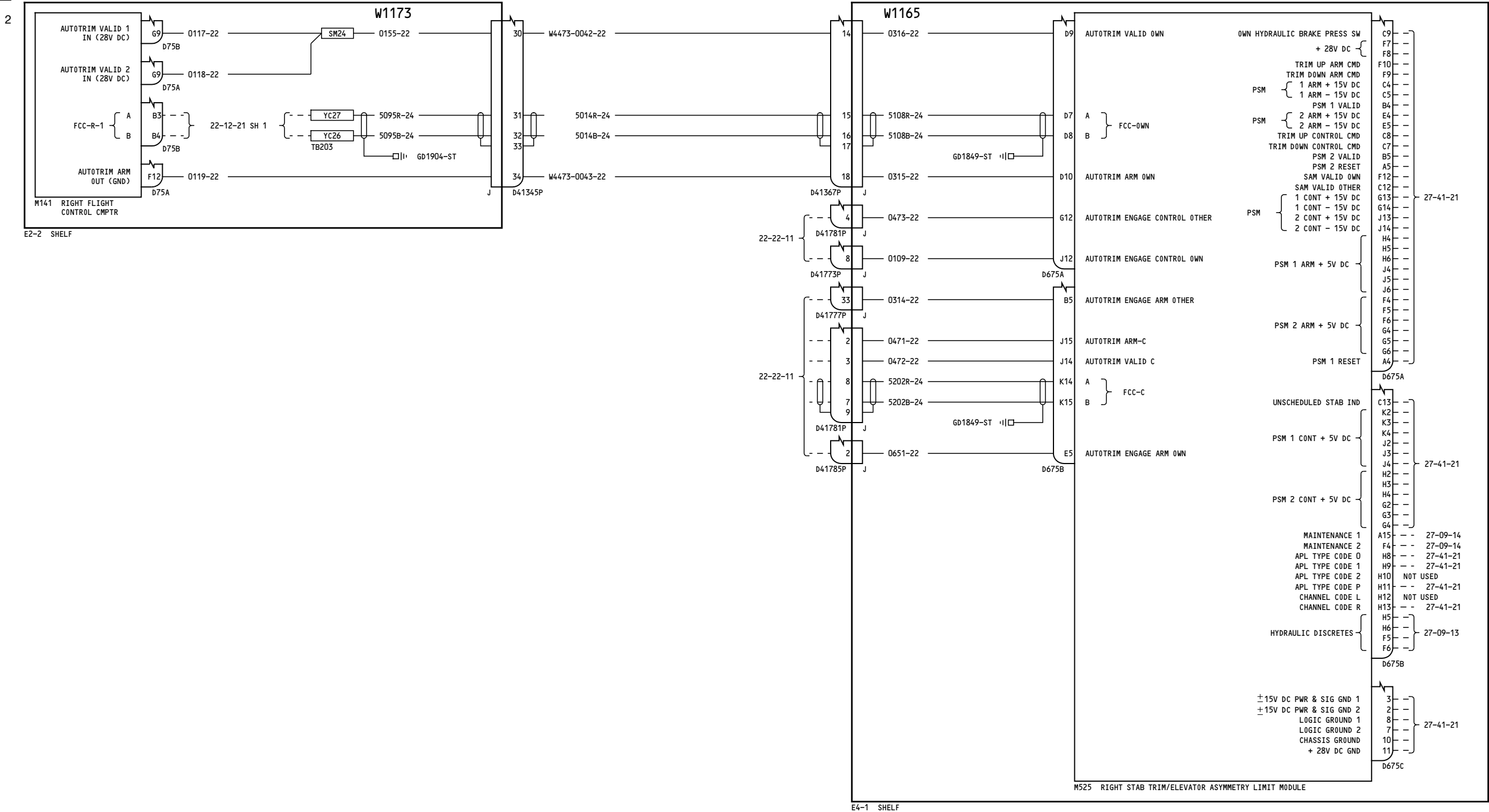
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**AUTOMATIC STABILIZER  
TRIM - RIGHT**

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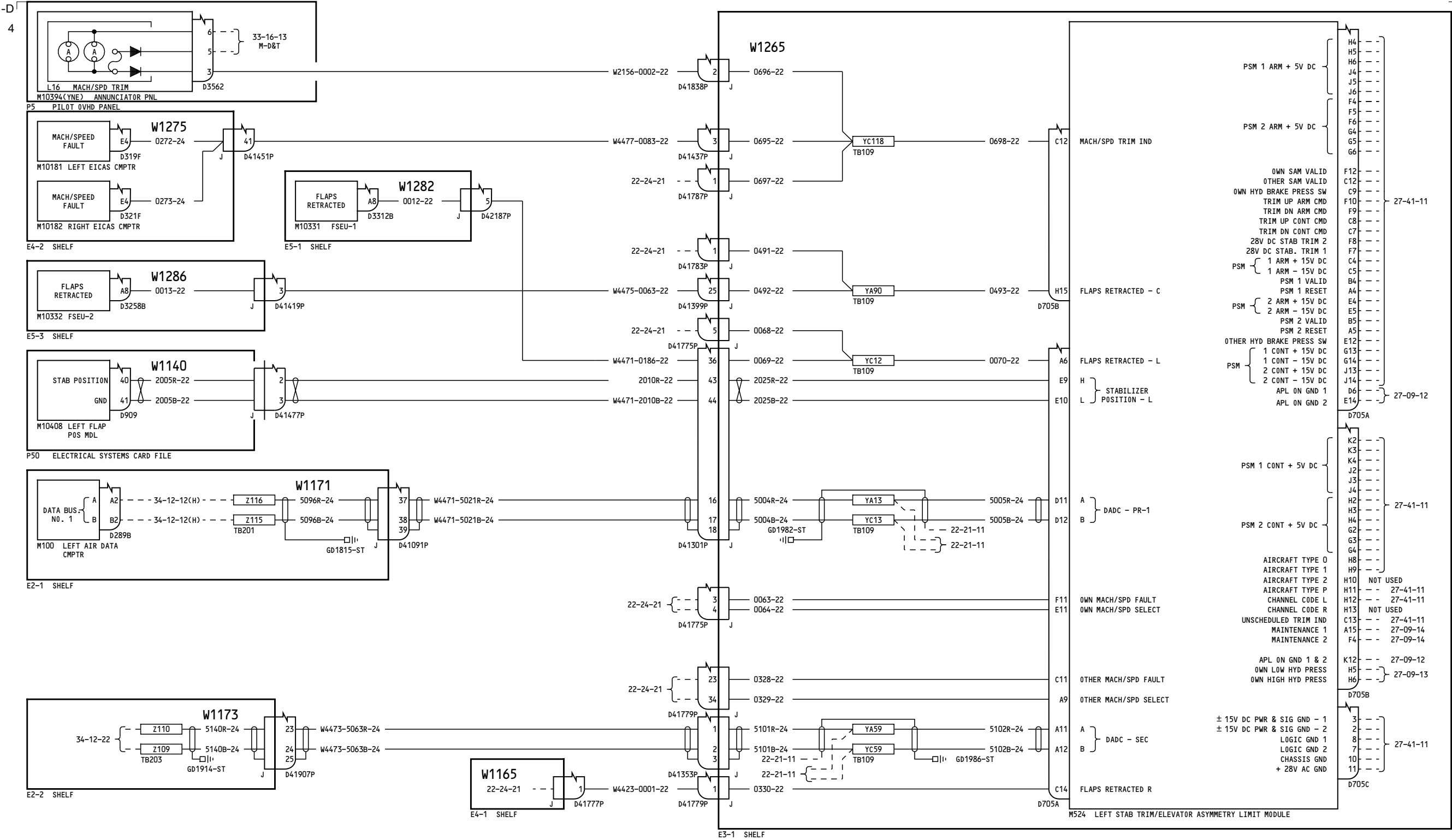
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757-200 WIRING DIAGRAM MANUAL



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MACH SPEED TRIM - LEFT

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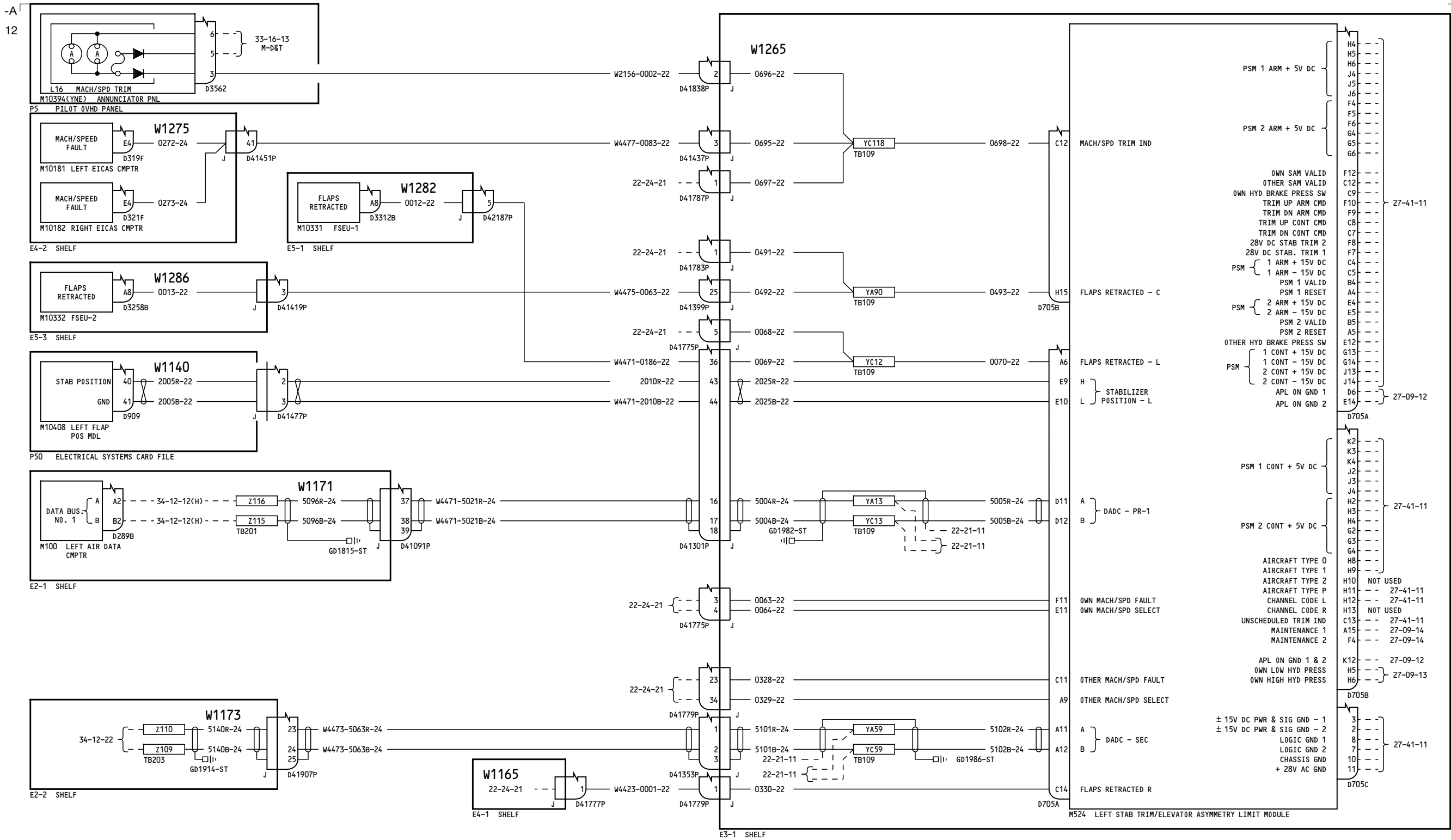
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757-200 WIRING DIAGRAM MANUAL



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MACH SPEED TRIM - LEFT

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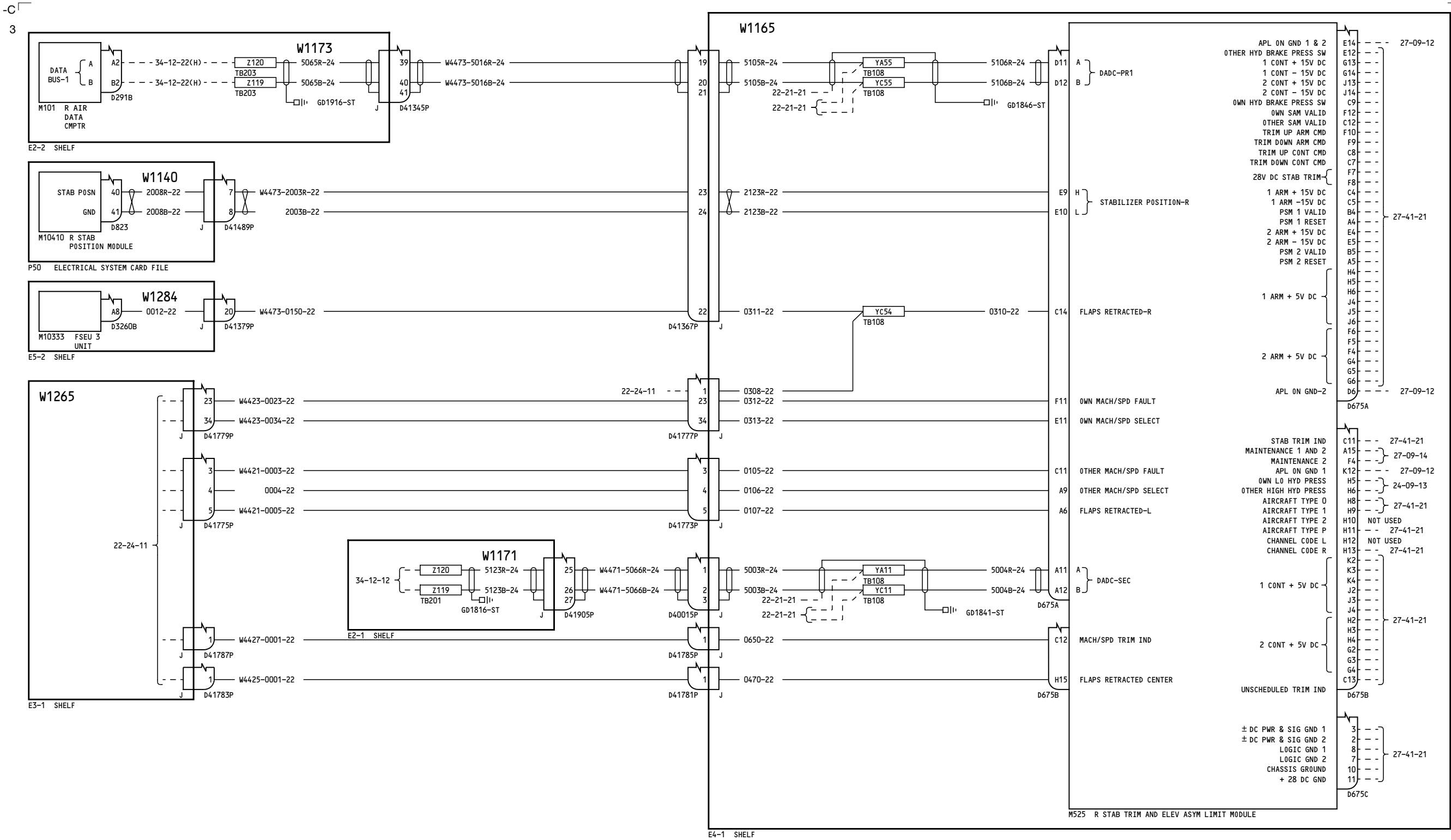
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MACH SPEED TRIM - RIGHT

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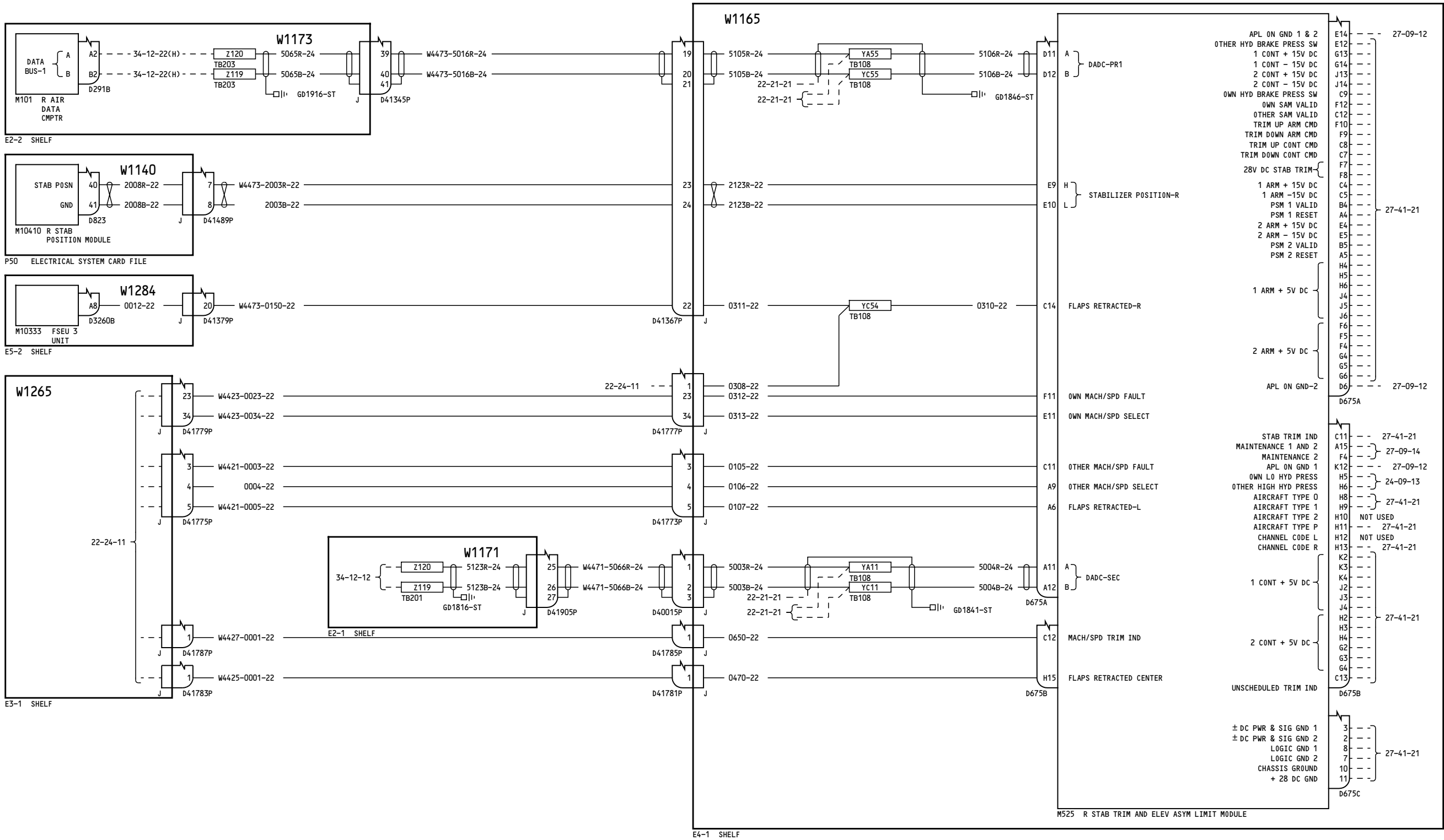
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MACH SPEED TRIM - RIGHT

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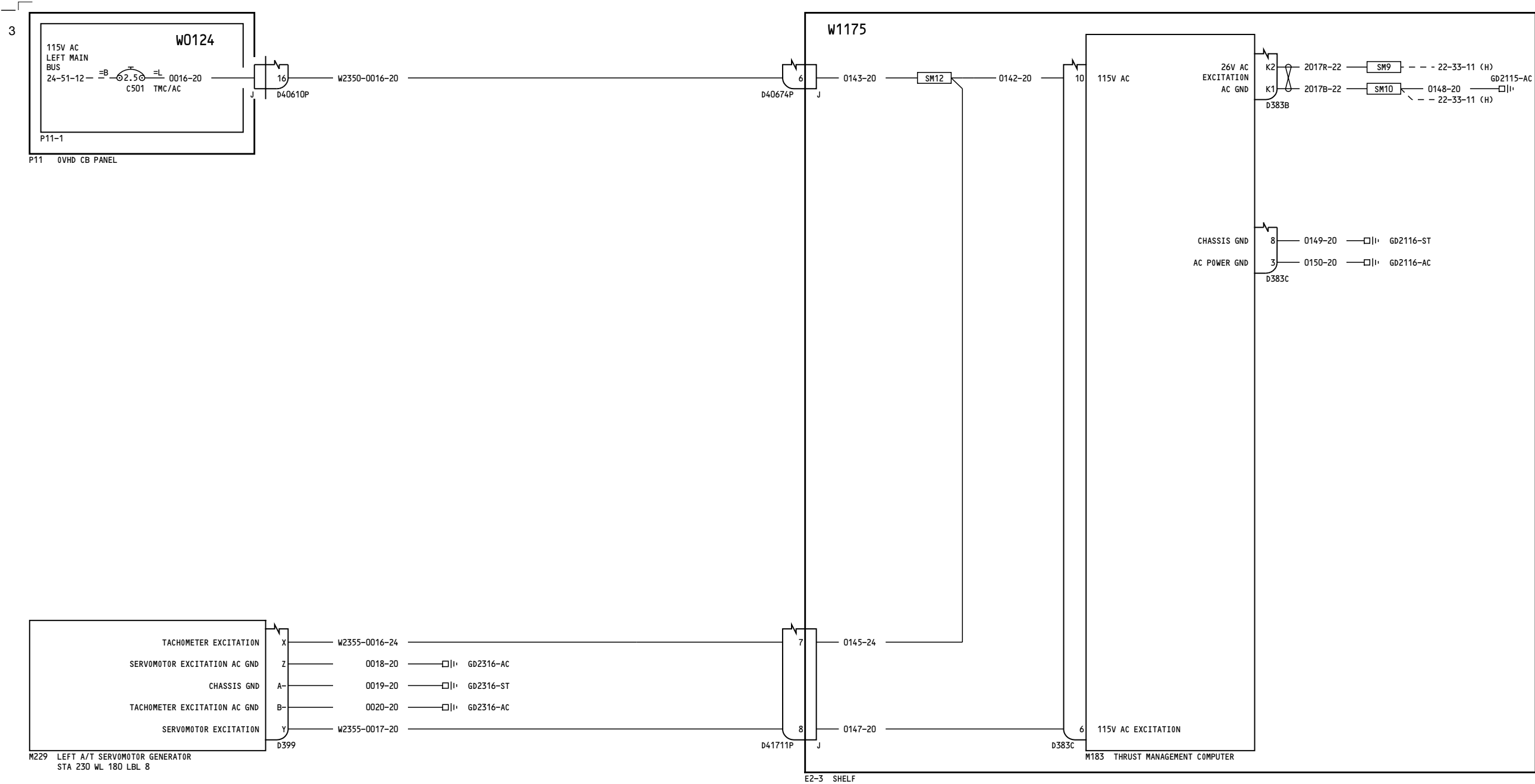
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THRUST MANAGEMENT  
SYSTEM - AC POWER

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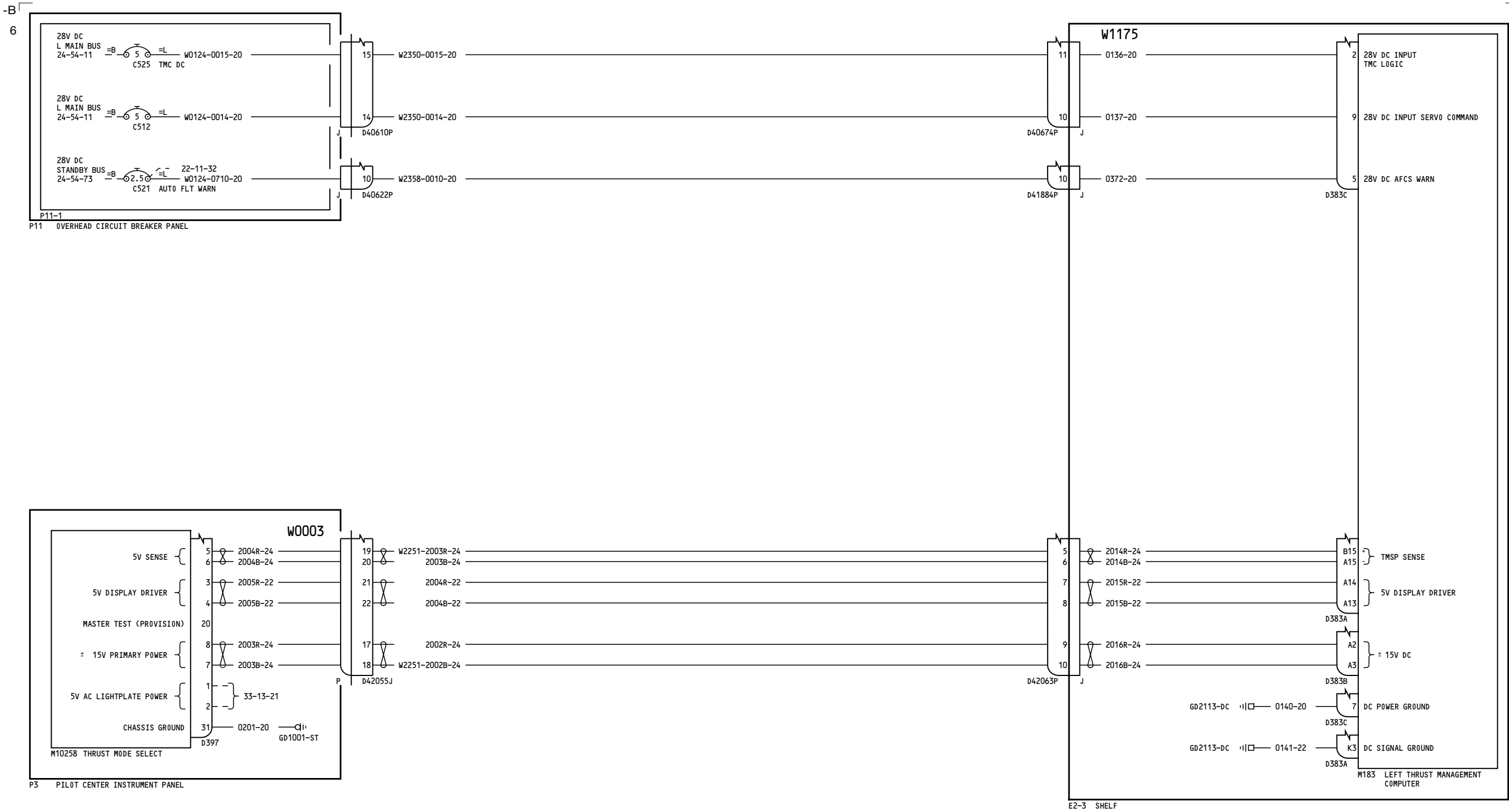
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THRUST MANAGEMENT  
SYSTEM - DC POWER

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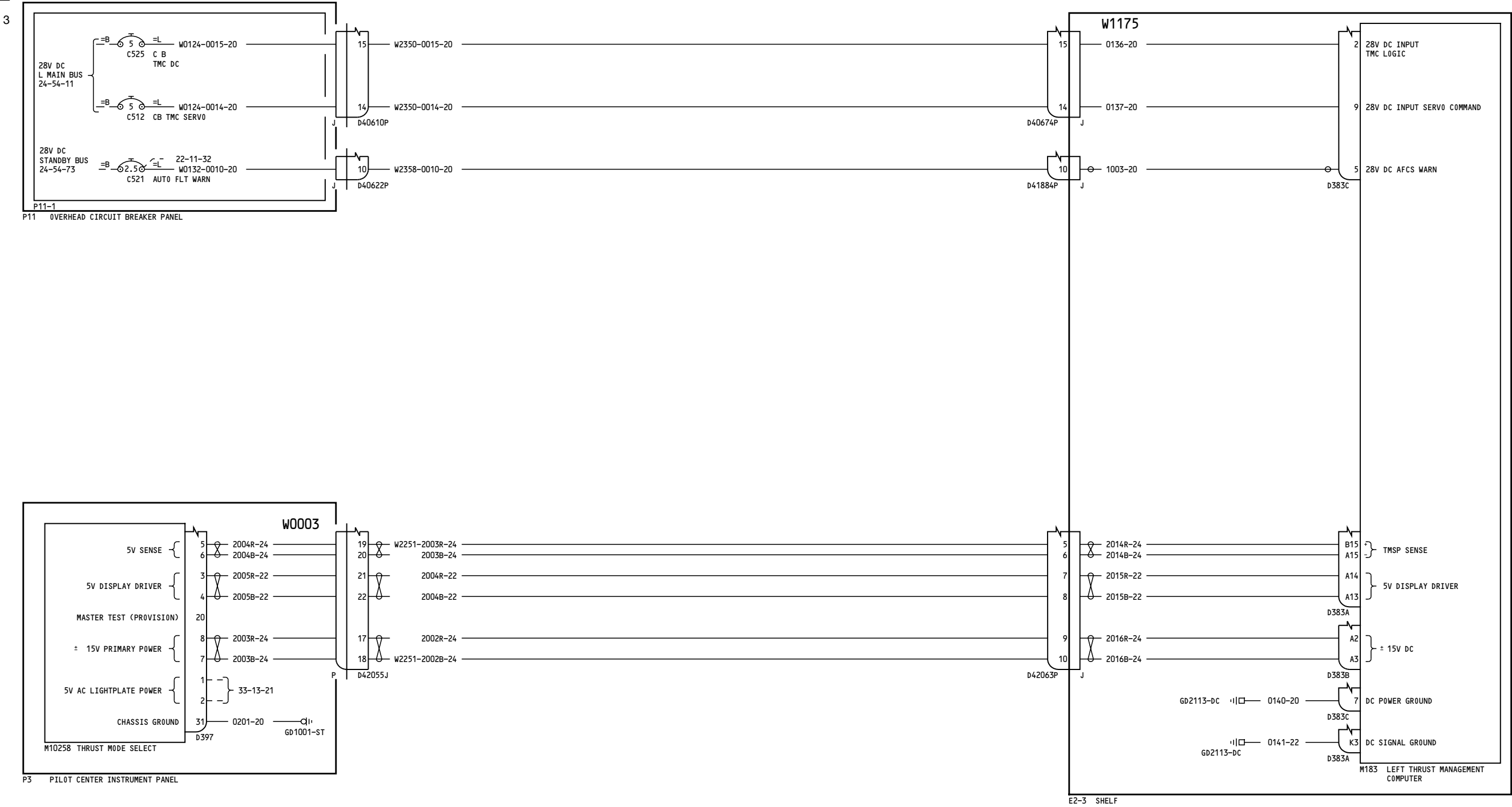
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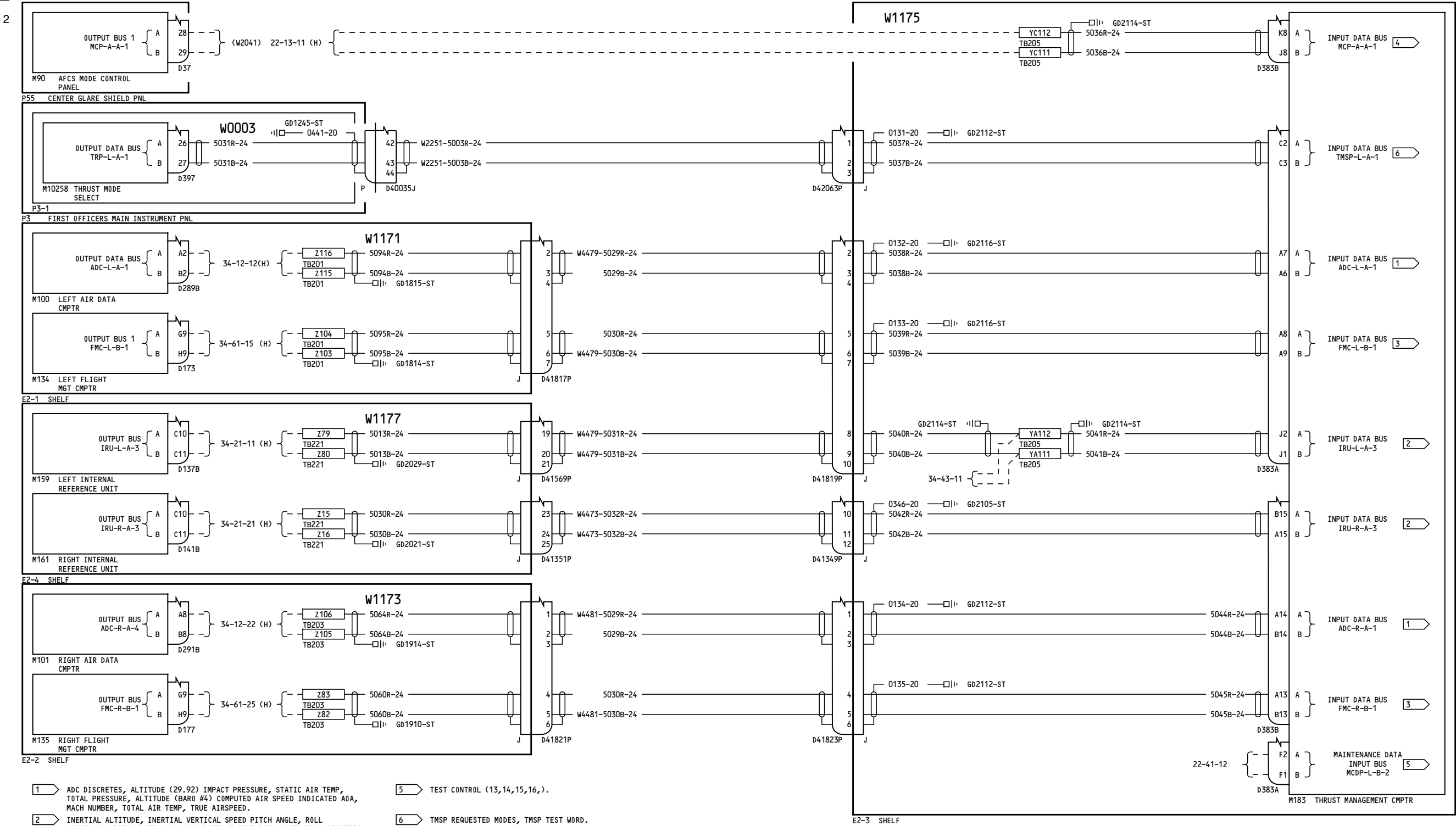
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- 1 ADC DISCRETES, ALTITUDE (29.92) IMPACT PRESSURE, STATIC AIR TEMP, TOTAL PRESSURE, ALTITUDE (BARO #4) COMPUTED AIR SPEED INDICATED AOA, MACH NUMBER, TOTAL AIR TEMP, TRUE AIRSPEED.
- 2 INERTIAL ALTITUDE, INERTIAL VERTICAL SPEED PITCH ANGLE, ROLL ANGLE BODY PITCH RATE, BODY YAW RATE, FLIGHT PATH ACCEL IRU DISCRETES.
- 3 EPR TARGET, SELECT AIRSPEED, SELECT MACH, ASSUMED AIR TEMPERATURE FMC DISCRETES (1 & 2).
- 4 ALTITUDE SELECT, MACH SELECT, SPEED SELECT, AFCS MODE STATUS, AFCS REQ MODES (1 & 2) STAB POSITION.
- 5 TEST CONTROL (13,14,15,16,).
- 6 TMSP REQUESTED MODES, TMSP TEST WORD.

ALL

**THRUST MANAGEMENT SYSTEM - DIGITAL SIGNALS, INPUTS**

D280N032

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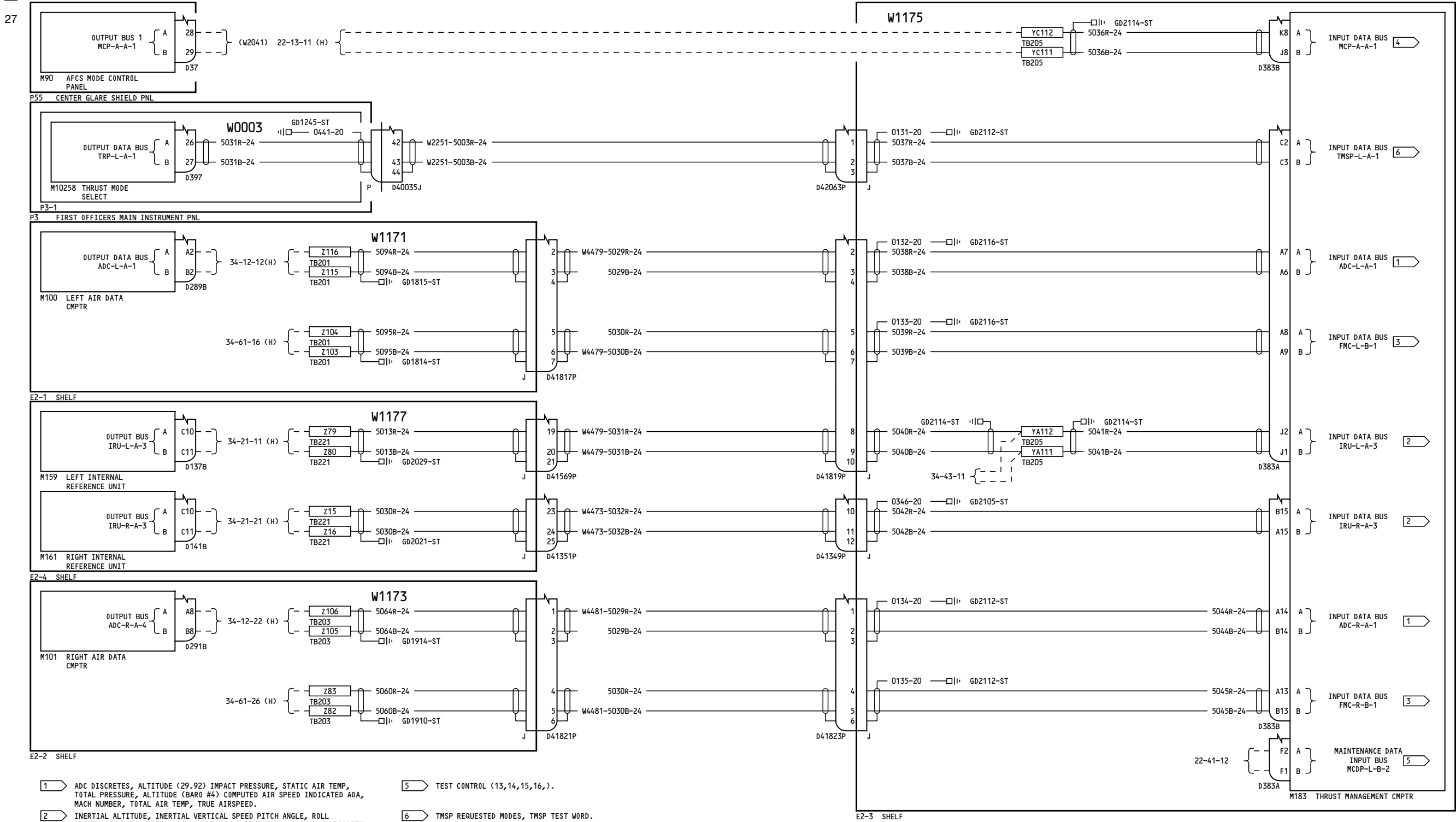
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- 1 ADC DISCRETES, ALTITUDE (29.92) IMPACT PRESSURE, STATIC AIR TEMP, TOTAL PRESSURE, ALTITUDE (BARO #4) COMPUTED AIR SPEED INDICATED AOA, MACH NUMBER, TOTAL AIR TEMP, TRUE AIRSPEED.
- 2 INERTIAL ALTITUDE, INERTIAL VERTICAL SPEED PITCH ANGLE, ROLL ANGLE BODY PITCH RATE, BODY YAW RATE, FLIGHT PATH ACCEL IRU DISCRETES.
- 3 EPR TARGET, SELECT AIRSPEED, SELECT MACH, ASSUMED AIR TEMPERATURE FMC DISCRETES (1 & 2).
- 4 ALTITUDE SELECT, MACH SELECT, SPEED SELECT, AFCS MODE STATUS, AFCS REQ MODES (1 & 2) STAB POSITION.
- 5 TEST CONTROL (13,14,15,16,).
- 6 TMSP REQUESTED MODES, TMSP TEST WORD.

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**THRUST MANAGEMENT SYSTEM - DIGITAL SIGNALS, INPUTS**

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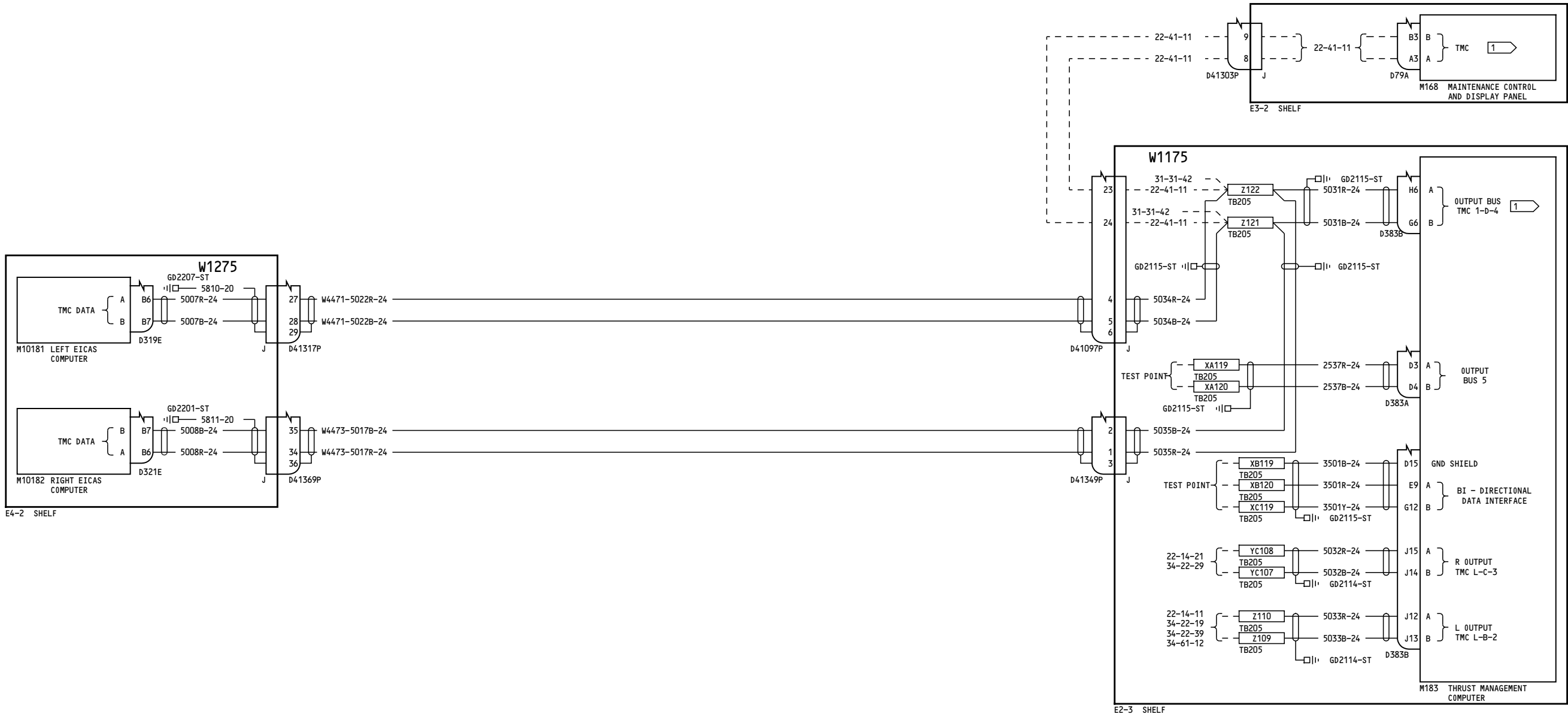
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NOTES:

1 A/T FAST/SLOW CMD DISCRETE PARAMETER (1,2 & 3)  
EPR ACTUAL (L & R), EPR BUG DRIVE (L & R),  
EPR REF, FAULT DATA, GND TEST DATA, INTFC  
FAULT DATA, MAINTENANCE DATA, MAX EPR LIMIT,  
POWER LEVER ANGLE (L & R), TEMP SELECTED.

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THRUST MANAGEMENT  
SYSTEM - DIGITAL SIGNALS,  
OUTPUTS

D280N032

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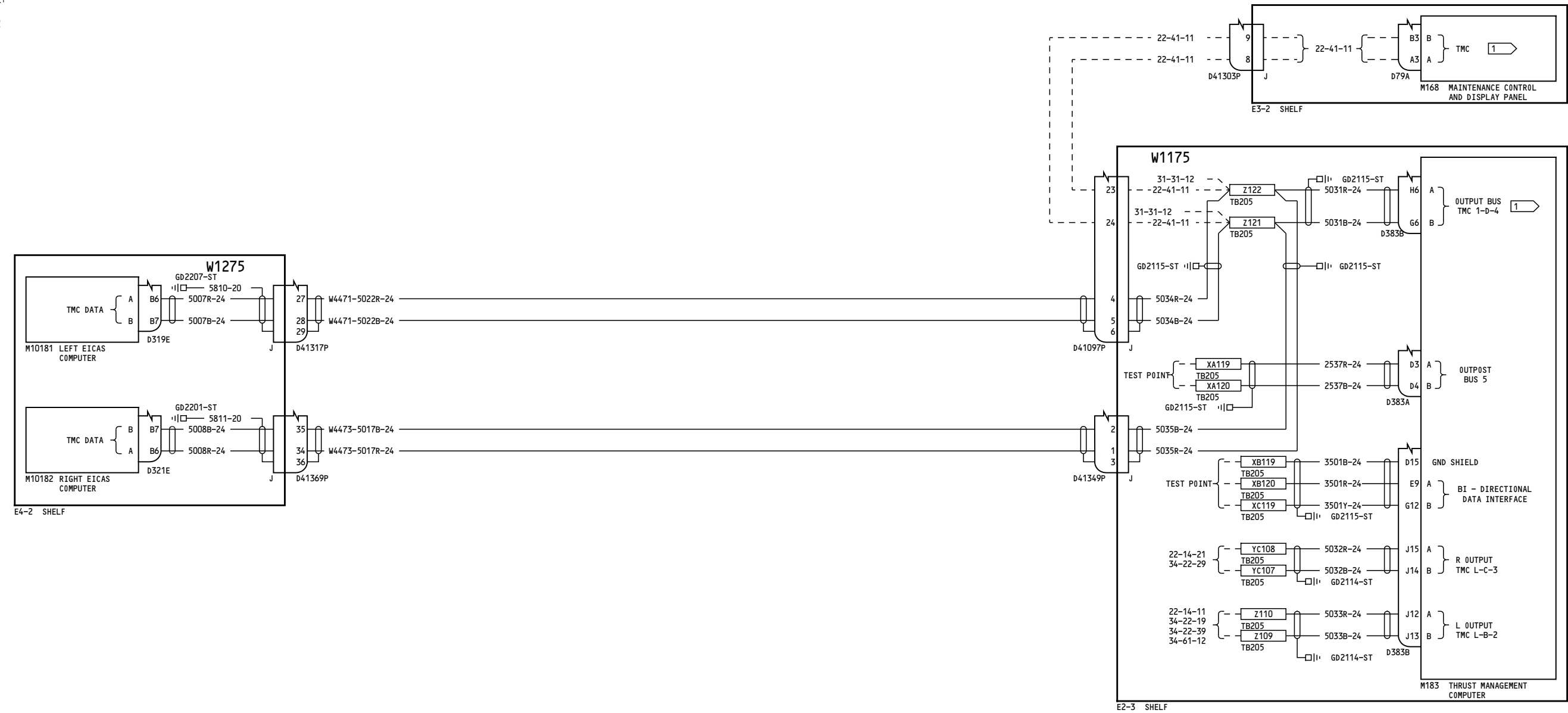
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**NOTES:**

1 A/T FAST/SLOW CMD DISCRETE PARAMETER (1,2 & 3)  
 EPR ACTUAL (L & R), EPR BUG DRIVE (L & R),  
 EPR REF, FAULT DATA, GND TEST DATA, INTFC  
 FAULT DATA, MAINTENANCE DATA, MAX EPR LIMIT,  
 POWER LEVER ANGLE (L & R), TEMP SELECTED.

115-199	THRUST MANAGEMENT SYSTEM - DIGITAL SIGNALS, OUTPUTS
	D280N032



The diagram illustrates the electrical wiring for the E2-3 shelf, showing connections between various electronic systems and a central bus. The diagram is organized into three main sections: W1140 (top left), W1175 (top center), and W1282 (bottom left).

**W1140 Section:**

- R110312 RIGHT ECS BLEED CARD CONFIG:** Includes R COWL ANTI-ICE, R ECS PACK, R ECS PK HI/L0, and R PRESS REG SHUT OFF VALVE.
- R110313 LEFT ECS BLEED CARD CONFIG:** Includes L PRESS REG SHUT OFF VALVE, L ECS PK HI/L0, ISOLATION VALVE, WING ANTI-ICE, L COWL ANTI-ICE, and L ECS PACK.
- FLAP POSITION:** Includes FLAP POSITION sensor.

**W1175 Section:**

- SERVO CMD (FWD) / SERVO CMD (REV) / SERVO RATE TACH OUTPUT:** Includes SERVO CMD (FWD), SERVO CMD (REV), and SERVO RATE TACH OUTPUT.
- THRUST MANAGEMENT CMPTR:** Includes THRUST MANAGEMENT CMPTR.

**W1282 Section:**

- FLAP POSITION:** Includes FLAP POSITION sensor.

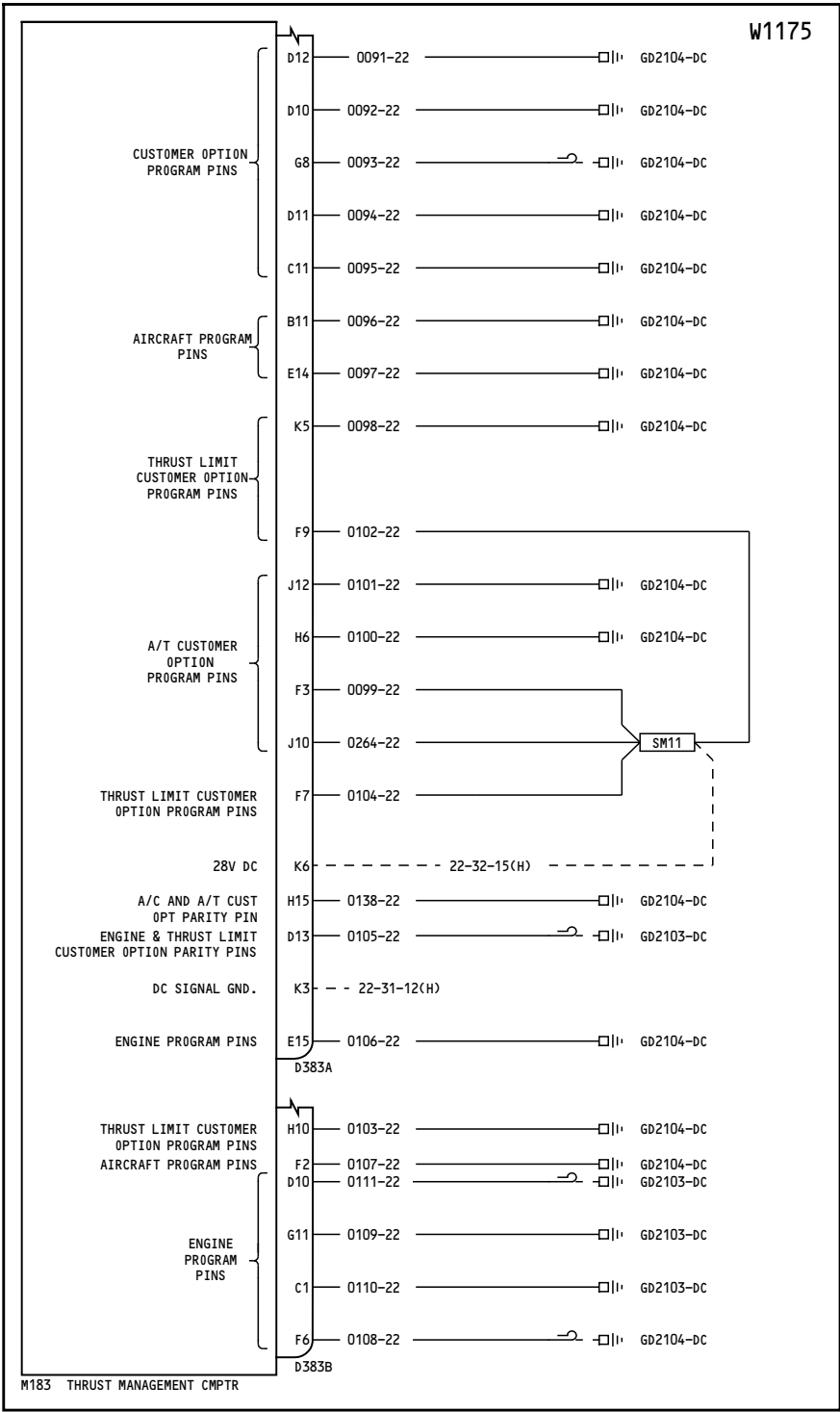
The diagram shows a complex network of wires connecting these systems to a central bus, with various components like relays, switches, and sensors labeled. The diagram is titled "E2-3 SHelf" and includes a note "P50 ELEC SYSTEMS CARD FILE".

1 MAXIMUM LENGTH 10 INCHES

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**THRUST MANAGEMENT  
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## THRUST MANAGEMENT SYSTEM - PROGRAM PINS

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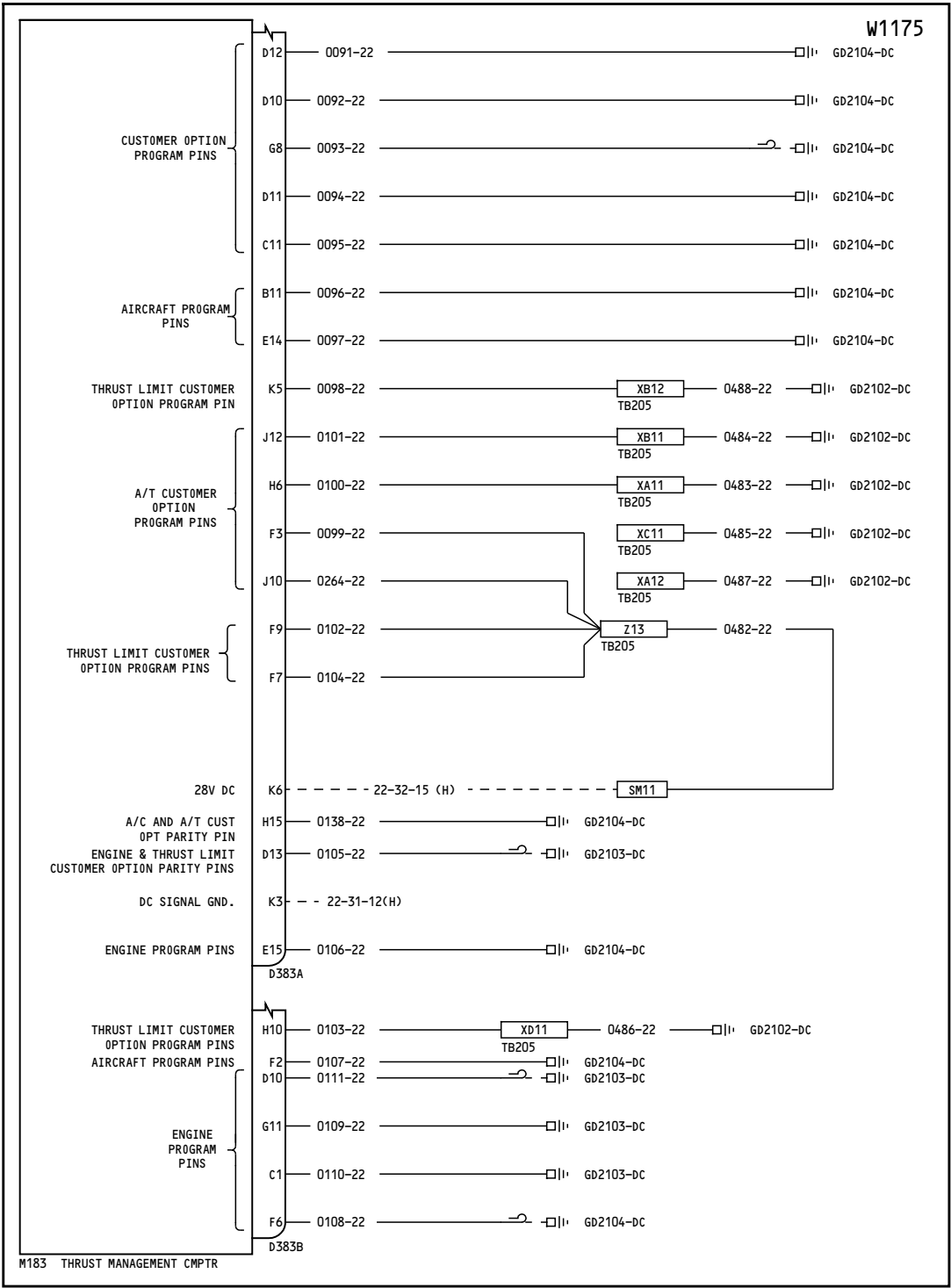
Page 2

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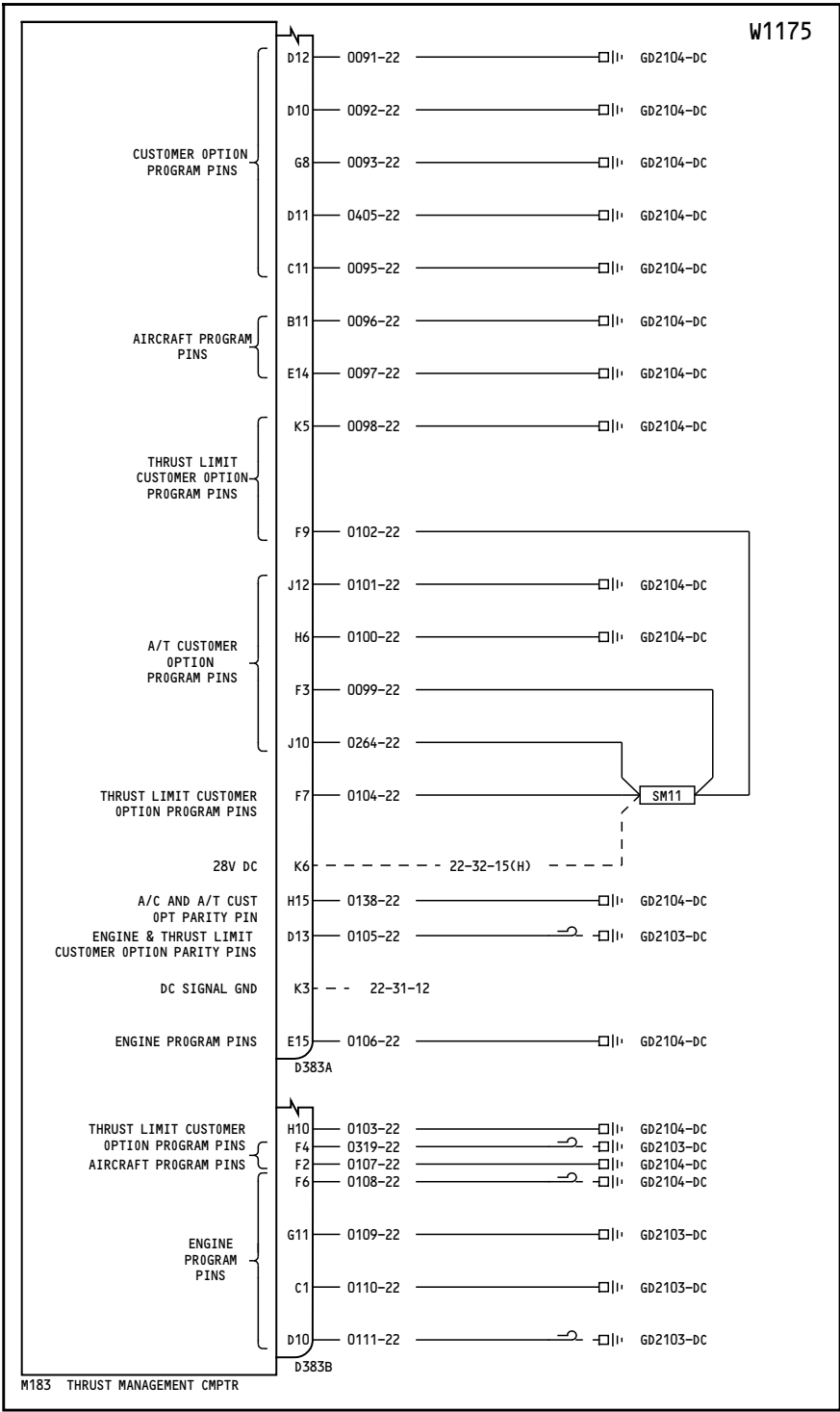
**22-32-14**

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THRUST MANAGEMENT  
SYSTEM - PROGRAM PINS

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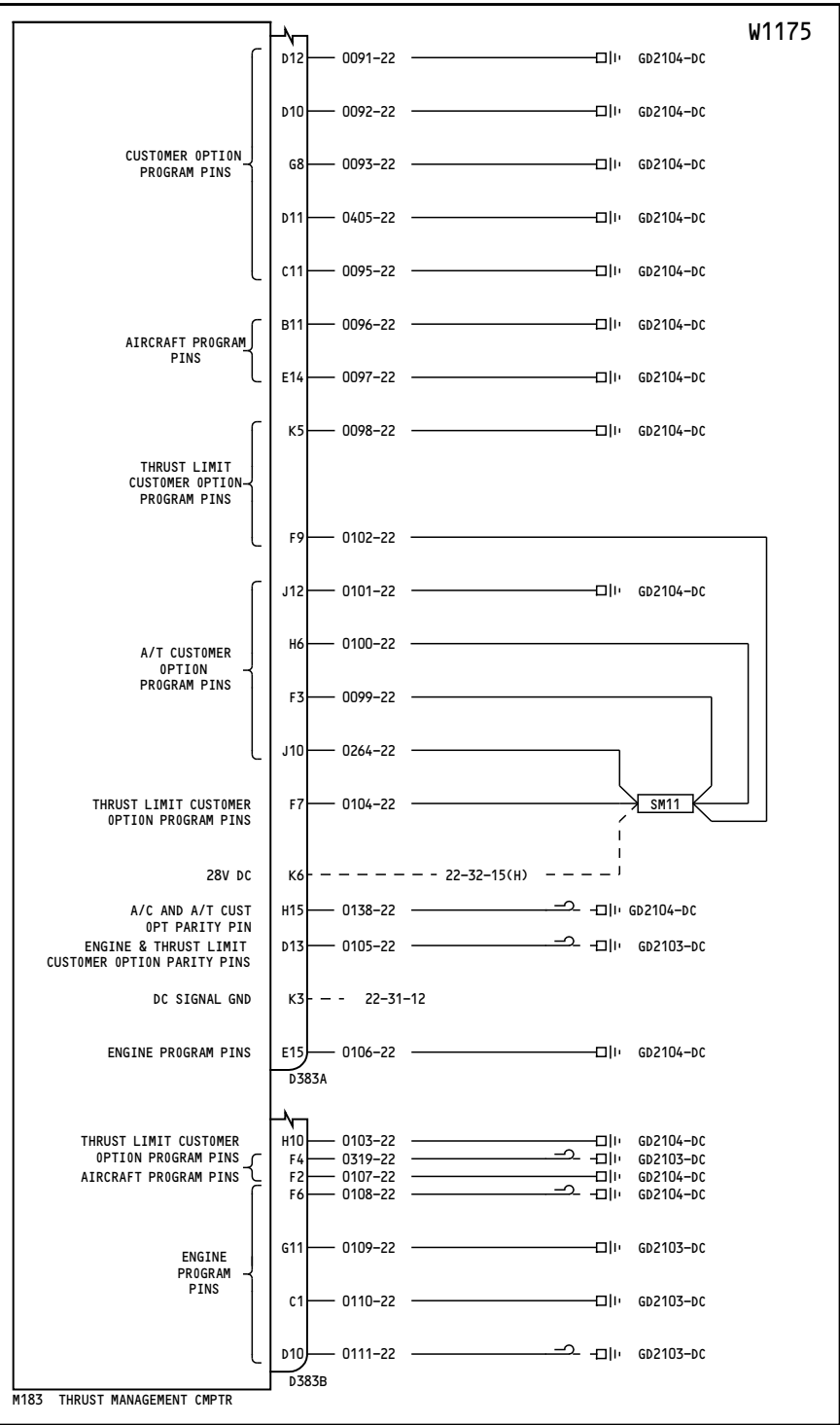
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**THRUST MANAGEMENT  
SYSTEM - PROGRAM PINS**

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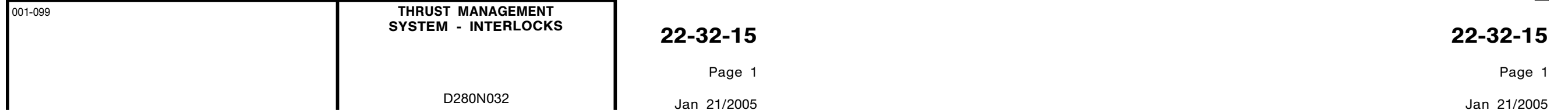
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22-0071 R01

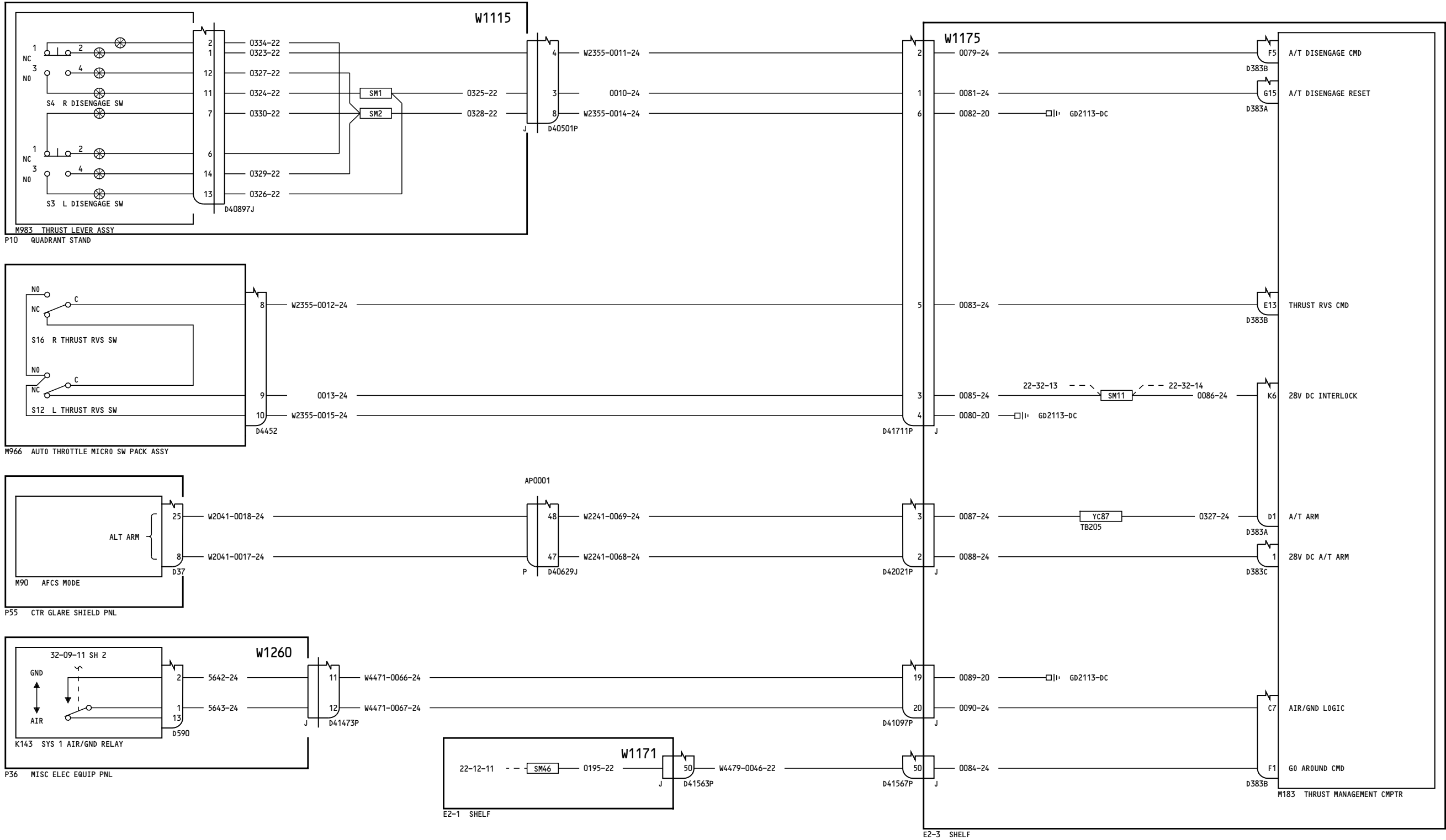
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**THRUST MANAGEMENT  
SYSTEM - INTERLOCKS**

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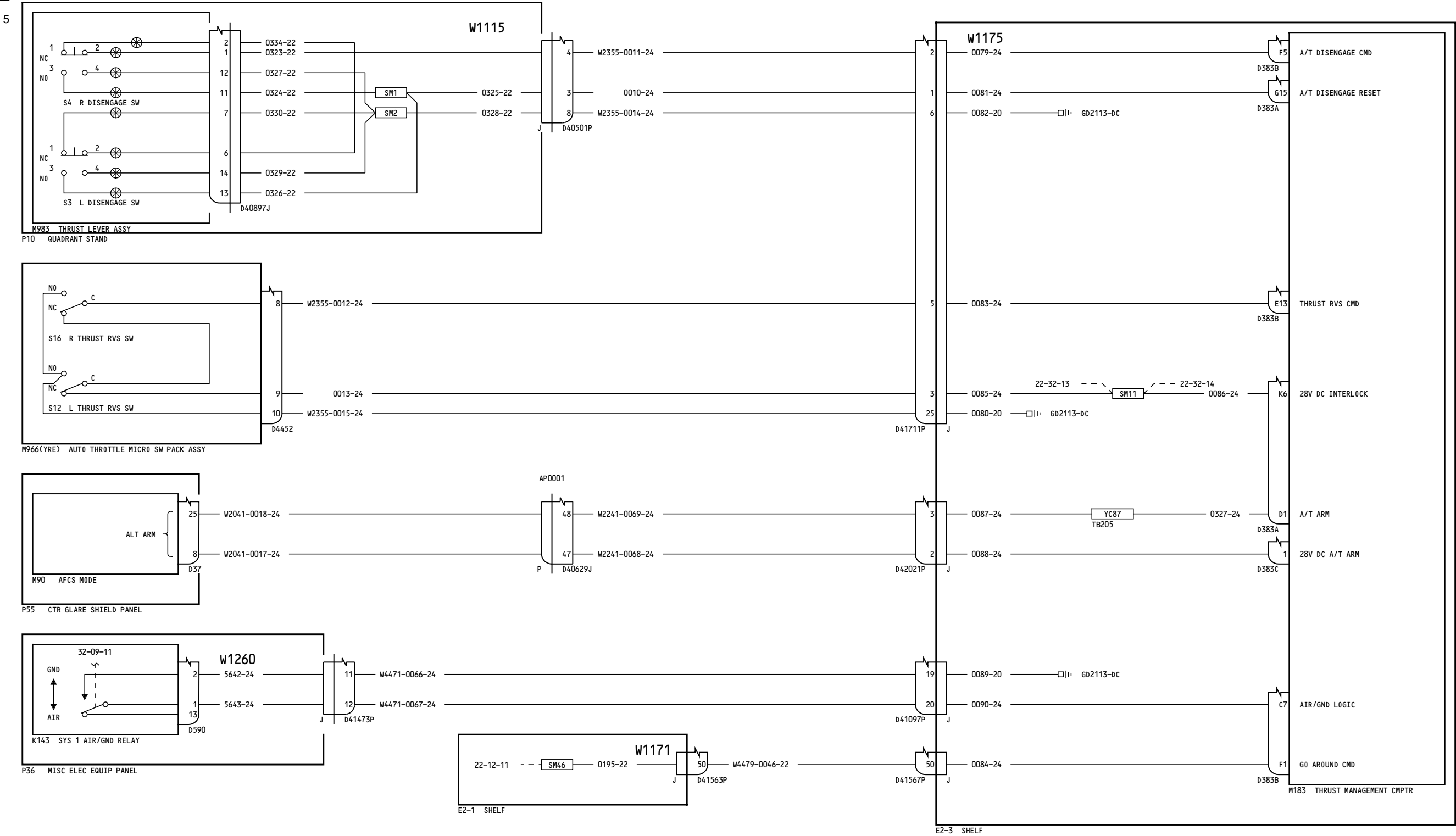
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27A0130 R01

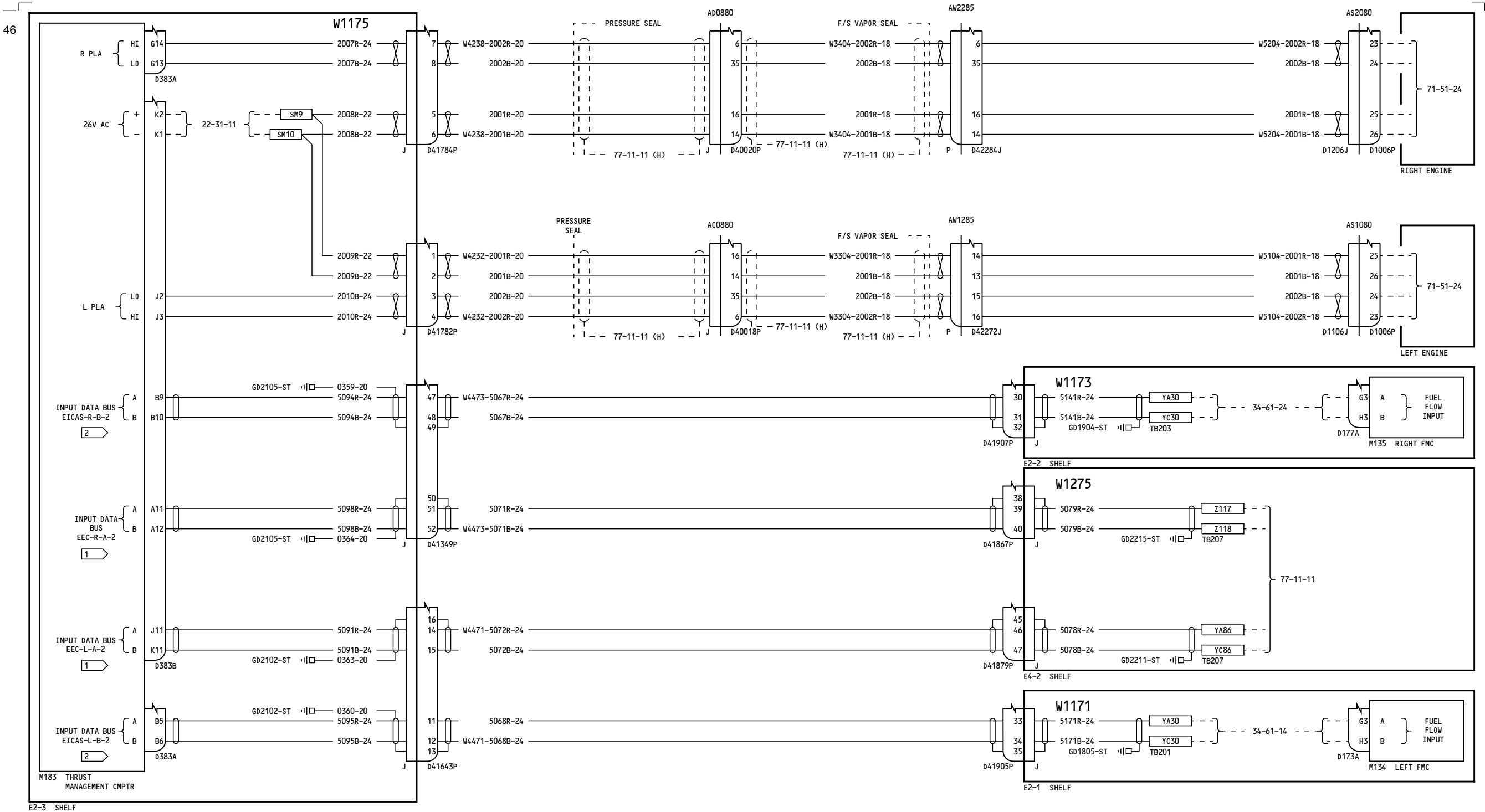
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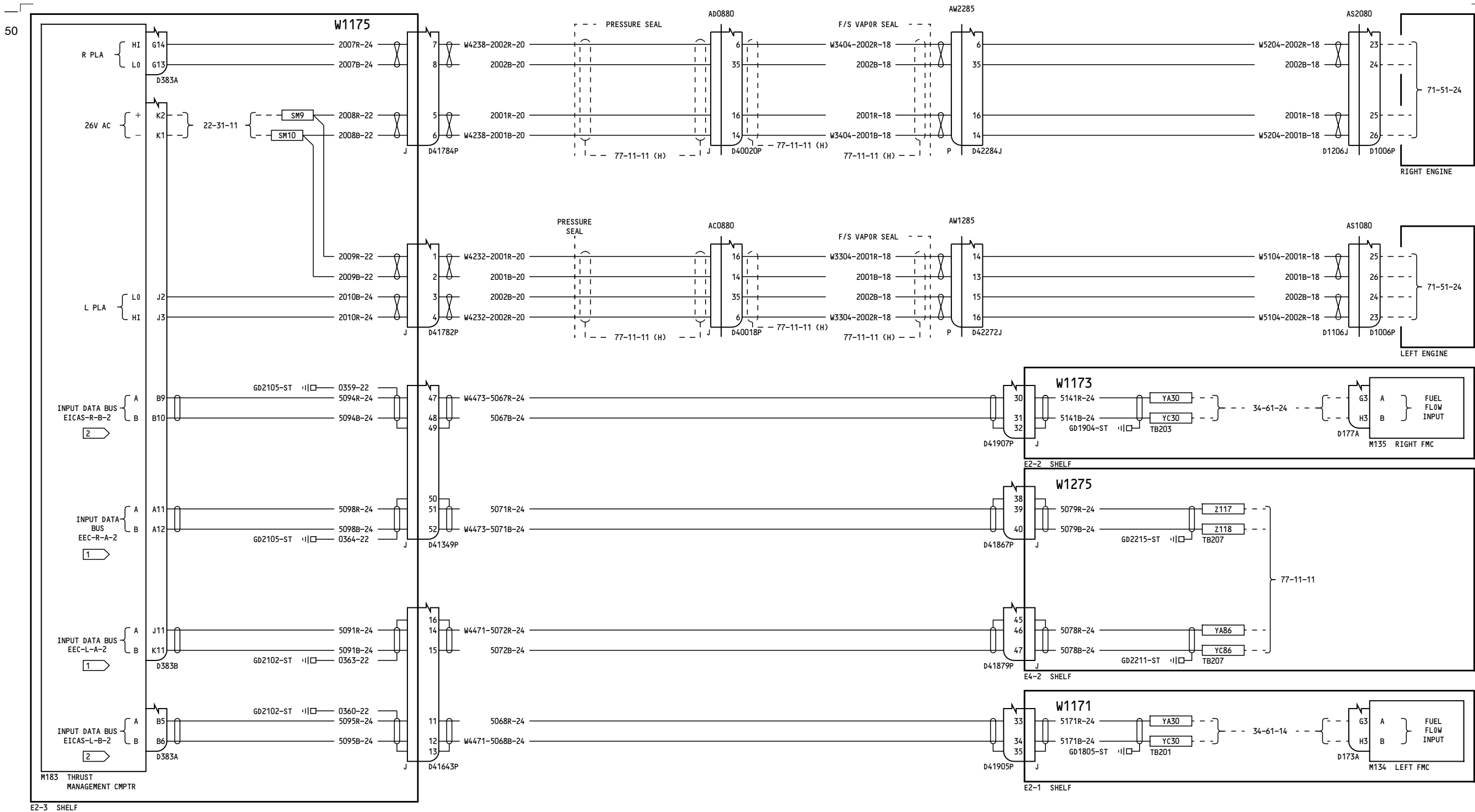




**NOTES:**

1 ACTUAL EPR, ECC STATUS, EPR COMMAND, IDLE EPR, MAXIMUM EPR LIMIT.

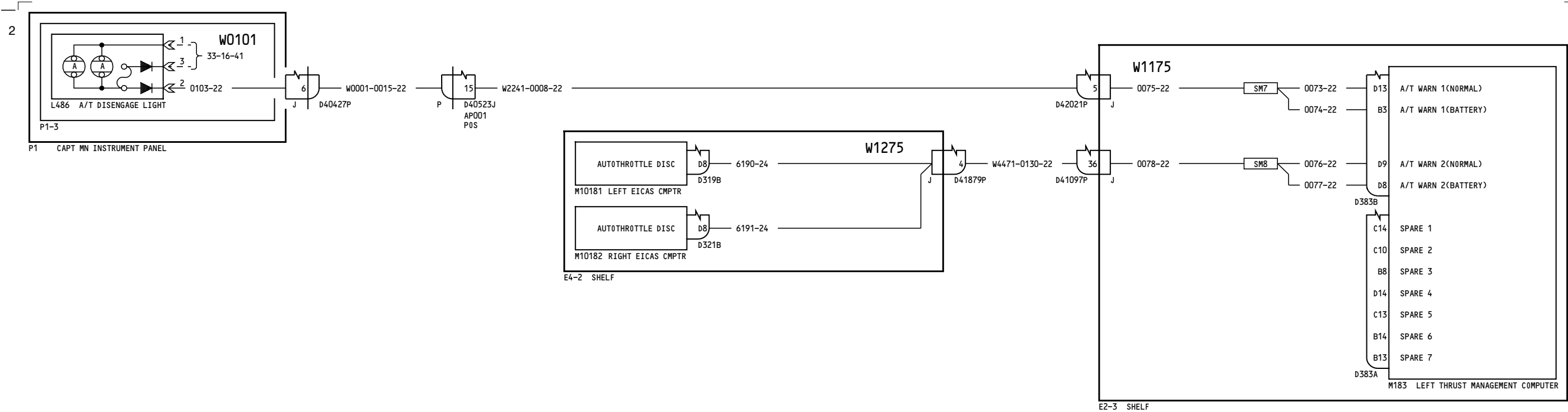
2 ACTUAL EPR, EPR STATUS.

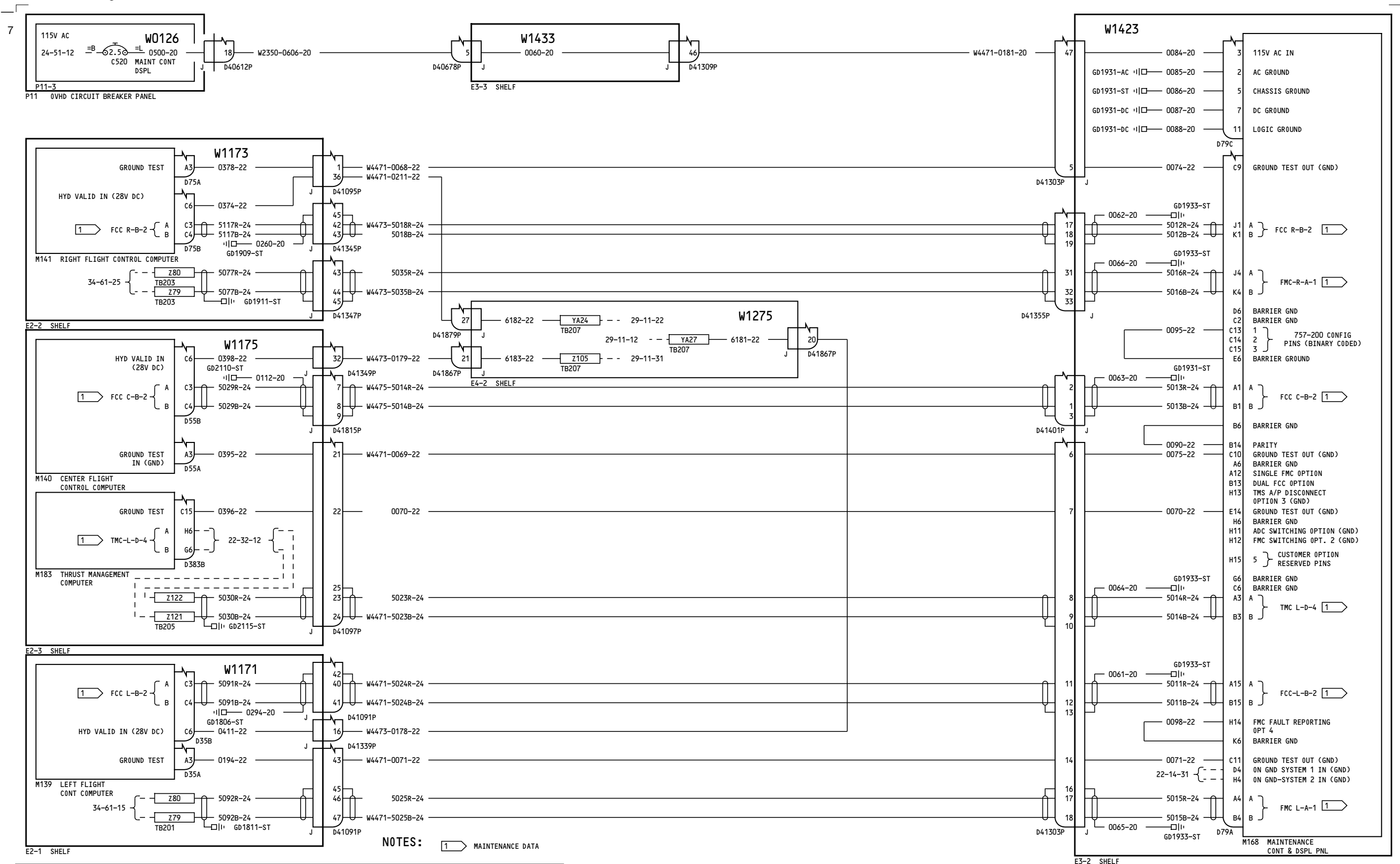


**NOTES:**

1 ACTUAL EPR, ECC STATUS, EPR COMMAND, IDLE EPR, MAXIMUM EPR LIMIT.

2 ACTUAL EPR, EPR STATUS.





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## MAINTENANCE CONTROL AND DISPLAY MONITOR

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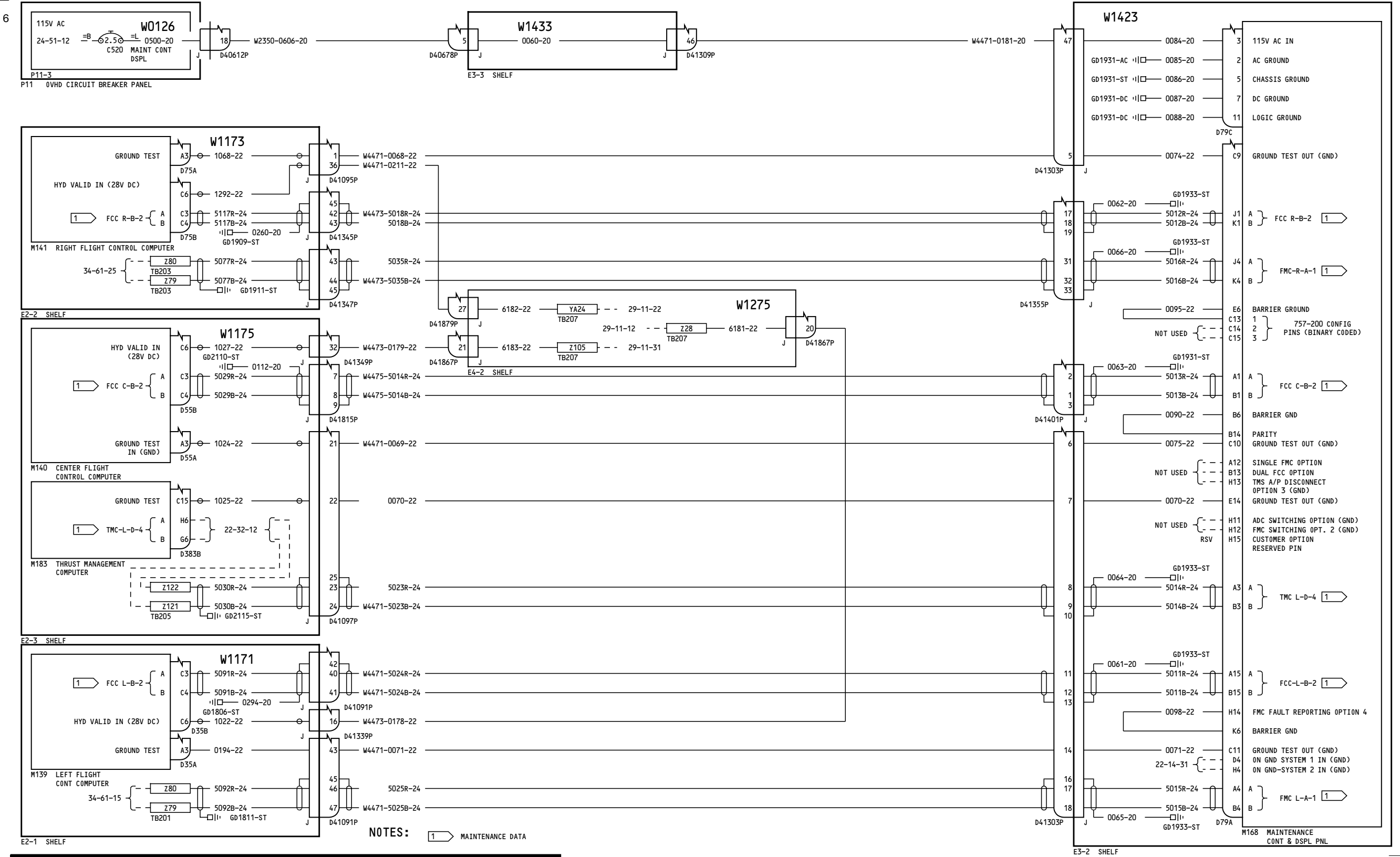
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DISPLAY MONITOR**

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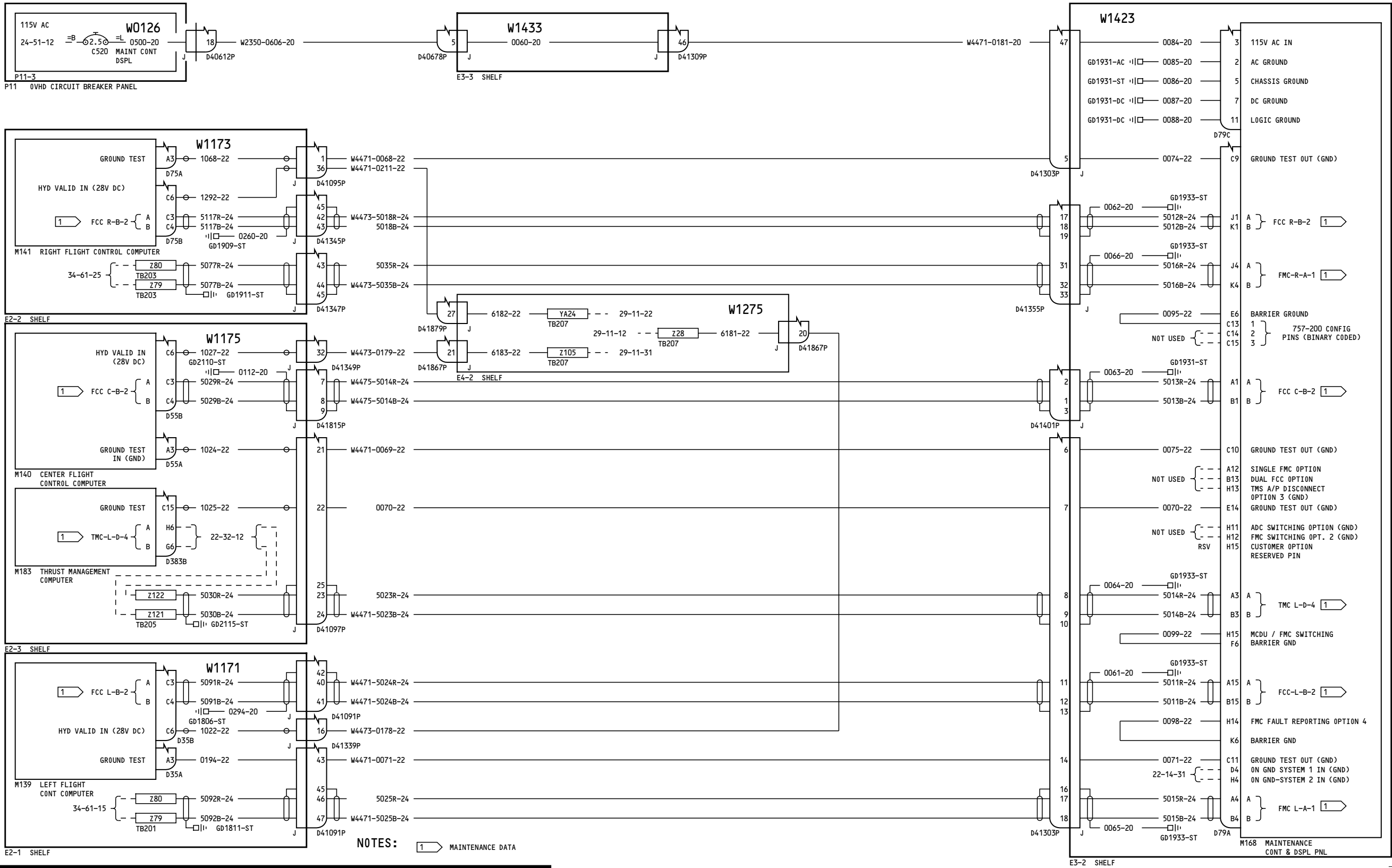
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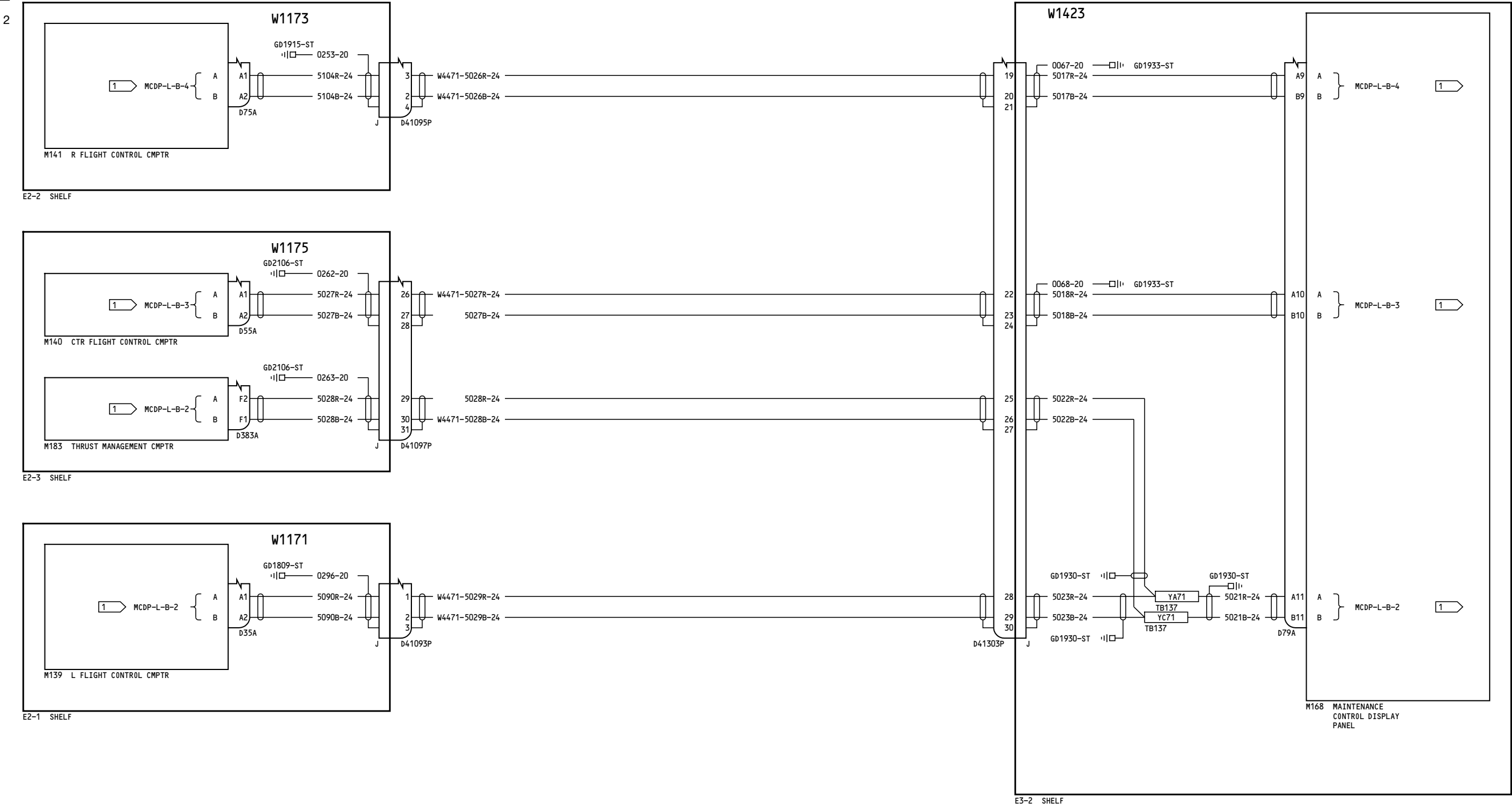
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NOTES:

1 MAINTENANCE CONTROL DATA

ALL

MAINTENANCE CONTROL AND  
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 DATA BUS

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