Scandinavian Airlines System

Scandinavian Airlines System

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32-30-00		CONT.
129	AUG 22/01	02
130	AUG 22/01	02
131	AUG 22/01	02
132	AUG 22/01	02
133	AUG 22/01	02
134	AUG 22/01	02
135	AUG 22/01	02
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137	AUG 22/01	02
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148	AUG 10/98	02
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101	AUG 10/87	08
102	AUG 10/87	06
103	AUG 01/83	01
104	NOV 01/84	02
105	MAY 01/84	01
106	APR 22/99	01
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108	APR 22/99	01
109	APR 22/99	01
110	APR 22/99	03
111	APR 22/99	01
112	APR 22/99	01
32-42-00		
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102	APR 22/05	02
103	APR 22/05	01
104	FEB 01/87	03
105	NOV 10/96	14
106	NOV 10/96	02
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118	AUG 10/98	02
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102	DEC 10/98	02
103	AUG 22/04	02
104	AUG 22/04	05
105	APR 22/99	02
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107	AUG 10/95	01
108	AUG 10/95	01
109	NOV 10/92	01
110	NOV 10/92	01

CHAPTER 32 – LANDING GEAR

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[*] SAS 050-149, 155-999; MTH ALL AIRPLANES

CHAPTER 32 - LANDING GEAR

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CHAPTER 32 - LANDING GEAR

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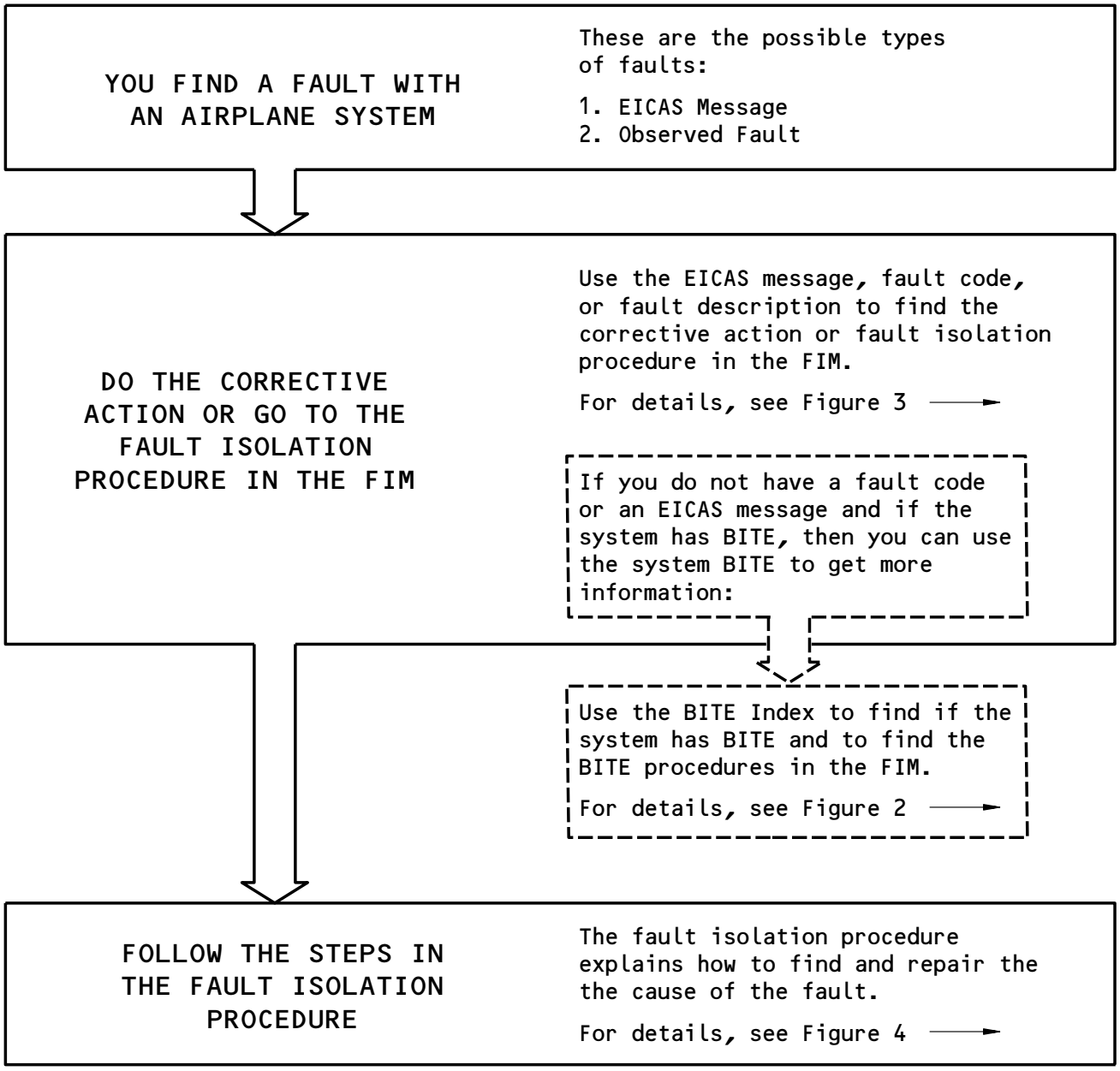
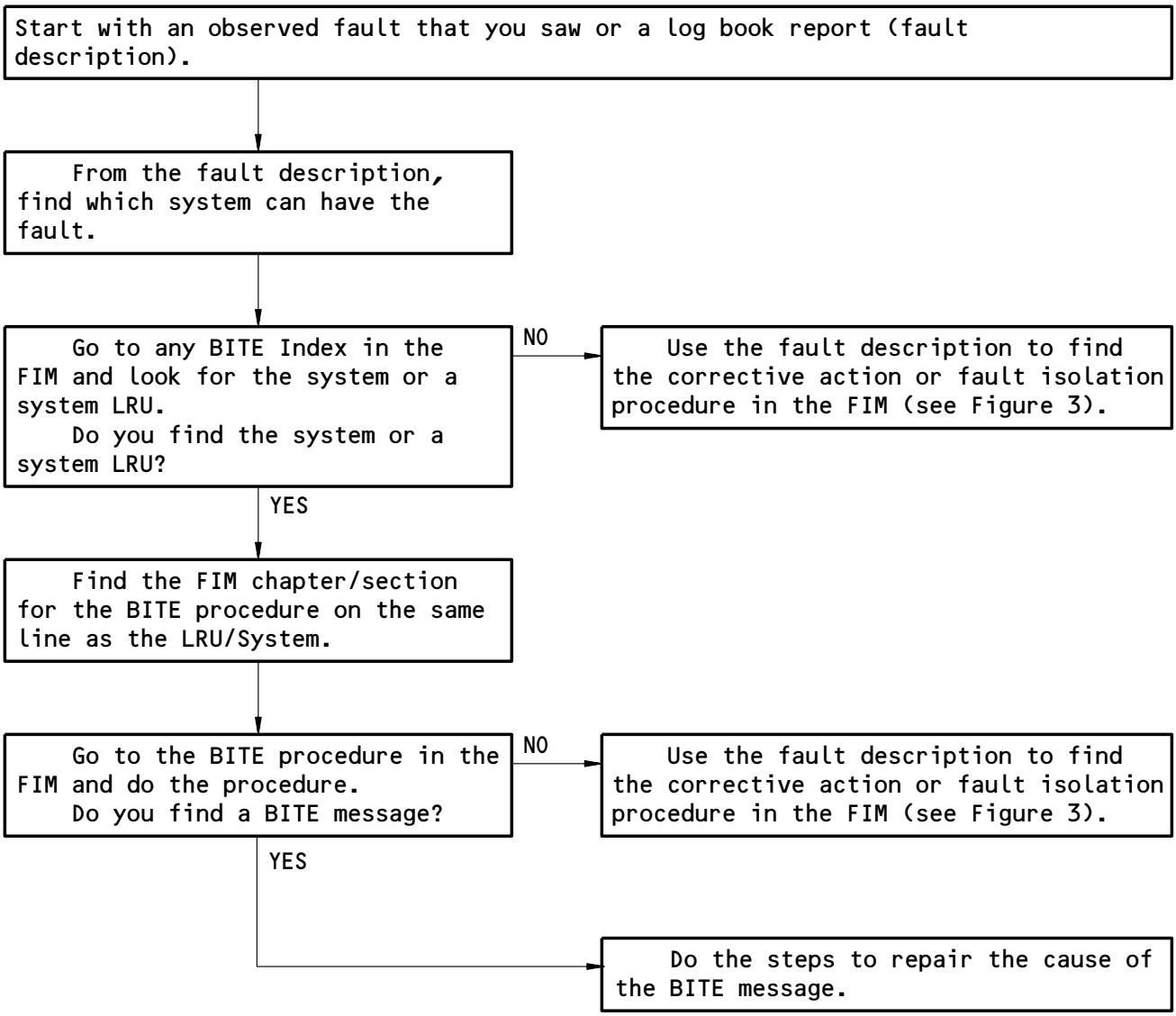


Basic Fault Isolation Process
Figure 1

K37682



How to Get Fault Information from BITE
Figure 2

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

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

ASSUMED CONDITIONS AT START OF TASK

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

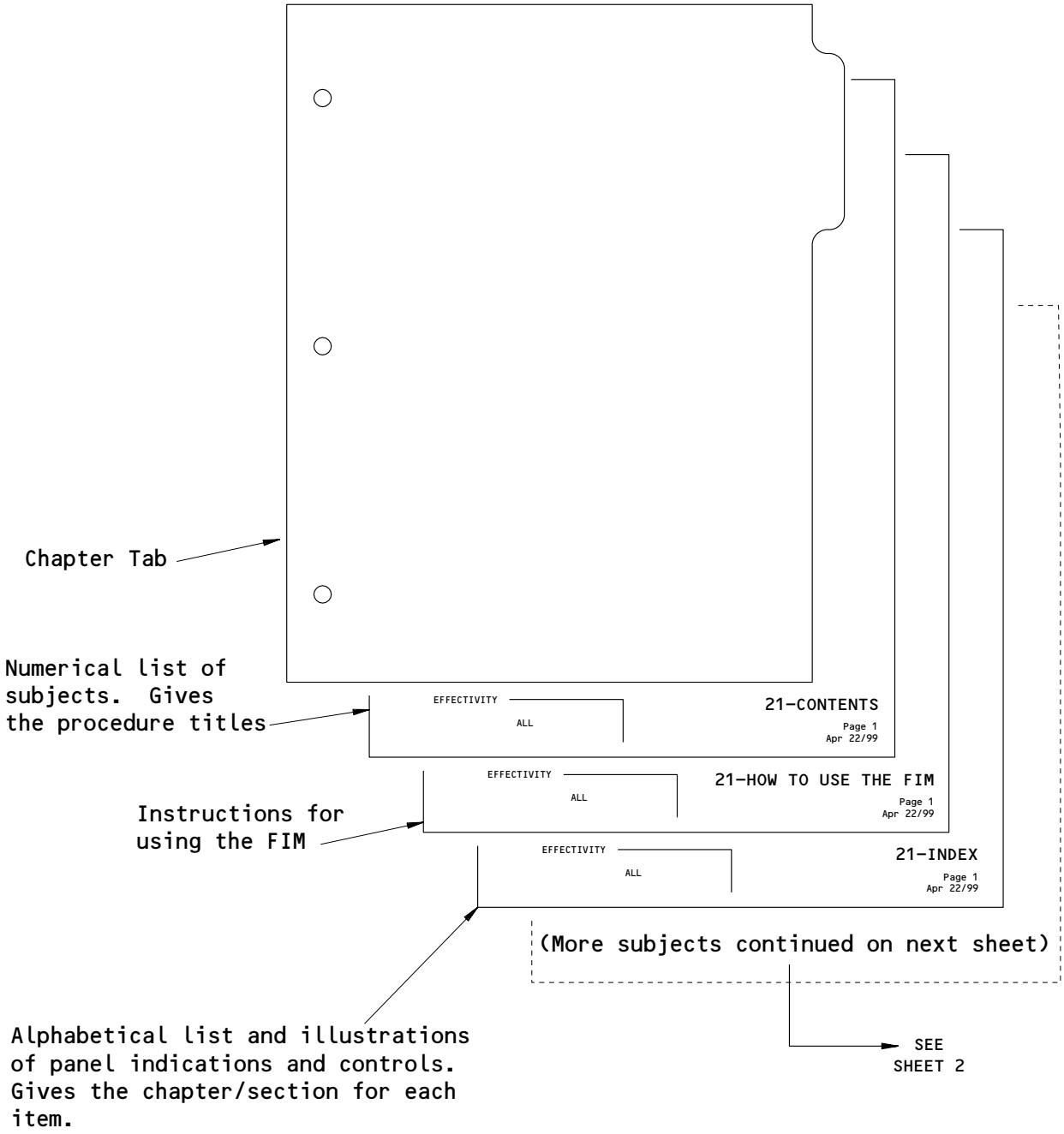
PREREQUISITES

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

FAULT ISOLATION BLOCKS

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

Do the Fault Isolation Procedure
Figure 4

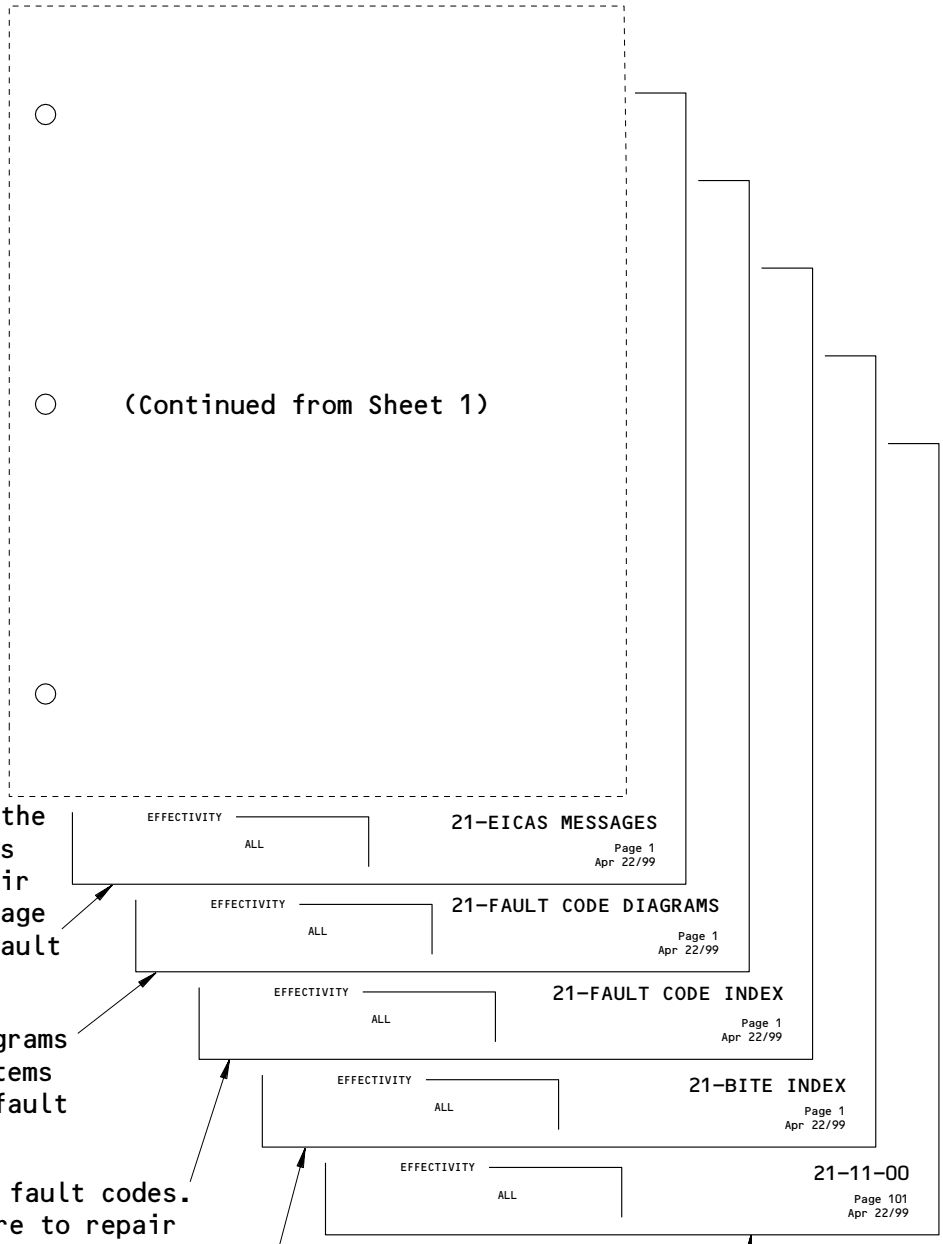


Subjects in Each FIM Chapter
Figure 5 (Sheet 1)

EFFECTIVITY
ALL

32-HOW TO USE THE FIM

K37686



Alphabetical list of the EICAS messages. Gives the procedure to repair the cause of the message or a reference to a fault isolation procedure.

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

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

Alphabetical list of all the LRUs/systems that have BITE. Gives the chapter/section for the BITE procedure.

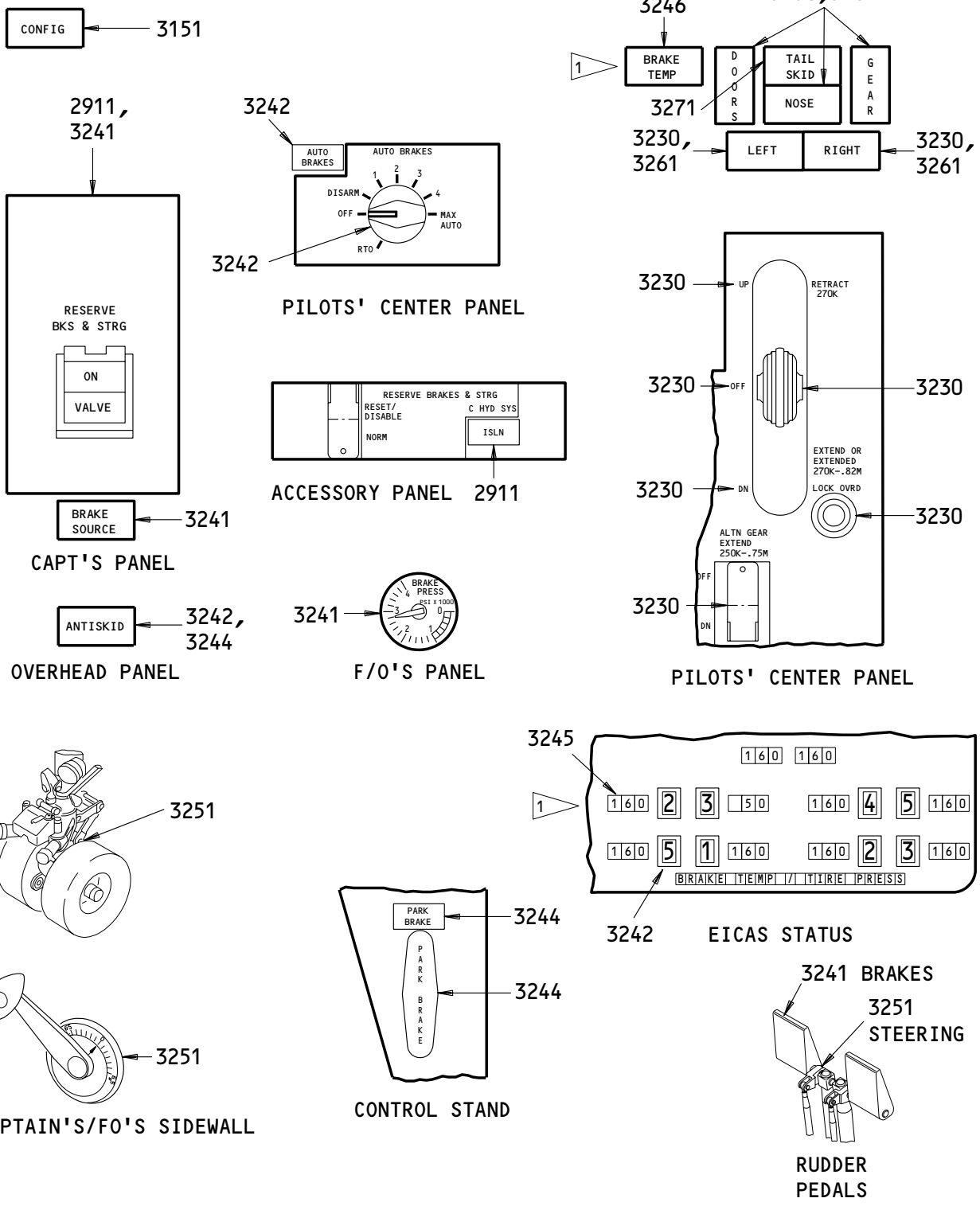
Component index, component location, and fault isolation procedures for the systems in the chapter.

Subjects in Each FIM Chapter
Figure 5 (Sheet 2)

K37687

LANDING GEAR

LANDING GEAR – CONTENTS



1 AS INSTALLED

LANDING GEAR – INDEX

EFFECTIVITY

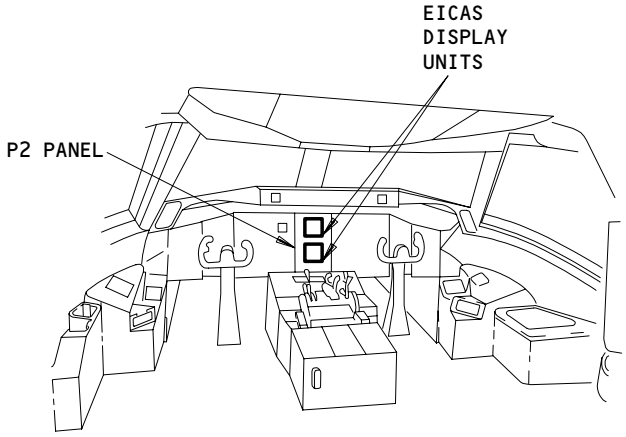
ALL

675281

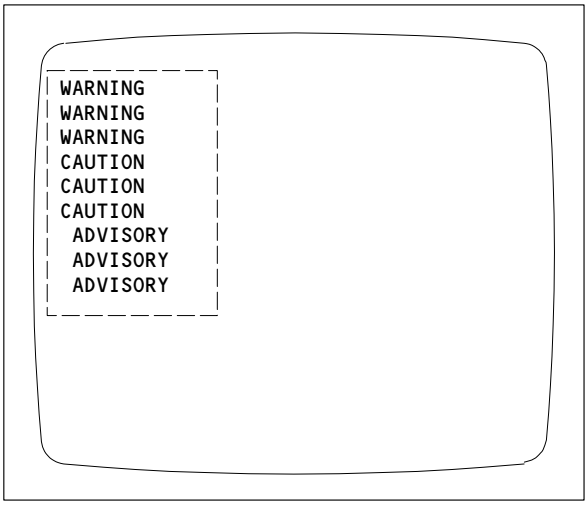
LANDING GEAR – INDEX

LANDING GEAR - EICAS MESSAGE LIST

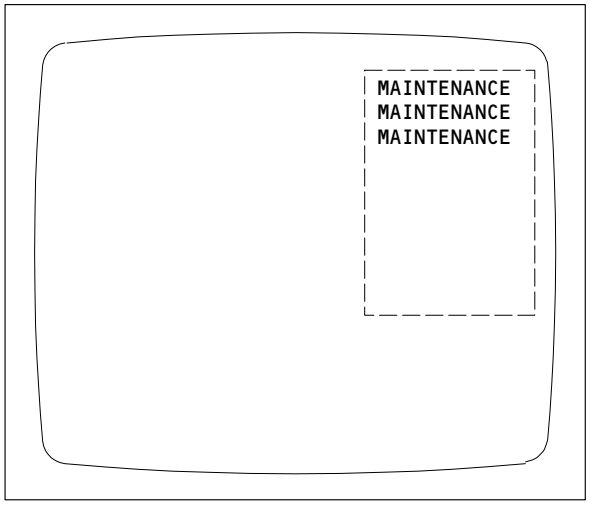
1. General
   A. This procedure shows the EICAS message locations and gives a list of procedures to find the solution for each message.
      (1) EICAS Message Locations (Fig. 1)
         (a) Figure 1 shows the location of the EICAS display units and the area where the messages show on the display units.
         (b) Each message level has a different location. The location and color of each message level is also shown.
      (2) The EICAS MESSAGE LIST gives the message, level, and procedure for each message.
         (a) The EICAS MESSAGE column lists the messages alphabetically. Messages which start with L, R, or C are put together and alphabetized at L.
         (b) The LEVEL column gives all levels for each message as follows:
            A - Warning messages
            B - Caution messages
            C - Advisory messages
            S - Status messages
            M - Maintenance messages
         (c) The PROCEDURE column gives the steps that are necessary to remove the message and includes one or more of the procedures that follow:
            1) A Fault Isolation Manual procedure reference
            2) A Maintenance Manual procedure and reference
            3) Wiring checks and a Wiring Diagram Manual reference
            4) A reference to an EICAS message list in a different chapter.
            5) A reference to a FAULT CODE INDEX and specified fault codes
            6) A step to change the airplane configuration



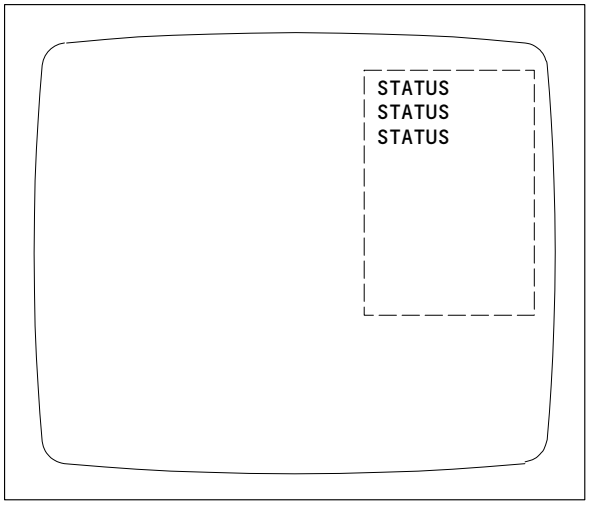
FLIGHT COMPARTMENT



ENGINE PRIMARY PAGE OR COMPACTED PAGE
(TOP DISPLAY UNIT)



ECS/MSG PAGE
(BOTTOM DISPLAY UNIT)



STATUS PAGE
(BOTTOM DISPLAY UNIT)

LEVEL	COLOR
A–WARNING	RED
B–CAUTION	YELLOW
C–ADVISORY	YELLOW
S–STATUS	WHITE
M–MAINTENANCE	WHITE

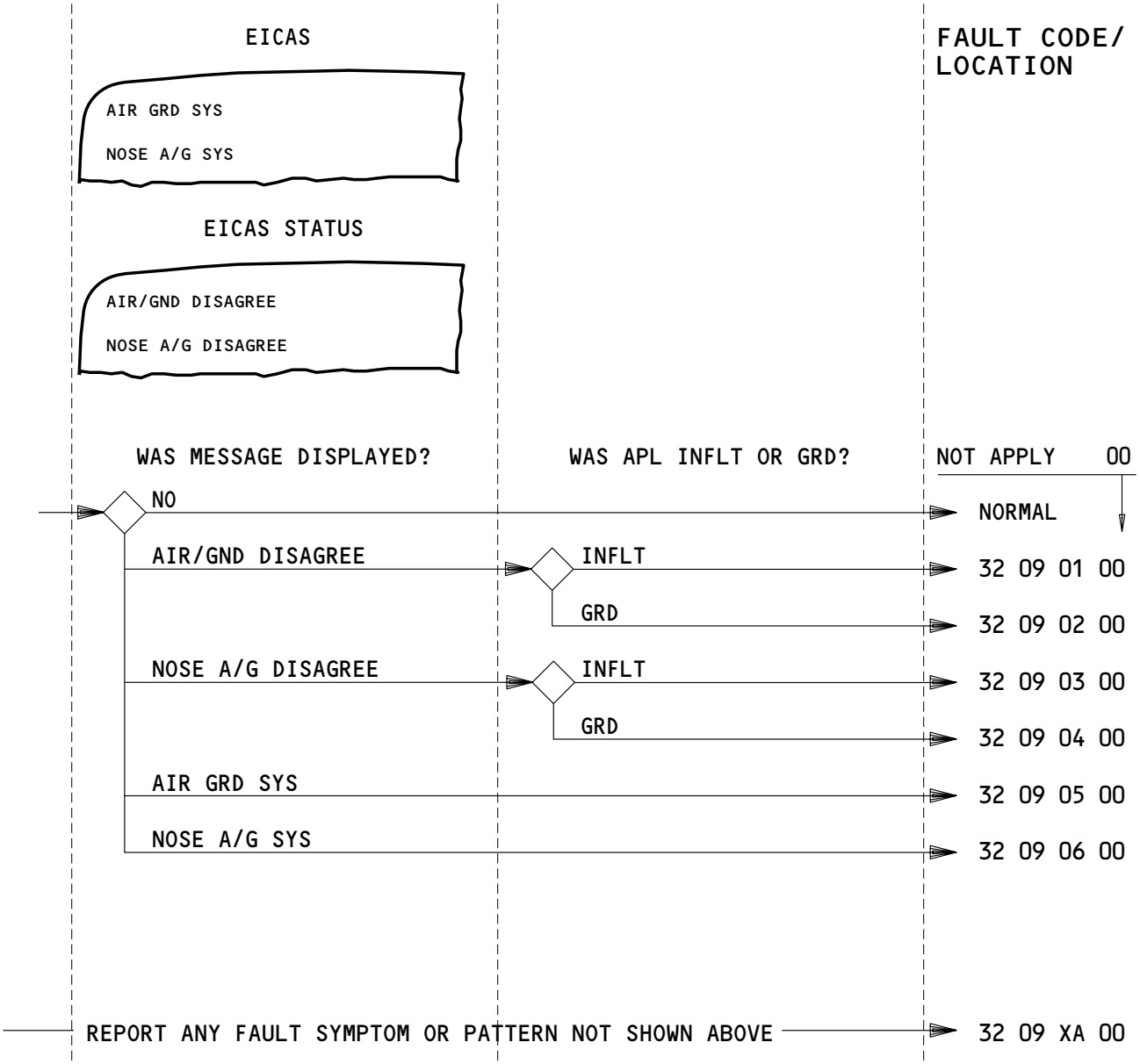
EICAS Message Locations
Figure 1

EICAS MESSAGE LIST		
EICAS MESSAGE	LEVEL	PROCEDURE
AIR/GND DISAGREE	S,M	FIM 32-09-00/101, Fig. 103A (Displayed in flight) or FIM 32-09-00/101, Fig. 103B (Displayed on the ground).
AIR/GND SYS	C	FIM 32-09-00/101, Fig. 103B
ALL GEAR DOWN	M	FIM 32-09-03/101, Fig. 103, FIM 32-61-00/101, Fig. 104, as applicable.
ALT ANTISKID	S,M	FIM 32-42-00/101, Fig. 110
ANTISKID	C	The ANTISKID EICAS message is always shown with one of the messages that follow: ALT ANTISKID (S,M) NORM ANTISKID (S,M) ANTISKID/AUTOBRK (M) PARKING BRAKE (C) Find the related message and do the procedure for that message.
ANTISKID/AUTOBRK	M	FIM 32-42-00/101, Fig. 111
ANTISKID OFF	C	AIRPLANES WITH ANTISKID ON/OFF SWITCH; make sure the switch (Yaw Damper Panel, P5) is in the "ON" position. ALL AIRPLANES; if the EICAS message stays on, do the procedure in FIM 32-42-00/101, Fig. 103.
AUTOBRAKES	C	FIM 32-42-00/101, Fig. 103, FIM 32-42-00/101, Fig. 111A as applicable

EICAS MESSAGE LIST		
EICAS MESSAGE	LEVEL	PROCEDURE
BRAKE SOURCE	C	FIM 32-41-00/101, Fig. 103, FIM 32-41-00/101, Fig. 104 FIM 32-41-00/101, Fig. 105 FIM 32-41-00/101, Fig. 106 FIM 32-41-00/101, Fig. 107 FIM 32-41-00/101, Fig. 108 FIM 32-41-00/101, Fig. 109 as applicable.
GEAR DISAGREE (Without GEAR DOORS Msg.)	B	FIM 32-30-00/101, Fig. 106 or 107 FIM 32-30-00/101, Fig. 111 or 112 FIM 32-30-00/101, Fig. 115 FIM 32-30-00/101, Fig. 116 or FIM 32-30-00/101, Fig. 116A as applicable FIM 32-30-00/101, Fig. 117
GEAR DISAGREE	M	FIM 32-09-03/101, Fig. 103, FIM 32-61-00/101, Fig. 104, as applicable.
GEAR DOORS (With GEAR DISAGREE B-Level Msg.)	C	FIM 32-30-00/101, Fig. 108 FIM 32-30-00/101, Fig. 114 as applicable
GEAR DOORS (Without GEAR DISAGREE B-Level Msg.)	C	With the control lever for the landing gear DN: FIM 32-30-00/101, Fig. 105 or FIM 32-30-00/101, Fig. 105A FIM 32-30-00/101, Fig. 113 as applicable

EICAS MESSAGE LIST		
EICAS MESSAGE	LEVEL	PROCEDURE
GEAR DOORS	M	FIM 32-61-00/101, Fig. 104.
(L,R) DRAG BRACE	B	FIM 32-30-00/101, Fig. 109
(L,R) DRAG BRACE	M	FIM 32-09-03/101, Fig. 104 for the drag brace down sensors S237 (S241) and S259 (S263), FIM 32-61-00/101, Fig. 104
LDG GEAR MONITOR	S	FIM 32-61-00/101, Fig. 104
(L,R) SIDE BRACE	B	FIM 32-30-00/101, Fig. 110
(L,R) SIDE BRACE	M	FIM 32-09-03/101, Fig. 104 for the side brace down sensors S236 (S240) and S258 (S262), FIM 32-61-00/101, Fig. 104, as applicable.
NORM ANTISKID	S,M	FIM 32-42-00/101, Fig. 109
NOSE A/G DISAGREE	S,M	FIM 32-09-00/101, Fig. 103C (displayed in flight) or FIM 32-09-00/101, Fig. 103D (displayed on the ground).
NOSE A/G SYS	C	FIM 32-09-00/101, Fig. 103D
NOSE GEAR DOWN	M	FIM 32-09-03/101, Fig. 104 for the nose gear down sensors S232 and S254, FIM 32-61-00/101, Fig. 104, FIM 32-61-00/101, Fig. 104A as applicable.
NOSE GEAR DOWN	M	FIM 32-09-03/101, Fig. 104 for the nose gear down sensors S232 and S254, FIM 32-61-00/101, Fig. 104.
NOSE GEAR LOCKED	M	FIM 32-09-03/101, Fig. 104 for the nose gear locked sensors S233 and S255, FIM 32-61-00/101, Fig. 104.

EICAS MESSAGE LIST		
EICAS MESSAGE	LEVEL	PROCEDURE
PARK BRAKE	C	FIM 32-44-00/101, Fig. 104 or FIM 32-44-00/101, Fig. 105 as applicable.
TAIL SKID	C	FIM 32-71-00/101, Fig. 103
TIRE PRESSURE	S	If all tire pressures indicate normal, do a system test of the indication system for pressure: AMM 32-45-00/501 If tire pressure indicating system synoptic display shows low pressure for any of the tires, 1 thru 10, do the tire servicing for the tire(s) that have low pressure: AMM 12-15-03/301
TIRE PRESS SYS	M (NVM)	If all tire pressures indicate normal, do a system test of the indication system for pressure: AMM 32-45-00/501



APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11C30	POSITION AIR/GND SYS 1
11T36	TEST PROX SW
11T36	PROX SW TEST
11U15	AIR/GND SYS 1
11U23	POSITION AIR/GND SYS 2
11U24	POSITION AIR/GND SYS 2

AIR/GROUND RELAY - FAULT CODES

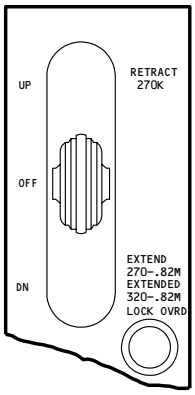
EFFECTIVITY

ALL

32-FAULT CODE DIAGRAM

256298

PILOTS' CENTER PANEL



FAULT CODE/ LOCATION

WAS GEAR LEVER FREE TO MOVE TO THE UP POS IN FLT?

YES → NORMAL

NO → WAS GEAR LEVER FREE TO MOVE TO UP POS WHEN LOCK OVRD PUSHED?

YES → 32 30 18 00

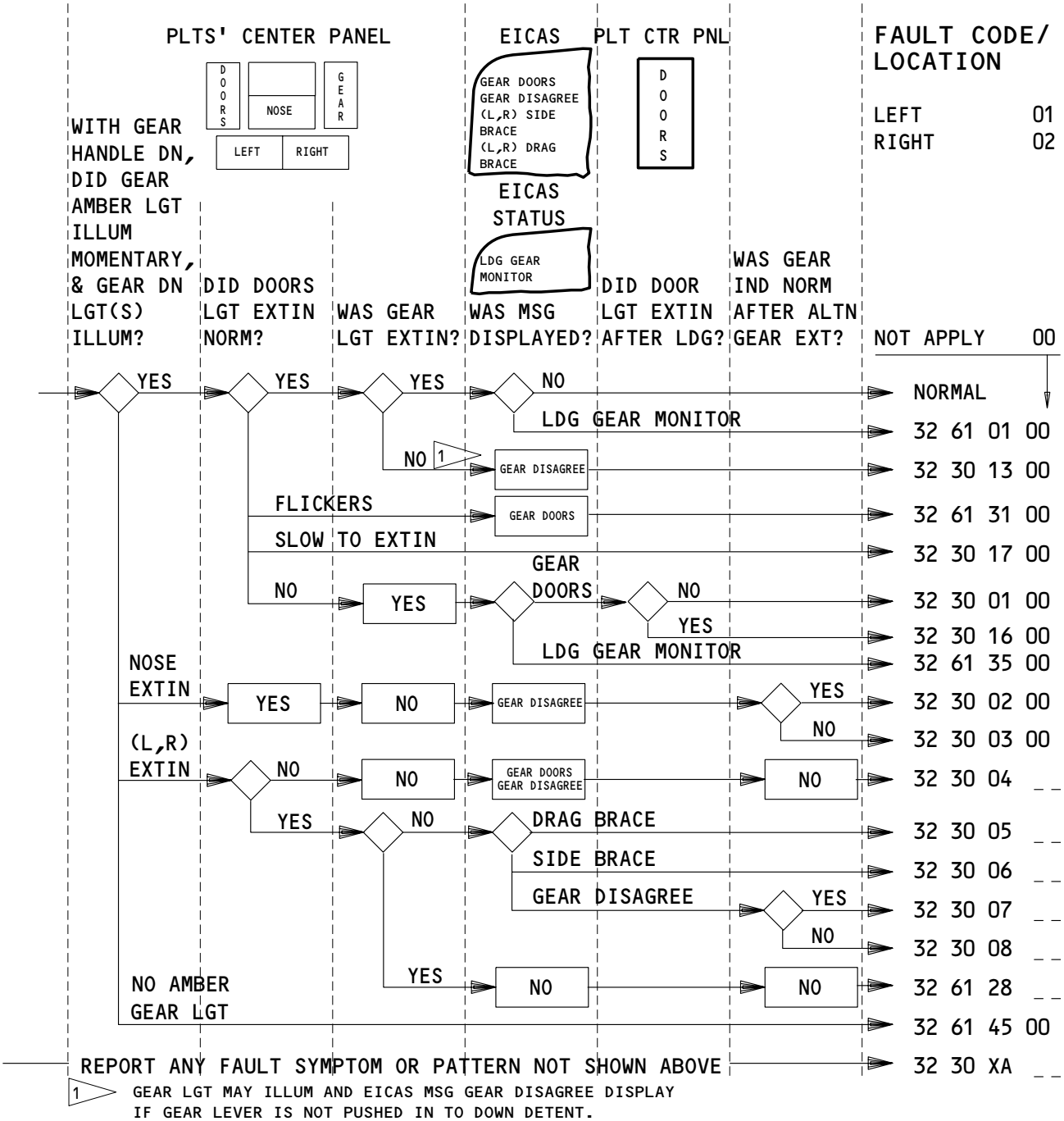
NOT APPLY 00

REPORT ANY FAULT SYMPTOM OR PATTERN NOT SHOWN ABOVE → 32 30 XC 00

APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11C30	POSITION AIR/GND SYS 1	11U20	LEVER LOCK
11T36	TEST PROX SW	11U23	POSITION AIR/GND SYS 2
11U15	AIR/GND SYS 1	11U24	POSITION AIR/GND SYS 2

LEVER LATCH – FAULT CODES



APPLICABLE CIRCUIT BREAKERS AS INSTALLED

6F6	ALTN EXT MOTOR		
6F7	ALTN EXT MOTOR	11U23	POSITION AIR/GND SYS 2
11C30	POSITION AIR/GND SYS 1	11U24	POSITION AIR/GND SYS 2

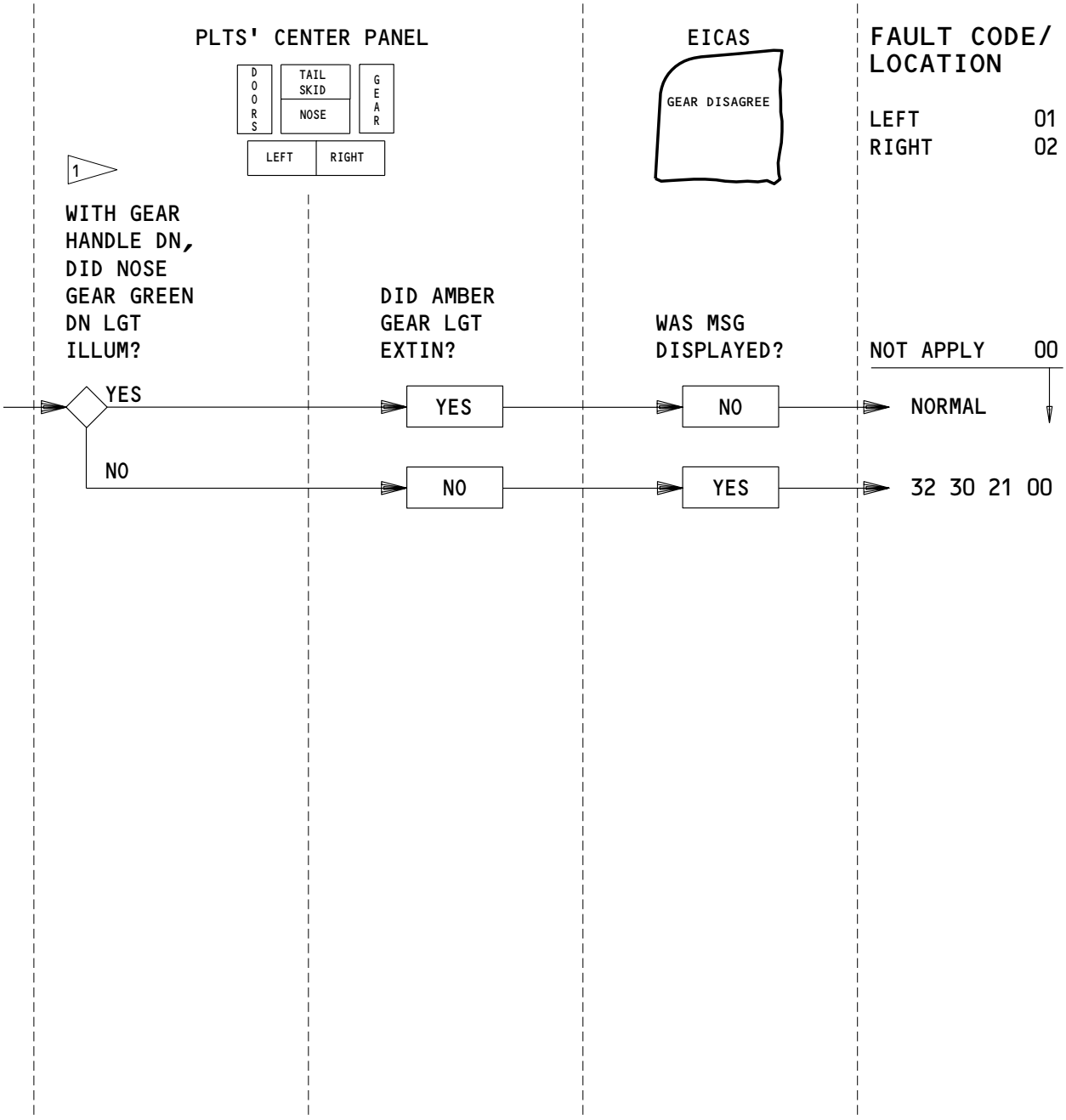
GEAR EXTENSION – FAULT CODES

EFFECTIVITY

ALL

32-FAULT CODE DIAGRAM

213629



1 IF LGT BULB INOP, SEE "LIGHTS" CHAPTER.

APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11C30	POSITION AIR/GND SYS 1
11U23	POSITION AIR/GND SYS 2
11U24	POSITION AIR/GND SYS 2

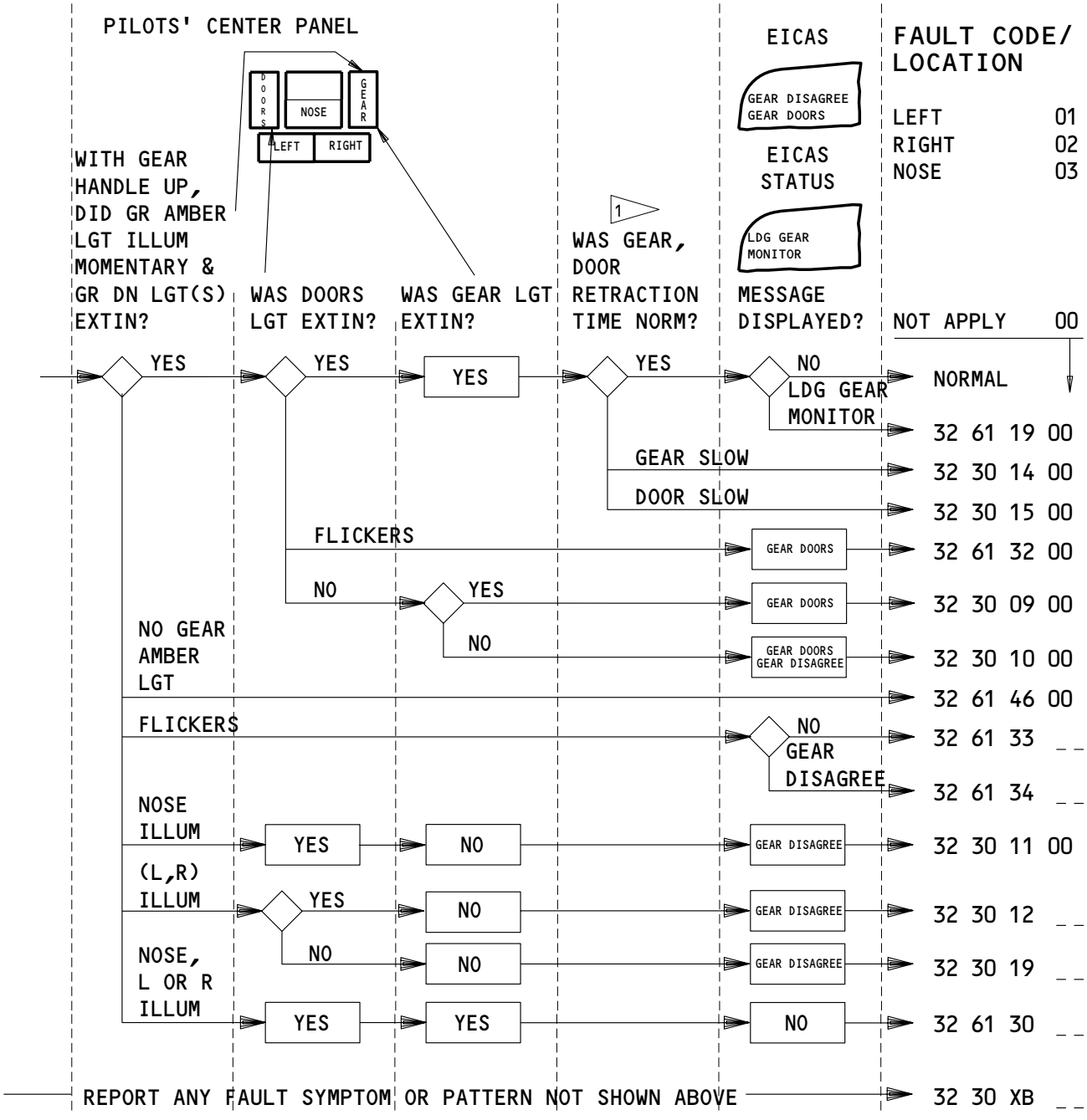
LANDING GEAR EXT/RET - FAULT CODES (GROUND)

EFFECTIVITY

ALL

32-FAULT CODE DIAGRAM

H62026



1 GEAR SHOULD RETRACT AND DOORS CLOSE WITHIN 14 SEC. IF INOP ADP IS CAUSE OF SLOW RETRACTION, SEE HYDRAULIC CHAPTER "ADP (AIR DRIVEN PUMP)" FAULT CODES.

APPLICABLE CIRCUIT BREAKERS

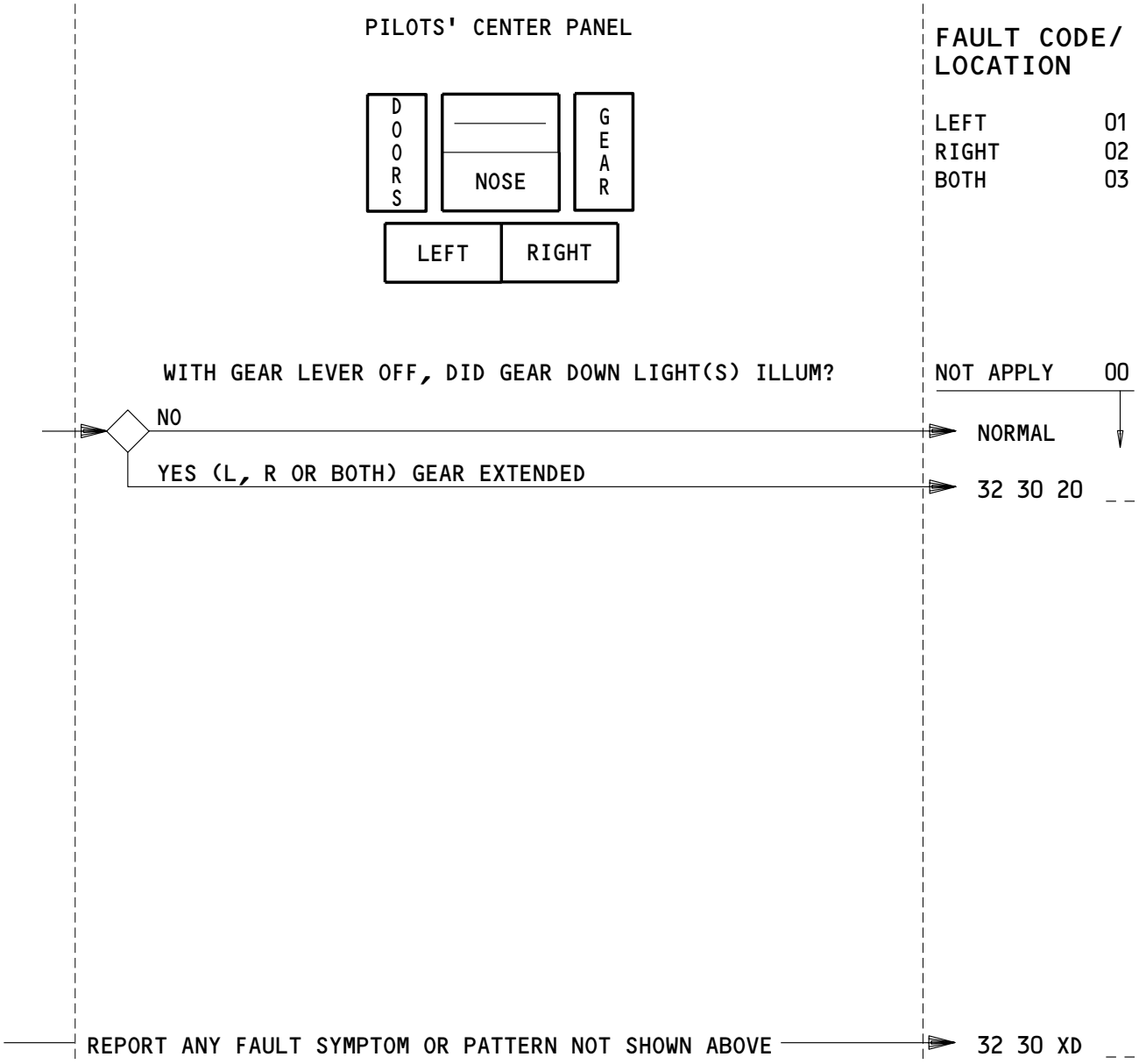
11C30	POSITION AIR/GND SYS 1	11U24	POSITION AIR/GND SYS 2
11U23	POSITION AIR/GND SYS 2		

GEAR RETRACTION – FAULT CODES

EFFECTIVITY

ALL

32-FAULT CODE DIAGRAM



APPLICABLE CIRCUIT BREAKERS

11C30	POSITION AIR/GND SYS 1
11U23	POSITION AIR/GND SYS 2
11U24	POSITION AIR/GND SYS 2

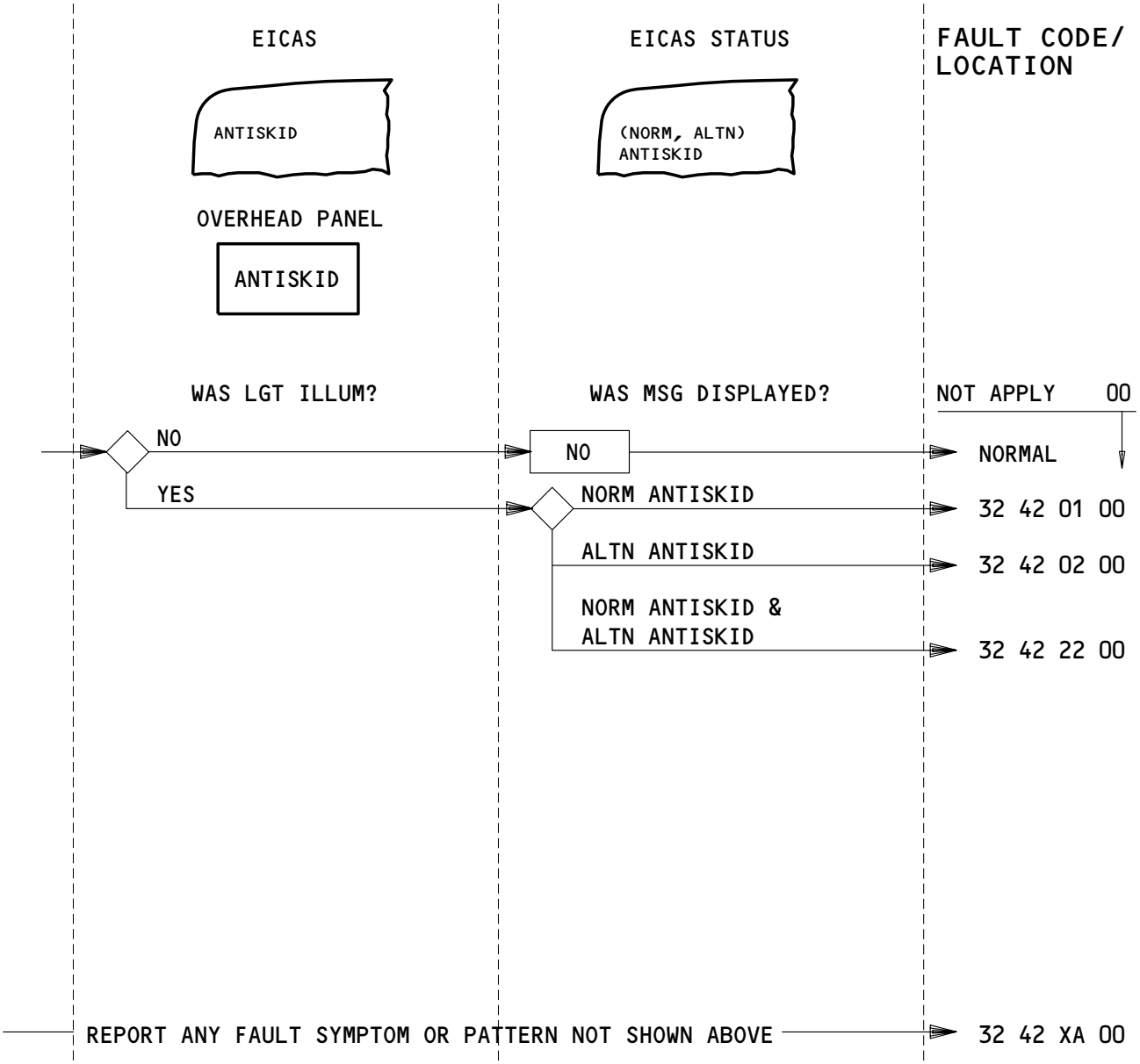
UNCOMMANDED MAIN LANDING GEAR EXTENSION – FAULT CODES

EFFECTIVITY

ALL

32-FAULT CODE DIAGRAM

A95126



APPLICABLE CIRCUIT BREAKERS

6F4	PARKING BRAKE VLV	11U18	ANTISKID 1 – 5
11C31	ANTISKID 2 – 6	11U27	ANTISKID 4 – 8
11C32	ANTISKID 3 – 7		

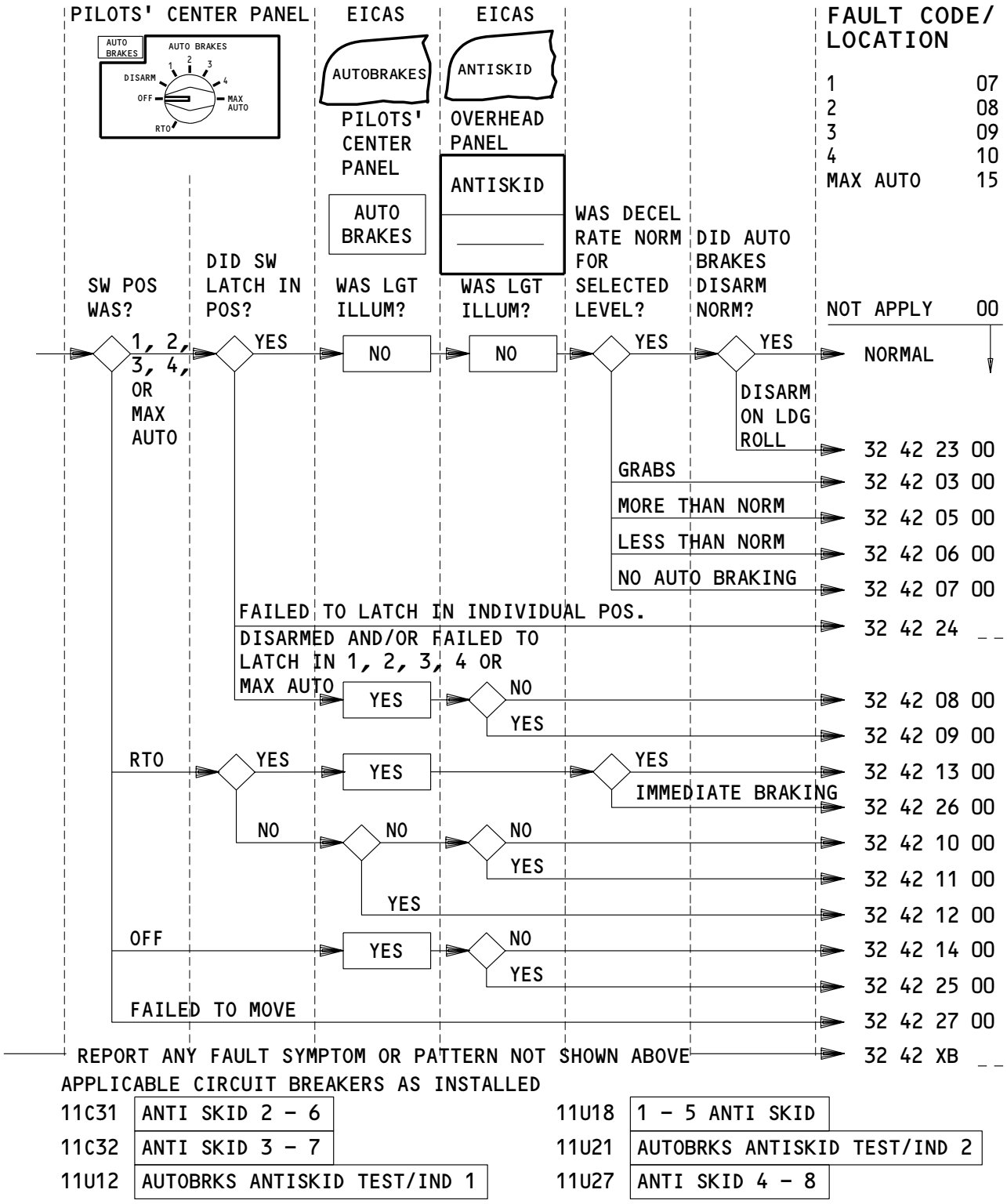
ANTISKID – FAULT CODES

EFFECTIVITY

ALL

32-FAULT CODE DIAGRAM

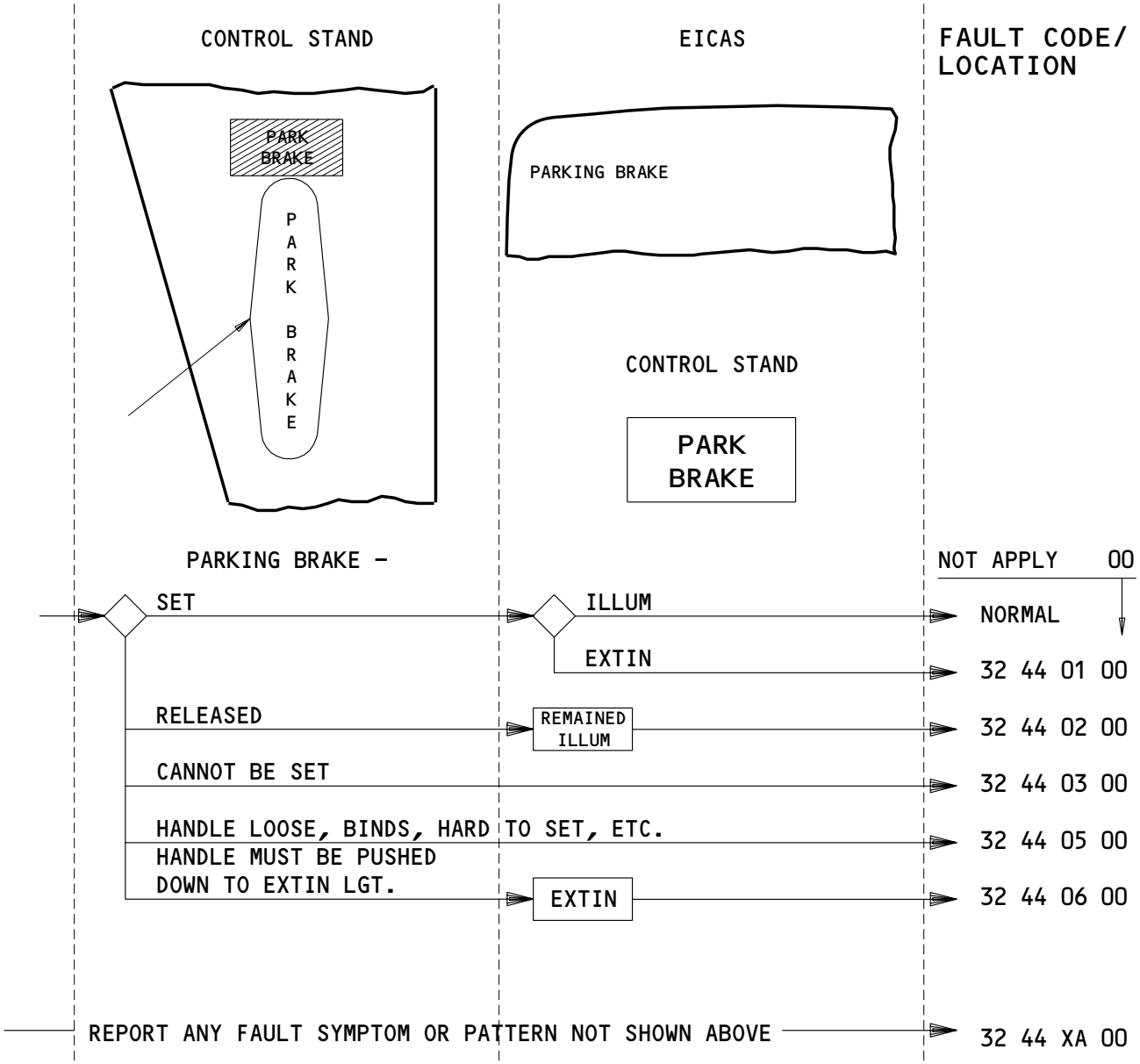
L41659



APPLICABLE CIRCUIT BREAKERS AS INSTALLED

11C31	ANTI SKID 2 – 6	11U18	1 – 5 ANTI SKID
11C32	ANTI SKID 3 – 7	11U21	AUTOBRKS ANTISKID TEST/IND 2
11U12	AUTOBRKS ANTISKID TEST/IND 1	11U27	ANTI SKID 4 – 8

AUTO BRAKES – FAULT CODES



APPLICABLE CIRCUIT BREAKERS AS INSTALLED

6F4	PARKING BRAKE VLV

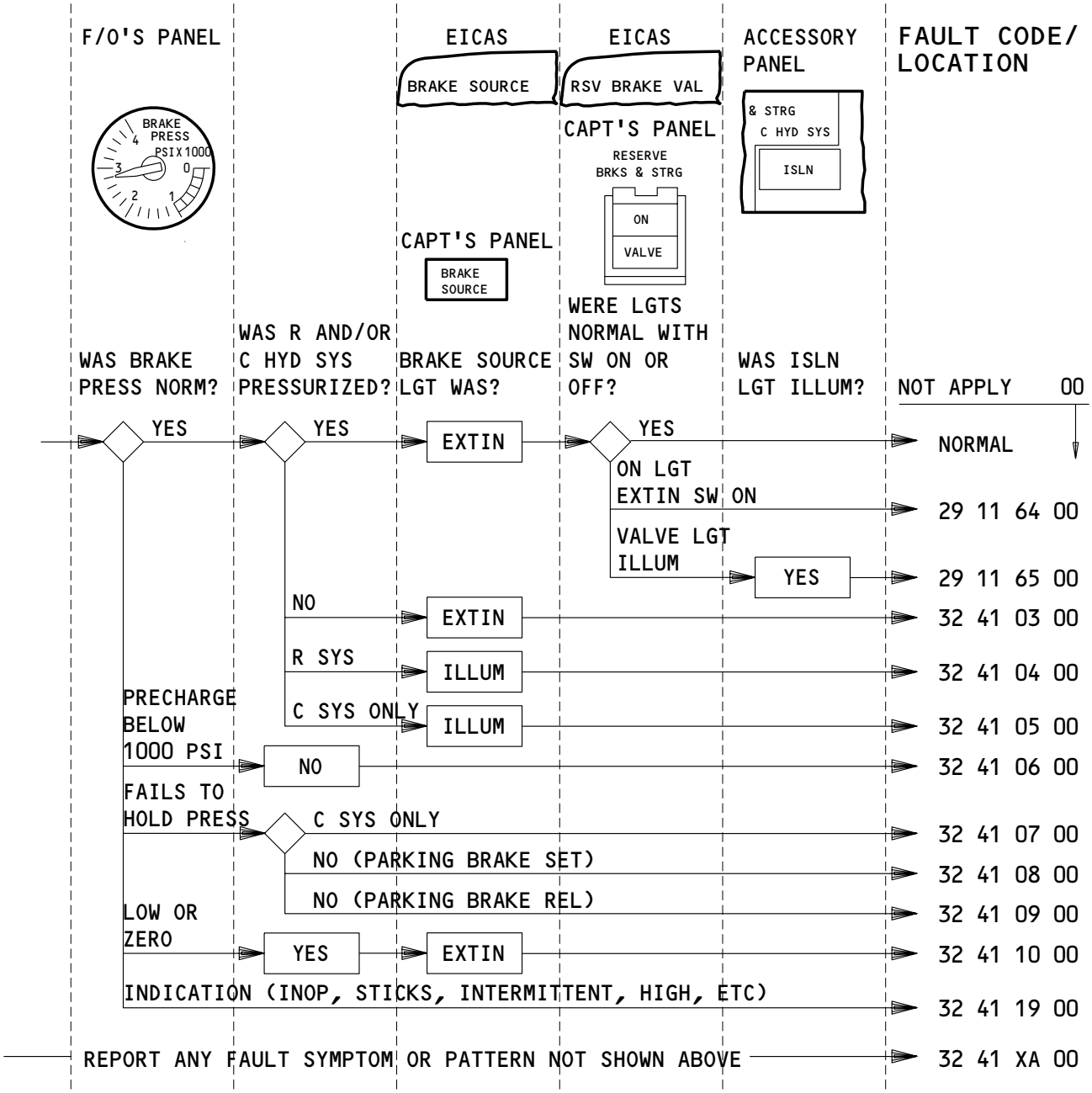
PARKING BRAKE – FAULT CODES

EFFECTIVITY

ALL

32-FAULT CODE DIAGRAM

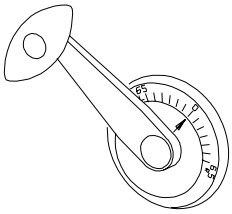
34693

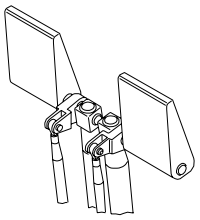


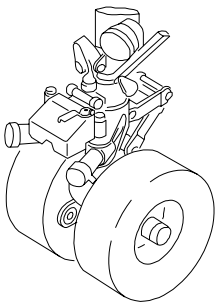
APPLICABLE CIRCUIT BREAKERS AS INSTALLED

6F4	PARKING BRAKE VLV	11L15	ELEC PUMP CTR 1	11U22	BRAKE PRESS
		11L15	ELEC PUMP C1		

BRAKE PRESSURE SOURCE – FAULT CODES







FAULT CODE/ LOCATION

CAPT	04
F/O	05
CAPT & F/O	06

WAS TILLER STEERING NORMAL?	WAS PEDAL STEERING NORMAL?	WAS NOSE WHEEL OPERATION NORMAL?	
			NOT APPLY 00
YES	YES	YES	NORMAL
		(VIBRATION/ SHIMMY) TAKEOFF & LANDING	32 51 01 00
		VIBRATES AT RETRACTION	32 51 02 00
		MAKES LOUD NOISE IN WHEEL WELL	32 51 10 00
		STRUT BOTTOMS DURING TAXI	32 51 11 00
	INOP		32 51 03 00
PULLS L/R DURING TAXI			32 51 12 00
STEERING NO TILLER	NO		32 51 04 _ _
STEERS LEFT ONLY			32 51 05 _ _
STEERS RIGHT ONLY			32 51 09 _ _
SLUGGISH RESPONSE			32 51 06 _ _
HIGH FORCE REQUIRED			32 51 07 _ _
NOT CENTERED WITH INDICATOR CENTERED			32 51 08 _ _
REPORT ANY FAULT SYMPTOM OR PATTERN NOT SHOWN ABOVE			32 51 XA _ _

APPLICABLE CIRCUIT BREAKERS

NONE

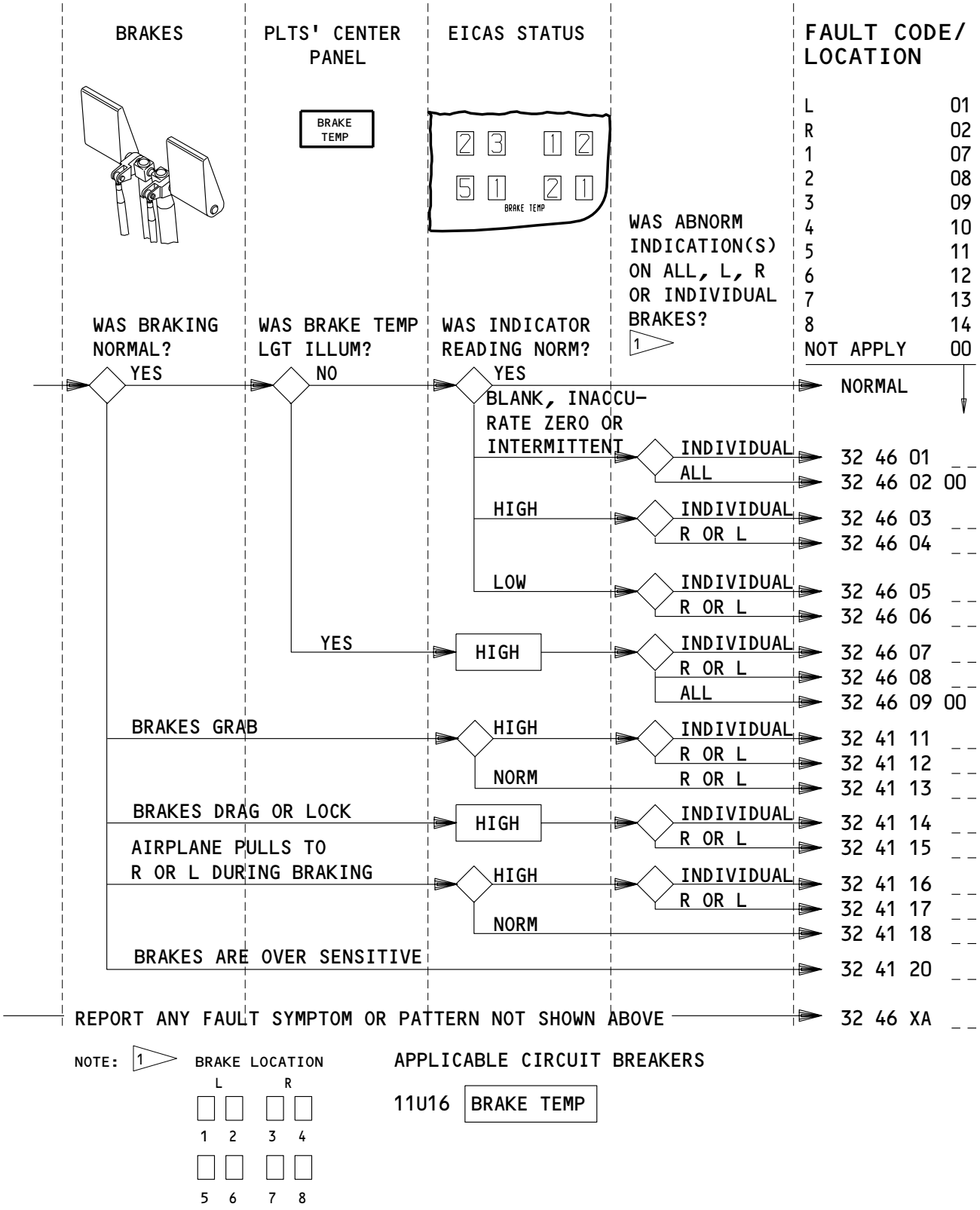
NOSE WHEEL AND STEERING – FAULT CODES

EFFECTIVITY

ALL

32-FAULT CODE DIAGRAM

81944



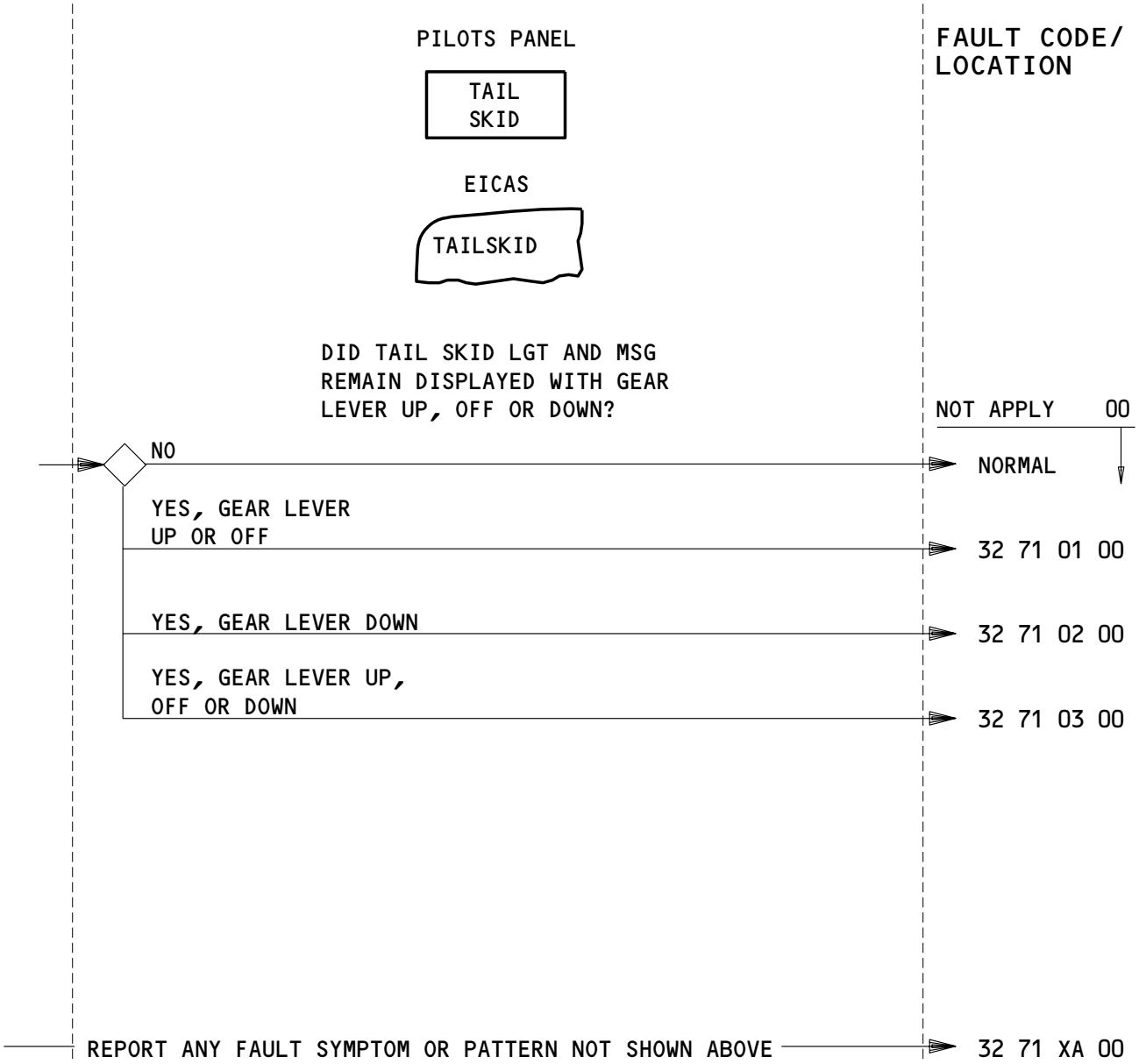
BRAKING AND BRAKE TEMPERATURE – FAULT CODES

EFFECTIVITY

ALL

32-FAULT CODE DIAGRAM

L41969



APPLICABLE CIRCUIT BREAKERS

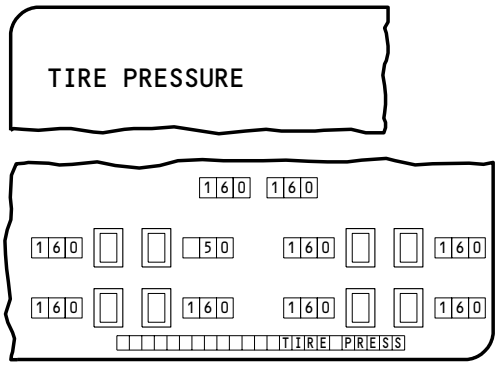
11U26	TAIL SKID CONT

TAIL SKID – FAULT CODES

EFFECTIVITY

ALL

32-FAULT CODE DIAGRAM



WAS EICAS MSG DISPLAYED AND/OR LOW PRESS INDICATED?

NO	NORMAL
"TIRE PRESSURE" DISPLAYED, TIRE PRESSURES NORMAL	32 45 02 00
"TIRE PRESSURE" DISPLAYED, TIRE PRESSURE LOW	32 45 03 _ _
"TIRE PRESSURE" NOT DISPLAYED, TIRE PRESSURE LOW	32 45 04 _ _
REPORT ANY FAULT SYMPTOM OR PATTERN NOT SHOWN ABOVE	32 45 XA _ _

FAULT CODE/ LOCATION [1]

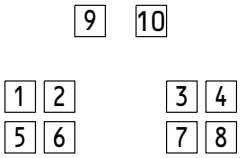
1	01
2	02
3	03
4	04
5	05
6	06
7	07
8	08
L NOSE	09
R NOSE	10
NOT APPLY	00

[1] REPORT TIRE PRESSURE LOW AS PER POSITION.

APPLICABLE CIRCUIT BREAKERS

11U17	TIRE PRESS IND 1

TIRE POSITIONS



TIRE PRESSURE – FAULT CODES

EFFECTIVITY
AIRPLANES WITH TIRE PRESSURE INDICATION

32-FAULT CODE DIAGRAM

L41990

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
32 09 XA 00	1. The flight crew found a problem with an air ground relay which is not included in the fault code diagrams. (Ref Fault Code Diagram for the flight crew procedures.) 2. SSM 32-09-02
32 30 XA --	1. A (01=LEFT, 02=RIGHT) gear extension problem occurred which is not included in the fault code diagrams. (Ref Fault Code Diagram for the flight crew procedures.) 2. SSM 32-30-01
32 30 XB --	1. A (01=LEFT, 02=RIGHT, 03=NOSE) gear retraction problem occurred which is not included in the fault code diagrams. (Ref Fault Code Diagram for the flight crew procedures.) 2. SSM 32-30-01
32 30 XC 00	1. The flight crew found a problem with the lever latch which is not included in the fault code diagrams. (Ref Fault Code Diagram for the flight crew procedures.) 2. SSM 32-30-01
32 30 XD --	1. A (01=LEFT, 02=RIGHT, 03=BOTH) main gear uncommanded extension problem occurred that is not included in the fault code diagrams. (Ref Fault Code Diagram for the flight crew procedures.) 2. SSM 32-30-01
32 41 XA 00	1. The flight crew found a problem with the brake pressure source which is not included in the fault code diagrams. (Ref Fault Code Diagram for the flight crew procedures.) 2. SSM 32-41-01
32 42 XA 00	1. The flight crew found an antiskid problem which is not included in the fault code diagrams. (Ref Fault Code Diagram for the flight crew procedures.) 2. SSM 32-42-01 (left) or SSM 32-42-02 (right)
32 42 XB --	1. An (01=1, 02=2, 03=3, 04=4, 05=MAX AUTO) auto brake problem occurred which is not included in the fault code diagrams. (Ref Fault Code Diagram for the flight crew procedures.) 2. SSM 32-42-03
32 44 XA 00	1. The flight crew found a problem with the parking brake which is not included in the fault code diagrams. (Ref Fault Code Diagram for the flight crew procedures.) 2. SSM 32-41-01

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
32 45 XA --	1. Tire pressure symptoms/patterns (01=1, 02=2, 03=3, 04=4, 05=5, 06=6, 07=7, 08=8, 09=L NOSE, 10=R NOSE) occurred again. 2. Make an analysis of the symptoms/patterns and do the procedure to correct the problem, if it is necessary.
32 46 XA --	1. A (01=1, 02=2, 03=3, 04=4, 05=5, 06=6, 07=7, 08=8, 09=L, 10=R) brake temperature problem occurred which is not included in the fault code diagrams. (Ref Fault Code Diagram for the flight crew procedures.) 2. SSM 32-46-01
32 51 XA --	1. A (04=Capt, 05=F/O, 06=Capt & F/O) nose wheel steering problem occurred which is not included in the fault code diagrams. (Ref Fault Code Diagram for the flight crew procedures.) 2. SSM 32-51-01
32 71 XA 00	1. The flight crew found a problem with the tail skid which is not included in the fault code diagrams. (Ref Fault Code Diagram for the flight crew procedures.) 2. SSM 32-71-01
32 09 01 00	1. EICAS msg AIR/GND DISAGREE displayed inflt. 2. FIM 32-09-00/101, Fig. 103A, Block 1
32 09 02 00	1. EICAS msg AIR/GND DISAGREE displayed on gnd. 2. FIM 32-09-00/101, Fig. 103B, Block 1
32 09 03 00	1. EICAS msg NOSE A/G DISAGREE displayed inflt. 2. FIM 32-09-00/101, Fig. 103C, Block 1
32 09 04 00	1. EICAS msg NOSE A/G DISAGREE displayed on gnd. 2. FIM 32-09-00/101, Fig. 103D, Block 1

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
32 09 05 00	1. EICAS msg AIR/GND SYS displayed. 2. FIM 32-09-00/101, Fig. 103B, Block 1
32 09 06 00	1. EICAS msg NOSE A/G SYS displayed. 2. FIM 32-09-00/101, Fig. 103D, Block 1
32 30 01 00	1. EICAS msg GEAR DOORS displayed & DOORS amber lgt illum with gear dn. Msg and light remain illuminated after landing. 2. FIM 32-30-00/101, Fig. 105, Block 1
32 30 02 00	1. NOSE gear green dn lgt failed to illum with gear handle DN. EICAS msg GEAR DISAGREE displayed. DOORS amber lgt was extin & GEAR lgt was illum. Indications were norm after altn gear extension. 2. FIM 32-30-00/101, Fig. 106, Block 1
32 30 03 00	1. NOSE gear green dn lgt failed to illum with gear handle DN. EICAS msg GEAR DISAGREE displayed. DOORS amber lgt was extin & GEAR lgt was illum. Altn gear extension was attempted. 2. FIM 32-30-00/101, Fig. 107, Block 1
32 30 04 --	1. (01=LEFT, 02=RIGHT) gear green dn lgt failed to illum with gear handle DN. EICAS msg GEAR DOORS & GEAR DISAGREE displayed. DOORS & GEAR amber lgts illum. Altn gear extension was attempted. 2. FIM 32-30-00/101, Fig. 108, Block 1
32 30 05 --	1. (01=LEFT, 02=RIGHT) gear green dn lgt failed to illum with gear handle DN. EICAS msg DRAG BRACE displayed. GEAR amber lgt was illum. 2. FIM 32-30-00/101, Fig. 109, Block 1
32 30 06 --	1. (01=LEFT, 02=RIGHT) gear green dn lgt failed to illum with gear handle DN. EICAS msg SIDE BRACE displayed. GEAR amber lgt was illum. 2. FIM 32-30-00/101, Fig. 110, Block 1
32 30 07 --	1. (01=LEFT, 02=RIGHT) gear green dn lgt failed to illum with gear handle DN. EICAS msg GEAR DISAGREE displayed. DOORS amber lgt was extin & GEAR lgt illum. Indications norm after altn gear extension. 2. FIM 32-30-00/101, Fig. 111, Block 1

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
32 30 08 --	1. (01=LEFT, 02=RIGHT) gear green dn lgt failed to illum with gear handle DN. EICAS msg GEAR DISAGREE displayed. DOORS amber lgt was extin & GEAR lgt illum. Altn gear extension was attempted. 2. FIM 32-30-00/101, Fig. 112, Block 1
32 30 09 00	1. EICAS msg GEAR DOORS displayed with gear handle UP. DOORS amber lgt was illum & GEAR lgt extin. 2. FIM 32-30-00/101, Fig. 113, Block 1
32 30 10 00	1. EICAS msg GEAR DOORS & GEAR DISAGREE displayed with gear handle UP. DOORS & GEAR amber lgts illum. Gear green dn lgts all extin. 2. FIM 32-30-00/101, Fig. 114, Block 1
32 30 11 00	1. EICAS msg GEAR DISAGREE displayed with gear handle UP. NOSE green dn lgt failed to extin. DOORS amber lgt was extin & GEAR lgt illum. 2. FIM 32-30-00/101, Fig. 115, Block 1
32 30 12 --	1. (01=LEFT, 02=RIGHT) gear green dn lgt failed to extin with gear handle UP. EICAS msg GEAR DISAGREE displayed. DOORS amber lgt was extin & GEAR lgt illum. 2. FIM 32-30-00/101, Fig. 116, Block 1
32 30 13 00	1. EICAS msg GEAR DISAGREE displayed and GEAR amber lgt illum with gear green down lgts illum. 2. Make sure the control lever for the landing gear is fully in the DN detent. If EICAS message and the amber light stay on, replace the control lever module, M937 (AMM 32-31-01/401).
32 30 14 00	1. Landing gear slow, took ____ sec (over 14 sec) to retract. 2. Make sure the door-operated sequence valve for the (L, R) main landing gear is adjusted correctly. If the adjustment is correct, replace the retract actuator for the (L, R) main landing gear or nose landing gear if it is necessary (AMM 32-32-01/401 or AMM 32-34-01/401).
32 30 15 00	1. Landing gear doors slow to close on gear retraction. 2. Make sure the gear-operated sequence valve for the (L, R) main landing gear is adjusted correctly. If the adjustment is correct, replace the door actuator for the (L, R) main landing gear (AMM 32-32-12/401).

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
32 30 16 00	1. EICAS msg GEAR DOOR displayed and DOORS amber lgt illum with gear dn. Msg and lgt extinguish after landing. 2. Examine the sensors and targets for the nose and main landing gear doors to make sure they are tight. Tighten or replace them if it is necessary. Clean the target and the surface of the sensor (AMM 32-61-02/201 and AMM 32-61-03/201).
32 30 17 00	1. EICAS msg GEAR DOORS displayed and DOORS amber lgt slow to extinguish after gear extension. 2. FIM 32-30-00/101, Fig. 105A, Block 1
32 30 18 00	1. Gear lever would not move to UP pos inflt. Was free to move to UP pos when LOCK OVRD pushed. 2. FIM 32-30-00/101, Fig. 104, Block 1
32 30 19 --	1. (01=L, 02=R) gear green dn lgt failed to extin with gear handle UP. EICAS msg GEAR DISAGREE displayed. DOORS amber lgt and GEAR lgt illum. 2. FIM 32-30-00/101, Fig. 116A, Block 1
32 30 20 --	1. (01=L, 02=R) main landing gear extended with gear lever OFF, gear down lights illum. 2. Do a check of the adjustment of the main landing gear doors and latch hook (AMM 32-12-00/501). Make sure the clearance between the bottom of the roller and the bottom of the hook is approximately the same for the left and right main landing gear doors. Do a check of the adjustment and operation of the selector valves (AMM 32-31-00/501). Examine filters and fuses for the center hydraulic system for possible contamination or debris. Do a check of the adjustment of the door-operated and the gear-operated sequence valves (AMM 32-32-00/501) and make sure the cam box installation is correct. Do the PSEU BITE procedure (FIM 32-09-03/101, Fig. 103, Block 1).
32 30 21 00	1. Nose Gear green dn lgt failed to Illum with gear handle DN. GEAR amber lgt illum. EICAS msg GEAR DISAGREE displayed. (Airplane on ground) 2. FIM 32-30-00/101, Fig. 117, Block 1
32 41 01 00	Not Used
32 41 02 00	Not Used

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
32 41 03 00	1. BRAKE SOURCE lgt fails to illuminate with no hyd pressure from any source. 2. FIM 32-41-00/101, Fig. 103, Block 1
32 41 04 00	1. BRAKE SOURCE lgt remains illuminated with right hyd sys pressurizing brakes. 2. FIM 32-41-00/101, Fig. 104, Block 1
32 41 05 00	1. BRAKE SOURCE light illuminated with center hyd sys pressurizing brakes. 2. FIM 32-41-00/101, Fig. 104, Block 1
32 41 06 00	1. Brake pressure precharge low _____ PSI. 2. FIM 32-41-00/101, Fig. 105, Block 1
32 41 07 00	1. Brake pressure bleeds off with C hyd sys pressurized and R sys off. 2. FIM 32-41-00/101, Fig. 106, Block 1
32 41 08 00	1. Brake pressure bleeds off with parking brake set. Hyd sys R and C were depressurized. 2. FIM 32-41-00/101, Fig. 107, Block 1
32 41 09 00	1. Brake press bleeds off with R and C hyd sys depressurized. Parking brake was rel. 2. FIM 32-41-00/101, Fig. 108, Block 1
32 41 10 00	1. Brake press indicates (low, zero) with (R, C, R and C) hyd sys pressurized and BRAKE SOURCE lgt extin. 2. FIM 32-41-00/101, Fig. 109, Block 1
32 41 11 --	1. Brakes grabbing. No. (07=1, 08=2, 09=3, 10=4, 11=5, 12=6, 13=7, 14=8) brake temp high, _____. (Max level) 2. Replace the brake that has the high temperature indication (AMM 32-41-08/401).
32 41 12 --	1. Brakes grabbing. (01=L, 02=R) brake temps high, _____. (Max level) 2. Bleed the hydraulic system for the brake to remove all the air caught in the lines (AMM 32-41-00/201). If the problem continues, do a test of the brake system (AMM 32-41-00/501).

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
32 41 13 --	1. (01=L, 02=R) brakes grabbing. Brake temp normal. 2. Do the operational test of the brake system (AMM 32-41-00/501). NOTE: At low speeds, the correct system sensitivity can cause the brakes to not engage smoothly.
32 41 14 --	1. Brakes (drag/locked), No. (07=1, 08=2, 09=3, 10=4, 11=5, 12=6, 13=7, 14=8) brake temp high, _____. (Max level) 2. Examine the brake that has the high temperature indication. See if it can move freely or if there is damage or adjuster assemblies that are not there (AMM 32-41-08/401).
32 41 15 --	1. Brakes (drag/locked), (01=L, 02=R) brake temp high, _____. (Max level) 2. Do the test on the brake system. Make sure the control system moves freely (AMM 32-41-00/501). If the brakes do not release fully, make sure there is no back pressure in the system caused by incorrect adjustment or a defective brake metering valve (AMM 32-41-03/401).
32 41 16 --	1. Airplane pulls to (R/L) during braking. No. (01-1, 02=2, 03=3, 04=4, 05=5, 06=6, 07=7, -8=8) brake temp high, _____. (Max level) 2. Replace the brake that has the high temperature indication (AMM 32-41-08/401).
32 41 17 --	1. Airplane pulls to (01=L, 02=R) during braking. Brake temp high ____. (Max level) 2. Do a check of the brake system adjustment (AMM 32-41-00/501). NOTE: A difference between the travel of the left and right brake pedal can cause braking that is not even.
32 41 18 --	1. Airplane pulls to (01=L, 02=R) during braking. Brake temps norm. 2. Make sure the tires for the landing gear have the correct inflation pressures (AMM 12-15-03/301).
32 41 19 00	1. Brake pressure indication (inop, sticks, intermittent, high, etc). 2. FIM 32-41-00/101, Fig. 110, Block 1
32 41 20 --	1. (01=L, 02=R) braking is over-sensitive. 2. Bleed the brakes (AMM 32-41-00/201).

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
32 42 01 00	1. EICAS msg NORM ANTISKID displayed & amber ANTI-SKID lgt illum. 2. FIM 32-42-00/101, Fig. 109, Block 1
32 42 02 00	1. EICAS msg ALTN ANTISKID displayed & amber ANTI-SKID lgt illum. 2. FIM 32-42-00/101, Fig. 110, Block 1
32 42 03 00	1. Brakes grab briefly after touchdown (airplanes with S283T001-25 antiskid/autobrake control unit). 2. Replace the autobrake valve (AMM 32-42-09/401). Do a test of the valve that was removed to see if the valve is within calibration limits Ref Textron Component Maintenance Manual P/N 20101420, CMM 32-40-04, pages 101-112. See also Boeing 767 Maintenance Tip 767 MT 32-017, dated December 23, 1993.
32 42 04 00	Not Used.
32 42 05 00	1. Auto brake deceleration more than normal with no faults indicated. Level selected was ____. 2. FIM 32-42-00/101, Fig. 103, Block 6
32 42 06 00	1. Auto brake deceleration less than normal with no faults indicated. Level selected was ____. 2. FIM 32-42-00/101, Fig. 103, Block 6
32 42 07 00	1. Auto brake system inoperative with no fault indications. Level selected was ____. 2. FIM 32-42-00/101, Fig. 103, Block 3
32 42 08 00	1. Auto brake selector (will not latch into, disarmed from) position ____. ANTISKID lgt was not illum. 2. FIM 32-42-00/101, Fig. 106, Block 1
32 42 09 00	1. Auto brake selector (will not latch into, disarmed from) position(s) ____. AUTOBRAKES & ANTISKID lgt was illum. 2. FIM 32-42-00/101, Fig. 103, Block 1
32 42 10 00	1. Auto brake selector will not latch in RTO position with no fault indications. 2. FIM 32-42-00/101, Fig. 107, Block 1
32 42 11 00	1. Auto brake selector will not latch in RTO position with ANTISKID lgt illum. 2. FIM 32-42-00/101, Fig. 103, Block 3

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
32 42 12 00	1. Auto brake selector will not latch in RTO position with AUTO BRAKES lgt illum. 2. FIM 32-42-00/101, Fig. 103, Block 3
32 42 13 00	1. AUTO BRAKES lgt is illum with auto brake selector in RTO position. 2. FIM 32-42-00/101, Fig. 103, Block 3
32 42 14 00	1. AUTO BRAKES lgt is illum with auto brake selector in OFF position. 2. Replace the pressure switch on the autobrake solenoid valve (AMM 32-42-09/401).
32 42 15 00 thru 32-42-18 00	Not Used
32 42 19 00 thru 32-42-21 00	Not Used
32 42 22 00	1. EICAS msgs NORM ANTISKID & ALTN ANTISKID displayed. Amber ANTISKID lgt illum. 2. FIM 32-42-00/101, Fig. 103, Block 1. After you correct the failure, push the ECS/MSG switch on the right side panel, P61. If the EICAS message NORM ANTISKID shows on the bottom display, go to FIM 32-42-00/101, Fig. 109, Block 1. If the EICAS message ALTN ANTISKID shows on the bottom display, go to FIM 32-42-00/101, Fig. 110, Block 1.
32 42 23 00	1. Autobrakes disarmed on landing roll. 2. FIM 32-42-00/101, Fig. 111A, Block 1
32 42 24 --	1. Autobrake selector will not latch in (07=1, 08=2, 09=3, 10=4, 15= MAX AUTO) pos. 2. Manually hold the selector in the position and refer to FIM 32-42-00/101, Fig. 103, Block 2
32 42 25 00	1. EICAS msgs AUTOBRAKES & ANTISKID displayed and AUTOBRAKE lgt illum with autobrake selector off. 2. Replace the pressure switch on the autobrake solenoid valve, YAAS2 (AMM 32-42-09/401).
32 42 26 00	1. Airplane brakes immediately after selecting RTO during taxi. 2. Replace the antiskid/autobrake control unit, M102 (AMM 32-42-01/401).

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
32 42 27 00	1. Auto brake selector will not move. 2. Replace the selector switch for autobrakes, S24 on the captain's instrument panel, P1 (WDM 32-42-12).
32 44 01 00	1. With PARK BRAKE set, PARK BRAKE lgt remains extin. 2. FIM 32-44-00/101, Fig. 104, Block 1
32 44 02 00	1. With PARK BRAKE released, PARK BRAKE lgt remains illum. 2. FIM 32-44-00/101, Fig. 105, Block 1
32 44 03 00	1. Parking brake cannot be set. 2. FIM 32-44-00/101, Fig. 106, Block 1
32 44 04 00	1. EICAS msgs ANTISKID OFF & PARKING BRAKE displayed. PARK BRAKE lgt illum with parking brake released. 2. FIM 32-44-00/101, Fig. 105, Block 1. After you correct the failure, push the ECS/MSG switch on the right side panel, P61. Make sure the EICAS messages ANTISKID OFF & PARKING BRAKE do not show on the top display.
32 44 05 00	1. Parking brake handle (loose, binds, or hard to set). 2. FIM 32-44-00/101, Fig. 103, Block 1
32 44 06 00	1. Parking brake handle must be pushed down to release brakes and extinguish PARK BRAKE lgt. 2. FIM 32-44-00/101, Fig. 106A, Block 1
32 45 01 00	1. EICAS msg TIRE PRESS SYS displayed. 2. Do a system test of the indication system for tire pressure (AMM 32-45-00/501).
32 45 02 00	1. EICAS msg TIRE PRESSURE displayed. All tire pressures indicate normal. 2. Do a system test of the indication system for tire pressure (AMM 32-45-00/501).
32 45 03 --	1. EICAS msg TIRE PRESSURE displayed. (01=1, 02=2, 03=3, 04=4, 05=5, 06=6, 07=7, 08=8, 09=L nose, 10=R nose) tire indicates low pressure. 2. Do the servicing or fill the tires (AMM 12-15-03/301).

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
32 45 04 --	1. EICAS msg TIRE PRESSURE not displayed. (01=1, 02=2, 03=3, 04=4, 05=5, 06=6, 07=7, 08=8, 09=L nose, 10=R nose) tire indicates low pressure. 2. Do a system test of the indication system for tire pressure (AMM 32-45-00/501). Do the servicing or fill the tire(s) if it is necessary (AMM 12-15-03/301).
32 46 01 --	1. No. (07=1, 08=2, 09=3, 10=4, 11=5, 12=6, 13=7, 14=8) brake temp indicates (blank, inaccurate, zero, or intermittent) 2. FIM 32-46-00/101, Fig. 103, Block 1
32 46 02 00	1. All brake temps indicate (blank, inaccurate, zero, or intermittent) 2. FIM 32-46-00/101, Fig. 104, Block 2
32 46 03 --	1. No. (07=1, 08=2, 09=3, 10=4, 11=5, 12=6, 13=7, 14=8) brake temp high, ____ level higher than others. 2. FIM 32-46-00/101, Fig. 104, Block 2
32 46 04 --	1. (01=L, 02=R) brake temp high, ____ level higher than other side. 2. FIM 32-46-00/101, Fig. 104, Block 2
32 46 05 --	1. No. (07=1, 08=2, 09=3, 10=4, 11=5, 12=6, 13=7, 14=8) brake temp low, ____ level lower than others. 2. FIM 32-46-00/101, Fig. 104, Block 2
32 46 06 --	1. (01=L, 02=R) brake temp low, ____ level lower than other side. 2. FIM 32-46-00/101, Fig. 104, Block 2
32 46 07 --	1. BRAKE TEMP lgt illum. No. (07=1, 08=2, 09=3, 10=4, 11=5, 12=6, 13=7, 14=8) brake temp high. _____, max level. 2. FIM 32-46-00/101, Fig. 103, Block 1
32 46 08 --	1. BRAKE TEMP lgt illum. (01=L, 02=R) brake temp high. _____, max level. 2. FIM 32-46-00/101, Fig. 103, Block 1
32 46 09 00	1. BRAKE TEMP lgt illum. All brake temps high. _____, max level. 2. FIM 32-46-00/101, Fig. 103, Block 1
32 51 01 00	1. Nose wheel (vibrates/shimmies) on (takeoff/landing). 2. FIM 32-51-00/101, Fig. 104, Block 1

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
32 51 02 00	1. Nose wheel vibrates at gear retraction. 2. FIM 32-51-00/101, Fig. 104, Block 1
32 51 03 00	1. Rudder pedal steering (describe problem). Tiller steering ok. 2. Repair or replace the centering and rudder interconnect mechanism for the nose wheel steering (AMM 32-51-02/401).
32 51 04 --	1. Tiller steering inop from (04=Capt, 05=F/O, 06=Capt & F/O) side. 2. FIM 32-51-00/101, Fig. 105, Block 1
32 51 05 --	1. Tiller steers left direction only from (04=Capt, 05=F/O, 06=Capt & F/O) side. 2. FIM 32-51-00/101, Fig. 106, Block 1
32 51 06 --	1. Tiller steering response sluggish from (04=Capt, 05=F/O, 06=Capt & F/O) side. 2. FIM 32-51-00/101, Fig. 107, Block 1
32 51 07 --	1. Tiller steering forces high from (04=Capt, 05=F/O, 06=Capt & F/O) side. 2. FIM 32-51-00/101, Fig. 108, Block 1
32 51 08 --	1. Nose wheel not centered with tiller indicator centered on (04=Capt, 05=F/O, 06=Capt & F/O) side. 2. FIM 32-51-00/101, Fig. 109, Block 1
32 51 09 --	1. Tiller steers right direction only from (04=Capt, 05=F/O, 06=Capt & F/O) side. 2. FIM 32-51-00/101, Fig. 106, Block 1
32 51 10 00	1. Nose wheel makes loud noise in wheel well. 2. Examine the spin brake for the nose wheel to see if it is worn. Replace the spin brake pad or spring arm if it is worn or damaged (AMM 32-45-05/201).
32 51 11 00	1. Nose wheel strut bottoms during taxi. 2. Examine the shock strut for the nose landing gear for the correct servicing. Do the servicing if it is necessary (AMM 12-15-02/301). If the failure continues, examine the active dynamic seal on the shock strut to see if there is leakage. Replace the seal if there is damage (AMM 32-21-25/401).

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
32 51 12 00	1. Airplane pulls (L,R) during taxi. 2. FIM 32-51-00/101, Fig. 109A, Block 1
32 61 01 00	1. EICAS msg LDG GEAR MONITOR displayed with ldg gear down & locked. 2. FIM 32-09-03/101, Fig. 103, Block 1
32 61 02 00 thru 32 61 18 00	Not Used.
32 61 19 00	1. EICAS msg LDG GEAR MONITOR displayed with ldg gear up & locked. 2. FIM 32-09-03/101, Fig. 103, Block 1
32 61 20 00 thru 32 61 27 00	Not Used.
32 61 28 00	Not Used.
32 61 29 00	1. EICAS message LDG GEAR MONITOR displayed (Ref Chapter 31 for fault code diagram). 2. FIM 32-61-00/101, Fig. 104, Block 1
32 61 30 --	1. (01=L, 02=R, 03=NOSE) gear green dn lgt failed to extin with gear handle UP. DOORS & GEAR amber lgts extin. EICAS msg not displayed. 2. FIM 32-61-00/101, Fig. 105, Block 1
32 61 31 00	1. EICAS msg GEAR DOORS displayed and DOORS amber lgt flickers with gear green down lgts illum. 2. Examine and repair the circuit between pin 8, of connector D10338, on the relay for the landing gear doors, K652, and pin 2 of the DOORS light, L658 (WDM 32-61-14).
32 61 32 00	1. EICAS msg GEAR DOORS displayed and DOORS amber lgt flickers after gear retraction. 2. Examine and repair the circuit between pin 8, of connector D10338, on the relay for the landing gear doors, K652, and pin 2 of the DOORS light, L658 (WDM 32-61-14).

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
32 61 33 --	1. (01=LEFT, 02=RIGHT, 03=NOSE) gear green dn lgt flickers after gear retraction. 2. FIM 32-61-00/101, Fig. 105A, Block 1
32 61 34 --	1. EICAS msg GEAR DISAGREE displayed and (01=LEFT, 02=RIGHT, 03=NOSE) gear green dn lgt flickers after gear retraction. 2. FIM 32-09-03/101, Fig. 103, Block 1. If you cannot identify the failure, do the procedure in FIM 32-61-00/101, Fig. 105A, Block 1
32 61 35 00	1. EICAS msg LDG GEAR MONITOR displayed and DOORS lgt illum after gear ext. 2. FIM 32-09-03/101, Fig. 103, Block 1
32 61 36 00 thru 32 61 44 00	Not Used.
32 61 45 00	1. GEAR amber light failed to illuminate during gear extension. 2. FIM 32-61-00/101, Fig. 103, Block 1
32 61 46 00	1. GEAR amber light failed to illuminate during gear retraction. 2. FIM 32-61-00/101, Fig. 103, Block 1
32 71 01 00	1. EICAS msg TAILSKID displayed and TAIL SKID lgt illuminated with gear lever up/neutral. 2. FIM 32-71-00/101, Fig. 103, Block 2
32 71 02 00	1. EICAS msg TAILSKID displayed and TAIL SKID lgt illuminated with gear lever down. 2. FIM 32-71-00/101, Fig. 103, Block 1
32 71 03 00	1. EICAS msg TAILSKID displayed and TAIL SKID lgt illuminated with gear lever up/neutral or down. 2. FIM 32-71-00/101, Fig. 103, Block 1

BITE Index

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

LRU/System Name	Acronym	FIM Reference
ACARS Management Unit		23-22
Air Data Computer	ADC	34-12
Air Data Inertial Reference Unit	ADIRU	34-26
Air Supply Control and Test Unit	ASCTU	36-20
Air Traffic Control Transponder	ATC	34-53
Airborne Vibration Monitor Signal Conditioner	AVM	77-31
Antiskid/Autobrake Control Unit	AACU	32-42
APU Fire Detection System		26-15
Automatic Direction Finder Receiver	ADF	34-57
APU Control Unit (or Electronic Control Unit)	ECU	49-11
Autopilot/Flight Director	AFDS	22-00
Auxiliary Zone Temperature Controller	AZTC	2160/21-61
Brake Temperature Monitor Unit	BTMU	32-46
Bus Power Control Unit	BPCU	24-20
Cabin Pressure Controller	CPC	21-30/21-31
Cabin Temperature Controller	CTC	21-61
Digital Flight Data Acquisition Unit	DFDAU	31-31
Distance Measuring Equipment Interrogator	DME	34-55
Duct Leak (Wing and Body)		26-18
E/E Cooling Control Card (If cards installed)		21-58
ECS Bleed Configuration Card		36-10
Electronic Control Unit	ECU	49-11
Electronic Engine Control Monitor Unit (Non-FADEC Engines)	EECM	71-EECM Message Index
Electronic Flight Instrument System	EFIS	34-22

Bite Index
Figure 1 (Sheet 1)

K42780

LRU/System Name	Acronym	FIM Reference
Engine Fire/Overheat Detection System		26-11
Engine Indication and Crew Alerting System Computer	EICAS	31-41
Enhanced Ground Proximity Warning Computer	EGPWC	34-46
Equipment Cooling Systen Controller		21-58
Equipment Cooling Temperature Controller		21-58
Flap/Slat Electronic Unit	FSEU	27-51
Flap/Stabilizer Position Module	FSPM	27-58
Flight Management Computer	FMC	34-61
Fuel Quantity Indicating System Processor	FQIS	28-41
Ground Proximity Warning Computer	GPWC	34-46
HF (High Frequency) Communication		23-11
In-Flight Entertainment Equipment Cooling Card		21-58
Inertial Reference Unit	IRU	34-21
Instrument Comparator Unit	ICU	34-25
Instrument Landing System Receiver	ILS	34-31
Large Format Display System	LFDS	31-63
Lower Cargo Compartment Smoke Detection System		26-16
Maintenance Control Display Panel	MCDP	22-00
Multi-Mode Receiver	MMR	34-31
PA (Passenger Address) Amplifier		23-31
Pack Standby Temperature Controller	PSTC	21-51
Pack Temperature Controller	PTC	21-51
Passenger Entertainment System	PES	23-34
Power Supply Module (Control System Electronics Units)	PSM	27-09
Propulsion Interface and Monitor Unit (FADEC Engines)	PIMU	71-PIMU Message Index
Proximity Switch Electronics Unit	PSEU	32-09

Bite Index
Figure 1 (Sheet 2)

LRU/System Name	Acronym	FIM Reference
Radio Altimeter Transmitter/Receiver	RA	34-33
Rudder Ratio Changer Module	RRCM	27-09
Satellite Data Unit	SDU	23-25
Spoiler Control Module	SCM	27-09
Stabilizer Trim/Elevator Asymmetry Limit Module	SAM	27-09
Stall Warning Computer/Module (in Warning Electronic Unit)	SWC	27-32
Strut Overheat Detection System (RR Engines)		26-12
Thrust Management Computer/Autothrottle	TMC	22-00
Traffic Alert and Collision Avoidance Computer	TCAS	34-45
VHF (Very High Frequency) Communication		23-12
VOR/Marker Beacon Receiver	VOR/MKR	34-51
Warning Electronic Unit BITE Module (Stall Warning)	WEU	27-32
Weather Radar Transceiver	WXR	34-43
Wheel Well Fire Detection		26-17
Window Heat Control Unit	WHCU	30-41
Yaw Damper Module	YDM	22-21
Yaw Damper/Stabilizer Trim Module	YSM	27-09
Zone Temperature Controller	ZTC	21-60/21-61

Bite Index
Figure 1 (Sheet 3)

LANDING GEAR MULTIPLE USE SYSTEMS/COMPONENTS

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
CIRCUIT BREAKER –				
AIR/GND SYS 1, C1182	1		FLIGHT COMPARTMENT, P11	
POSITION AIR/GND SYS 1, C1175		1	11U15	
POSITION AIR/GND SYS 2, C1170		1	11C30	
POSITION AIR/GND SYS 2 ALTN, C1575		1	11U23 OR 11U24	
COMPUTER – (FIM 31-41-00/101)		1	11C29	
LEFT EICAS, M10181				
RIGHT EICAS, M10182				
MODULE – (FIM 31-01-36/101)				
TIME DELAY, AIR/GROUND RELAY SYSTEM 1, M1161,M1162				
MODULE – (FIM 31-01-37/101)				
TIME DELAY, AIR/GROUND RELAY SYSTEM 2, M1163,M1164				
MODULE – (FIM 32-09-03/101)				
PROXIMITY SWITCH ELECTRONICS UNIT (PSEU)				
RELAY –	3	3	119AL, MAIN EQUIPMENT CENTER, P33 PANEL	*
LEFT PROBE HEAT TEST, K643				
RIGHT PROBE HEAT TEST, K645				
SYSTEM 1 AIR/GROUND, K514				
SYSTEM 1 AIR/GROUND, K515				
SYSTEM 1 AIR/GROUND, K516				
SYSTEM 1 AIR/GROUND, K552				
SYSTEM 2 AIR/GROUND, K517				
SYSTEM 2 AIR/GROUND, K518				
SYSTEM 2 AIR/GROUND, K520				
SYSTEM 2 AIR/GROUND, K522				
SYSTEM 2 AIR/GROUND, K528				
RELAY –	4		119AL, MAIN EQUIPMENT CENTER, P36 PANEL	*
SYSTEM 1 AIR/GROUND, K124				
SYSTEM 1 AIR/GROUND, K135				
SYSTEM 1 AIR/GROUND, K140				
SYSTEM 1 AIR/GROUND, K141				
SYSTEM 1 AIR/GROUND, K142				
SYSTEM 1 AIR/GROUND, K143				
SYSTEM 1 AIR/GROUND, K144				
SYSTEM 1 AIR/GROUND, K145				
SYSTEM 1 AIR/GROUND, K146				
SYSTEM 1 AIR/GROUND, K147				
SYSTEM 1 AIR/GROUND, K148				
SYSTEM 1 AIR/GROUND, K149				
SYSTEM 1 AIR/GROUND, K167				
SYSTEM 1 AIR/GROUND, K170				
SYSTEM 1 AIR/GROUND, K177				
SYSTEM 1 AIR/GROUND, K178				
SYSTEM 1 AIR/GROUND, K199				
SYSTEM 1 AIR/GROUND, K529				
SYSTEM 1 AIR/GROUND, K716				
SYSTEM 1 AIR/GROUND, K895				
SYSTEM 1 AIR/GROUND, K896				

* SEE THE WDM EQUIPMENT LIST

Landing Gear Multiple Use Systems/Components – Component Index
Figure 101 (Sheet 1)

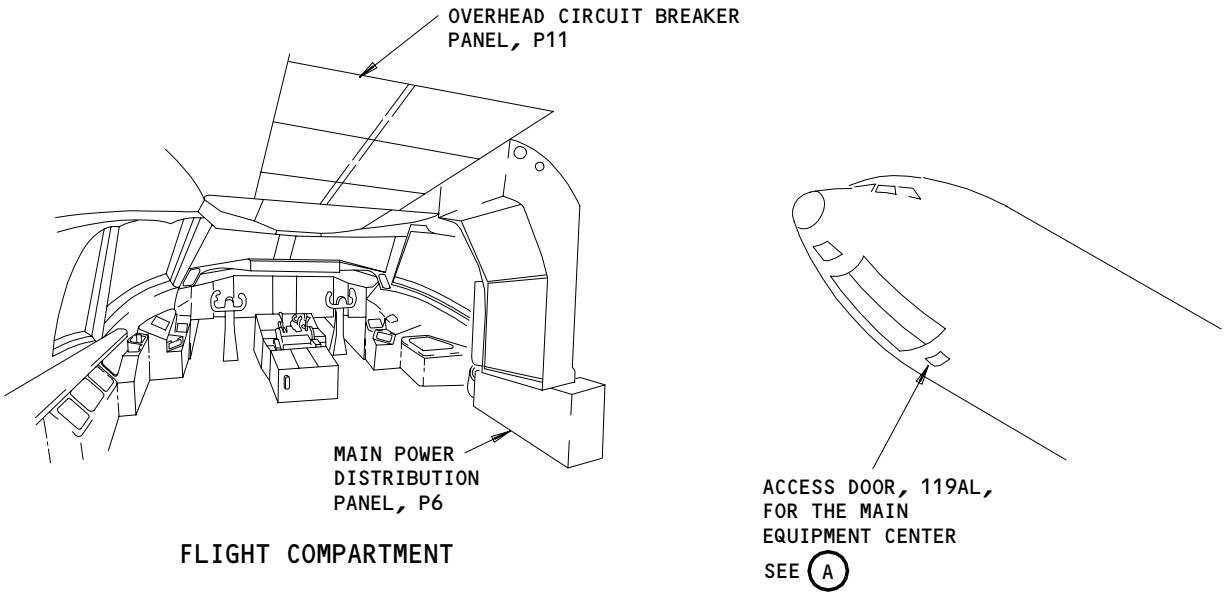
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
RELAY – SYSTEM 1 AIR/GROUND, K1043 SYSTEM 1 AIR/GROUND, K1142 SYSTEM 1 AIR/GROUND, K1219 SYSTEM 1 AIR/GROUND, K2154 SYSTEM 1 AIR/GROUND, K2155 SYSTEM 1 AIR/GROUND, K2156 SYSTEM 1 AIR/GROUND, K2168 SYSTEM 1 AIR/GROUND, K2175				
RELAY – SYSTEM 2 AIR/GROUND, K200 SYSTEM 2 AIR/GROUND, K201 SYSTEM 2 AIR/GROUND, K202 SYSTEM 2 AIR/GROUND, K203 SYSTEM 2 AIR/GROUND, K204 SYSTEM 2 AIR/GROUND, K205 SYSTEM 2 AIR/GROUND, K206 SYSTEM 2 AIR/GROUND, K207 SYSTEM 2 AIR/GROUND, K209 SYSTEM 2 AIR/GROUND, K210 SYSTEM 2 AIR/GROUND, K211 SYSTEM 2 AIR/GROUND, K213 SYSTEM 2 AIR/GROUND, K214 SYSTEM 2 AIR/GROUND, K215 SYSTEM 2 AIR/GROUND, K219 SYSTEM 2 AIR/GROUND, K293 SYSTEM 2 AIR/GROUND, K721 SYSTEM 2 AIR/GROUND, K1064 SYSTEM 2 AIR/GROUND, K1220 SYSTEM 2 AIR/GROUND, K2157 SYSTEM 2 AIR/GROUND, K2170	5		119AL, MAIN EQUIPMENT CENTER, P37 PANEL	*
SENSOR – RIGHT MAIN GEAR TRUCK AUTO-SPEEDBRAKE, S10598 1				
SENSOR – SYSTEM 1 LEFT GEAR TILT, S245	2	1	LEFT MAIN GEAR TRUCK BEAM	32-09-07
SENSOR – SYSTEM 1 NOSE GEAR NOT COMPRESSED, S244	2	1	NOSE GEAR STRUT, LEFT SIDE	32-09-08
SENSOR – SYSTEM 1 RIGHT GEAR TILT, S246	2	1	RIGHT MAIN GEAR TRUCK BEAM	32-09-07
SENSOR – SYSTEM 2 LEFT GEAR TILT, S267	2	1	LEFT MAIN GEAR TRUCK BEAM	32-09-07
SENSOR – SYSTEM 2 NOSE GEAR NOT COMPRESSED, S266	2	1	NOSE GEAR STRUT, RIGHT SIDE	32-09-08
SENSOR – SYSTEM 2 RIGHT GEAR TILT, S268	2	1	RIGHT MAIN GEAR TRUCK BEAM	32-09-07

* SEE THE WDM EQUIPMENT LIST

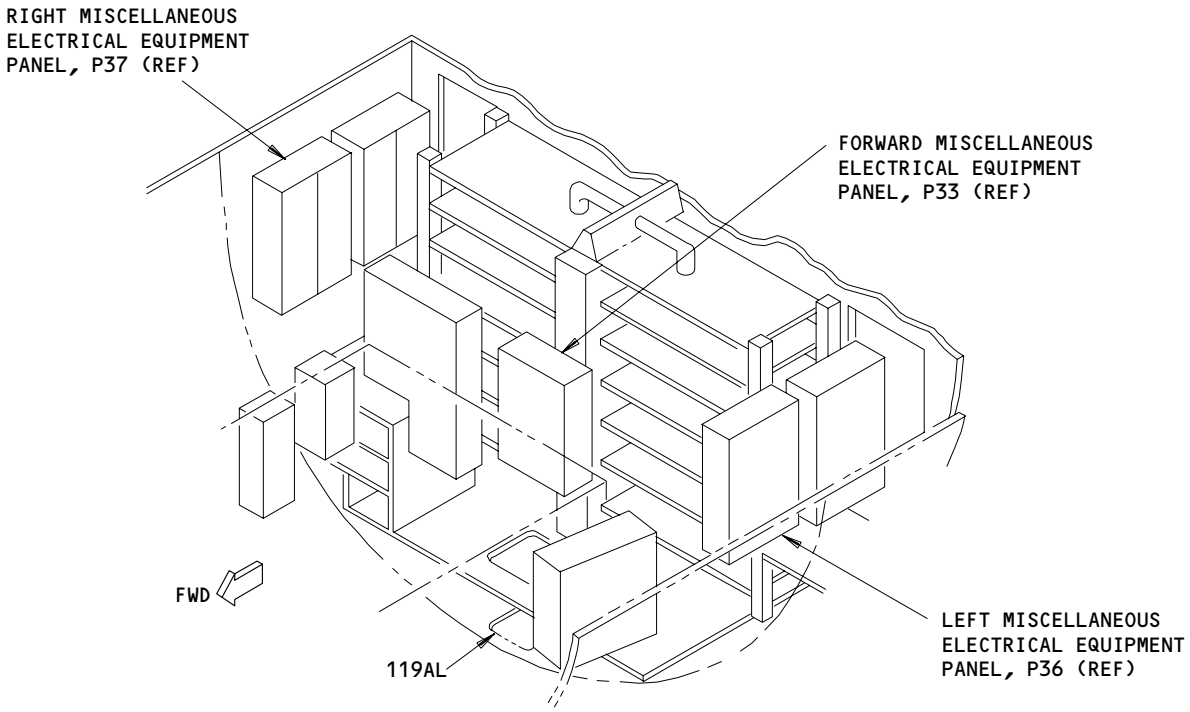
1 AIRPLANES WITH AUTO SPEED BRAKE TRUCK TILT SENSOR (POST-SB 27A0160 OR PRR 12900-086)

Landing Gear Multiple Use Systems/Components – Component Location
Figure 101 (Sheet 2)

F96467



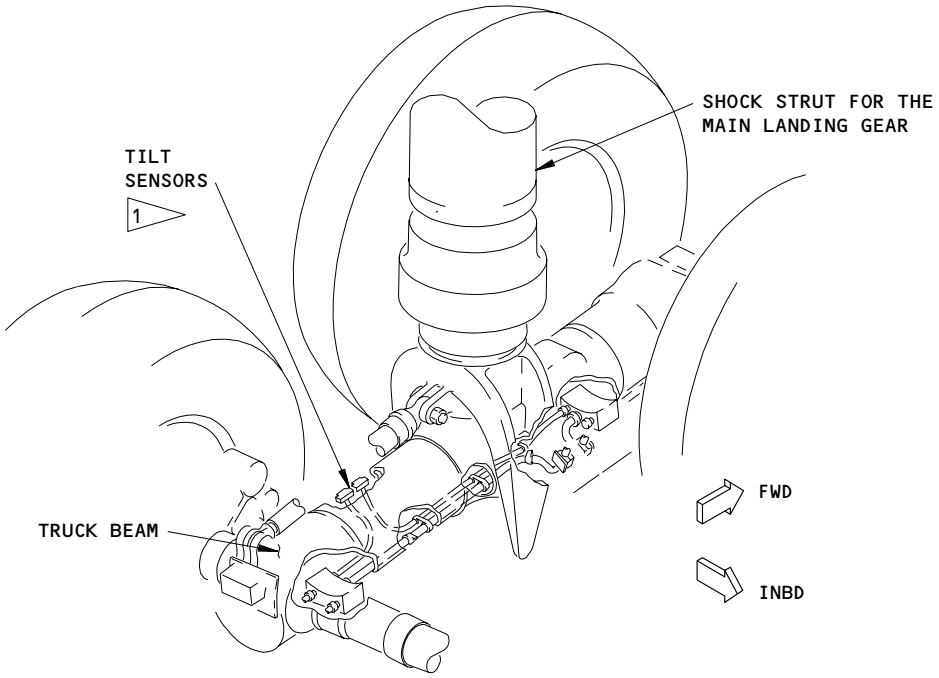
FLIGHT COMPARTMENT



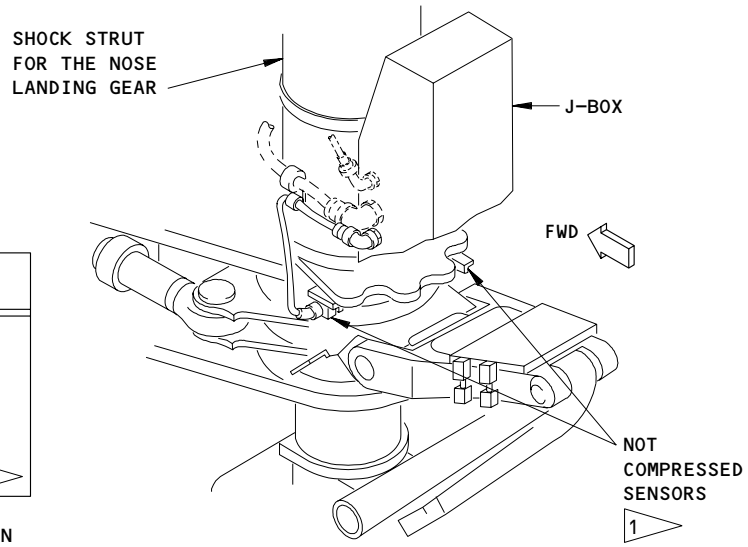
MAIN EQUIPMENT CENTER

A

Landing Gear Multiple Use Systems/Components - Component Location
Figure 102 (Sheet 1)



TILT SENSORS FOR THE MAIN LANDING GEAR
(LEFT MAIN LANDING GEAR IS SHOWN)



NOT COMPRESSED SENSORS FOR THE
NOSE LANDING GEAR

1

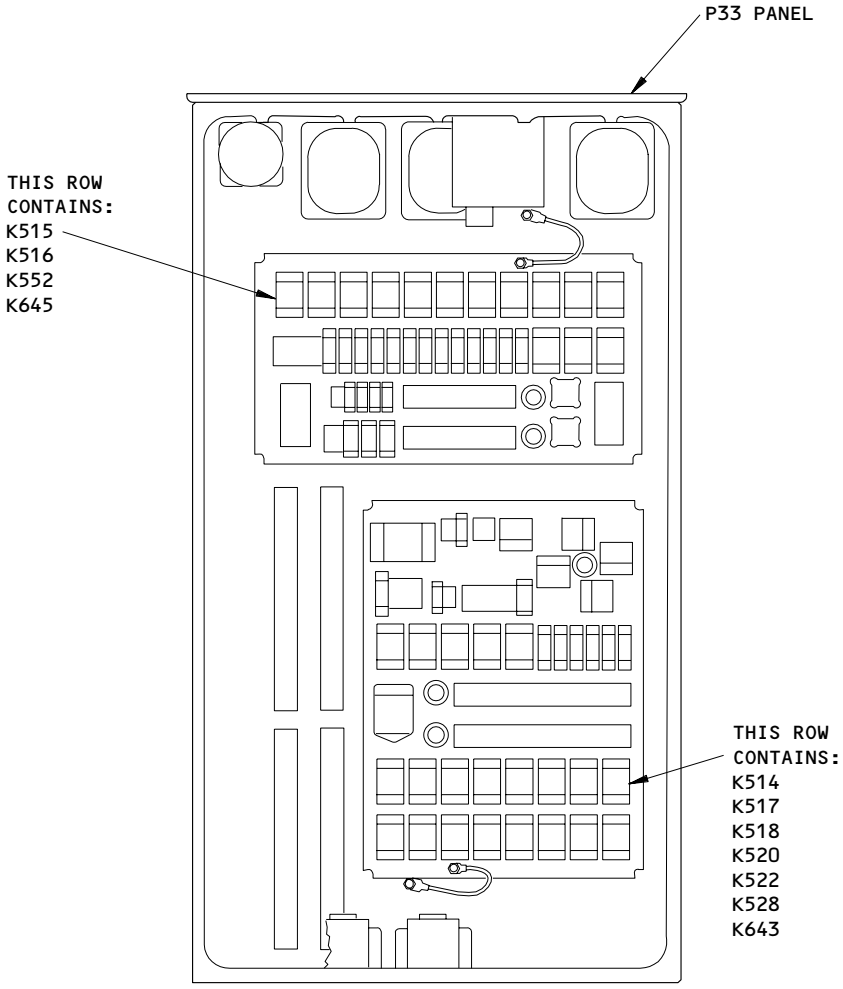
SENSOR NUMBER	SYSTEM	GEAR	LOCATION
S244	1	NOSE	LEFT
S266	2	NOSE	RIGHT
S245	1	L	FWD
S246	1	R	FWD
S267	2	L	AFT
S268	2	R	AFT
S10598	N/A	R	UPR 2 3

2 SENSOR AND ASSOCIATED PARTS INSTALLED ON RIGHT GEAR ONLY

3 AIRPLANES WITH AUTO SPEED BRAKE TRUCK TILT SENSOR (POST-SB 27A0160 OR PRR 12900-086)

Landing Gear Multiple Use Systems/Components - Component Location
Figure 102 (Sheet 2)

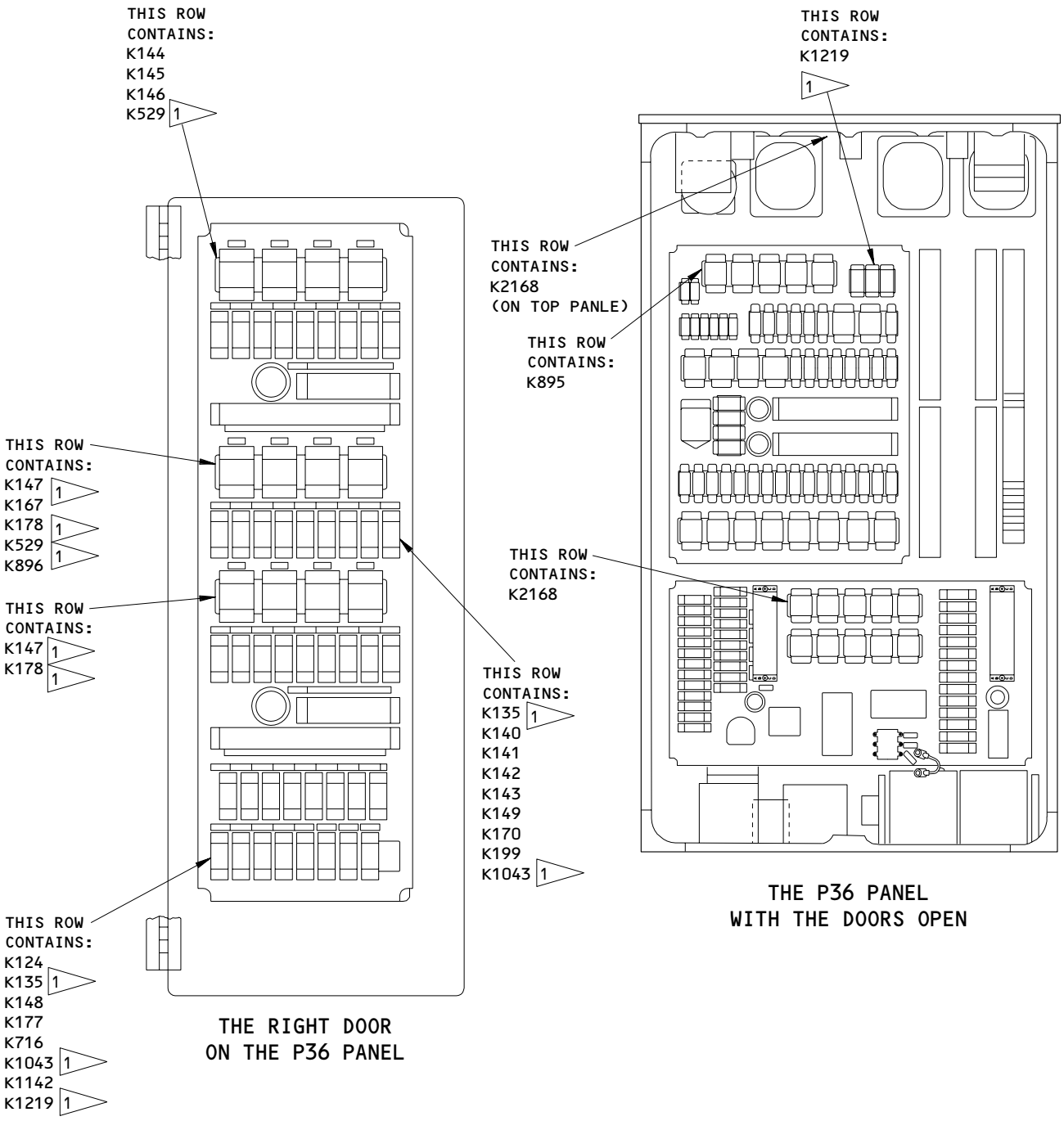
38605



FRONT VIEW OF THE P33 PANEL WITH
THE DOOR OPEN

NOTE: THIS IS AN EXAMPLE INSTALLATION. RELAYS MAY
BE SHOWN THAT ARE NOT IN ALL AIRPLANES.

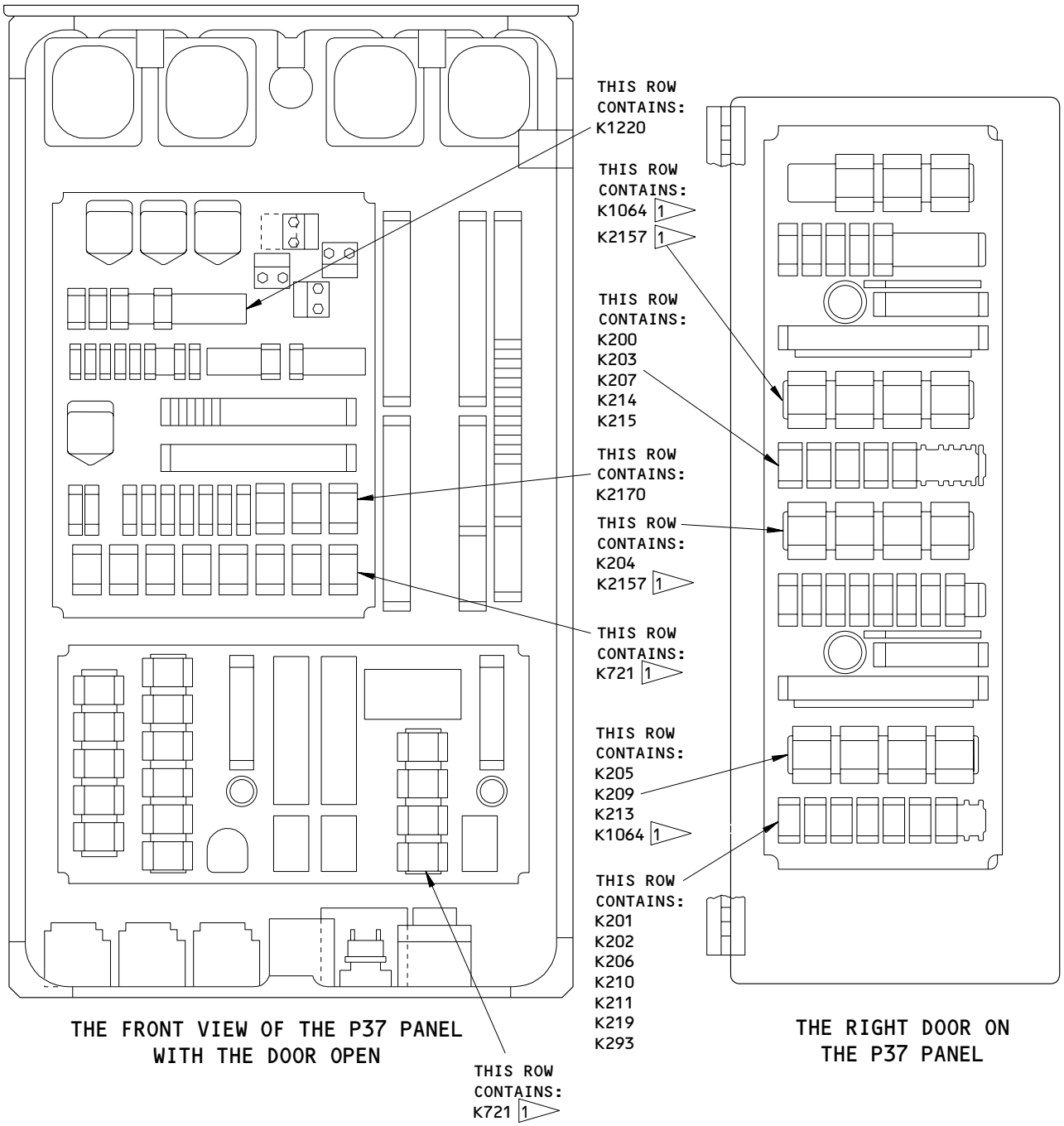
Landing Gear Multiple Use Systems/Components - Component Location
Figure 102 (Sheet 3)



NOTE: THIS IS AN EXAMPLE INSTALLATION. RELAYS MAY BE SHOWN THAT ARE NOT IN ALL AIRPLANES.

1 THIS RELAY CAN BE LOCATED IN A DIFFERENT PART OF THE P36 PANEL

Landing Gear Multiple Use Systems/Components - Component Location
Figure 102 (Sheet 4)



NOTE: THIS IS AN EXAMPLE INSTALLATION. RELAYS MAY BE SHOWN THAT ARE NOT IN ALL AIRPLANES.

1 THIS RELAY CAN BE LOCATED IN A DIFFERENT PART OF THE P36 PANEL

Landing Gear Multiple Use Systems/Components - Component Location
Figure 102 (Sheet 5)

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C30,11U15; A 11U23 OR 11U24

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
THE SPOILERS ARE RETRACTED (AMM 27-61-00/201)
THE AUTO SPEEDBRAKE IS IN THE DOWN-AND-LOCKED POSITION

EQUIPMENT:
PROXIMITY SENSOR ACTUATOR/DEACTUATOR SET - A27092-61
RELAY BREAKOUT BOX - A32074-1

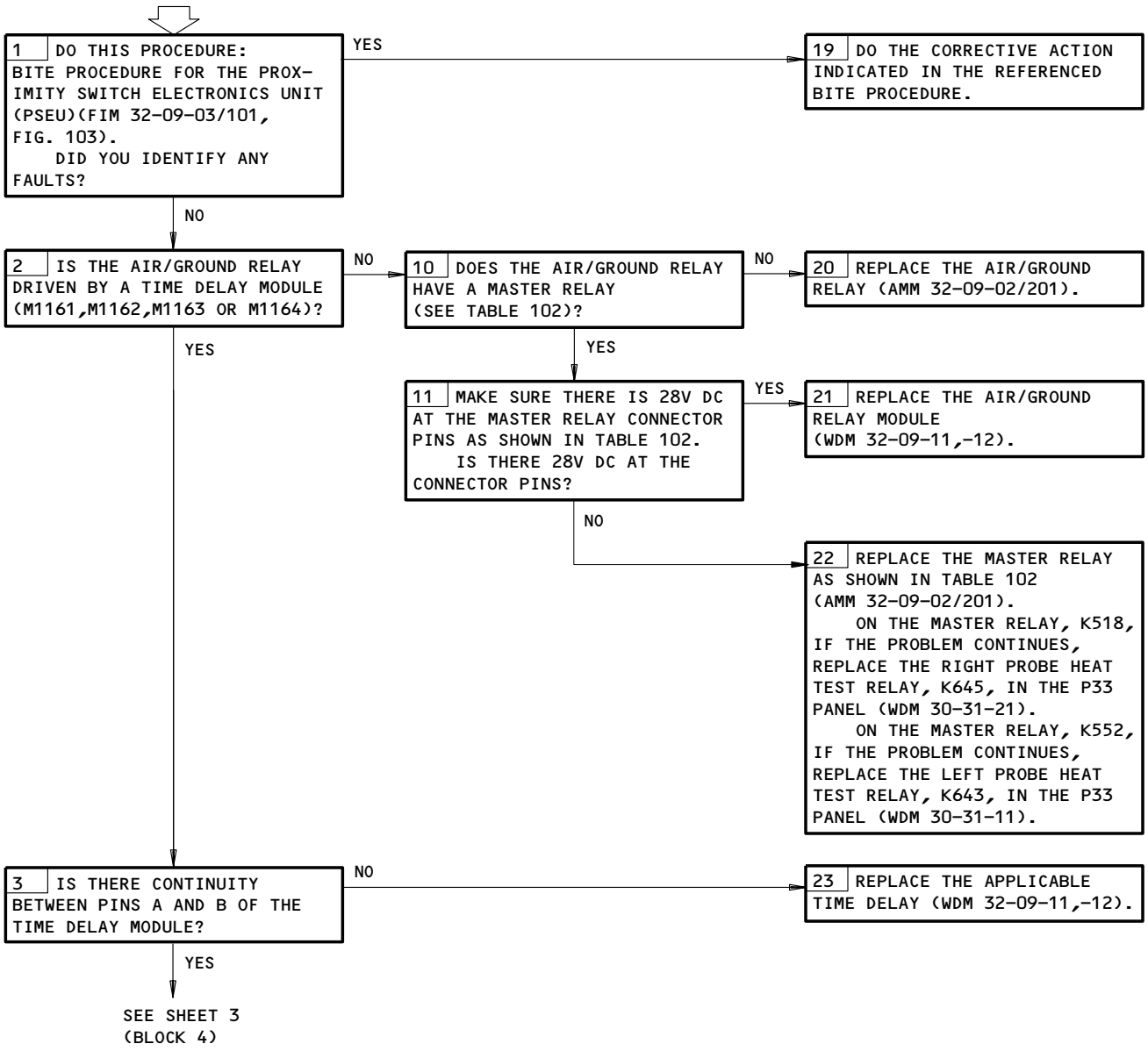
WARNING: REFER TO AMM 27-61-00/201 TO DO THE DEACTIVATION PROCEDURE FOR THE SPOILERS OR MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILERS. THE SPOILERS CAN RETRACT QUICKLY AND CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

NOTE: THIS PROCEDURE IS USED TO EXAMINE EACH AIR/GROUND RELAY. USE IT WHEN THERE IS A PROBLEM WITH A RELAY IN A DIFFERENT SYSTEM AND THERE IS NO "AIR/GROUND DISAGREE" MESSAGE SHOWN.

A THE "POSITION AIR/GND SYS 2" CIRCUIT BREAKER, C1170, CAN BE AT ONE OF THESE TWO LOCATIONS.

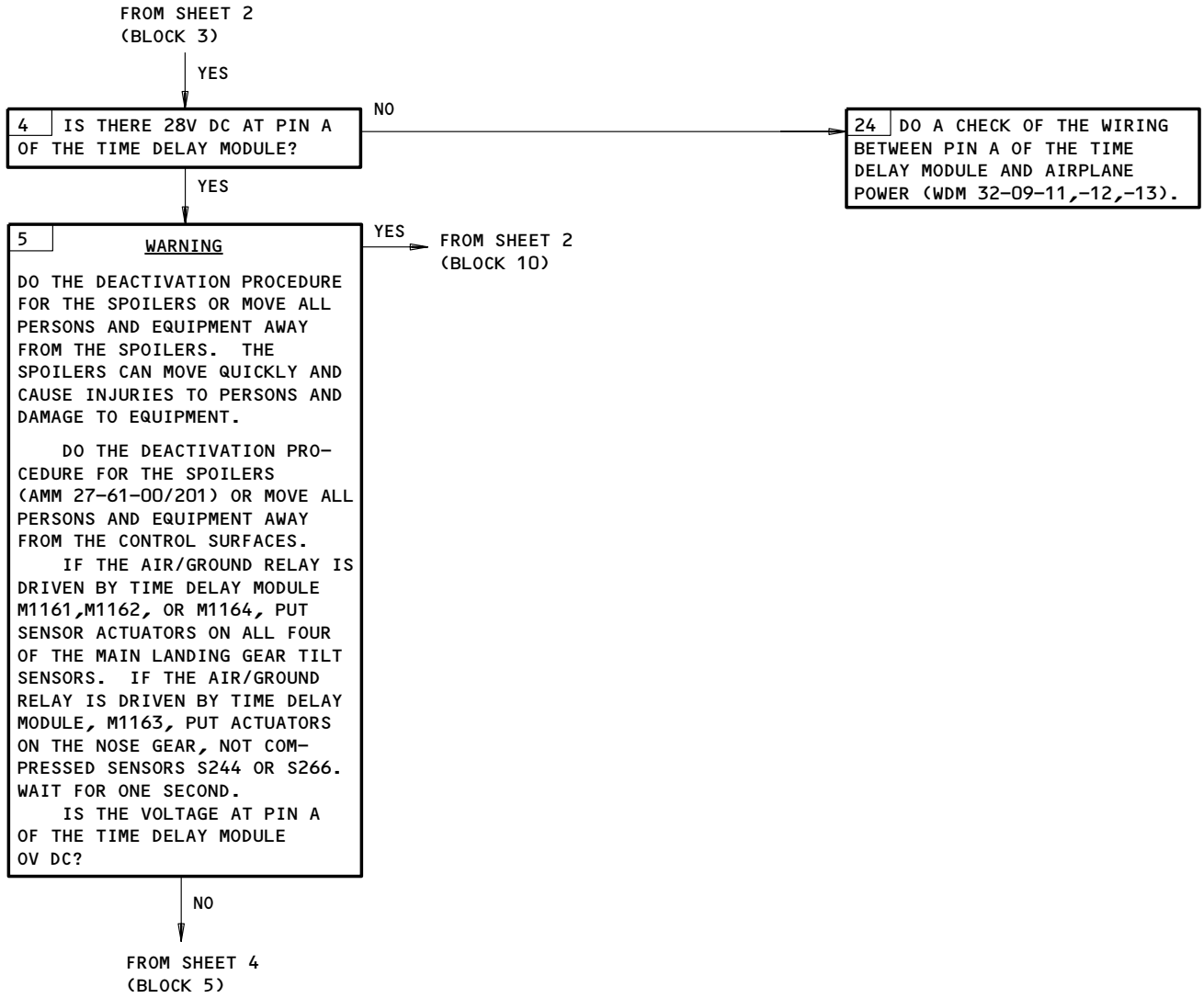
Air/Ground Relay Problem, No AIR/GND DISAGREE or NOSE A/G DISAGREE
EICAS Message Display
Figure 103 (Sheet 1)

AIR/GROUND RELAY PROBLEM, NO "AIR/GND DISAGREE" OR "NOSE A/G DISAGREE" EICAS MESSAGE DISPLAY

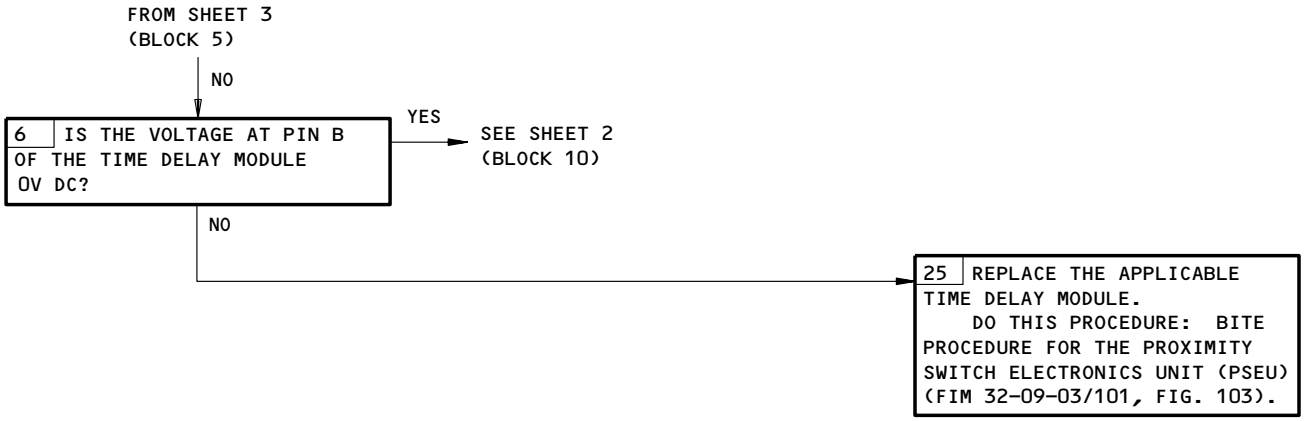


Air/Ground Relay Problem, No AIR/GND DISAGREE or NOSE A/G DISAGREE
EICAS Message Display
Figure 103 (Sheet 2)

C46315



Air/Ground Relay Problem, No AIR/GND DISAGREE or NOSE A/G DISAGREE
EICAS Message Display
Figure 103 (Sheet 3)



Air/Ground Relay Problem, No AIR/GND DISAGREE or NOSE A/G DISAGREE
EICAS Message Display
Figure 103 (Sheet 4)

RELAY NO.	RELAY STATUS 1 GND	RELAY STATUS 1 AIR	CONN NO.	CONTINUITY BETWEEN THESE PINS: GROUND	CONTINUITY BETWEEN THESE PINS: AIR
K124	D	E	D598	1-13,5-3,7-14,11-9	1-2,5-4,7-8,11-10
K135	E	D	D3532	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K140	E	D	D3610	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K141	E	D	D3612	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K142	E	D	D3614	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K143	E	D	D3554	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K144	E	D	D1736	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K145	D	E	D1612	A2-A3,B2-B3,C2-C3,D2-D3	A2-A3,B2-B1,C2-C1,D2-D1
K146	E	D	D2886	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K147	D	E	D3512	A2-A3,B2-B3,C2-C3,D2-D3	A2-A3,B2-B1,C2-C1,D2-D1
K148	D	E	D3514	1-13,5-3,7-14,11-9	1-2,5-4,7-8,11-10
K149	E	D	D3516	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K167	D	E	D2910	A2-A3,B2-B3,C2-C3,D2-D3	A2-A1,B2-B1,C2-C1,D2-D1
K170	E	D	D2914	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K177	E	D	D3534	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K178	E	D	D3536	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3-C2-C3,D2-D3
K199	D	E	D2912	1-13,5-3,7-14,11-9	1-2,5-4,7-8,11-10
K200	E	D	D3684	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K201	E	D	D3686	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K202	E	D	D3688	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K203	D	E	D640	1-13,5-3,7-14,11-9	1-2,5-4,7-8,11-10
K204	E	D	D3728	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K205	D	E	D3730	A2-A3,B2-B3,C2-C3,D2-D3	A2-A1,B2-B1,C2-C1,D2-D1
K206	E	D	D3690	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K207	E	D	D3692	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K209	D	E	D3712	A2-A3,B2-B3,C2-C3,D2-D3	A2-A1,B2-B1,C2-C1,D2-D1
K210	E	D	D3694	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K211	E	D	D3696	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K213	E	D	D3714	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K214	E	D	D3700	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K215	E	D	D2270	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K219	D	E	D2904	1-13,5-3,7-14,11-9	1-2,5-4,7-8,11-10
K293	D	E	D3698	1-13,5-3,7-14,11-9	1-2,5-4,7-8,11-10
K514	E	D	D546	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K515	E	D	D542	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K516	E	D	D3510	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K517	E	D	D628	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K518	E	D	D630	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K520	E	D	D660	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K522	E	D	D624	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K528	E	D	D1396	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K529	E	D	D1388	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K552	E	D	D1268	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K716	E	D	D10342	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K721	E	D	D10478	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K895	E	D	D10950	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K896	E	D	D10954	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K1043	E	D	D13176	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K1064	E	D	D13021	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K1142	E	D	D13176	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9

AIR/GROUND RELAY
TABLE 101

NOTE: BEFORE YOU DO THE CONTINUITY TEST FOR A RELAY, MAKE SURE THE POWER IS REMOVED FROM THE USER SYSTEMS CONNECTED TO THE RELAY. THE RELAY BREAKOUT BOX CAN BE USED TO MAKE THE CONTINUITY TEST EASIER.

1 E = ENERGIZED
D = DE-ENERGIZED

Air/Ground Relay Problem, No AIR/GND DISAGREE or NOSE A/G DISAGREE
EICAS Message Display
Figure 103 (Sheet 5)

RELAY NO.	RELAY STATUS 1		CONN NO.	CONTINUITY BETWEEN THESE PINS:	
	GND	AIR		GROUND	AIR
K1219	E	D	D13396	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K1220	E	D	D13398	1-2,5-4,7-8,11-10	1-13,5-3,7-14,11-9
K2154	E	D	D20090	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K2155	E	D	D20092	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K2156	D	E	D20138	1-13,5-3,7-14,11-9	1-2,5-4,7-8,11-10
K2157	E	D	D20100	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K2168	D	E	D20144	A2-A3,B2-B3,C2-C3,D2-D3	A2-A1,B2-B1,C2-C1,D2-D1
K2170	E	D	D20150	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3
K2175	E	D	D20166	A2-A1,B2-B1,C2-C1,D2-D1	A2-A3,B2-B3,C2-C3,D2-D3

AIR/GROUND RELAY
TABLE 101

NOTE: REFERENCE WDM 32-09-11,-12,-13
(SEE TABLE 103)

Air/Ground Relay Problem, No AIR/GND DISAGREE or NOSE A/G DISAGREE
EICAS Message Display
Figure 103 (Sheet 6)

AIR/GROUND RELAY NO.	MASTER RELAY NO.	EXAMINE FOR 28V DC		WDM REFERENCES
		MASTER RELAY CONNECTOR NO.	PIN NO.	
K124 K213 K141 K215 K144 K219 K145 K293 K147 K518 K148 K520 K167 K529 K170 K552 K199 K895 K201 K896 K202 K1043 K203 K1142 K204 K2156 K205 K2168 K209 K2175	NONE	----	----	32-09-11 32-09-12 32-09-13
K135 K177 K140 K178 K142 K716 K143 K2154 K146 K2155 K149	K144	D1736	6 OR X1 TO GROUND	32-09-11
K200 K214 K206 K721 K207 K2157 K210 K2170 K211	K204	D3728	6 OR X1 TO GROUND	32-09-12
K514 K515 K516	K552	D1268	X1 TO GROUND	32-09-13
K517 K522 K528	K518	D630	X1 TO GROUND	32-09-13

CONTROL RELAY VOLTAGE CHECK
TABLE 103

Air/Ground Relay Problem, No AIR/GND DISAGREE or NOSE A/G DISAGREE
EICAS Message Display
Figure 103 (Sheet 7)

EICAS MSG "AIR/GND DISAGREE" DISPLAYED INFLT

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C30,11T36,11U15; A 11U23 OR 11U24

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

EQUIPMENT:
PROXIMITY SENSOR ACTUATOR SET - A32102-1
(1 RECTANGULAR SENSOR ACTUATOR IS NECESSARY,
4 ACTUATORS WILL MAKE THE TEST EASIER)

1 PERFORM MEMORY RECALL:
1. PUSH THE BIT SWITCH TO SHOW THE IN-FLIGHT FAULTS
2. KEEP A RECORD OF THE FAULT INDICATION AND THE CODE FOR COMPONENTS SHOWN AS BAD. CONTINUE TO PUSH THE BIT SWITCH UNTIL CODE 000 IS SHOWN
3. THE THREE DIGIT CODE CORRESPONDS TO THE FAULTY SENSOR
4. WAS A FAULT INDICATED IN MEMORY?

YES → 40 DO THIS PROCEDURE: BITE PROCEDURE FOR THE PROXIMITY SWITCH ELECTRONIC UNIT (PSEU)(FIM 32-09-03/101, FIG. 103).

NO

3 EXAMINE THE TRUCK TILT SENSORS OF THE MAIN LANDING GEAR FOR DAMAGE.

NOTE: EXAMINE THE FACE OF THE SENSOR FOR DAMAGE.

IS A SENSOR DAMAGED?

YES → 41 REPLACE THE DAMAGED SENSORS (AMM 32-09-07/201).

NO

5 INSTALL AN ACTUATOR ON EACH SENSOR S245,S246,S267, AND S268.
DO THIS PROCEDURE:
BITE PROCEDURE FOR THE PSEU SENSOR TARGET TEST (FIM 32-09-03/101, FIG. 104), FOR THE SENSORS LISTED.
DOES THE TARGET FAR LIGHT COME ON FOR ANY OF THE SENSORS?

YES → 42 REPLACE THE SENSOR (AMM 32-09-07/201).

NO

SEE SHEET 2
(BLOCK 7)

1 REMOVE THE SENSOR ACTUATORS FROM ALL THE TILT SENSORS OF THE MAIN LANDING GEAR. PUSH THE RESET SWITCH ON THE PSEU TO ERASE THE MEMORY OF THE INFLIGHT BITE. ERASE THE "AIR/GND DISAGREE" EICAS MESSAGE (FIM 31-41-00/101, FIG. 109).

A THE "POSITION AIR/GND SYS 2" CIRCUIT BREAKER, C1170, CAN BE AT ONE OF THESE TWO LOCATIONS.

EICAS Msg AIR/GND DISAGREE Displayed Inflt
Figure 103A (Sheet 1)

FROM SHEET 1
(BLOCK 5)

NO

7 MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED: C1170, C1175, C1575 AND C1182.
MAKE SURE THE AIRPLANE IS IN THE GROUND MODE (AIRPLANE IS NOT ON JACKS AND NO ACTUATORS ARE INSTALLED ON THE TILT SENSORS).
IS THERE 28V DC AT PIN A ON THE TIME DELAY, M1164?

NO → 10 IS PIN X2 OF RELAY K209 AT 28V DC?

YES → 42A DO A TEST OF THE WIRING FROM RELAY K209 TO TIME DELAY, M1164 (WDM 32-09-12).

NO → 11 IS PIN X1 OF RELAY K209 AT APPROXIMATELY 28V DC?

YES → 42B REPLACE RELAY K209.

NO → 42C DO A TEST OF THE WIRING FROM PIN X1 OF RELAY K209 TO THE POWER SOURCE (WDM 32-09-12).

YES

8 DO THE STEPS THAT FOLLOW TO SIMULATE THE AIR/GROUND RELAYS IN THE AIR MODE:

WARNING

DO THE DEACTIVATION PROCEDURE FOR THE SPOILERS OR MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILERS. THE SPOILERS CAN MOVE QUICKLY AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

DO THE DEACTIVATION PROCEDURE FOR THE SPOILERS (AMM 27-61-00/201) OR MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE CONTROL SURFACES.

WARNING

FOLLOW THE PROCEDURE THAT PUTS THE AIRPLANE IN THE AIR MODE. IF YOU DO THE PROCEDURE INCORRECTLY, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

PUT THE AIR/GROUND RELAY SYSTEM IN THE AIR MODE (AMM 32-09-02/201).
PUT A SENSOR ACTUATOR ON EACH OF THE TILT SENSORS THAT FOLLOW:
- S245, S246, S267 AND S268.

WAIT FOR ONE SECOND.
IS PIN A OF THE TIME DELAY, M1164, APPROXIMATELY 0V DC?

YES → 43 MEASURE THE CLEARANCE ON THE SENSORS LISTED BELOW IF THE CLEARANCE IS INCORRECT ADJUST THE CLEARANCE:
- S245, S246, S267, S268

(AMM 32-09-07/201).
DO THE CORRECTIVE ACTION SHOWN. 1

NO → 12 DO THE TEST FOR THE TILT SENSORS FOR SENSORS S245, S246, S267, AND S268 (AMM 32-09-07/201).
DID ANY OF THE SENSORS FAIL?

NO → 44 DO THIS PROCEDURE: AIR/GROUND RELAY PROBLEM, "NO AIR/GND DISAGREE" OR "NOSE A/G DISAGREE" EICAS MESSAGE DISPLAY (FIM 32-09-00/101, FIG. 103, BLOCK 2), FOR THESE TIME DELAY MODULES: M1161, M1162, M1163, M1164.

YES

45 REPLACE THE SENSOR (AMM 32-09-07/201).

EICAS Msg AIR/GND DISAGREE Displayed Inflt
Figure 103A (Sheet 2)

EICAS MSG "AIR/GND DISAGREE" OR "AIR/GND SYS" DISPLAYED ON GND

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C30,11T36,11U15; A 11U23 OR 11U24

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

1 EXAMINE THE TRUCK TILT SENSOR OF THE MAIN LANDING GEAR TO SEE IF THE SENSOR ACTUATOR IS INSTALLED.
IS THE ACTUATOR INSTALLED?

YES → 21 REMOVE THE ACTUATOR. 1

NO ↓

2 EXAMINE THE TRUCK TILT SENSORS OF THE MAIN LANDING GEAR FOR DAMAGE.

NOTE: EXAMINE THE FACE OF THE SENSOR FOR DAMAGE.

IS A SENSOR DAMAGED?

YES → 22 REPLACE THE TRUCK TILT SENSOR THAT IS DAMAGED, S245, S246,S267, OR S268 (AMM 32-09-07/201).

NO ↓

3 DO THIS PROCEDURE: BITE PROCEDURE FOR THE PSEU SENSOR TARGET TEST (FIM 32-09-03/101, FIG. 104) FOR EACH SENSOR THAT FOLLOWS:
- S245,S246,S267, AND S268.

DID THE BITE SHOW TARGET FAR FOR EACH SENSOR?

NO → 23 PERFORM THE CORRECTIVE ACTION SHOWN. 1

YES ↓

24 DO THIS PROCEDURE: AIR/GND RELAY PROBLEM NO "AIR/GND DISAGREE" OR "NOSE A/G DISAGREE" EICAS MESSAGE DISPLAY (FIG. 103), FOR THESE RELAY/TIME DELAYS:
- K145,K209,K211 AND K716, M1161,M1162,M1163 AND M1164.

1

A THE "POSITION AIR/GND SYS 2" CIRCUIT BREAKER, C1170, CAN BE AT ONE OF THESE TWO LOCATIONS.

1 ERASE THE "AIR/GND DISAGREE" OR "AIR/GND SYS" EICAS MESSAGE (FIM 31-41-00/101, FIG. 109).

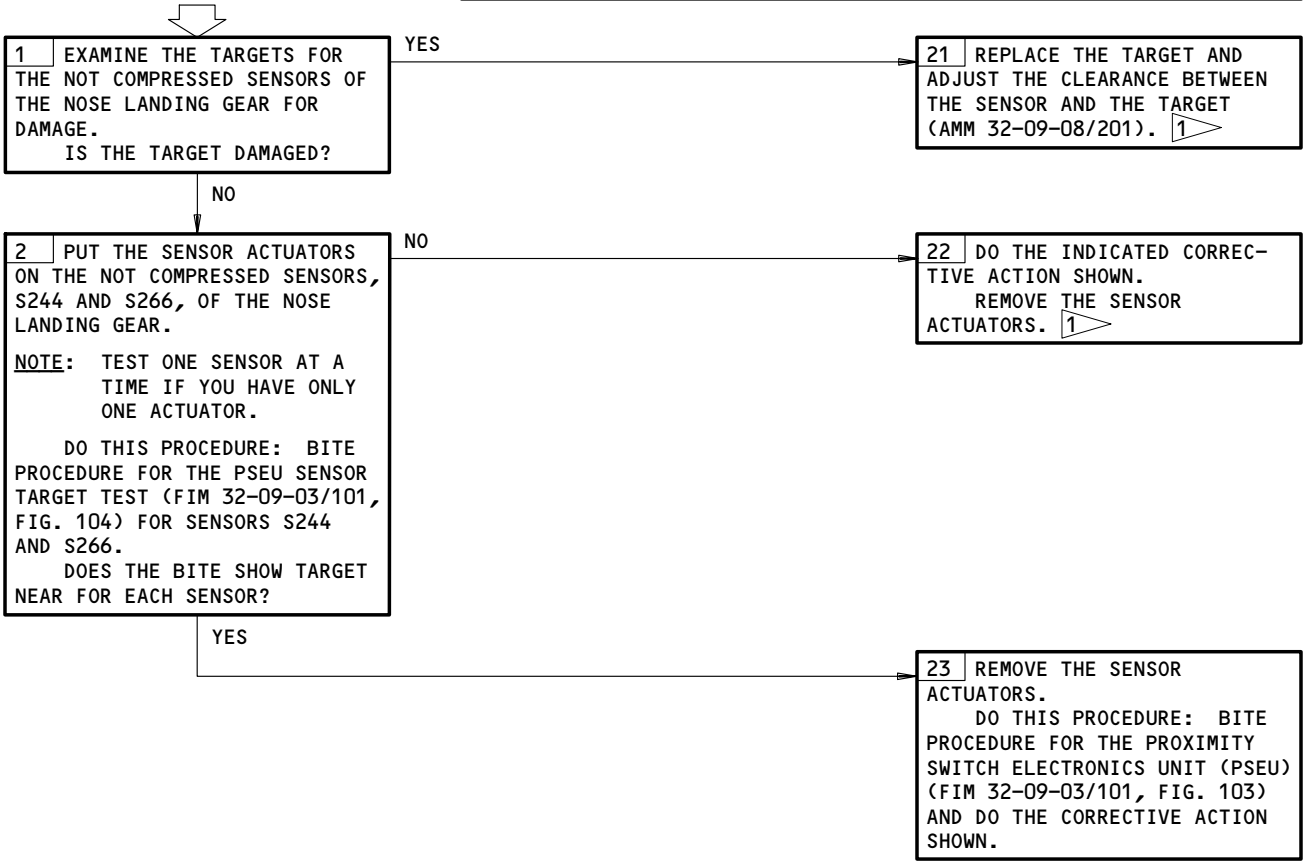
EICAS Msg AIR/GND DISAGREE or AIR/GND SYS Displayed on Gnd
Figure 103B

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C30,11T36,11U15; A 11U23 OR 11U24

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
PROXIMITY SENSOR ACTUATOR SET - A32102-1
(1 RECTANGULAR SENSOR ACTUATOR IS NECESSARY,
2 ACTUATORS WILL MAKE THE TEST EASIER)

EICAS MSG "NOSE A/G DISAGREE" DISPLAYED INFLT



A THE "POSITION AIR/GND SYS 2" CIRCUIT BREAKER, C1170, CAN BE AT ONE OF THESE TWO LOCATIONS.
1 ERASE THE "NOSE A/G DISAGREE" EICAS MESSAGE (FIM 31-41-00/101, FIG. 109).

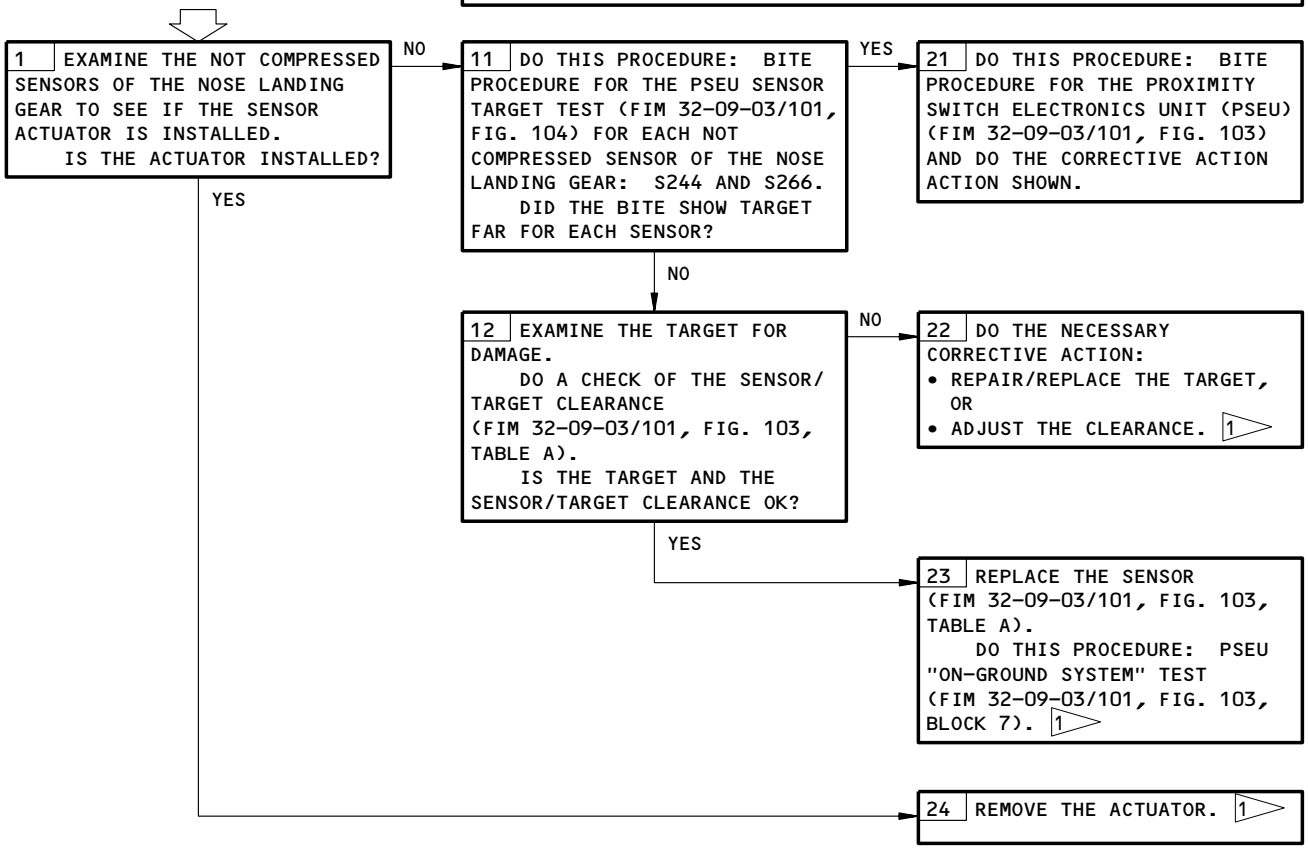
EICAS Msg NOSE A/G DISAGREE Displayed Inflt
Figure 103C

EICAS MSG "NOSE A/G DISAGREE" OR "NOSE A/G SYS" DISPLAYED ON GND

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C30, 11T36, 11U15; 2 11U23 OR 11U24

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



1 ERASE THE "NOSE A/G DISAGREE" OR "NOSE A/G" EICAS MESSAGES (FIM 31-41-00/101, FIG. 109).

2 THE "POSITION AIR/GND SYS 2" CIRCUIT BREAKER, C1170, CAN BE AT ONE OF THESE TWO LOCATIONS.

EICAS Msg NOSE A/G DISAGREE or NOSE A/G SYS Displayed On Gnd
Figure 103D

PROXIMITY SWITCH SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
CARDS - PSEU PRINTED CIRCUIT A			119AL, MAIN EQUIPMENT CENTER, E1-2, PSEU M162	32-09-06
BITE CARD MODULE, YCRM008	2	1		
DRIVER CARD, YCRM006,YCRM007,YCRM010	2	3		
DRIVER CARD AUX, YCRM012	2	1		
LOGIC CARD 1, YCRM011	2	1		
LOGIC CARD 2, YCRM009	2	1		
LOGIC CARD 3, YCRM005	2	1		
PROX CARD, YCRM001-YCRM004, YCRM013-YCRM016	2	8		
CIRCUIT BREAKER -	1		FLIGHT COMPARTMENT, P11	
DOOR IND, C1406		1		*
DOORS L FWD ENTRY CONT, C1402		1		*
FLIGHT CONTROLS SLAT POS IND, C1001		1		*
LANDING GEAR POSITION AIR/GND SYS 1, C1175		1		*
LANDING GEAR POSITION AIR/GND SYS 2, C1170		1		*
LANDING GEAR POSITION AIR/GND SYS 2 ALTN, C1575		1		*
LEFT ENGINE T/R CONT, C1482		1		*
LEFT ENGINE T/R IND, C1480		1		*
PROX SW TEST, C1178		1		*
RIGHT ENGINE T/R CONT, C1483		1		*
RIGHT ENGINE T/R IND ALT, C1479				
RIGHT ENGINE T/R IND, C1481		1		*
RIGHT ENGINE T/R IND ALT, C1478				
CIRCUIT BREAKER -	1		119AL, MAIN EQUIPMENT CENTER, P34	
CONT DOOR CARGO, C1403		1		*
CONT DOOR FWD ENTRY, C1408		1		*
MODULE - PROXIMITY SWITCH ELECTRONICS UNIT (PSEU), M162	1	1	119AL, MAIN EQUIPMENT CENTER, E1-2	32-09-04

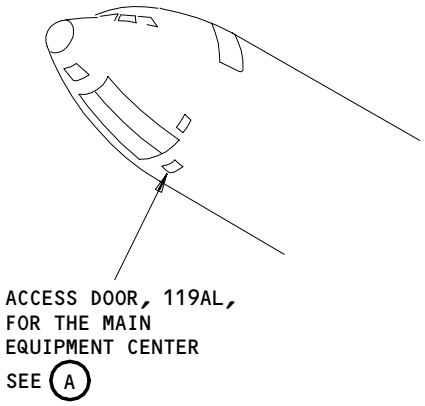
* SEE THE WDM EQUIPMENT LIST

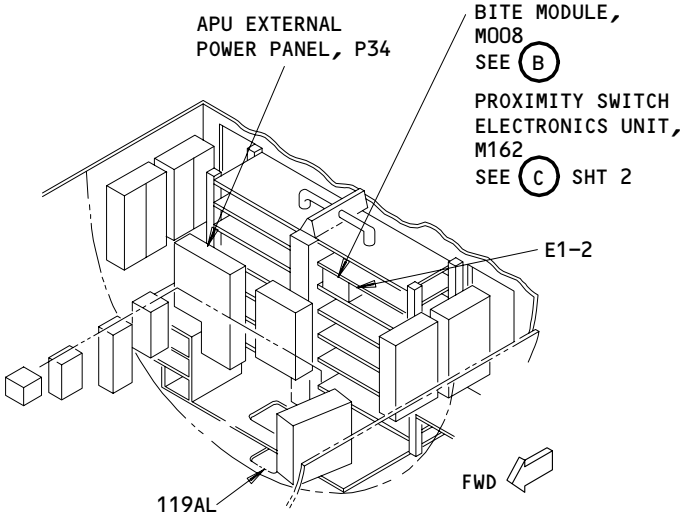
A THE DRIVER CARDS ARE INTERCHANGEABLE.
THE LOGIC CARDS ARE NOT INTERCHANGEABLE.
THE PROX CARDS ARE INTERCHANGEABLE.

Proximity Switch System - Component Index
Figure 101 (Sheet 1)

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
SENSOR - CARGO DOOR CONTROL SYSTEM PROXIMITY (FIM 52-34-00/101) S150-S161 SENSOR - DOOR SYSTEM PROXIMITY (FIM 52-71-00/101) S192-S219 S221-S230 SENSOR - ENTRY DOOR SYSTEM PROXIMITY (FIM 52-11-00/101) S184-S191,S220 SENSOR - LANDING GEAR SYSTEM PROXIMITY (FIM 32-09-00/101) S244-S246 S266-S268 SENSOR - LANDING GEAR SYSTEM PROXIMITY (FIM 32-61-00/101) S232-S242 S247-S264 SENSOR - LEADING EDGE SLAT SYSTEM PROXIMITY (FIM 27-88-00/101) S276-S305 SENSOR - THRUST REVERSER SYSTEM PROXIMITY (FIM 78-34-00/101) S176-S177 S1604-S1605 SENSOR - THRUST REVERSER SYSTEM PROXIMITY (FIM 78-36-00/101) S164-S167 S1607-S1610				

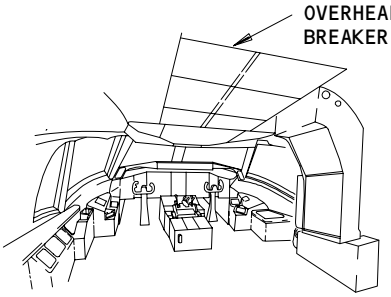
Proximity Switch System - Component Index
Figure 101 (Sheet 2)



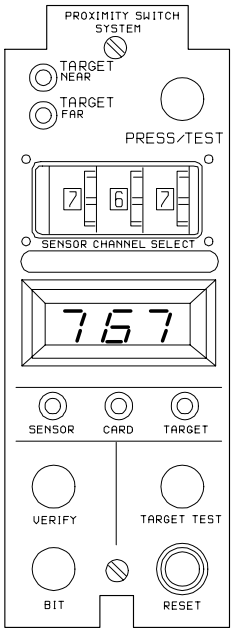


MAIN EQUIPMENT CENTER

A



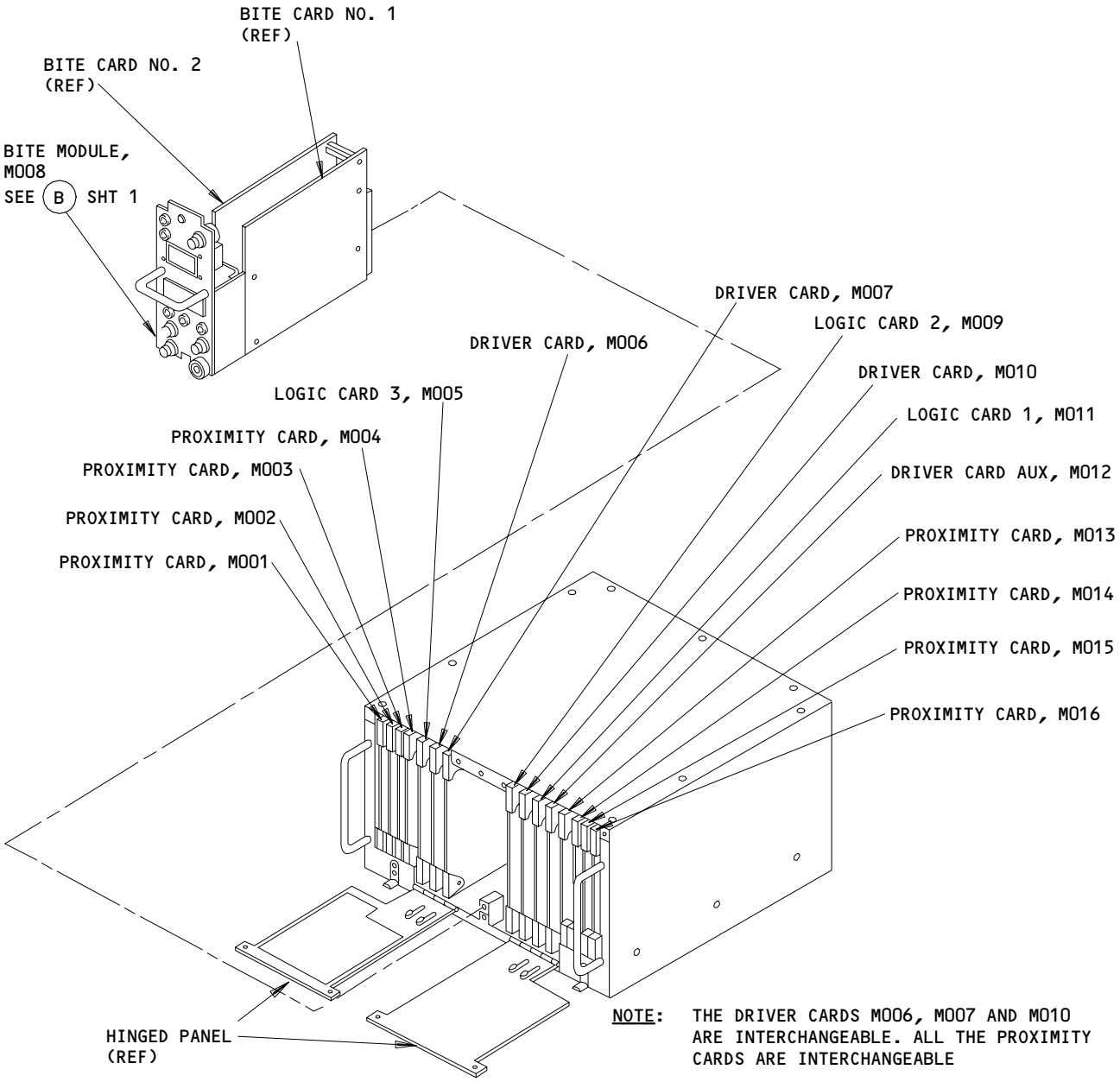
FLIGHT COMPARTMENT



BITE MODULE, M008

B

Proximity Switch System - Component Location
Figure 102 (Sheet 1)



PROXIMITY SWITCH ELECTRONICS UNIT, M162

(C)

Proximity Switch System - Component Location (Detail from Sht 1)
Figure 102 (Sheet 2)

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (AMM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C10,11C30,11D13,11D14,11L32,11L33,11T6,11T33,
11T36,34J4,34J5; A 11U23 OR 11U24

MAKE SURE THIS CIRCUIT BREAKER IS OPEN AND ATTACH A DO-NOT-CLOSE TAG:
11G11

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
ON THE GROUND WITH THE LANDING GEAR DOWN AND LOCKED
THRUST REVERSERS ARE RETRACTED
SPOILERS ARE RETRACTED (AMM 27-61-00/201)
LEVER FOR THE SPEEDBRAKE IS IN THE DOWN AND LOCKED POSITION
LANDING GEAR CONTROL LEVER IS IN THE DN DETENT
LEFT OR RIGHT FIRE HANDLES ON THE PILOTS' CONTROL STAND (P8) ARE NOT PULLED
THE LEADING EDGE SLATS ARE RETRACTED (AMM 27-81-00/201)
THE TRAILING EDGE FLAPS ARE RETRACTED (AMM 27-51-00/201)

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE SPOILERS OR MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILERS (AMM 27-61-00/201). THE SPOILERS CAN RETRACT QUICKLY AND CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

NOTE: AFTER YOU DO THE ALTERNATE GEAR EXTENSION, SOME OF THE BITE CODES FOR THE LANDING GEAR INDICATION SYSTEM CAN BE INCORRECT (BLOCK 14 AND BLOCK 23).

THE BITE DOES A TEST OF THE PSEU MODULE. THE TEST INCLUDES THE PROXIMITY CARDS AND DRIVER CARDS AND THE RELATED LIGHTS.

NOTE: IF YOU HAVE INTERMITTENT OR NUISANCE FAULTS, DO THIS PROCEDURE: PROXIMITY SENSOR/WIRING RESISTANCE CHECK (FIG. 105).

A THE "POSITION AIR/GND SYS 2" CIRCUIT BREAKER, C1170, CAN BE IN ONE OF THESE TWO LOCATIONS.

BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 1)

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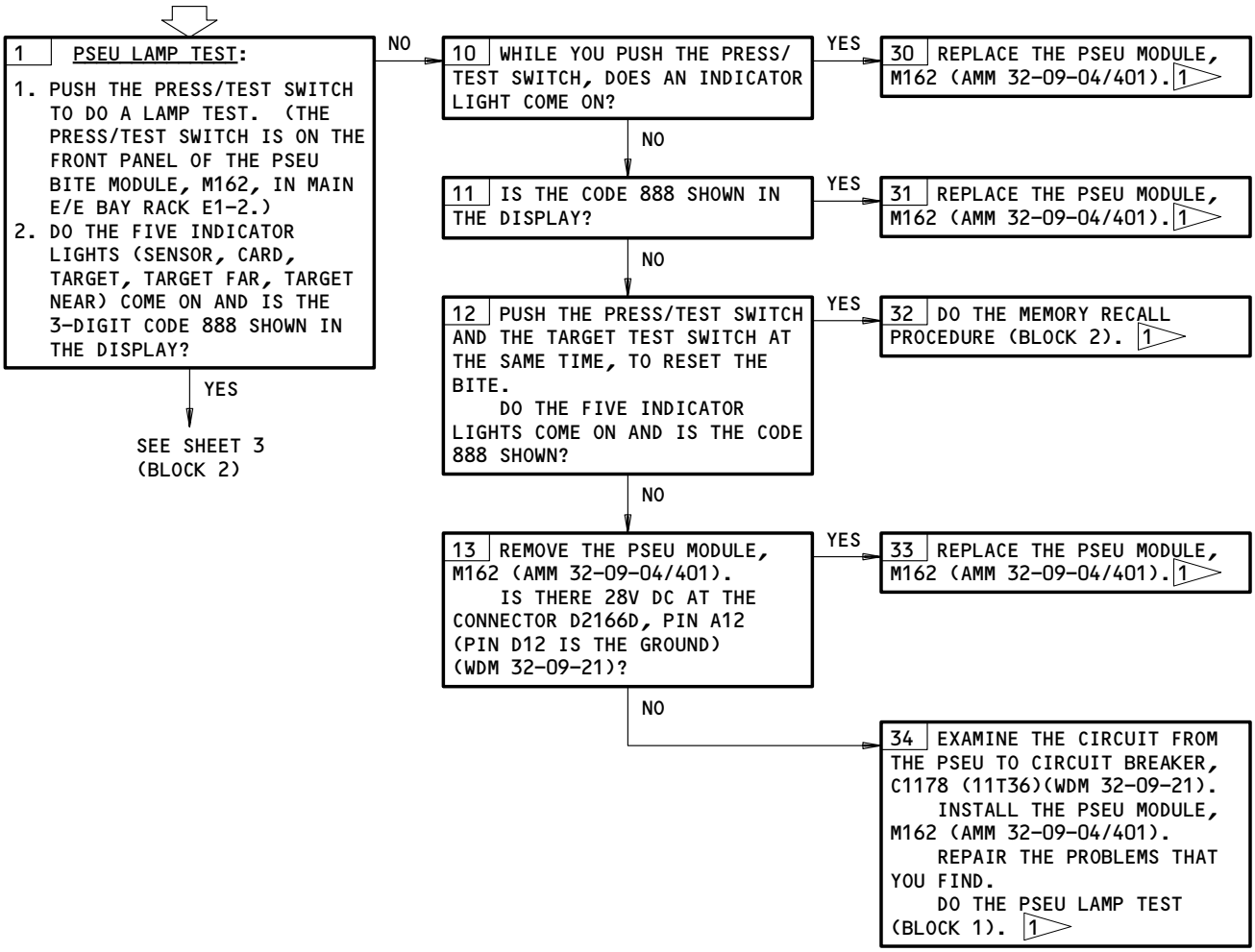
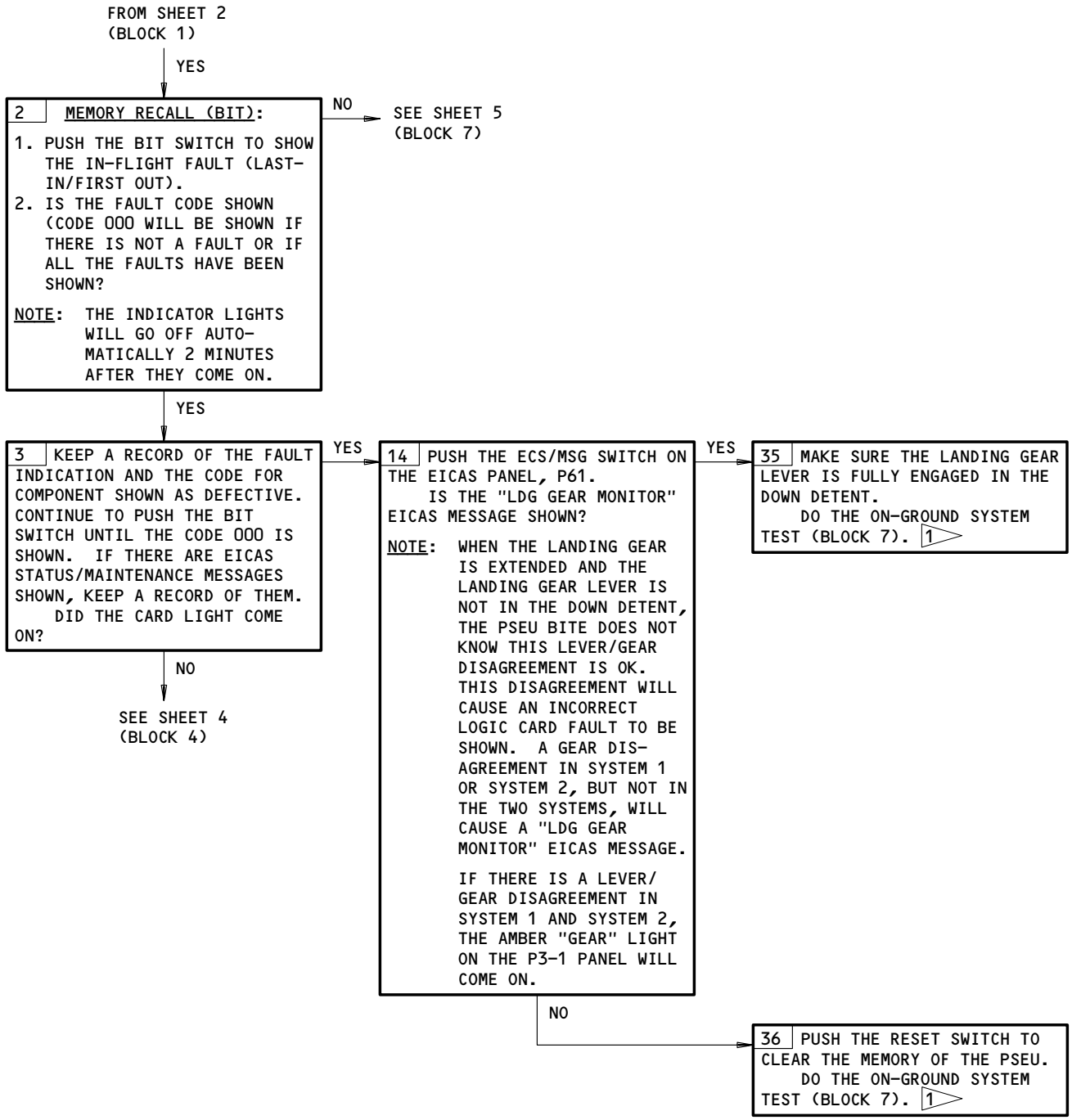
BITE PROCEDURE FOR THE PROXIMITY SWITCH ELECTRONICS UNIT (PSEU)

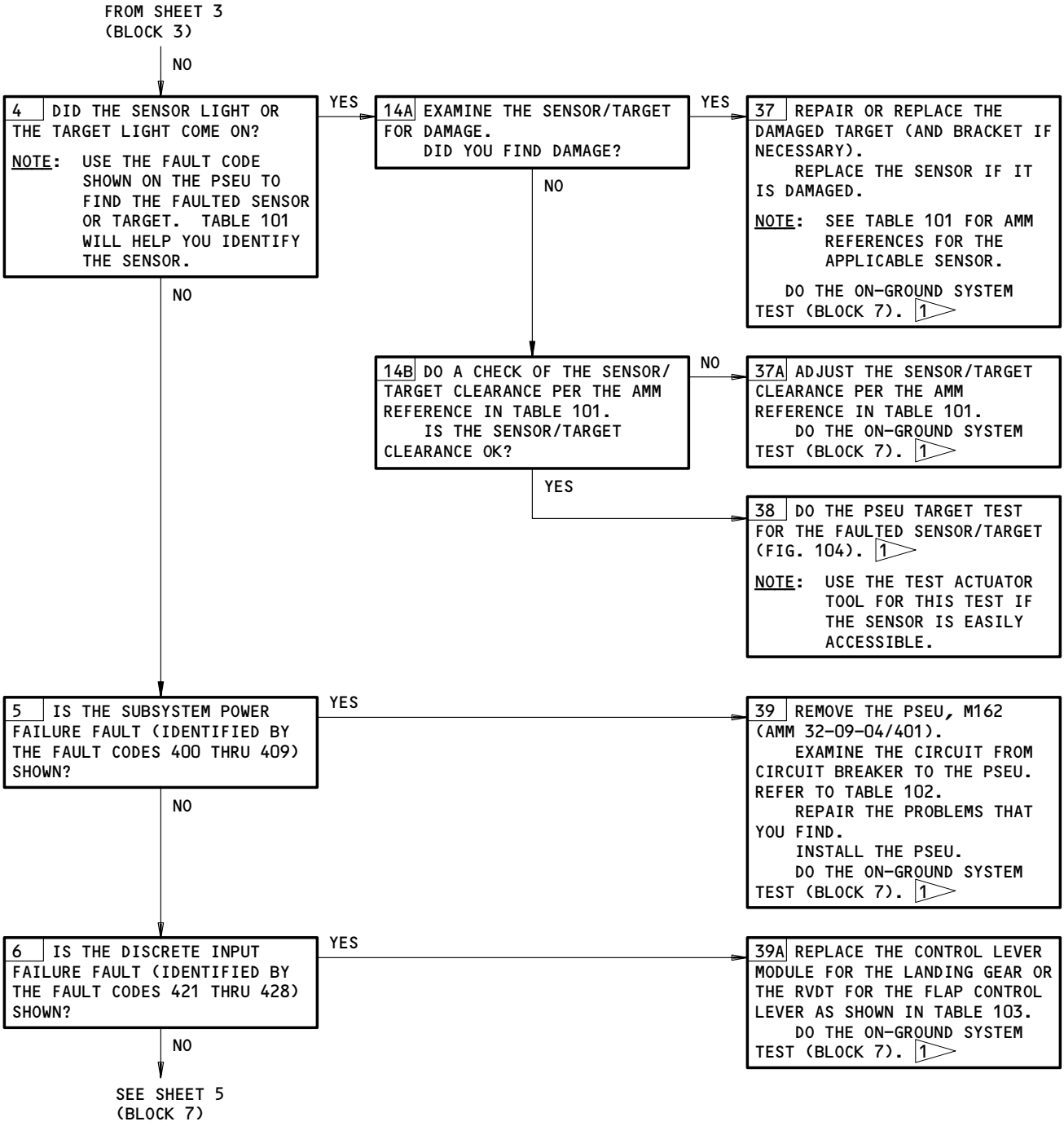


1 REMOVE THE DO-NOT-CLOSE TAG AND CLOSE THE CIRCUIT BREAKER THAT WAS OPENED IN THE PREREQUISITES BLOCK.

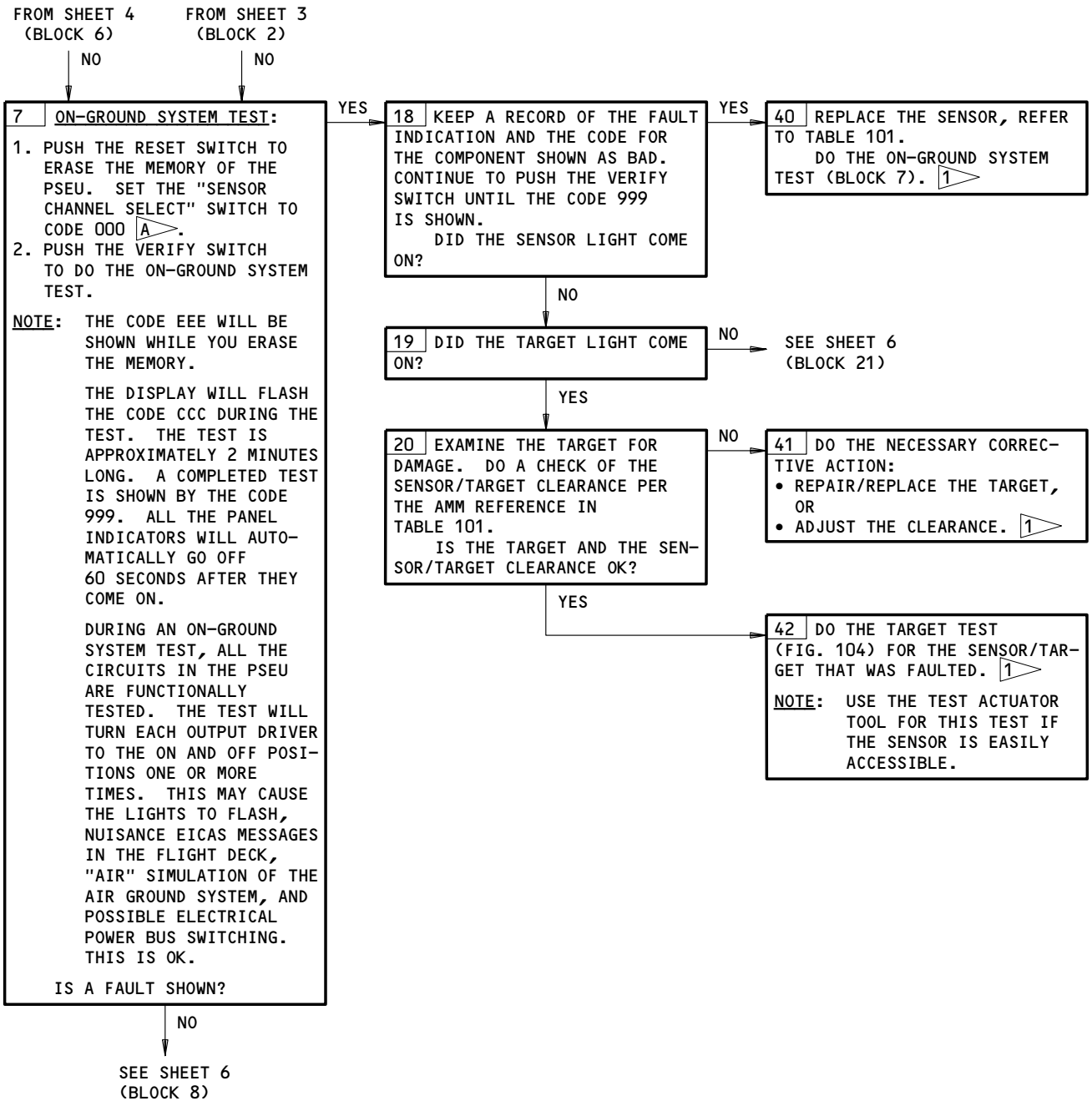
BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 2)



BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 3)

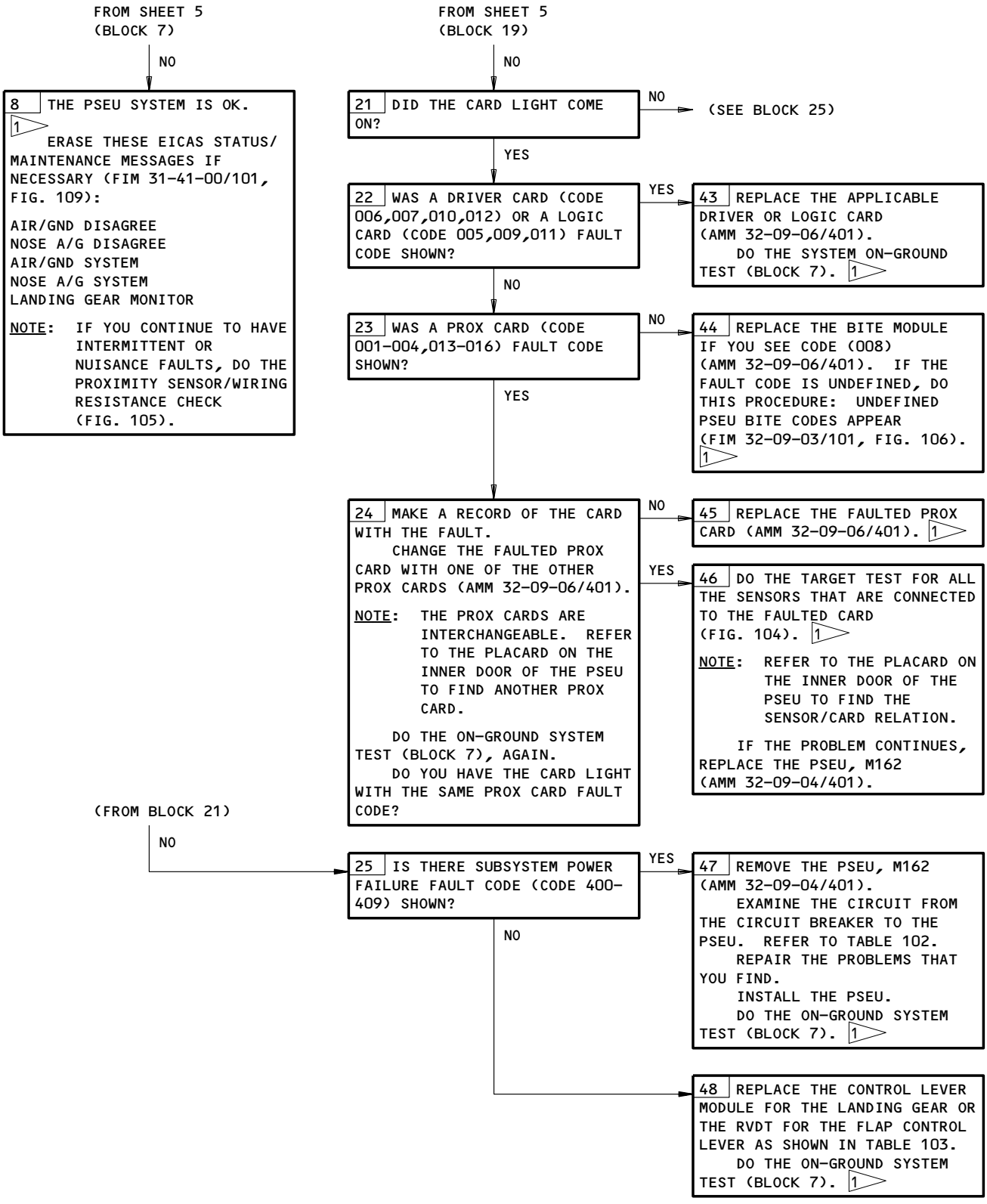


BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 4)



A THE CODES 500 THRU 507 CAN BE USED TO TEST THE INDIVIDUAL SYSTEMS (SEE TABLE 104).

BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 5)



BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 6)

SENSOR NO.	FAULT DISPLAY	AMM REF
S150	150	52-34-43
S151	151	52-34-43
S152	152	52-34-43
S153	153	52-34-43
S154	154	52-34-43
S157	157	52-34-43
S158	158	52-34-43
S159	159	52-34-43
S160	160	52-34-43
S161	161	52-34-43
S1607* (L)	164	78-36-01
S1607* (R)	170	78-36-01
S1608* (L)	165	78-36-01
S1608* (R)	171	78-36-01
S1609* (L)	166	78-36-01
S1609* (R)	172	78-36-01
S1610* (L)	167	78-36-01
S1610* (R)	173	78-36-01
S1604* (L)	176	78-36-01
S1604* (R)	180	78-36-01
S1605* (L)	177	78-36-01
S1605* (R)	181	78-36-01
S184	184	52-11-47
S185	185	52-11-47
S186	186	52-11-47
S187	187	52-11-47
S192	192	52-71-01
S193	193	52-71-01
S194	194	52-71-01
S195*	195	52-71-01
S196	196	52-71-01
S197*	197	52-71-01
S198	198	52-71-01
S199	199	52-71-01
S200	200	52-71-01
S201	201	52-71-01
S202	202	52-71-01
S203	203	52-71-01
S204	204	52-71-01
S205*	205	52-71-01
S206	206	52-71-01
S207*	207	52-71-01
S208*	208	52-71-01
S209	209	52-71-01
S211	211	52-71-01
S212	212	52-71-01
S213	213	52-71-01
S214*	214	52-71-01
S215	215	52-71-01
S216	216	52-71-01
S217	217	52-71-01
S218	218	52-71-01
S219	219	52-71-01
S220	220	52-11-47
S221	221	52-71-01
S222	222	52-71-01
S223	223	52-71-01
S224	224	52-71-01
S225	225	52-71-01
S226	226	52-71-01
S227	227	52-71-01
S228	228	52-71-01
S229	229	52-71-01
S230	230	52-71-01
S232	232	32-61-03
S233*	233	32-61-03
S234	234	32-61-03
S235	235	32-61-03
S236*	236	32-61-02
S237	237	32-61-02
S238	238	32-61-02
S240*	240	32-61-02
S241	241	32-61-02
S242	242	32-61-02
S244	244	32-09-08
S245	245	32-09-07
S246	246	32-09-07
S247	247	32-61-04
S248	248	32-61-04
S254	254	32-61-03
S255*	255	32-61-03
S256	256	32-61-03
S257	257	32-61-03
S258*	258	32-61-02
S259	259	32-61-02
S260	260	32-61-02
S262*	262	32-61-02
S263	263	32-61-02
S264	264	32-61-02
S266	266	32-09-08
S267	267	32-09-07
S268	268	32-09-07

TABLE 101

ALL THE SENSORS ARE RECTANGULAR TYPE EXCEPT
THOSE NOTED BY *

(L) - INSTALLED ON THE LEFT ENGINE
(R) - INSTALLED ON THE RIGHT ENGINE

BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 7)

SENSOR NO.	FAULT DISPLAY	AMM REF
S276	276	27-88-01
S277	277	27-88-01
S278	278	27-88-01
S279	279	27-88-01
S280	280	27-88-01
S281	281	27-88-01
S282	282	27-88-01
S283	283	27-88-01
S284	284	27-88-01
S285	285	27-88-01
S286	286	27-88-01
S287	287	27-88-01
S294	294	27-88-01
S295	295	27-88-01
S296	296	27-88-01
S297	297	27-88-01
S298	298	27-88-01
S299	299	27-88-01
S300	300	27-88-01
S301	301	27-88-01
S302	302	27-88-01
S303	303	27-88-01
S304	304	27-88-01
S305	305	27-88-01

TABLE 101 CONTINUED

BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 8)

SUBSYSTEM INPUT POWER FAILURE CODE	EXAMINE FOR 28V DC AT THE PIN LISTED BELOW TO THE GROUND				
	CIRCUIT BREAKER	CONNECTOR	PIN	GROUND PIN	WDM REF
400	C1403 (34J4)	D2166D	C3	D3	52-34-12
401	C1480 (11D13)	D2166A	G4	H4	78-36-11
402	C1481 (11L32)	D2166E	A14	B14	78-36-21
403	C1482 (11D14)	D2166A	J5	K5	78-34-11
404	C1483 (11L33)	D2166E	C15	D15	78-34-21
405	C1402 (11T6) OR C1408 (34J5)	D2166E	C3	D3	52-11-12
406	C1406 (11T33)	D2166D	J11	K11	52-71-11
407	C1175 (11C30)	D2166A	C15	D15	32-09-11
408	C1170 (11U23) OR (11U24)	D2166E	J15	K15	32-09-12
409	C1001 (11C10)	D2166B	J15	K15	27-88-11

TABLE 102

FAILURE CODE	DISCRETE INPUT	AMM REF
421	LDG GR LVR DOWN 1	32-31-01/401
422	LDG GR LVR DOWN 2	32-31-01/401
423	SLAT CMD TO RET 1*	27-51-26/401
434	SLAT CMD TO RET 2*	27-51-26/401
425	SLAT CMD TO T/O 1*	27-51-26/401
426	SLAT CMD TO T/O 2*	27-51-26/401
427	SLAT CMD TO LDG 1*	27-51-26/401
428	SLAT CMD TO LDG 2*	27-51-26/401

* FROM FSEU M545

TABLE 103

TEST CODE	SYSTEM TESTED
500	CARGO DOOR CONTROL
501	ALL T/R SYSTEMS
502	ENTRY DOOR CONTROL
503	DOOR SYSTEM
504	LG SYSTEM #1
505	LG SYSTEM #2
506	LE SLATS
507	ALL SYSTEMS (NO MEMORY TEST)
ALL OTHER CODES	ALL SYSTEMS PLUS MEMORY TEST

TABLE 104

BITE Procedure for the Proximity Switch Electronics Unit (PSEU)
Figure 103 (Sheet 9)

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (AMM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C10,11C30,11D13,11D14,11L32,11L33,11T6,11T33,
11T36,34J4,34J5; A 11U23 OR 11U24

MAKE SURE THIS CIRCUIT BREAKER IS OPEN AND ATTACH A DO-NOT-CLOSE TAG:
11G11

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
ON THE GROUND WITH THE LANDING GEAR DOWN AND LOCKED
THRUST REVERSERS ARE RETRACTED
SPOILERS ARE RETRACTED (AMM 27-61-00/201)
LEVER FOR THE SPEEDBRAKE IS IN THE DOWN AND LOCKED POSITION

EQUIPMENT:
A32102-1 - PROXIMITY SENSOR ACTUATOR TEST SET
OR
KHT8-758-01 - PROXIMITY SENSOR ACTUATOR TEST SET
WHICH CONSISTS OF:
- KHT8-750-01 (RECTANGULAR) ACTUATOR
- KHT8-752-01 (ROUND) ACTUATOR

TEST GAUGE, ELDEC CORPORATION, AIRCRAFT SYSTEMS DIVISION, P.O. BOX 3002, BOTHELL, WA 98041-3002

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE SPOILERS OR MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILERS (AMM 27-61-00/201). THE SPOILERS CAN RETRACT QUICKLY AND CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

NOTE: METAL STRUCTURE (SIDE METAL) NEAR THE SENSOR FACE CAN CHANGE THE EFFECTIVE ACTUATION GAP OF THE SENSOR (SIDE METAL EFFECT). ALUMINUM SIDE METAL WILL CAUSE AN APPARENT GAP REDUCTION. STEEL SIDE METAL WILL CAUSE AN APPARENT GAP INCREASE. IF A SENSOR FAILS THE "TARGET NEAR" TEST WHEN AN ACTUATOR IS USED FOR THE TEST AND THE INSTALLATION CAN BE AFFECTED BY THE SIDE METAL EFFECT, DO THESE STEPS:

1. REMOVE THE SENSOR FROM ITS MOUNTING BRACKET WITH THE WIRING INSTALLED/CONNECTED
2. MOVE THE SENSOR AWAY FROM THE METAL STRUCTURE AND DO A TARGET TEST OF THE SENSOR WITH THE ACTUATOR AGAIN.

IF THE SENSOR ACTUATES CORRECTLY (TARGET NEAR), IT OPERATES CORRECTLY AND SENSOR REPLACEMENT IS NOT NECESSARY.

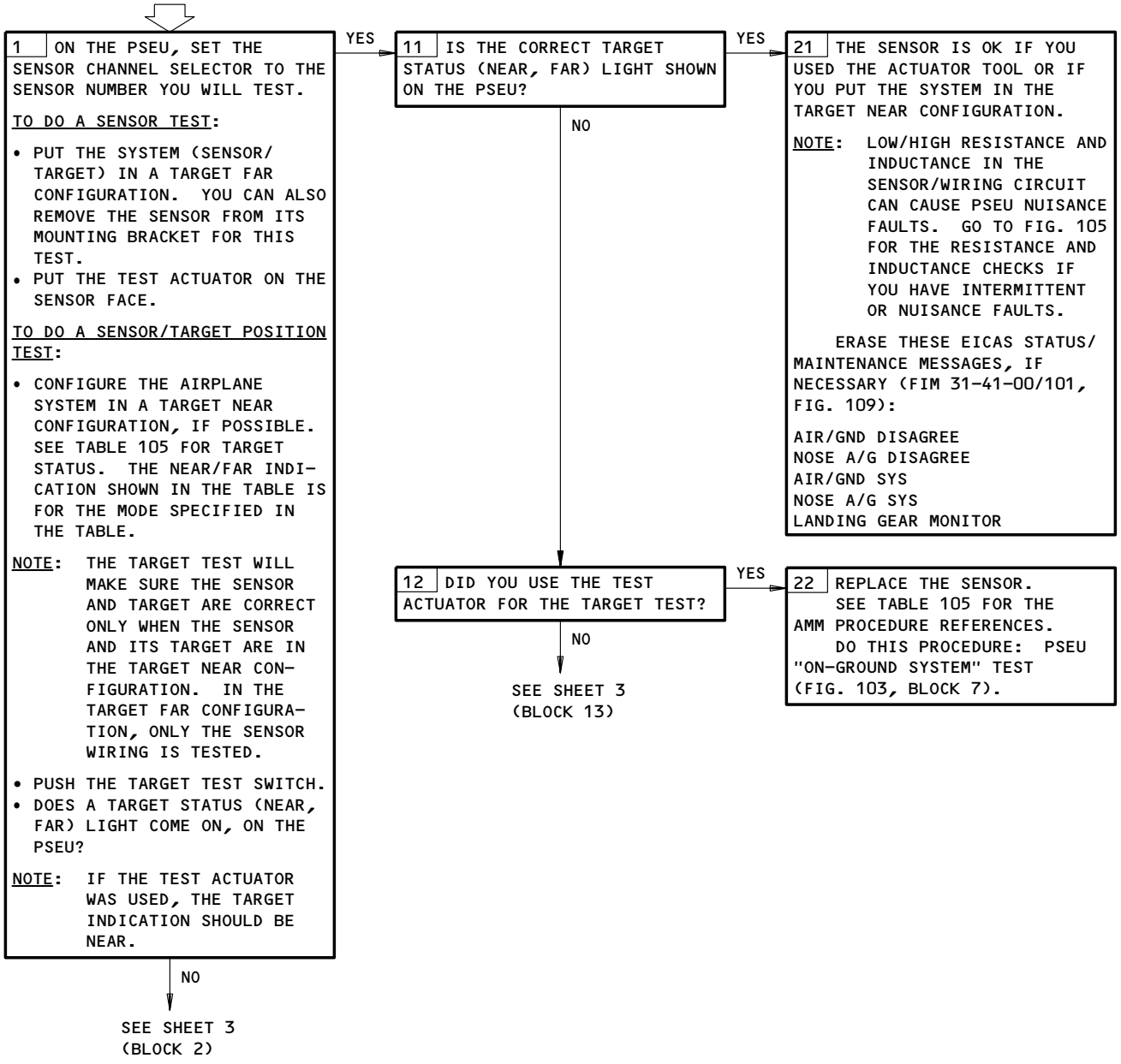
A THE "POSITION AIR/GND SYS 2" CIRCUIT BREAKER, C1170, CAN BE IN ONE OF THESE TWO LOCATIONS.

BITE Procedure for the PSEU Sensor Target Test
Figure 104 (Sheet 1)

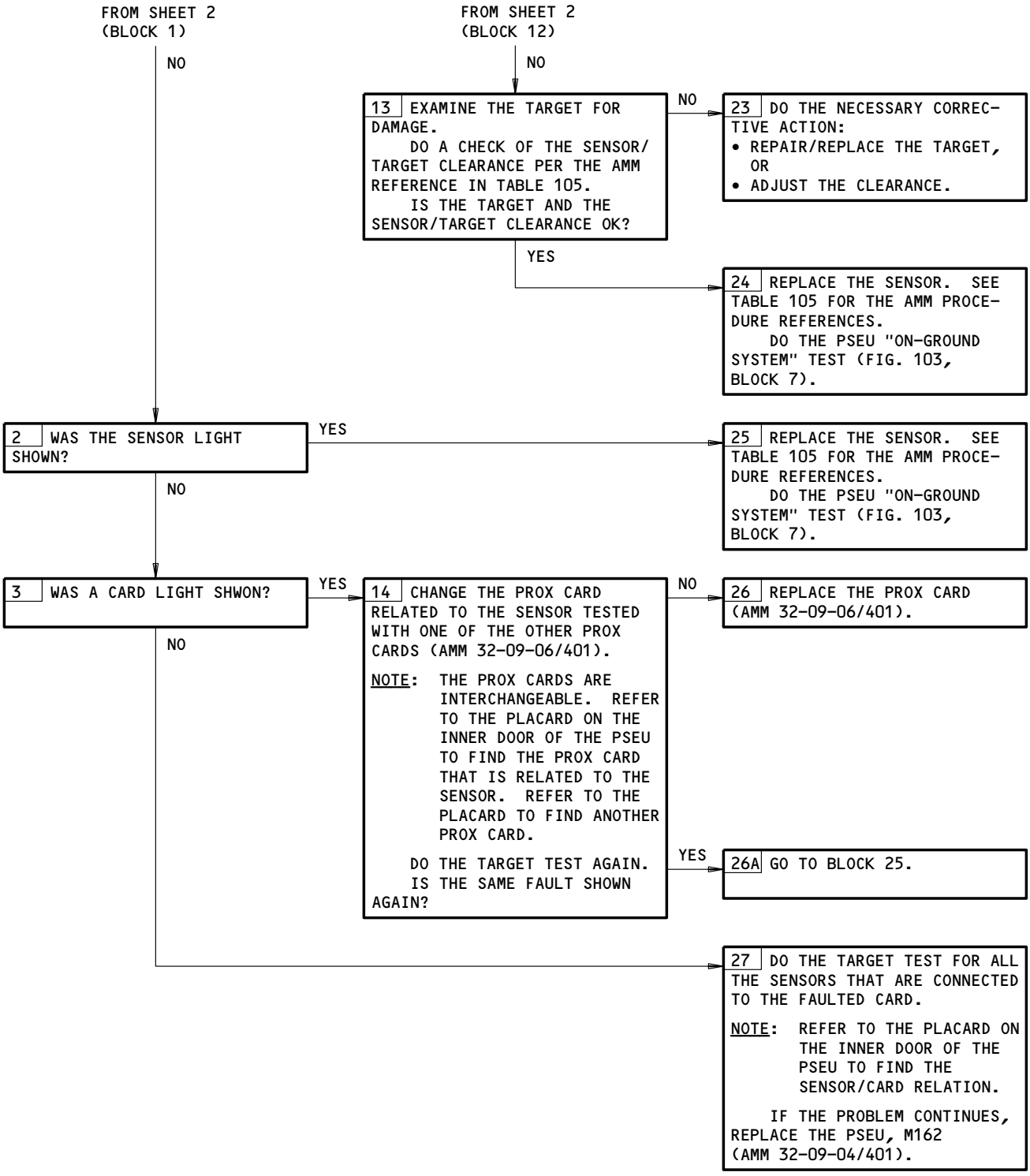
614432

BITE PROCEDURE FOR THE PSEU SENSOR TARGET TEST

NOTE: THIS PROCEDURE CAN BE USED TO DO TWO TESTS. WHEN YOU USE THE ACTUATOR TEST EQUIPMENT, THE SENSOR PERFORMANCE WILL BE TESTED. THIS CAN HELP FIND DAMAGE INSIDE THE SENSOR. WHEN YOU DO THE TEST WITH THE AIRPLANE SYSTEM TARGETS, YOU CAN TEST THE SENSOR AND TARGET RELATIONSHIP.



BITE Procedure for the PSEU Sensor Target Test
Figure 104 (Sheet 2)



BITE Procedure for the PSEU Sensor Target Test
Figure 104 (Sheet 3)

SENSOR NUMBER	PSEU CODE	SYSTEM/MODE	TARGET		AMM REF	WDM REF
			NEAR	FAR		
S150	150	FORWARD CARGO DOOR CONTROL SYSTEM	X		52-33-00	52-34-13
S151	151	MODE: DOORS OPEN	X			52-34-13
S152	152			X		52-34-13
S153	153			X		52-34-13
S154	154			X		52-34-13
S157	157	AFT CARGO DOOR CONTROL SYSTEM	X		52-35-00	52-35-13
S158	158	MODE: DOORS OPEN	X			52-35-13
S159	159			X		52-35-13
S160	160			X		52-35-13
S161	161			X		52-35-13
S1607 *(L)	164	THRUST REVERSER SYSTEM	X		78-36-01	78-36-11
S1607 *(R)	170	MODE: THRUST REVERSERS STOWED	X			78-36-11
S1608 *(L)	165		X			78-36-11
S1608 *(R)	171		X			78-36-11
S1609 *(L)	166			X		78-36-11
S1609 *(R)	172			X		78-36-11
S1610 *(L)	167			X		78-36-11
S1610 *(R)	173			X		78-36-11
S1604 (L)	176		X			78-34-11
S1604 (R)	180		X			78-34-11
S1605 (L)	177		X			78-34-11
S1605 (R)	181		X			78-34-11
S184	184	ENTRY DOOR CONTROL SYSTEM		X	52-11-47	52-11-13
S185	185	MODE: DOORS OPEN	X			52-11-13
S186	186		X			52-11-13
S187	187			X		52-11-13
S192	192	DOOR SYSTEM		X	52-71-01	52-71-12
S193	193	MODE: DOORS OPEN		X		52-71-12
S194	194			X		52-71-11
S195 *	195			X		52-71-11
S196	196			X		52-71-11
S197 *	197			X		52-71-11
S198	198			X		52-71-12
S199	199			X		52-71-12

TABLE 105

ALL THE SENSORS ARE RECTANGULAR TYPE EXCEPT THOSE NOTED BY *

(L) - INSTALLED ON THE LEFT ENGINE
(R) - INSTALLED ON THE RIGHT ENGINE

BITE Procedure for the PSEU Sensor Target Test
Figure 104 (Sheet 4)

SENSOR NUMBER	PSEU CODE	SYSTEM/MODE	TARGET		AMM REF	WDM REF
			NEAR	FAR		
S200	200	DOOR SYSTEM		X	52-71-01	52-71-14
S201	201	MODE: DOORS OPEN		X		52-71-14
S202	202			X		52-71-11
S203	203			X		
S204	204			X		
S205 *	205			X		
S206	206			X		
S207 *	207			X		
S208 *	208			X		52-71-13
S209	209	DOOR SYSTEM		X	52-71-01	
S211	211	MODE: DOORS OPEN		X		
S212	212			X		52-71-11
S213	213			X		52-71-11
S214 *	214			X		52-71-13
S215	215			X		52-71-13
S216 [3]	216			X		52-71-12
S217 [3]	217			X		
S218	218			X		
S219	219			X		
S232	232	LANDING GEAR SYSTEM NO. 1	X		32-61-03	32-61-13
S233 *	233	(POSITION INDICATION)	X			
S234	234	MODE: NOSE GEAR EXTENDED,		X		
S235	235	FWD NOSE GEAR DOORS CLOSED [A]		X		
S236 *	236	LANDING GEAR SYSTEM NO. 1	X		32-61-02	32-61-11
S237	237	(POSITION INDICATION)	X			
S238	238	MODE: MAIN GEAR EXTENDED,	X			
S240 *	240	MAIN GEAR DOORS CLOSED	X			32-61-12
S241	241		X			32-61-12
S242	242		X			32-61-11
S244	244	LANDING GEAR SYSTEM NO. 1		X	32-09-08	32-09-11
S245	245	(AIR/GROUND)		X	32-09-07	
S246	246	MODE: ON GROUND		X		
S247 [3]	247	LANDING GEAR SYSTEM NO. 1 (TAIL SKID)	X		32-61-04	32-71-11
S248 [3]	248	MODE: TAIL SKID EXTENDED		X		
S254	254	LANDING GEAR SYSTEM NO. 2	X		32-61-03	32-61-13
S255 *	255	(POSITION INDICATION)	X			
S256	256	MODE: NOSE GEAR EXTENDED,	X			
S257	257	FWD NOSE GEAR DOORS CLOSED	X			
S258 *	258	LANDING GEAR SYSTEM NO. 2	X		32-61-02	32-61-11
S259	259	(POSITION INDICATION)	X			
S260	260	MODE: MAIN GEAR EXTENDED,	X			
S262 *	262	MAIN GEAR DOORS CLOSED	X			32-61-12
S263	263		X			32-61-12
S264	264		X			32-61-11
S266	266	LANDING GEAR SYSTEM NO. 2		X	32-09-08	32-09-12
S267	267	(AIR/GROUND)		X	32-09-07	
S268	268	MODE: ON GROUND		X		

TABLE 105

ALL THE SENSORS ARE RECTANGULAR TYPE EXCEPT THOSE NOTED BY *

[A] THE DOOR DOES NOT CLOSE FULLY WHEN THE NOSE GEAR IS EXTENDED.

BITE Procedure for the PSEU Sensor Target Test
Figure 104 (Sheet 5)

SENSOR NUMBER	PSEU CODE	SYSTEM/MODE	TARGET		AMM REF	WDM REF
			NEAR	FAR		
S276	276	LEADING EDGE SLAT SYSTEM	X1,X3	X2	27-88-01	27-88-12
S277	277	MODE: X1 = SLATS FULLY RETRACTED	X1,X3	X2		
S278	278	X2 = SLATS TAKEOFF	X1,X3	X2		
S279	279	(FLAP LEVER 1-20)	X1,X3	X2		
S280	280	X3 = SLATS FULLY EXTENDED	X1,X3	X2		
S281	281	(FLAP LEVER 25-30)	X1,X3	X2		
S282	282		X1,X2	X3		
S283	283		X1,X2	X3		
S284	284		X1,X2	X3		
S285	285		X1,X2	X3		
S286	286		X1,X2	X3		
S287	287		X1,X2	X3		27-88-12
S294	294		X1,X3	X2		27-88-22
S295	295		X1,X3	X2		
S296	296		X1,X3	X2		
S297	297		X1,X3	X2		
S298	298		X1,X3	X2		
S299	299		X1,X3	X2		
S300	300		X1,X2	X3		
S301	301		X1,X2	X3		
S302	302		X1,X2	X3		
S303	303		X1,X2	X3		
S304	304		X1,X2	X3		
S305	305		X1,X2	X3		27-88-22

TABLE 105

ALL THE SENSORS ARE RECTANGULAR TYPE EXCEPT THOSE NOTED BY *

BITE Procedure for the PSEU Sensor Target Test
Figure 104 (Sheet 6)

PREREQUISITES

EQUIPMENT OHMMETER 0-50 OHM RANGE

NOTE: USE THIS PROCEDURE IF YOU HAVE AN INTERMITTENT PSEU/SENSOR FAULT AND/OR THE PROBLEM CANNOT BE FOUND WITH THE OTHER FIM PROCEDURES.

NOTE: THERE IS AN INDUCTANCE TEST IN FIG. 108 AS WELL FOR SENSOR FAULTS PROTECTION.

PROXIMITY SENSOR/ WIRING RESISTANCE CHECK

1 DURING THE PSEU MEMORY RECALL (BIT), SYSTEM VERIFY OR TARGET TEST, WAS A FAULT INDICATION (CARD, SENSOR, TARGET, OR INCORRECT TARGET STATUS LIGHT) SHOWN ON THE PSEU?

YES → 11 WAS THE SENSOR LIGHT ON?

YES → 21 REPLACE THE SENSOR.
SEE FIG. 104, TABLE 105, FOR AMM PROCEDURE REFERENCES.
INSTALL THE PSEU (AMM 32-09-04/401).
DO THE PSEU "ON-GROUND SYSTEM" TEST (FIG. 103, BLOCK 7).

NO

12 REMOVE THE PSEU ON THE E-1 RACK (AMM 32-09-04/401).
MEASURE THE RESISTANCE AT THE PINS FOR THE APPLICABLE SENSOR CIRCUIT AT THE PSEU CONNECTOR ON THE E-1 RACK.
1
SEE FIG. 104, TABLE 105, FOR WDM REFERENCES FOR THE APPLICABLE SENSOR(S).
IS THE RESISTANCE MORE THAN 25 OHMS?

NO → 22 REPLACE THE SENSOR.
SEE FIG. 104, TABLE 105, FOR AMM PROCEDURE REFERENCES.
INSTALL THE PSEU (AMM 32-09-04/401).
DO THE PSEU "ON-GROUND SYSTEM" TEST (FIG. 103, BLOCK 7).

YES

NO

2 REMOVE THE PSEU ON THE E-1 RACK (AMM 32-09-04/401).
MEASURE THE RESISTANCE AT THE PINS FOR THE APPLICABLE SENSOR CIRCUIT AT THE PSEU CONNECTOR ON THE E-1 RACK.
1
SEE FIG. 104, TABLE 105, FOR WDM REFERENCES FOR THE APPLICABLE SENSOR(S).
IS THE RESISTANCE MORE THAN 25 OHMS?

YES → 13 MEASURE THE RESISTANCE OF THE SENSOR.

NOTE: DISCONNECT THE CONNECTOR OR SPLICE THAT IS NEAREST TO THE SENSOR AND MEASURE THE SENSOR RESISTANCE AT THAT CONNECTOR/SPLICE. TO FIND THE CONNECTOR/SPLICE, LOOK AT THE APPLICABLE WIRING DIAGRAM. SEE FIG. 104, TABLE 105, FOR WDM REFERENCES FOR THE APPLICABLE SENSOR.

2
IS THE RESISTANCE OF THE SENSOR OUT OF THE LIMITS SPECIFIED IN TABLE A FIG. 105 (SHEET 2)?

NO → 23 REPLACE THE SENSOR.
SEE FIG. 104, TABLE 105, FOR AMM PROCEDURE REFERENCES.
INSTALL THE PSEU (AMM 32-09-04/401).
DO THE PSEU "ON-GROUND SYSTEM" TEST (FIG. 103, BLOCK 7).

YES → 24 FIND AND REPAIR THE SOURCE OF HIGH RESISTANCE IN THE SENSOR WIRING CIRCUIT.
SEE FIG. 104, TABLE 105, FOR WDM REFERENCES FOR THE APPLICABLE SENSOR.
INSTALL THE PSEU (AMM 32-09-04/401).

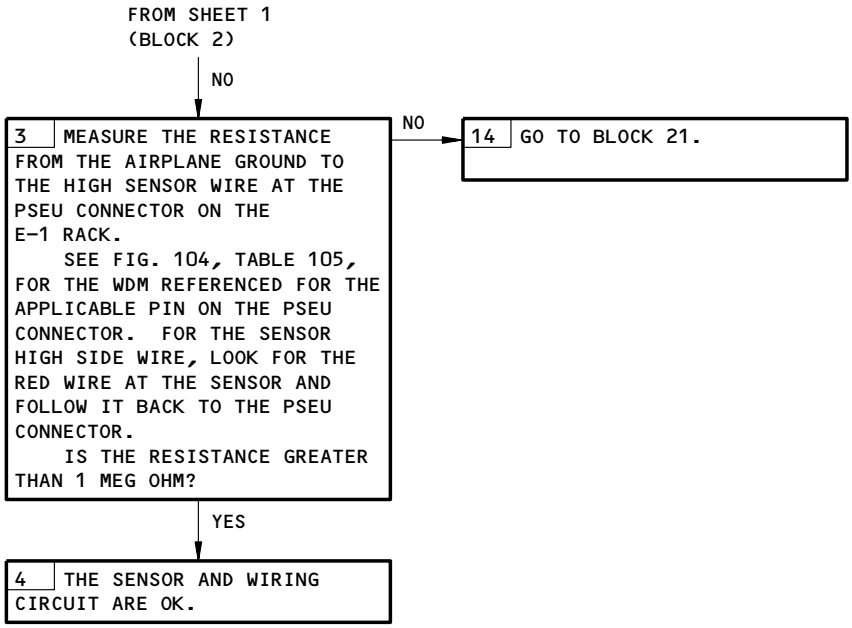
NO

SEE SHEET 2 (BLOCK 3)

1 DO THIS CHECK FOR THE FAULTED SENSOR(S) OR THE SENSORS FROM THE SUSPECTED BAD SUBSYSTEM OR CARD.

2 USE TABLE A TO VERIFY THE RESISTANCE VALUES IN RELATION TO A GIVEN SENSOR PART NUMBER

Proximity Sensor/Wiring Resistance Check
Figure 105 (Sheet 1)



SENSOR	TARGET NEAR	TARGET FAR	RESISTANCE (TARGET FAR)
8-344-01, -02	5.2mh TO 9mh	4.7mh TO 4.92mh	6 TO 11 ohms
8-344-03	5.2mh TO 9mh	4.7mh TO 4.92mh	12 TO 16 ohms
8-345-03	5.2mh TO 9mh	4.7mh TO 4.92mh	12 TO 16 ohms
8-518-01	5.2mh TO 9mh	4.7mh TO 4.92mh	12 TO 16 ohms
8-935-01	5.2mh TO 10mh	4.72mh TO 4.92mh	16 TO 21 ohms
80-161-01	5.2mh TO 12mh	4.72mh TO 4.92mh	16 TO 21 ohms

TABLE A
FUNCTIONAL LIMITS

Proximity Sensor/Wiring Resistance Check
Figure 105 (Sheet 2)

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS OPEN AND ATTACH A DO-NOT-CLOSE TAG:
11G11

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE SPOILER OR MOVE ALL PERSONS AND EQUIPMENT AWAY FROM THE SPOILERS (AMM 27-61-00/201). THE SPOILERS CAN RETRACT QUICKLY AND CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

UNDEFINED PSEU BITE CODES APPEAR

1 REMOVE AND INSTALL ALL THE CARDS IN THE PSEU BY USING PROCEDURE AMM 32-09-06/401 AND VISUALLY CHECK FOR PROBLEMS WITH LOOSE CONNECTIONS.
DO THIS PROCEDURE: ON-GROUND SYSTEM TEST IN THE PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103, SHEET 5, BLOCK 7).
DID AN UNDEFINED CODE APPEAR (TABLE 107)?

NO → 61 PUT THE AIRPLANE BACK TO ITS USUAL CONDITION OR REPAIR ANY FAULTS FOUND DURING THE BITE TEST. 1

YES ↓

2 DO THIS PROCEDURE: REMOVE THE CIRCUIT CARD FROM THE PROXIMITY SWITCH ELECTRONICS UNIT PROCEDURE (AMM 32-09-06/401).
REMOVE ALL THE LOGIC CARDS FROM THE PSEU CHASSIS.
DO THIS PROCEDURE: ON-GROUND SYSTEM TEST IN THE PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103, SHEET 5, BLOCK 7).
DID AN UNDEFINED CODE APPEAR?

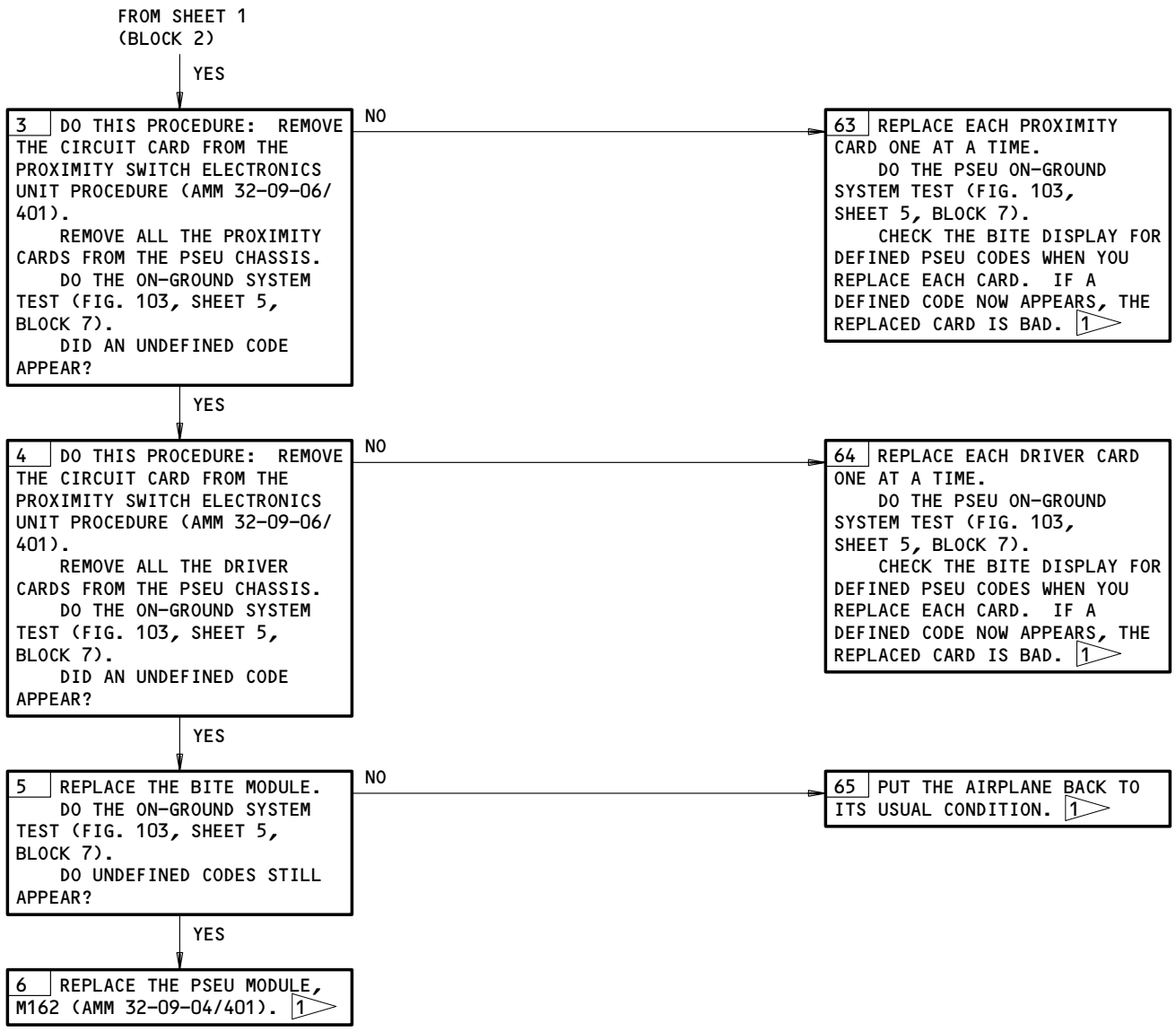
NO → 62 REPLACE EACH LOGIC CARD ONE AT A TIME.
DO THE PSEU ON-GROUND SYSTEM TEST (FIG. 103, SHEET 5, BLOCK 7).
CHECK THE BITE DISPLAY FOR DEFINED PSEU CODES WHEN YOU REPLACE EACH CARD. IF A DEFINED CODE NOW APPEARS, THE REPLACED CARD IS BAD. 1

YES ↓

SEE SHEET 2
(BLOCK 3)

1 REMOVE THE DO-NOT-CLOSE TAG AND CLOSE THE CIRCUIT BREAKER THAT WAS OPENED IN THE PREREQUISITE BLOCK.

Undefined PSEU BITE Codes Appear
Figure 106 (Sheet 1)



Undefined PSEU BITE Codes Appear
Figure 106 (Sheet 2)

F20941

UNDEFINED PSEU BITE CODES	
FROM	TO
17	24
306	3FF
412	420
429	4FF
509	878
902	998
99A	AA9
AAB	CCB
CCD	DDC
DDE	EED
EEF	FFF

TABLE 107

NOTE: ALL OTHER CODES ARE DEFINED

Undefined PSEU BITE Codes Appear
Figure 106 (Sheet 3)

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (AMM 31-41-00/201)

MAKE SURE THIS CIRCUIT BREAKER IS OPEN AND ATTACH A DO-NOT-CLOSE TAG:
11G11

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
AIRPLANE IS ON THE GROUND WITH THE LANDING GEAR DOWN AND LOCKED
SPOILERS ARE RETRACTED (AMM 27-61-00/201)
THRUST REVERSERS ARE RETRACTED
AUTO SPEEDBRAKE LEVER IS IN THE DOWN-AND-LOCKED POSITION

NOTE: USE THIS PROCEDURE IF YOU HAVE RUN THE BITE AND ARE INSTRUCTED TO REPLACE THE PSEU OR CANNOT ELIMINATE THE PROBLEM BY REPLACING OTHER COMPONENTS.

NOTE: FOR EACH EICAS MESSAGE LISTED IN THE FOLLOWING TABLE, THERE IS AN ASSOCIATED PROXIMITY CARD, LOGIC CARD AND DRIVER CARD. THE DRIVER CARDS ARE INTERCHANGEABLE AND CAN BE SWAPPED BETWEEN CARD SLOT LOCATIONS FOR FAULT ISOLATION. THE PROXIMITY CARDS ARE INTERCHANGEABLE AND CAN BE SWAPPED BETWEEN CARD SLOT LOCATIONS. THE LOGIC CARDS ARE NOT INTERCHANGEABLE.

EICAS MESSSAGE PSEU CARD FAULT ISOLATION PROCEDURE

1. IF YOU HAVE RECORDED OR CURRENTLY SEE AN EICAS MESSAGE LISTED IN THE FOLLOWING TABLE, REPLACE A CARD.
   A. REPLACE THE ASSOCIATED LOGIC CARD WITH A NEW CARD.
   B. REPLACE THE ASSOCIATED PROXIMITY AND DRIVER CARD WITH CARDS FROM ANOTHER PSEU SLOT OR A NEW CARD.
   C. REPLACE THE CARDS BY USING THE PSEU CARD REPLACEMENT PROCEDURE (AMM 32-09-06/401).
2. ERASE THE EICAS MESSAGE (AMM 31-41-00, FIG. 109).
3. CHECK TO SEE IF THE EICAS MESSAGE RETURNS AND FOLLOWS THE SUSPECT CARD.
4. IF THE MESSAGE RETURNS IN THE SAME CARD LOCATION OR WITH THE SAME EICAS MESSAGE, REPLACE THE PSEU (AMM 32-09-04/401).
   A. IF THE FAULT FOLLOWS THE CARD, REPLACE THE CARD (AMM 32-09-06/401). 1

1 REMOVE ANY DO-NOT-CLOSE TAG AND CLOSE THE CIRCUIT BREAKER THAT WAS OPENED IN THE PREREQUISITE BLOCK.

EICAS Message PSEU Card Fault Isolation Procedure
Figure 107 (Sheet 1)

F36543

EICAS MESSAGE	DRIVER/LOGIC/PROX CARD SLOT	WDM REFERENCE OF EICAS OUTPUT
AFT CARGO DOOR	6/11/1	52-71-11
E/E ACCESS COOR	7/5/3 OR 4	52-71-11
FWD ACCESS DOOR	7/5/3 OR 4	52-71-11
FWD CARGO DOOR	7/11/1	52-71-11
L AFT ENT DOOR	6/5/3 OR 4	52-71-11
L CTR ENT DOOR	6/5/3 OR 4	52-71-11
L EMER DOOR	6/5/3 OR 4	52-71-12
L ENTRY DOORS	6/11/16	52-71-11
L FWD EMER DOOR	6/5/3 OR 4	52-71-12
L FWD ENT DOOR	7/5/3 OR 4	52-71-11
L WING SLIDE	7/5/3 OR 4	52-71-12
R AFT EMER DOOR	12/5/3 OR 4	52-71-12
R AFT ENT DOOR	6/5/3 OR 4	52-71-11
R CTR ENT DOOR	10 OR 12/5/3 OR 4	52-71-11
R EMER DOOR	6/5/3 OR 4	52-71-12
R ENTRY DOORS	7/11/16	52-71-11
R FWD ENT DOOR	7/5/3 OR 4	52-71-11
R WING SLIDE	7/5/3 OR 4	52-71-12
L REV ISLN VAL	12/11/13 OR 16	78-36-11,-21
L T/R IN TRANSIT	10/11/13 OR 16	78-36-11,-21
L THR REVERSER	10/11/13 OR 16	78-36-11,-21
R REV ISLN VAL	7/5/2 OR 3	78-36-11,-21
R T/R IN TRANSIT	6/5/2 OR 3	78-36-11,-21
R THR REVERSER	6/5/2 OR 3	78-36-11,-21
ALL GEAR DOWN	10 OR 6/11 OR 5/15 OR 2	32-61-14
GEAR DOORS	10 OR 6/11 OR 5/15 OR 2	32-61-14
GEAR DISAGREE	12 OR 6/11 OR 5/15 OR 2	32-61-14
L DRAG BRACE	10 OR 6/11 OR 5/15 OR 2	32-61-14
L SIDE BRACE	10 OR 6/11 OR 5/15 OR 2	32-61-14
NOSE GEAR DOWN	10 OR 6/11 OR 5/15 OR 2	32-61-14
NOSE GEAR LOCKED	10 OR 7/11 OR 5/15 OR 2	32-61-14
R DRAG BRACE	10 OR 6/11 OR 5/15 OR 2	32-61-14
R SIDE BRACE	10 OR 6/11 OR 5/15 OR 2	32-61-14
TAIL SKID	12/11 OR 5/15 OR 2	32-61-14

EICAS MESSAGE TO PSEU CARD REFERENCE

EICAS Message PSEU Card Fault Isolation Procedure
Figure 107 (Sheet 2)

PREREQUISITES

EQUIPMENT: 1. OHMMETER 0-1 MEG OHM
2. INDUCTANCE METER WITH AN EXCITATION FREQUENCY OF 1000 Hz

NOTE: YOU MAY USE THIS PROCEDURE IF YOU HAVE AN INTERMITTENT PSEU/SENSOR FAULT OR THE PROBLEM CANNOT BE FOUND WITH THE OTHER FIM PROCEDURES.

NOTE: DO NOT USE A DEACTUATOR TO SIMULATE THE "TARGET FAR" POSITION FOR SENSOR INDUCTANCE TROUBLESHOOTING. YOU COULD GET FALSE INDICATIONS.

PROXIMITY SENSOR/ INDUCTANCE AND RESISTANCE CHECK

1 REMOVE THE PSEU ON THE E-1 RACK (AMM 32-09-04/401).
1 MEASURE THE RESISTANCE AT THE PINS FOR THE APPLICABLE SENSOR CIRCUIT AT THE PSEU CONNECTOR ON THE E-1 RACK.
SEE FIG. 104, TABLE 105, FOR WDM REFERENCES FOR THE APPLICABLE SENSOR(S).
IS THE RESISTANCE MORE THAN 25 OHMS? 2

YES → 21 MEASURE THE RESISTANCE OF THE SENSOR.
NOTE: DISCONNECT THE CONNECTOR OR SPLICE THAT IS NEAREST TO THE SENSOR AND MEASURE THE SENSOR RESISTANCE AT THAT CONNECTOR/SPLICE. TO FIND THE CONNECTOR/ SPLICE, LOOK AT THE APPLICABLE WIRING DIAGRAM. SEE FIG. 104, TABLE 105, FOR WDM REFERENCES FOR THE APPLICABLE SENSOR.
IS THE RESISTANCE OF THE SENSOR EQUAL TO OR BETWEEN 5 AND 20 OHMS? 2

NO → 31 REPLACE THE SENSOR.
SEE FIG. 104, TABLE 105, FOR AMM PROCEDURE REFERENCES.
INSTALL THE PSEU (AMM 32-09-04/401).
DO THE PSEU "ON-GROUND SYSTEM" TEST (FIG. 103, BLOCK 7).

YES → 32 FIND AND REPAIR THE SOURCE OF HIGH RESISTANCE IN THE SENSOR WIRING CIRCUIT.
SEE FIG. 104, TABLE 105, FOR WDM REFERENCES FOR THE APPLICABLE SENSOR.
INSTALL THE PSEU (AMM 32-09-04/401).

NO → 22 GO TO BLOCK 31.

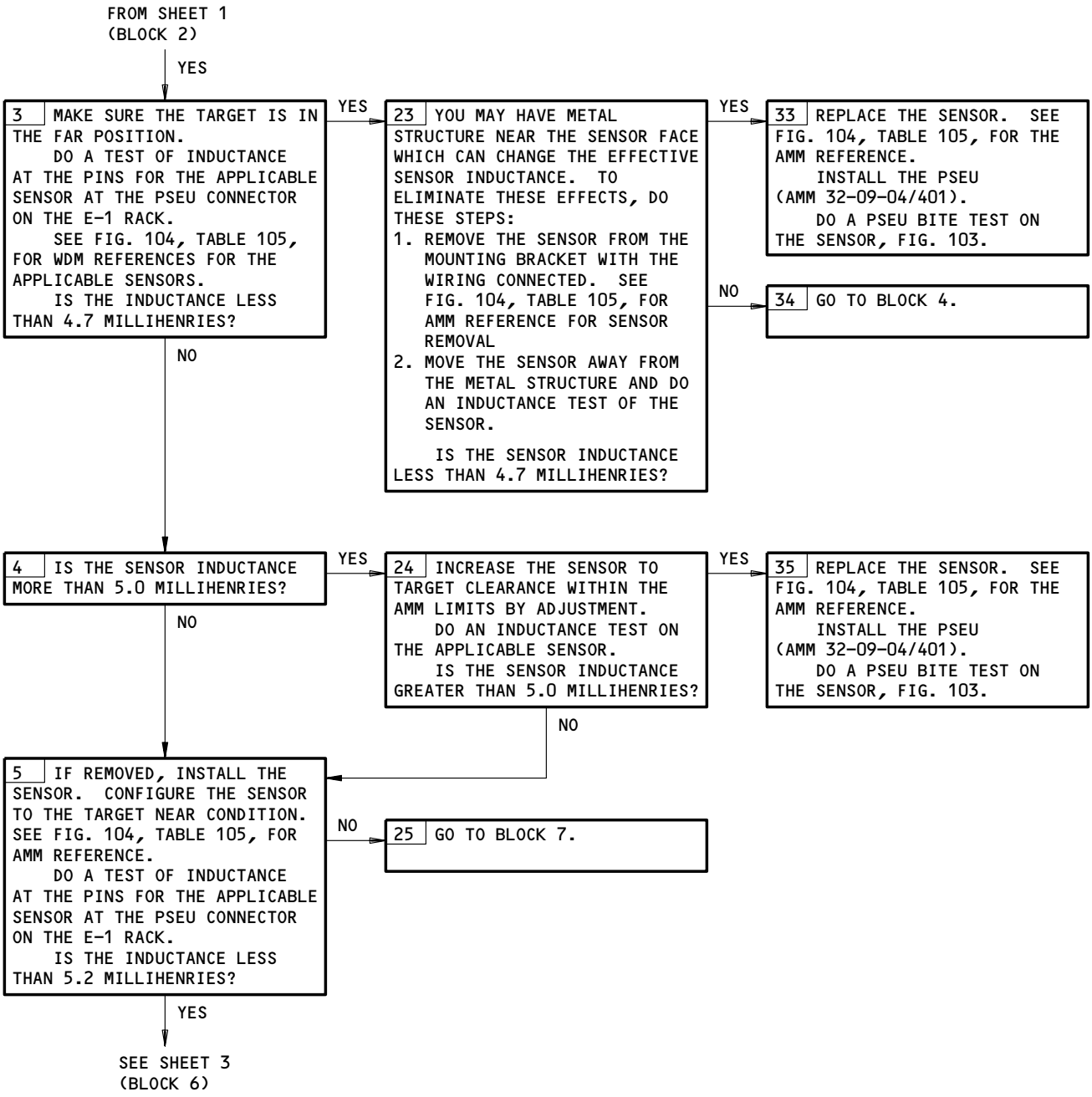
NO → 2 MEASURE THE RESISTANCE FROM THE AIRPLANE GROUND TO THE HIGH SENSOR WIRE AT THE PSEU CONNECTOR ON THE E-1 RACK.
SEE FIG. 104, TABLE 105, FOR THE WDM REFERENCED FOR THE APPLICABLE PIN ON THE PSEU CONNECTOR. FOR THE SENSOR HIGH SIDE WIRE, LOOK FOR THE RED WIRE AT THE SENSOR AND FOLLOW IT BACK TO THE PSEU CONNECTOR.
IS THE RESISTANCE GREATER THAN 1 MEG OHM?

YES → SEE SHEET 2 (BLOCK 3)

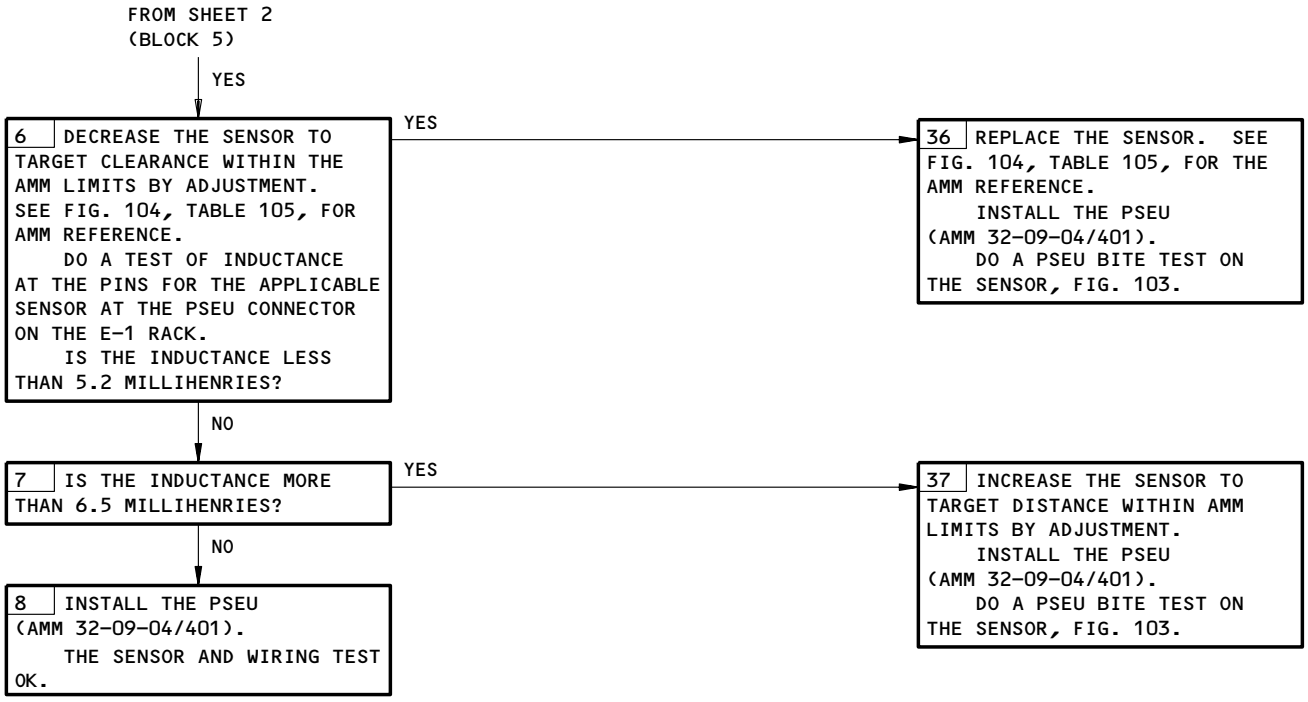
1 IF THE ELDEC BREAKOUT BOX PN 38-802-04 IS AVAILABLE, THEN YOU MAY USE THE BOX FOR THIS CHECK. INSTRUCTIONS ON HOW TO USE THE BREAKOUT BOX ARE ON THE PLACARD.

2 SENSOR RESISTANCES ARE DIFFERENT BY PART NUMBER.

Proximity Sensor/Inductance and Resistance Check
Figure 108 (Sheet 1)



Proximity Sensor/Inductance and Resistance Check
Figure 108 (Sheet 2)

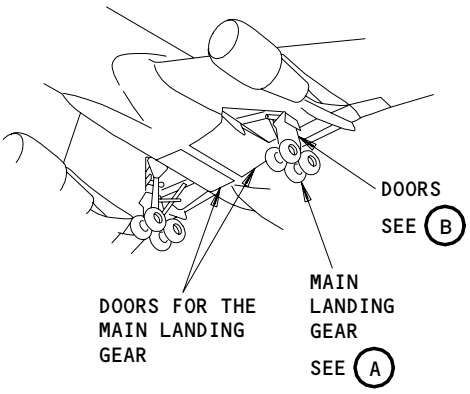


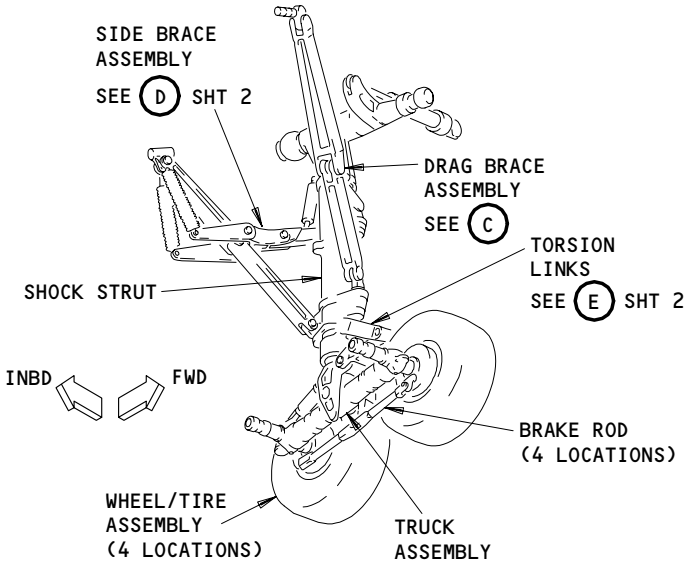
Proximity Sensor/Inductance and Resistance Check
Figure 108 (Sheet 3)

MAIN LANDING GEAR AND DOORS

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
BRACE - LOWER DRAG	1	2	MAIN WHEEL WELL (L,R), DRAG BRACE ASSEMBLY	32-11-12
BRACE - LOWER SIDE	2	2	MAIN WHEEL WELL (L,R), SIDE BRACE ASSEMBLY	32-11-05
BRACE - UPPER DRAG	1	2	MAIN WHEEL WELL (L,R), DRAG BRACE ASSEMBLY	32-11-11
BRACE - UPPER SIDE	2	2	MAIN WHEEL WELL (L,R), SIDE BRACE ASSEMBLY	32-11-04
BRACE ASSEMBLY - DRAG	1	2	MAIN WHEEL WELL (L,R)	32-11-10
BRACE ASSEMBLY - SIDE	2	2	MAIN WHEEL WELL (L,R)	32-11-03
DOOR - DRAG BRACE	1	2	MAIN WHEEL WELL (L,R)	32-12-08
DOOR - MAIN LANDING GEAR	1	2	732,742, MAIN WHEEL WELL (L,R)	32-12-01
DOOR - POP-UP	1	2	551ET, 651ET, TOP OF WING (L,R)	32-12-13
DOOR - SHOCK STRUT	1	2	734,744, MAIN WHEEL WELL (L,R)	32-12-06
DOOR - TRUNNION	1	2	735,745, MAIN WHEEL WELL (L,R)	32-12-11
LINK - LOWER TORSION	2	2	MAIN GEAR (L,R)	32-11-22
LINK - SIDE BRACE LOCK	2	2	MAIN WHEEL WELL (L,R), SIDE BRACE ASSEMBLY	32-11-08
LINK - UPPER TORSION	2	2	MAIN GEAR (L,R)	32-11-22
ROD - BRAKE	1	8	MAIN GEAR (L,R)	32-11-20
SEALS - SHOCK STRUT	2	12	MAIN GEAR SHOCK STRUT (L,R)	32-11-25
SPINDLE - DRAG BRACE LOWER	1	2	MAIN WHEEL WELL (L,R) DRAG BRACE ASSEMBLY	32-11-13
SPINDLE - DRAG BRACE UPPER	1	2	MAIN WHEEL WELL (L,R) DRAG BRACE ASSEMBLY	32-11-13
SPINDLE - JURY STRUT	1	2	MAIN WHEEL WELL (L,R) DRAG BRACE ASSEMBLY	32-11-16
SPINDLE - SIDE BRACE LOCK LINK	2	2	MAIN WHEEL WELL (L,R), SIDE BRACE ASSEMBLY	32-11-09
SPINDLE - SIDE BRACE LOWER	2	2	MAIN WHEEL WELL (L,R), SIDE BRACE ASSEMBLY	32-11-06
SPINDLE - SIDE BRACE UPPER	2	2	MAIN WHEEL WELL (L,R), SIDE BRACE ASSEMBLY	32-11-06
SPRING - JURY STRUT	1	6	MAIN WHEEL WELL (L,R), DRAG BRACE ASSEMBLY	32-32-05
SPRING - SIDE BRACE LOCK	2	4	MAIN WHEEL WELL (L,R), SIDE BRACE ASSEMBLY	32-32-03
STRUT - SHOCK	1	2	MAIN GEAR (L,R)	32-11-02
STRUT ASSEMBLY - JURY	1	2	MAIN WHEEL WELL (L,R). DRAG BRACE ASSEMBLY	32-11-15
TRUCK ASSEMBLY	1	2	MAIN GEAR (L,R)	32-11-18
WHEEL/TIRE ASSEMBLY	1	8	MAIN GEAR (L,R)	32-45-01

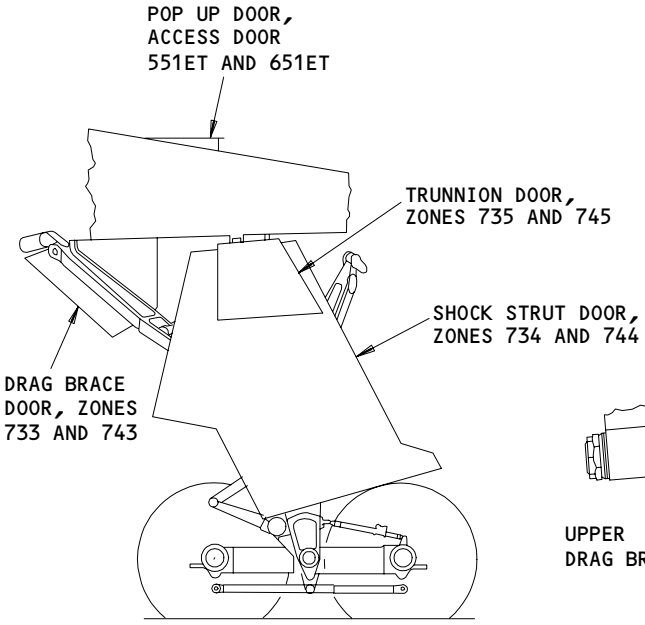
Main Landing Gear and Doors - Component Index
Figure 101





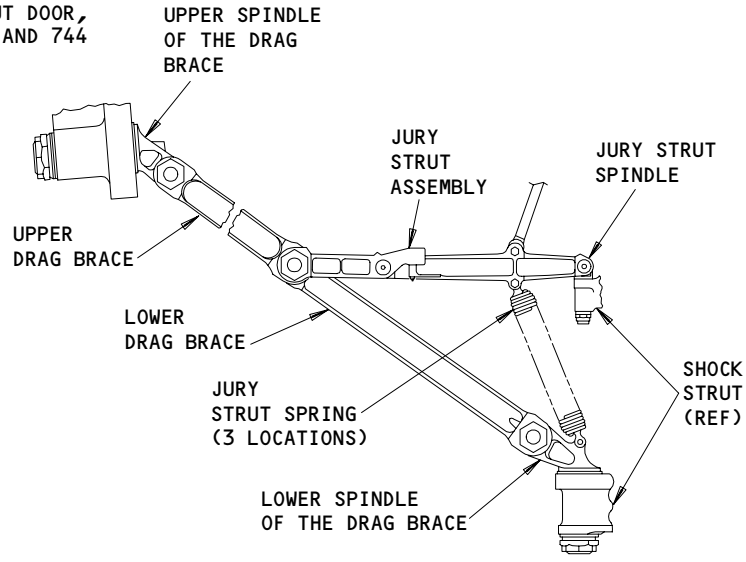
MAIN LANDING GEAR

A



DOORS

B

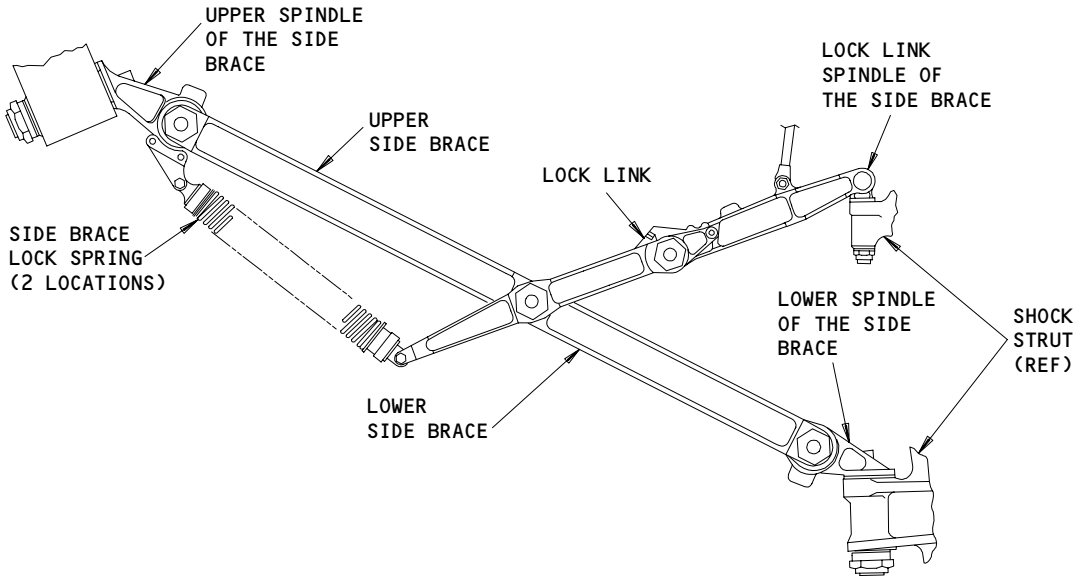


DRAG BRACE ASSEMBLY

C

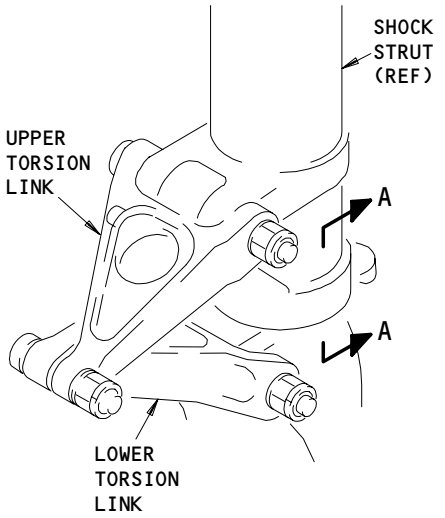
Main Landing Gear and Doors - Component Location
Figure 102 (Sheet 1)

94735



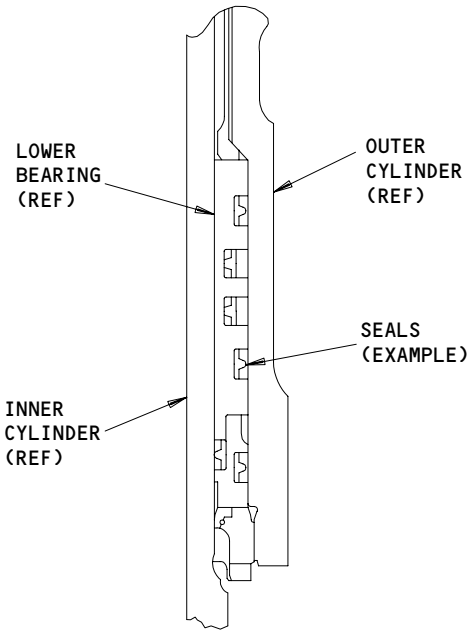
SIDE BRACE ASSEMBLY

D



TORSION LINK

E



SHOCK STRUT SEALS

A–A

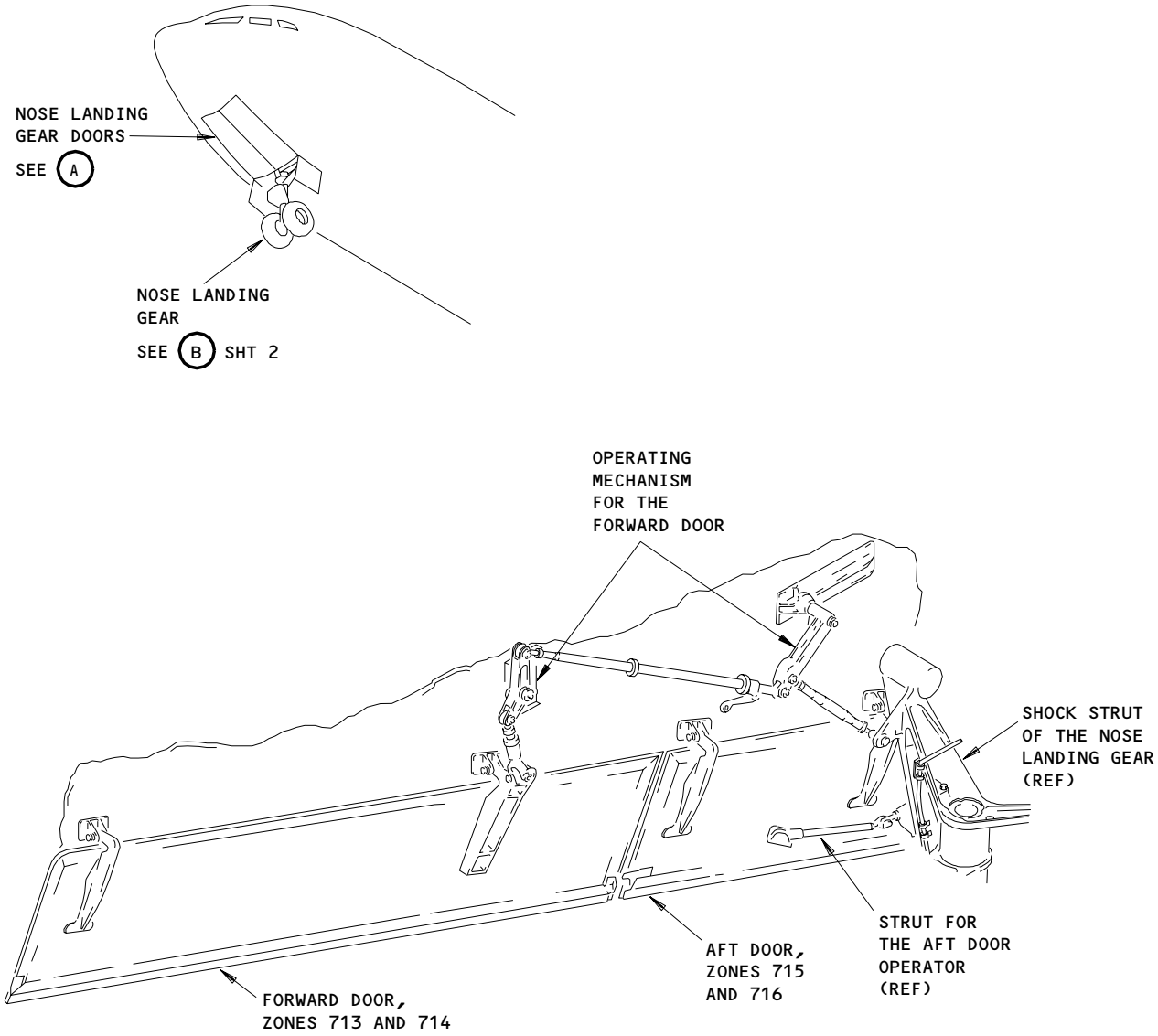
Main Landing Gear and Doors – Component Location
Figure 102 (Sheet 2)

NOSE LANDING GEAR AND DOORS

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
BEAM – ACTUATOR SUPPORT	2	1	NOSE WHEEL WELL	32-21-04
DOOR – AFT	1	2	715,716, NOSE WHEEL WELL	32-22-04
DOOR – FORWARD	1	2	713,714, NOSE WHEEL WELL	32-22-01
FITTING – AFT TOW	2	1	NOSE GEAR	32-21-12
FITTING – FORWARD TOW	2	1	NOSE GEAR	32-21-12
LINK – AFT LOCK	2	1	NOSE WHEEL WELL	32-21-07
LINK – FORWARD LOCK	2	1	NOSE WHEEL WELL	32-21-07
LINK – LOWER TORSION	2	1	NOSE GEAR	32-21-11
LINK – SUPPORT	2	1	NOSE WHEEL WELL	32-21-00
LINK – UPPER TORSION	2	1	NOSE GEAR	32-21-11
MECHANISM – FORWARD DOOR OPERATING	1	2	NOSE WHEEL WELL	32-22-02
SEAL – SHOCK STRUT	2	6	NOSE GEAR SHOCK STRUT	32-21-25
SPRING – LOCK	2	2	NOSE WHEEL WELL	32-21-09
STRUT – LOWER DRAG	2	1	NOSE WHEEL WELL	32-21-05
STRUT – SHOCK	2	1	NOSE WHEEL WELL	32-21-00
STRUT – UPPER DRAG	2	1	NOSE WHEEL WELL	32-21-05
WHEEL/TIRE ASSEMBLY	2	2	NOSE GEAR	32-45-02

Nose Landing Gear and Doors – Component Index
Figure 101

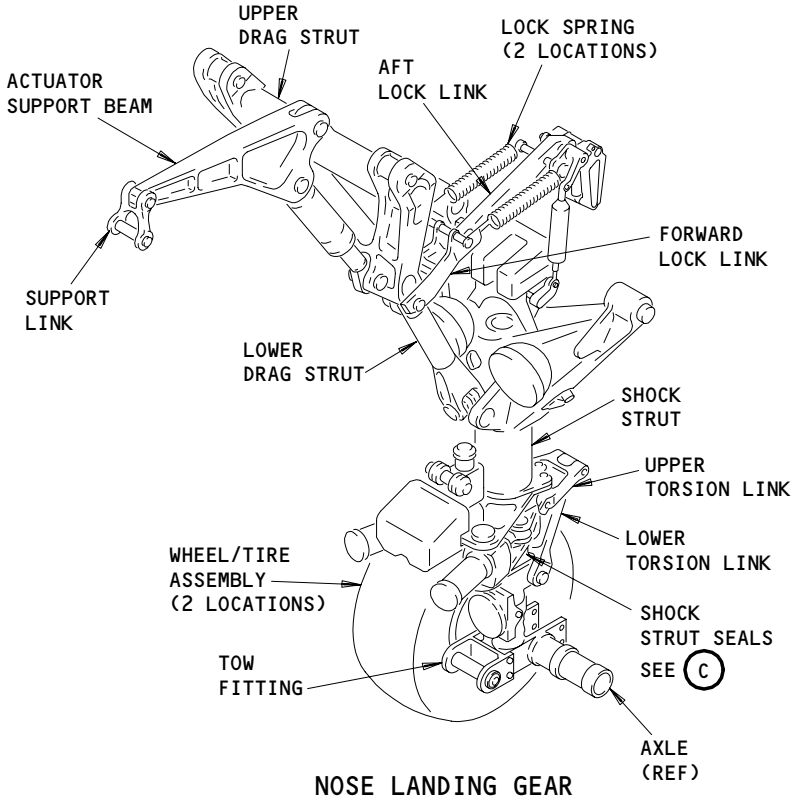
E14483



NOSE LANDING GEAR DOORS

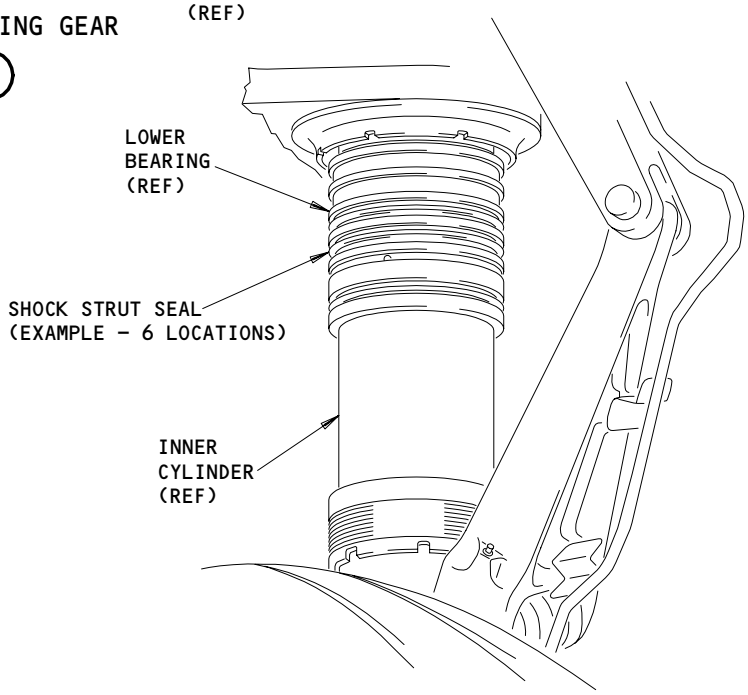
A

Nose Landing Gear and Doors - Component Location
Figure 102 (Sheet 1)



NOSE LANDING GEAR

B



SHOCK STRUT SEALS

C

Nose Landing Gear and Doors – Component Location
Figure 102 (Sheet 2)

LANDING GEAR EXTENSION AND RETRACTION

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ACTUATOR – LANDING GEAR ALTERNATE EXTEND, M1104	9	1	119AL, MAIN EQUIP CTR	32-35-12
ACTUATOR – MAIN GEAR DOOR	2	2	LEFT & RIGHT MAIN WHEEL WELLS	32-32-12
ACTUATOR – MAIN GEAR DOOR ARMING LOCKOUT	3	2	LEFT & RIGHT MAIN WHEEL WELLS	32-35-11
ACTUATOR – MAIN GEAR DOOR LATCH	3	2	LEFT & RIGHT MAIN WHEEL WELLS, DOOR UPLOCK RELEASE MECHANISM HOUSING	32-32-13
ACTUATOR – MAIN GEAR DRAG BRACE LOCK	5	2	LEFT & RIGHT MAIN GEAR	32-32-02
ACTUATOR – MAIN GEAR RETRACT	6	2	551TB,651TB, WING ACCESS PANELS	32-32-01
ACTUATOR – MAIN GEAR SIDE BRACE LOCK	5	2	LEFT & RIGHT MAIN GEAR	32-32-02
ACTUATOR – NOSE GEAR LOCK	7	1	NOSE WHEEL WELL	32-34-02
ACTUATOR – NOSE GEAR RETRACT	8	1	NOSE WHEEL WELL	32-34-01
CABLES – LANDING GEAR EXTENSION AND RETRACTION	11	8	113AL, FWD EQUIP BAY TO SELECTOR VALVES IN RIGHT MAIN WHEEL WELL	32-00-25
CABLES – MAIN GEAR ALTERNATE EXTENSION	11	10	119AL, MAIN EQUIP CTR TO DOOR UPLOCK RELEASE QUADRANT ABOVE MAIN WHEEL WELLS	32-00-25
CABLES – MAIN GEAR DOOR GROUND RELEASE	11	4	197BL,198BR, MLG DOOR GROUND RELEASE LEVER ACCESS DOOR FORWARD AND UP TO DOOR UPLOCK RELEASE GROUND QUADRANT IN MAIN WHEEL WELL	32-00-25
CAM BOX – MAIN GEAR GEAR-OPERATED SEQUENCE VALVE	3	2	LEFT & RIGHT MAIN WHEEL WELLS	32-32-09
CARTRIDGE – NOSE WHEEL STEERING SPRING	8	1	NOSE WHEEL WELL	32-34-06
CIRCUIT BREAKERS	1		FLT COMPT, P6,P11	
LANDING GEAR ALTN EXT LATCH RST, C1177		1	11U14	*
LANDING GEAR ALTN EXT MOTOR, C4248		1	6F6	*
LANDING GEAR LEVER LOCK, C1174		1	11U20	*
CRANK – MAIN GEAR ALTERNATE EXTEND UPLOCK RELEASE	3	2	LEFT & RIGHT MAIN WHEEL WELLS	32-35-03
CYLINDER – MAIN GEAR TRANSFER	6	2	552CB,652CB, WING ACCESS PANELS	32-32-10
CYLINDER – NOSE GEAR TRANSFER	7	1	NOSE WHEEL WELL	32-34-04
DRUM AND LOCKOUT – NOSE WHEEL STEERING	8	1	NOSE WHEEL WELL	32-34-05
FUSE – MAIN GEAR TRUCK POSITIONER	6	4	552CB,652CB, WING ACCESS PANELS	32-32-19
HOOK – MAIN GEAR DOOR UPLOCK	3	2	LEFT & RIGHT MAIN WHEEL WELLS	32-32-14
LEVER – MAIN GEAR DOOR GROUND RELEASE	10	2	197BL,198BR, MLG DOOR GROUND RELEASE LEVER ACCESS DOOR	32-35-05
LOAD LIMITER – MAIN GEAR ALTERNATE EXTEND	9	2	119AL, MAIN EQUIP CTR	32-35-14
LOAD LIMITER – NOSE GEAR ALTERNATE EXTEND	9	1	119AL, MAIN EQUIP CTR	32-35-15
MODULE – LANDING GEAR CONTROL LEVER, M937	1	1	FLT COMPT, P3	32-31-01
POSITIONER – MAIN GEAR TRUCK	5	2	MAIN GEAR	32-32-18
QUADRANT – LANDING GEAR ALTERNATE EXTEND	9	2	119AL, MAIN EQUIP CTR	32-35-13
QUADRANT – LANDING GEAR CONTROL LEVER	1	1	FLT COMPT, P3, BEHIND CONTROL LEVER MODULE M937	32-31-00
QUADRANT – LANDING GEAR SELECTOR VALVE	4	1	ON TOP OF RIGHT MAIN WHEEL WELL DIRECTLY ABOVE LANDING GEAR SELECTOR VALVES	32-31-03
QUADRANT – MAIN GEAR ALTERNATE EXTEND UPLOCK RELEASE GROUND	3	2	LEFT & RIGHT MAIN WHEEL WELLS	32-35-07
QUADRANT – MAIN GEAR DOOR GROUND RELEASE	10	2	197BL,198BR, MLG DOOR GROUND RELEASE LEVER ACCESS DOOR	32-35-05

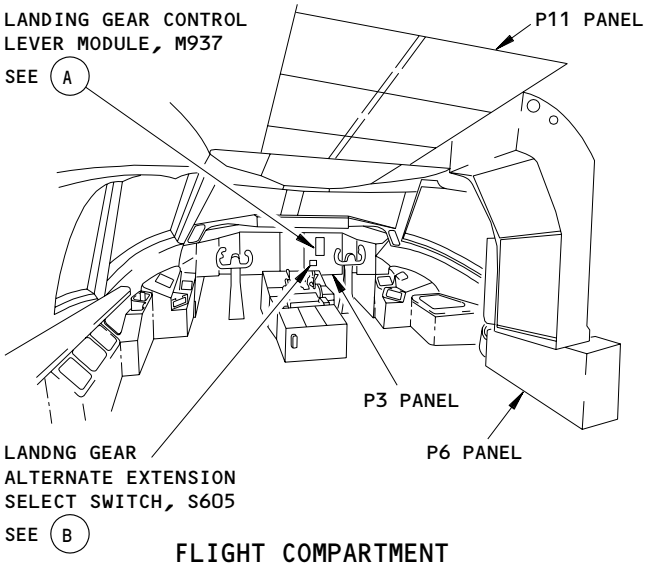
* SEE WM EQUIPMENT LIST

Component Index
Figure 101 (Sheet 1)

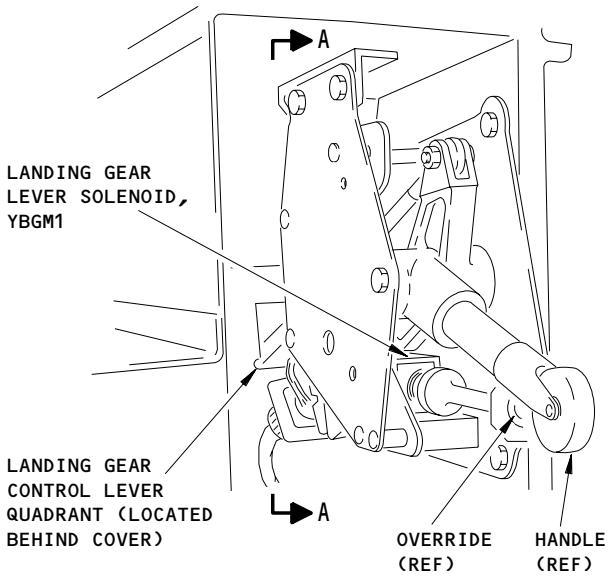
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
RELAY - (REF 32-09-00, FIG. 101) SYS NO. 1 AIR/GND, K147 SYS NO. 2 AIR/GND, K209				
SOLENOID - LANDING GEAR LEVER LOCK, YGBM1	1	1	FLT COMPT, P3, CONTROL LEVER MODULE M937	*
SWITCH - (REF 27-62-00, FIG. 101) GEAR TILT PRESSURE, S452,S453				
SWITCH - LANDING GEAR ALTERNATE EXTENSION SELECT, S605	1	1	FLT COMPT, P3	*
SWITCH - LDG GR ALTN RETN, S606,S607	9	2	119AL, MAIN EQUIP CTR, ALTERNATE EXTEND ACTUATOR M1104	*
SWITCH - LANDING GEAR LEVER POSITION, DOWN, YBGS3,YBGS4	1	2	FLT COMPT, P3, CONTROL LEVER MODULE, M937	*
SWITCH - LANDING GEAR LEVER POSITION, OFF, YBGS2,YBGS6	1	2	FLT COMPT, P3, CONTROL LEVER MODULE, M937	*
SWITCH - LANDING GEAR LEVER POSITION, UP, YBGS1,YBGS5	1	2	FLT COMPT, P3, CONTROL LEVER MODULE, M937	*
VALVE - MAIN GEAR DOOR SAFETY	3	2	LEFT & RIGHT MAIN WHEEL WELLS, DOOR UPLOCK RELEASE MECHANISM HOUSING	32-35-10
VALVE - MAIN GEAR DOOR-OPERATED SEQUENCE	2	2	LEFT & RIGHT MAIN WHEEL WELLS	32-32-06
VALVE - MAIN GEAR GEAR-OPERATED SEQUENCE	3	2	LEFT & RIGHT MAIN WHEEL WELLS	32-32-08
VALVE - NOSE GEAR PRIORITY	7	1	NOSE WHEEL WELL	32-34-00
VALVES - LANDING GEAR SELECTOR	4	2	RIGHT MAIN WHEEL WELL	32-31-02

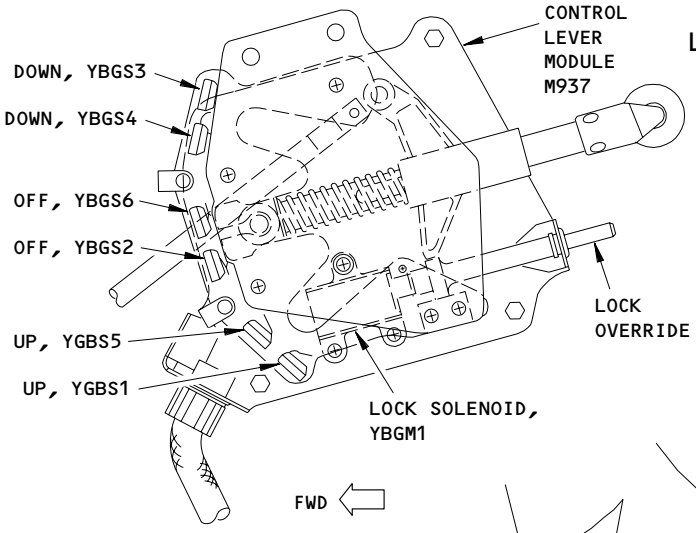
* SEE WM EQUIPMENT LIST

Component Index
Figure 101 (Sheet 2)



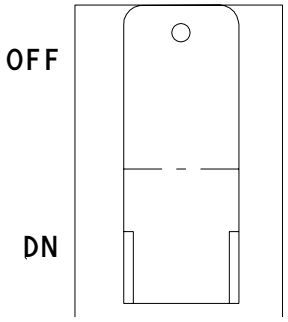
FLIGHT COMPARTMENT

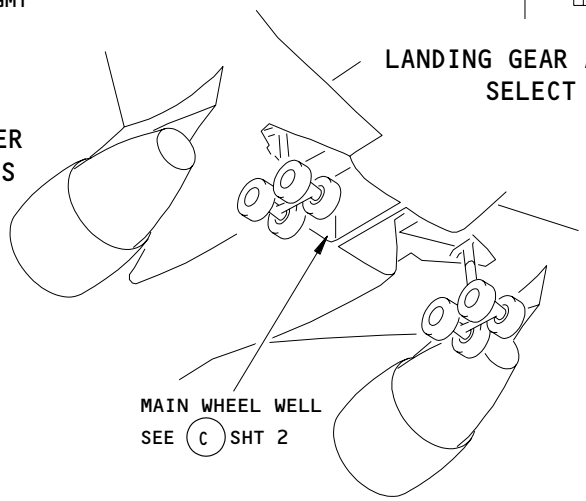




LANDING GEAR LEVER POSITION SWITCHES
A-A

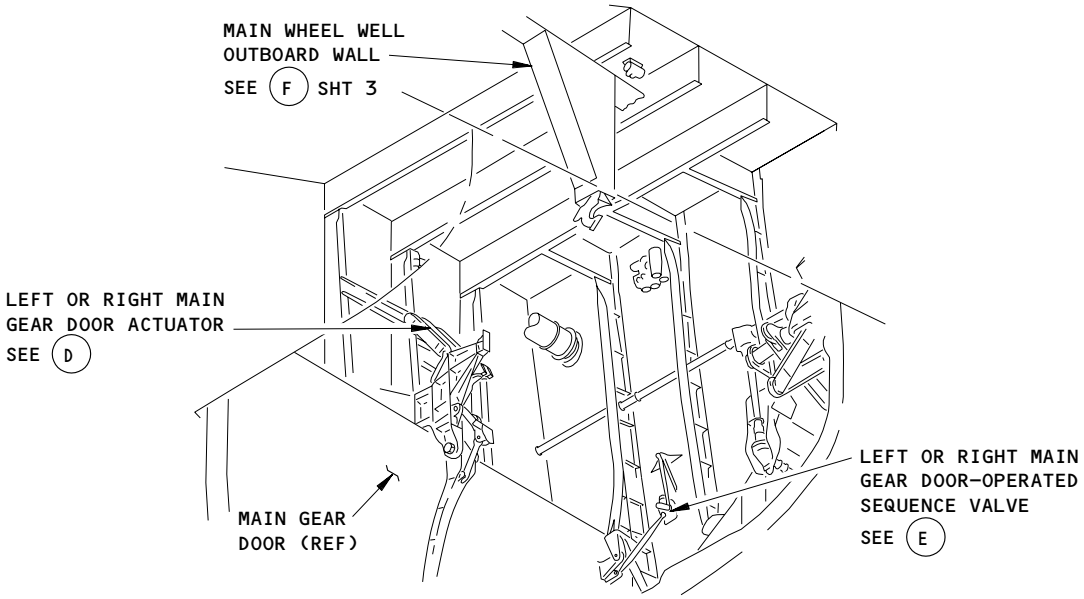
LANDING GEAR CONTROL LEVER MODULE, M937
(A)





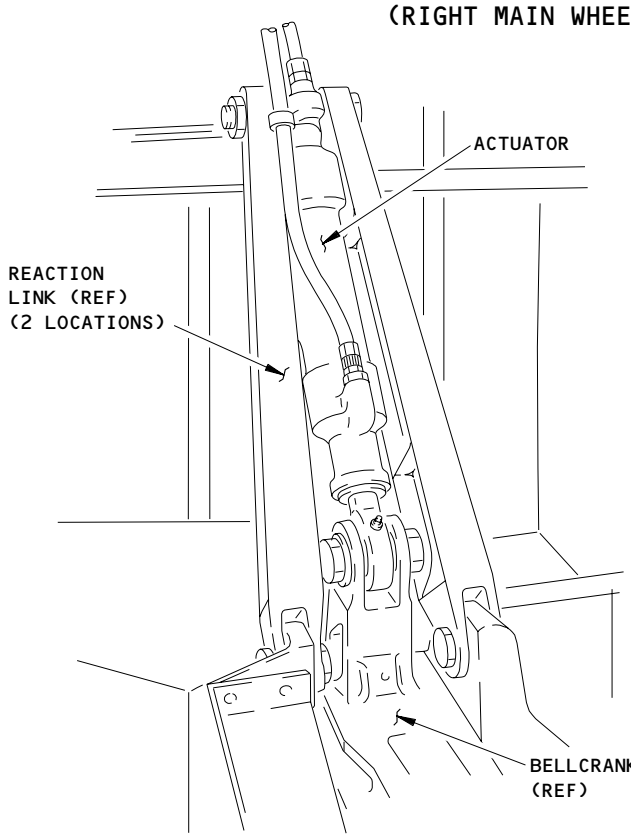
LANDING GEAR ALTERNATE EXTENSION SELECT SWITCH, S605
(B)

Landing Gear Extension and Retraction - Component Location
Figure 102 (Sheet 1)



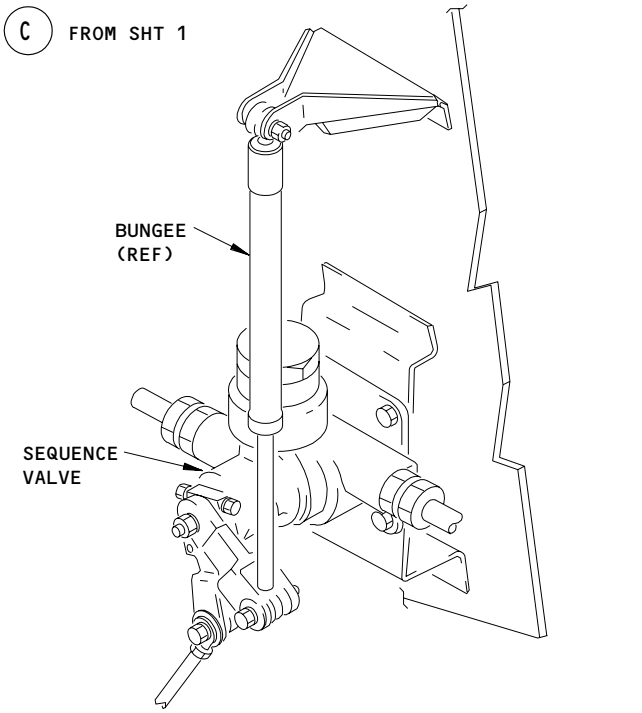
LEFT MAIN WHEEL WELL
(RIGHT MAIN WHEEL WELL IS EQUIVALENT)

(C) FROM SHT 1



LEFT OR RIGHT MAIN GEAR DOOR ACTUATOR

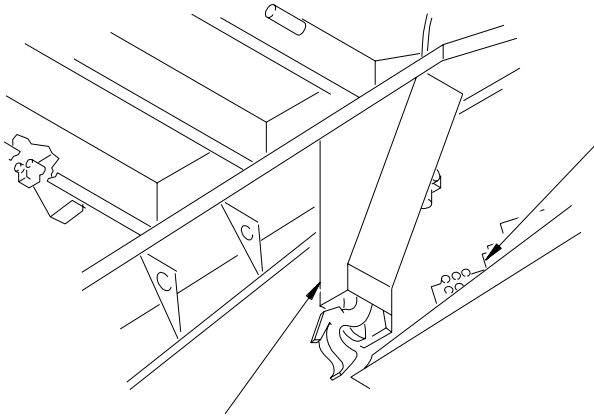
(D)



LEFT OR RIGHT MAIN GEAR DOOR-OPERATED
SEQUENCE VALVE

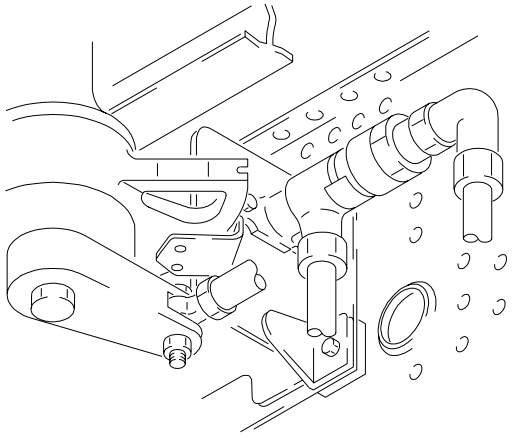
(E)

Landing Gear Extension and Retraction - Component Location
Figure 102 (Sheet 2)



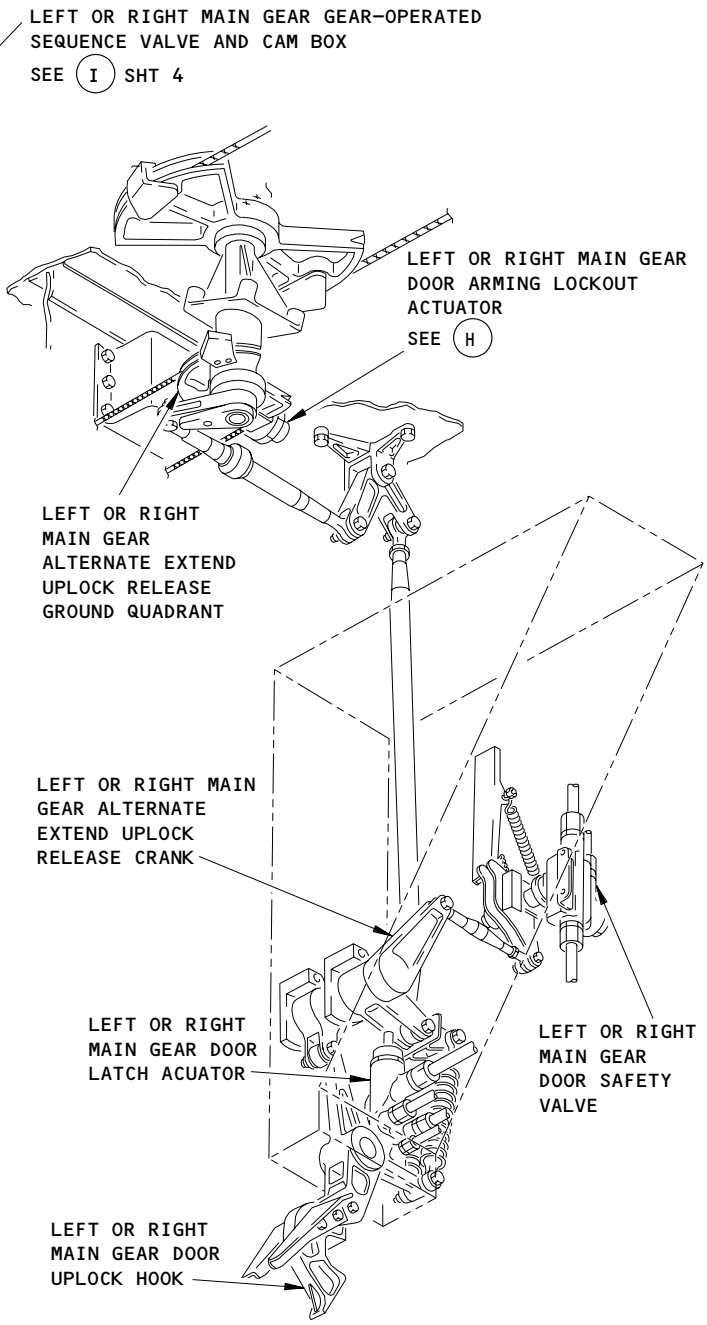
LEFT MAIN WHEEL WELL OUTBOARD WALL
(RIGHT MAIN WHEEL WELL OUTBOARD WALL IS EQUIVALENT)

F FROM SHT 2



LEFT OR RIGHT MAIN GEAR DOOR
ARMING LOCKOUT ACTUATOR

H

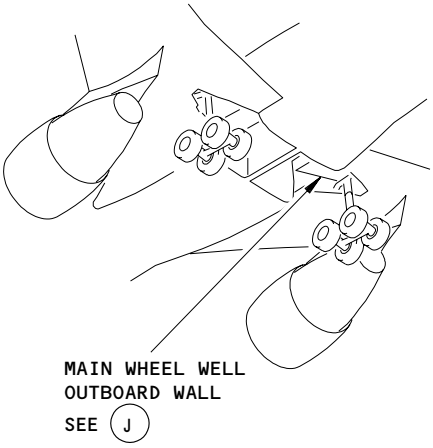


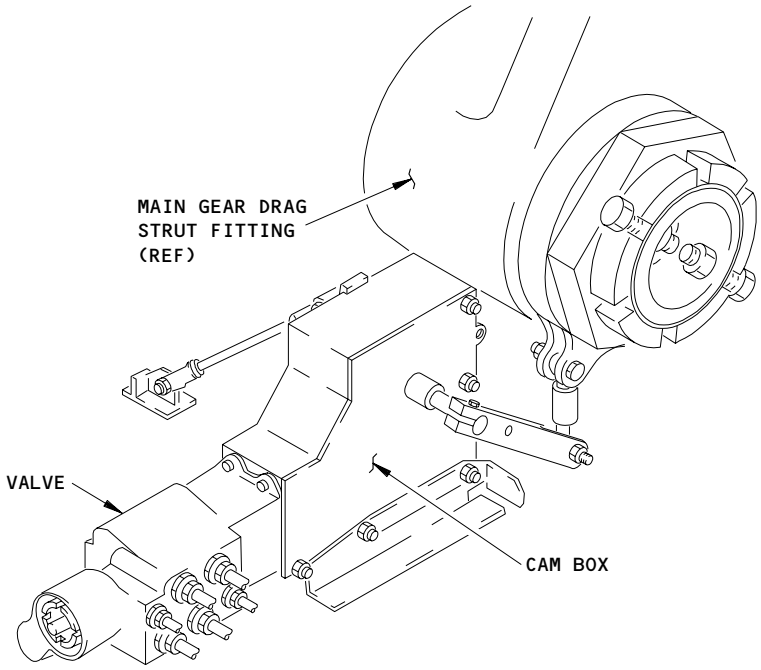
LEFT OR RIGHT MAIN GEAR DOOR UPLOCK RELEASE MECHANISM

G

Landing Gear Extension and Retraction - Component Location
Figure 102 (Sheet 3)

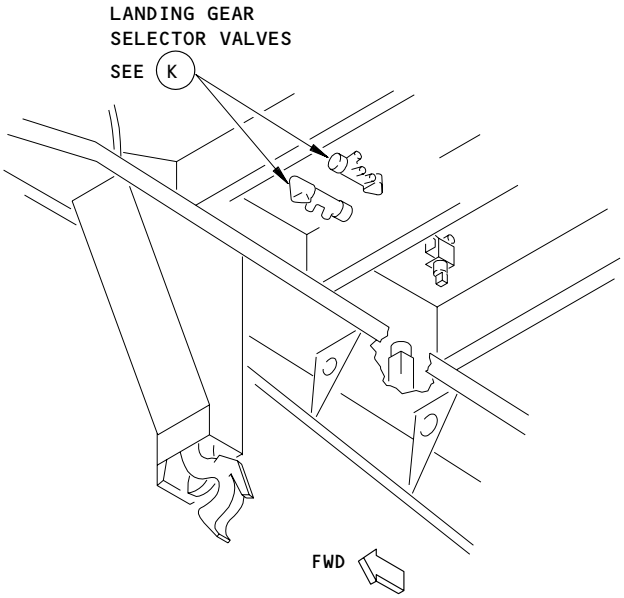
38862





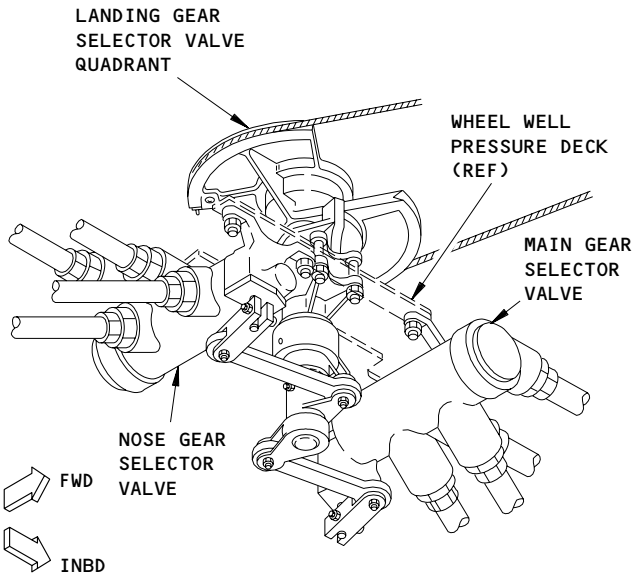
LEFT OR RIGHT MAIN GEAR GEAR-OPERATED
SEQUENCE VALVE AND CAM BOX

I FROM SHT 3



RIGHT MAIN WHEEL WELL

J

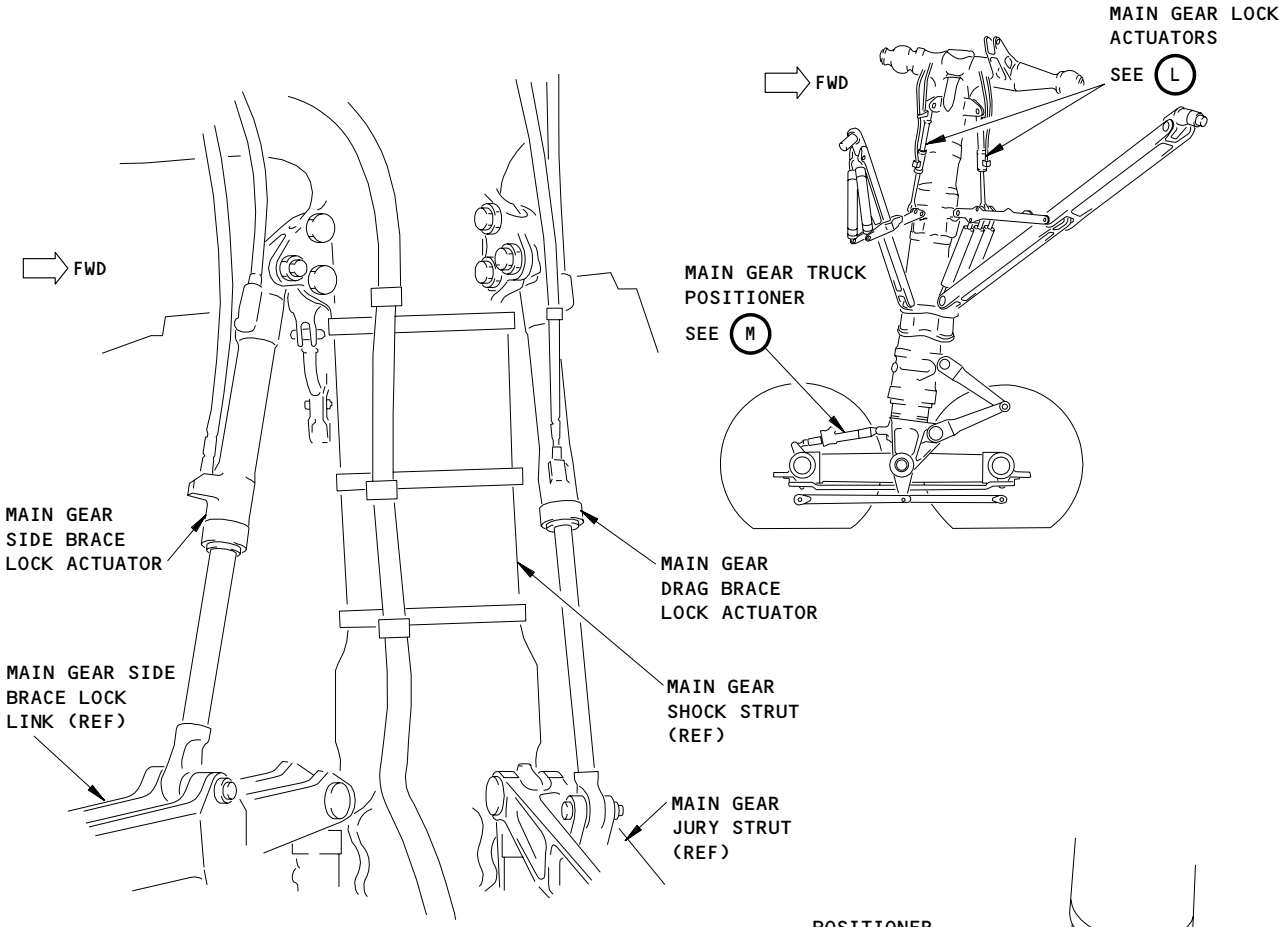


LANDING GEAR SELECTOR VALVES

K

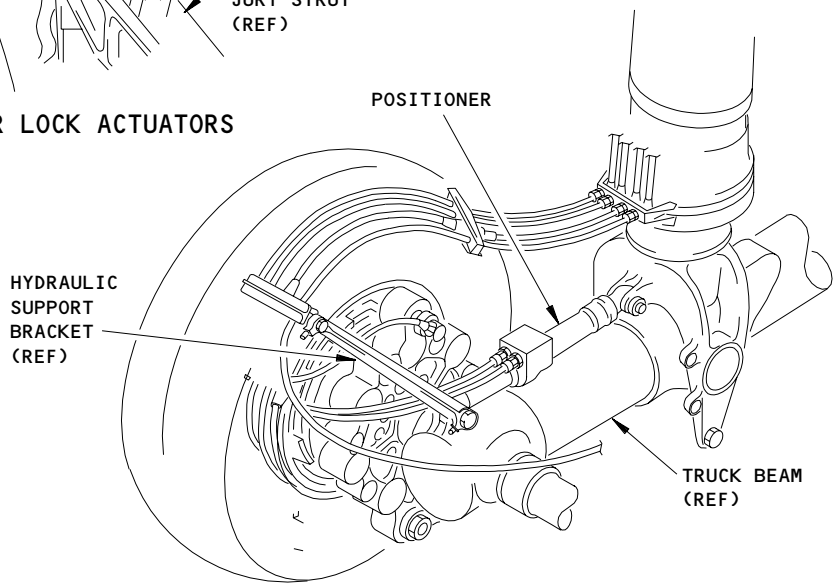
Landing Gear Extension and Retraction - Component Location
Figure 102 (Sheet 4)

38868



LEFT OR RIGHT MAIN GEAR LOCK ACTUATORS

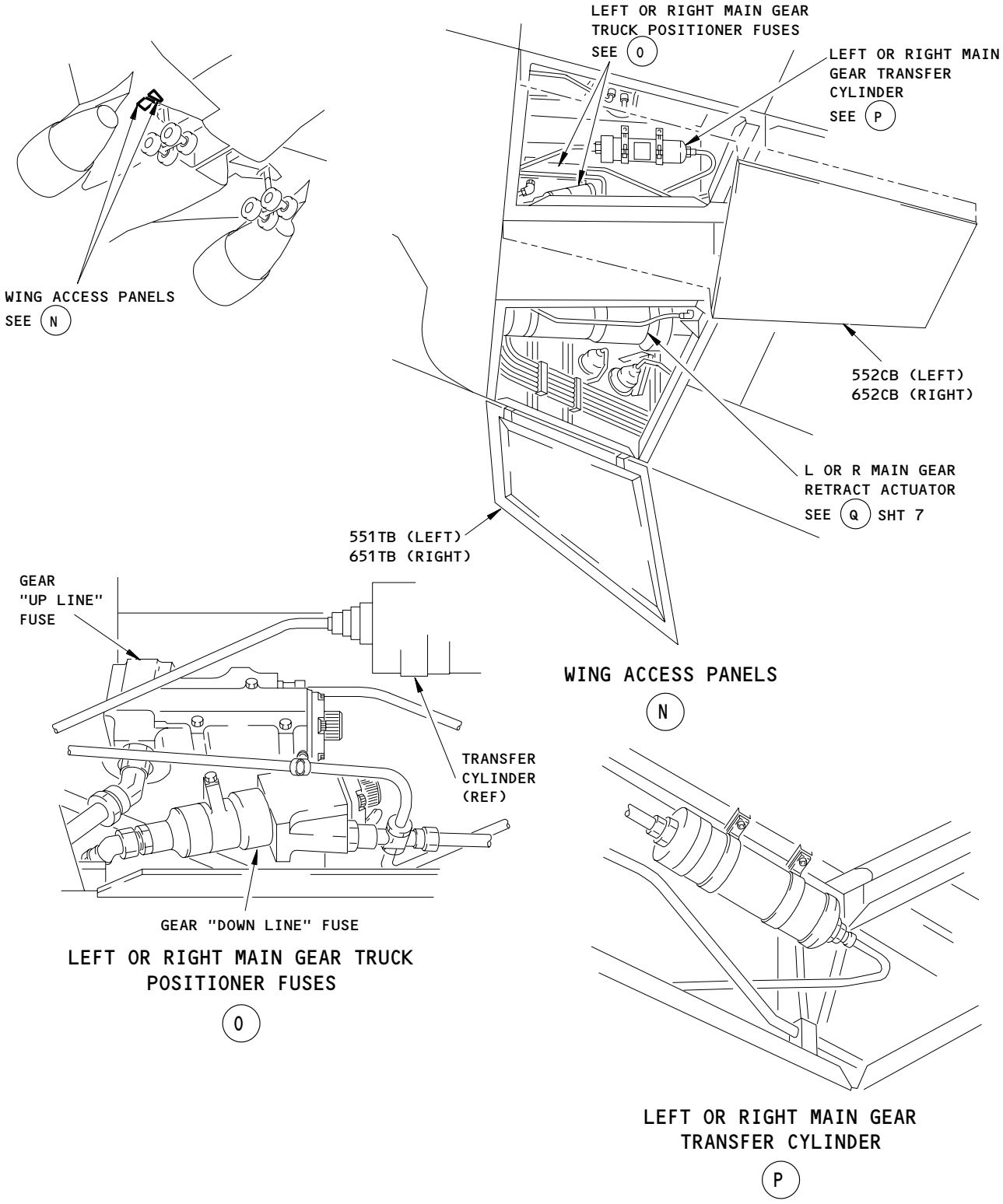
L



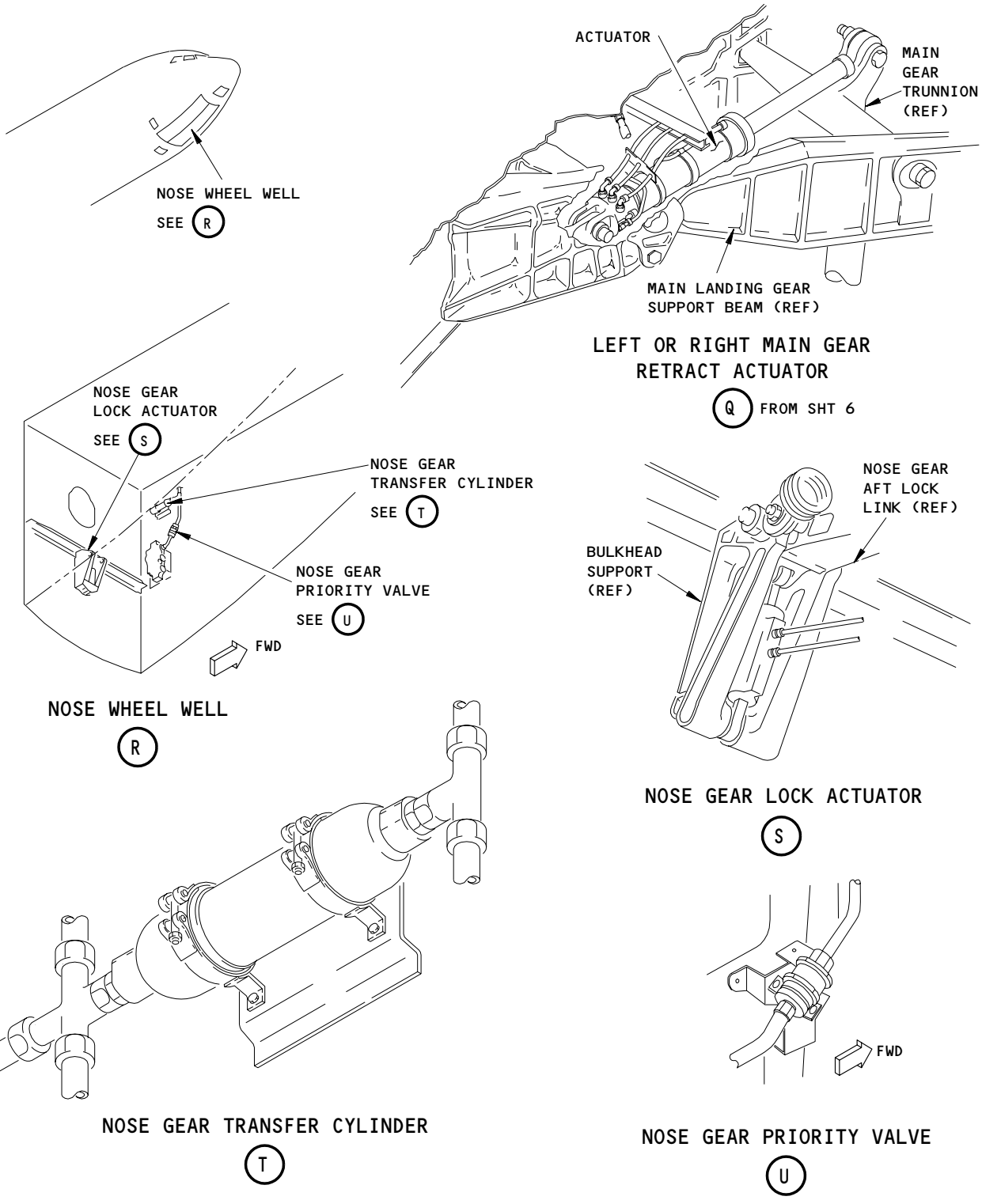
LEFT OR RIGHT MAIN GEAR TRUCK POSITIONER

M

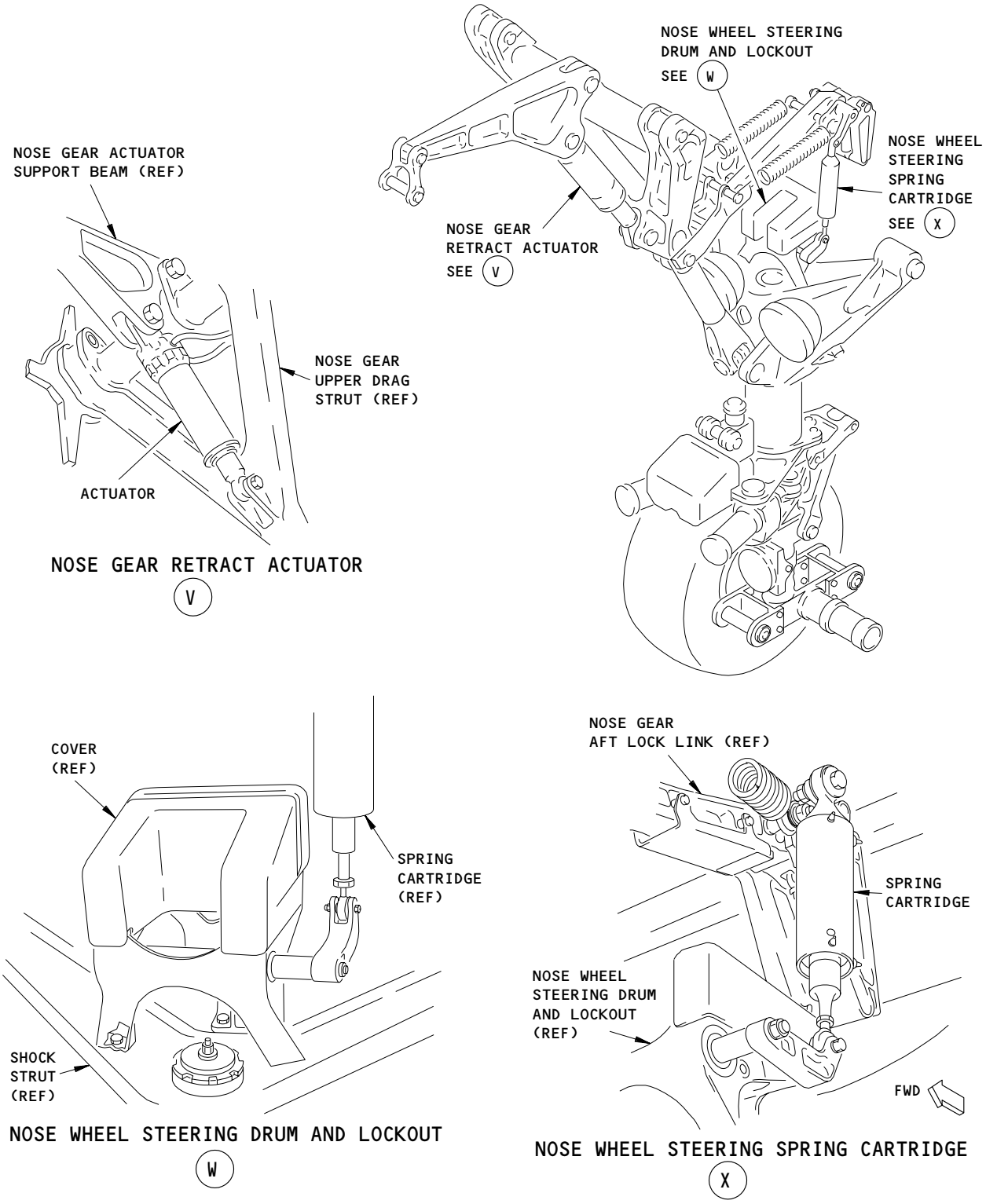
Landing Gear Extension and Retraction – Component Location
Figure 102 (Sheet 5)



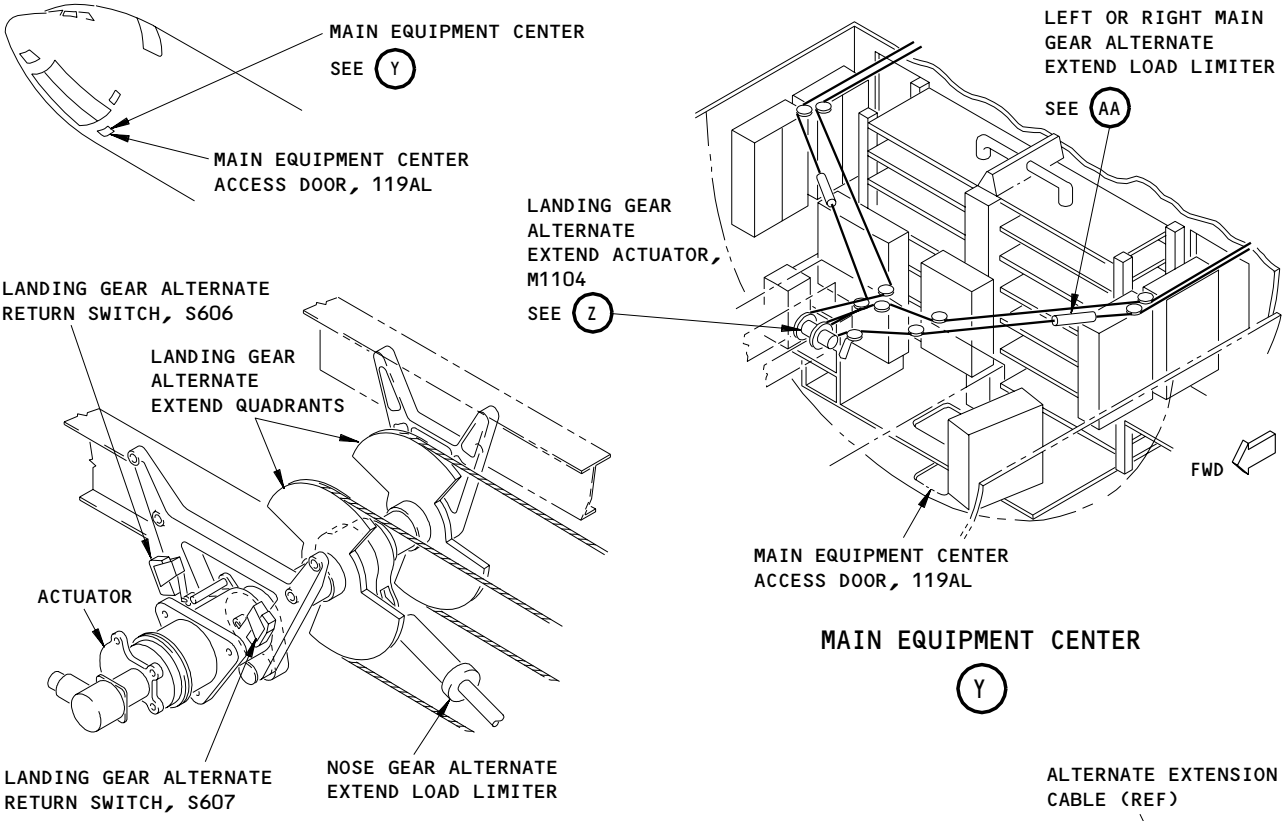
Landing Gear Extension and Retraction – Component Location
Figure 102 (Sheet 6)



Landing Gear Extension and Retraction – Component Location
Figure 102 (Sheet 7)



Landing Gear Extension and Retraction - Component Location
Figure 102 (Sheet 8)

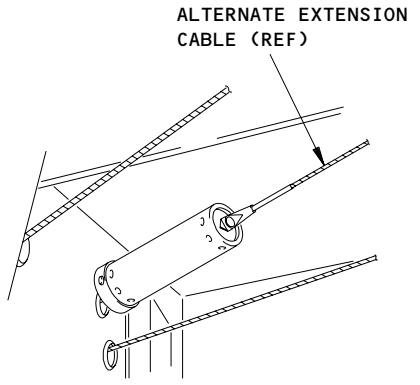


MAIN EQUIPMENT CENTER

Y

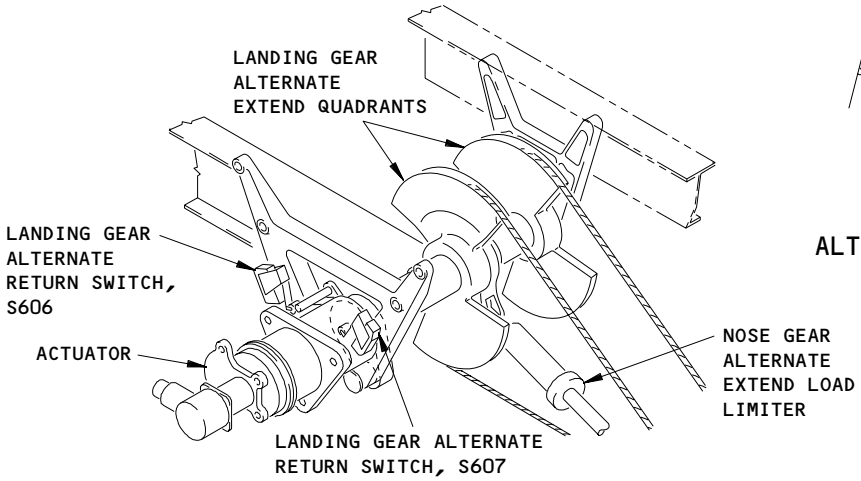
LANDING GEAR ALTERNATE EXTEND ACTUATOR, M1104

Z 1



LEFT OR RIGHT MAIN GEAR ALTERNATE EXTEND LOAD LIMITER

AA



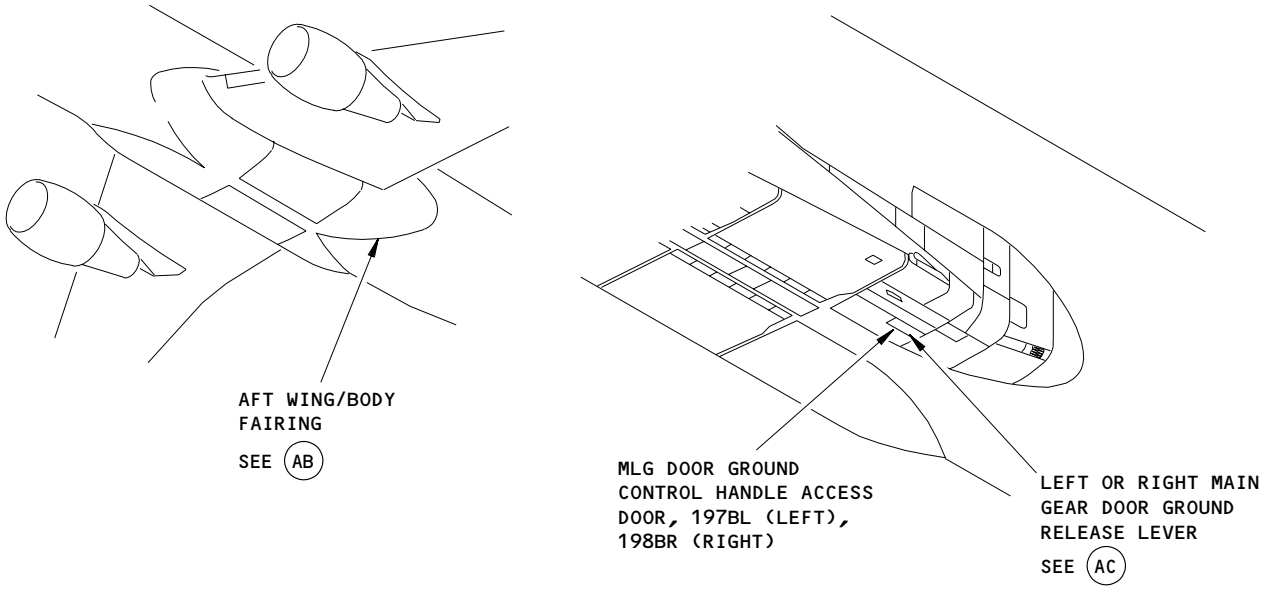
LANDING GEAR ALTERNATE EXTEND ACTUATOR, M1104

Z 2

1 NON-OFFSET ALTERNATE EXTEND QUADRANTS

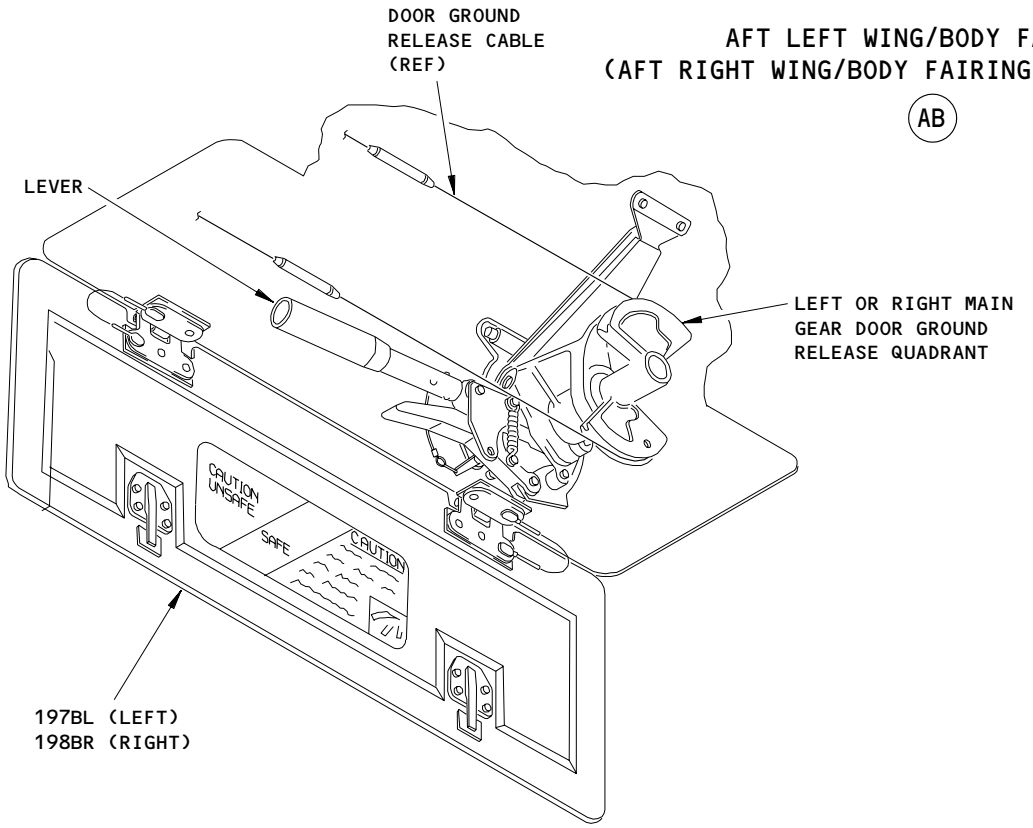
2 OFFSET ALTERNATE EXTEND QUADRANTS

Landing Gear Extension and Retraction - Component Location
Figure 102 (Sheet 9)



AFT LEFT WING/BODY FAIRING
(AFT RIGHT WING/BODY FAIRING IS EQUIVALENT)

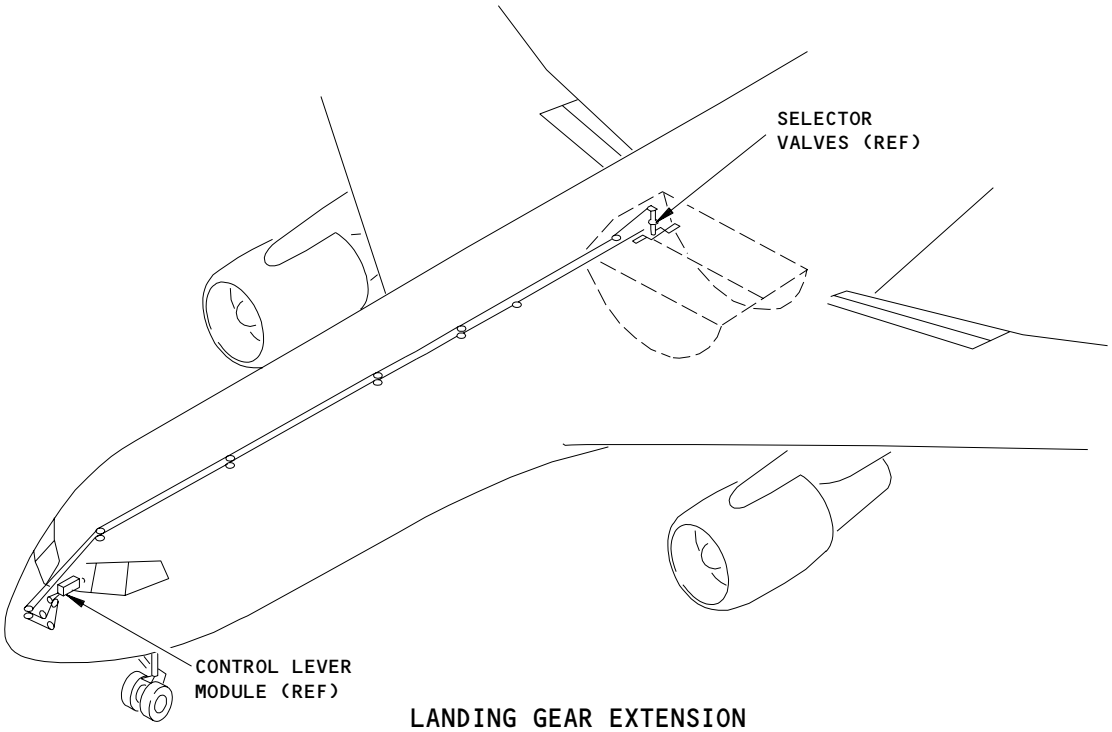
(AB)



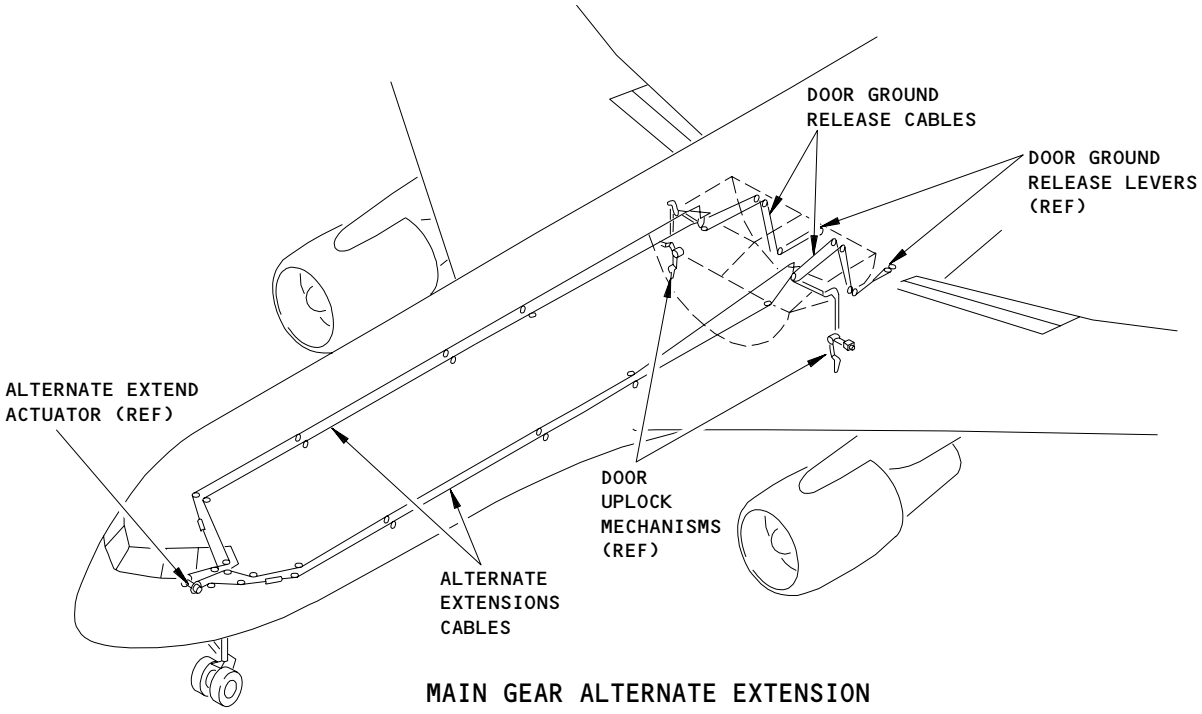
LEFT OR RIGHT MAIN GEAR DOOR GROUND RELEASE LEVER

(AC)

Landing Gear Extension and Retraction - Component Location
Figure 102 (Sheet 10)



LANDING GEAR EXTENSION
AND RETRACTION CONTROL CABLES



MAIN GEAR ALTERNATE EXTENSION
AND DOOR GROUND RELEASE CONTROL CABLES

Landing Gear Extension and Retraction - Component Location
Figure 102 (Sheet 11)

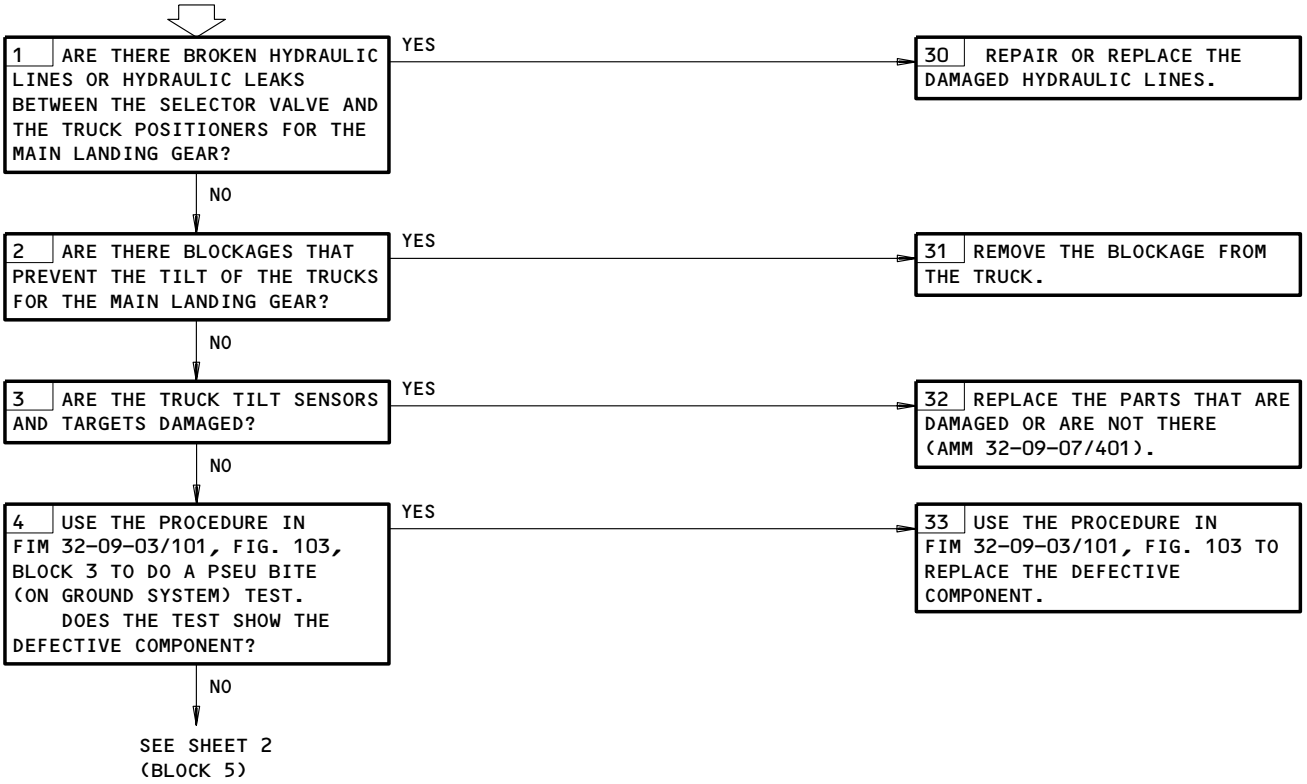
Not Used
Figure 103

PREREQUISITES

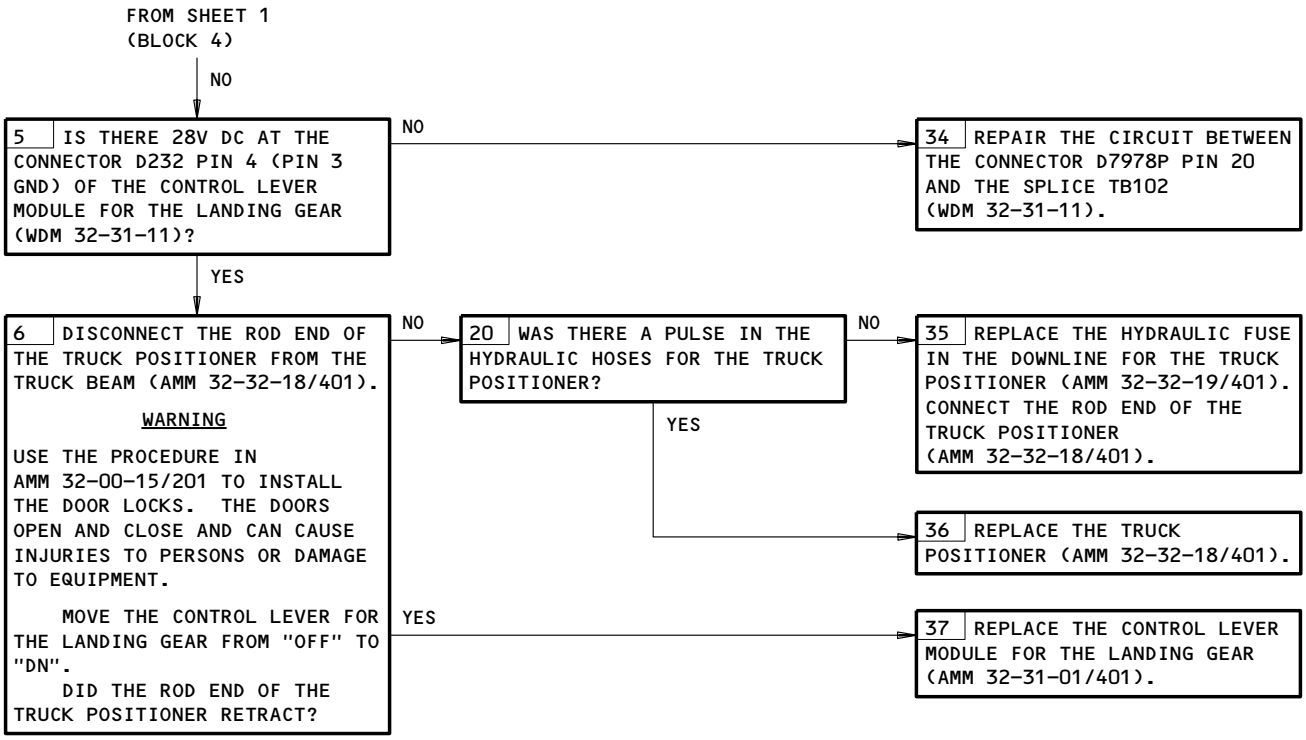
MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11U20

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
CENTER HYDRAULIC SYSTEM IS PRESSURIZED (AMM 29-11-00/201)
DOOR LOCKS ARE INSTALLED (AMM 32-00-15/201)
DOWNLOCKS ARE INSTALLED ON LANDING GEAR (AMM 32-00-20/201)

GEAR LEVER WOULD NOT MOVE TO "UP" POS INFLT. WAS FREE TO MOVE TO "UP" POS WHEN "LOCK OVRD" PUSHED.



Gear Lever Would not Move to UP Pos Inflt. Was Free to Move to UP Pos when LOCK OVRD Pushed.
Figure 104 (Sheet 1)



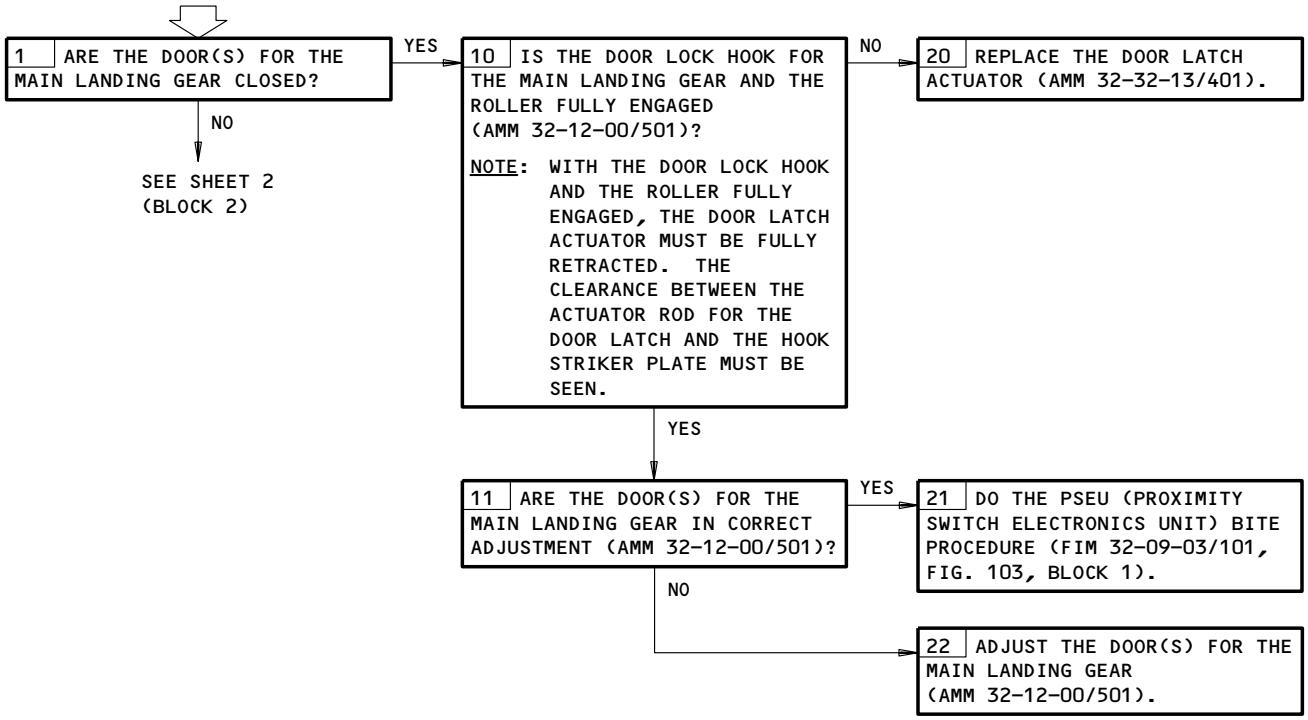
Gear Lever Would not Move to UP Pos Inflt. Was Free to Move to UP Pos when LOCK OVRD Pushed.
Figure 104 (Sheet 2)

PREREQUISITES

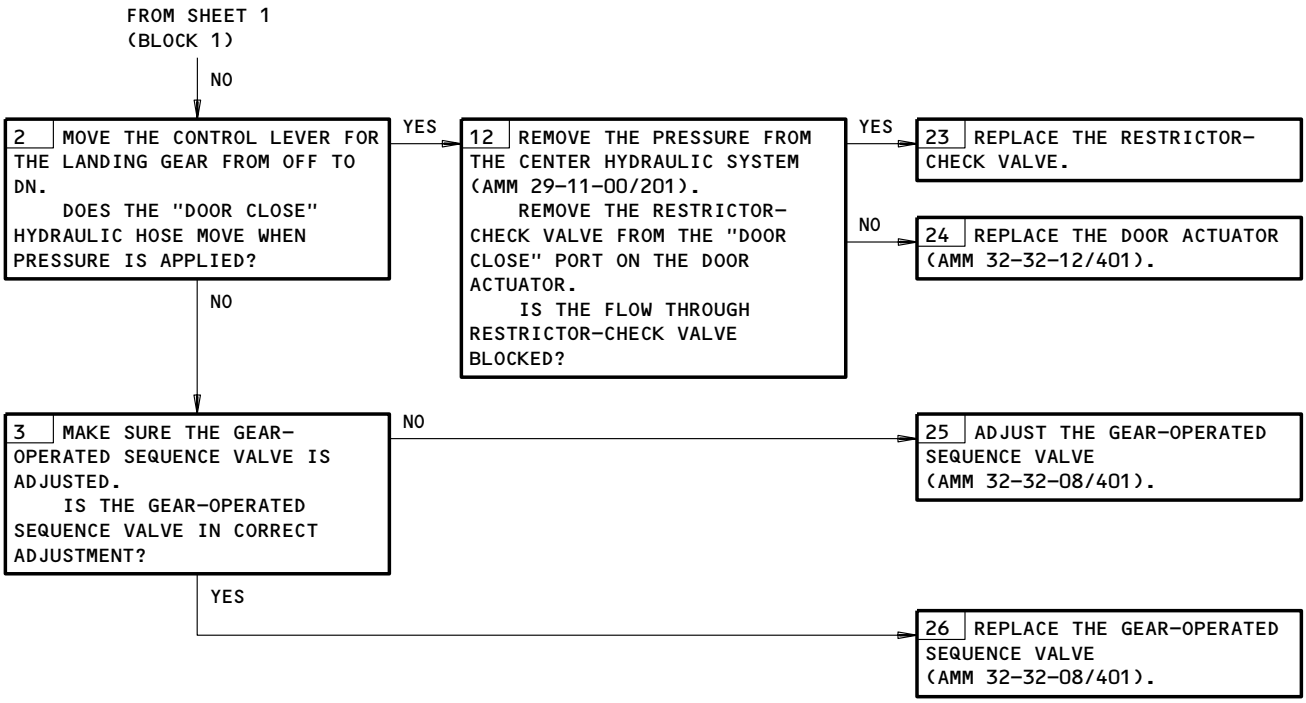
MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:

- ELECTRICAL POWER IS ON (AMM 24-22-00/201)
- CENTER HYDRAULIC SYSTEM IS PRESSURIZED (AMM 29-11-00/201)
- DOWNLOCKS ARE INSTALLED ON LANDING GEAR (AMM 32-00-20/201)

EICAS MSG "GEAR DOORS" DISPLAYED AND "DOORS" AMBER LGT ILLUM WITH GEAR DN



EICAS Msg GEAR DOORS Displayed and DOORS Amber Lgt Illum With Gear Dn
Figure 105 (Sheet 1)



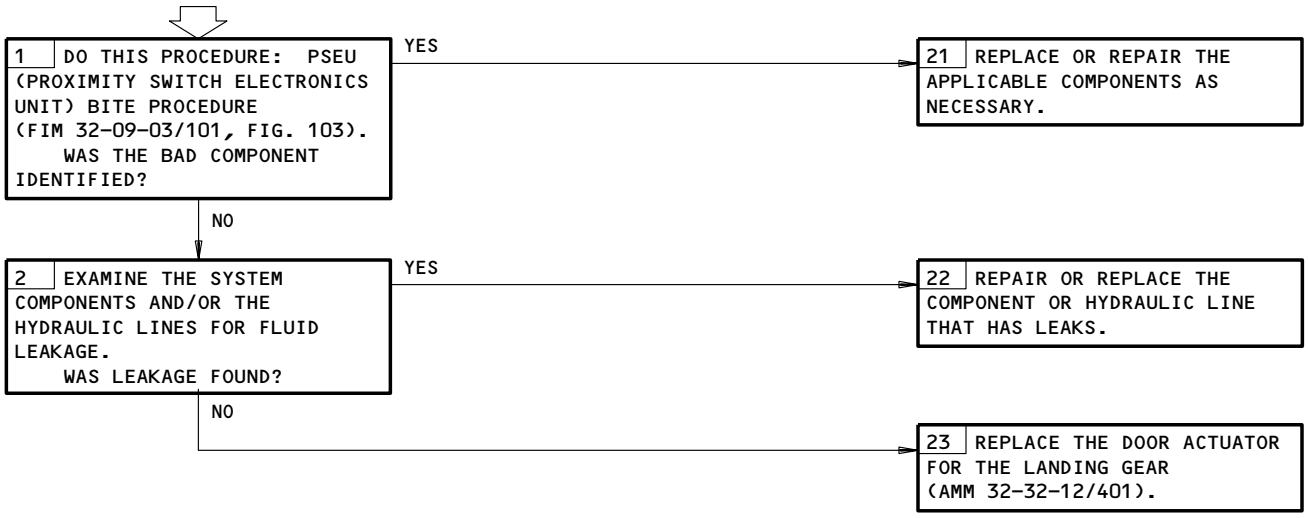
EICAS Msg GEAR DOORS Displayed and DOORS Amber Lgt Illum With Gear Dn
Figure 105 (Sheet 2)

EICAS MSG "GEAR DOORS" DISPLAYED AND "DOORS" AMBER LGT SLOW TO EXTIN AFTER GEAR EXTENSION

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
- EICAS (AMM 31-41-00/201)

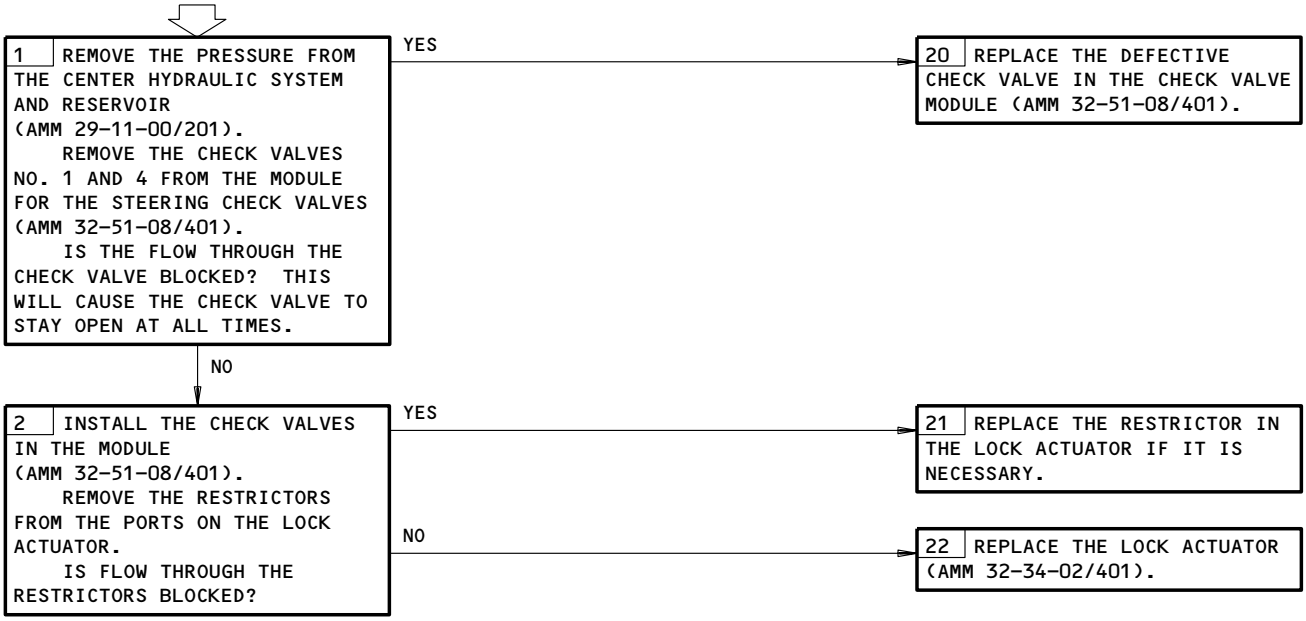
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
- ELECTRICAL POWER IS ON (AMM 24-22-00/201)
- CENTER HYDRAULIC SYSTEM IS PRESSURIZED (AMM 29-11-00/201)
- DOORLOCKS ARE INSTALLED (AMM 32-00-15/201)



EICAS Msg GEAR DOORS Displayed and DOORS Amber Lgt Slow to Extin After Gear Extension
Figure 105A

"NOSE" GEAR GREEN DN LGT FAILED TO ILLUM WITH GEAR HANDLE "DN". EICAS MSG "GEAR DISAGREE" DISPLAYED. "DOORS" AMBER LGT WAS EXTIN AND "GEAR" LGT WAS ILLUM. INDICATIONS WERE NORM AFTER ALT GEAR EXT.

PREREQUISITES
NONE



NOSE Gear Green Dn Lgt Failed to Illum with Gear Handle DN. EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt was Extin and GEAR Lgt was Illum. Indications were Norm after Alt Gear Ext.
Figure 106

PREREQUISITES
NONE

"NOSE" GEAR GREEN DN LGT FAILED TO ILLUM WITH GEAR HANDLE "DN". EICAS MSG "GEAR DISAGREE" DISPLAYED. "DOORS" AMBER LGT WAS EXTIN AND "GEAR" LGT WAS ILLUM. ALT GEAR EXT WAS ATTEMPTED.

1 RELEASE THE LOCK ON ROD 2 OF THE MECHANISM THAT OPERATES THE FORWARD DOORS FOR THE NOSE LANDING GEAR.
OPEN THE FORWARD DOORS.
EXAMINE THE LOCK LINK ASSEMBLY TO SEE IF THERE IS DAMAGE, A BLOCKAGE, OR IT DOES NOT MOVE FREELY.
DO YOU HAVE ONE OR MORE OF THESE CONDITIONS?

YES → 21 REMOVE THE OBSTRUCTIONS AND/OR REPLACE THE DAMAGED COMPONENTS OF THE LOCK LINK ASSEMBLY (AMM 32-21-06/401).

NO → 22 DO THE PSEU (PROXIMITY SWITCH ELECTRONICS UNIT) BITE TEST (FIM 32-09-03/101, FIG. 103, BLOCK 1).

NOSE Gear Green Dn Lgt Failed to Illum with Gear Handle DN. EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt was Extin and GEAR Lgt was Illum. Alt Gear Ext was Attempted.
Figure 107

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
- CENTER HYDRAULIC SYSTEM (AMM 29-11-00/201)

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
- ELECTRICAL POWER IS ON (AMM 24-22-00/201)
- DOOR LOCKS ARE INSTALLED (AMM 32-00-15/201)

GEAR GREEN DN LGT FAILED TO ILLUM WITH GEAR HANDLE "DN". EICAS MSG "GEAR DOORS" AND "GEAR DISAGREE" DISPLAYED. "DOORS" AND "GEAR" AMBER LGT ILLUM. ALT GEAR EXT WAS ATTEMPTED.

1 IS THERE BLOCKAGE OR DAMAGE OF THE SIDE BRACE AND DRAG BRACE?

YES → 20 REMOVE THE BLOCKAGES AND/OR REPLACE THE DAMAGED COMPONENTS (AMM 32-11-03, -10/401).

NO

2 LIFT THE AIRPLANE ON JACKS (AMM 07-11-01/201)

NO → 21 REPLACE THE RETRACT ACTUATOR (AMM 32-32-01/401).

WARNING

MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE AREA AROUND THE NOSE AND MAIN LANDING GEAR BEFORE YOU MOVE THE CONTROL LEVER FOR THE LANDING GEAR TO THE UP POSITION. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN THE LANDING GEAR RETRACTS.

PRESSURIZE THE CENTER HYDRAULIC SYSTEM (AMM 29-11-00/201).

MOVE THE CONTROL LEVER FOR THE LANDING GEAR TO THE UP POSITION. MAKE SURE THIS LANDING GEAR RETRACTS.

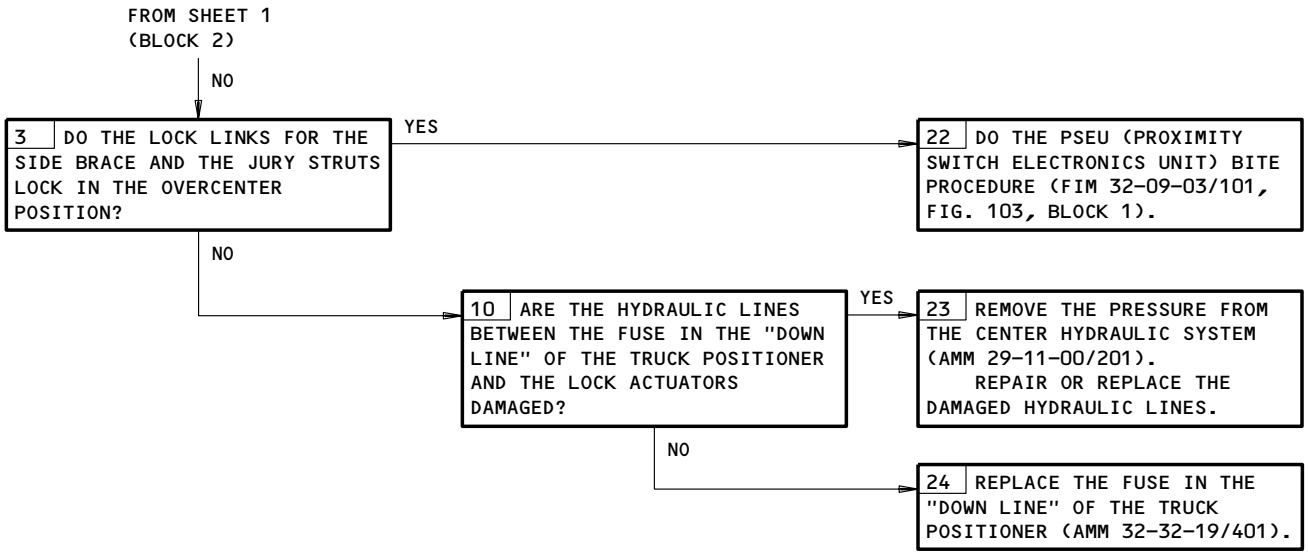
MOVE THE CONTROL LEVER TO THE DN POSITION.

DOES THE RETRACT ACTUATOR EXTEND TO EXTEND THE LANDING GEAR?

YES

SEE SHEET 2 (BLOCK 3)

Gear Green Dn Lgt Failed to Illum with Gear Handle DN.
EICAS Msg GEAR DOORS and GEAR DISAGREE Displayed. DOORS and GEAR Amber Lgt Illum.
Alt Gear Ext was Attempted.
Figure 108 (Sheet 1)



Gear Green Dn Lgt Failed to Illum with Gear Handle DN.
EICAS Msg GEAR DOORS and GEAR DISAGREE Displayed. DOORS and GEAR Amber Lgt Illum.
Alt Gear Ext was Attempted.
Figure 108 (Sheet 2)

GEAR GREEN DN LGT FAILED TO ILLUM WITH GEAR HANDLE "DN". EICAS MSG "DRAG BRACE" DISPLAYED. "GEAR" AMBER LGT WAS ILLUM.

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
- CENTER HYDRAULIC SYSTEM (AMM 29-11-00/201)

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
- ELECTRICAL POWER IS ON (AMM 24-22-00/201)
- DOWNLOCKS ARE INSTALLED (AMM 32-00-20/201)

1 EXAMINE THE DRAG BRACE, JURY STRUT, AND JURY STRUT SPRINGS.
ARE THERE BLOCKAGES OR DAMAGED COMPONENTS WHICH KEEP THE JURY STRUT FROM THE LOCKED POSITION?

YES → 20 REMOVE THE BLOCKAGES AND/OR REPLACE THE DAMAGED COMPONENTS IF IT IS NECESSARY (AMM 32-11-10/401 AND AMM 32-32-05/401).

NO

2 ARE THE SENSORS AND/OR TARGETS FOR DRAG BRACE LOCKED DAMAGED?

YES → 21 REPLACE THE DAMAGED SENSORS AND/OR TARGETS (AMM 32-61-02/201).

NO

3 DO THE PSEU (PROXIMITY SWITCH ELECTRONICS UNIT) BITE PROCEDURE (FIM 32-09-03/101, FIG. 103, BLOCK 1).
DOES THE BITE IDENTIFY A DEFECTIVE COMPONENT?

YES → 22 REPLACE THE DEFECTIVE COMPONENT IDENTIFIED BY THE BITE.

NO

4 REMOVE THE PRESSURE FROM THE CENTER HYDRAULIC SYSTEM AND RESERVOIR (AMM 29-11-00/201).
REMOVE THE FLOW RESTRICTORS FROM THE PORTS ON THE LOCK ACTUATOR FOR THE DRAG BRACE (AMM 32-32-02/401).
IS THE FLOW THROUGH ONE OR TWO OF THE FLOW RESTRICTORS BLOCKED?

YES → 23 REPLACE THE FLOW RESTRICTOR (AMM 32-32-02/401).

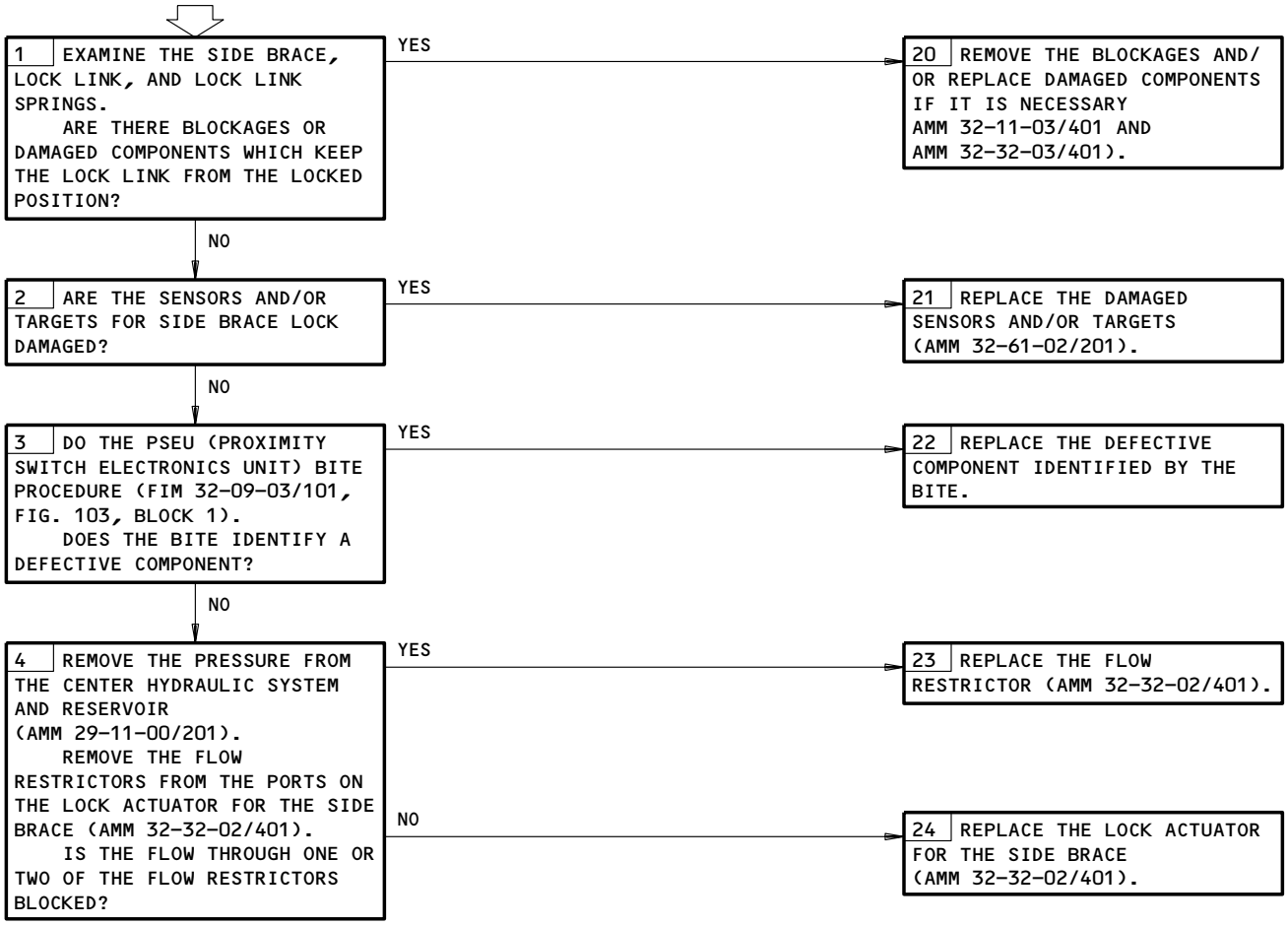
NO → 24 REPLACE THE LOCK ACTUATOR FOR THE DRAG BRACE (AMM 32-32-02/401).

Gear Green Dn Lgt Failed to Illum with Gear Handle DN.
EICAS Msg DRAG BRACE Displayed. GEAR Amber Lgt was Illum.
Figure 109

GEAR GREEN DN LGT FAILED TO ILLUM WITH GEAR HANDLE "DN". EICAS MSG "SIDE BRACE" DISPLAYED. "GEAR" AMBER LGT WAS ILLUM.

PREREQUISITES

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
- ELECTRICAL POWER IS ON (AMM 24-22-00/201)
- DOWNLOCKS ARE INSTALLED (AMM 32-00-20/201)



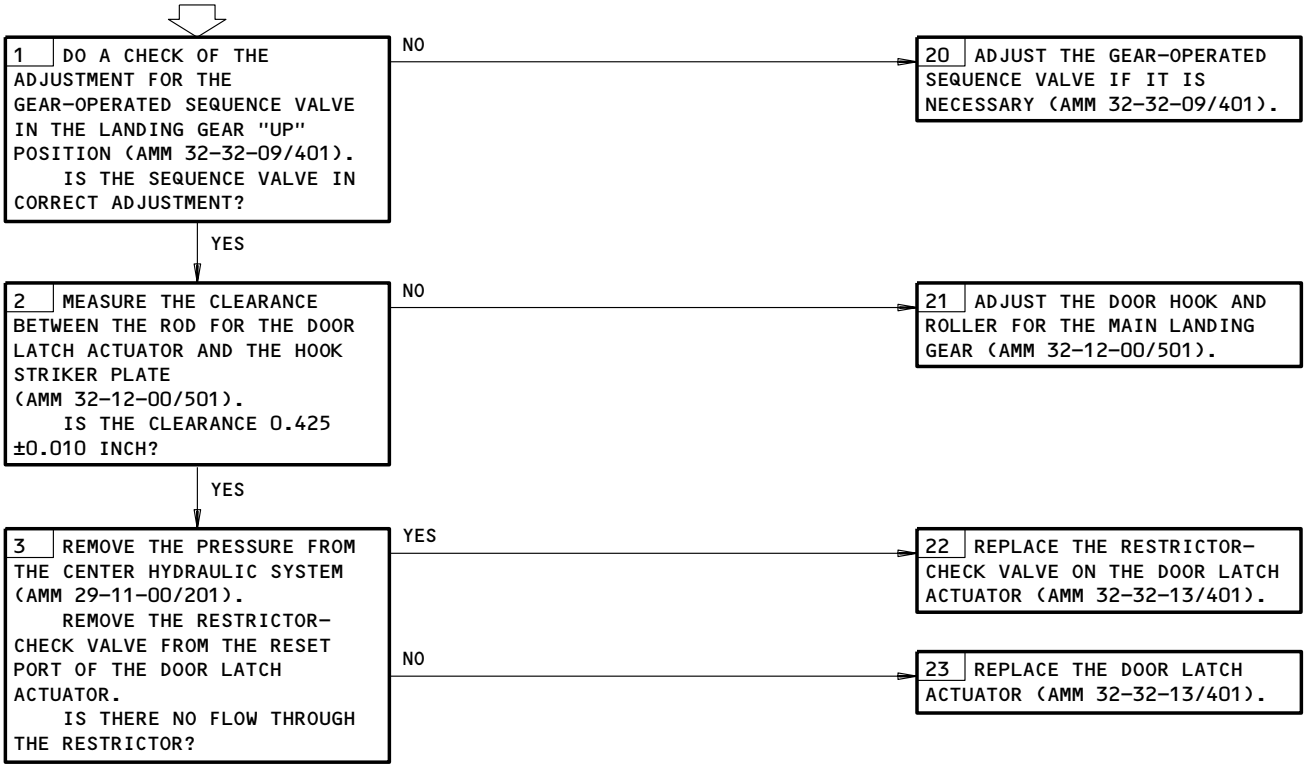
Gear Green Dn Lgt Failed to Illum with Gear Handle DN.
EICAS Msg SIDE BRACE Displayed. GEAR Amber Lgt was Illum.
Figure 110

GEAR GREEN DN LGT FAILED TO ILLUM WITH GEAR HANDLE "DN". EICAS MSG "GEAR DISAGREE" DISPLAYED. "DOORS" AMBER LGT WAS EXTIN AND "GEAR" LGT ILLUM. INDICATIONS NORM AFTER ALT GEAR EXT.

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
- CENTER HYDRAULIC SYSTEM (AMM 29-11-00/201)

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
- ELECTRICAL POWER IS ON (AMM 24-22-00/201)
- DOWNLOCKS ARE INSTALLED (AMM 32-00-20/201)
- DOOR LOCKS ARE INSTALLED (AMM 32-00-15/201)



Gear Green Dn Lgt Failed to Illum with Gear Handle DN.
EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt was Extin and GEAR Lgt Illum. Indications Norm After Alt Gear Ext.
Figure 111

AMBER "GEAR" LGT ILLUMINATED WITH LANDING GEAR CONTROL LEVER IN DOWN POSITION. GEAR GREEN LGTS ILLUMINATED.

PREREQUISITES

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:

ELECTRICAL POWER IS ON (AMM 24-22-00/201)

1 DO THE PSEU (PROXIMITY SWITCH ELECTRONICS UNIT) BITE PROCEDURE (FIM 32-09-03/101, FIG. 103, BLOCK 1).
WAS A DEFECTIVE COMPONENT IDENTIFIED?

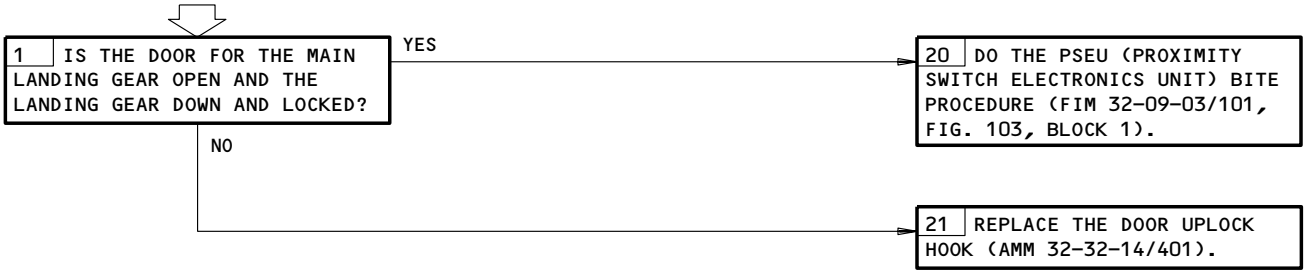
YES → 21 REPLACE THE DEFECTIVE COMPONENT.

NO → 22 REPLACE THE CONTROL LEVER MODULE, M937 FOR THE LANDING GEAR (AMM 32-31-01/401).

Amber GEAR LGT Illuminated with Landing Gear Control Lever in Down Position.
Gear Green Lgts Illuminated.
Figure 111A

PREREQUISITES
NONE

GEAR GREEN DN LGT FAILED TO ILLUM WITH GEAR HANDLE "DN". EICAS MSG "GEAR DISAGREE" DISPLAYED. "DOORS" AMBER LGT WAS EXTIN AND "GEAR" LGT ILLUM. ALT GEAR EXT WAS ATTEMPTED.



Gear Green Dn Lgt Failed to Illum with Gear Handle DN.
EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt was Extin and GEAR Lgt Illum. Alt Gear Ext was Attempted.
Figure 112

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11U20

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
CENTER HYDRAULIC SYSTEM IS PRESSURIZED (AMM 29-11-00/201)
DOWNLOCKS ARE INSTALLED (AMM 32-00-20/201)

EICAS MSG "GEAR DOORS" DISPLAYED WITH GEAR UP. "DOORS" AMBER LGT WAS ILLUM AND "GEAR" LGT EXTIN.

1 ARE THE FORWARD DOORS FOR THE NOSE LANDING GEAR CLOSED?

NO → 20 REPLACE THE DAMAGED COMPONENTS OF THE MECHANISM THAT OPERATES THE FORWARD DOOR.

YES ↓

2 LIFT THE AIRPLANE NOSE ON JACKS (AMM 07-11-02/201).
REMOVE DOWNLOCK FROM THE NOSE LANDING GEAR (AMM 32-00-20/201).

WARNING

MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE AREA AROUND THE NOSE LANDING GEAR BEFORE YOU RETRACT IT. INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN THE NOSE LANDING GEAR RETRACTS.

PUSH THE LOCK OVERRIDE AND MOVE THE CONTROL LEVER FOR THE LANDING GEAR TO THE UP POSITION TO RETRACT THE NOSE LANDING GEAR, AND PUT THE LEVER BACK TO THE OFF POSITION.
ARE THE FORWARD DOORS ALIGNED WITH THE BODY CONTOUR IN THE ADJUSTMENT TOLERANCES (AMM 32-22-01/401).

NO → 21 ADJUST THE FORWARD DOORS AND THE MECHANISM THAT OPERATES THE FORWARD DOOR IF IT IS NECESSARY (AMM 32-22-01/401).

YES →

10 WARNING

MAKE SURE PERSONS AND EQUIPMENT ARE CLEAR OF THE AREA AROUND THE NOSE LANDING GEAR BEFORE YOU EXTEND IT. INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN THE NOSE LANDING GEAR EXTENDS.

MOVE THE CONTROL LEVER TO THE DN POSITION TO EXTEND THE NOSE LANDING GEAR.
INSTALL THE DOWNLOCK ON THE NOSE LANDING GEAR (AMM 32-00-20/201).
RELEASE THE LOCK ON ROD 2 OF THE MECHANISM THAT OPERATES THE FORWARD DOOR AND OPEN THE FORWARD DOOR.
ARE THE "DOOR CLOSED" SENSORS DAMAGED?

YES → 22 REPAIR OR REPLACE THE SENSORS IF IT IS NECESSARY (AMM 32-61-03/201).

NO → 23 DO THE PSEU (PROXIMITY SWITCH ELECTRONICS UNIT) BITE PROCEDURE (FIM 32-09-03/101, FIG. 103, BLOCK 1).

EICAS Msg GEAR DOORS Displayed with Gear UP. DOORS Amber Lgt was Illum and GEAR Lgt Extin.
Figure 113

EICAS MSG "GEAR DOORS" AND "GEAR DISAGREE" DISPLAYED WITH GEAR HANDLE "UP". "DOORS" AND "GEAR" AMBER LGTS ILLUM. GEAR GREEN DN LGTS ALL EXTIN.

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11U20

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
CENTER HYDRAULIC SYSTEM IS PRESSURIZED (AMM 29-11-00/201)
DOWNLOCKS ARE INSTALLED (AMM 32-00-20/201)

1 LIFT THE AIRPLANE ON JACKS (AMM 07-11-01/201).
REMOVE THE LANDING GEAR DOWNLOCKS (AMM 32-00-20/201).

WARNING

MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE AREA AROUND THE NOSE AND MAIN LANDING GEAR BEFORE YOU RETRACT IT. INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN THE LANDING GEAR RETRACTS.
MOVE THE CONTROL LEVER FOR THE LANDING GEAR TO THE UP POSITION TO RETRACT THE LANDING GEARS AND PUT THE CONTROL LEVER TO THE OFF POSITION.
ARE THE NOSE AND MAIN LANDING GEARS RETRACTED WITH THE DOORS CLOSED?

YES

10 ARE ALL THE DOORS ALIGNED WITH THE BODY CONTOUR IN THE TOLERANCE (AMM 32-12-00/501, AMM 32-22-01/401)?

YES

20 DO THE PSEU (PROXIMITY SWITCH ELECTRONICS UNIT) BITE PROCEDURE (FIM 32-09-03/101, FIG. 103, BLOCK 1).

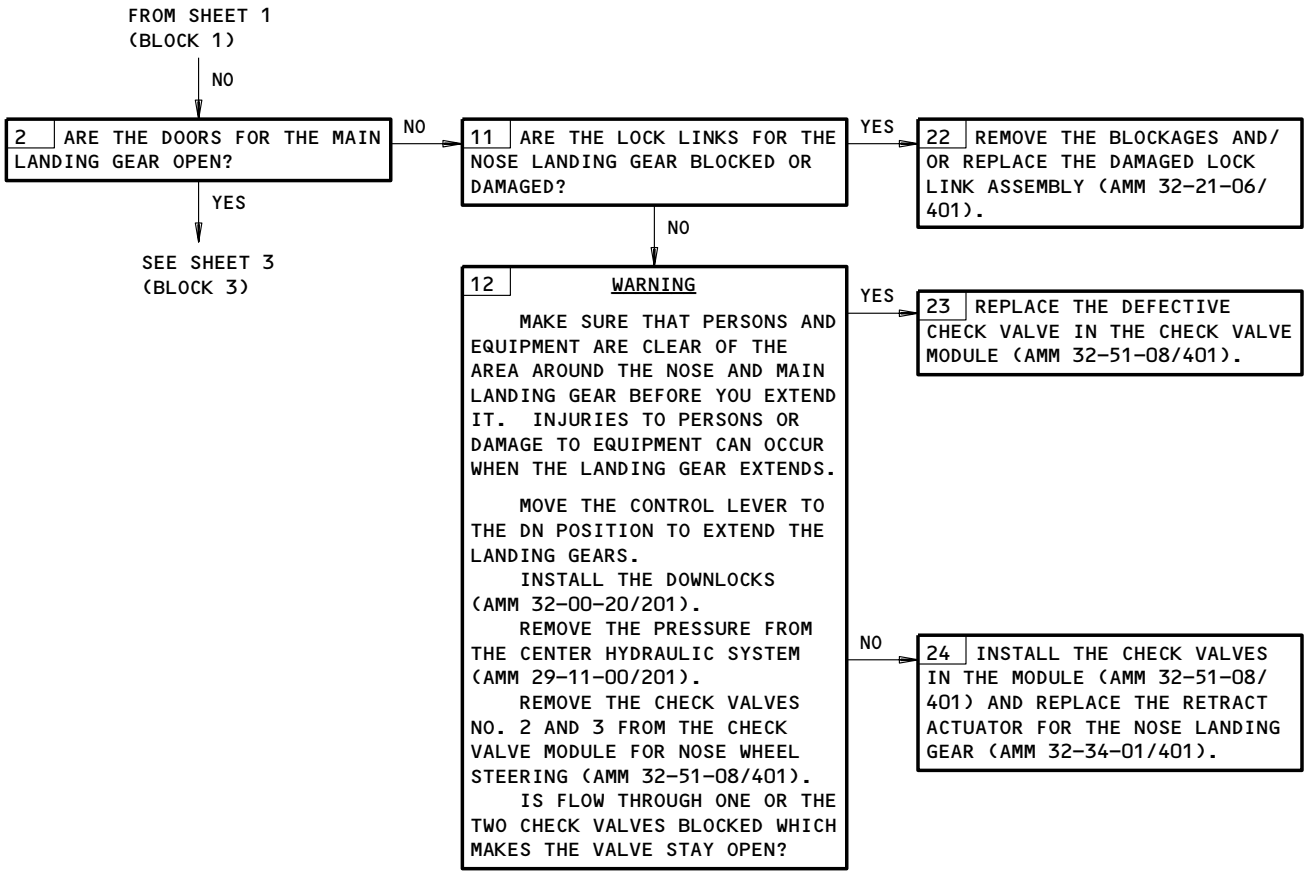
NO

21 ADJUST THE DOORS IF IT IS NECESSARY (AMM 32-12-00/501 AND/OR AMM 32-22-01/401).

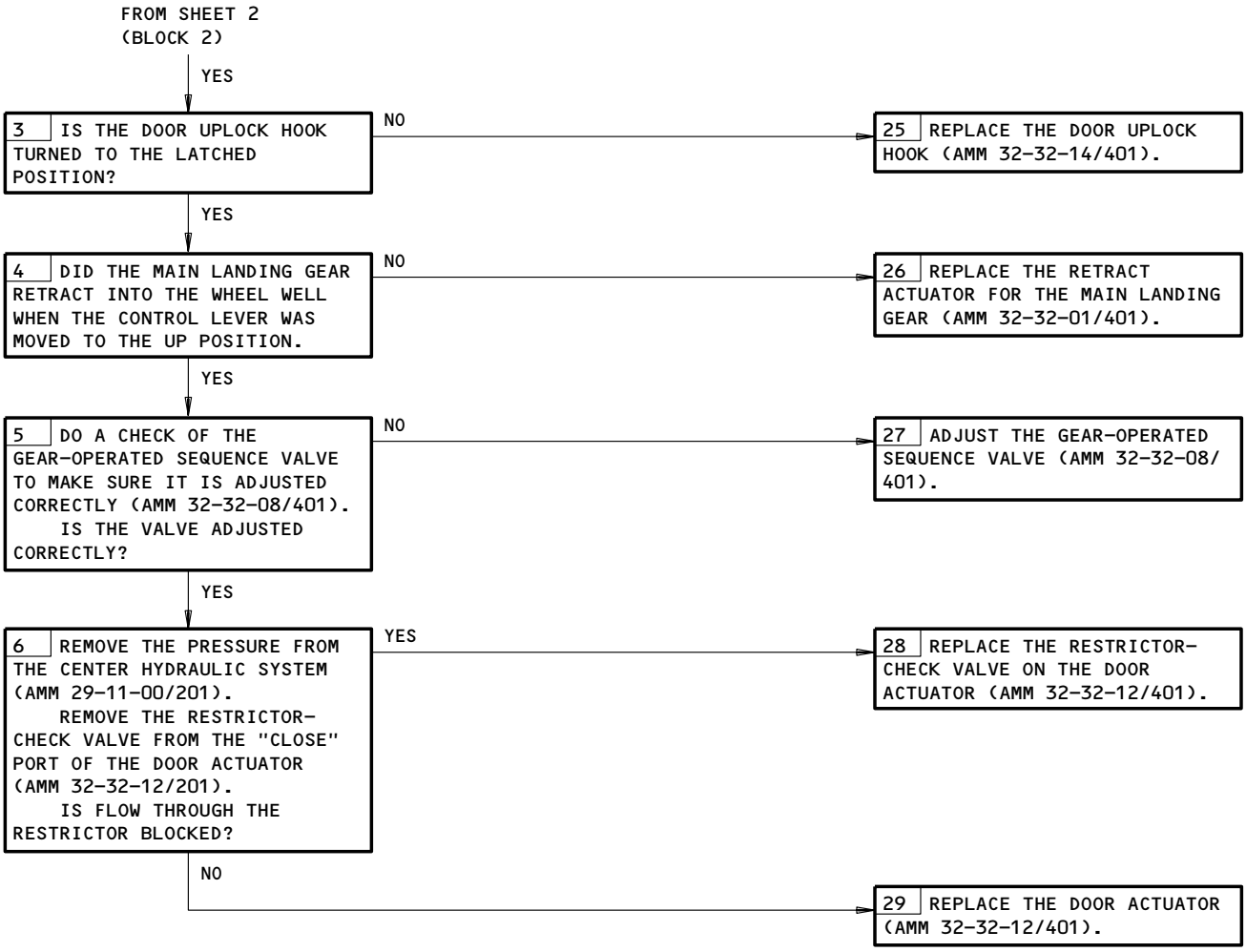
NO

SEE SHEET 2
(BLOCK 2)

EICAS Msg GEAR DOORS and GEAR DISAGREE Displayed with Gear Handle UP.
DOORS and GEAR Amber Lgts Illum. Gear Green Dn Lgts all Extin.
Figure 114 (Sheet 1)



EICAS Msg GEAR DOORS and GEAR DISAGREE Displayed with Gear Handle UP.
DOORS and GEAR Amber Lgts Illum. Gear Green Dn Lgts all Extin.
Figure 114 (Sheet 2)



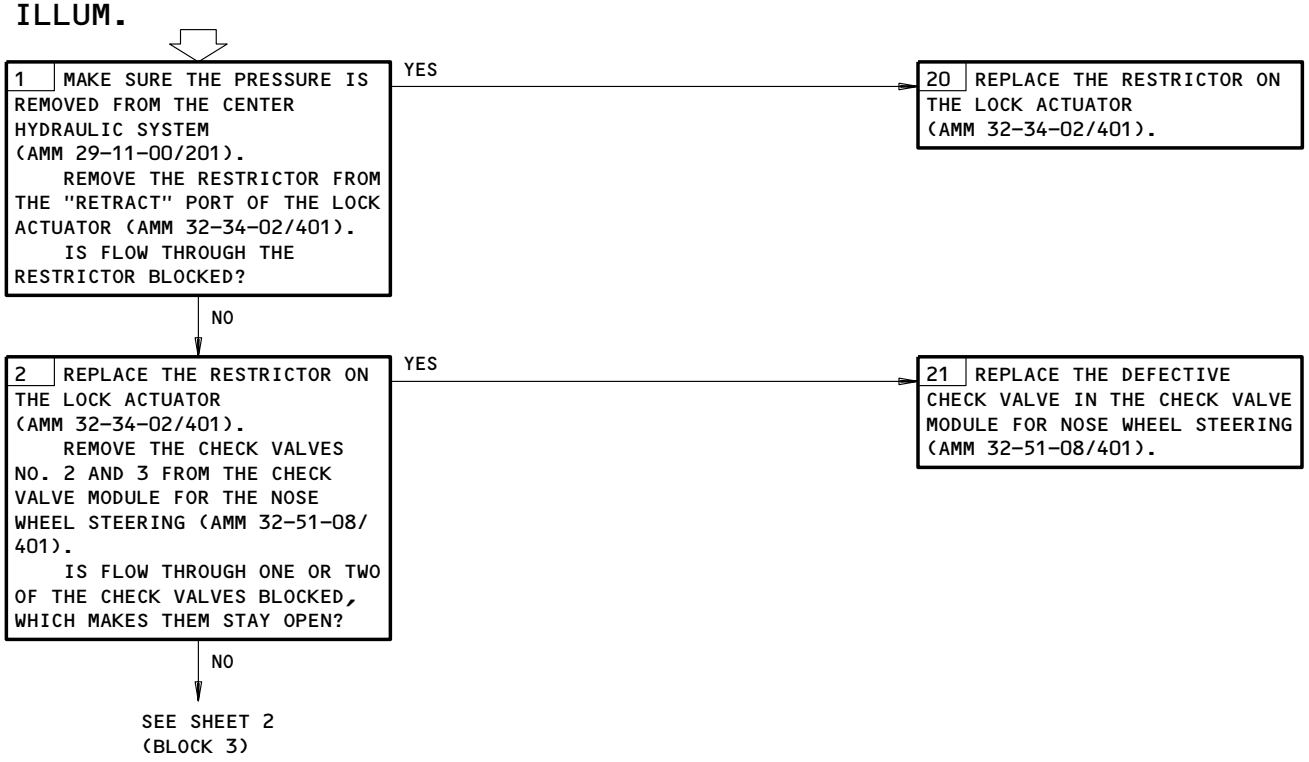
EICAS Msg GEAR DOORS and GEAR DISAGREE Displayed with Gear Handle UP.
DOORS and GEAR Amber Lgts Illum. Gear Green Dn Lgts all Extin.
Figure 114 (Sheet 3)

EICAS MSG "GEAR DISAGREE" DISPLAYED WITH GEAR HANDLE "UP". "NOSE" GREEN DN LGT FAILED TO EXTIN. "DOORS" AMBER LGT WAS EXTIN AND "GEAR" LGT ILLUM.

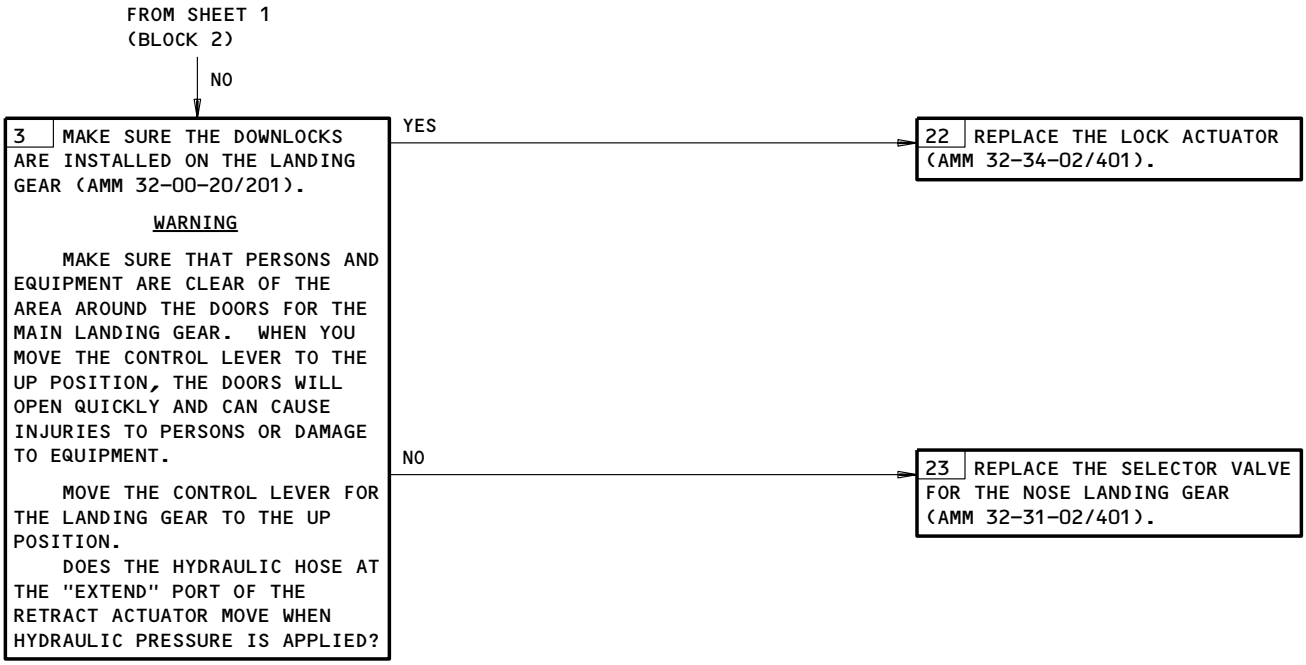
PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
- CENTER HYDRAULIC SYSTEM (AMM 29-11-00/201)

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
- ELECTRICAL POWER IS ON (AMM 24-22-00/201)
- DOWNLOCKS ARE INSTALLED (AMM 32-00-20/201)



EICAS Msg GEAR DISAGREE Displayed with Gear Handle UP. NOSE Green Dn Lgt Failed to Extin. DOORS Amber Lgt was Extin and GEAR Lgt Illum.
Figure 115 (Sheet 1)

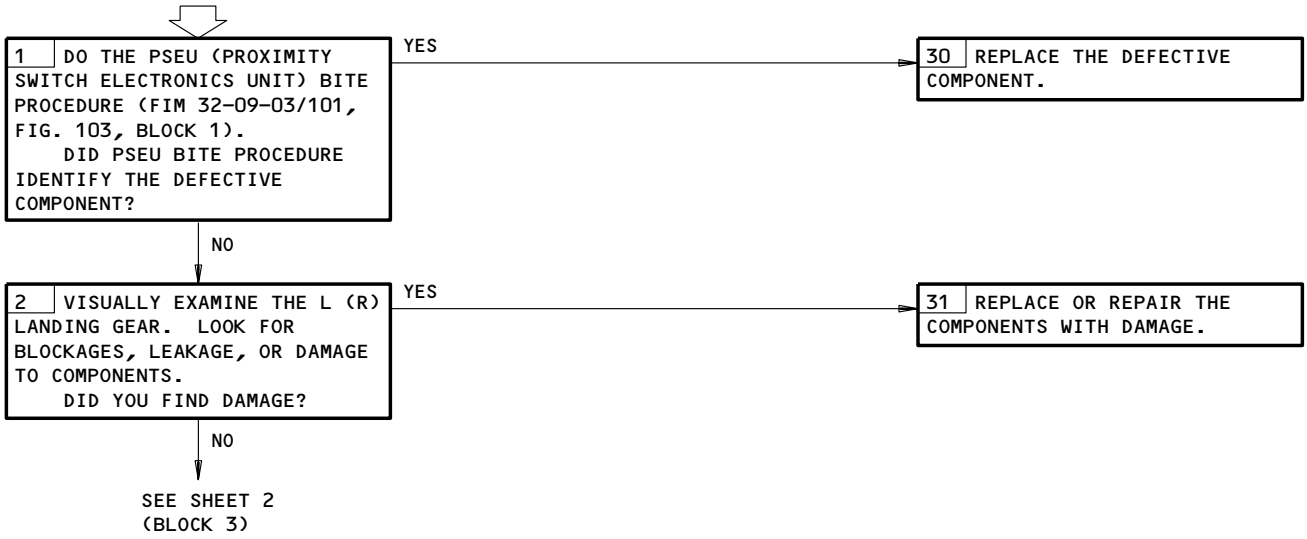


EICAS Msg GEAR DISAGREE Displayed with Gear Handle UP. NOSE Green Dn Lgt Failed to Extin. DOORS Amber Lgt was Extin and GEAR Lgt Illum.
Figure 115 (Sheet 2)

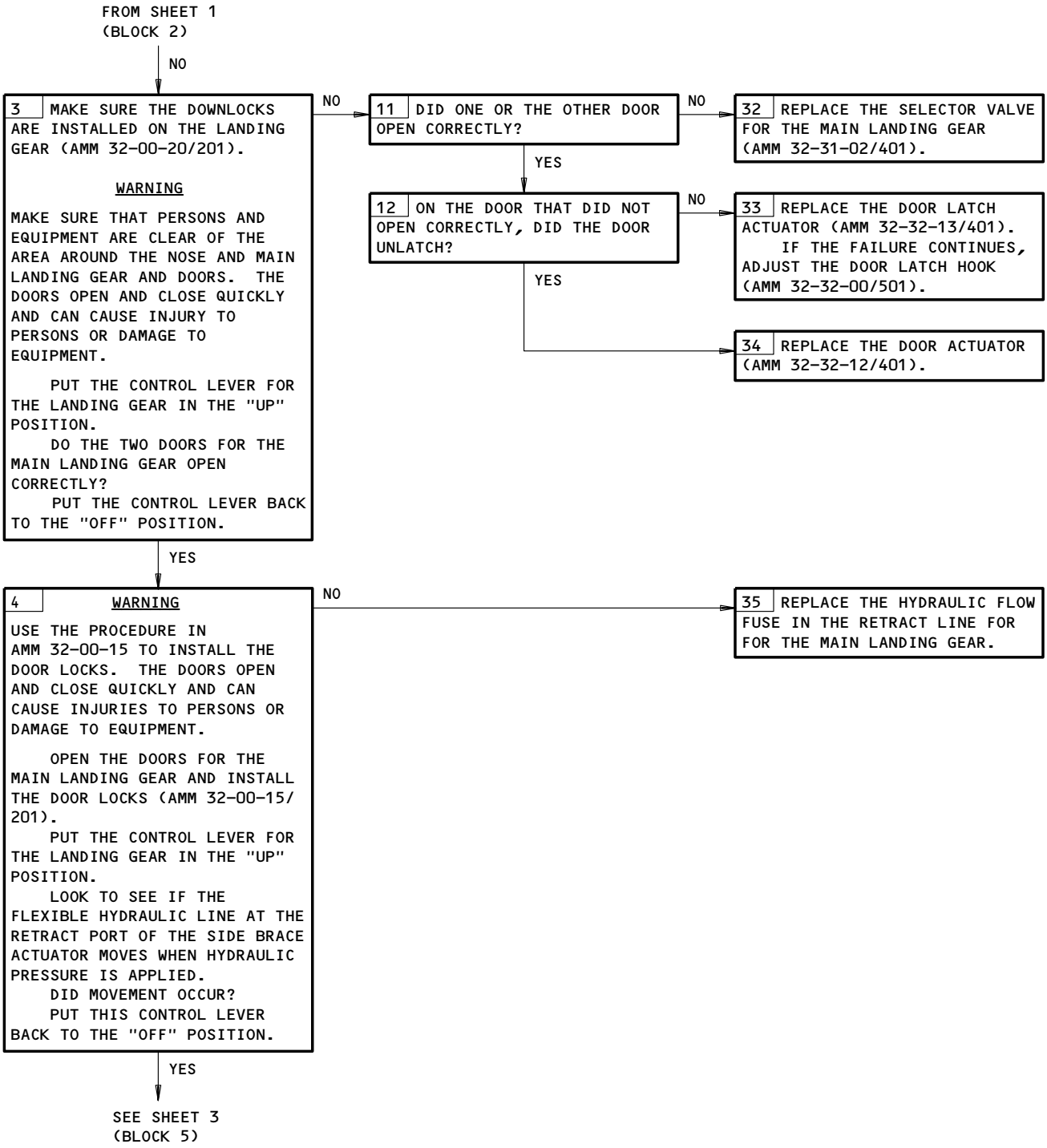
GEAR GREEN DN LGT FAILED TO EXTIN WITH GEAR HANDLE "UP". EICAS MSG "GEAR DISAGREE" DISPLAYED. "DOORS" AMBER LGT WAS EXTIN & "GEAR" LGT ILLUM.

PREREQUISITES

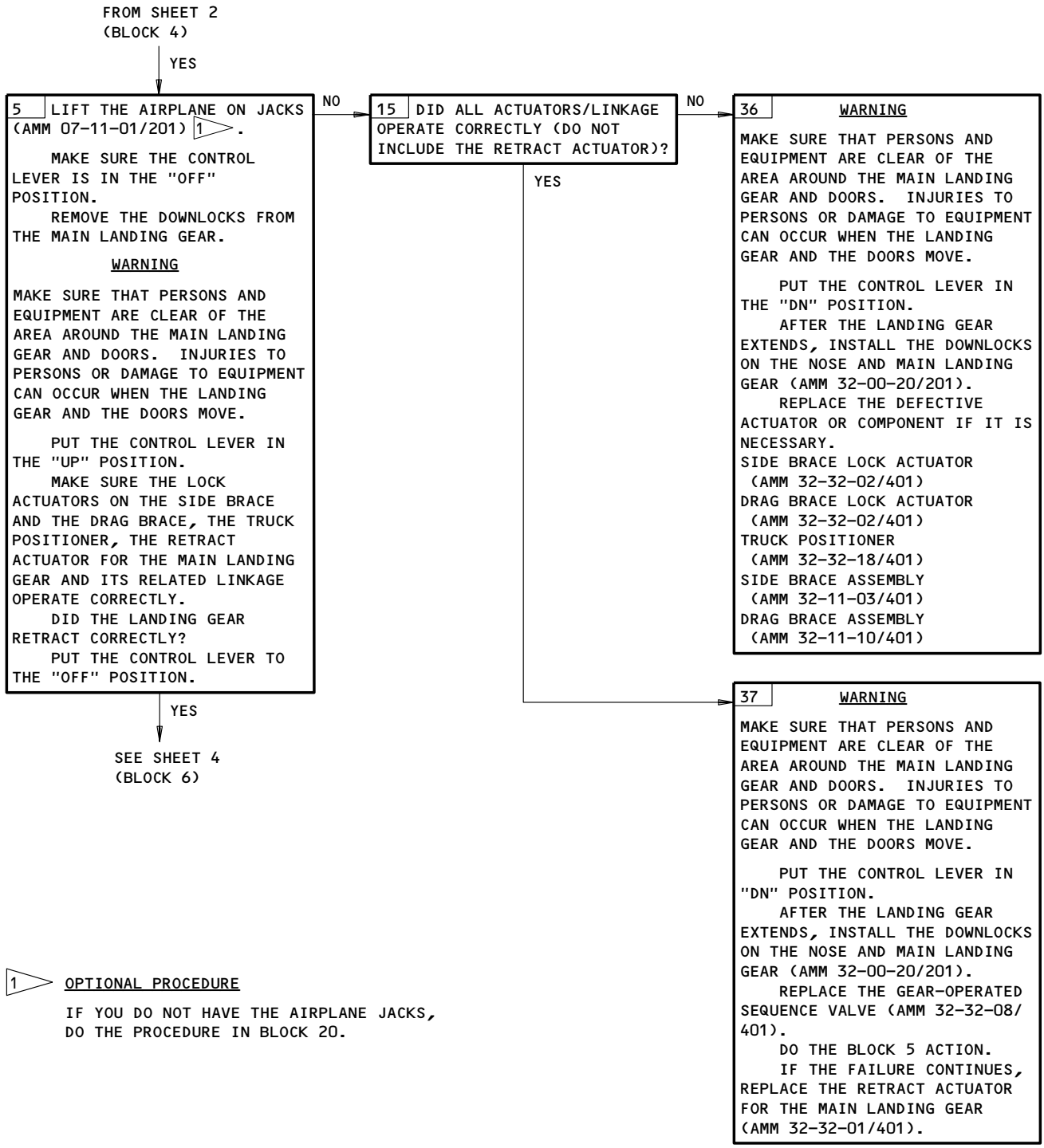
MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
- ELECTRICAL POWER IS ON (AMM 24-22-00/201)
- CENTER HYDRAULIC SYSTEM IS PRESSURIZED (AMM 29-11-00/201)
- DOWNLOCKS ARE INSTALLED (AMM 32-00-20/201)



Gear Green Dn Lgt Failed to Extin with Gear Handle UP.
EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt was Extin & GEAR Lgt Illum.
Figure 116 (Sheet 1)



Gear Green Dn Lgt Failed to Extin with Gear Handle UP.
EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt was Extin & GEAR Lgt Illum.
Figure 116 (Sheet 2)



Gear Green Dn Lgt Failed to Extin with Gear Handle UP.
EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt was Extin & GEAR Lgt Illum.
Figure 116 (Sheet 3)

FROM SHEET 3
(BLOCK 5)

YES

6 WARNING

MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE AREA AROUND THE MAIN LANDING GEAR AND DOORS. INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN THE LANDING GEAR AND THE DOORS MOVE.

PUT THE CONTROL LEVER IN THE "DN" POSITION. AFTER THE LANDING GEAR IS EXTENDED, PUT THE CONTROL LEVER TO THE "OFF" POSITION.

WARNING

USE THE PROCEDURE IN AMM 32-00-15 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

REMOVE THE DOOR LOCKS ON THE MAIN LANDING GEAR (AMM 32-00-15/201).

WARNING

MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE AREA AROUND THE MAIN LANDING GEAR AND DOORS. INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN THE LANDING GEAR AND THE DOORS MOVE.

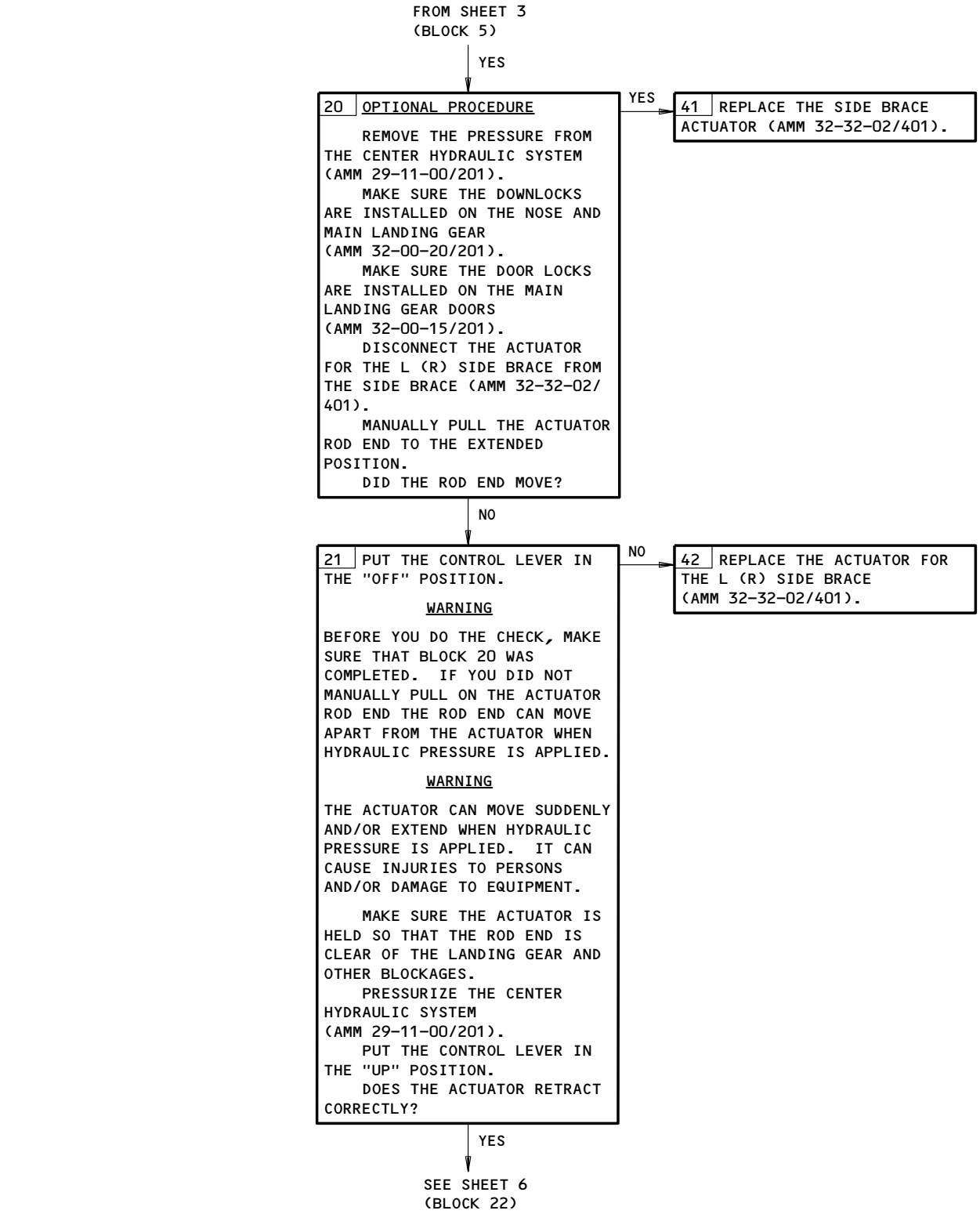
PUT THE CONTROL LEVER IN THE "UP" POSITION.
DID THE LANDING GEAR RETRACT CORRECTLY AND THE DOORS CLOSE AND LATCH?

NO → 38 ADJUST THE DOORS FOR THE MAIN LANDING GEAR (AMM 32-12-00/501).

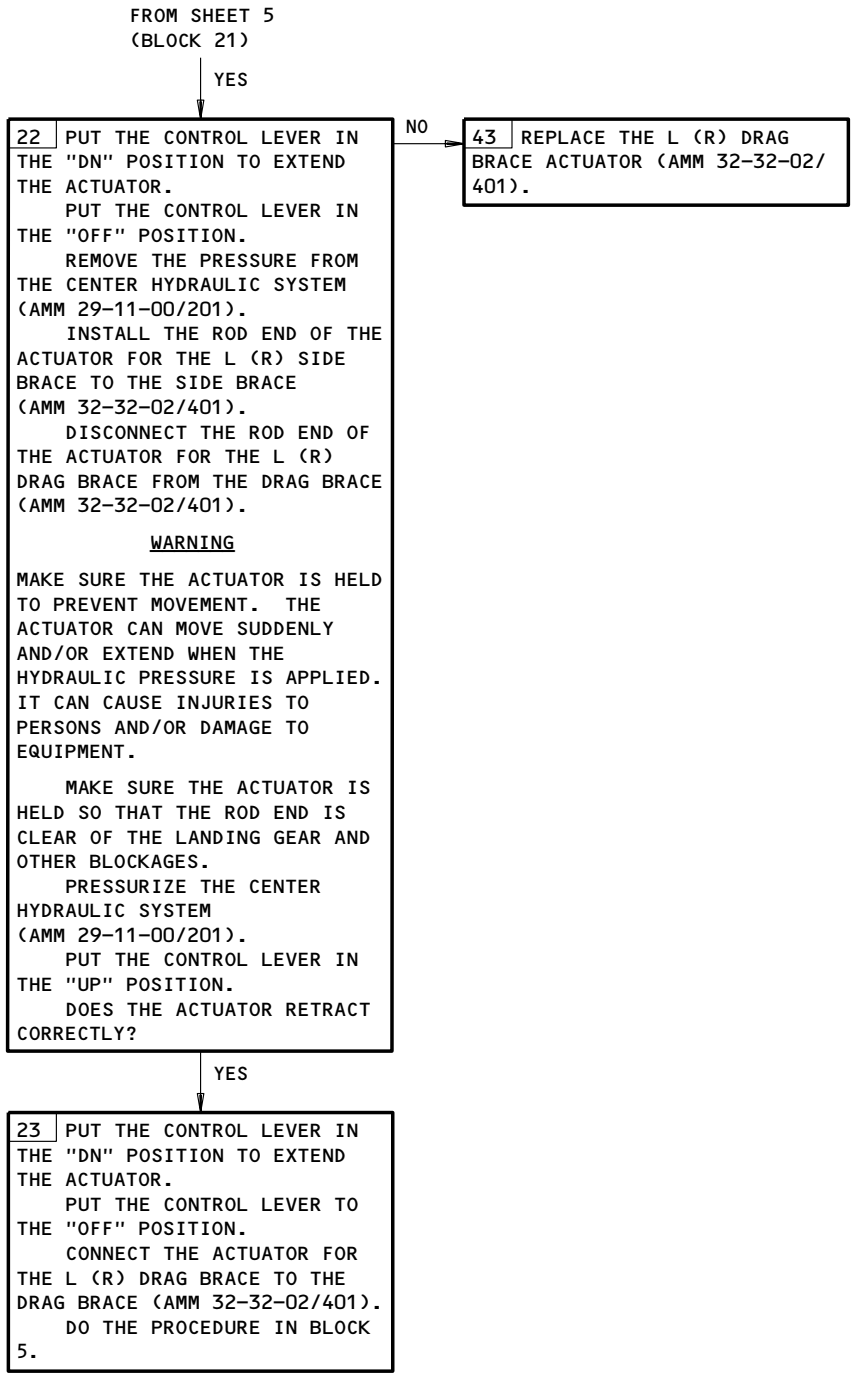
YES

7 PUT THE CONTROL LEVER TO THE "DN" POSITION.
AFTER THE LANDING GEAR IS EXTENDED, INSTALL THE DOWN-LOCKS ON THE NOSE AND MAIN LANDING GEAR (AMM 32-00-20/201).
REMOVE THE AIRPLANE FROM JACKS (AMM 07-11-01).
THE SYSTEM IS OK.

Gear Green Dn Lgt Failed to Extin with Gear Handle UP.
EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt was Extin & GEAR Lgt Illum.
Figure 116 (Sheet 4)



Gear Green Dn Lgt Failed to Extin with Gear Handle UP.
EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt was Extin & GEAR Lgt Illum.
Figure 116 (Sheet 5)

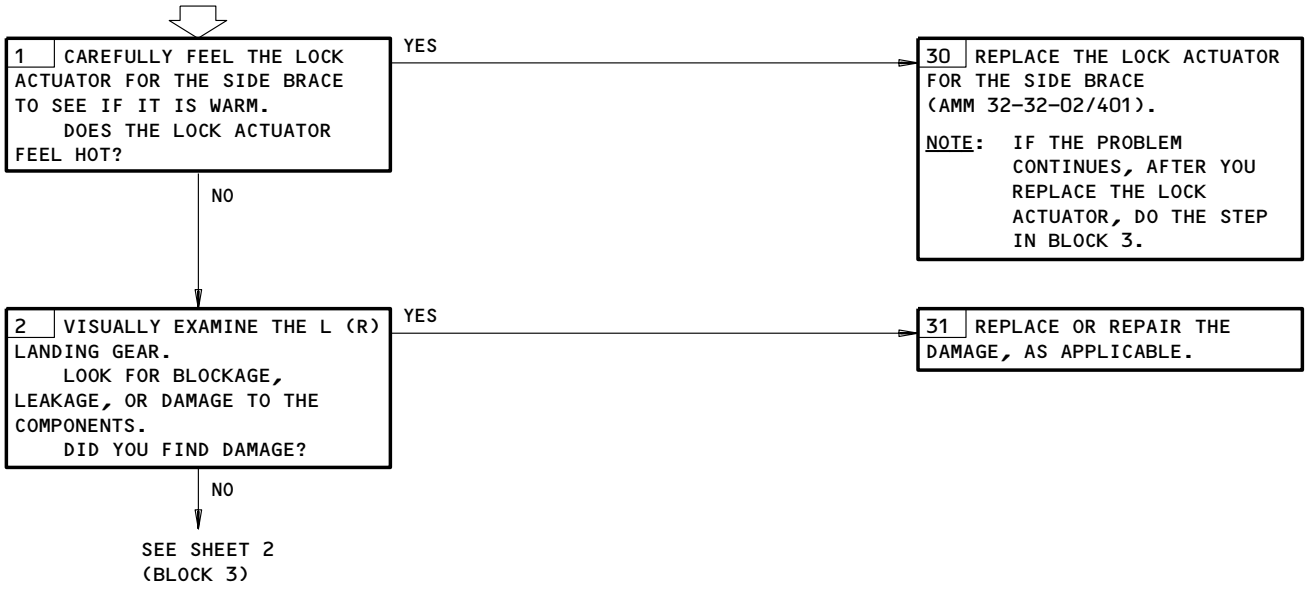


Gear Green Dn Lgt Failed to Extin with Gear Handle UP.
EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt was Extin & GEAR Lgt Illum.
Figure 116 (Sheet 6)

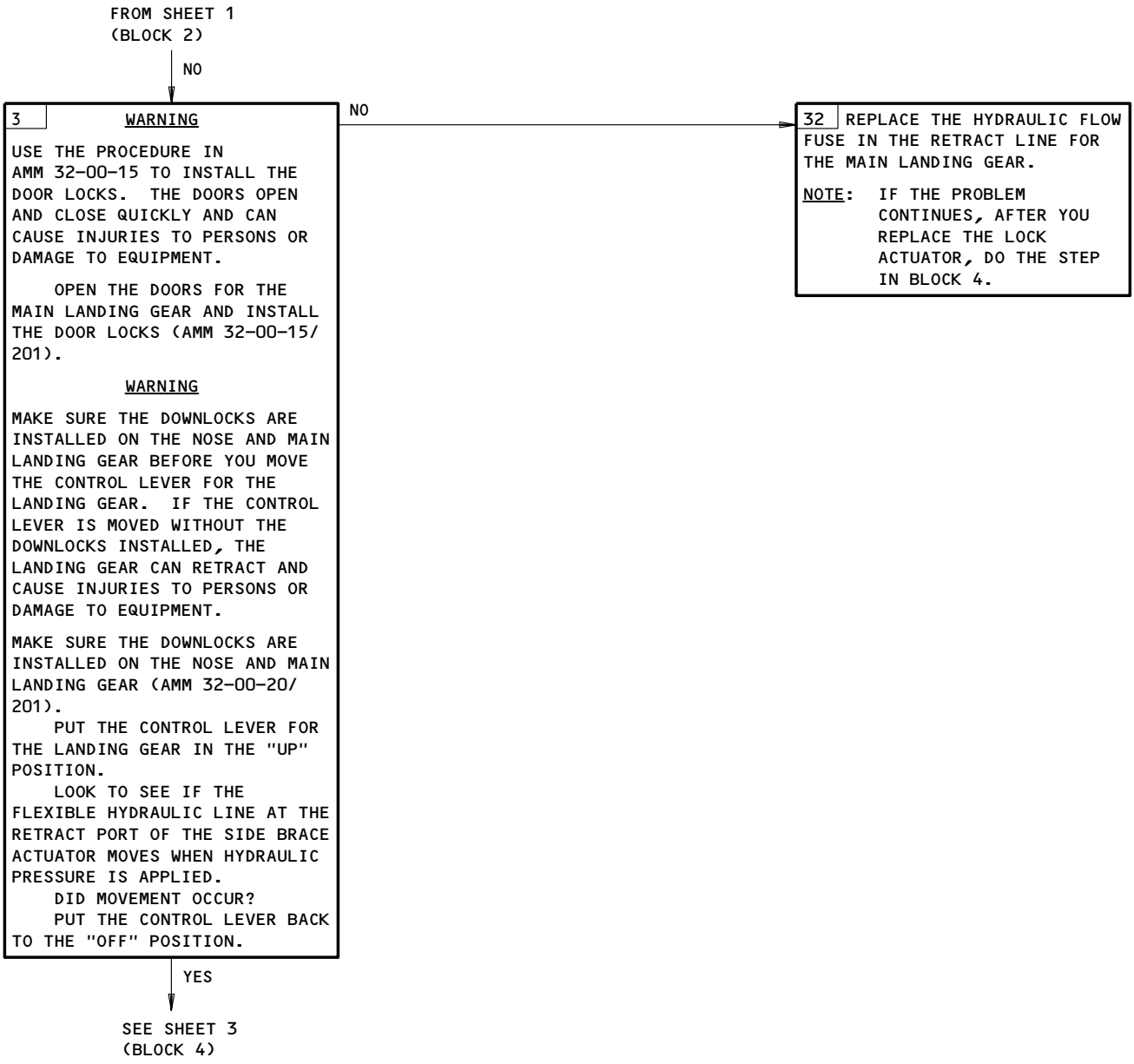
GEAR GREEN DN LGT FAILED TO EXTIN WITH GEAR HANDLE "UP". EICAS MSG "GEAR DISAGREE" DISPLAYED. "DOORS" AMBER LGT & "GEAR" LGT ILLUM.

PREREQUISITES

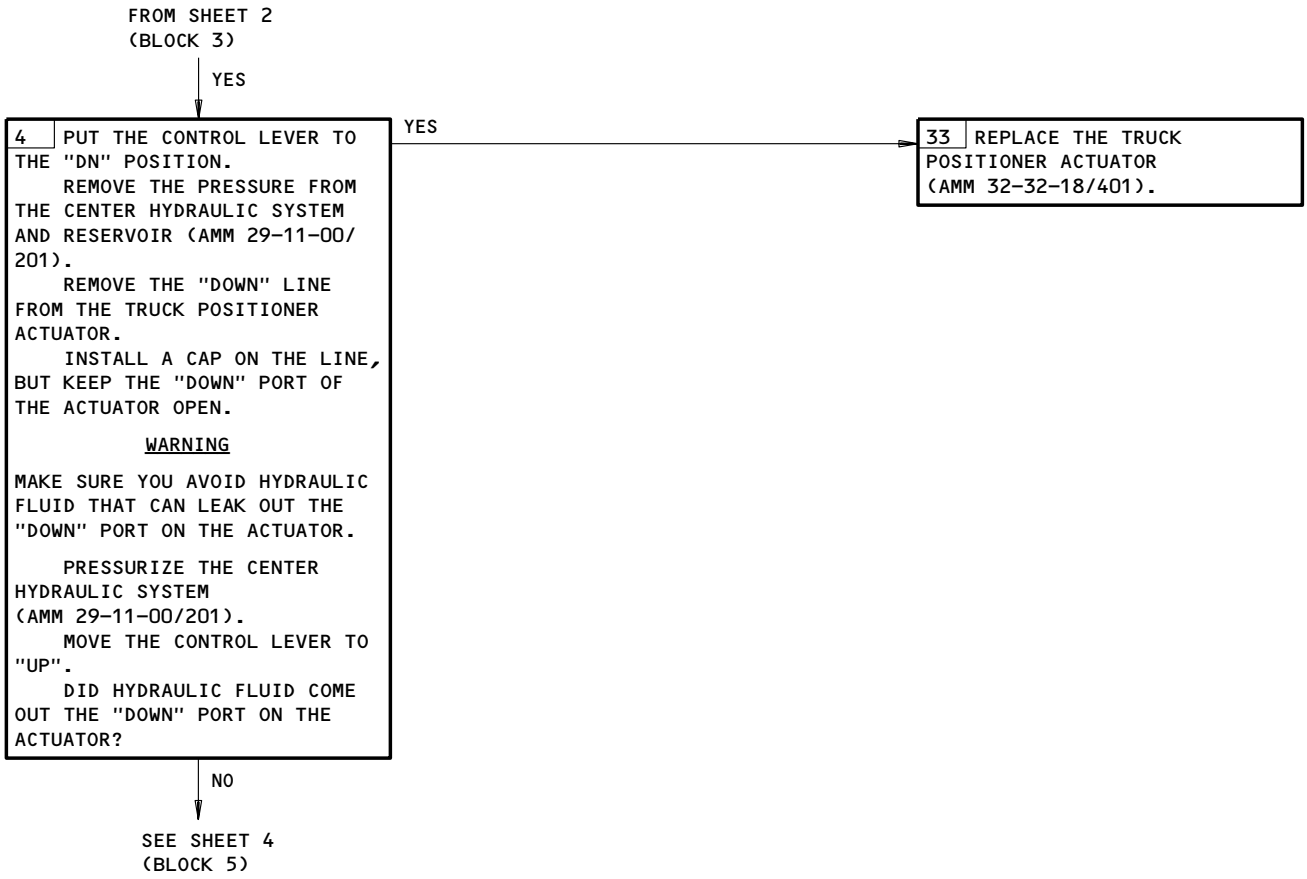
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
- ELECTRICAL POWER IS ON (AMM 24-22-00/201)
- CENTER HYDRAULIC SYSTEM IS PRESSURIZED (AMM 29-11-00/201)
- DOWNLOCKS ARE INSTALLED (AMM 32-00-20/201)



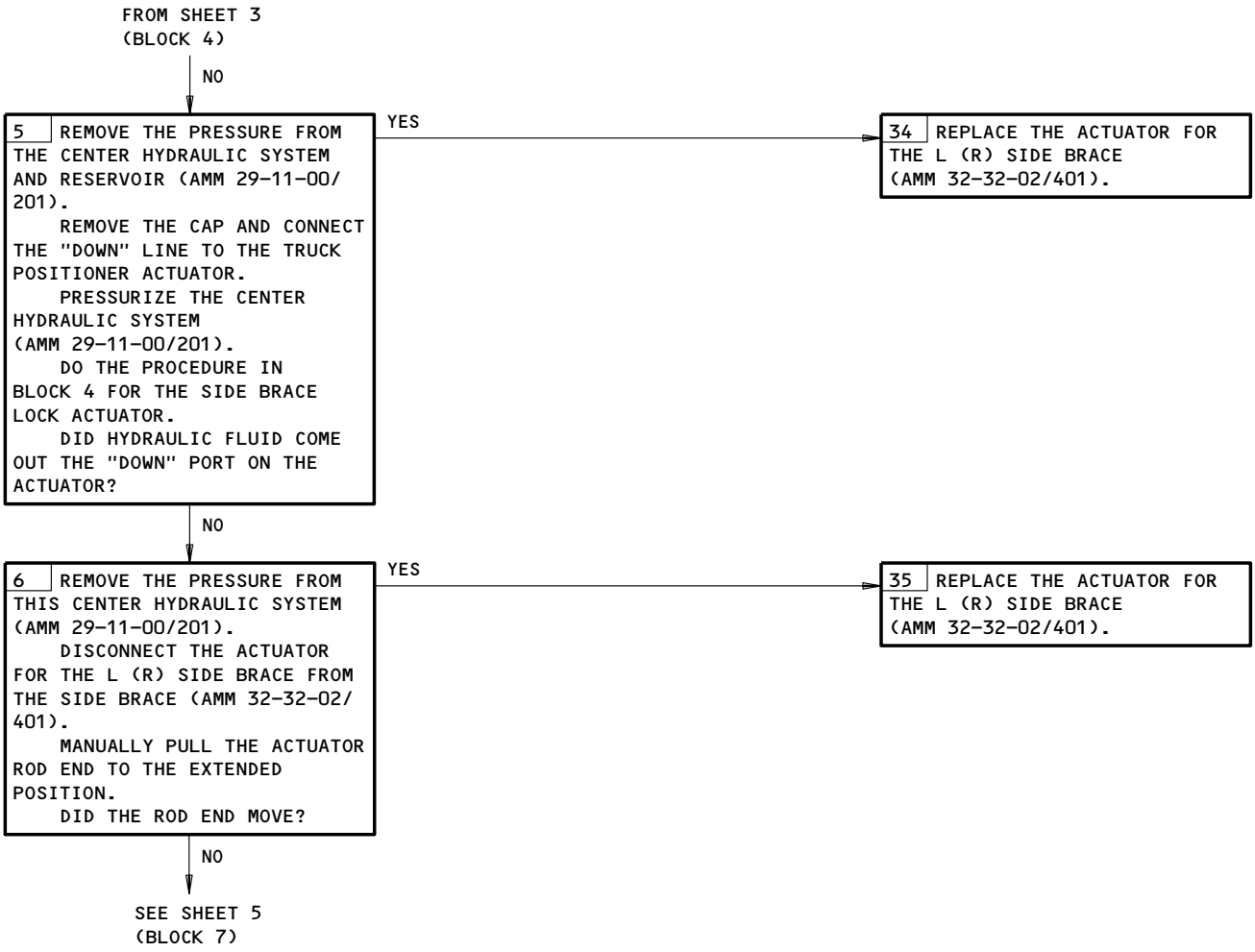
Gear Green Dn Lgt Failed to Extin with Gear Handle UP.
EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt & GEAR Lgt Illum.
Figure 116A (Sheet 1)



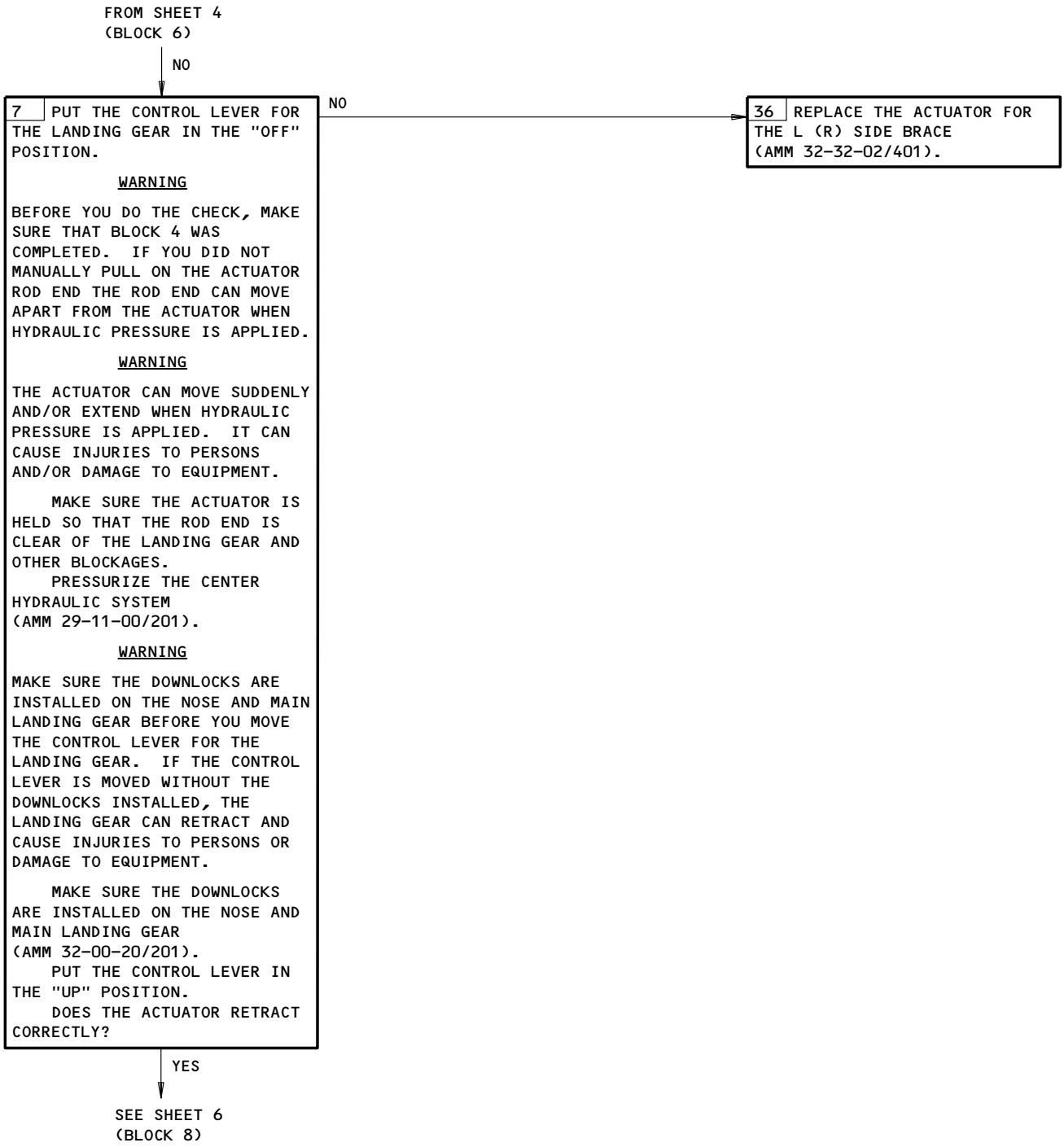
Gear Green Dn Lgt Failed to Extin with Gear Handle UP.
EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt & GEAR Lgt Illum.
Figure 116A (Sheet 2)



Gear Green Dn Lgt Failed to Extin with Gear Handle UP.
EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt & GEAR Lgt Illum.
Figure 116A (Sheet 3)



Gear Green Dn Lgt Failed to Extin with Gear Handle UP.
EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt & GEAR Lgt Illum.
Figure 116A (Sheet 4)



Gear Green Dn Lgt Failed to Extin with Gear Handle UP.
EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt & GEAR Lgt Illum.
Figure 116A (Sheet 5)

FROM SHEET 5
(BLOCK 7)

YES

8 PUT THE CONTROL LEVER FOR THE LANDING GEAR IN THE "DN" POSITION TO EXTEND THE ACTUATOR.

PUT THE CONTROL LEVER IN THE "OFF" POSITION.

REMOVE THE PRESSURE FROM THE CENTER HYDRAULIC SYSTEM (AMM 29-11-00/201).

INSTALL THE ROD END OF THE ACTUATOR FOR THE L (R) SIDE BRACE TO THE SIDE BRACE (AMM 32-32-02/401).

DISCONNECT THE ROD END OF THE ACTUATOR FOR THE L (R) DRAG BRACE FROM THE DRAG BRACE (AMM 32-32-02/401).

WARNING

THE ACTUATOR CAN MOVE SUDDENLY AND/OR EXTEND WHEN HYDRAULIC PRESSURE IS APPLIED. IT CAN CAUSE INJURIES TO PERSONS AND/OR DAMAGE TO EQUIPMENT.

MAKE SURE THE ACTUATOR IS HELD SO THAT THE ROD END IS CLEAR OF THE LANDING GEAR AND OTHER BLOCKAGES.

PRESSURIZE THE CENTER HYDRAULIC SYSTEM (AMM 29-11-00/201).

WARNING

MAKE SURE THE DOWNLOCKS ARE INSTALLED ON THE NOSE AND MAIN LANDING GEAR BEFORE YOU MOVE THE CONTROL LEVER FOR THE LANDING GEAR. THE CONTROL LEVER IS MOVED WITHOUT THE DOWNLOCKS INSTALLED, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

MAKE SURE THE DOWNLOCKS ARE INSTALLED ON THE NOSE AND MAIN LANDING GEAR (AMM 32-00-20/201).

PUT THE CONTROL LEVER IN THE "UP" POSITION.

DOES THE ACTUATOR RETRACT CORRECTLY?

NO

37 REPLACE THE ACTUATOR FOR THE L (R) DRAG BRACE (AMM 32-32-02/401).

YES

SEE SHEET 7
(BLOCK 9)

Gear Green Dn Lgt Failed to Extin with Gear Handle UP.
EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt & GEAR Lgt Illum.
Figure 116A (Sheet 6)

FROM SHEET 6
(BLOCK 8)

YES

9 LIFT THE AIRPLANE ON JACKS (AMM 07-11-01/201).

MAKE SURE THE CONTROL LEVER FOR THE LANDING GEAR IS IN THE "OFF" POSITION.

REMOVE THE DOWNLOCKS FROM THE MAIN LANDING GEAR (AMM 32-00-20/201).

WARNING

MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE AREA AROUND THE MAIN LANDING GEAR AND DOORS. INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN THE LANDING GEAR AND THE DOORS MOVE.

PUT THE CONTROL LEVER IN THE "UP" POSITION.

MAKE SURE THE LOCK ACTUATORS ON THE SIDE BRACE AND THE DRAG BRACE, THE TRUCK POSITIONER, THE RETRACT ACTUATOR FOR THE MAIN LANDING GEAR AND THE RELATED LINKAGE OPERATE CORRECTLY.

DID ALL THE ACTUATORS/ LINKAGE OPERATE CORRECTLY (THIS DOES NOT INCLUDE THE RETRACT ACTUATOR)?

PUT THE CONTROL LEVER BACK TO THE "OFF" POSITION.

NO

38 WARNING

MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE AREA AROUND THE MAIN LANDING GEAR AND DOORS. INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN THE LANDING GEAR AND THE DOORS MOVE.

PUT THE CONTROL LEVER IN THE "DN" POSITION.

AFTER THE LANDING GEAR EXTENDS, INSTALL THE DOWNLOCKS ON THE MAIN LANDING GEAR (AMM 32-00-20/201).

REPLACE THE APPLICABLE ACTUATOR OR COMPONENT AS NECESSARY:

- SIDE BRACE LOCK ACTUATOR (AMM 32-32-02/401)
- DRAG BRACE LOCK ACTUATOR (AMM 32-32-02/401)
- TRUCK POSITIONER (AMM 32-32-18/401)
- SIDE BRACE ASSEMBLY (AMM 32-11-03/401)
- DRAG BRACE ASSEMBLY (AMM 32-11-10/401).

YES

39 WARNING

MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE AREA AROUND THE MAIN LANDING GEAR AND DOORS. INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN THE LANDING GEAR AND THE DOORS MOVE.

PUT THE CONTROL LEVER IN THE "DN" POSITION.

AFTER THE LANDING GEAR EXTENDS, INSTALL THE DOWNLOCKS ON THE MAIN LANDING GEAR (AMM 32-00-20/201).

REPLACE THE GEAR-OPERATED SEQUENCE VALVE (AMM 32-32-08/ 401).

DO THE PROCEDURE IN BLOCK 5.

IF THE FAILURE CONTINUES, REPLACE THE RETRACT ACTUATOR FOR THE MAIN LANDING GEAR (AMM 32-32-01/401).

Gear Green Dn Lgt Failed to Extin with Gear Handle UP.
EICAS Msg GEAR DISAGREE Displayed. DOORS Amber Lgt & GEAR Lgt Illum.
Figure 116A (Sheet 7)

THE AIRPLANE IS ON THE GROUND, "NOSE" GEAR GREEN DN LGT FAILED TO ILLUM WITH GEAR HANDLE "DN. AMBER "GEAR" LGT IS ILLUM. EICAS MSG "GEAR DISAGREE" DISPLAYED.

PREREQUISITES
NONE

WARNING: DO NOT LET YOURSELF OR ANOTHER PERSON BE UNDER THE AIRPLANE UNTIL YOU ARE SURE THE NOSE GEAR DOWNLOCK OR AIRPLANE JACK IS INSTALLED. INJURY OR DEATH TO PERSONS AND DAMAGE TO EQUIPMENT CAN RESULT.

1 DO YOU KNOW FOR SURE THAT THE NOSE GEAR DOWNLOCK IS INSTALLED?

YES → 30 DO THE LANDING GEAR POSITION INDICATING AND WARNING SYSTEM - ADJUSTMENT/ TEST PROCEDURE (AMM 32-61-00/501).

NO →

2 WARNING: MOVEMENT OF THE AIRPLANE CAN CAUSE THE INADVERTENT RETRACTION OF THE NOSE LANDING GEAR IF IT IS NOT IN THE LOCKED POSITION AND THE DOWNLOCK IS NOT INSTALLED.

1. STOP ALL MAINTENANCE AND LOADING ACTIVITIES THAT CAUSE THE AIRPLANE TO BOUNCE, SHAKE OR MOVE.
2. MAKE SURE THAT THE CONFIGURATION OF THE HYDRAULIC SYSTEM IS NOT CHANGED.

   NOTE: IF HYDRAULIC POWER IS SUPPLIED, LEAVE IT ON. IF HYDRAULIC POWER IS NOT SUPPLIED, LEAVE IT OFF.

3. MAKE SURE THE PARKING BRAKE IS SET.
4. MAKE SURE CHOCKS ARE SECURED AGAINST THE FRONT AND BACK OF AT LEAST ONE SET OF MAIN GEAR TIRES.
5. MAKE SURE THE DOWNLOCKS ARE INSTALLED IN THE MAIN LANDING GEAR (AMM 32-00-20/201).

   WARNING: DO NOT LET YOURSELF OR ANOTHER PERSON BE UNDER THE AIRPLANE WHEN YOU PUT THE CHOCK IN FRONT OF THE NOSE LANDING GEAR TIRE. IF THE NOSE LANDING GEAR RETRACTS, INJURY OR DEATH TO PERSONS AND DAMAGE TO EQUIPMENT CAN RESULT.

6. USE ROPES OR A LONG POLE TO PUT A CHOCK IN FRONT OF THE NOSE LANDING GEAR TIRES, IF CHOCKCS ARE NOT ALREADY INSTALLED.

   NOTE: DO NOT PUT A CHOCK BEHIND THE NOSE LANDING GEAR TIRE. IT WILL NOT HELP PREVENT AN INADVERTANT RETRACTION OF THE NOSE LANDING GEAR.

WARNING: DO NOT LET YOURSELF OR ANOTHER PERSON BE UNDER THE AIRPLANE WHEN YOU INSTALL THE JACK PAD. IF THE NOSE LANDING GEAR RETRACTS, INJURY OR DEATH TO PERSONS AND DAMAGE TO EQUIPMENT CAN RESULT.

7. PUT A JACK UNDER THE NLG BODY JACK PAD SUCH THAT THE JACK SUPPORTS SOME OF THE WEIGHT OF THE AIRPLANE, BUT DOES NOT LIFT THE NOSE LANDING GEAR TIRE OFF THE GROUND (AMM 07-11-02/201).

CAN YOU INSTALL THE NOSE GEAR DOWNLOCK?

YES → 31 DO THE LANDING GEAR POSITION INDICATING AND WARNING SYSTEM - ADJUSTMENT/ TEST PROCEDURE (AMM 32-61-00/501).

NO → 32
1. IF HYDRAULIC POWER IS SUPPLIED, REMOVE THE POWER FROM THE HYDRAULIC SYSTEM (AMM 29-11-00/201)
2. LIFT THE NOSE OF THE AIRPLANE UNTIL THE NOSE GEAR IS CLEAR OF THE GROUND (AMM 07-11-02/201)
3. DO THE NOSE GEAR EXTENSION AND RETRACTION - ADJUSTMENT/TEST PROCEDURE (AMM 32-34-00/501).

NOSE Gear Green Dn Lgt Failed to Illum with Gear Handle DN. Amber Gear Lgt Is Illum. EICAS Msg GEAR DISAGREE Displayed. (Airplane on Ground)
Figure 117

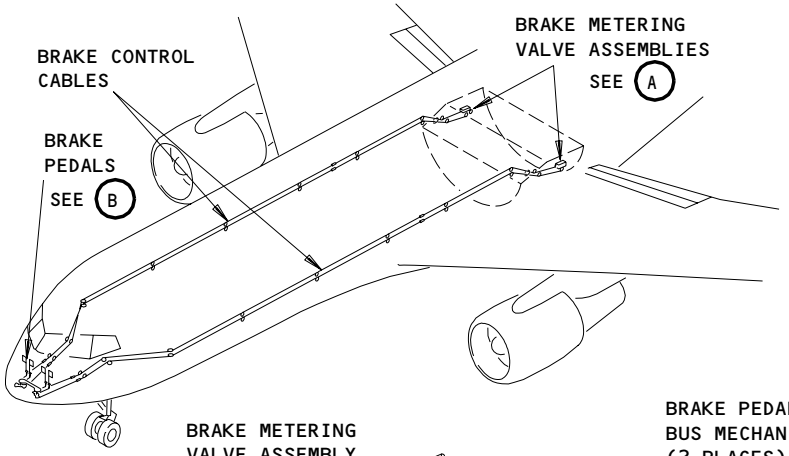
HYDRAULIC BRAKE SYSTEM

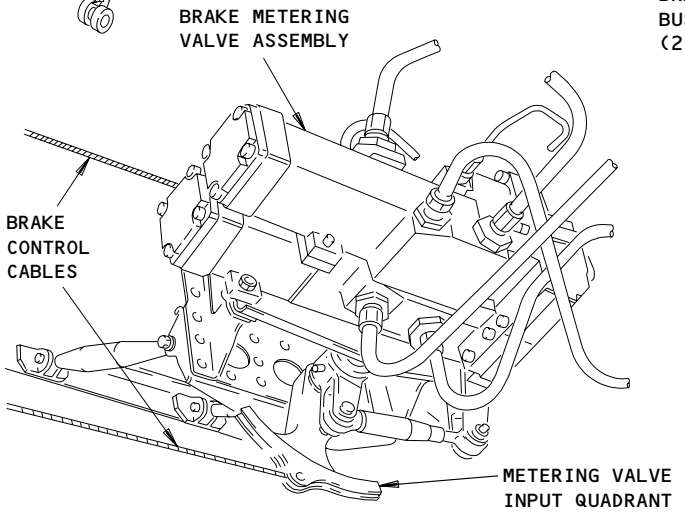
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ACCUMULATOR - BRAKE HYDRAULIC SURGE	3	1	552CB, 652CB, INBOARD WING TE	32-41-11
ACCUMULATOR - (REF 32-44-00, FIG. 101)				
PARKING BRAKE				
ASSEMBLY - BRAKE METERING VALVE	1	2	RIGHT & LEFT WHEEL WELL	
BLEEDER - HYDRAULIC BRAKE	3	8	MAIN LANDING GEAR	32-41-00
BRAKE - HYDRAULIC	3	8	MAIN LANDING GEAR	32-41-08
CABLES - BRAKE CONTROL	1	8	FWD CARGO COMPT CEILING AREA	32-00-25
CHECK VALVE - ACCUMULATOR ISOLATION	2	1	RIGHT WHEEL WELL	32-41-00
CIRCUIT BREAKERS	1		FLT COMPT, P6, P11	
BRAKE PRESS, C1180		1	11U22	*
IND LIGHTS 1, C1306		1	11A33	*
HYDRAULIC ELEC PUMP C1, C1085		1	11L15	*
LANDING GEAR PARKING BRAKE VLV, C1179		1	6F4	*
DISCONNECT - BRAKE	3	8	MAIN LANDING GEAR	32-41-06
GAGE - BRAKE PRESS INDICATOR, N10	1	1	FLT COMPT, P3	*
GAGE - (REF 32-44-00, FIG. 101)				
PARKING BRAKE ACCUMULATOR PRESSURE				
GAGE - SURGE ACCUMULATOR PRESSURE	3	2	552CB, 652CB, INBOARD WING TE	32-41-00
LIGHT - BRAKE SOURCE INDICATOR, L605	1	1	FLT COMPT, P1	*
MECHANISM - BRAKE PEDAL BUS	1	2	113AL, FWD EQUIP COMPT	32-41-01
MODULE - (REF 32-42-00, FIG. 101)				
ALTERNATE ANTISKID VALVE				
ANTISKID SHUTTLE VALVE				
AUTOBRAKE SHUTTLE VALVE				
AUTOBRAKE VALVE				
NORMAL ANTISKID VALVE				
PEDALS - BRAKE, CAPTAIN'S AND FIRST OFFICER'S	1	1	FLT COMPT	32-41-00
SWITCH - ALTN VALVE SELECT PRESS, S415	2	1	LEFT WHEEL WELL	*
SWITCH - (REF 29-11-00, FIG. 101)				
RESERVE BRAKES AND STEERING SELECT, S547				
SYS R ACMP CONTROL PRESSURE, S32				
TRANSDUCER - HYDRAULIC BRAKE PRESSURE, TS90	2	1	RIGHT WHEEL WELL	*
VALVE - ACCUMULATOR ISOLATION	2	1	RIGHT WHEEL WELL	32-41-05
VALVE - ALTERNATE BRAKE SELECTOR	2	1	LEFT WHEEL WELL	32-41-05
VALVE - SURGE ACCUMULATOR CHARGING	3	2	551XBX, 651XBX, INBOARD WING TE	32-41-11
VALVE - (REF 32-44-00, FIG. 101)				
PARKING BRAKE				
PARKING BRAKE ACCUMULATOR CHARGING				

* SEE WM EQUIPMENT LIST

Component Index
Figure 101

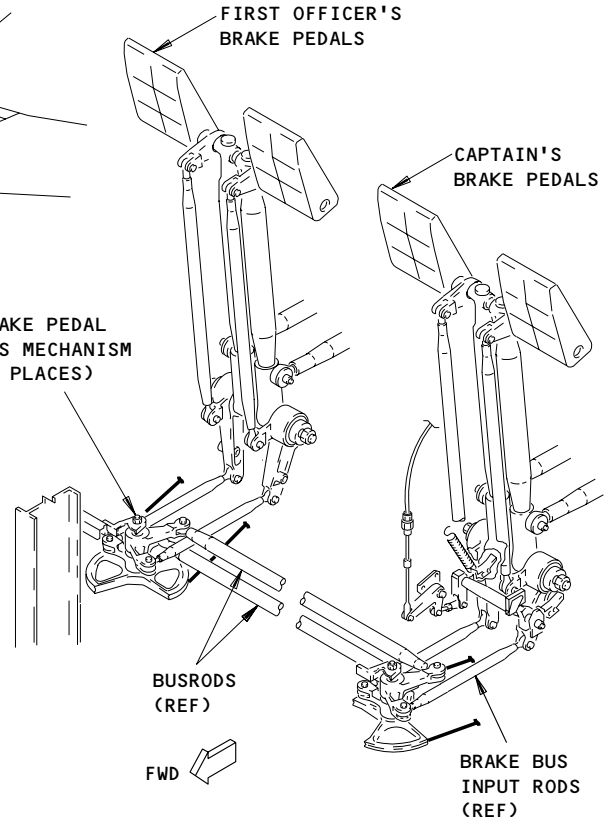
269915





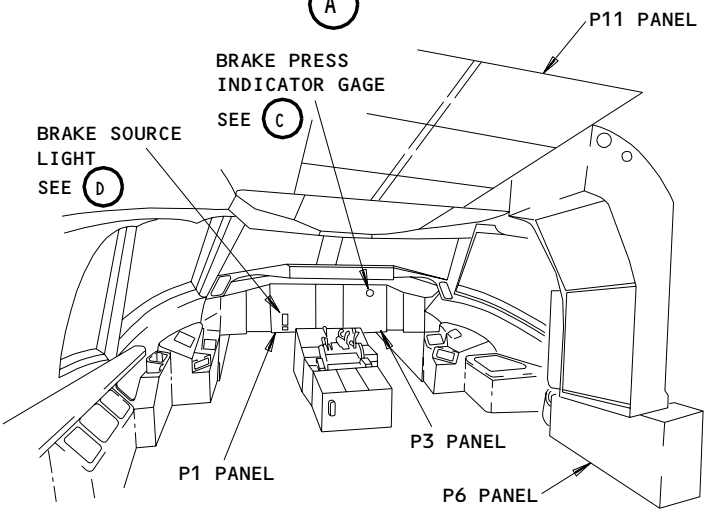
BRAKE METERING VALVE ASSEMBLY
(RIGHT SIDE INSTALLATION SHOWN)

A

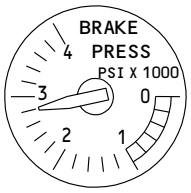


BRAKE PEDAL BUS MECHANISM

B

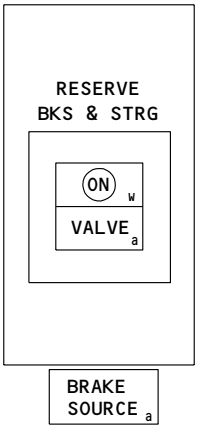


FLT COMPT



BRAKE PRESS INDICATOR GAGE, N10

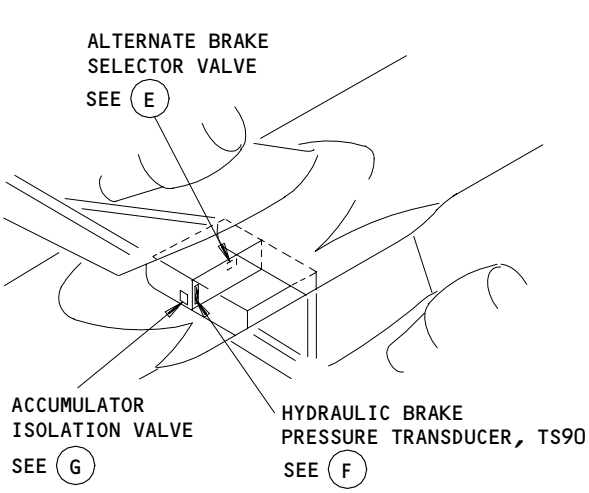
C

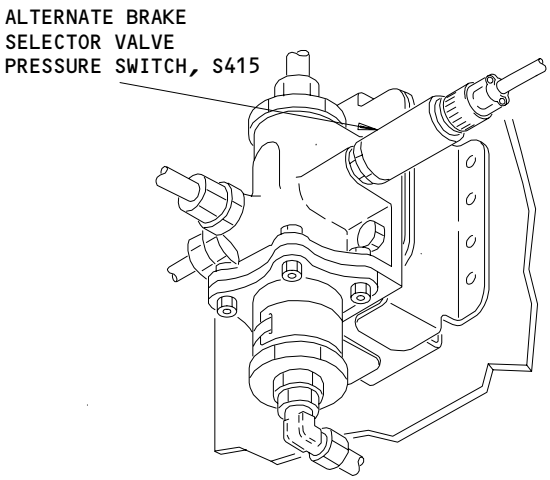


BRAKE SOURCE LIGHT, L605

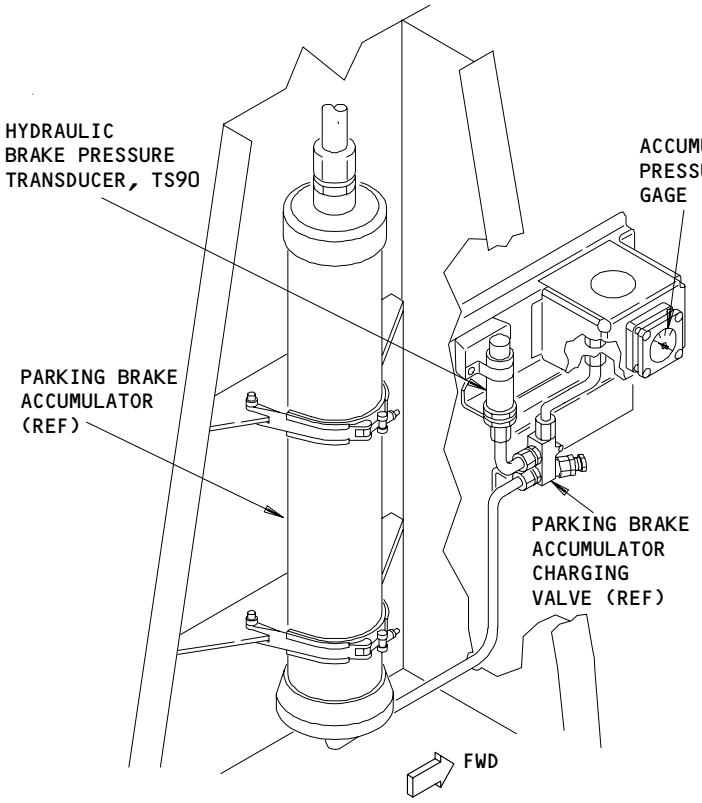
D

Component Location
Figure 102 (Sheet 1)

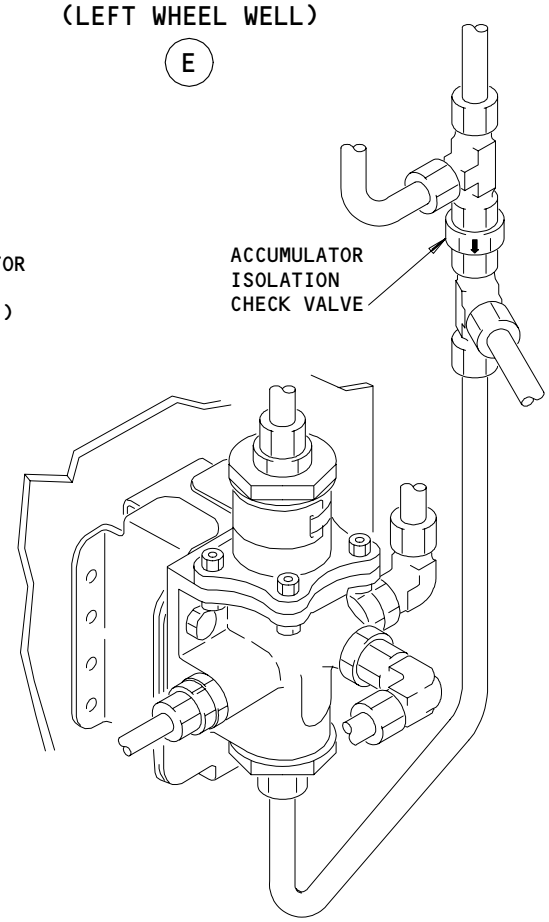




ALTERNATE BRAKE SELECTOR VALVE
(LEFT WHEEL WELL)
E

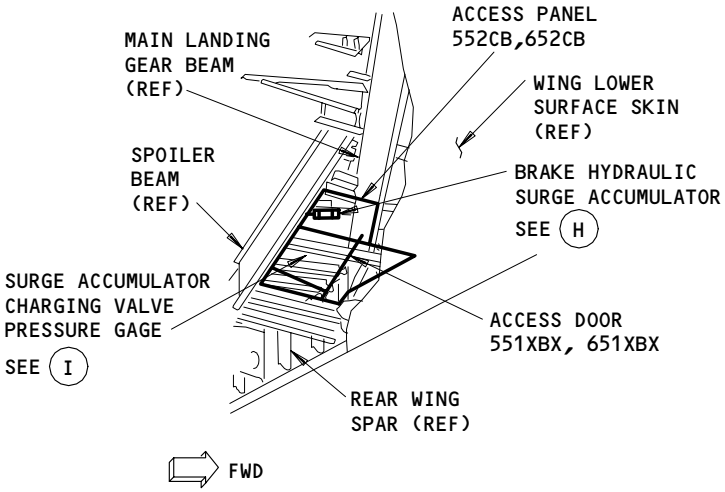


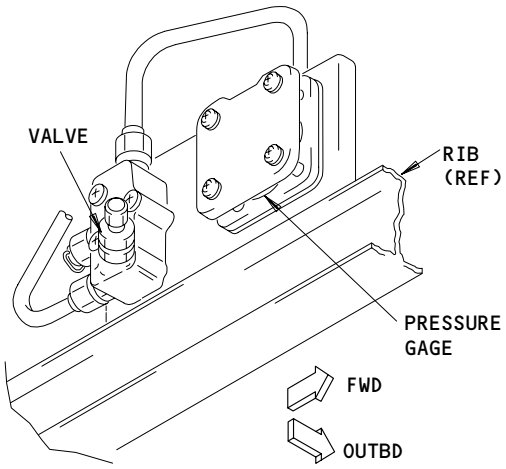
HYDRAULIC BRAKE
PRESSURE TRANSDUCER, TS90
(RIGHT WHEEL ONLY)
F



ACCUMULATOR ISOLATION
(SHUTOFF) VALVE
(RIGHT WHEEL WELL)
G

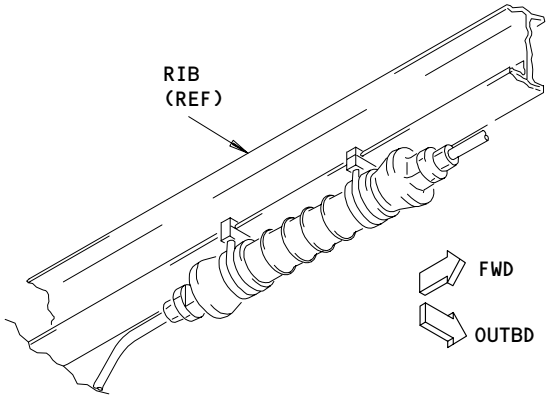
Component Location
Figure 102 (Sheet 2)





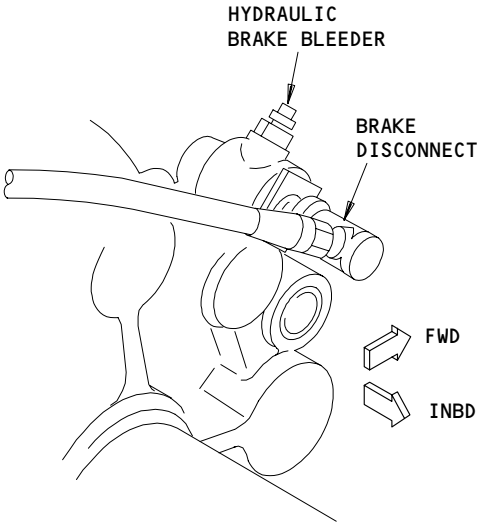
SURGE ACCUMULATOR CHARGING VALVE AND PRESSURE GAGE

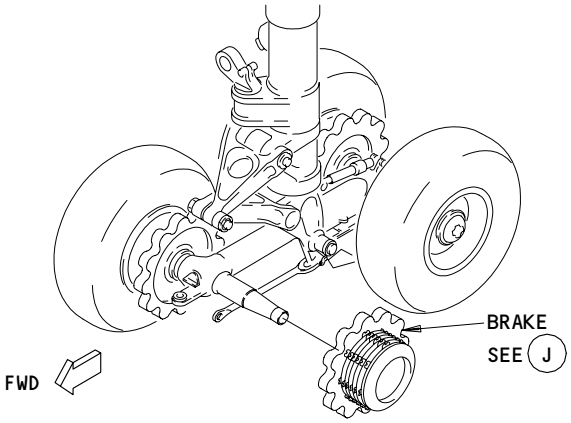
I



BRAKE HYDRAULIC SURGE ACCUMULATOR

H





BRAKE (TYPICAL-8-PLACES)

J

Component Location
Figure 102 (Sheet 3)

"BRAKE SOURCE" LGT FAILS TO ILLUMINATE WITH NO HYD PRESSURE FROM ANY SOURCE

PREREQUISITES
HYDRAULIC POWER (MM 29-11-00)
ELECTRICAL POWER (MM 24-22-00)
CB'S: 6F4,11A33,11U22

1 PRESS MASTER DIM AND TEST SWITCH ON P5 PANEL.
DOES "BRAKE SOURCE" LIGHT ILLUMINATE?

NO → 21 RELAMP BRAKE SOURCE LIGHT L605 (MM 33-16-02). CHECK THAT "BRAKE SOURCE" LIGHT ILLUMINATES.
IF FAULT PERSISTS, REPLACE DIODE/FUSE CARD (MM 33-16-02).

YES ↓

2 PULL CONNECTOR D2228 AT S415 ALT VALVE SELECT PRESSURE SWITCH AND CHECK FOR POWER AT PIN 3 (GROUND IS AT PIN 2) (WM 32-41-11).
IS 28V DC POWER AVAILABLE?

NO → 22 CHECK AND REPAIR CIRCUIT BETWEEN PIN 3 OF D2228 SWITCH CONNECTOR AND PIN 2 OF BRAKE SOURCE LIGHT L605 (WM 32-41-11).

YES ↓

11 AT SWITCH CONNECTOR D2228, CHECK CONTINUITY ACROSS PINS 2 AND 3 OF S415 SWITCH RECEPTACLE.
IS THERE CONTINUITY?

NO → 23 REPLACE ALTERNATE VALVE SELECT PRESSURE SWITCH S415 (WM 32-41-11).

YES ↓

24 CHECK AND REPAIR CIRCUIT BETWEEN PIN 2 ON D2228 SWITCH CONNECTOR (WM 32-41-11) AND PIN A2 ON CONNECTOR D602 ON K127 PRESSURE SENSE ENG HYD PUMP RELAY (WM 29-11-22). CHECK THAT "BRAKE SOURCE" LIGHT ILLUMINATES.
IF FAULT PERSISTS, REPLACE RELAY K127.

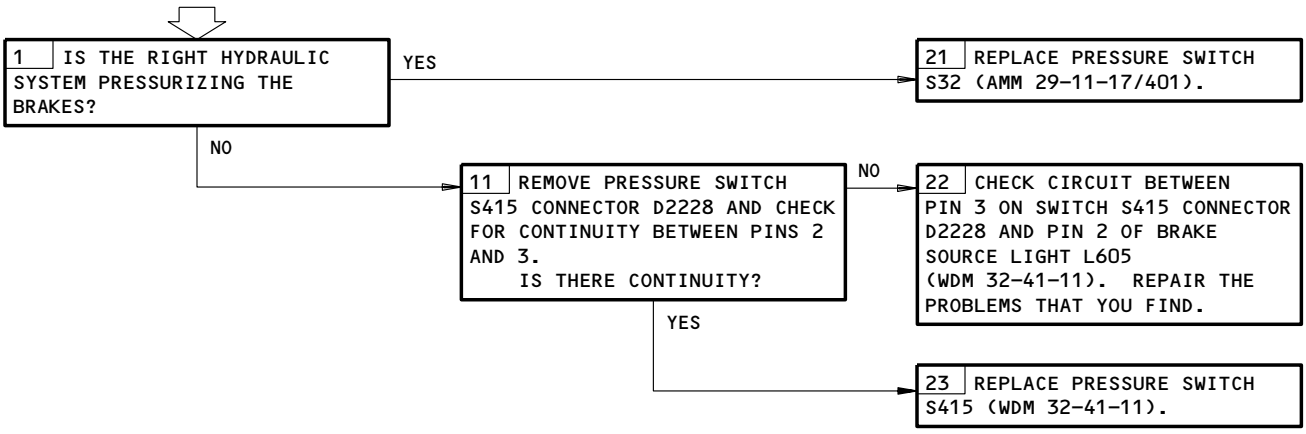
BRAKE SOURCE Lgt Fails to Illuminate with No Hyd Pressure from any Source
Figure 103

"BRAKE SOURCE" LGT REMAINS ILLUMINATED WITH RIGHT OR CENTER HYD SYS PRESSURIZING BRAKES

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6F4, 11A33, 11U22

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
RIGHT AND CENTER HYDRAULIC SYSTEM PRESSURE IS ON (AMM 29-11-00/201)

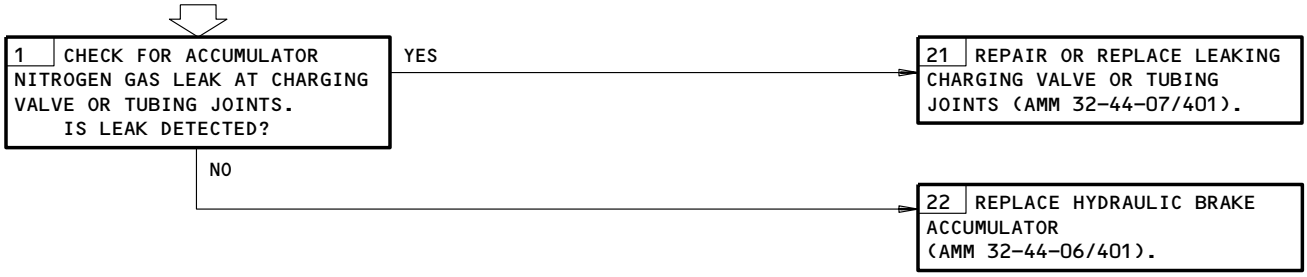


BRAKE SOURCE Lgt Remains Illuminated with Right or Center Hyd Sys Pressurizing Brakes
Figure 104

PREREQUISITES
NONE

BRAKE PRESSURE PRECHARGE LOW

NOTE: PRECHARGE PRESSURE OF ACCUMULATOR SHOULD BE APPROXIMATELY 1000 PSI AT 68°F WITH RIGHT AND CENTER HYDRAULIC SYSTEMS DEPRESSURIZED.



Brake Pressure Precharge Low
Figure 105

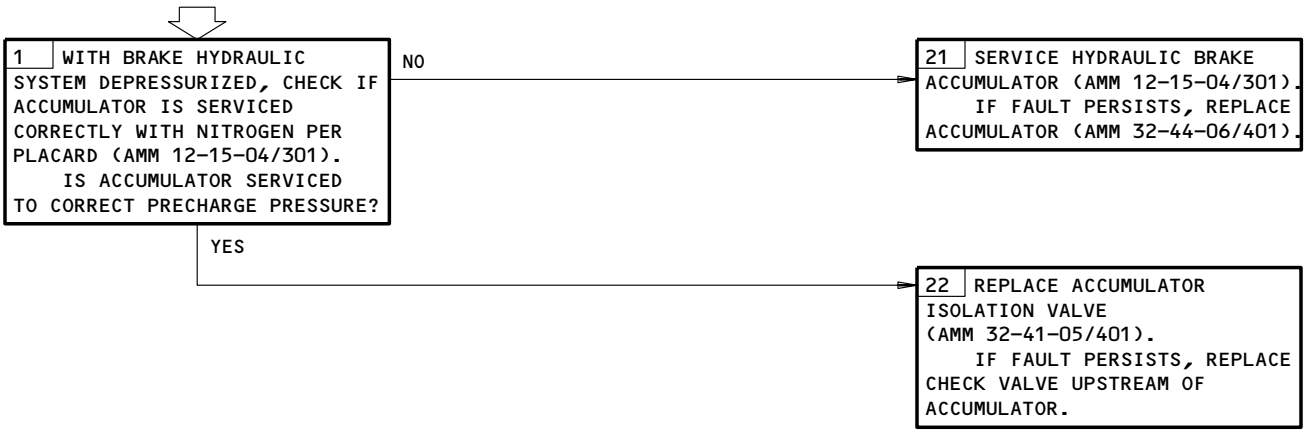
BRAKE PRESSURE BLEEDS OFF WITH C HYD SYS PRESSURIZED AND R HYD SYS OFF

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKERS IS CLOSED:
11U22

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
CENTER HYDRAULIC SYSTEM PRESSURE IS ON (AMM 29-11-00/201)

NOTE: THE ACCUMULATOR IS PRESSURIZED BY PRESSURIZING THE RIGHT HYDRAULIC SYSTEM.



Brake Pressure Bleeds Off with C Hyd Sys Pressurized and R Hyd Sys Off
Figure 106

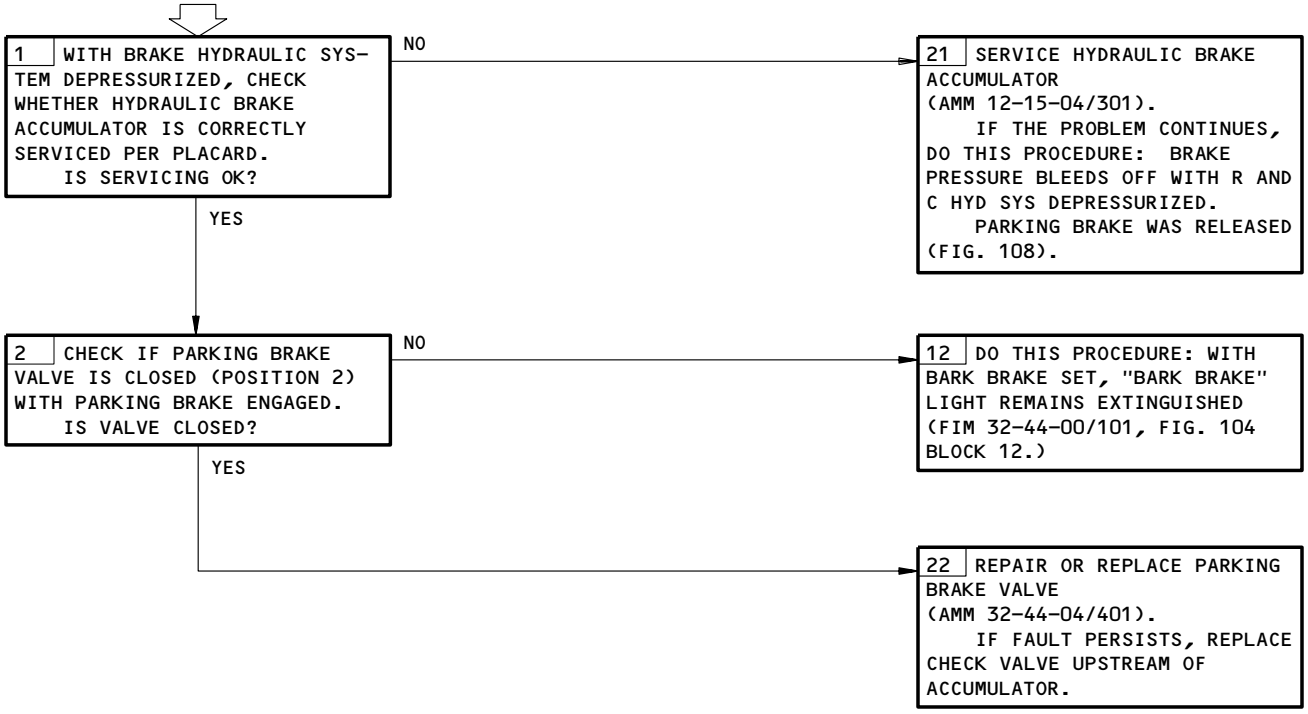
BRAKE PRESSURE BLEEDS OFF WITH PARKING BRAKE SET, R AND C HYD SYS ARE DEPRESSURIZED

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6F4, 11U22

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

NOTE: THE ACCUMULATOR IS PRESSURIZED BY PRESSURIZING THE RIGHT HYDRAULIC SYSTEM.



Brake Pressure Bleeds Off with Parking Brake Set, R and C Hyd Sys are Depressurized
Figure 107

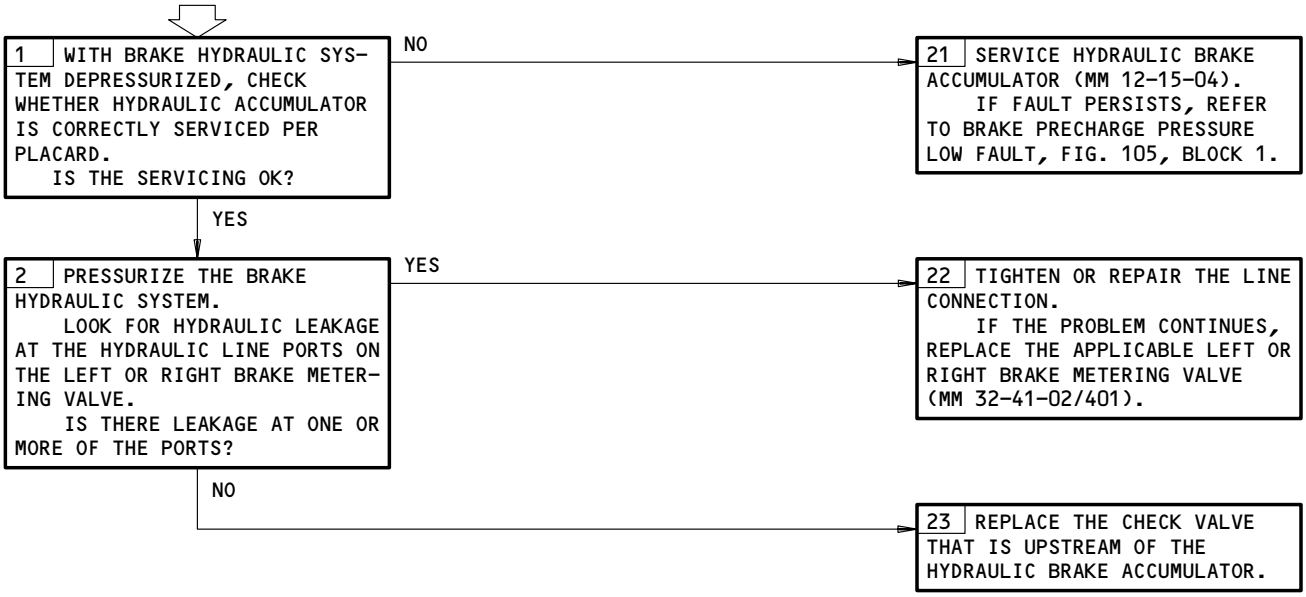
BRAKE PRESSURE BLEEDS OFF WITH R AND C HYD SYS DEPRESSURIZED. PARKING BRAKE WAS RELEASED.

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6F4,11U22

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (MM 24-22-00/201)
THERE IS NO PRESSURE IN THE RIGHT AND CENTER HYDRAULIC SYSTEMS (29-11-00/201)
THE PARKING BRAKE IS RELEASED

NOTE: THE ACCUMULATOR IS PRESSURIZED BY PRESSURIZING THE RIGHT HYDRAULIC SYSTEM.



Brake Pressure Bleeds Off With R and C Hyd Sys Depressurized.
Parking Brake was Released.
Figure 108

BRAKE PRESSURE INDICATES (LOW, ZERO) WITH (R,C,R AND C) HYD SYS PRESSURIZED AND "BRAKE SOURCE" LGT EXTINGUISHED

PREREQUISITES

CENTER AND RIGHT HYDRAULIC SYSTEM POWER (MM 29-11-00)
ELECTRICAL POWER (MM 24-22-00)

CB'S: 11U22,6F4

NOTE: THE BRAKE PRESS GAGE READS RIGHT HYD SYS AND/OR ACCUMULATOR PRESSURE ONLY.

1 WITH RIGHT OR RIGHT AND CENTER SYSTEM PRESSURIZED, IS FAULT CONDITION PRESENT?

NO → 21 SERVICE HYDRAULIC BRAKE ACCUMULATOR (MM 12-15-04).
IF FAULT PERSISTS, REFER TO FIG. 106, BLOCK 1.

YES → 22 REPLACE FAULTY BRAKE PRESSURE GAGE N10 (WM 32-41-11).
IF FAULT PERSISTS, REPLACE FAULTY HYD BRAKE PRESSURE TRANSDUCER TS90 (WM 32-41-11).

Brake Pressure Indicates (Low, Zero) with (R,C,R and C) Hyd Sys Pressurized and BRAKE SOURCE Lgt Extinguished
Figure 109

BRAKE PRESSURE INDICATION HIGH, INOP, INTERMITTENT, STICKS, ETC.

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6F4,11U22

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (MM 24-22-00/201)
RIGHT AND CENTER HYDRAULIC SYSTEM PRESSURE IS ON (AMM 29-11-00/201)
THE PARKING BRAKE IS RELEASED

1 COMPARE THE BRAKE PRESSURE INDICATION OF THE GAGE ON THE P3-1 PANEL WITH THE PRESSURE INDICATION OF THE DIRECT READING PRESSURE GAGE ADJACENT TO THE ACCUMULATOR IN THE WHEEL WELL.
DOES THE ACCUMULATOR PRESSURE GAGE HAVE THE SAME INDICATION FAULTS (PRESSURE INDICATION HIGH, INTERMITTENT, STICKING, INOP, ETC.) AS THE "BRAKE PRESS" GAGE ON THE P3-1 PANEL?

NOTE

NORMAL PRESSURE INDICATION IS 2800 TO 3200 PSIG. PRESSURE INDICATIONS CAN EXCEED 3200 PSIG WHEN DESCENDING FROM A FLIGHT. IF BOTH GAGES GIVE APPROXIMATELY THE SAME INDICATION AND DO NOT EXCEED 3400 PSIG, THE GAGES AND THE TRANSDUCER ARE OK.

YES → 21 REPLACE THE BRAKE PRESSURE TRANSMITTER (AMM 32-41-14/401).

NO ↓

2 IS THE INDICATION OF THE BRAKE PRESSURE GAGE ON THE PILOT'S P3-1 PANEL MORE THAN 200 PSIG GREATER THAN THE INDICATION OF THE DIRECT READING PRESSURE GAGE ADJACENT TO THE ACCUMULATOR?

YES → 22 REPLACE THE BRAKE PRESSURE INDICATOR ON THE P3-1 PANEL (AMM 32-41-15/401).

NO ↓

3 REPLACE BRAKE PRESSURE INDICATOR ON P3-1 PANEL OR DIRECT READING PRESSURE GAGE THAT HAS OTHER FAULTS (INTERMITTENT, STICKS, INOP, ETC.)(AMM 32-41-14/401; AMM 32-41-15/401).

Brake Pressure Indication High, Inop, Intermittent, Sticks, Etc.
Figure 110

ANTISKID/AUTOBRAKE SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
ASSEMBLY – ANTISKID/BRAKE COOLING XDCR MOTOR	5	8	HUBCAP, MAIN WHL AXLE	32-42-06
TS358 FOR WHEEL 1			L FWD OUTBD WHL	
TS359 FOR WHEEL 2			L FWD INBD WHL	
TS362 FOR WHEEL 3			R FWD INBD WHL	
TS363 FOR WHEEL 4			R FWD OUTBD WHL	
TS360 FOR WHEEL 5			L AFT OUTBD WHL	
TS361 FOR WHEEL 6			L AFT INBD WHL	
TS364 FOR WHEEL 7			R AFT INBD WHL	
TS365 FOR WHEEL 8			R AFT OUTBD WHL	
ASSEMBLY – AUTOBRAKE SHUTTLE VALVE	4	2	MAIN WHEEL WELL, TRANSVERSE BEAM	32-42-10
CARD – AUTOBRAKE CIRCUIT	6	1	119AL, MAIN EQUIP CTR, E1-1, ANTISKID/AUTOBRAKE CONTROL UNIT, M102	32-42-01
CARD – BITE CIRCUIT	6	1	119AL, MAIN EQUIP CTR, E1-1, ANTISKID/AUTOBRAKE CONTROL UNIT, M102	32-42-01
CARD – INTERFACE/DISPLAY CIRCUIT	6	1	119AL, MAIN EQUIP CTR, E1-1, ANTISKID/AUTOBRAKE CONTROL UNIT, M102	32-42-01
CARD – MAIN WHEEL CIRCUIT	6	4	119AL, MAIN EQUIP CTR, E1-1, ANTISKID/AUTOBRAKE CONTROL UNIT, M102	32-42-01
CIRCUIT BREAKERS:	1		FLT COMPT, P6	
LANDING GEAR PARKING BRAKE VLV, C1179		1	6F4	*
R PLT A/B, C108		1	6K28	*
CIRCUIT BREAKERS:	1		FLT COMPT, P11	
AIR/GND SYS 1, C1182		1	11U15	*
ANTISKID 1-5, C1171		1	11U18	*
ANTISKID 2-6, C1183		1	11C31	*
ANTISKID 3-7, C1184		1	11C32	*
ANTISKID 4-8, C1172		1	11U27	*
AUTOBRKS/ANTISKID TEST/IND 2, C1173		1	11U21	*
AUTOBRKS/ANTISKID TEST/IND 1, C1176		1	11U12	*
IND LIGHTS 3, C1200		1	11A35	*
LANDING GEAR POSITION AIR/GND SYS 1, C1175		1	11C30	*
POSITION AIR/GND SYS 2, C1170		1	11U23	*
R IND LTS 2, C1274		1	11R29	*
DIODE – R33,R62,R63,R64	6	2	119AL, MAIN EQUIP CTR, E1-1	*
DIODE – (REF 31-01-36, FIG. 101) R129,R130				
DIODE – R217,R218,R609	1	2	FLT COMPT, P61	*
DRIVE – ANTISKID TRANSDUCER	5	8	MAIN WHEEL HUBCAP	32-42-04
FILTER – ALTERNATE ANTISKID MODULE INLET	2	2	552CB/L WING, 652CB/R WING	32-42-03
FILTER – ALTERNATE ANTISKID MODULE SCREEN	2	2	552CB/L WING, 652CB/R WING	32-42-03
FILTER – ANTISKID SHUTTLE VALVE MODULE	3	8	551TB/L WING, 651TB/R WING	32-42-07
FILTER – NORMAL ANTISKID MODULE INLET	3	2	551TB/L WING, 651TB/R WING	32-42-03
FILTER – NORMAL ANTISKID MODULE SCREEN	3	2	551TB/L WING, 651TB/R WING	32-42-03
FUSE – ALTERNATE ANTISKID MODULE	2	4	552CB/L WING, 652CB/R WING	32-42-03
FUSE – NORMAL ANTISKID MODULE	3	8	551TB/L WING, 651TB/R WING	32-42-03

* SEE WM EQUIPMENT LIST

Antiskid/Autobrake System – Component Index
Figure 101 (Sheet 1)

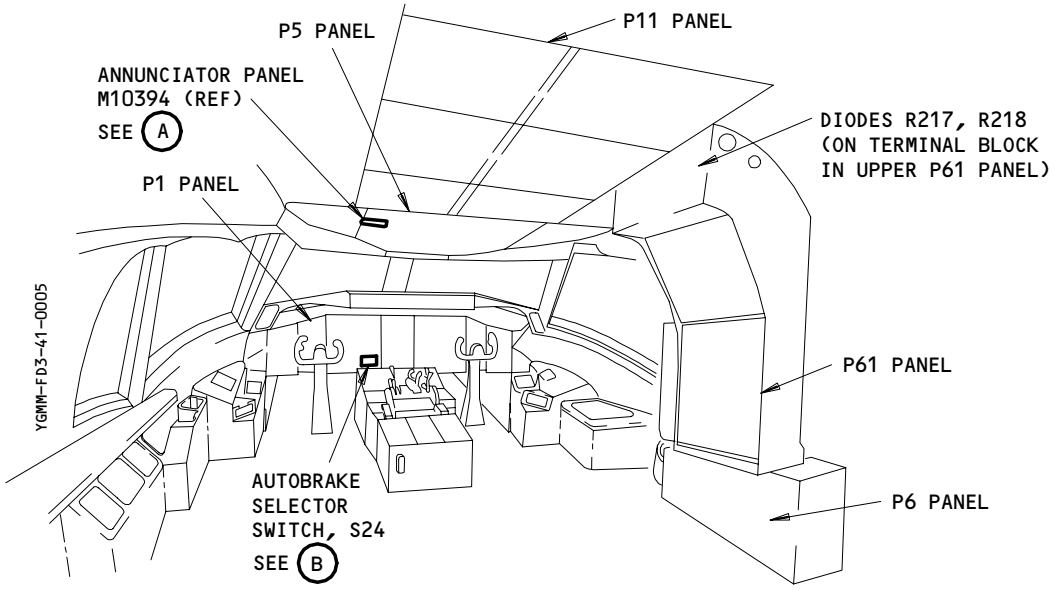
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
LIGHT – ANTISKID, YDLL19	1	1	FLT COMPT, P5, ANNUNCIATOR PANEL, M10394	*
LIGHT – AUTOBRAKE, L119	1	1	FLT COMPT, P1	*
MODULE – AUTOBRAKE, M239	4	1	R MAIN WHEEL WELL, KEEL BEAM FWD	32-42-09
MODULE – LEFT ANTISKID SHUTTLE VALVE	3	1	551TB, L WING LWR SURFACE TE	32-42-07
MODULE – LEFT ANTISKID (ALTERNATE)	2	1	552CB, L WING LWR SURFACE TE	32-42-02
MODULE – LEFT ANTISKID (NORMAL)	3	1	551TB, L WING LWR SURFACE TE	32-42-02
MODULE – RIGHT ANTISKID SHUTTLE VALVE	3	1	651TB, R WING LWR SURFACE TE	32-42-07
MODULE – RIGHT ANTISKID (ALTERNATE)	2	1	652CB, R WING LWR SURFACE TE	32-42-02
MODULE – RIGHT ANTISKID (NORMAL)	3	1	651TB, R WING LWR SURFACE TE	32-42-02
PACK – (FIM 22-32-00/101) AUTOTHROTTLE MICROSWITCH, M966				
PANEL – (FIM 30-31-00/101) ANNUNCIATOR, M10394				
PANEL – (FIM 22-21-00/101) YAW DAMPER, M10250				
PLUG – FLIGHT DISPATCH DISCONNECT	3	1	551TB, L WING, 651TB, R WING, ANTISKID SHUTTLE VALVE	32-42-00
RELAY – (FIM 31-01-36/101) AIR/GROUND SYS 1, K199 ANTISKID 1 & 5 FAIL, K10229 ANTISKID 4 & 8 FAIL, K10230 ANTISKID 2 & 6 FAIL, K10231 ANTISKID 3 & 7 FAIL, K10232 ANTISKID ALTERNATE FAIL, K10233 EDP R PRESS SENSE, K127 LEFT IRS SELECT, K511 PARK BRAKE CLOSE SENSE, K419				
RELAY – (FIM 31-01-37/101) AIR/GROUND SYS 2, K293 RIGHT IRS SELECT, K510				
SWITCH – (FIM 32-41-00/101) ALTERNATE VALVE SEL PRESS, S415				
SWITCH – AUTOBRAKE SELECTOR, S24	1	1	FLT COMPT, P1-3	*
SWITCH – AUTOBRAKE SERVO VALVE PRESSURE, YAAS1	4	1	R MAIN WHEEL WELL, AUTOBRAKE MODULE, M239	32-42-09
SWITCH – AUTOBRAKE SOLENOID VALVE PRESS, YAAS2	4	1	R MAIN WHEEL WELL, AUTOBRAKE MODULE, M239	32-42-09
SWITCH – (FIM 34-22-00/101) L IRS INSTR SOURCE SEL, S4 R IRS INSTR SOURCE SEL, S12				

* SEE THE WDM EQUIPMENT LIST

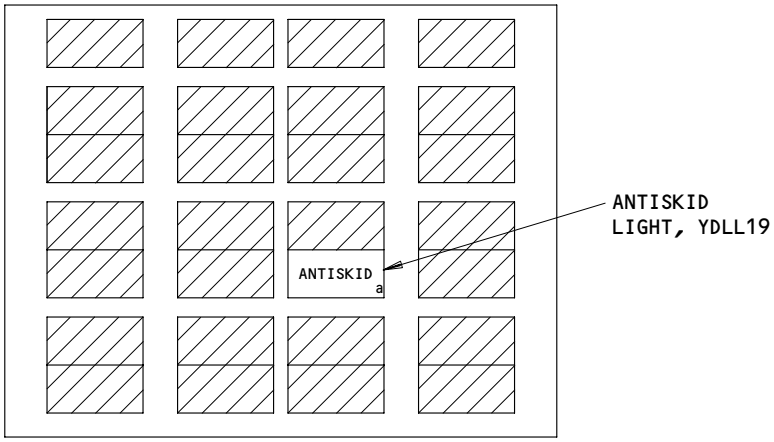
Antiskid/Autobrake System – Component Index
Figure 101 (Sheet 2)

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
SWITCH – LEFT METERED PRESSURE, S82	4	1	L MAIN WHEEL WELL, TRANSVERSE BEAM, AUTOBRAKE SHUTTLE VALVE ASSY	32-42-10
SWITCH – RIGHT METERED PRESSURE, S83	4	1	R MAIN WHEEL WELL, TRANSVERSE BEAM, AUTOBRAKE SHUTTLE VALVE ASSY	32-42-10
SWITCH – (FIM 31-51-00/101) SPEED BRAKE POSITION, S493				
SWITCH – THRUST LEVER POSITION, L NO. 1 (L AUTOBRAKE/AUTOBRAKE RTO), S2	7	1	113AL, AUTOTHROTTLE MICROSWITCH PACK, M966	22-32-04
SWITCH – THRUST LEVER POSITION, L NO. 2 (L AUTOBRAKE/AUTOBRAKE RTO), S3	7	1	113AL, AUTOTHROTTLE MICROSWITCH PACK, M966	22-32-04
SWITCH – THRUST LEVER POSITION, R NO. 1 (R AUTOBRAKE/AUTOBRAKE RTO), S6	7	1	113AL, AUTOTHROTTLE MICROSWITCH PACK, M966	22-32-04
SWITCH – THRUST LEVER POSITION, R NO. 2 (R AUTOBRAKE/AUTOBRAKE RTO), S7	7	1	113AL, AUTOTHROTTLE MICROSWITCH PACK, M966	22-32-04
UNIT – ANTISKID/AUTOBRAKE CONTROL, M102	6	1	119AL, MAIN EQUIP CTR, E1-1	32-42-01
UNIT – (FIM 34-21-00/101) CENTER INERTIAL REFERENCE, M160 LEFT INERTIAL REFERENCE, M159 RIGHT INERTIAL REFERENCE, M161				
VALVE – ANTISKID SHUTOFF	3	2	551TB/L WING, 651TB/R WING, NORMAL ANTISKID MODULE	32-42-03
VALVE – ANTISKID SHUTTLE	3	8	551TB/L WING, 651TB/R WING, SHUTTLE VALVE MODULE	32-42-07
VALVE – AUTOBRAKE SERVO, YAAV2	4	1	R MAIN WHEEL WELL, AUTOBRAKE MODULE, M239	32-42-09
VALVE – AUTOBRAKE SOLENOID (SHUTOFF), YAAV1	4	1	R MAIN WHEEL WELL, AUTOBRAKE MODULE, M239	32-42-09
VALVE – L ALT ANTISKID, V37, V38	2	2	552CB, L WING, LOWER SURFACE TE, ALT ANTISKID MODULE	32-42-03
VALVE – L NORM ANTISKID, V29,V30,V31,V32	3	4	551TB, L WING, LOWER SURFACE TE, NORM ANTISKID MODULE	32-42-03
VALVE – R ALT ANTISKID, V39, V40	2	2	652CB, R WING, LOWER SURFACE TE, ALT ANTISKID MODULE	32-42-03
VALVE – R NORM ANTISKID, V33,V34,V35,V36	3	4	651TB, R WING, LOWER SURFACE TE, NORM ANTISKID MODULE	32-42-03

Antiskid/Autobrake System – Component Index
Figure 101 (Sheet 3)

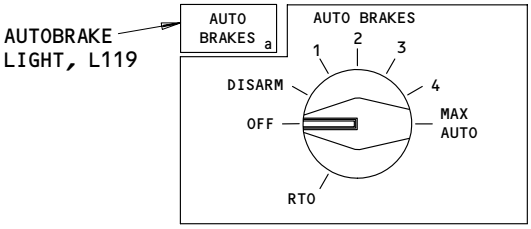


FLIGHT COMPARTMENT



ANNUNCIATOR PANEL, M10394 (REF)

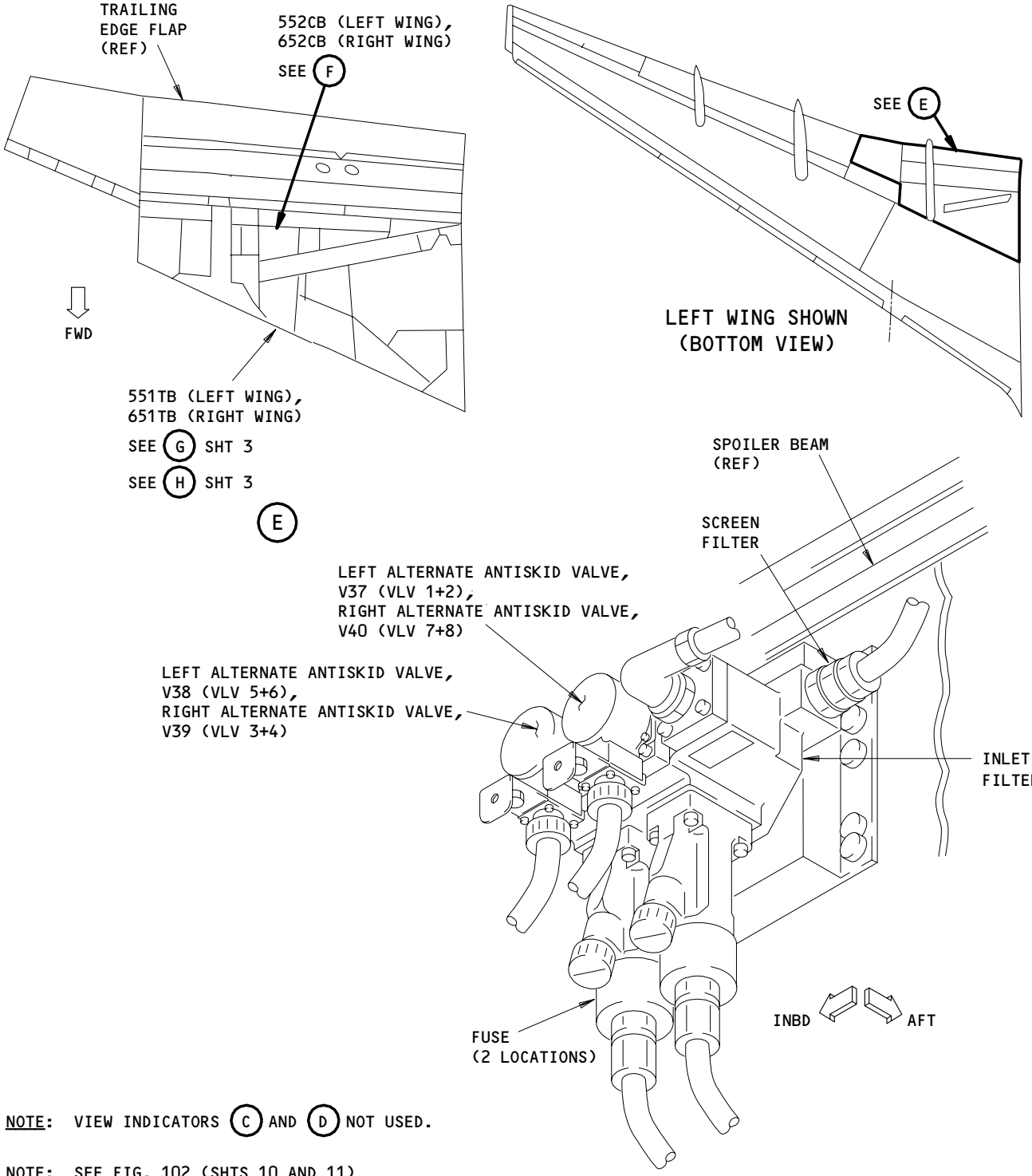
A



AUTOBRAKE SELECTOR SWITCH, S24

B

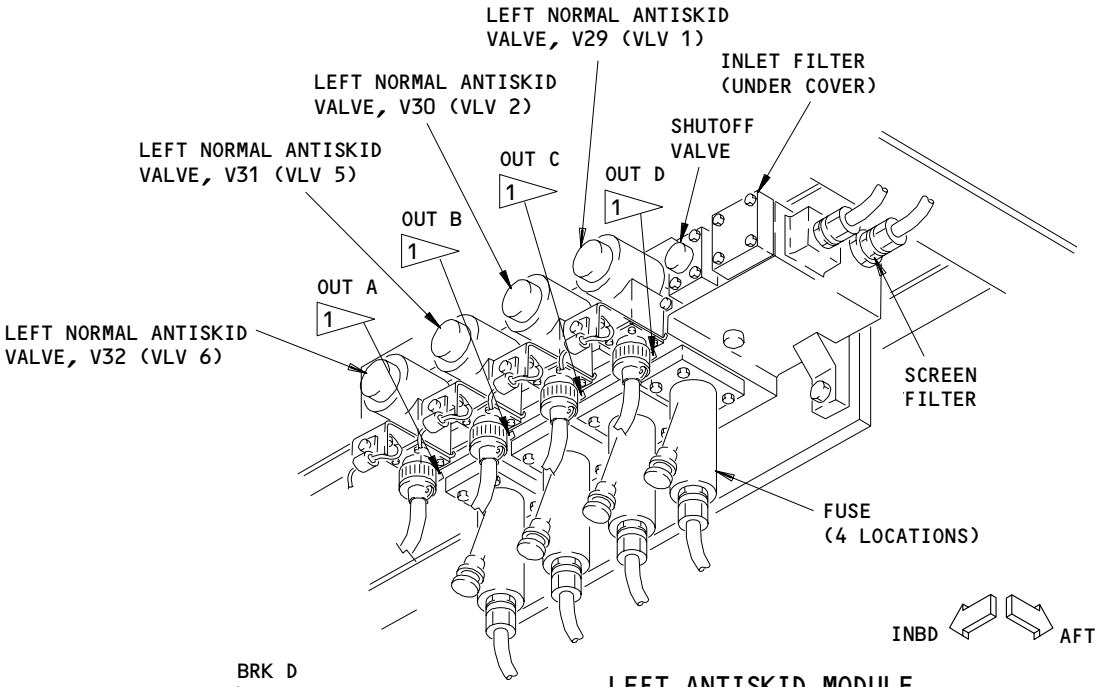
Component Location
Figure 102 (Sheet 1)



NOTE: VIEW INDICATORS C AND D NOT USED.

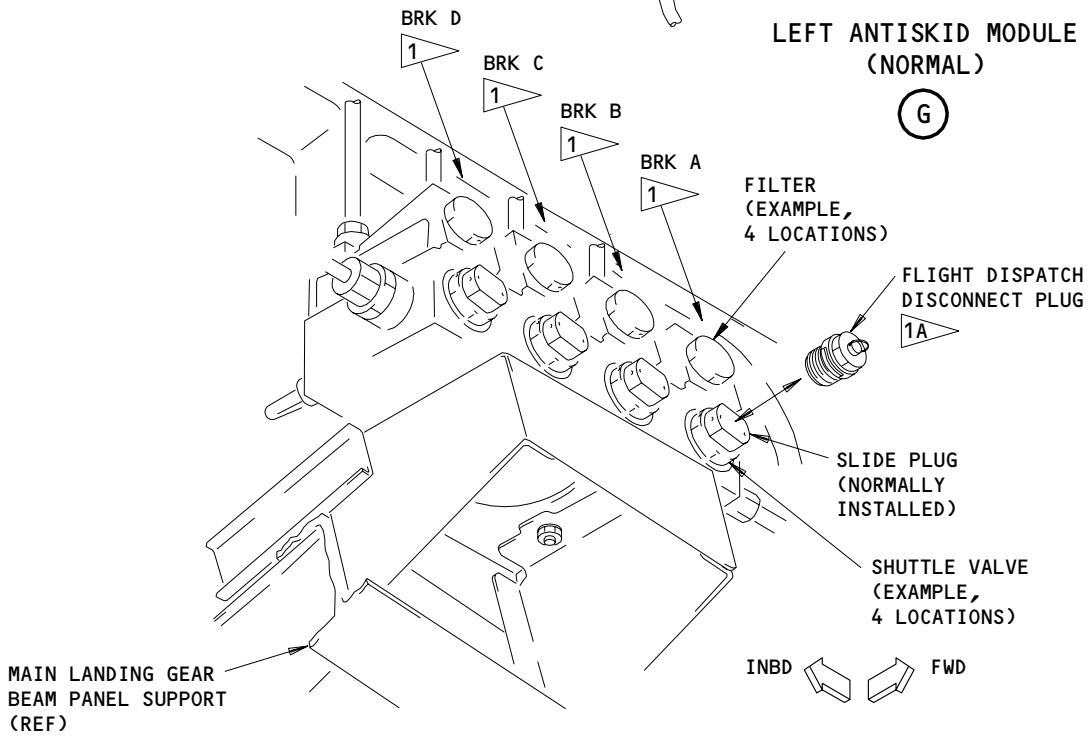
NOTE: SEE FIG. 102 (SHTS 10 AND 11) FOR SCHEMATIC OF FLOW PATHS FROM ANTISKID VALVES TO ANTISKID SHUTTLE VALVES TO BRAKES.

Antiskid/Auto Brake System - Component Location
Figure 102 (Sheet 2)



LEFT ANTISKID MODULE (NORMAL)

G



LEFT ANTISKID SHUTTLE VALVE MODULE

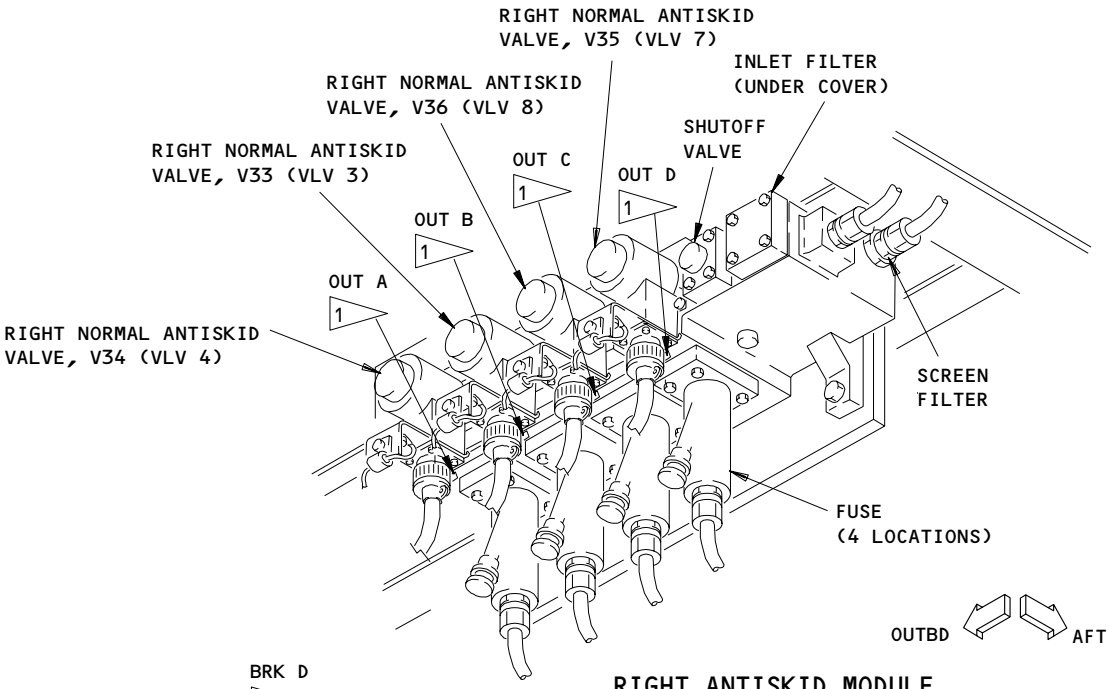
H

1 NOMENCLATURE OF VALVE PORT DECALS

1A NORMALLY STORED IN LANDING GEAR DOWNLOCK PIN BOX AS PART OF FLYAWAY EQUIPMENT WHEN NOT USED

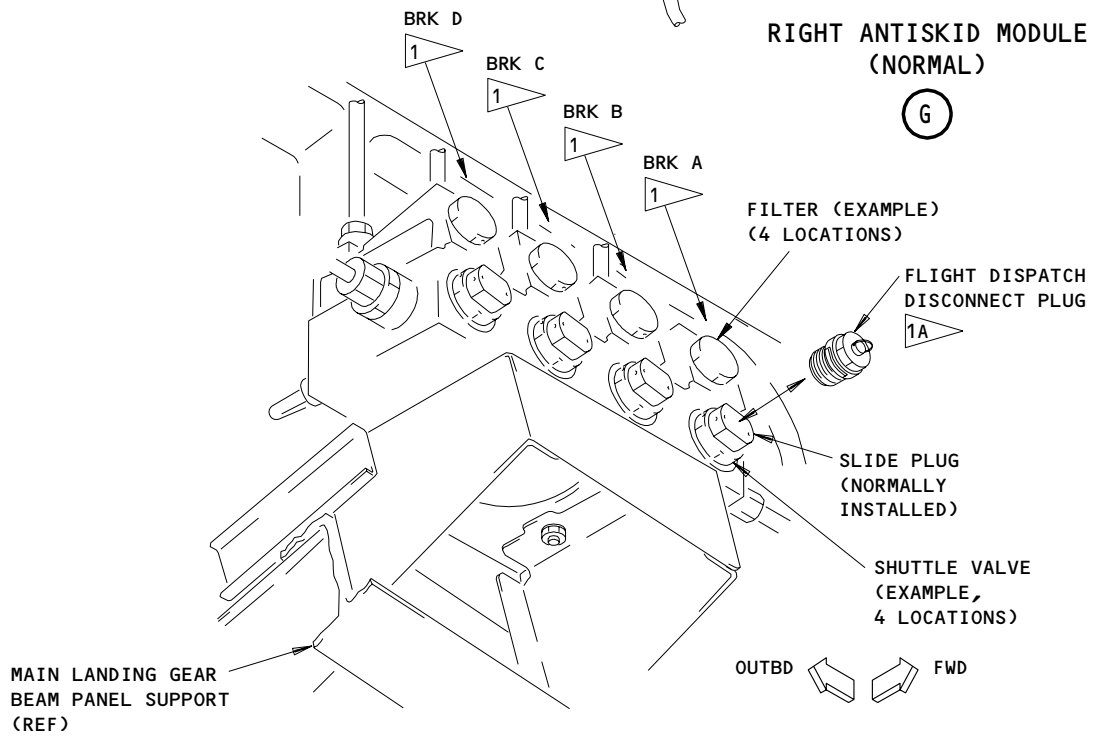
NOTE: SEE FIG. 102 (SHTS 10 AND 11) FOR SCHEMATIC OF FLOW PATHS FROM ANTISKID VALVES TO ANTISKID SHUTTLE VALVES TO BRAKES.

Antiskid/Auto Brake System - Component Location
Figure 102 (Sheet 3)



RIGHT ANTISKID MODULE (NORMAL)

G



RIGHT ANTISKID SHUTTLE VALVE MODULE

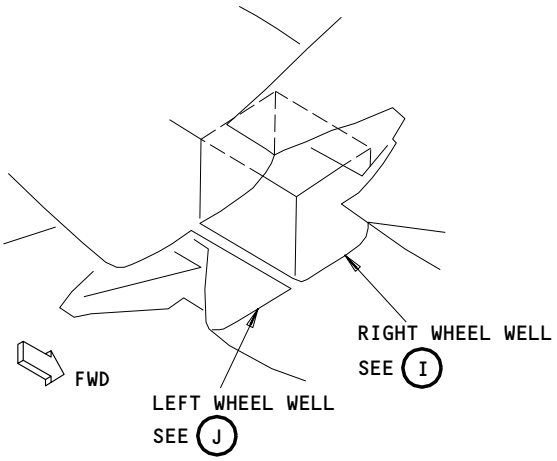
H

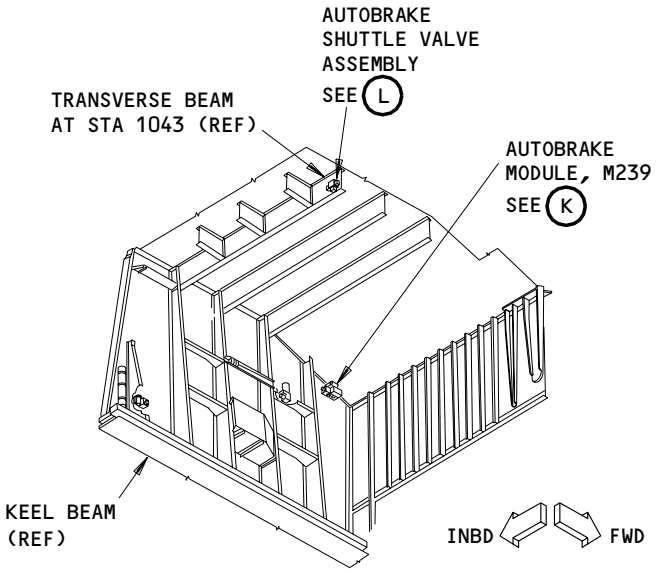
NOTE: SEE FIG. 102 (SHTS 10 AND 11) FOR SCHEMATIC OF FLOW PATHS FROM ANTISKID VALVES TO ANTISKID SHUTTLE VALVES TO BRAKES.

1 NOMENCLATURE OF VALVE PORT DECALS

1A NORMALLY STORED IN LANDING GEAR DOWNLOCK PIN BOX AS PART OF FLYAWAY EQUIPMENT WHEN NOT USED

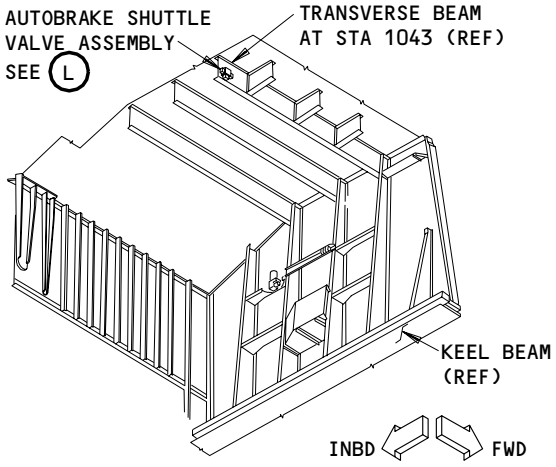
Antiskid/Auto Brake System – Component Location
Figure 102 (Sheet 4)





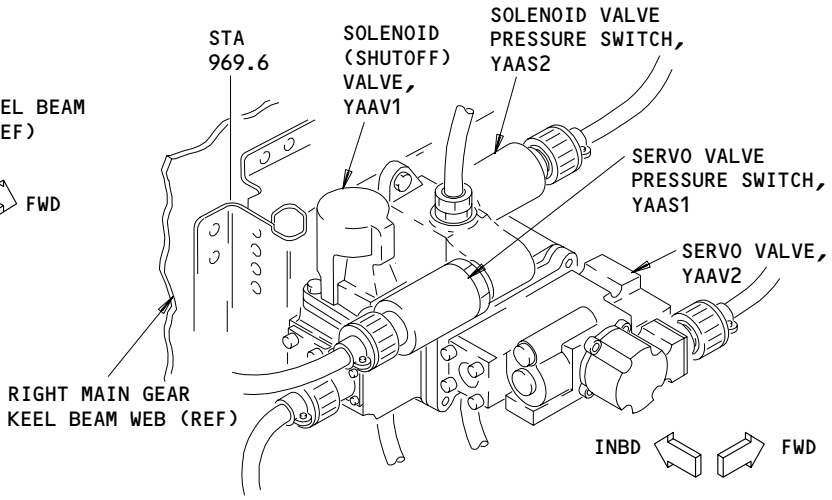
RIGHT WHEEL WELL

I



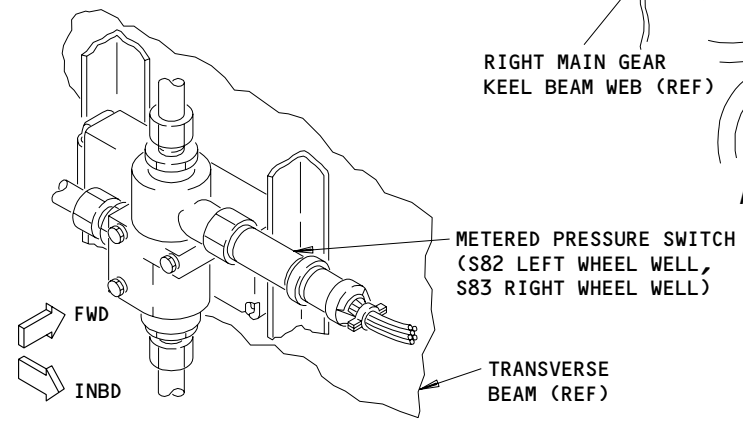
LEFT WHEEL WELL

J



AUTOBRAKE MODULE, M239

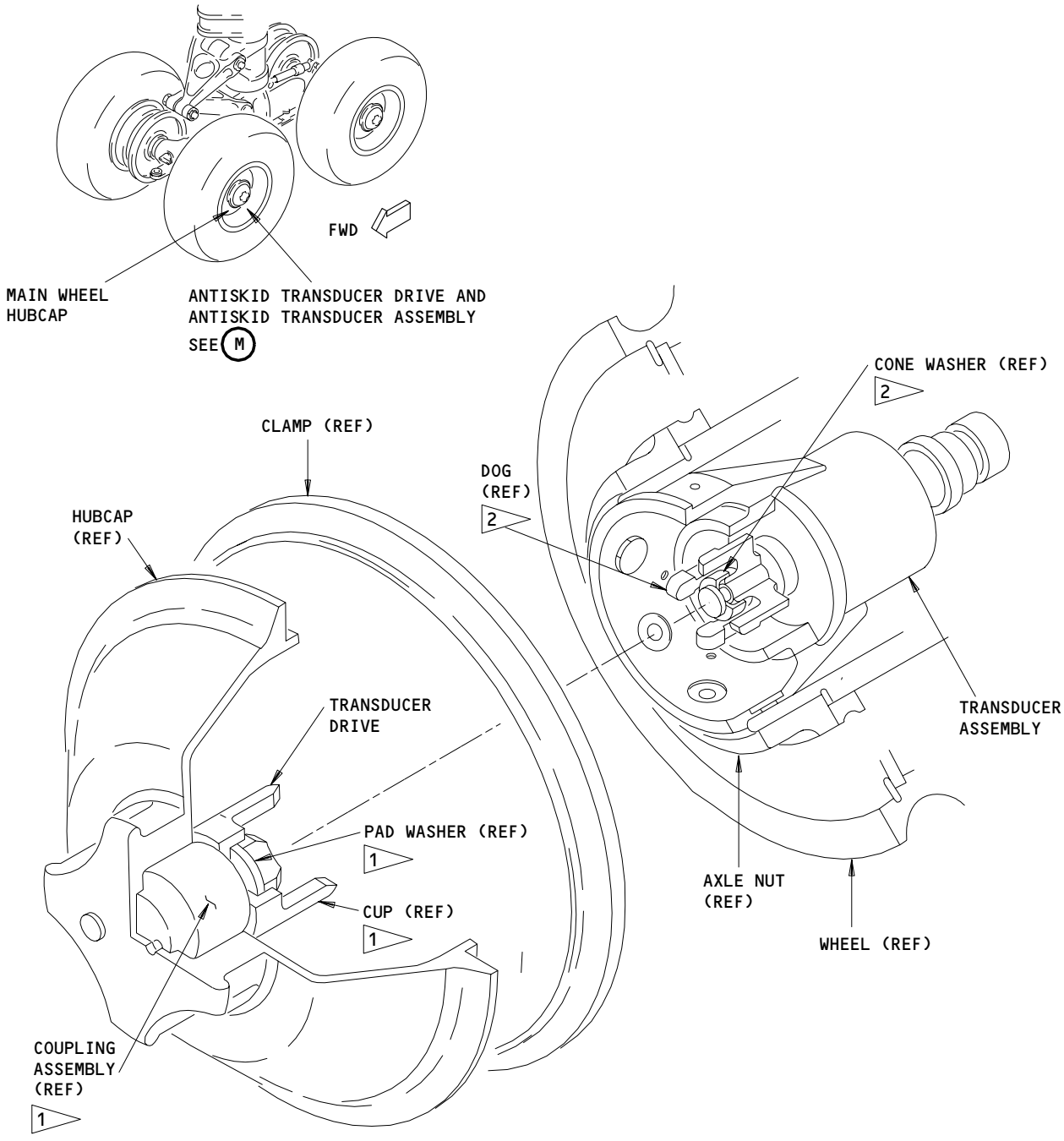
K



AUTOBRAKE SHUTTLE VALVE ASSEMBLY

L

Antiskid/Auto Brake System - Component Location
Figure 102 (Sheet 5)



ANTISKID TRANSDUCER DRIVE AND ANTISKID TRANSDUCER ASSEMBLY

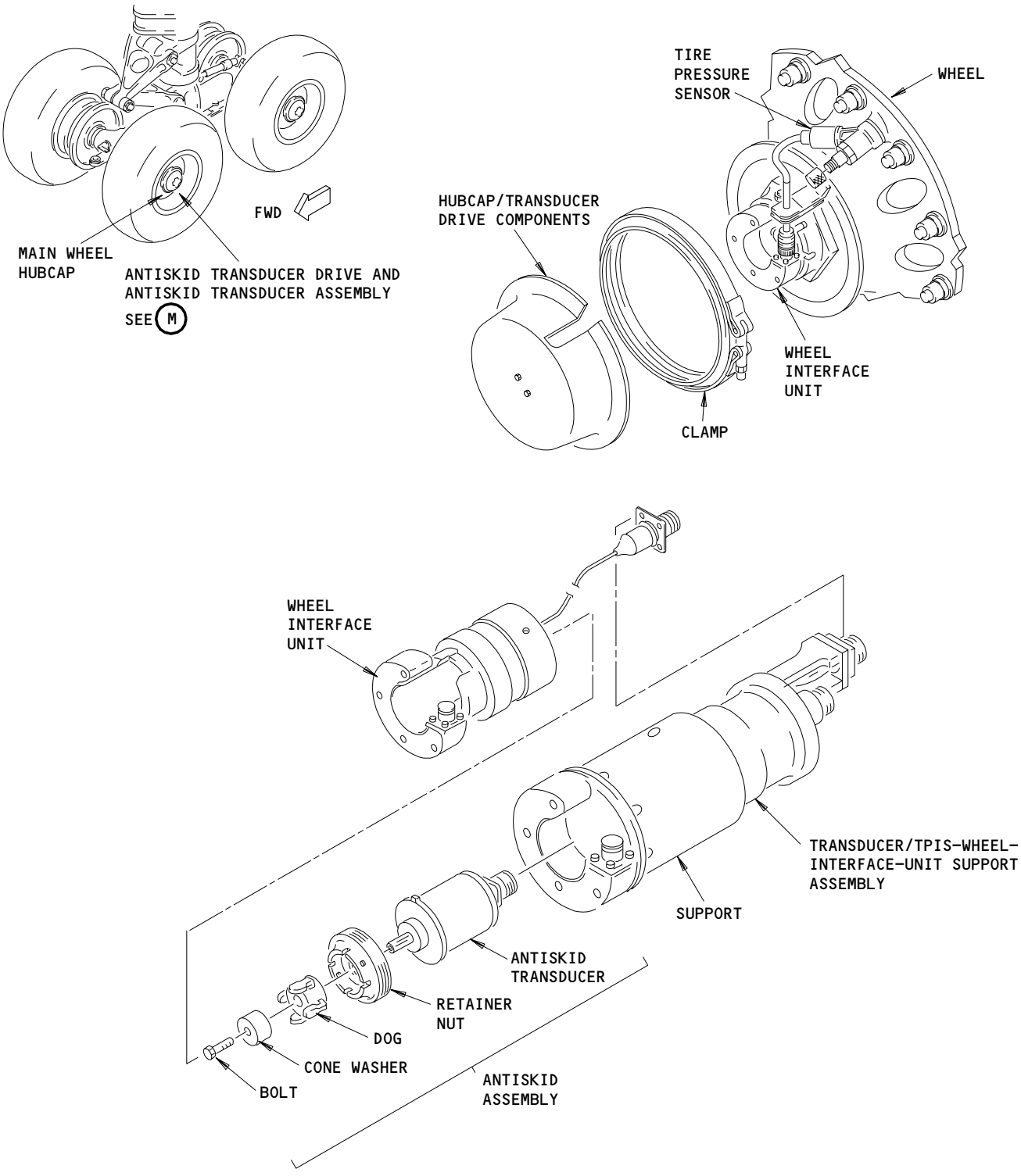
(M)

1 TRANSDUCER DRIVE COMPONENT

2 TRANSDUCER ASSEMBLY COMPONENT

Antiskid/Auto Brake System – Component Location
Figure 102 (Sheet 6)

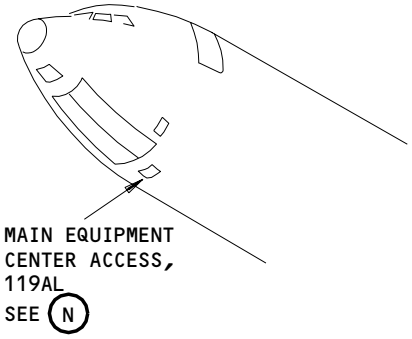
38606

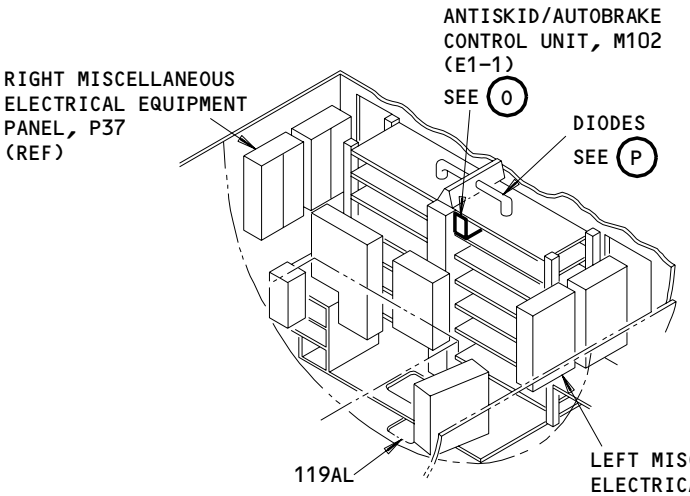


ANTISKID TRANSDUCER DRIVE AND ANTISKID TRANSDUCER ASSEMBLY

(M)

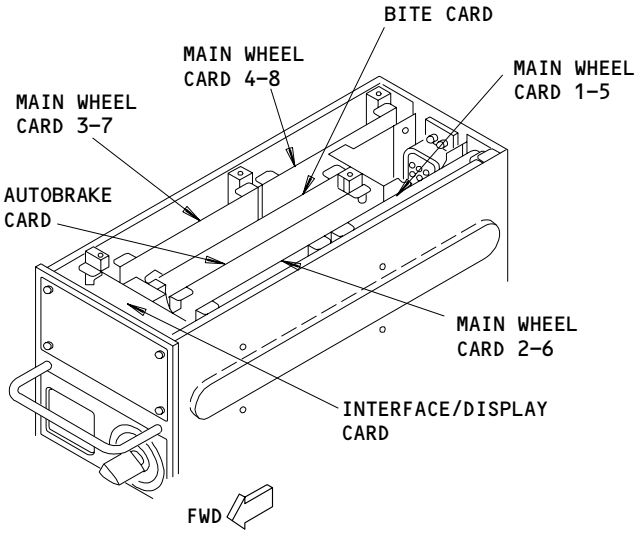
Antiskid/Auto Brake System - Component Location
Figure 102 (Sheet 7)





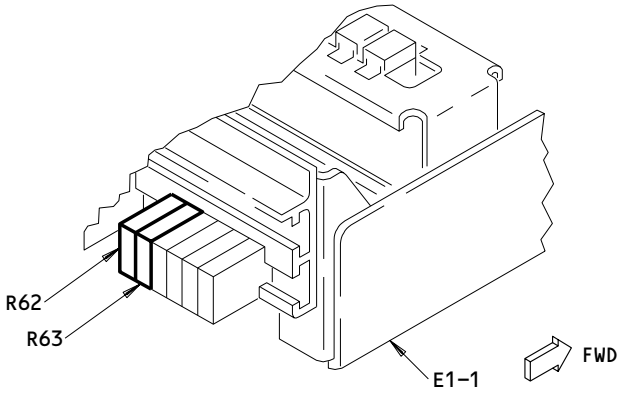
MAIN EQUIPMENT CENTER

(N)



ANTISKID/AUTOBRAKE CONTROL UNIT, M102
(COVER REMOVED)

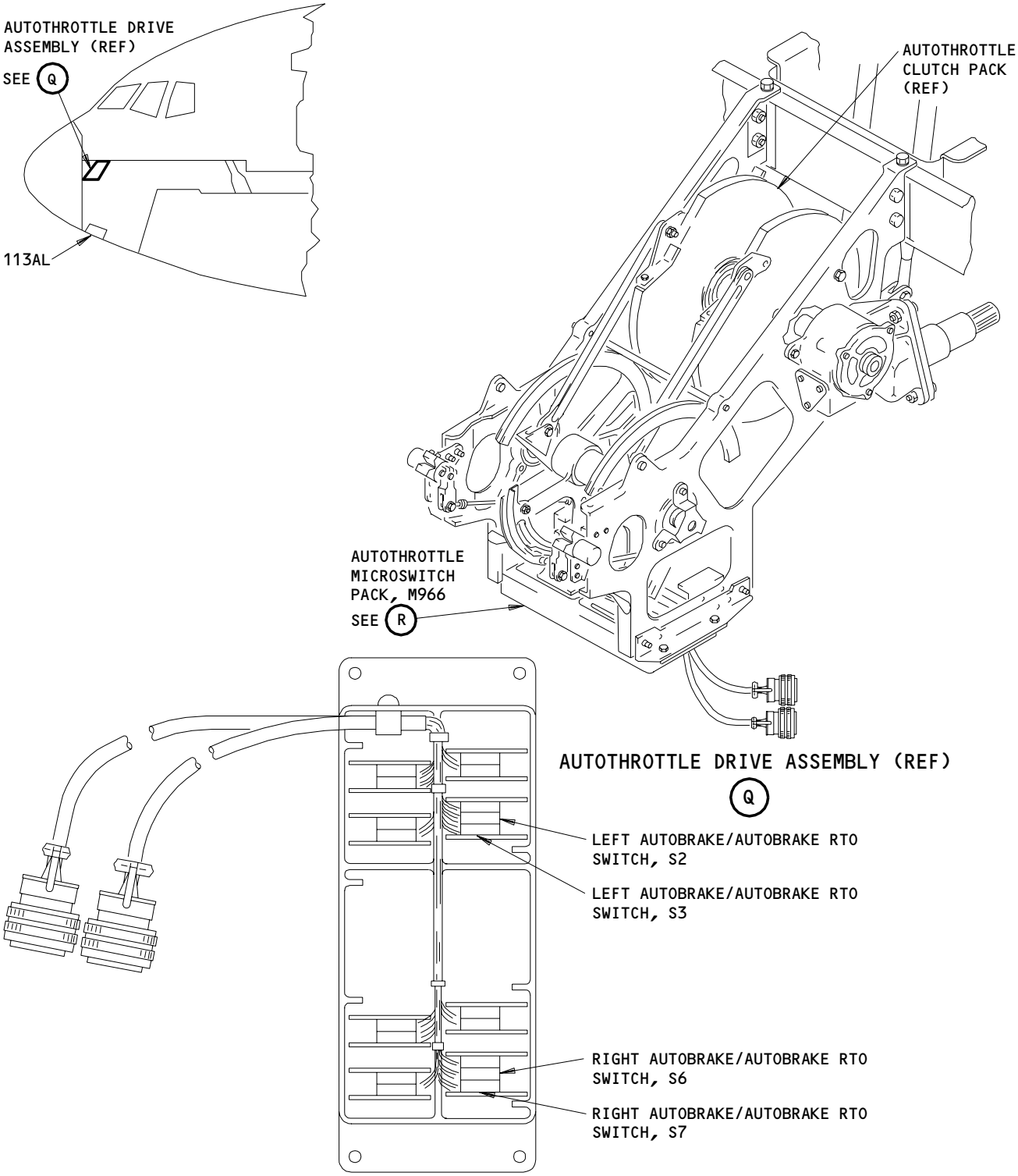
(O)



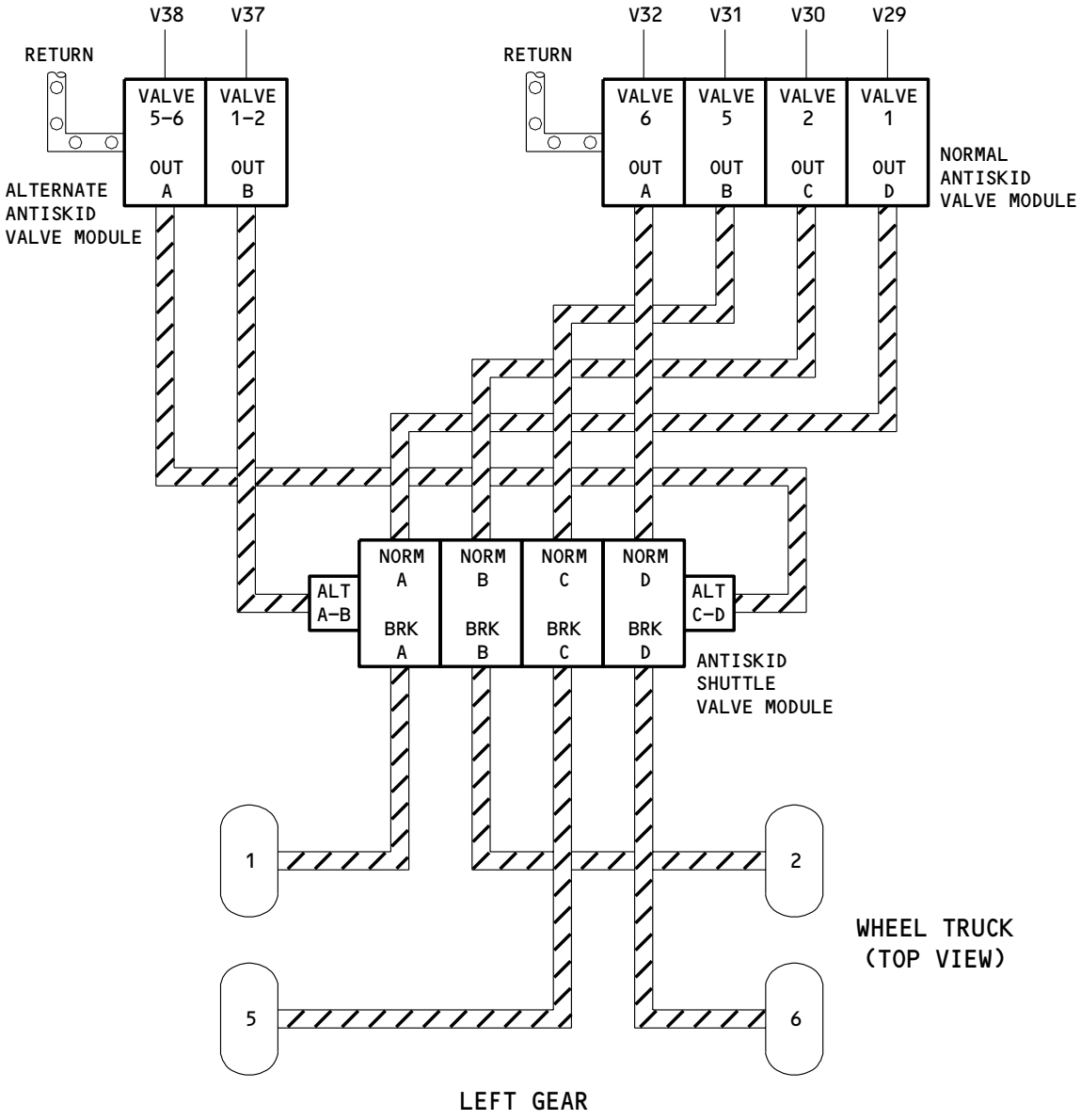
DIODES

(P)

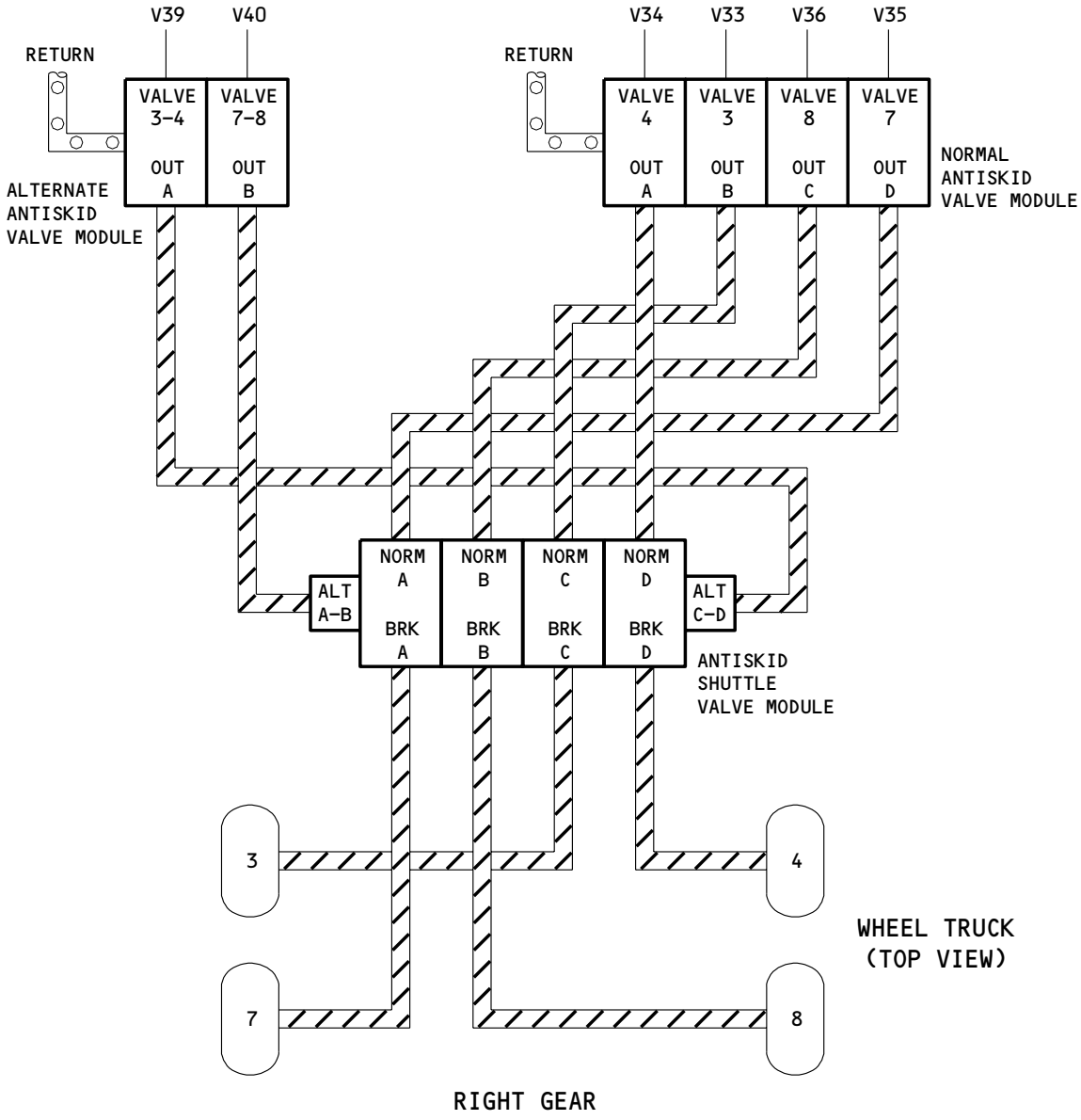
Antiskid/Auto Brake System - Component Location
Figure 102 (Sheet 8)



Antiskid/Auto Brake System - Component Location
Figure 102 (Sheet 9)



Antiskid/Auto Brake System - Component Location
Figure 102 (Sheet 10)



Antiskid/Auto Brake System - Component Location
Figure 102 (Sheet 11)

ANTISKID/AUTOBRAKE CONTROL UNIT BITE PROCEDURE

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (AMM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6F4,6K28,11A35,11C30,11C31,11C32,11R29,11U12,11U15, 11U18,11U21,11U23,11U27

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
RIGHT AND CENTER SYSTEMS HYDRAULIC POWER (AMM 29-11-00/201)
WHEELS CHOCKED, THRUST LEVERS IN IDLE, LG LEVER DOWN, SPOILERS STOWED

1 RELEASE PARKING BRAKE. PLACE IRU IN NAV MODE (AMM 34-21-00/201).
PLACE THE PRESS/TEST-BIT TOGGLE SWITCH TO THE PRESS/TEST POSITION AND RELEASE TO PERFORM A LAMP TEST.
DO ALL DISPLAY SEGMENTS ON UNIT, ANTISKID LIGHT ON P5 PANEL, AUTOBRAKE LIGHT ON P1-3 PANEL COME ON FOR ABOUT 5 SECONDS?

NO → 20 ARE SOME OF THE LIGHTS IN BLOCK 1 ON?

YES → 40 REPLACE ANTISKID/AUTOBRAKE CONTROL UNIT, M102 (AMM 32-42-01/401). 1

NO → 21 REMOVE ANTISKID/AUTOBRAKE CONTROL UNIT, M102 (AMM 32-42-01/401).
DOES 28V DC EXIST AT CONNECTOR D2372B, PIN A11 (PIN C13, GROUND) (WDM 32-42-11)?

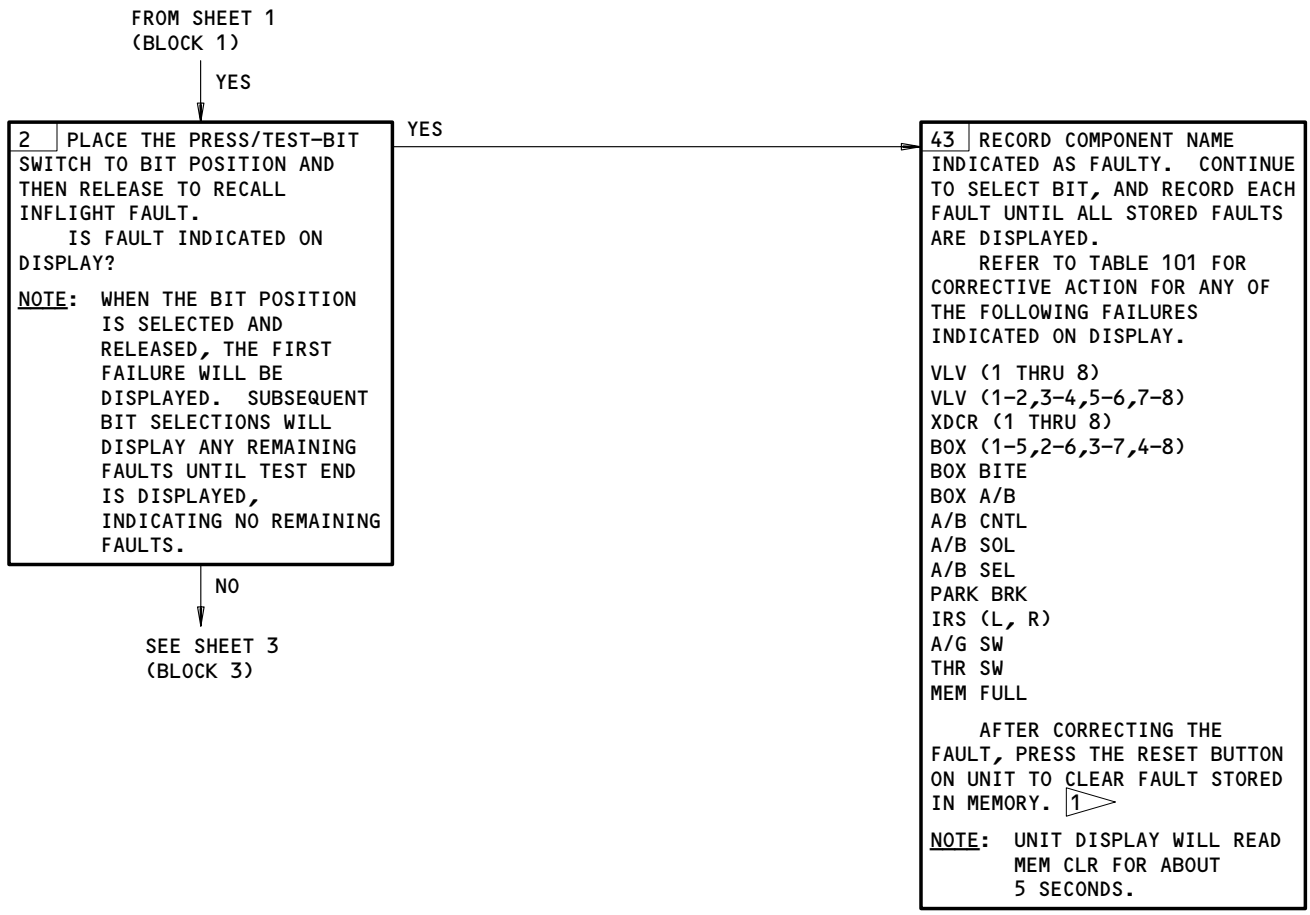
YES → 41 REPLACE ANTISKID/AUTOBRAKE CONTROL UNIT, M102 (AMM 32-42-01/401). 1

NO → 42 EXAMINE THE CIRCUIT FROM THE ANTISKID/AUTOBRAKE CONTROL UNIT, M102, CONNECTOR D2372B, PIN A11, TO CIRCUIT BREAKER C1176 (11U12)(WDM 32-42-11).
REPAIR THE PROBLEMS THAT YOU FIND.
INSTALL ANTISKID/AUTOBRAKE CONTROL UNIT, M102 (AMM 32-42-01/401).
REPEAT BLOCK 1 ACTION.
1

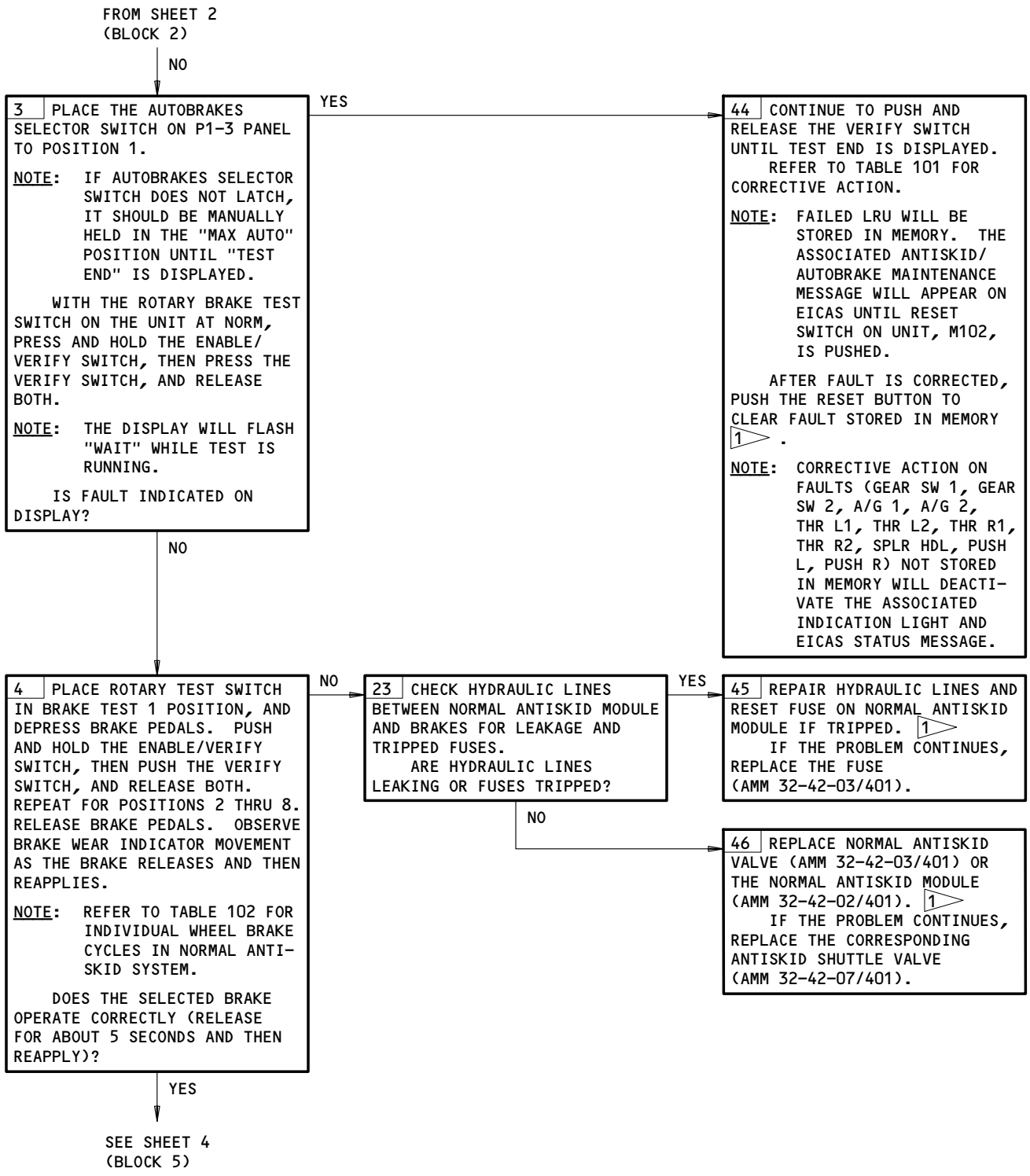
YES → SEE SHEET 2 (BLOCK 2)

1 ERASE "ANTISKID/AUTOBRAKE" EICAS MESSAGE (FIM 31-41-00/101, FIG. 109) IF IT APPEARS ON EICAS DISPLAY AT P2 PANEL.

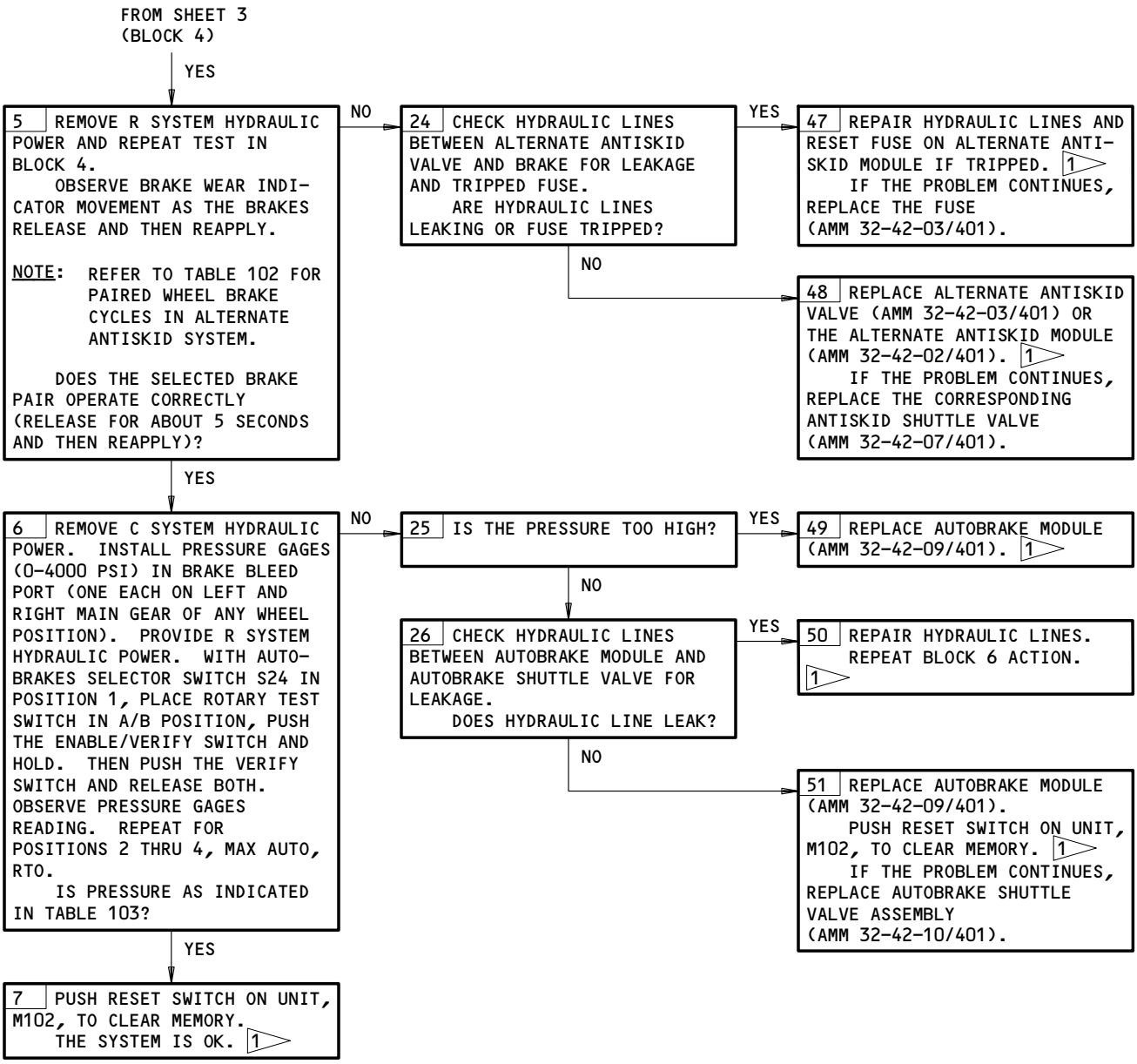
Antiskid/Autobrake Control Unit BITE Procedure
Figure 103 (Sheet 1)



Antiskid/Autobrake Control Unit BITE Procedure
Figure 103 (Sheet 2)



Antiskid/Autobrake Control Unit BITE Procedure
Figure 103 (Sheet 3)



Antiskid/Autobrake Control Unit BITE Procedure
Figure 103 (Sheet 4)

MESSAGE DISPLAYED	CORRECTIVE ACTION
VLV 1 OR 2, 3, 4, 5, 6, 7, 8, 1-2, 3-4, 5-6, 7-8	REMOVE CONNECTOR ON THE AFFECTED VALVE. CHECK THAT RESISTANCE BETWEEN PINS 1 AND 2 OF VALVE IS 185 ±50 OHMS. IF NOT OK, REPLACE VALVE (AMM 32-42-03/401). IF OK, REMOVE ANTISKID/AUTOBRAKE CONTROL UNIT, M102 (AMM 32-42-01/401), EXAMINE THE CIRCUIT FROM THE CONTROL UNIT FOR OPEN OR SHORT TO GROUND AND SHORT BETWEEN WIRES (WDM 32-42-11). REPAIR THE PROBLEMS THAT YOU FIND. INSTALL UNIT M102.
XDCR 1 OR 2,3,4,5,6,7,8	REMOVE CONNECTOR ON THE AFFECTED TRANSDUCER. CHECK THAT RESISTANCE BETWEEN PINS 1 AND 3 ON TRANSDUCER (WDM 32-42-11) IS GREATER THAN 545 OHMS. CHECK THAT INDUCTANCE BETWEEN PINS 1 AND 3 IS GREATER THAN 0.75 HENRY, USING 1 KHZ INDUCTANCE. IF NOT OK, REPLACE TRANSDUCER (AMM 32-42-06/401). IF OK, REMOVE ANTISKID/AUTOBRAKE CONTROL UNIT, M102 (AMM 32-42-01/401). EXAMINE THE CIRCUIT FROM THE CONTROL UNIT FOR AN OPEN WIRE, ONE WIRE SHORTED TO GROUND OR BOTH WIRES SHORTED TOGETHER (WDM 32-42-11). REPAIR THE PROBLEMS THAT YOU FIND. INSTALL UNIT M102.
BOX 1-5 OR 2-6, 3-7, 4-8	REPLACE APPROPRIATE WHEEL CARD OR THE ANTISKID/AUTOBRAKE CONTROL UNIT, M102 (AMM 32-42-01/401). IF NOT OK, REPLACE TRANSDUCER 1 OR 5, 2 OR 6, 3 OR 7, 4 OR 8 (AMM 32-42-06/401). NOTE: THE FAULT MESSAGE 1-5, 2-6, 3-7, OR 4-8 COULD BE CAUSED BY A TRANSDUCER INDUCTIVE FAILURE. USE DISABLE SWITCH ON ANTISKID/AUTOBRAKE CONTROL UNIT TO ISOLATE BAD TRANSDUCER. IF THERE IS A BAD TRANSDUCER AT A SELECTED DISABLE POSITION, THE FAULT INDICATION WILL CLEAR. IF NOT OK, THIS FAULT MAY HAVE BEEN CAUSED BY A NORMAL OR ALTERNATE ANTISKID VALVE THAT IS OUT OF TOLERANCE. DO THE CORRECTIVE ACTION AS DETAILED IN THE NORMAL ANTISKID VLV 1 OR 2, 3, 4, 5, 6, 7 OR 8 FAULT OR IN THE ALTERNATE ANTISKID VLV 1-2, 3-4, 5-6, 7-8 FAULT. NOTE: BOX 1-5 CORRESPONDS WITH ANTISKID VALVES 1 AND 5, BOX 2-6 CORRESPONDS WITH ANTISKID VALVES 2 AND 6, BOX 3-7 CORRESPONDS WITH ANTISKID VALVES 3 AND 7, BOX 4-8 CORRESPONDS WITH ANTISKID VALVES 4 AND 8. THE BOX 1-5, 2-6, 3-7, 4-8 FAULTS MAY BE CAUSED WHEN THE ANTISKID VALVE IS BETWEEN THE UPPER TOLERANCE LIMIT OF 235 OHMS AND 3500 OHMS. THE VLV 1, 2, 3, 4, 5, 6, 7 OR 8 FAULTS ARE CAUSED WHEN THE ANTISKID VALVE RESISTANCE IS GREATER THAN 3500 OHMS.
BOX BITE	REPLACE BITE CARD OR THE ANTISKID/AUTOBRAKE CONTROL UNIT, M102 (AMM 32-42-01/401).
BOX A/B	PUSH RESET BUTTON ON CONTROL UNIT TO CLEAR FAULT INDICATION(S). GO TO BLOCK 3. IF "BOX A/B" FAULT REPEATS DURING THIS TEST, REPLACE ANTISKID/AUTOBRAKE CONTROL UNIT, M102 (AMM 32-42-01/401). AACU P/N S283T001-11: IF NO FAULTS ARE INDICATED, CONTROL UNIT IS SATISFACTORY (NUISANCE FAULT).
A/B CNTL	PUSH RESET BUTTON ON CONTROL UNIT TO CLEAR FAULT INDICATIONS. GO TO BLOCK 3. ENSURE THAT NO OTHER SYSTEM OR TESTS ARE PUTTING A DEMAND ON THE RIGHT HYDRAULIC SYSTEM WHILE THE TEST IS RUNNING. IF "A/B CNTL" FAULT REPEATS, REMOVE THE AUTOBRAKE CONTROL (SERVO) VALVE, CONNECTOR D2198. CHECK THAT RESISTANCE BETWEEN PINS 1 AND 2 ON VALVE (WDM 32-42-12) IS 500 ±50 OHMS. IF NOT OK, REPLACE CONTROL VALVE, YAAV2 (AMM 32-42-09/401). IF OK, RECONNECT CONNECTOR D2198, AND REPLACE CONTROL VALVE PRESSURE SWITCH, YAAS1 (AMM 32-42-09/401). RECONNECT CONNECTOR D2200. REPEAT BLOCK 3. IF "A/B CTRL" FAULT REPEATS, REPLACE AUTOBRAKE VALVE MODULE (AMM 32-42-09/401).
A/B SOL	REMOVE THE AUTOBRAKE SOLENOID VALVE, CONNECTOR D2196, CHECK THAT RESISTANCE BETWEEN PINS 1 AND 2 ON VALVE (WDM 32-42-12) IS A MINIMUM OF 65 OHMS, BUT DOES NOT EXCEED 500 OHMS. IF NOT OK, REPLACE SOLENOID VALVE, YAAV1 (AMM 32-42-09/401). IF OK, RECONNECT CONNECTOR D2196, AND REPLACE SOLENOID VALVE PRESSURE SWITCH, YAAS2 (AMM 32-42-09/401). RECONNECT CONNECTOR D2202.

TABLE 101

Antiskid/Autobrake Control Unit BITE Procedure
Figure 103 (Sheet 5)

MESSAGE DISPLAYED	CORRECTIVE ACTION
A/B SEL	REPLACE AUTOBRAKES SELECTOR SWITCH, S24 (WDM 32-42-12).
PARK BRK	REFER TO FIM 32-44-00/101, FIG. 105.
A/G SW	REFER TO FIG. 105.
THR SW	REFER TO FIG. 104.
IRS L, OR IRS R	REFER TO FIM 34-21-00/101, FIG. 107. IF THE PROBLEM CONTINUES, REPLACE RELAY, K511, IN P36 PANEL FOR IRS L AND RELAY, K510, IN P37 PANEL FOR IRS R (WDM 32-42-11).
GEAR SW 1 OR GEAR SW 2	CHECK THAT LANDING GEAR IS DOWN AND LOCKED. IF OK, REPLACE LANDING GEAR CONTROL LEVER MODULE (AMM 32-31-01/401).
PRES L	CHECK THAT MANUAL BRAKING IS NOT BEING APPLIED AND THAT PARKING BRAKE IS NOT SET. IF OK, REPLACE LEFT METERED PRESSURE SWITCH ON THE AUTO-BRAKE SHUTTLE VALVE ASSEMBLY (AMM 32-42-10/401).
PRES R	CHECK THAT MANUAL BRAKING IS NOT BEING APPLIED AND THAT PARKING BRAKE IS NOT SET. IF OK, REPLACE RIGHT METERED PRESSURE SWITCH ON THE AUTO-BRAKE SHUTTLE VALVE ASSEMBLY (AMM 32-42-10/401).
THR L1 OR L2, R1, R2	CHECK THAT THRUST LEVERS ARE NOT ADVANCED. IF OK, REPLACE APPROPRIATE THRUST LEVER SWITCH (AMM 22-32-04/201).
SPLR HDL	RESTOW SPOILER HANDLE.
A/G 1	REPLACE AIR/GROUND RELAY, K199, IN P36 PANEL (AMM 32-09-02/401).
A/G 2	REPLACE AIR/GROUND RELAY, K293, IN P37 PANEL (AMM 32-09-02/401).
PRES ACC	PROVIDE RIGHT AND CENTER HYDRAULIC POWER (AMM 29-11-00/201).
PWR A/B, OR 1-5, 2-6, 3-7, 4-8, BITE	CHECK THAT 28V DC POWER IS AT THE APPROPRIATE CIRCUIT BREAKERS C1173 (11U21), C1171 (11U18), C1183 (11C31), C1184 (11C32), C1172 (11U27), C1176 (11U12) (WDM 32-42-11, -12).
SOL PSW	REPLACE SOLENOID VALVE PRESSURE SWITCH (AMM 32-42-09/401).
CNTL PSW	REPLACE CONTROL VALVE PRESSURE SWITCH (AMM 32-42-09/401).
MEM FULL	REPLACE ANTISKID/AUTOBRAKE CONTROL UNIT.

TABLE 101

Antiskid/Autobrake Control Unit BITE Procedure
Figure 103 (Sheet 6)

BRAKE TEST SWITCH POSITION	MESSAGE DISPLAY DURING BRAKE CYCLE	NORMAL ANTISKID SYSTEM	ALTERNATE ANTISKID SYSTEM
		WHEEL NO.	WHEEL NO.
BRAKE TEST 1	BRK 1	1	1-2
BRAKE TEST 5	BRK 5	5	5-6
BRAKE TEST 2	BRK 2	2	1-2
BRAKE TEST 6	BRK 6	6	5-6
BRAKE TEST 3	BRK 3	3	3-4
BRAKE TEXT 7	BRK 7	7	7-8
BRAKE TEST 4	BRK 4	4	3-4
BRAKE TEST 8	BRK 8	8	7-8

TABLE 102

AUTOBRAKE SEL POSITION	DISPLAY MESSAGE	BRAKE PRESSURE (PSI)
1	BRK A/B 1	1290 ±200 FOR ABOUT 10 SEC, RETURN TO 300 ±100 FOR ABOUT 5 SEC, THEN TO ZERO
2	BRK A/B 2	1500 ±200 FOR ABOUT 10 SEC, RETURN TO 300 ±100 FOR ABOUT 5 SEC, THEN TO ZERO
3	BRK A/B 3	1750 ±200 FOR ABOUT 10 SEC, RETURN TO 300 ±100 FOR ABOUT 5 SEC, THEN TO ZERO
4	BRK A/B 4	2050 ±200 FOR ABOUT 10 SEC, RETURN TO 300 ±100 FOR ABOUT 5 SEC, THEN TO ZERO
MAX AUTO	BRK A/B 5	3000 ±200 FOR ABOUT 10 SEC, RETURN TO 300 ±100 FOR ABOUT 5 SEC, THEN TO ZERO
RTO	BRK RTO	2900 ±100 FOR ABOUT 15 SEC, RETURN TO LESS THAN 100, THEN TO ZERO

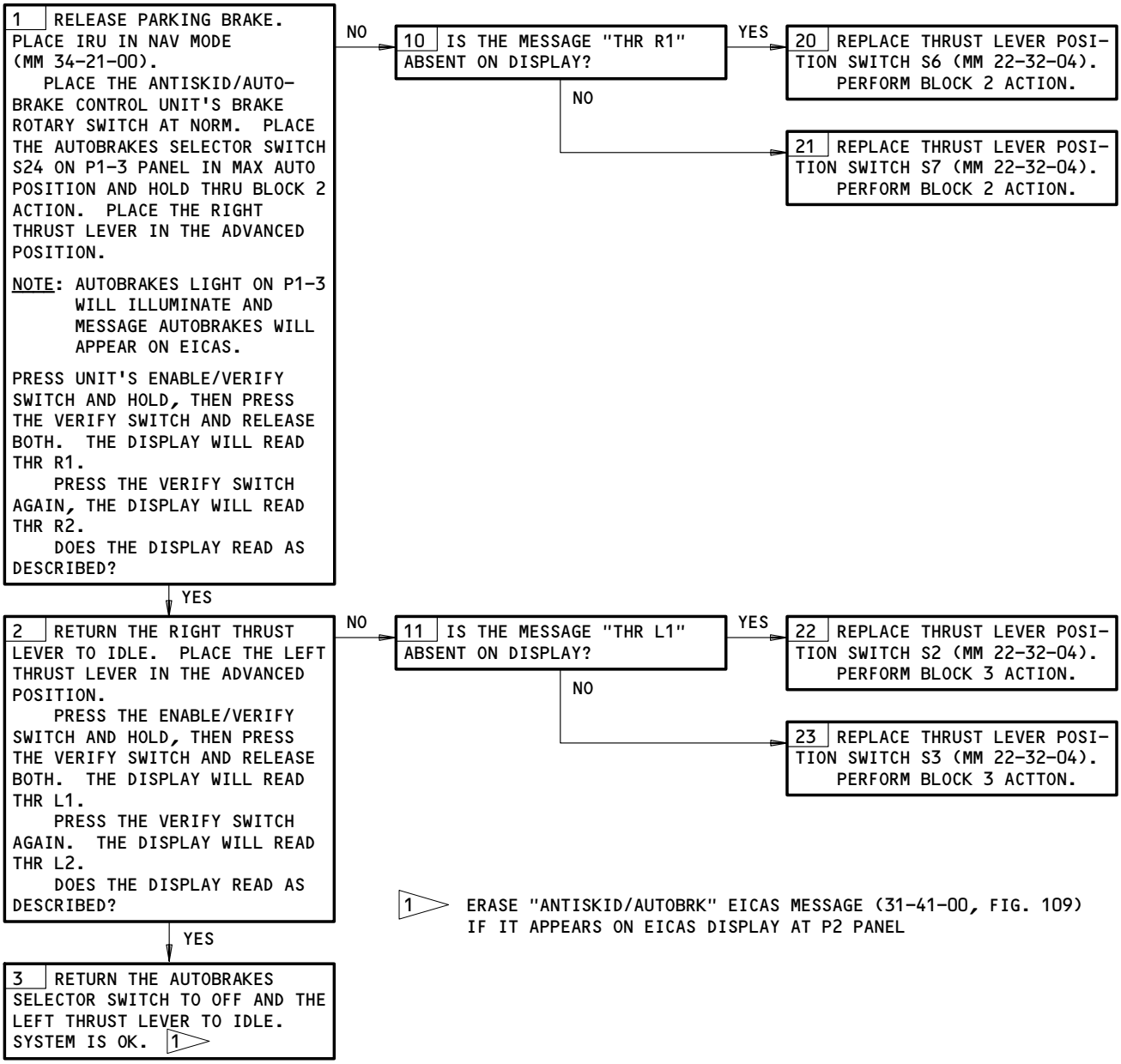
TABLE 103

Antiskid/Autobrake Control Unit BITE Procedure
Figure 103 (Sheet 7)

"THR SW" FAILURE MESSAGE INDICATED ON DISPLAY WITH BIT (MEMORY RECALL) SELECTED (ANTISKID/ AUTOBRAKE CONTROL UNIT BITE PROCEDURE)

PREREQUISITES

ELECTRICAL POWER (MM 24-22-00)
RIGHT SYSTEM HYDRAULIC POWER (MM 29-11-00)
EICAS (MM 31-41-00)
WHEEL CHOCKED, THRUST LEVERS IN IDLE, LG LEVER DOWN, SPOILERS STOWED
CB'S: 6F4,6K28,11A35,11C30,11C31,11C32,11R29,11U12, 11U15,11U18,11U21,11U23,11U27



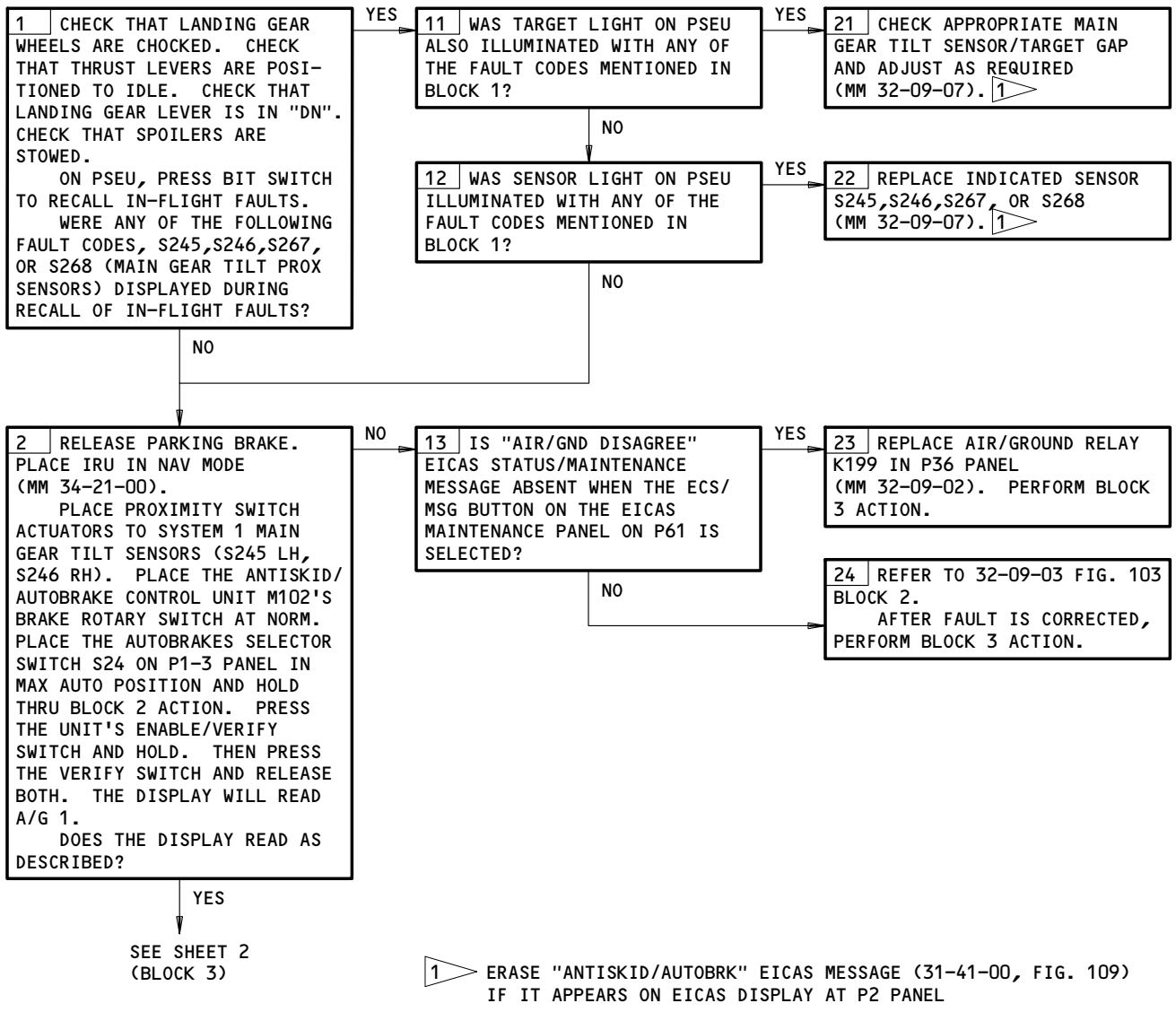
THR SW Failure Message Indicated on Display With BIT (Memory Recall) Selected (Antiskid/Autobrake Control Unit BITE Procedure)
Figure 104

"A/G SW" FAILURE MESSAGE INDICATED ON DISPLAY WITH BIT (MEMORY RECALL) SELECTED (ANTISKID/ AUTOBRAKE CONTROL UNIT BITE PROCEDURE)

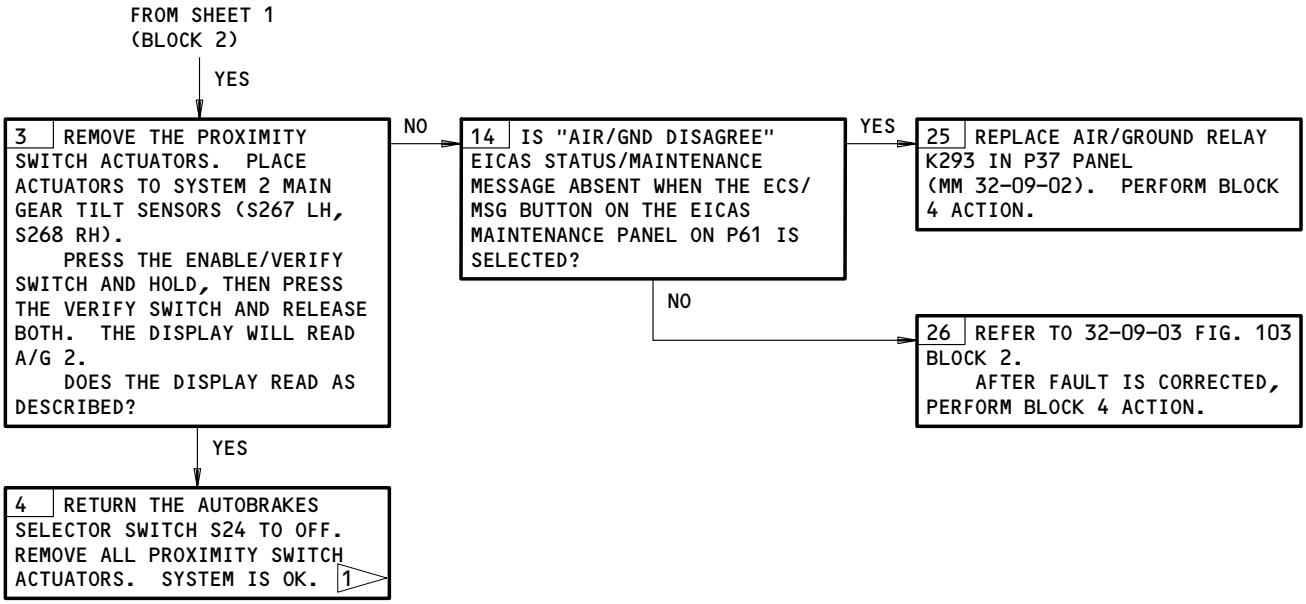
PREREQUISITES

ELECTRICAL POWER (MM 24-22-00)
RIGHT SYSTEM HYDRAULIC POWER (MM 29-11-00)
EICAS (MM 31-41-00)
PROXIMITY SWITCH ACTUATOR/DEACTUATOR SET - A27092-25
(2 ACTUATORS FOR RECTANGULAR SENSORS REQUIRED)

CB'S: 6F4,6K28,11A35,11C30,11C31,11C32,11R29,11T36, 11U12,11U15,11U18,11U21,11U23,11U27



A/G SW Failure Message Indicated on Display With BIT (Memory Recall) Selected (Antiskid/Autobrake Control Unit BITE Procedure)
Figure 105 (Sheet 1)



A/G SW Failure Message Indicated on Display With BIT (Memory Recall) Selected (Antiskid/Autobrake Control Unit BITE Procedure)
Figure 105 (Sheet 2)

AUTOBRAKE SELECTOR WILL NOT LATCH INTO POSITION(S). ANTI-SKID LGT WAS NOT ILLUM.

PREREQUISITES
ELECTRICAL POWER (MM 24-22-00)
CB'S: 11C31,11C32,11U12,11U18,11U21,11U27

1 WITH ELECTRICAL POWER ON, PLACE AUTOBRAKES SELECTOR SWITCH INTO POSITION(S) (1, 2,3,4, OR MAX AUTO). OBSERVE THAT SWITCH MOVES TO DISARM. THEN PLACE SWITCH FROM DISARM TO OFF.
DOES THE AUTOBRAKES LIGHT ON P1-3 PANEL EXTINGUIISH WHEN SWITCH IS MOVED TO THE OFF POSITION?

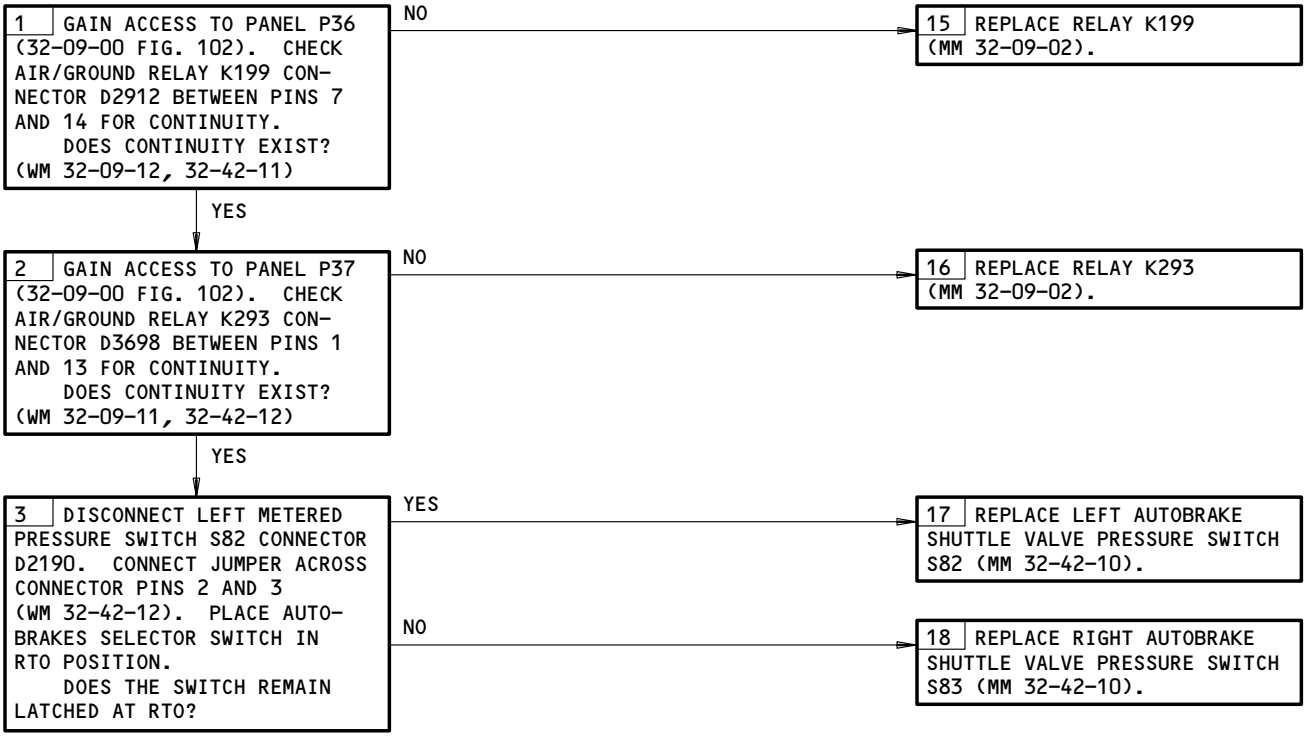
NO → 15 REPLACE THE AUTOBRAKE SOLENOID VALVE PRESSURE SWITCH (YAAS2) (MM 32-42-09).

YES → 16 REFER TO 32-42-00 FIG. 103 BLOCK 3.

Autobrake Selector Will Not Latch into Position(s).
Antiskid Lgt was Not Illum.
Figure 106

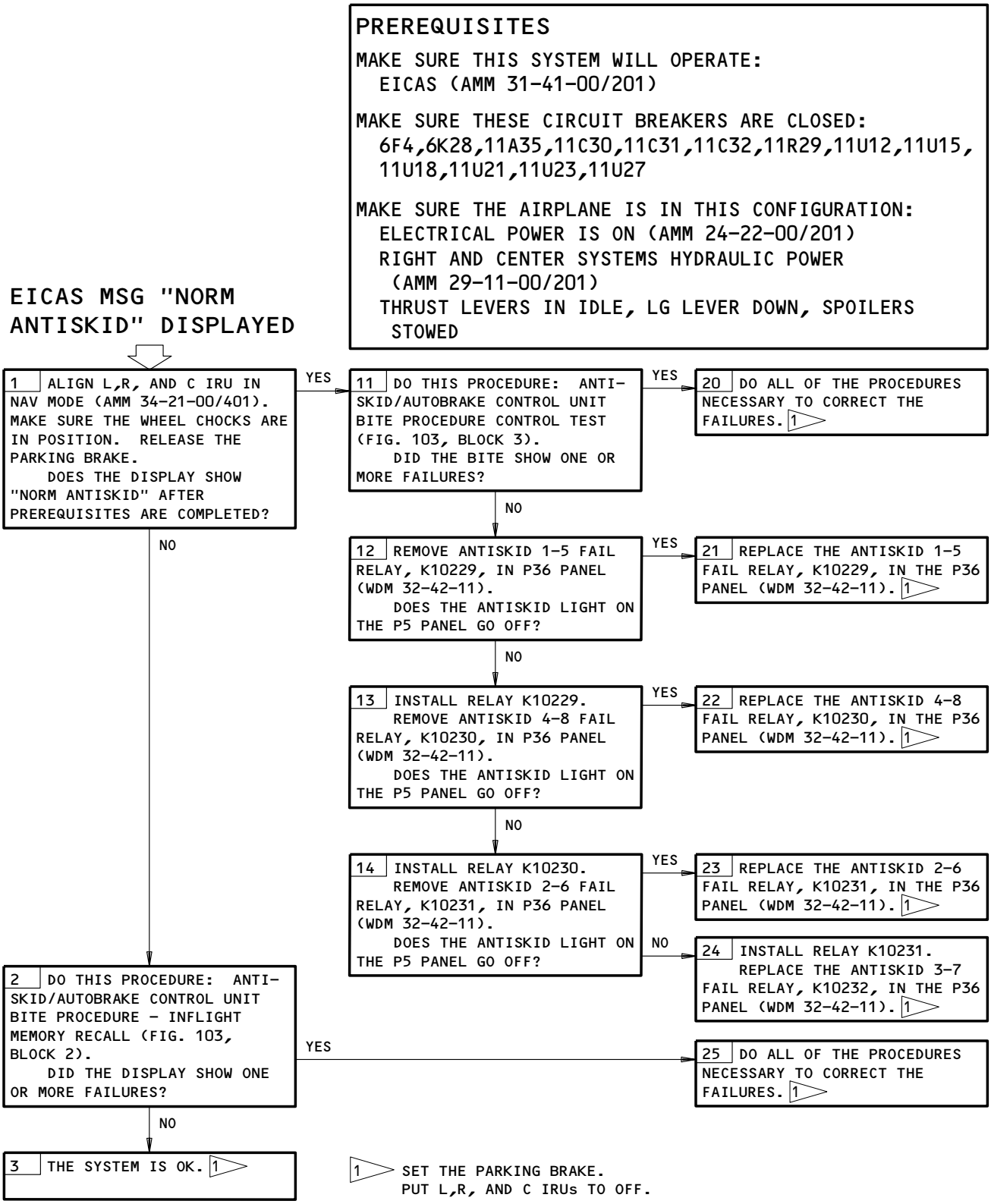
AUTOBRAKE SELECTOR WILL NOT LATCH IN "RTO" POSITION WITH NO FAULT INDICATIONS

PREREQUISITES
ELECTRICAL POWER (MM 24-22-00)
CB'S: 11C31,11C32,11U12,11U18,11U21,11U27



Autobrake Selector Will Not Latch in RTO Position with No Fault Indications
Figure 107

Not Used
Figure 108



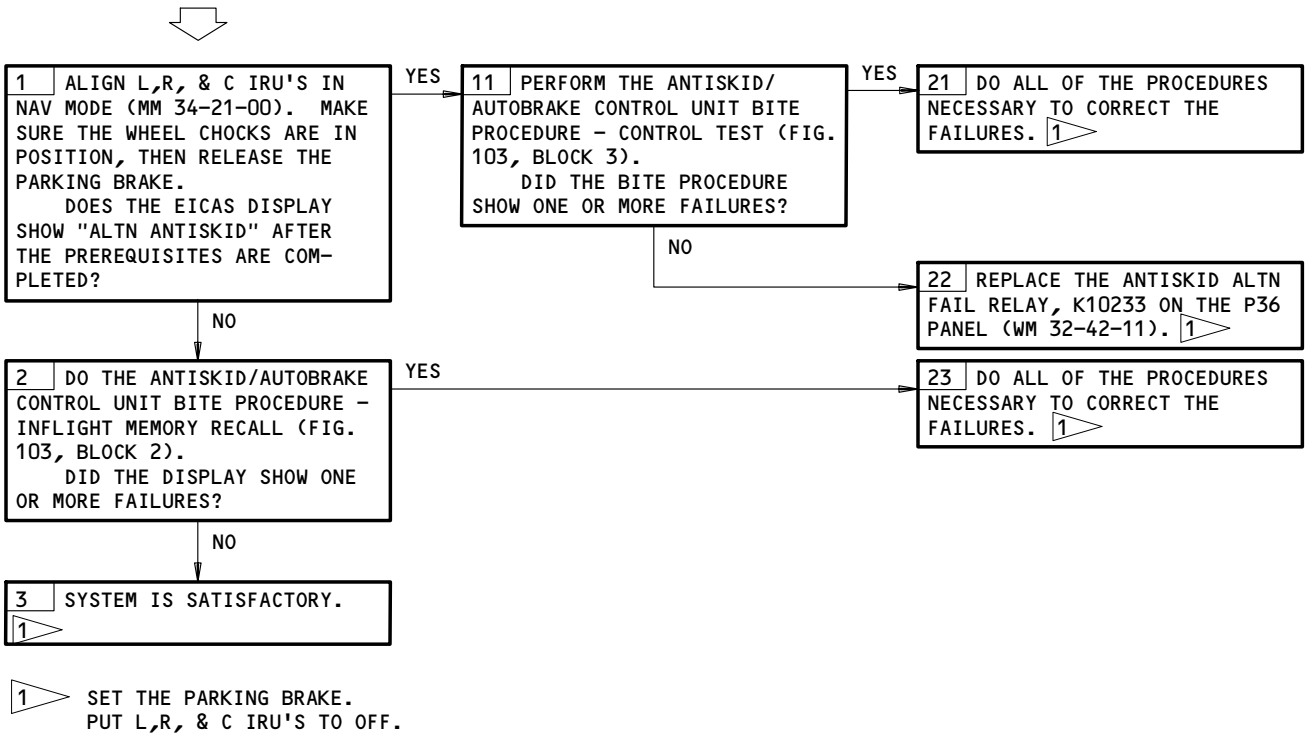
EICAS Msg NORM ANTISKID Displayed
Figure 109

EICAS MSG "ALTN ANTISKID" DISPLAYED

PREREQUISITES

ELECTRICAL POWER (MM 24-22-00)
RIGHT AND CENTER SYSTEMS HYDRAULIC POWER (MM 29-11-00)
EICAS (MM 31-41-00)
THRUST LEVERS IN IDLE, LG LEVER DOWN, SPOILERS STOWED

CB'S: 6F4,6K28,11A35,11C30,11C31,11C32,11R29,11U12, 11U15,11U18,11U21,11U23,11U27



EICAS Msg ALTN ANTISKID Displayed
Figure 110

EICAS MSG "ANTISKID/AUTOBRK" DISPLAYED

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (AMM 31-41-00/201)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6F4, 6K28, 11A35, 11C30, 11C31, 11C32, 11R29, 11U12, 11U15, 11U18, 11U21, 11U23, 11U27

MAKE SURE THE AIRPLANE IS IN THESE CONFIGURATIONS:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
RIGHT AND CENTER SYSTEMS HYDRAULIC POWER (AMM 29-11-00/201)
WHEELS CHOCKED, THRUST LEVERS IN IDLE, LG LEVER DOWN, SPOILERS STOWED

1 OPEN MAIN EQUIP CTR ACCESS DOOR, 119AL AND LOCATE ANTISKID/AUTOBRAKE CONTROL UNIT, M102 ON E1 RACK.

PLACE THE PRESS/TEST-BIT SWITCH TO BIT POSITION AND THEN RELEASE TO RECALL INFLIGHT FAULT(S).

NOTE: WHEN THE BIT POSITION IS SELECTED AND RELEASED, THE FIRST FAILURE WILL BE DISPLAYED. SUBSEQUENT BIT SELECTIONS WILL DISPLAY ANY REMAINING FAULTS UNTIL "TESTEND" IS DISPLAYED, INDICATING THE LAST STORED FAULT.

RECORD ANY INDICATED FAULTS.

NOTE: MESSAGE "BOX A/B" FAULT IS NORMALLY ASSOCIATED WITH THE "ANTISKID/AUTOBRK" EICAS MESSAGE.

PRESS THE REST BUTTON ON UNIT TO CLEAR FAULT(S) STORED IN MEMORY.

NOTE: UNIT DISPLAY WILL READ "MEM CLR" FOR ABOUT 5 SECONDS.

RELEASE PARKING BRAKE. PLACE IRU IN NAV MODE (AMM 34-21-00/201).

POSITION AUTOBRAKE SELECTOR SWITCH ON P1 PANEL TO POSITION 1.

WITH ROTARY SWITCH ON UNIT AT NORM, PRESS AND HOLD THE ENABLE/VERIFY SWITCH, THEN PRESS VERIFY SWITCH AND RELEASE BOTH.

NOTE: THE DISPLAY WILL FLASH "WAIT" WHILE TEST IS RUNNING.

IS "BOX A/B" FAULT INDICATION DISPLAYED ON UNIT?

NOTE: IF ANY FAULT IS INDICATED, PRESS VERIFY SWITCH UNTIL "TEST END" IS DISPLAYED.

YES → 21 REPLACE ANTISKID/AUTOBRAKE CONTROL UNIT, M102 (AMM 32-42-01/401). 1

NO → 11 WAS FAULT OTHER THAN "BOX A/B" INDICATED ON UNIT?

YES → 22 PERFORM CORRECTIVE ACTION FOR INDICATED FAULT PER ANTISKID/AUTOBRAKE CONTROL UNIT BITE PROCEDURE (FIM 32-42-00/101, FIG. 103). 1 2

NO → 23 SYSTEM NORMAL. 1

NOTE: ANTISKID/AUTOBRAKE CONTROL UNIT NUISANCE FAULT MESSAGE.

1 ERASE "ANTISKID/AUTOBRK" EICAS MESSAGE (FIM 31-41-00/101, FIG. 109).

2 AN "ANTISKID/AUTOBRAKE" NUISANCE MESSAGE CAN OCCUR DURING GROUND OPERATION ON AIRPLANES EQUIPPED WITH S283T001-25 ANTISKID/AUTOBRAKE CONTROL UNITS. THIS CAN OCCUR IF THE AIRPLANE IS MOVING AT VERY LOW SPEED (BELOW 3 KNOTS) WITH NEITHER THE RIGHT OR CENTER HYDRAULIC SYSTEM OPERATING AND THE BRAKE ACCUMULATOR THE ONLY HYDRAULIC SOURCE FOR THE BRAKE SYSTEM. THE MESSAGE "VLV 3-4" TYPICALLY APPEARS ON THE CONTROL UNIT DISPLAY WHEN THE ANTISKID/AUTOBRAKE EICAS MESSAGE IS DISPLAYED. PRESS THE MEMORY RESET ON THE CONTROL UNIT. IF THE MESSAGE GOES OFF, NO FURTHER ACTION IS NECESSARY.

EICAS Msg ANTISKID/AUTOBRK Displayed
Figure 111

PREREQUISITES

ELECTRICAL POWER (MM 24-22-00)
RIGHT AND CENTER SYSTEMS HYDRAULIC POWER (MM 29-11-00)
EICAS (MM 31-41-00)
WHEELS CHOCKED, THRUST LEVERS IN IDLE, LG LEVER DOWN, SPOILERS STOWED
CB'S: 6F4,6K28,11A35,11C30,11C31,11C32,11R29,11U12, 11U15,11U18,11U21,11U23,11U27

AUTOBRAKES DISARMED ON LANDING ROLL

1 RELEASE PARKING BRAKE. PLACE IRU IN NAV MODE (MM 34-21-00).
PERFORM ANTISKID/AUTOBRAKE CONTROL UNIT M102 BITE PROCEDURE (FIG. 103, BLOCK 1).
IS FAULT INDICATED ON DISPLAY?

YES → 30 CORRECT INDICATED FAULT.

NO

2 REMOVE ANTISKID/AUTOBRAKE CONTROL UNIT M102 (MM 32-42-01). PULL CONNECTOR D2192 AT R METER PRESSURE SWITCH S83 AND CONNECTOR D2190 AT L METER PRESSURE SWITCH S82 (WM 32-42-12).
CHECK FOR OPEN CIRCUIT BETWEEN CONNECTOR D2372A PINS A10, B10 AND CONNECTOR D2192 PINS 2, 3, ALSO BETWEEN CONNECTOR D2372B PINS B8, A9 AND CONNECTOR D2190 PINS 2, 3 (WM 32-42-12).
DOES OPEN CIRCUIT EXIST?

NOTE: AUTOBRAKES WILL DISARM IF EITHER L OR R METER PRESSURE SWITCH INDICATES PRESSURE (MANUAL BRAKE APPLICATION GREATER THAN 750 PSI).

YES → 31 CHECK AND REPAIR CIRCUIT FROM D2372A PINS A10, B10 TO D2192 PINS 2, 3, AND FROM D2372B PINS B8, A9 TO D2190 PINS 2, 3 (WM 32-42-12).
INSTALL ANTISKID/AUTOBRAKE CONTROL UNIT M102 (MM 32-42-01).
INSTALL CONNECTORS D2192 AND D2190 ON S83 AND S82.

NO

SEE SHEET 2 (BLOCK 3)

Autobrakes Disarmed on Landing Roll
Figure 111A (Sheet 1)

FROM SHEET 1
(BLOCK 2)

NO

3 DISCONNECT ELECTRICAL CONNECTORS D1404 AND D1364 AT AUTOTHROTTLE MICROSWITCH PACK M966 (WM 32-42-12).
CHECK FOR OPEN CIRCUIT BETWEEN CONNECTOR D2372B PINS A2, D6 AND CONNECTOR D1404 PINS 5, 2, ALSO BETWEEN CONNECTOR D2372B PINS A7, A4 AND CONNECTOR D1364 PINS 15, 12 (WM 32-42-12).
DOES OPEN CIRCUIT EXIST?

NOTE: AUTOBRAKES WILL DISARM IF ANY THRUST LEVER SWITCH INDICATES ADVANCED ON GROUND FOR MORE THAN 3 SECONDS.

YES

32 CHECK AND REPAIR CIRCUIT FROM D2372B PINS A2, D6 TO D1404 PINS 5, 2, AND FROM D2372B PINS A7, A4 TO D1364 PINS 15, 12 (WM 32-42-12).
INSTALL ANTISKID/AUTOBRAKE CONTROL UNIT M102 (MM 32-42-01).
INSTALL CONNECTORS D1404 AND D1364 ON AUTOTHROTTLE MICROSWITCH PACK M966.

NO

33 CHECK AND REPAIR OPEN CIRCUIT FROM CB C1176 (11U12) TO D2372B PIN A11 (WM 32-42-11).
INSTALL ANTISKID/AUTOBRAKE CONTROL UNIT M102 (MM 32-42-01).
INSTALL CONNECTORS D1404 AND D1364 ON AUTOTHROTTLE MICROSWITCH PACK M966.

NOTE: AUTOBRAKES WILL DISARM IF 28 VOLT DC POWER TO ANTISKID/AUTOBRAKE CONTROL UNIT M102 IS LOST.

Autobrakes Disarmed on Landing Roll
Figure 111A (Sheet 2)

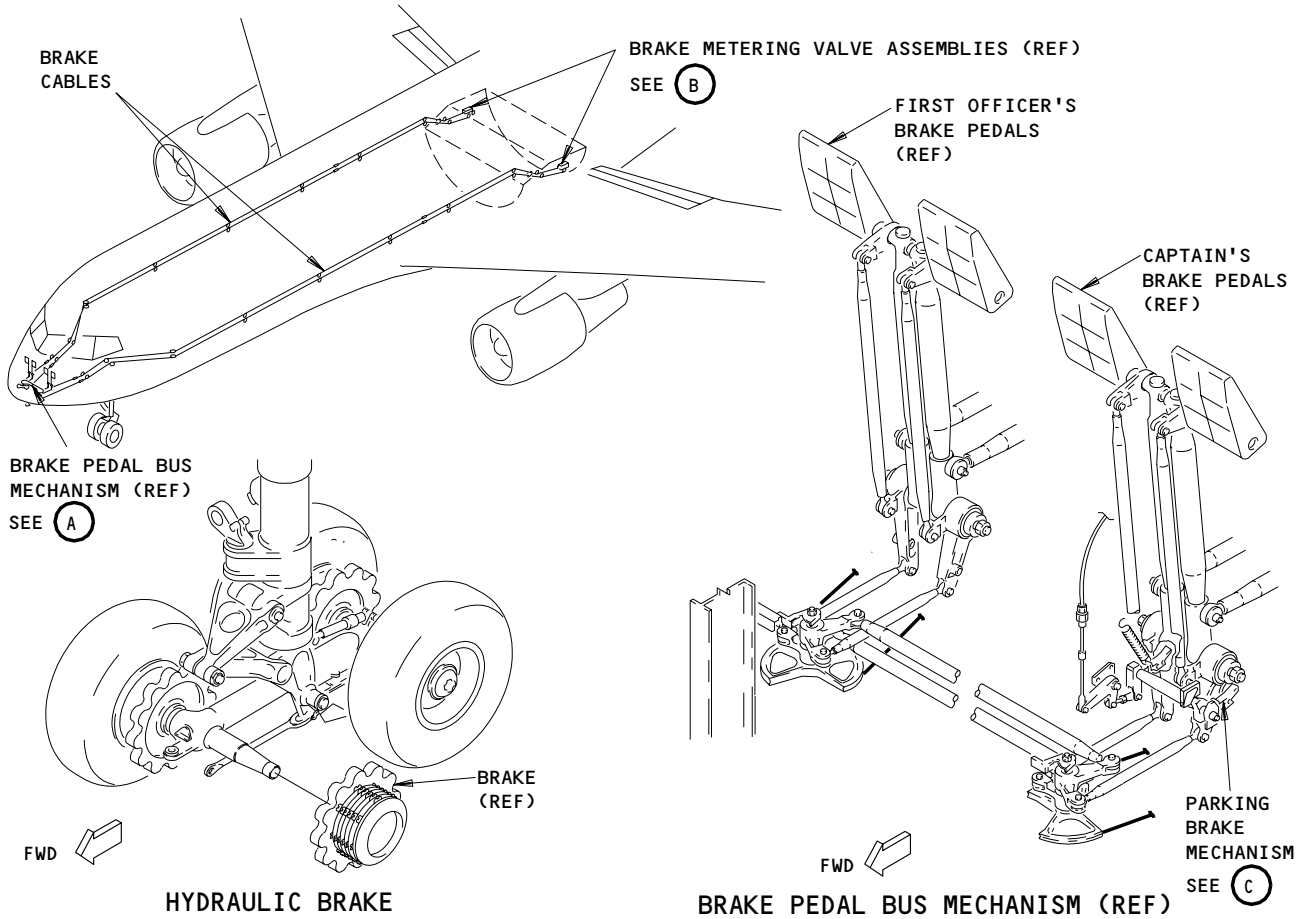
121898

PARKING BRAKE SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ACCUMULATOR - PARKING BRAKE	2	1	RIGHT MAIN LANDING GEAR WHEEL WELL	32-44-06
BRAKES - (REF 32-41-00, FIG. 101) HYDRAULIC				
CABLES - (REF 32-41-00, FIG. 101) BRAKE				
CHECK VALVE - (REF 32-41-00, FIG. 101) ACCUMULATOR ISOLATION				
CIRCUIT BREAKERS	3		FLIGHT COMPARTMENT, P6, P11	
BRAKE PRESS., C1180		1	11U22	*
LANDING GEAR PARKING BRAKE VLV, C1179		1	6F4	*
GAGE - ACCUMULATOR PRESSURE	2	1	RIGHT MAIN LANDING GEAR WHEEL WELL	32-44-00
GAGE - (REF 32-41-00, FIG. 101) BRAKE PRESSURE, N10				
HANDLE/CABLE - PARKING BRAKE	3	1	FLIGHT COMPARTMENT, P10 AND 113AL, FORWARD EQUIPMENT CENTER	32-44-01
LIGHT - PARK BRAKE INDICATION, L592	3	1	FLIGHT COMPARTMENT, P10	*
MECHANISM - PARKING BRAKE	1	1	113AL, FORWARD EQUIPMENT CENTER, BRAKE PEDAL BUS MECHANISM	32-44-02
MODULE - (REF 32-41-00, FIG. 101) (NORMAL/ALTERNATE) METERING VALVE				
OVERRIDE LEVER - MANUAL	1	1	RIGHT MAIN LANDING GEAR WHEEL WELL	32-44-00
PEDALS - (REF 32-41-00, FIG. 101) BRAKE, CAPTAIN'S AND FIRST OFFICER'S		4		
RELAY - (REF 31-01-36, FIG. 101) CLOSE SENSE, K419		1	119AL, MAIN EQUIPMENT CENTER, P36	*
SWITCH - PARKING BRAKE, S459	1	1	113AL, FORWARD EQUIPMENT CENTER	32-44-08
TRANSDUCER - (REF 32-41-00, FIG. 101) BRAKE PRESSURE				
VALVE - (REF 32-41-00, FIG. 101) ACCUMULATOR ISOLATION				
VALVE AND MOTOR - PARKING BRAKE, V41	2	1	RIGHT MAIN LANDING GEAR WHEEL WELL	32-44-04
VALVE - ACCUMULATOR CHARGING	2	1	RIGHT MAIN LANDING GEAR WHEEL WELL	32-44-07

* SEE THE WDM EQUIPMENT LIST

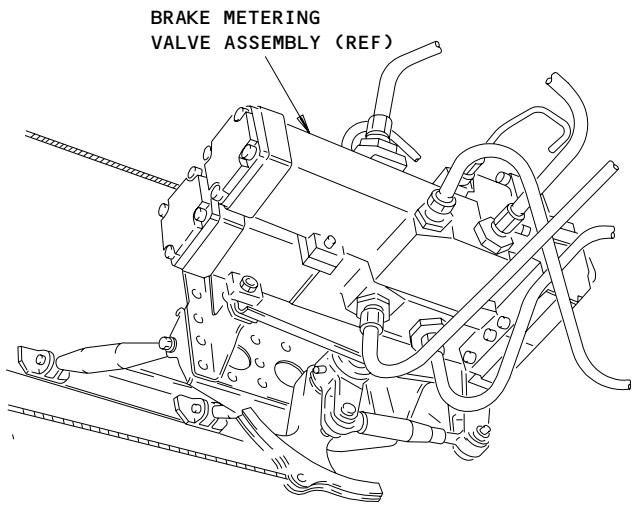
Parking Brake System - Component Index
Figure 101



HYDRAULIC BRAKE

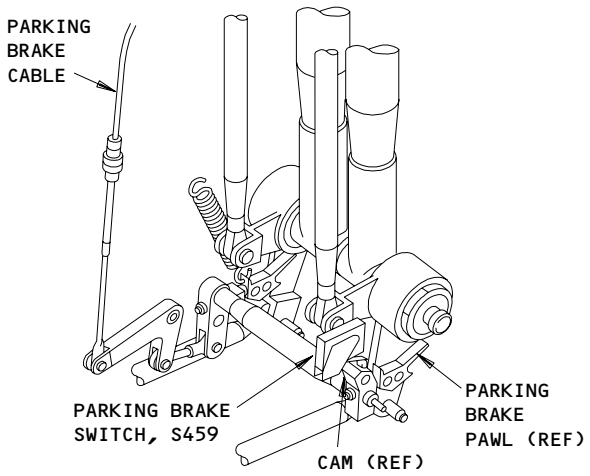
BRAKE PEDAL BUS MECHANISM (REF)

A



BRAKE METERING VALVE ASSEMBLY (REF)

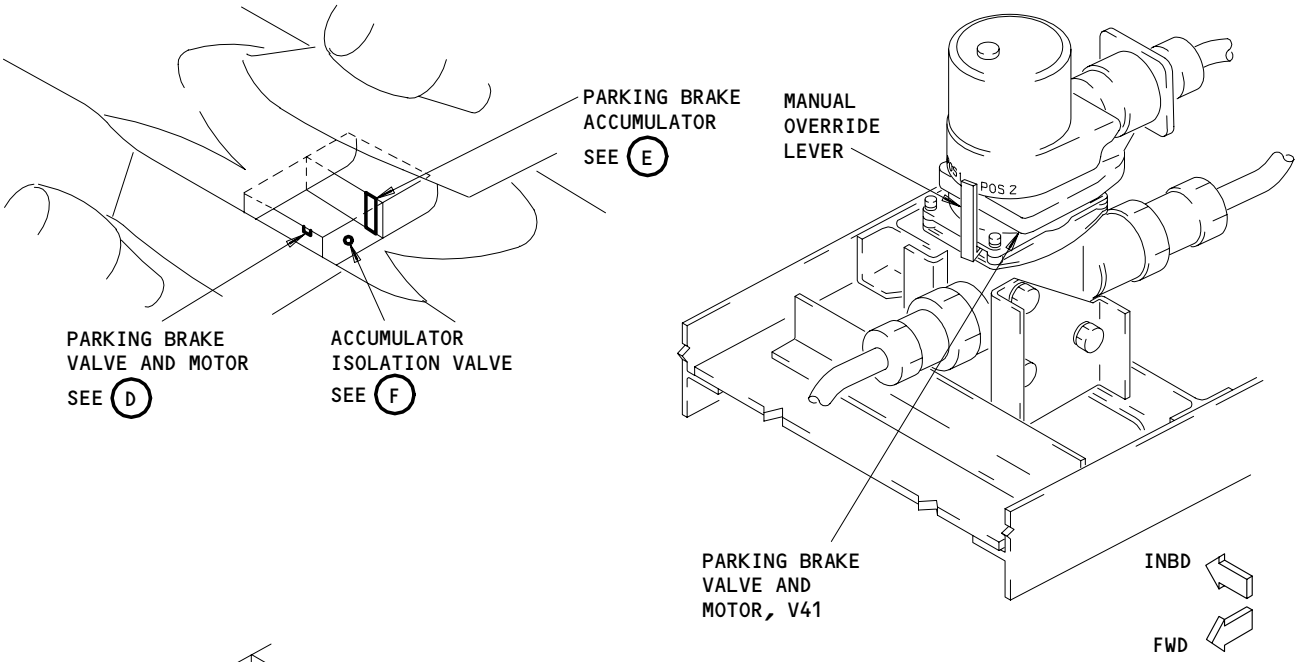
B



PARKING BRAKE MECHANISM

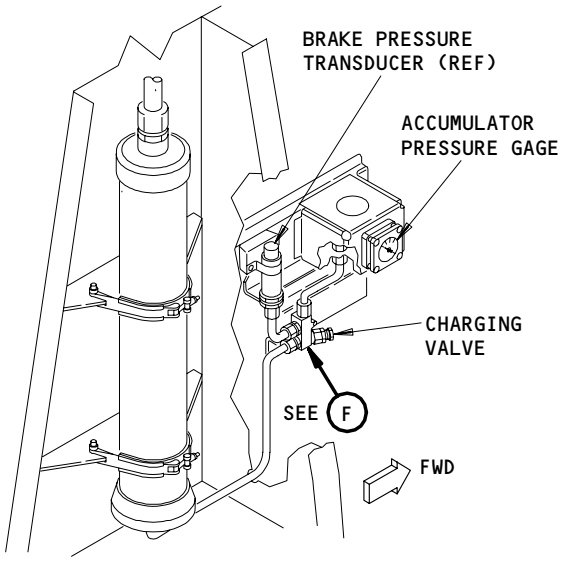
C

Parking Brake System – Component Location
Figure 102 (Sheet 1)



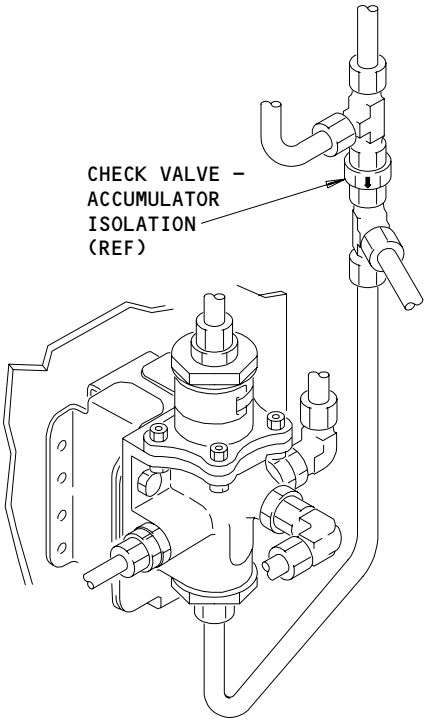
PARKING BRAKE VALVE AND MOTOR

D



PARKING BRAKE ACCUMULATOR

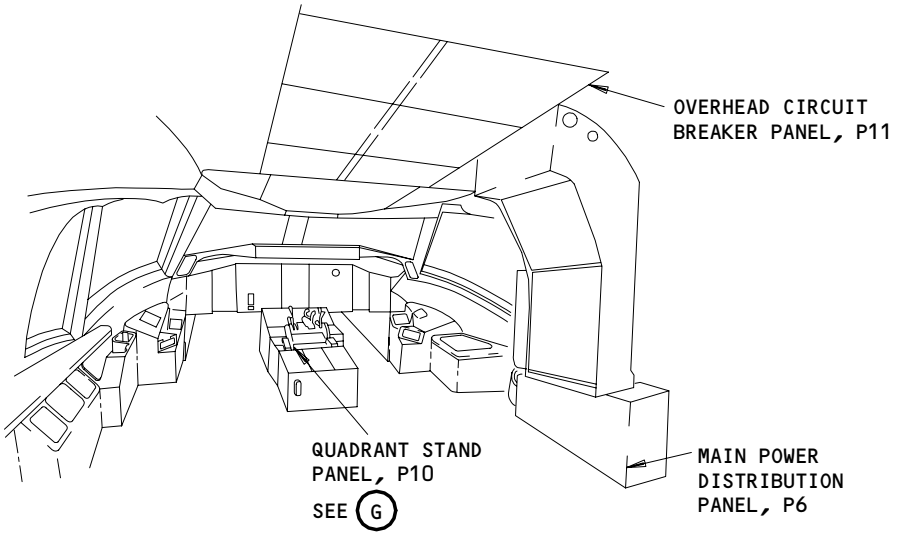
E



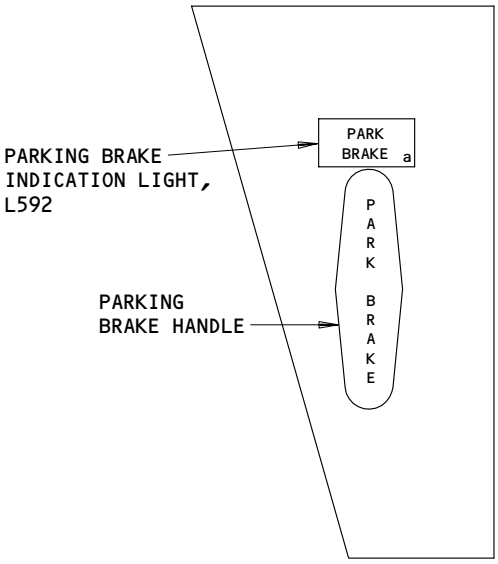
ACCUMULATOR ISOLATION VALVE (REF)
(RIGHT WHEEL WELL)

F

Parking Brake System – Component Location
Figure 102 (Sheet 2)



FLIGHT COMPARTMENT



QUADRANT STAND PANEL, P10

G

Parking Brake System – Component Location
Figure 102 (Sheet 3)

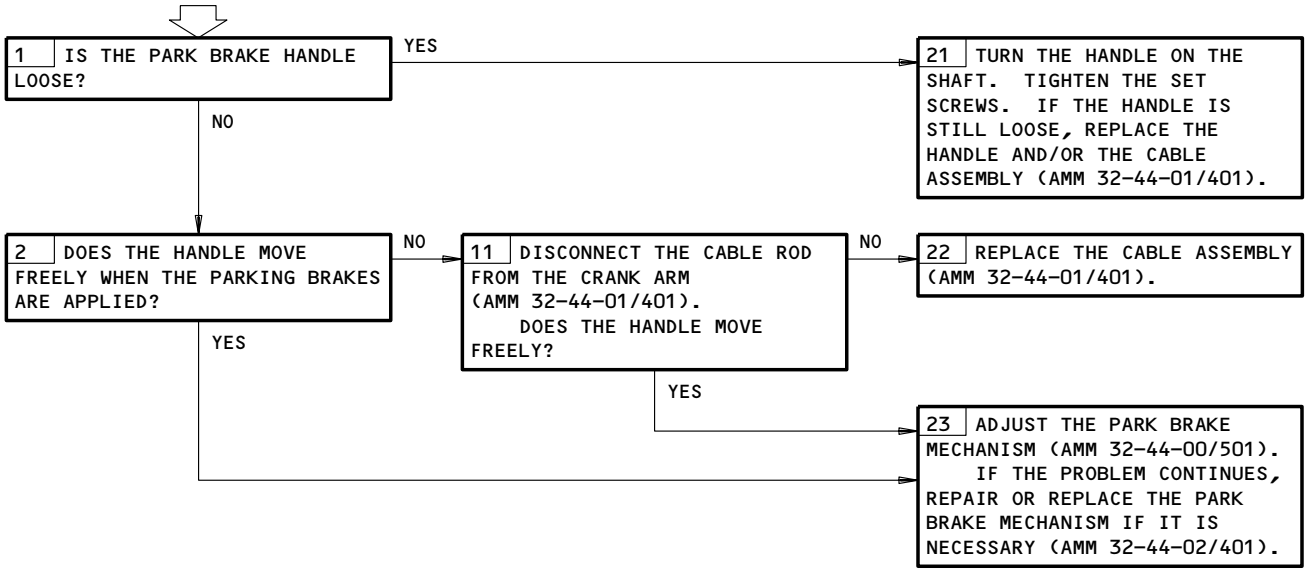
PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (AMM 31-41-00/201)

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
6F4

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

PARKING BRAKE HANDLE (LOOSE, BINDS, OR HARD TO SET)



Parking Brake Handle (Loose, Binds, or Hard to Set)
Figure 103

WITH PARK BRAKE SET, "PARK BRAKE" LIGHT REMAINS EXTINGUISHED

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (MM 31-41-00/201)

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
6F4

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (MM 24-22-00/201)

1 MAKE SURE THE PARK BRAKE IS SET.
MAKE SURE IS THE "PARKING BRAKE" EICAS MESSAGE SHOWN?

YES → 21 REPLACE THE LAMP FOR THE "PARK BRAKE" LIGHT (MM 33-16-02/201).

NO

2 MAKE SURE THE LANDING GEAR DOWNLOCKS ARE INSTALLED ON THE NOSE AND MAIN LANDING GEAR (MM 32-00-20/201).
MAKE SURE THE CHOCKS ARE BELOW THE WHEELS.

WARNING

USE THE PROCEDURE IN MM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

OPEN THE DOORS FOR THE MAIN LANDING GEAR AND INSTALL THE DOOR LOCKS (MM 32-00-15/201).
EXAMINE THE POSITION OF THE MANUAL OVERRIDE LEVER FOR THE PARK BRAKE VALVE (LOCATED IN THE RIGHT WHEEL WELL).
IS THE LEVER IN THE "POS 2" (VALVE CLOSED) POSITION?

YES → 11 REMOVE THE ELECTRICAL CONNECTOR, D2194, FOR THE PARK BRAKE VALVE.
MAKE SURE THERE IS CONTINUITY BETWEEN THE PINS 9 AND 10 ON THE PARK BRAKE VALVE (WDM 32-44-11/401).
IS THERE CONTINUITY?

NO → 22 REPLACE THE PARK BRAKE MOTOR VALVE UNIT, V41 (MM 32-44-04/401). 1

YES → 23 EXAMINE AND REPAIR THE CIRCUIT BETWEEN PIN 10 OF THE VALVE CONNECTOR D2194 AND THE "PARK BRAKE" LIGHT (WDM 32-44-11/401). 1

NO → 12 REMOVE THE ELECTRICAL CONNECTOR, D2194, FOR THE PARK BRAKE VALVE.
IS THERE A 28V DC AT THE PIN 2 OF THE VALVE CONNECTOR (WDM 32-44-11)?

YES → 24 REPLACE THE PARK BRAKE MOTOR/VALVE UNIT, V41 (MM 32-44-04/401). 1

NO

13 EXAMINE THE PARKING BRAKE SYSTEM FOR CORRECT ADJUSTMENT (MM 32-44-00/501).
IS IT CORRECTLY ADJUSTED?

NO → 25 DO THE ADJUSTMENTS THAT ARE NECESSARY (MM 32-44-00/501). 1

YES → 26 EXAMINE AND REPAIR THE CIRCUIT BETWEEN THE PIN 2 OF THE VALVE CONNECTOR D2194 AND THE CB C1179 (WDM 32-44-11). 1

1 WARNING: USE THE PROCEDURE IN MM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

REMOVE THE DOOR LOCKS FROM THE MAIN LANDING GEAR AND CLOSE THE DOORS (MM 32-00-15/201).

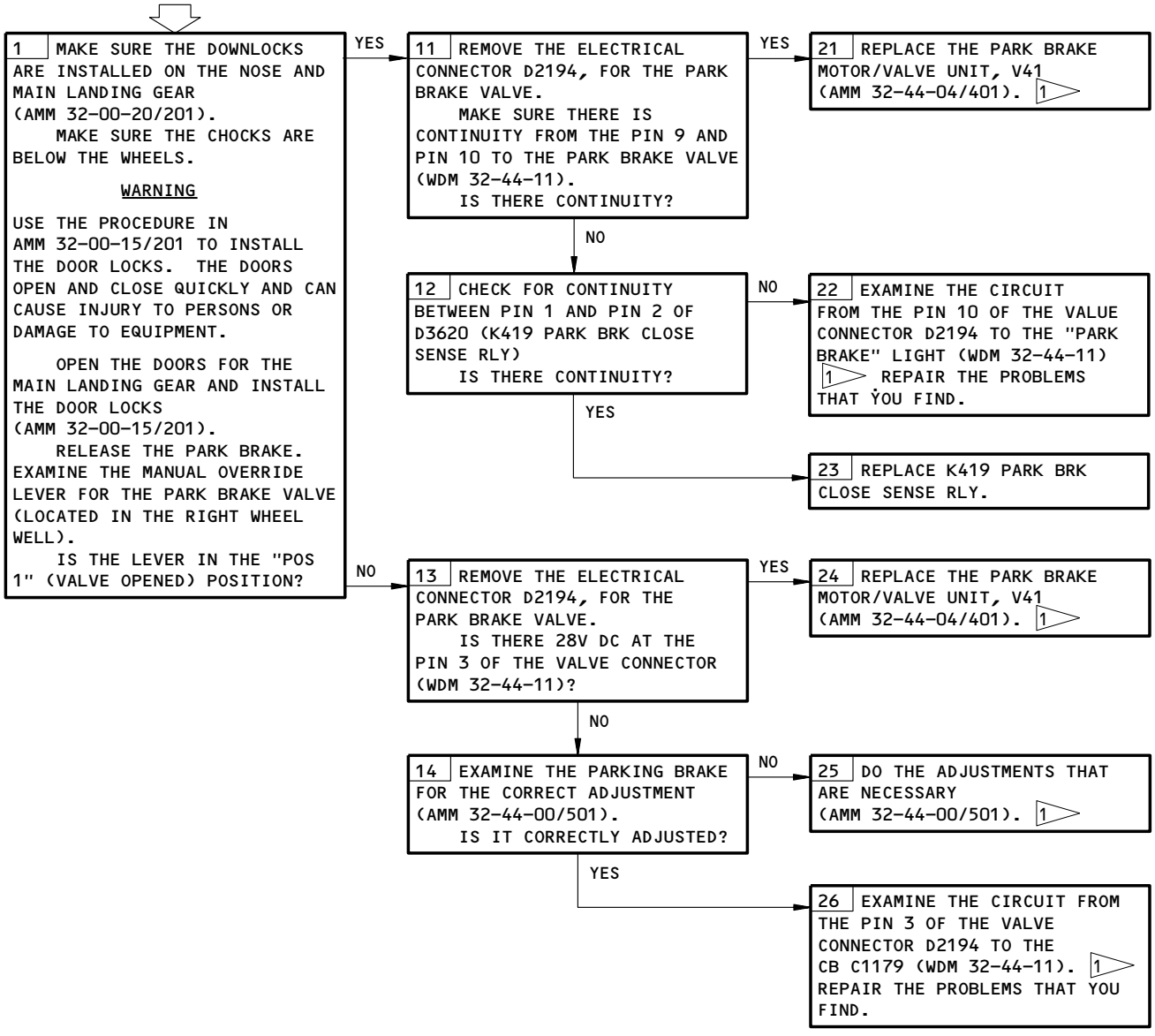
With Park Brake Set, PARK BRAKE Light Remains Extinguished
Figure 104

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
6F4

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

WITH PARK BRAKE RELEASED, "PARK BRAKE" LIGHT REMAINS ILLUMINATED



1 WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

REMOVE THE DOOR LOCKS FROM THE MAIN LANDING GEAR AND CLOSE THE DOORS (AMM 32-00-15/201).

With Park Brake Released, PARK BRAKE Light Remains Illuminated
Figure 105

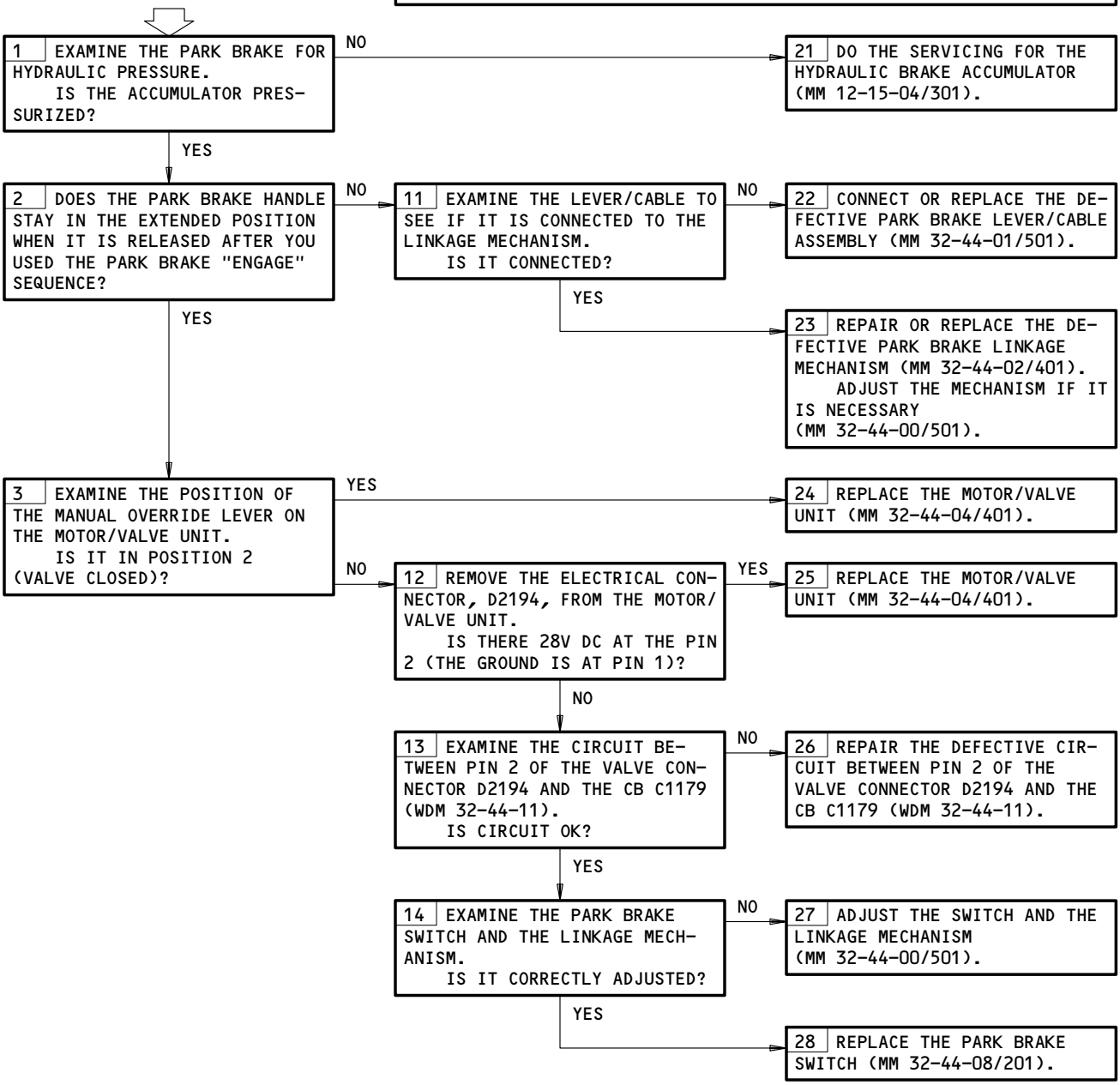
PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (MM 31-41-00/201)

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
6F4

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (MM 24-22-00/201)

PARKING BRAKE CANNOT BE SET



Parking Brake Cannot Be Set
Figure 106

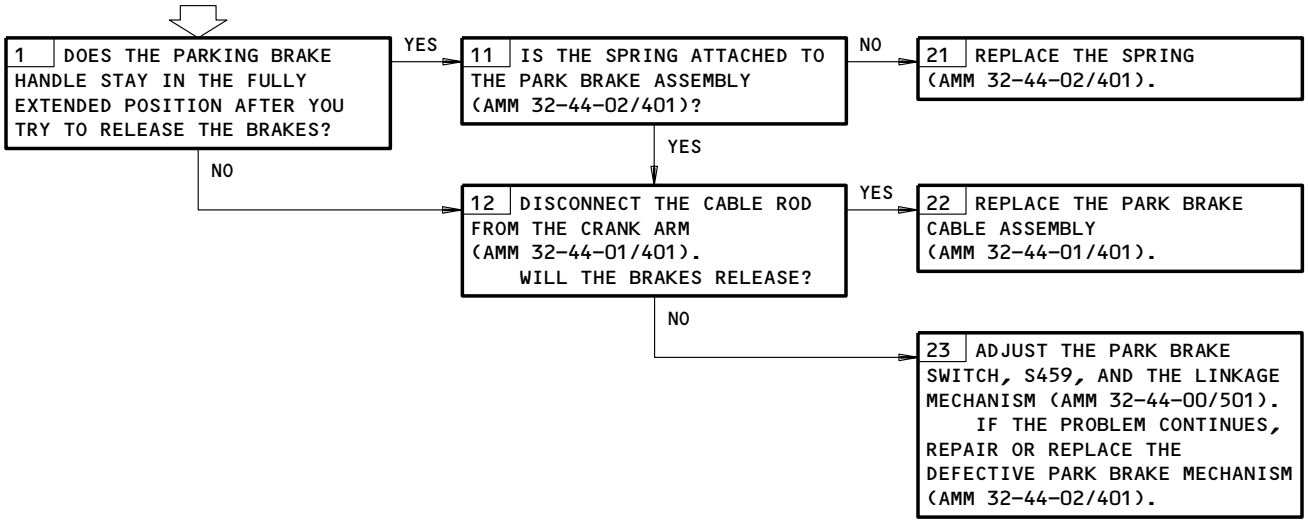
PARKING BRAKE HANDLE MUST BE PUSHED DOWN TO RELEASE BRAKES AND EXTINGUISH "PARK BRAKE" LIGHT

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
EICAS (AMM 31-41-00/201)

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
6F4

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (AMM 22-24-00/201)



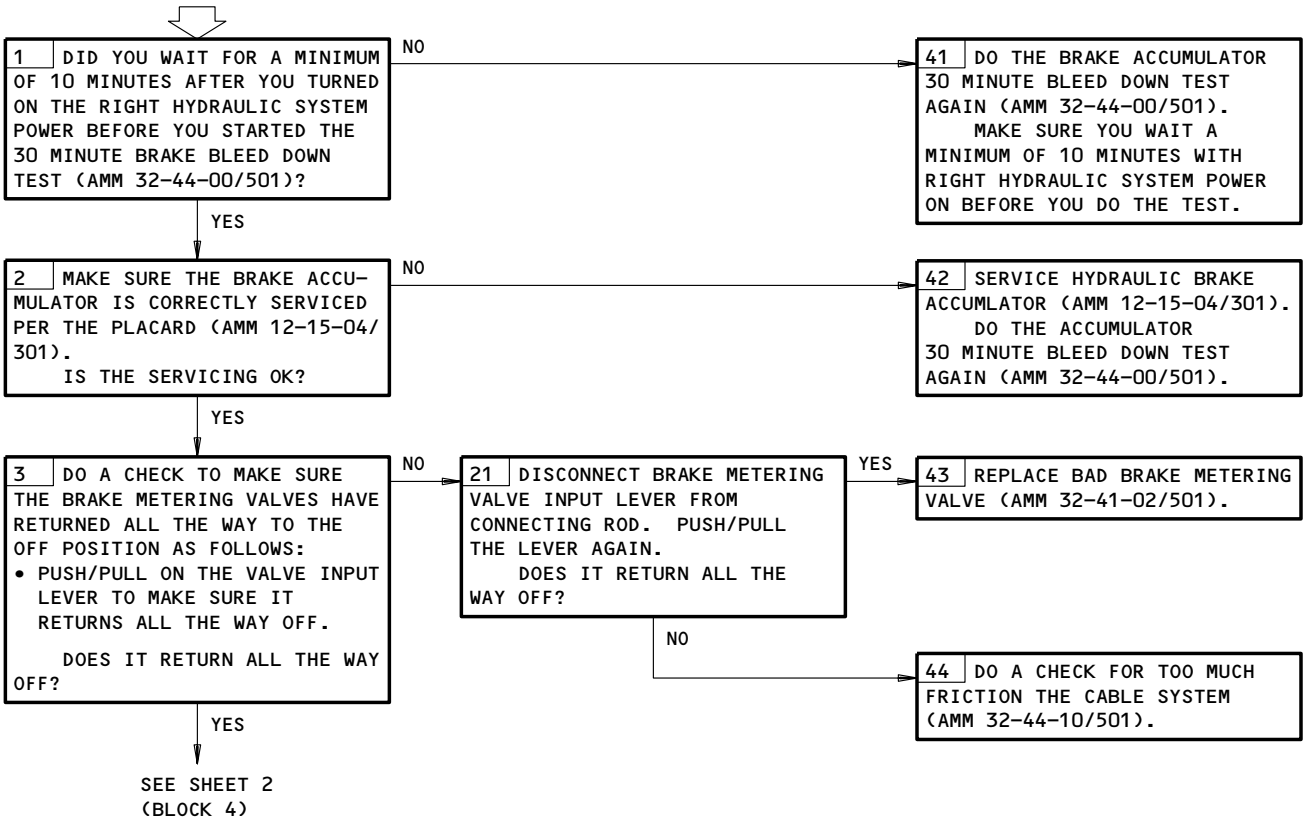
Parking Brake Handle Must be Pushed Down to Release Brakes
and Extinguish PARK BRAKE Light
Figure 106A

BRAKE ACCUMULATOR PRESSURE BLEED DOWN RATE IS TOO HIGH WHEN THE 30 MINUTE BRAKE BLEED DOWN TEST IS PERFORMED (PARKING BRAKE RELEASED).

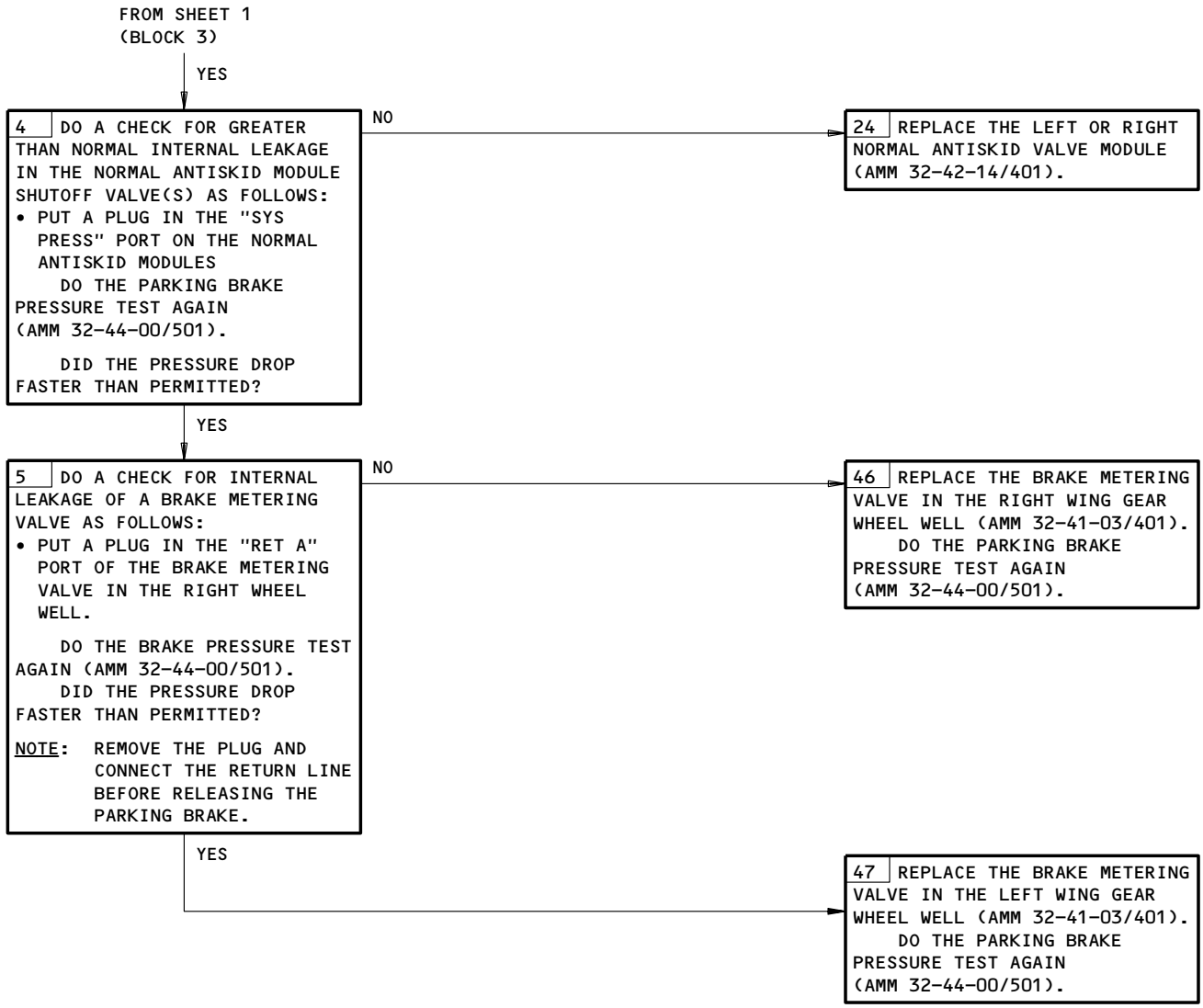
PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6F4,11U2

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
RIGHT AND CENTER HYDRAULIC SYSTEM PRESSURE IS OFF (AMM 29-11-00/201)
THE PARKING BRAKE IS RELEASED



Brake Accumulator Pressure Bleed Down Rate Is Too High When the 30 Minute Brake Bleed Down Test Is Performed (Parking Brake Released).
Figure 107 (Sheet 1)



Brake Accumulator Pressure Bleed Down Rate Is Too High When
the 30 Minute Brake Bleed Down Test Is Performed (Parking Brake Released).
Figure 107 (Sheet 2)

BRAKE ACCUMULATOR PRESSURE BLEED DOWN RATE IS TOO HIGH WHEN THE 30 MINUTE BRAKE BLEED DOWN TEST IS PERFORMED (PARKING BRAKE SET).

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6F4,11U2

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
RIGHT AND CENTER HYDRAULIC SYSTEM PRESSURE IS OFF (AMM 29-11-00/201)
THE PARKING BRAKE IS SET

1 DID YOU WAIT FOR A MINIMUM OF 10 MINUTES AFTER YOU TURNED ON THE RIGHT HYDRAULIC SYSTEM POWER BEFORE YOU STARTED THE 30 MINUTE BRAKE BLEED DOWN TEST (AMM 32-44-00/501)?

NO → 40 DO THE BRAKE ACCUMULATOR 30 MINUTE BLEED DOWN TEST AGAIN (AMM 32-44-00/501).
MAKE SURE YOU WAIT A MINIMUM OF 10 MINUTES WITH RIGHT OF HYDRAULIC SYSTEM POWER ON BEFORE YOU DO THE TEST.

YES

2 MAKE SURE THE BRAKE ACCUMULATOR IS CORRECTLY SERVICED PER THE PLACARD (AMM 12-15-04/301).
IS THE SERVICING OK?

NO → 41 SERVICE HYDRAULIC BRAKE ACCUMLATOR (AMM 12-15-04/301).
DO THE ACCUMULATOR 30 MINUTE BLEED DOWN TEST AGAIN (AMM 32-44-00/501).

YES

3 MAKE SURE THE POSITION INDICATOR ON THE PARKING BRAKE VALVE SHOWS A "2" WHEN THE PARKING BRAKE IS SET.

NOTE: "1" IS OPEN AND "2" IS CLOSED.

IS THE PARKING BRAKE VALVE CLOSED?

NO → 42 REPLACE THE PARKING BRAKE VALVE ASSEMBLY (AMM 32-44-05/401).
DO THE PARKING BRAKE PRESSURE TEST AGAIN (AMM 32-44-00/501).

YES

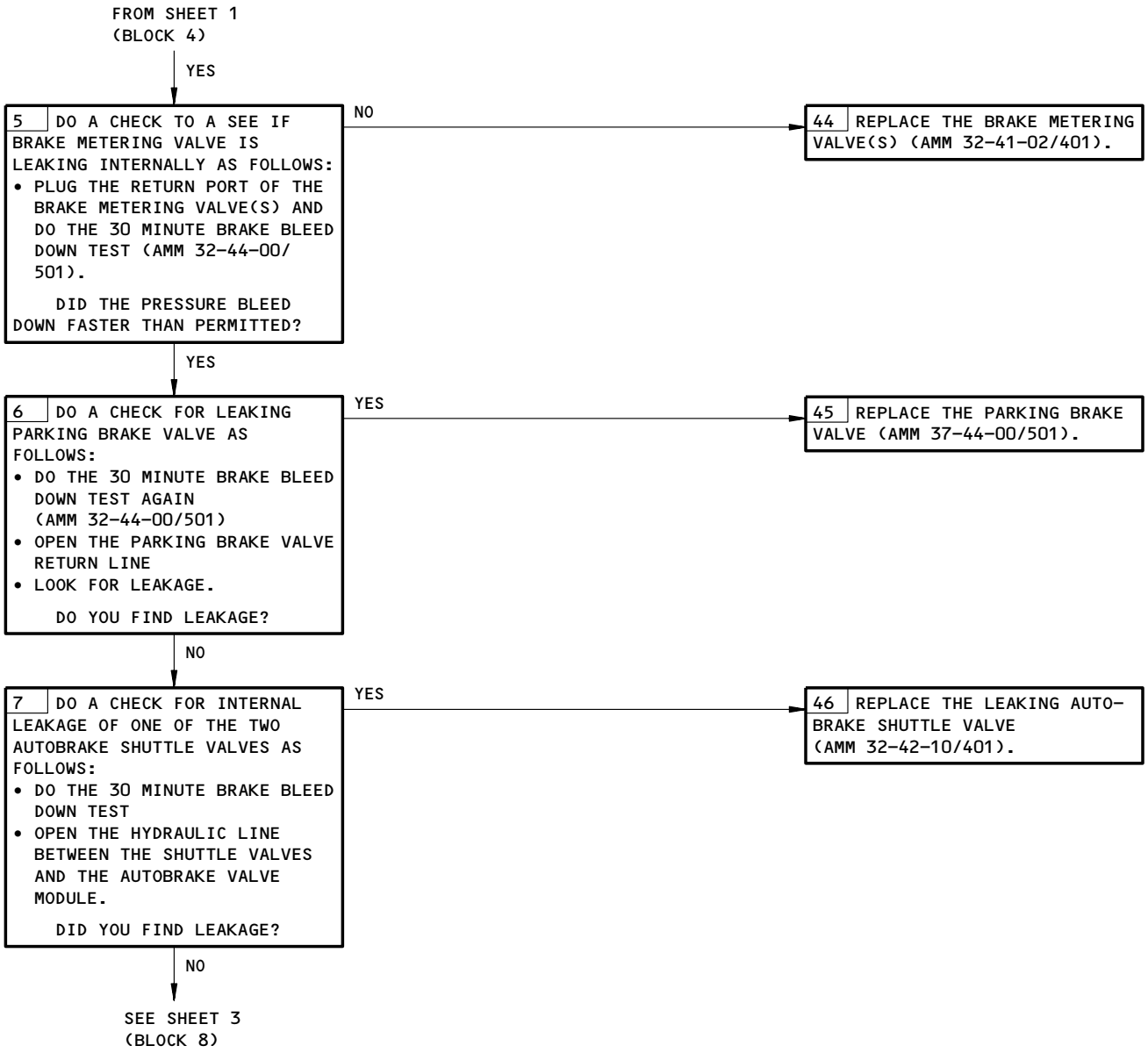
4 BRAKE METERING VALVES MAY NOT BE IN FULL PARKING BRAKE ON (3000 PSI APPLIED) POSITION.
CHECK PARKING BRAKE PAWL ADJUSTMENT AND BRAKE CONTROL SYSTEM ADJUSTMENT (AMM 32-44-00/501).
IS THE ADJUSTMENT OK?

NO → 43 ADJUST THE PARKING BRAKE PAWLS. ADJUST THE BRAKE CON-ADJUST THE BRAKE CONTROL SYSTEM (AMM 32-44-00/501).

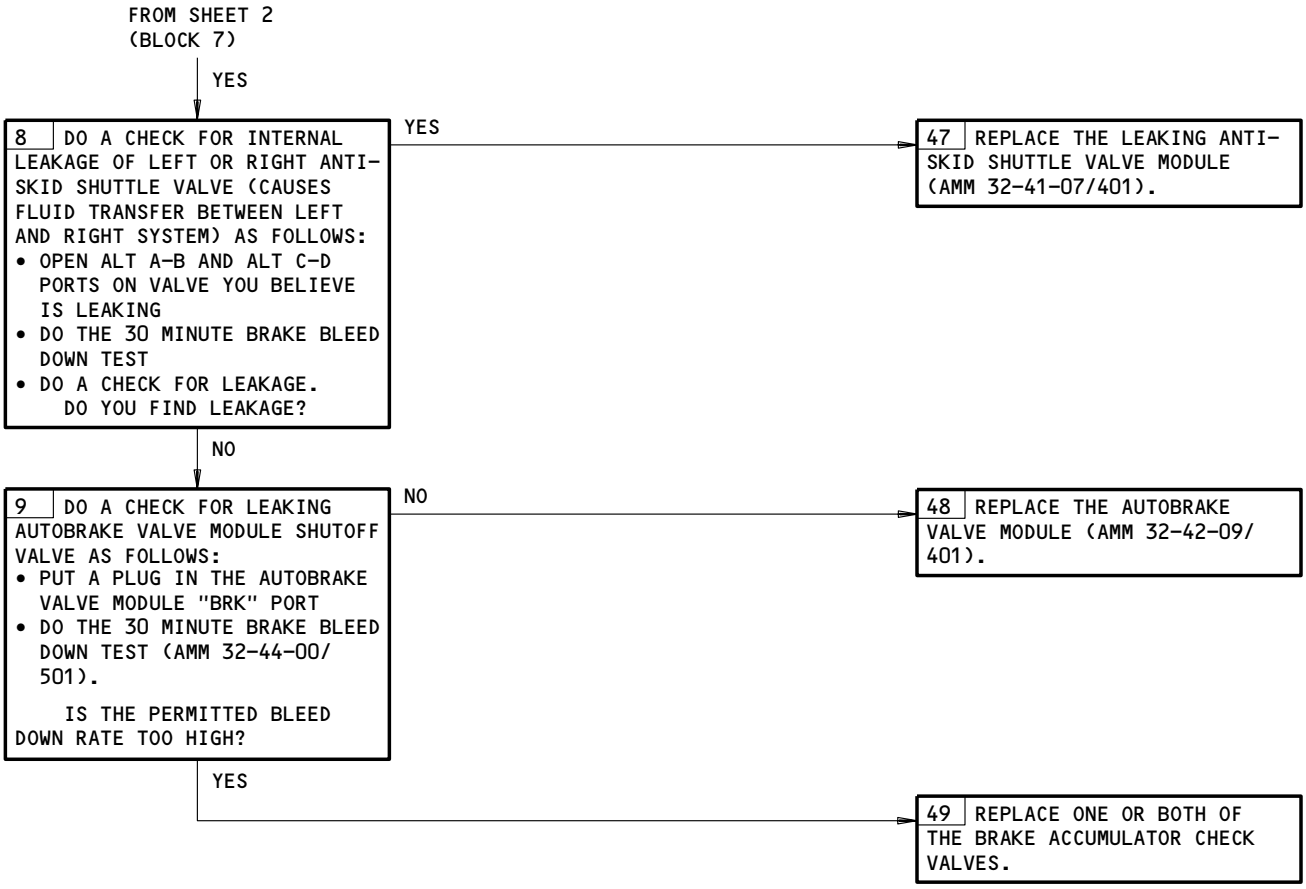
YES

SEE SHEET 2
(BLOCK 5)

Brake Accumulator Pressure Bleed Down Rate Is Too High When the 30 Minute Brake Bleed Down Test Is Performed (Parking Brake Set).
Figure 108 (Sheet 1)



Brake Accumulator Pressure Bleed Down Rate Is Too High When the 30 Minute Brake Bleed Down Test Is Performed (Parking Brake Set).
Figure 108 (Sheet 2)



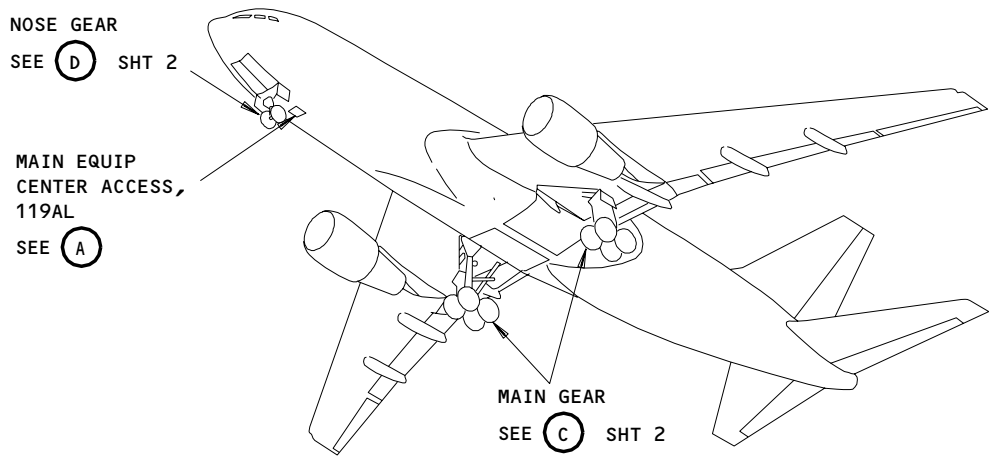
Brake Accumulator Pressure Bleed Down Rate Is Too High When
the 30 Minute Brake Bleed Down Test Is Performed (Parking Brake Set).
Figure 108 (Sheet 3)

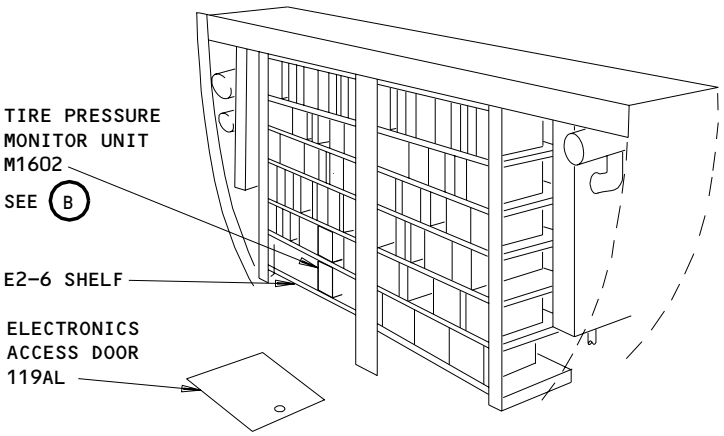
WHEELS AND TIRES

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ASSEMBLY - MAIN GEAR TIRE & WHEEL	2	8	MAIN LANDING GEAR	32-45-01
ASSEMBLY - NOSE GEAR TIRE & WHEEL	2	2	NOSE LANDING GEAR	32-45-02
CIRCUIT BREAKER -	1		FLT COMPT, P11	
TIRE PRESSURE IND 1, C1186		1	11U17	*
CIRCUIT BREAKER -	1		APU EXTERNAL PWR PNL, P34	
TIRE PRESSURE IND 2, C1187		1	34M11	*
COMPUTER - (REF 31-41-00, FIG. 101)				
L EICAS, M10181				
R EICAS, M10182				
RELAYS - (REF 31-01-36, FIG. 101)				
TIRE PRESS PWR XFER, K1225				
SENSOR - TIRE PRESSURE 1, TS505	2	1	L MAIN GEAR, L FWD AXLE	32-45-11
SENSOR - TIRE PRESSURE 2, TS506	2	1	L MAIN GEAR, R FWD AXLE	32-45-11
SENSOR - TIRE PRESSURE 3, TS507	2	1	R MAIN GEAR, L FWD AXLE	32-45-11
SENSOR - TIRE PRESSURE 4, TS508	2	1	R MAIN GEAR, R FWD AXLE	32-45-11
SENSOR - TIRE PRESSURE 5, TS509	2	1	L MAIN GEAR, L AFT AXLE	32-45-11
SENSOR - TIRE PRESSURE 6, TS510	2	1	L MAIN GEAR, R AFT AXLE	32-45-11
SENSOR - TIRE PRESSURE 7, TS511	2	1	R MAIN GEAR, L AFT AXLE	32-45-11
SENSOR - TIRE PRESSURE 8, TS512	2	1	R MAIN GEAR, R AFT AXLE	32-45-11
SENSOR - TIRE PRESSURE 9, TS513	2	1	NOSE GEAR, L AXLE	32-45-12
SENSOR - TIRE PRESSURE 10, TS514	2	1	NOSE GEAR, R AXLE	32-45-12
SPIN BRAKE - NOSE GEAR TIRE	2	2	NOSE WHEEL WELL, CEILING	32-45-05
UNIT - TIRE PRESSURE MONITOR, M1602	1	1	119AL, MAIN EQUIP CTR E2-6	32-45-10
UNIT - WHEEL INTERFACE 1, M1629	2	1	L MAIN GEAR, L FWD AXLE	32-45-13
UNIT - WHEEL INTERFACE 2, M1628	2	1	L MAIN GEAR, R FWD AXLE	32-45-13
UNIT - WHEEL INTERFACE 3, M1627	2	1	R MAIN GEAR, L FWD AXLE	32-45-13
UNIT - WHEEL INTERFACE 4, M1626	2	1	R MAIN GEAR, R FWD AXLE	32-45-13
UNIT - WHEEL INTERFACE 5, M1625	2	1	L MAIN GEAR, L AFT AXLE	32-45-13
UNIT - WHEEL INTERFACE 6, M1624	2	1	L MAIN GEAR, R AFT AXLE	32-45-13
UNIT - WHEEL INTERFACE 7, M1623	2	1	R MAIN GEAR, L AFT AXLE	32-45-13
UNIT - WHEEL INTERFACE 8, M1622	2	1	R MAIN GEAR, R AFT AXLE	32-45-13
UNIT - WHEEL INTERFACE 9, M1621	2	1	NOSE GEAR, L AXLE	32-45-14
UNIT - WHEEL INTERFACE 10, M1620	2	1	NOSE GEAR, R AXLE	32-45-14
VALVE - TIRE INFLATION/PRESSURE SENSOR HOLDER	2	10	MAIN & NOSE LANDING GEAR	32-45-08

* SEE WDM EQUIPMENT LIST

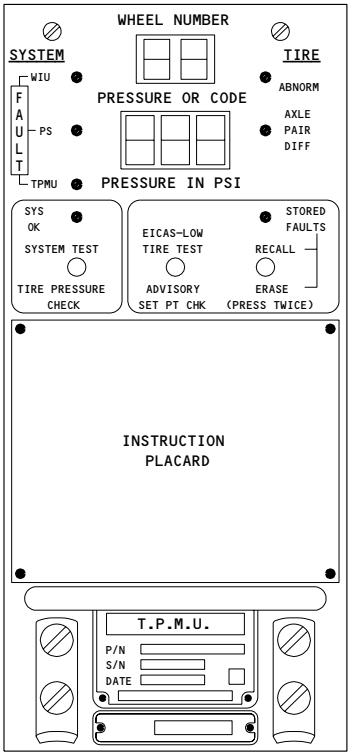
Component Index
Figure 101





MAIN ELECTRONIC/ELECTRICAL EQUIPMENT CENTER

(A)

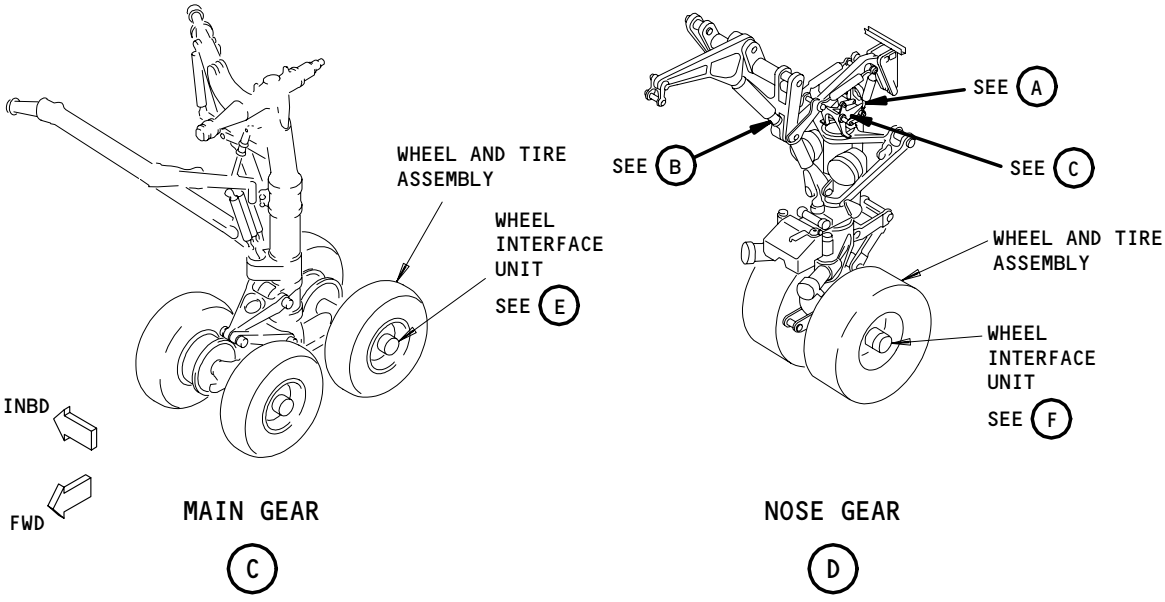


TIRE PRESSURE MONITOR UNIT, M1602

(B)

Tires and Wheels - Component Locations
Figure 102 (Sheet 1)

673374



MAIN GEAR

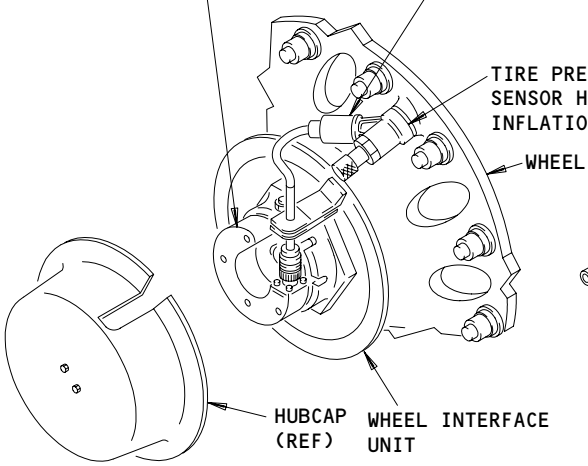
C

NOSE GEAR

D

MAIN WHEEL INTERFACE UNIT,
M1629 (LH MG LF AXLE)
M1628 (LH MG RF AXLE)
M1627 (RH MG LF AXLE)
M1626 (RH MG RF AXLE)
M1625 (LH MG LA AXLE)
M1624 (LH MG RA AXLE)
M1623 (RH MG LA AXLE)
M1622 (RH MG RA AXLE)

TIRE PRESSURE SENSOR,
TS505 (LH MG LF AXLE)
TS506 (LH MG RF AXLE)
TS507 (RH MG LF AXLE)
TS508 (RH MG RF AXLE)
TS509 (LH MG LA AXLE)
TS510 (LH MG RA AXLE)
TS511 (RH MG LA AXLE)
TS512 (RH MG RA AXLE)

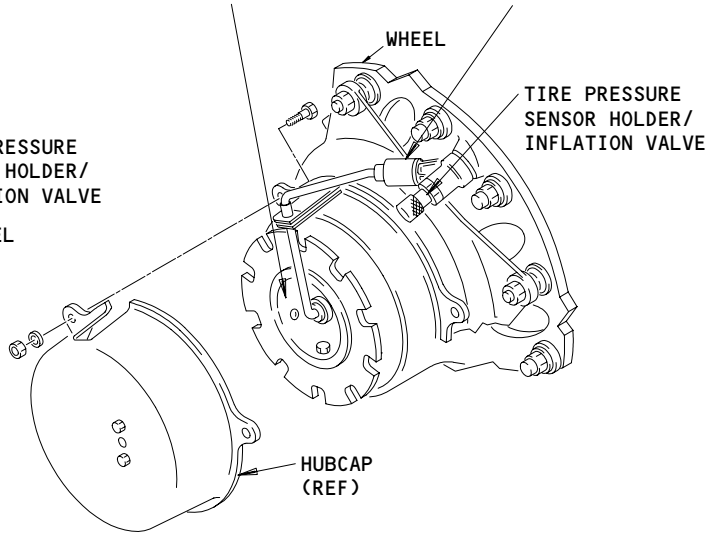


WHEEL INTERFACE UNIT

E

NOSE WHEEL INTERFACE UNIT,
M1621 (LH NOSE GEAR)
M1620 (RH NOSE GEAR)

TIRE PRESSURE SENSOR,
TS513 (LH NOSE GEAR)
TS514 (RH NOSE GEAR)

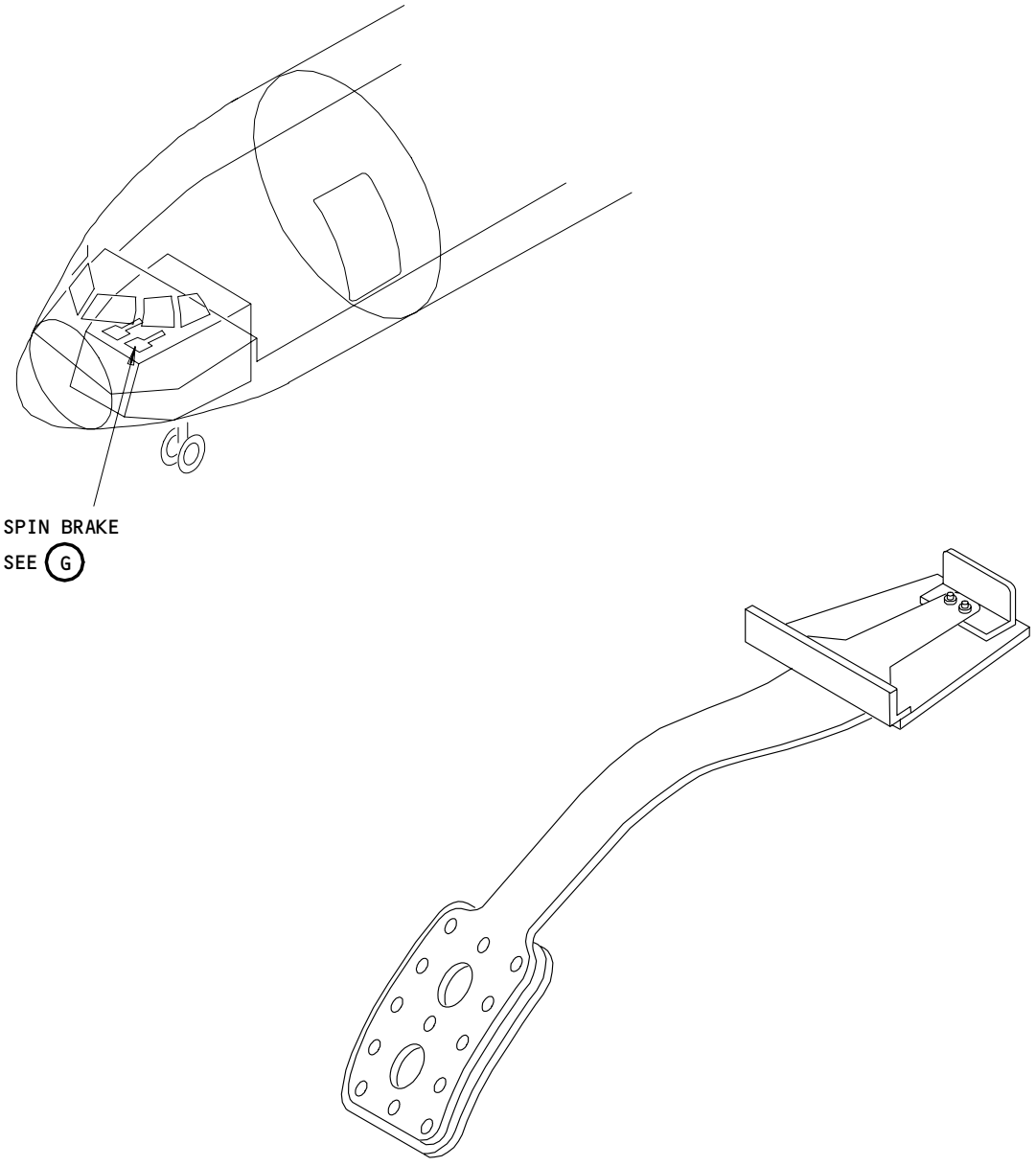


TIRE INTERFACE UNIT

F

Tires and Wheels – Component Location
Figure 102 (Sheet 2)

673713



Tires and Wheels - Component Location
Figure 102 (Sheet 3)

TIRE PRESSURE MONITOR UNIT BITE TEST PROCEDURE

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11D15,11D16,11J02,11J03,11J26,11J30,11J32,11J34,
11U17,34M11

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
RIGHT AND CENTER HYDRAULIC SYSTEM PRESSURE IS OFF
(AMM 29-11-00/201)

1 USE THE TOGGLE SWITCHES ON THE FRONT PANEL OF THE TIRE PRESSURE MONITOR UNIT (TPMU) TO DO THE BITE TEST.

BEFORE YOU DO THE BITE TEST IF THE "TPMU" LED INDICATOR IS ON, ("WIU" AND "PS" LED INDICATORS NOT ON). THE THE FRONT PANEL OF THE TIRE PRESSURE MONITOR UNIT (TPMU) IS LOCKED AND YOU CANNOT DO THE TEST. REPLACE THE MONITOR UNIT (TPMU) (AMM 32-45-10/401). 1 DO THE BITE PROCEDURE AS FOLLOWS:

- MOMENTARILY PUT THE "SYSTEM TEST/TIRE PRESSURE CHECK" SWITCH IN THE "SYSTEM TEST" POSITION AND THEN RELEASE IT.

DID THESE CONDITIONS OCCUR?

- ALL DISPLAY SEGMENTS AND LEDs ARE ON FOR APPROXIMATELY 5 SECONDS
- DISPLAYS AND LEDs ARE TURNED OFF FOR APPROXIMATELY 5 SECONDS
- "SYS OK" LED TURNS ON FOR 2 SECONDS
- NO FAULT LIGHTS ON

NOTE: IF A FAULT LIGHT TURNS ON , IT WILL BE ON FOR 5 SECONDS AND "SYS OK" LIGHT IS OFF.

YES → 40 THE SYSTEM IS OK.

NO ↓

2 DID "TPMU" AND "STORED FAULTS LIGHTS ON WHEN YOU DO THE "SYSTEM TEST" BUT DO NOT TURN ON BEFORE OR AFTER THE TEST.

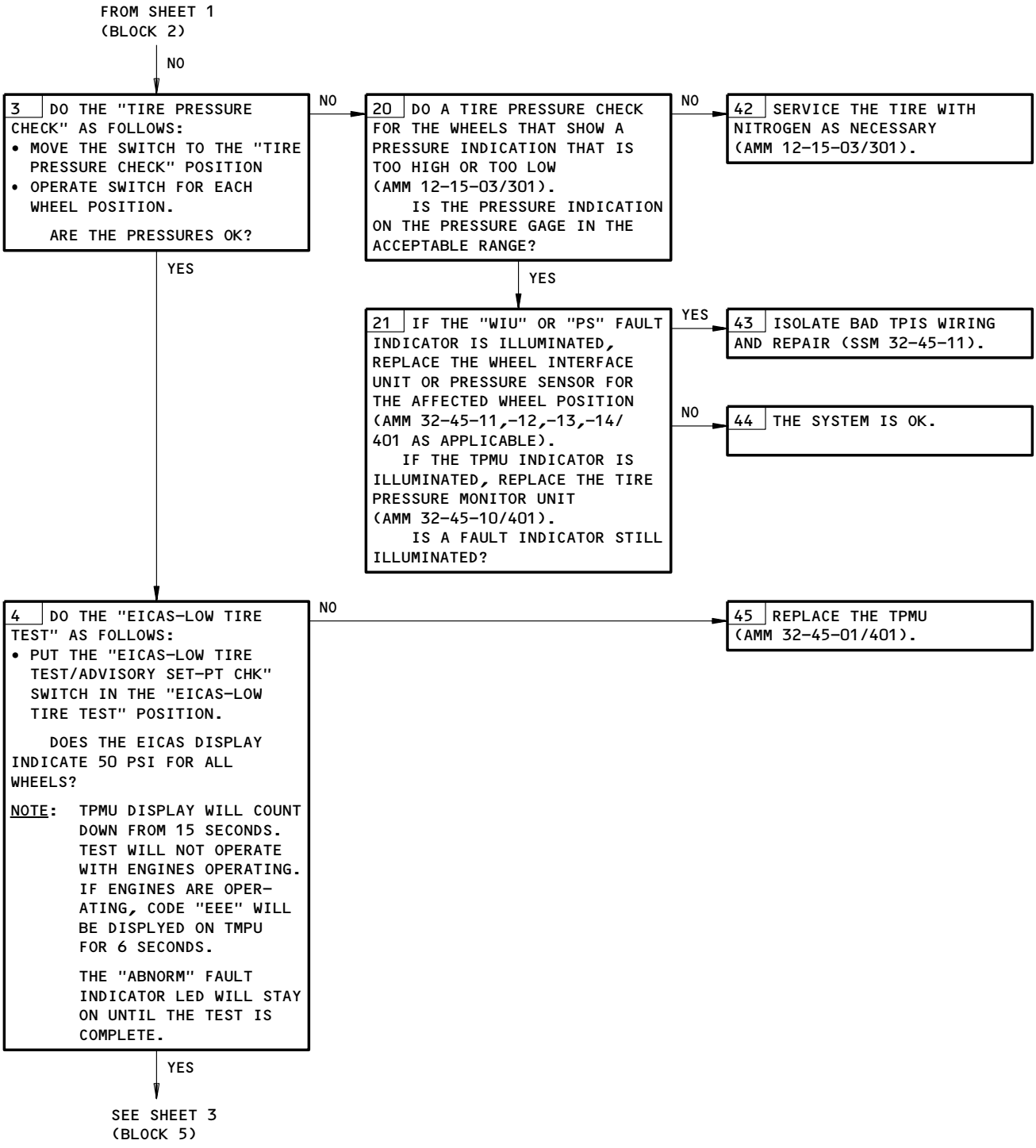
NOTE: THE STORED FAULTS LIGHT MAY NOT TURN ON.

YES → 41 THE EEPROM IN THE TRMU IS FAULTY. REPLACE THE TRMU (AMM 32-45-01/401).

NO → SEE SHEET 2 (BLOCK 3)

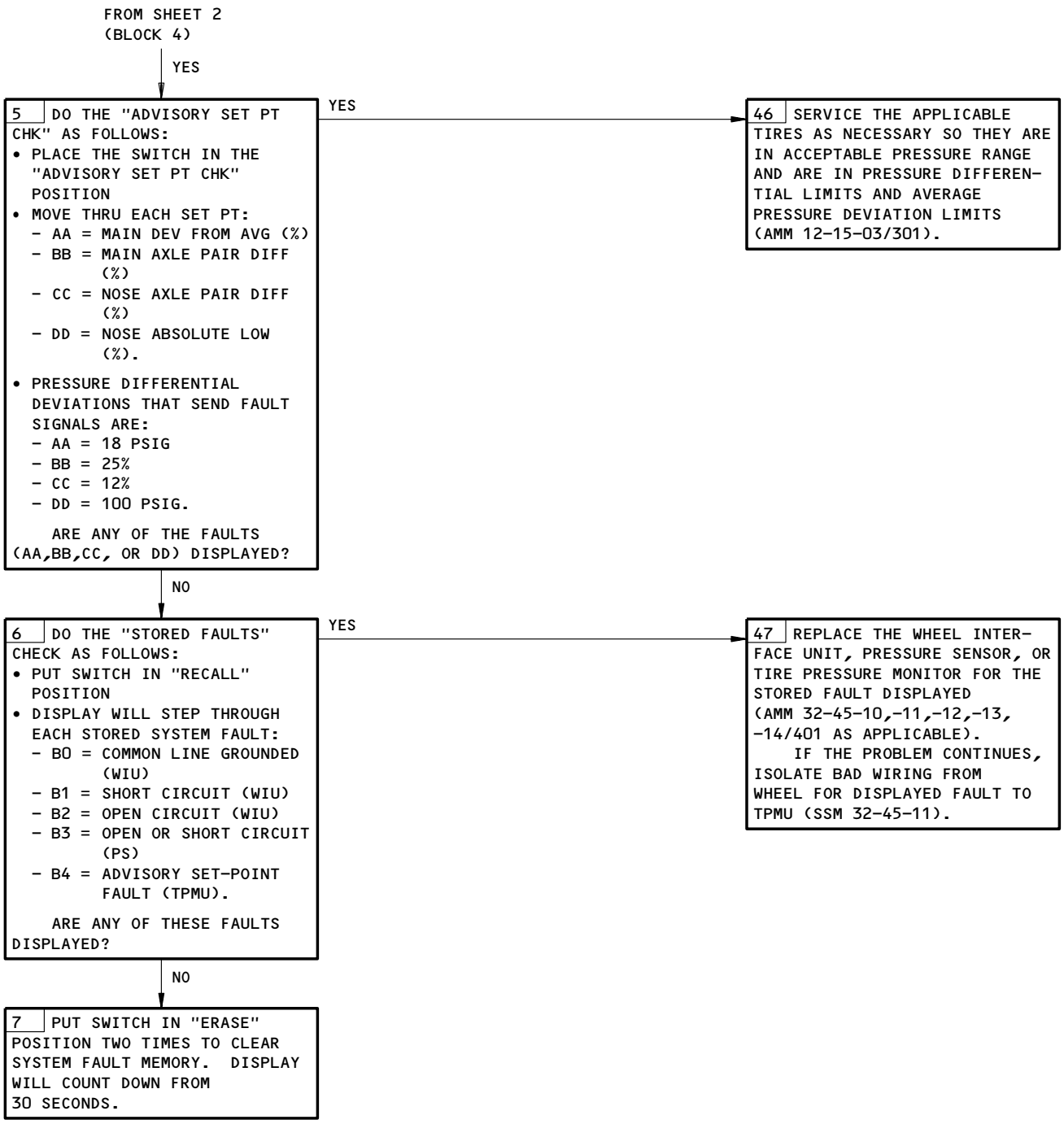
1 IF THE "TPMU" AND "WIU" LED INDICATORS ARE ON, A COMMON LINE IS SHORTED TO GROUND. THE FRONT PANEL IS NOT LOCKED AND YOU CAN DO THE BITE TEST TO ISOLATE THIS FAULT.

Tire Pressure Monitor Unit Bite Test
Figure 103 (Sheet 1)



Tire Pressure Monitor Unit Bite Test
Figure 103 (Sheet 2)

G61429



Tire Pressure Monitor Unit Bite Test
Figure 103 (Sheet 3)

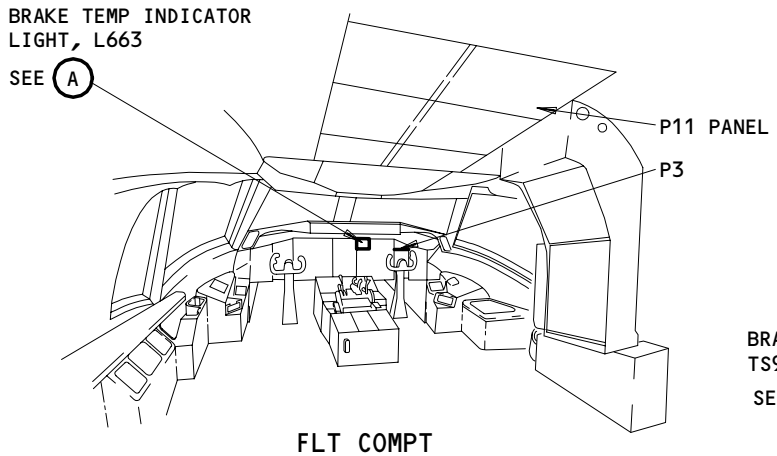
661466

BRAKE TEMPERATURE MONITORING SYSTEM

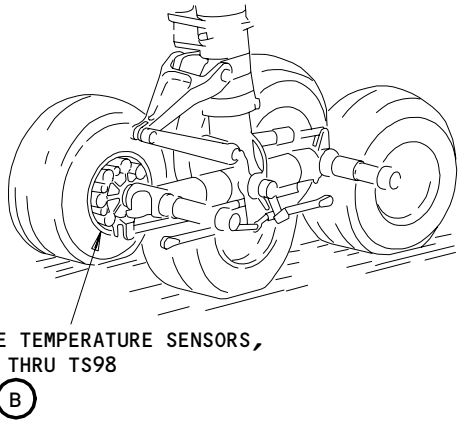
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
BRAKES (REF 32-41-00, FIG. 101)				
CIRCUIT BREAKER			FLT COMPT, P11	
BRAKE TEMP, C1181		1	11U16	*
COMPUTER - EICAS L, M10181 (REF 31-41-00, FIG. 101)				
COMPUTER - EICAS R, M10182 (REF 31-41-00, FIG. 101)				
LIGHT - BRAKE TEMP INDICATOR, L663	1	1	P3, FLT COMPT	*
PANEL - EICAS, DISPLAY SELECT, M10195 (REF 31-41-00, FIG. 101)				
SENSORS - BRAKE TEMPERATURE (TS91 THRU TS98)	1	8	MAIN LANDING GEAR	32-46-01
UNIT - BRAKE TEMPERATURE MONITOR, M115	2	1	119AL, MAIN EQUIP CTR, E2	32-46-03
UNIT - EICAS LOWER DISPLAY, N10014 (REF 31-41-00, FIG. 101)				

* SEE WM EQUIPMENT LIST

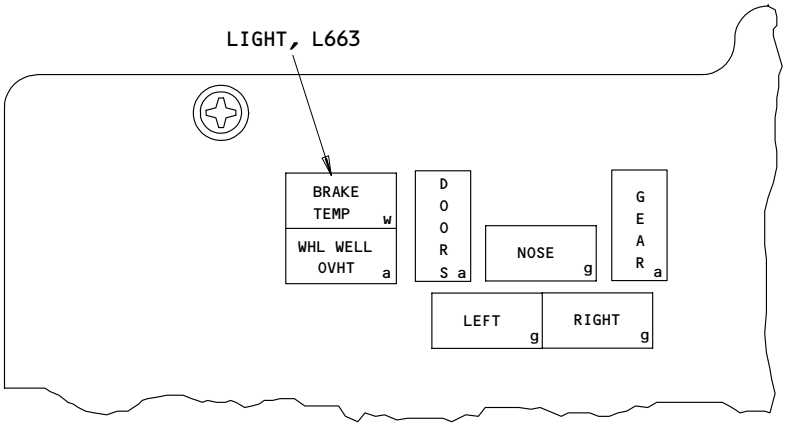
Component Index
Figure 101



FLT COMPT

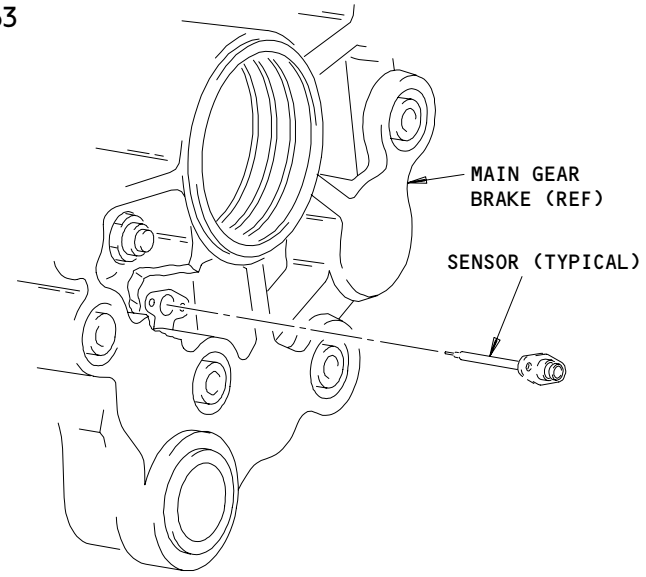


MAIN LANDING GEAR



BRAKE TEMP INDICATION LIGHT, L663

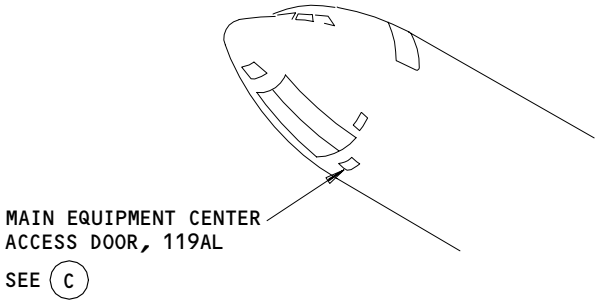
A

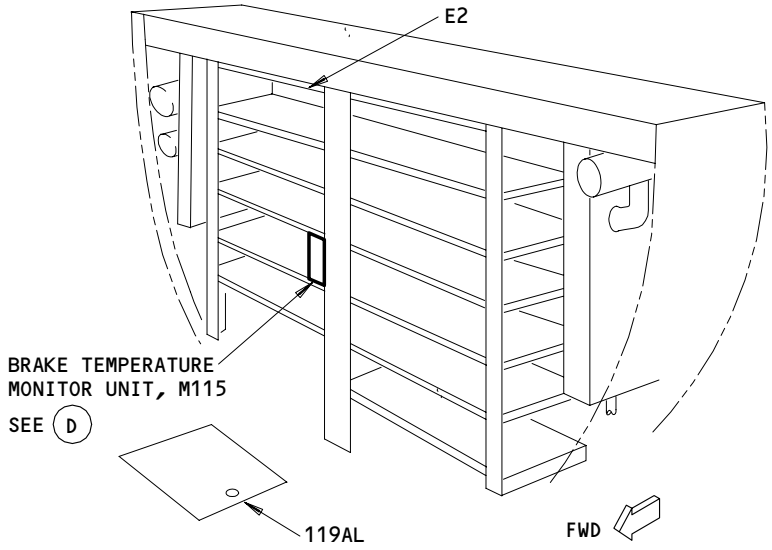


BRAKE TEMPERATURE SENSORS, TS91 THRU TS98

B

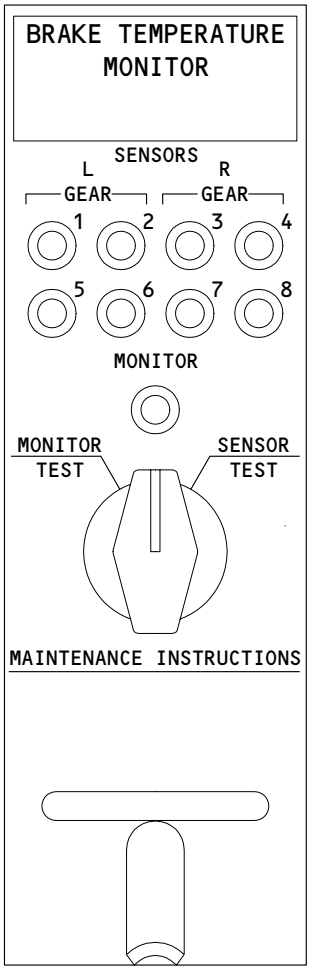
Component Location
Figure 102 (Sheet 1)





MAIN EQUIPMENT CENTER

C



BRAKE TEMPERATURE MONITOR UNIT

D

Component Location
Figure 102 (Sheet 2)

38604

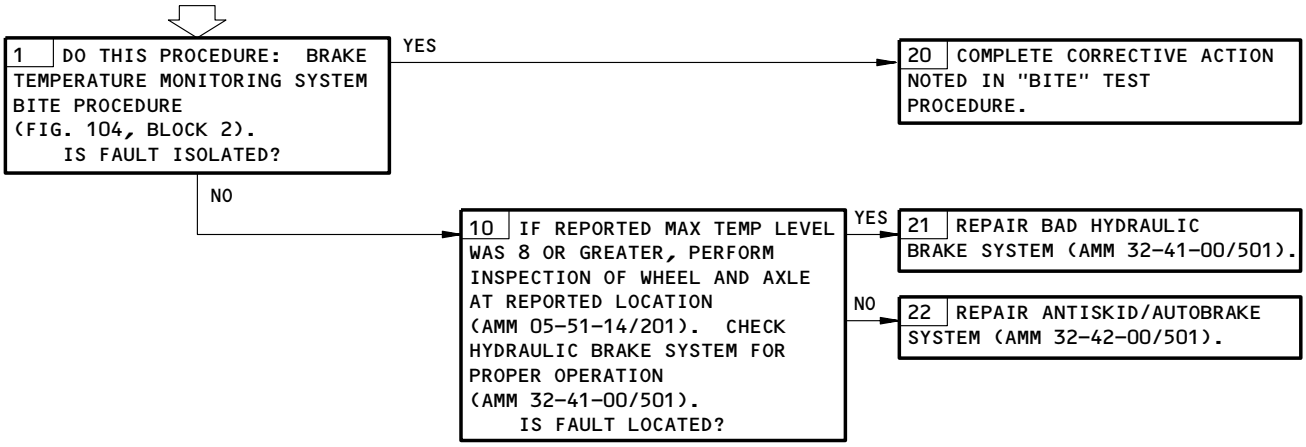
BRAKE TEMP INDICATIONS BLANK, INTERMITTENT, OR ZERO, OR HIGH WITH "BRAKE TEMP" LIGHT ILLUMINATED.

PREREQUISITES

MAKE SURE THESE SYSTEMS WILL OPERATE:
- EICAS (AMM 31-41-00/501)
- MASTER DIM AND TEST LIGHTS (AMM 33-16-00/501)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
- 11U16

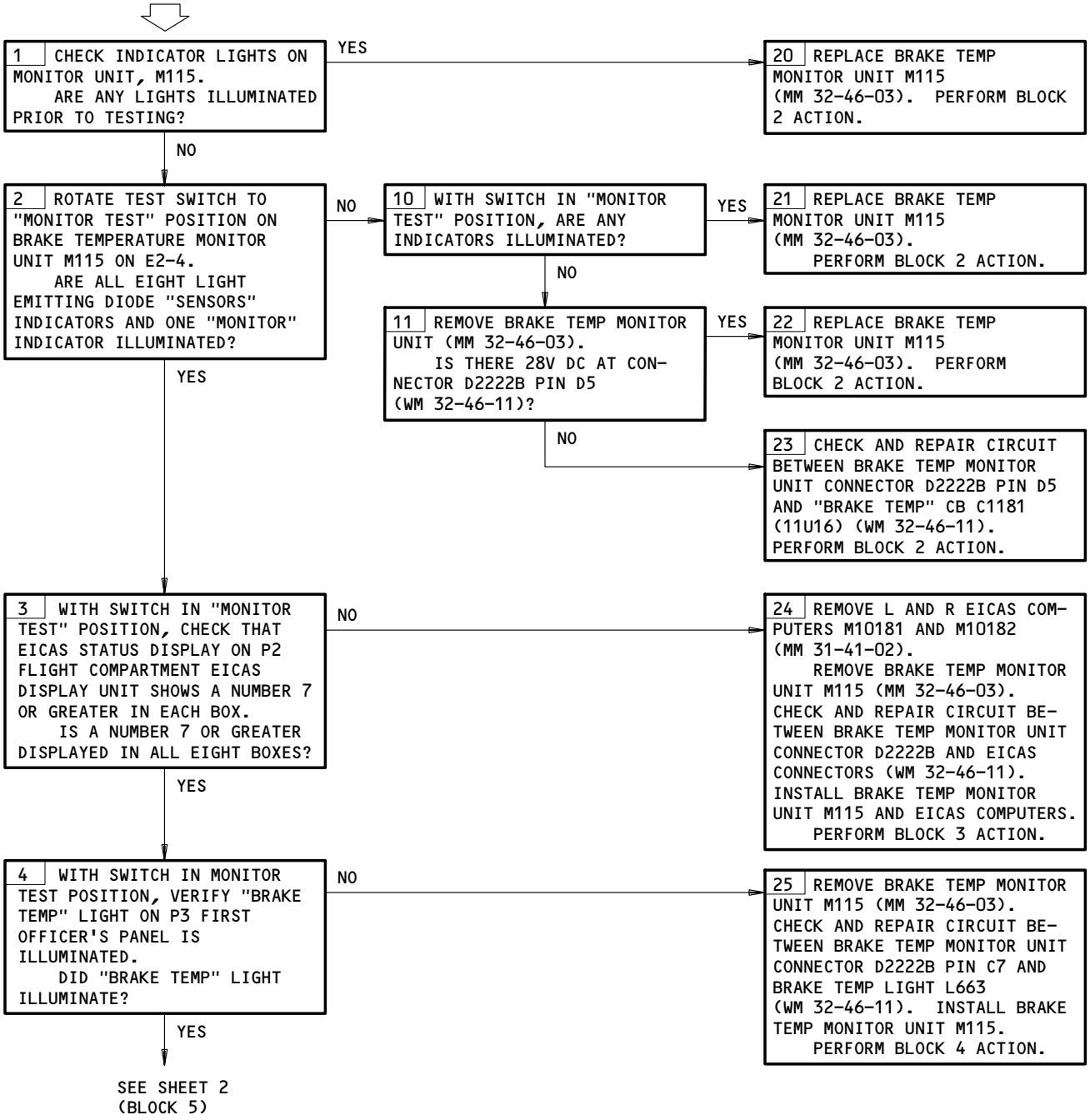
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
- ELECTRICAL POWER IS ON (AMM 24-22-00/201)



Brake Temp Indications Blank, Intermittent, or Zero, or High with BRAKE TEMP Light Illuminated.
Figure 103

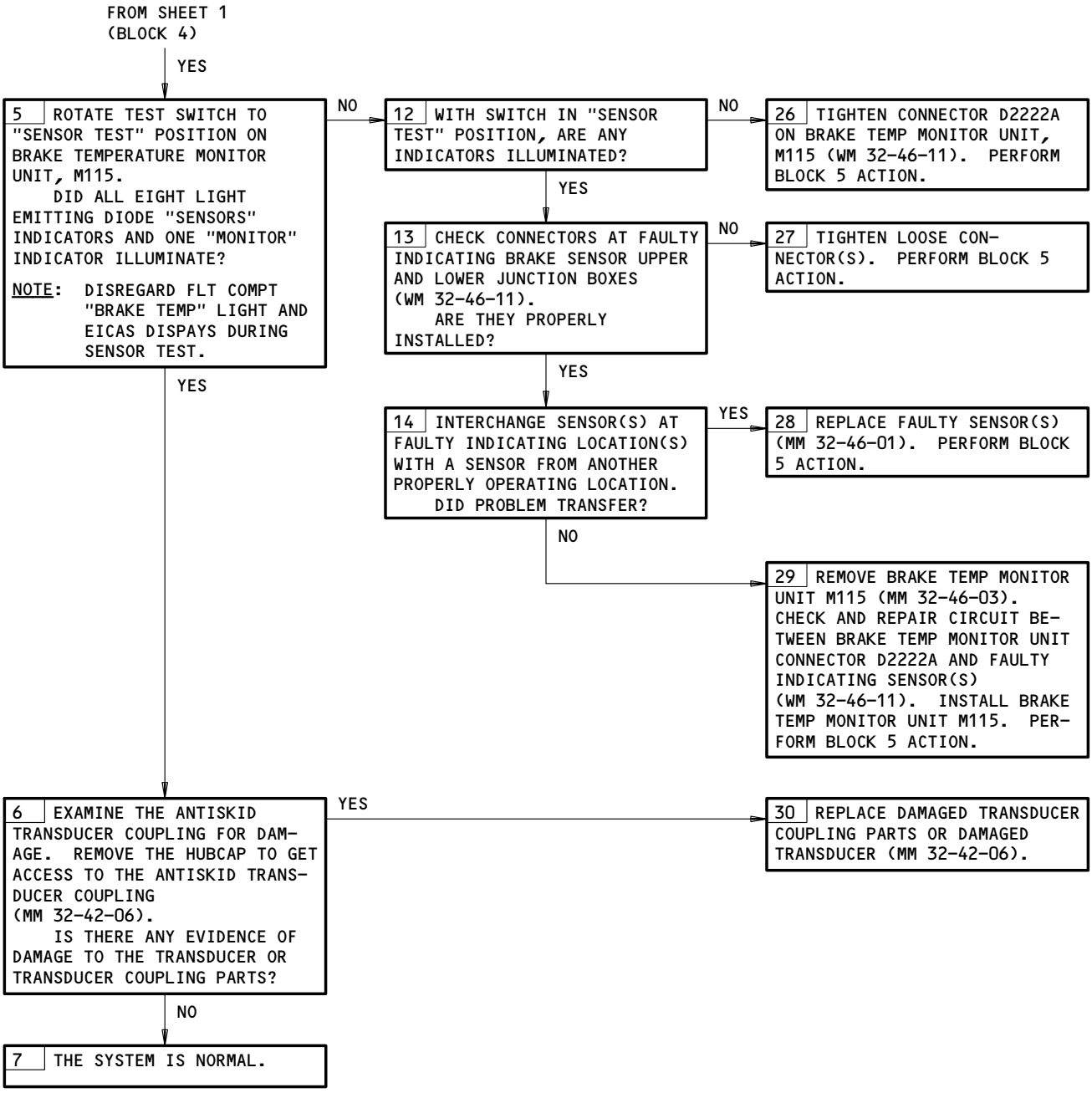
BRAKE TEMPERATURE MONITORING SYSTEM "BITE" PROCEDURE

PREREQUISITES
MASTER DIM AND TEST SYSTEM (MM 33-16-00)
ELECTRICAL POWER (MM 24-22-00)
EICAS (MM 31-41-00)
CB'S: 11U16



Brake Temperature Monitoring System BITE Procedure
Figure 104 (Sheet 1)

48430



Brake Temperature Monitoring System BITE Procedure
Figure 104 (Sheet 2)

48431

NOSE WHEEL STEERING SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
ACTUATOR – STEERING	1	2	NOSE LANDING GEAR	32-51-03
ASSEMBLY – RUDDER FWD QUADRANT AND JACKSHAFT (FIM 27-21-00/101)				
CABLES – STEERING	1	1	113AL, FWD EQUIP COMPT; NOSE LANDING GEAR	32-00-25
CARTRIDGE – SPRING (FIM 32-30-00/101)				
CENTERING CAM AND CAM ROLLER (FIM 32-30-00/101)				
COLLAR – STEERING	1	1	NOSE LANDING GEAR	32-51-05
COMPENSATOR – CABLE	1	1	119AL, MAIN EQUIP CTR	32-51-06
DRUM – NOSE WHEEL STEERING TRUNNION (FIM 32-30-00/101)				
LINKS – PIVOT	1	1	NOSE WHEEL WELL, AFT BULKHEAD	32-51-07
MECHANISM – CENTERING AND RUDDER INTERCONNECT	2	1	113AL, FWD EQUIP COMPT	32-51-02
MECHANISM – SUMMING	1	1	NOSE LANDING GEAR	32-51-00
MODULE – METERING VALVE	1	1	NOSE LANDING GEAR	32-51-04
MODULE – CHECK VALVE	2	1	NOSE WHEEL WELL, AFT LEFT SIDE	32-51-08
PEDALS – CAPTAIN'S AND FIRST OFFICER'S RUDDER (FIM 27-21-00/101)				
QUADRANT – FORWARD	3	1	113AL, FWD EQUIP COMPT	32-51-10
TILLER AND GEARBOX	3	2	FLT COMPT, P13 AND P14	32-51-01
VALVE – NOSE GEAR SELECTOR (FIM 32-30-00/101)				

Nose Wheel Steering System – Component Index
Figure 101

38817

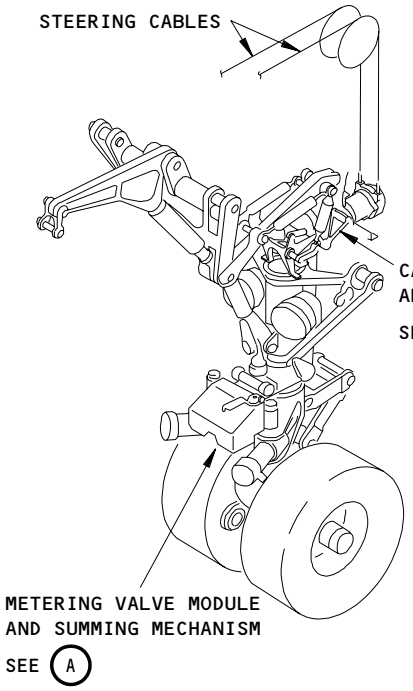
NOSE WHEEL STEERING SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ACTUATOR - STEERING	1	2	NOSE LANDING GEAR	32-51-03
ASSEMBLY - (REF 27-21-00, FIG. 101) RUDDER FWD QUADRANT AND JACKSHAFT				
CABLES - STEERING	1	1	113AL, FWD EQUIP COMPT; NOSE LANDING GEAR	32-00-25
CARTRIDGE - (REF 32-30-00, FIG. 101) SPRING				
CENTERING CAM AND CAM ROLLER - (REF 32-30-00, FIG. 101)				
COLLAR - STEERING	1	1	NOSE LANDING GEAR	32-51-05
COMPENSATOR - CABLE	1	1	119AL, MAIN EQUIP CTR	32-51-06
DRUM - (REF 32-30-00, FIG. 101) NOSE WHEEL STEERING TRUNNION				
LINKS - PIVOT	1	1	NOSE WHEEL WELL, AFT BULKHEAD	32-51-07
MECHANISM - CENTERING AND RUDDER INTERCONNECT	2	1	113AL, FWD EQUIP COMPT	32-51-02
MECHANISM - SUMMING	1	1	NOSE LANDING GEAR	32-51-00
MODULE - METERING VALVE	1	1	NOSE LANDING GEAR	32-51-04
MODULE - CHECK VALVE	2	1	NOSE WHEEL WELL, AFT LEFT SIDE	32-51-08
PEDALS - (REF 27-21-00, FIG. 101) CAPTAIN'S AND FIRST OFFICER'S				
QUADRANT - FORWARD	3	1	113AL, FWD EQUIP COMPT	32-51-10
TILLER AND GEARBOX	3	1	FLT COMPT, P13	32-51-01
VALVE - (REF 32-30-00, FIG. 101) NOSE GEAR SELECTOR				

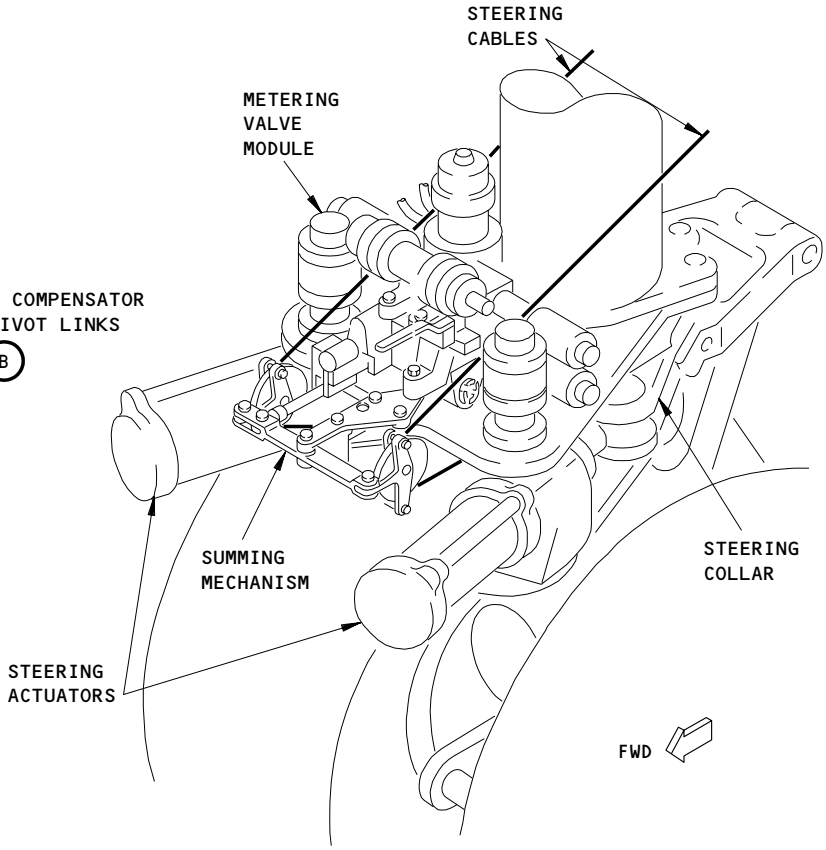
Nose Wheel Steering System - Component Index
Figure 101A

EFFECTIVITY
AIRPLANES WITHOUT FIRST OFFICER'S TILLER

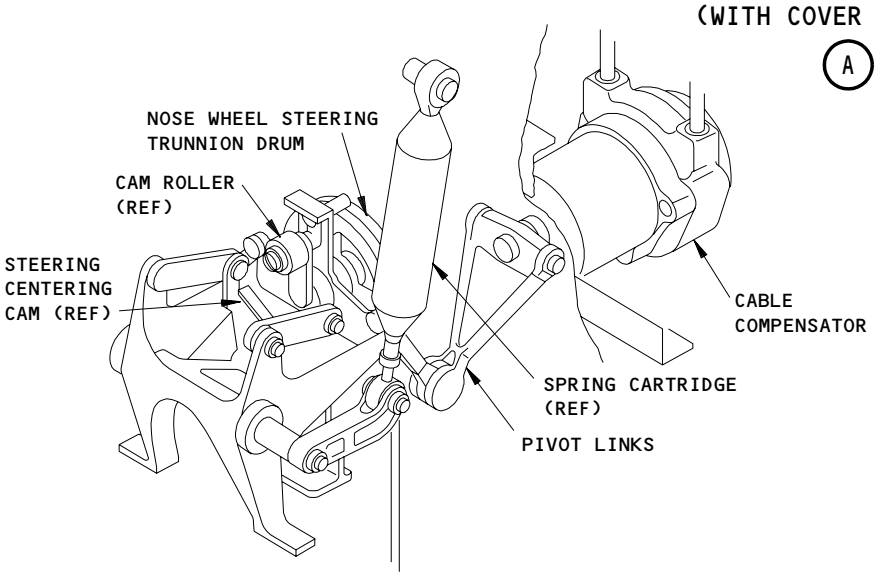
823826



NOSE LANDING GEAR

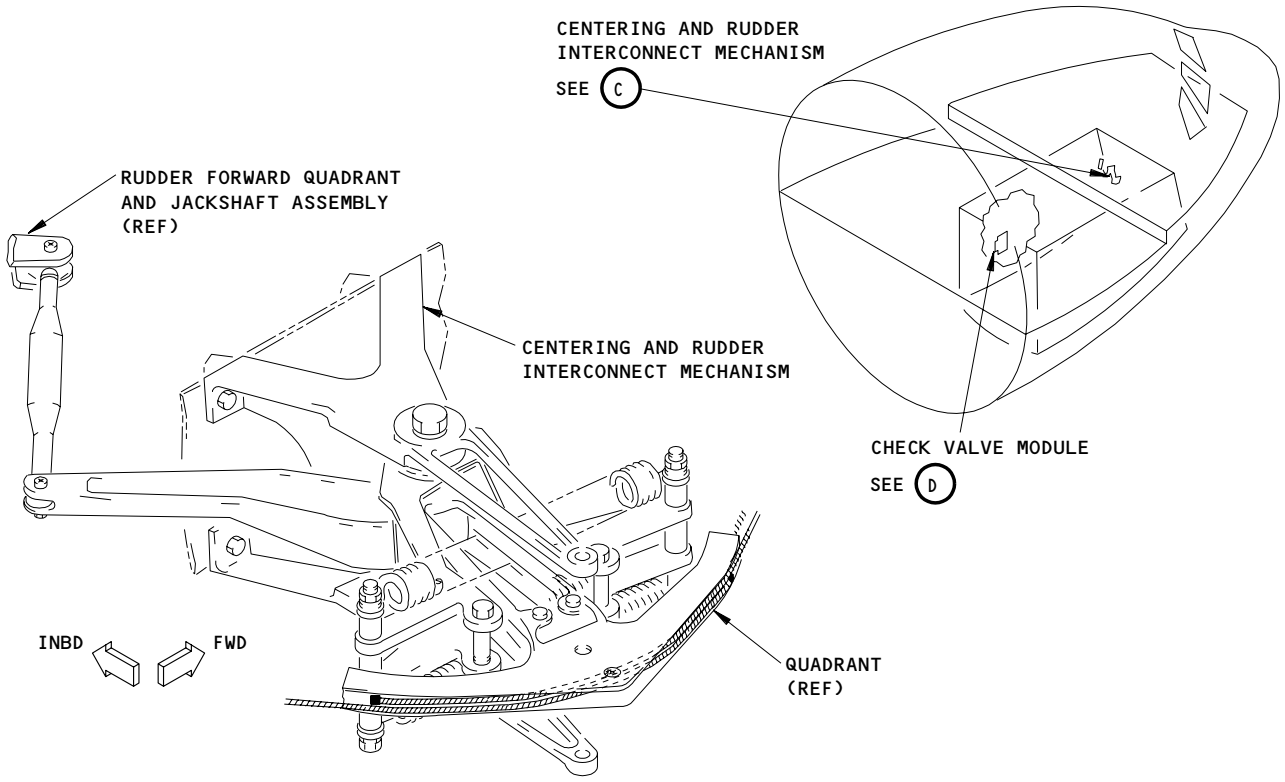


METERING VALVE MODULE AND SUMMING MECHANISM
(WITH COVER REMOVED)
(A)



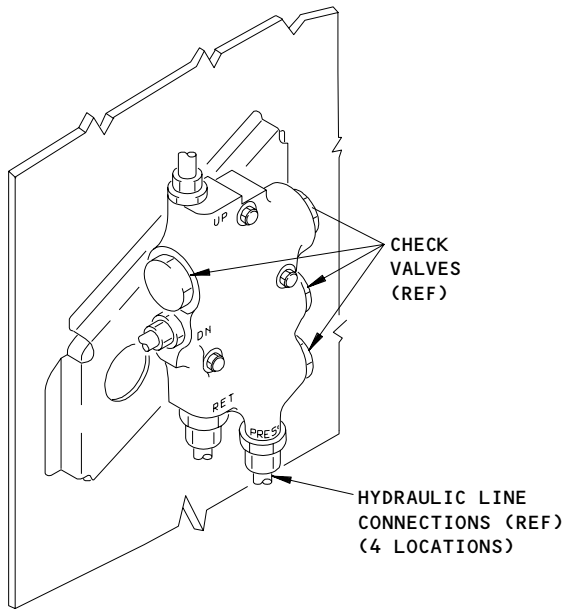
CABLE COMPENSATOR AND PIVOT LINKS
(B)

Nose Wheel Steering System – Component Location
Figure 102 (Sheet 1)



CENTERING AND RUDDER INTERCONNECT MECHANISM

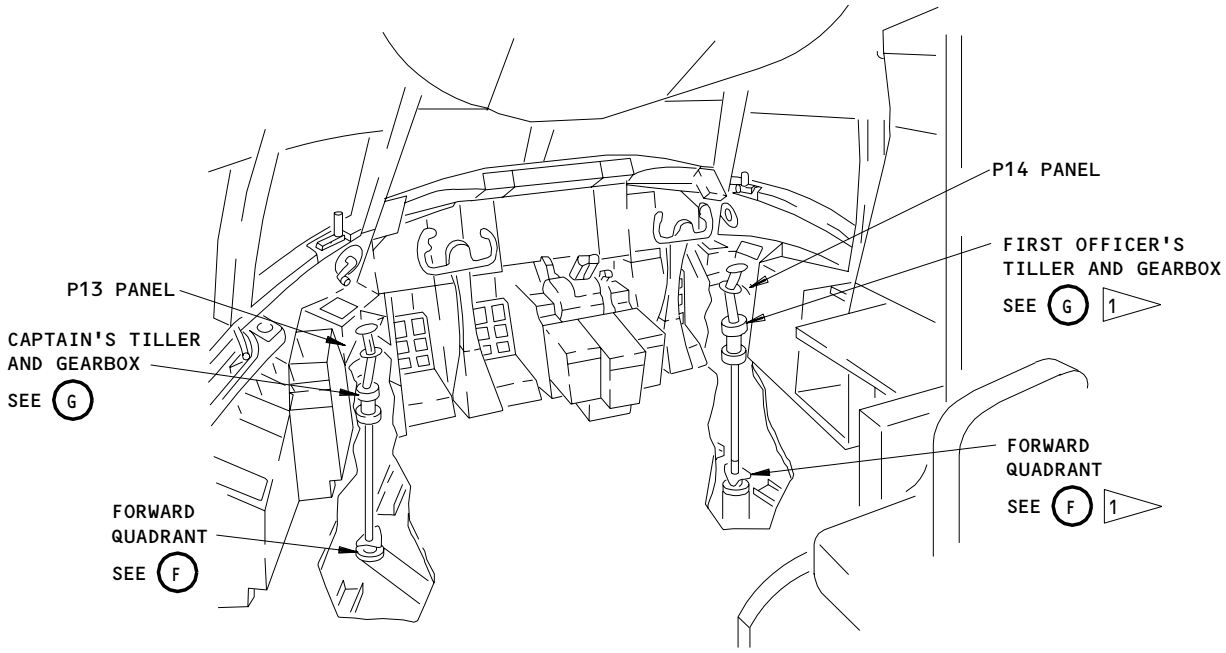
C



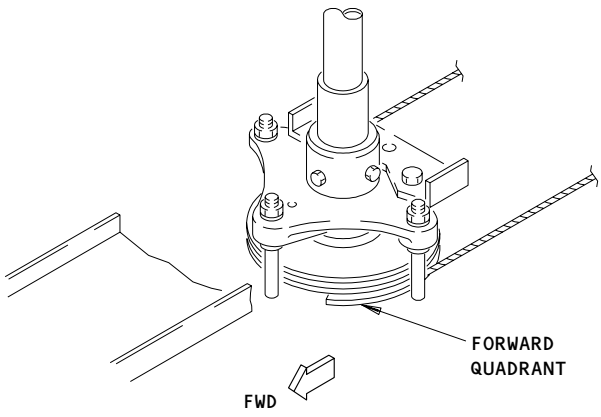
CHECK VALVE MODULE

D

Nose Wheel Steering System – Component Location
Figure 102 (Sheet 2)

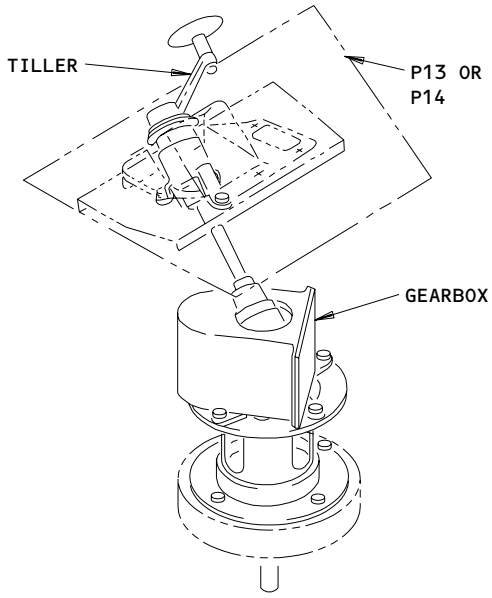


FLIGHT COMPARTMENT



FORWARD QUADRANT

F



TILLER AND GEARBOX

G

1 AIRPLANES WITH CAPTAIN'S AND FIRST OFFICER'S TILLER.

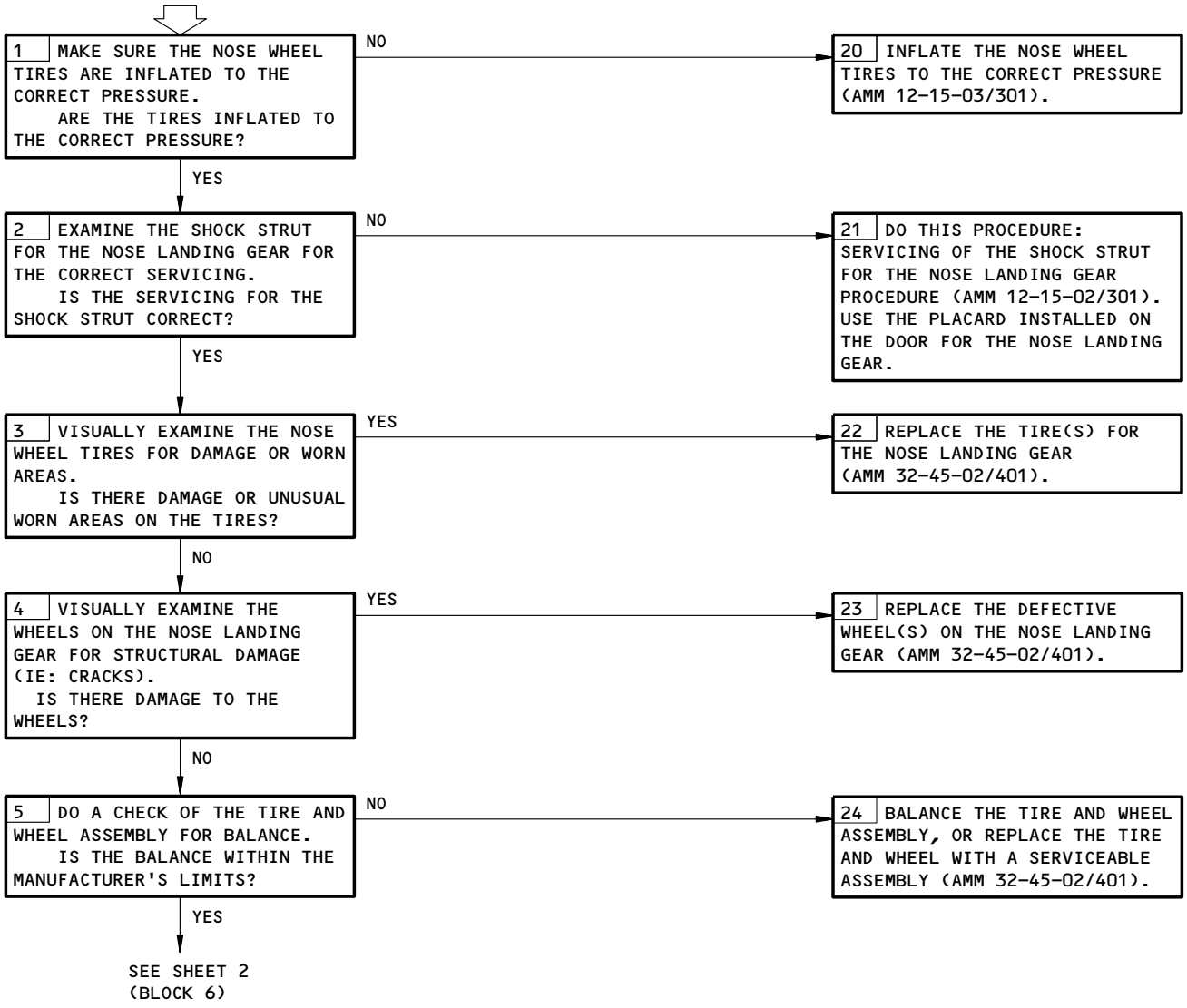
Nose Wheel Steering System – Component Location
Figure 102 (Sheet 3)

Not Used
Figure 103

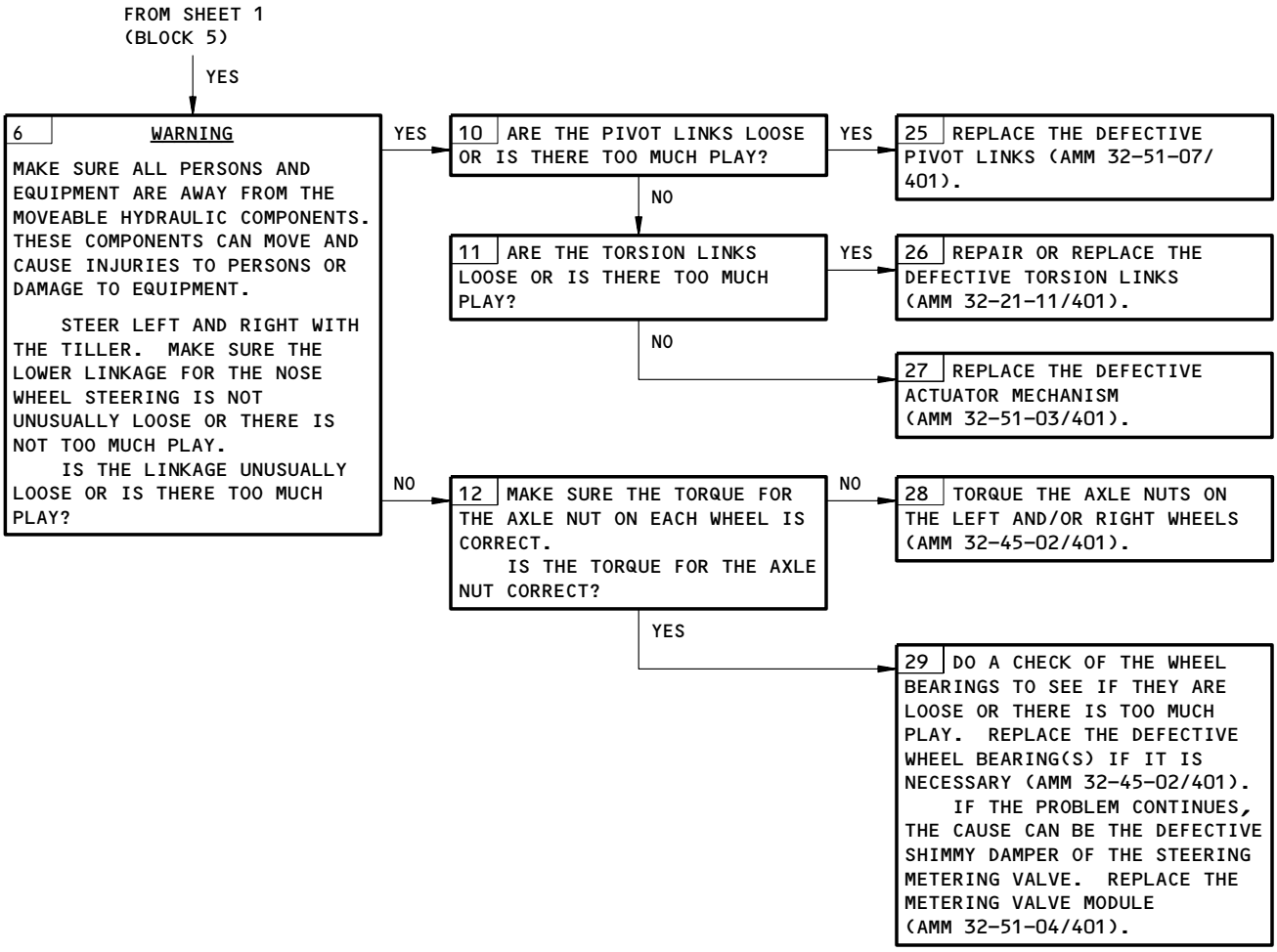
PREREQUISITES
NONE

NOTE: IF THE AIRPLANE HAS BEEN PARKED (LOADED) FOR A LONG TIME, THE TIRES CAN HAVE A TEMPORARY FLAT SPOT THAT CAN CAUSE VIBRATION. THIS CONDITION IS SATISFACTORY.

NOSE WHEEL VIBRATES ON (TAKEOFF/LANDING)



Nose Wheel Vibrates On (Takeoff/Landing)
Figure 104 (Sheet 1)



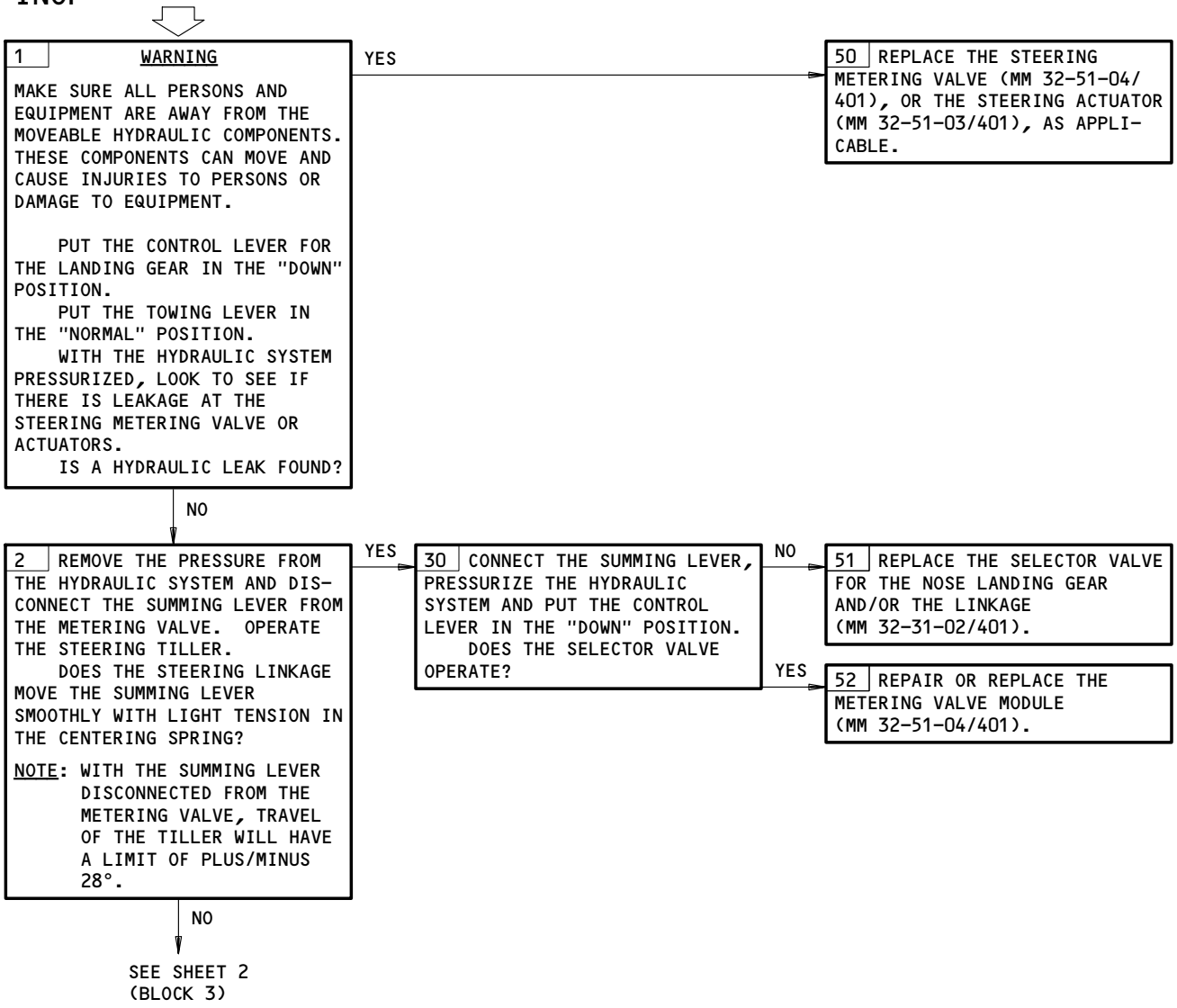
Nose Wheel Vibrates On (Takeoff/Landing)
Figure 104 (Sheet 2)

PREREQUISITES

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:

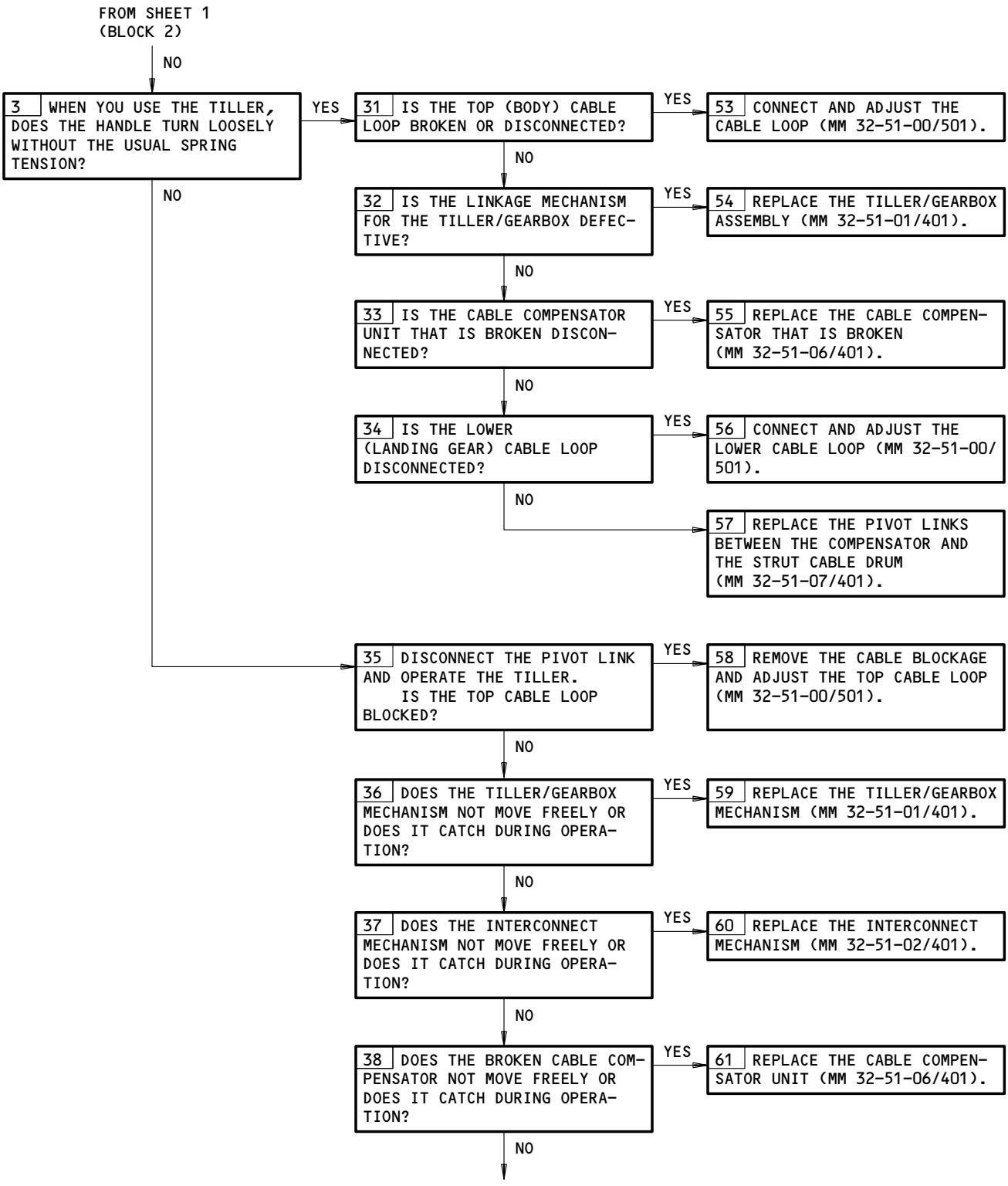
- ELECTRICAL POWER IS ON (MM 24-22-00/201)
- CENTER HYDRAULIC SYSTEM IS PRESSURIZED (MM 29-11-00/201)

TILLER STEERING INOP

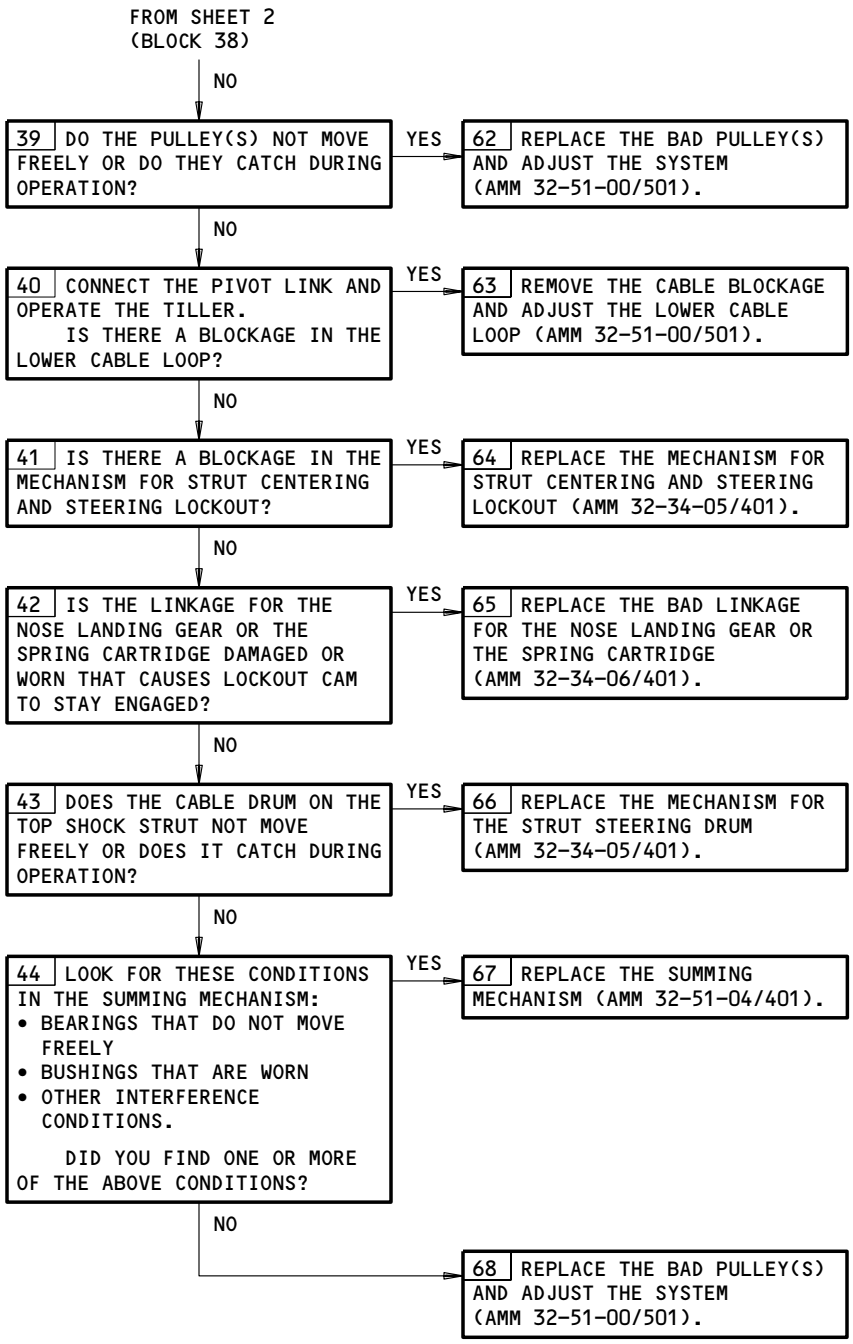


Tiller Steering Inop
Figure 105 (Sheet 1)

48485



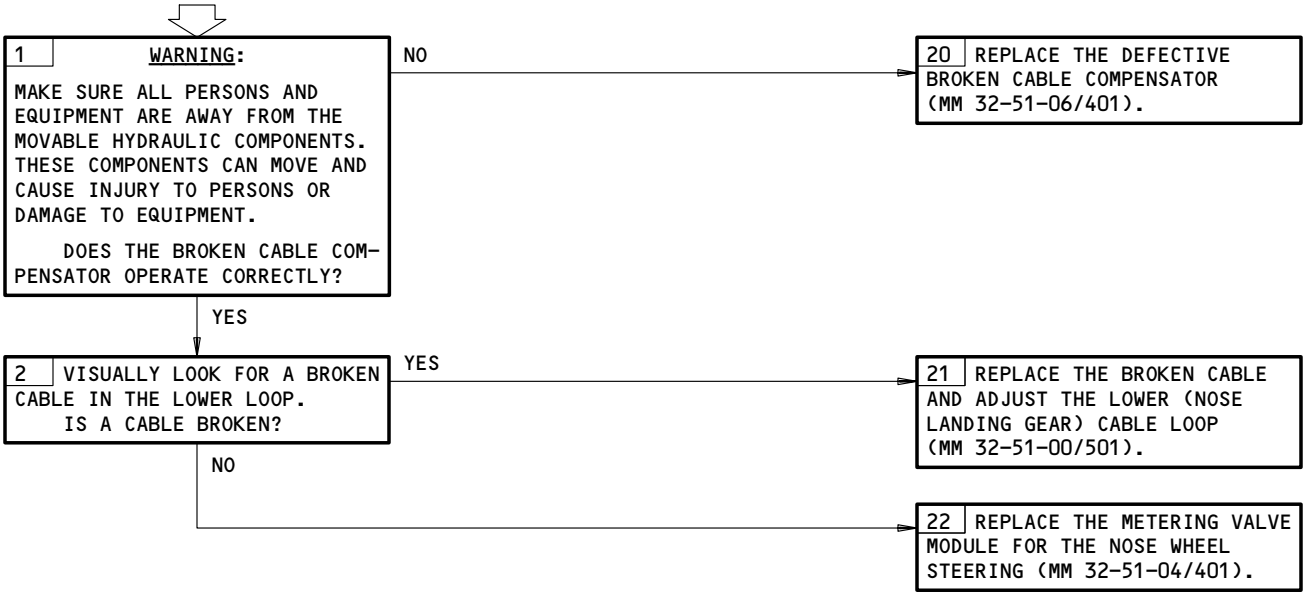
Tiller Steering Inop
Figure 105 (Sheet 2)



Tiller Steering Inop
Figure 105 (Sheet 3)

TILLER STEERS LEFT OR RIGHT DIRECTION ONLY

PREREQUISITES
NONE



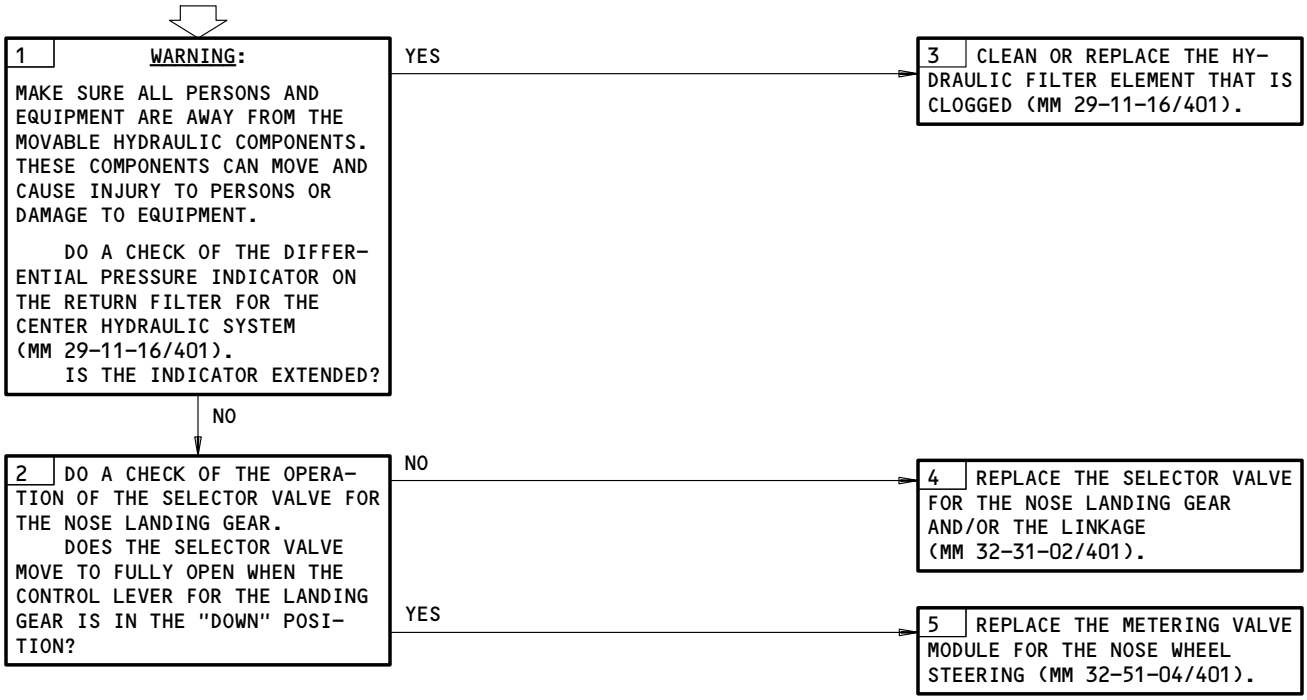
Tiller Steers Left or Right Direction Only
Figure 106

PREREQUISITES

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:

- ELECTRICAL POWER IS ON (MM 24-22-00/201)
- CENTER HYDRAULIC SYSTEM IS PRESSURIZED (MM 29-11-00/201)

TILLER STEERING RESPONSE SLUGGISH



Tiller Steering Response Sluggish
Figure 107

TILLER STEERING FORCES HIGH

PREREQUISITES
NONE

1 PUT THE CONTROL LEVER FOR THE LANDING GEAR IN THE "DOWN" POSITION.
PUT THE TOWING LEVER IN THE "NORMAL" POSITION.
REMOVE THE PRESSURE FROM THE HYDRAULIC SYSTEM.
DISCONNECT THE TORSION LINKS (AMM 32-21-11/201).
DISCONNECT THE PIVOT LINK (AMM 32-51-07/401) AND OPERATE THE TILLER.
DO THE STEERING FORCES STAY HIGH?

YES → 30 DISCONNECT THE INTERCONNECT MECHANISM AT THE CONTROL ROD (AMM 32-51-02/401).
OPERATE THE TILLER.
DO THE STEERING FORCES STAY HIGH?

NO → 50 REPLACE THE INTERCONNECT MECHANISM (AMM 32-51-02/401).

YES → 31 CONNECT THE INTERCONNECT MECHANISM (AMM 32-51-02/401).
DISCONNECT THE SPLINE COUPLING AT THE TOP OF THE FORWARD QUADRANT (AMM 32-51-10/401).
OPERATE THE TILLER.
DO THE STEERING FORCES STAY HIGH?

YES → 51 REMOVE THE STEERING TILLER AND DO A CHECK OF THE PLANETARY GEARSET IN THE INDICATOR MECHANISM (AMM 32-51-01/401).
REPAIR OR REPLACE THE TILLER/GEARBOX.

NO → 52 REPLACE THE CABLE COMPENSATOR UNIT (AMM 32-51-06/401).

NO → 2 WARNING
MAKE SURE ALL PERSONS AND EQUIPMENT ARE AWAY FROM THE MOVEABLE HYDRAULIC COMPONENTS. THESE COMPONENTS CAN MOVE AND CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.
PRESSURE THE HYDRAULIC SYSTEM (AMM 29-11-00/201).
OPERATE THE LOWER CABLE LOOP FROM THE PIVOT LINK.
DO THE STEERING FORCES STAY HIGH?

YES → 32 DISCONNECT THE SUMMING MECHANISM FROM THE METERING VALVE.
OPERATE THE LOWER CABLE LOOP FROM THE PIVOT LINK.
DO THE STEERING FORCES STAY HIGH?

YES → 53 DO A CHECK OF THE LOWER CABLE LOOP AND MAKE THE REPAIRS THAT ARE NECESSARY. REFER TO BLOCK 40, FIG. 105.

NO → 54 REPAIR OR REPLACE THE METERING VALVE MODULE FOR NOSE WHEEL STEERING (AMM 32-51-04/401).

NO → 55 MAKE SURE THE NOSE WHEEL STEERING SYSTEM IS LUBRICATED PROPERLY (AMM 12-21-12/301).
DO A CHECK OF ALL BEARINGS FOR CORROSION AND REPLACE IF IT IS NECESSARY.

Tiller Steering Forces High
Figure 108

NOSE WHEEL NOT CENTERED WITH TILLER INDICATOR CENTERED

PREREQUISITES

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
- ELECTRICAL POWER IS ON (MM 24-22-00/201)
- CENTER HYDRAULIC SYSTEM IS PRESSURIZED (MM 29-11-00/201)

1 WARNING

MAKE SURE ALL PERSONS AND EQUIPMENT ARE AWAY FROM THE MOVABLE HYDRAULIC COMPONENTS. THESE COMPONENTS CAN MOVE AND CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

PUT THE CONTROL LEVER FOR THE LANDING GEAR IN THE "DOWN" POSITION.

MAKE SURE THE TOWING LEVER IS DISENGAGED.

WITH THE HYDRAULIC SYSTEM PRESSURIZED, USE THE TILLER TO OPERATE STEERING SYSTEM.

IS THE STEERING MECHANISM ON THE LOWER SHOCK STRUT LOOSE OR IS THERE PLAY IN IT?

YES → **10** DO A CHECK OF THE ACTUATOR (LEFT/RIGHT) INSTALLATION(S) FOR PLAY OR TO SEE IF IT IS LOOSE.

IS THE ACTUATOR INSTALLATION OK?

NO → **20** REPAIR OR REPLACE THE STEERING ACTUATOR (MM 32-51-03/401).

YES → **21** REPAIR OR REPLACE THE PIVOT LINKS (MM 32-51-07/401).

NO

2 REMOVE THE PRESSURE FROM THE HYDRAULIC SYSTEM AND DISCONNECT THE SUMMING LEVER FROM THE METERING VALVE.

OPERATE THE TILLER AND LOOK FOR THESE CONDITIONS IN THE SUMMING MECHANISM:
- BEARINGS THAT DO NOT MOVE FREELY
- BUSHINGS THAT ARE WORN
- OTHER INTERFERENCE CONDITIONS.

DID YOU FIND ONE OR MORE OF THE ABOVE CONDITIONS?

YES → **22** REPLACE THE SUMMING MECHANISM (MM 32-51-04/401).

NO

3 CONNECT THE SUMMING LEVER TO THE METERING VALVE.

INSTALL THE RIG PINS IN ALL THE RIG PIN LOCATIONS WITH THE TILLER IN THE CENTER POSITION TO MAKE SURE THE STEERING SYSTEM IS CORRECTLY ADJUSTED (MM 32-51-00/501).

DO ALL THE RIG PINS HAVE A LOOSE FIT?

NO → **23** ADJUST THE STEERING SYSTEM LINKAGE (MM 32-51-00/501).

YES → **24** REPAIR OR REPLACE THE METERING VALVE MODULE (MM 32-51-04/401).

Nose Wheel Not Centered With Tiller Indicator Centered
Figure 109

823599

AIRPLANE PULLS L/R DURING TAXI

PREREQUISITES

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
- ELECTRICAL POWER IS ON (AMM 24-22-00/201)
- CENTER HYDRAULIC SYSTEM IS PRESSURIZED (AMM 29-11-00/201)

1 LOOK AT THE TIRES FOR THE MAIN LANDING GEAR ON EACH SIDE OF THE AIRPLANE TO SEE IF THE PRESSURE IS LOW.
ARE THERE TIRES WITH LOW PRESSURE?

YES → 20 INFLATE THE TIRES TO THE CORRECT PRESSURE (AMM 12-15-03/301).

NO ↓

2 WARNING

MAKE SURE ALL PERSONS AND EQUIPMENT ARE AWAY FROM THE MOVABLE HYDRAULIC COMPONENTS. THESE COMPONENTS CAN MOVE AND CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

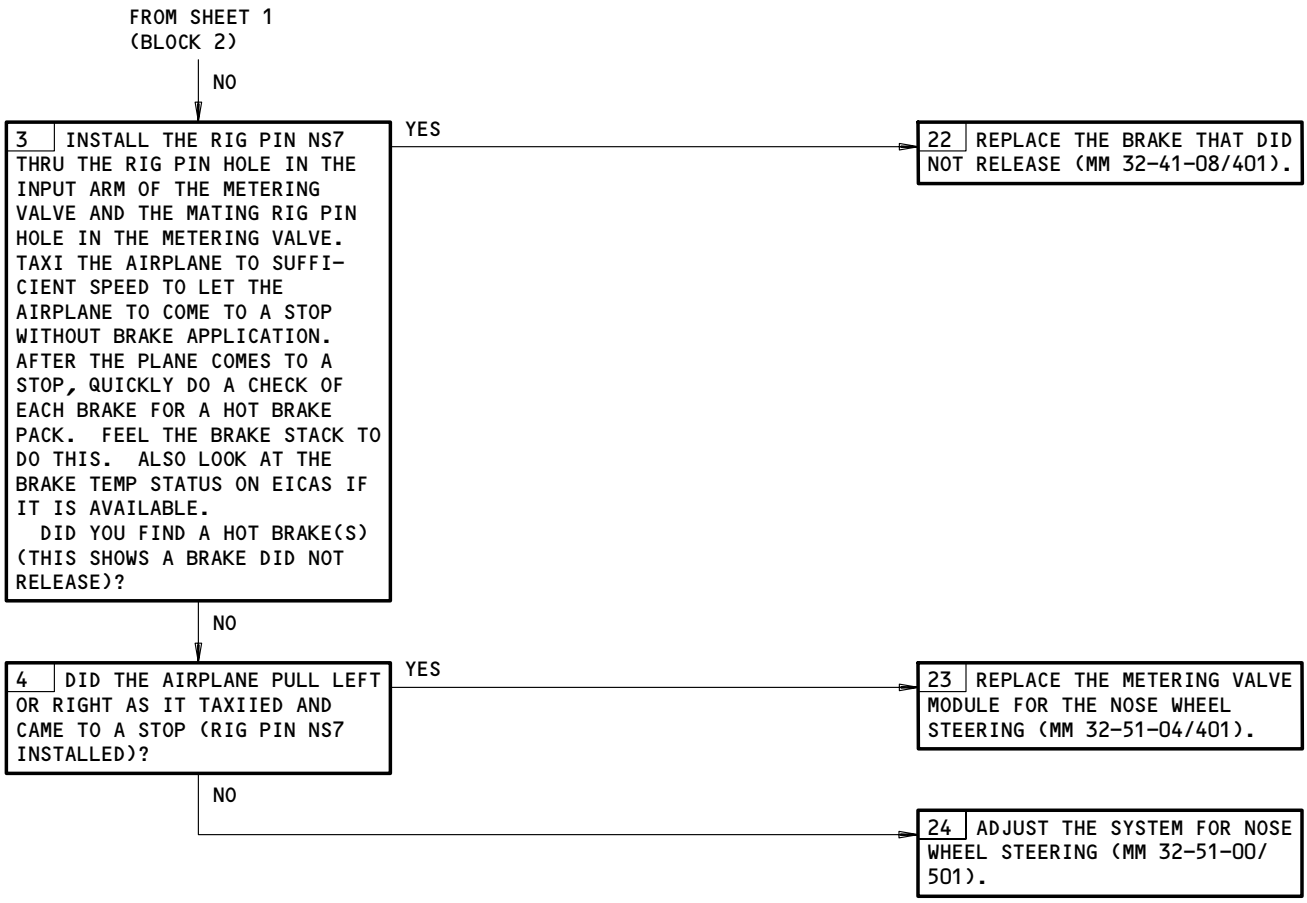
MAKE SURE THE CONTROL LEVER FOR THE LANDING GEAR IS IN THE "DOWN" POSITION.
DO A CHECK OF THE BRAKE(S) FOR DAMAGE, LEAKS, BRAKE PAD WEAR, AND CORRECT OPERATION OF MOVABLE PARTS WITH THE WHEEL INSTALLED ON THE AIRPLANE (AMM 32-41-08/601).
DID YOU FIND A BRAKE CONDITION THAT WAS NOT SATISFACTORY?

YES → 21 REPLACE THE APPLICABLE BRAKE(S) (AMM 32-41-08/401).

NO ↓

SEE SHEET 2 (BLOCK 3)

Airplane Pulls L/R During Taxi
Figure 109A (Sheet 1)



Airplane Pulls L/R During Taxi
Figure 109A (Sheet 2)

LANDING GEAR POSITION INDICATING AND WARNING SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
CIRCUIT BREAKER -	9		FLT COMPT, P11	
LANDING GEAR POSITION AIR/GND SYS 1, C1175		1	11C30	*
LANDING GEAR POSITION AIR/GND SYS 2 ALTN, C1575		1	A 11C29 OR 11E19	*
POSITION AIR/GND SYS 2, C1170		1	B 11U23 OR 11U24	*
PROX SW TEST, C1178		1	11T36	*
COMPUTER - (FIM 31-41-00/101)				
EICAS L, M10181				
EICAS R, M10182				
DIODE - SYS 1, R33,R120,R122,R123,R124,R125, R183	10	7	119AL, MAIN EQUIP CTR, E1-2	*
DIODE - SYS 2, R64,R121,R179,R180,R181,R182, R184	10	7	119AL, MAIN EQUIP CTR, E1-2	*
LIGHT - INDICATOR				
DOORS, L658	9	1	FLT COMPT, P3	*
GEAR, L657	9	1	FLT COMPT, P3	*
LEFT, L652	9	1	FLT COMPT, P3	*
NOSE, L654	9	1	FLT COMPT, P3	*
RIGHT, L653	9	1	FLT COMPT, P3	*
TAIL SKID, L804 1	9	1	FLT COMPT, P3	*
MODULE - (FIM 32-09-03/101)				
PROXIMITY SWITCH ELECTRONICS UNIT (PSEU), M162				
MODULE - (FIM 32-30-00/101)				
LANDING GEAR CONTROL LEVER, M937				
RELAY - DRAG BRACE, K718	10	1	119AL, MAIN EQUIP CTR, E1-2	*
RELAY - DRAG BRACE, K719	10	1	119AL, MAIN EQUIP CTR, E1-2	*
RELAY - GEAR DISAGREE, K651	10	1	119AL, MAIN EQUIP CTR, E1-2	*
RELAY - GEAR DOORS, K652	10	1	119AL, MAIN EQUIP CTR, E1-2	*
RELAY - SIDE BRACE, K874	10	1	119AL, MAIN EQUIP CTR, E1-2	*
RELAY - SIDE BRACE, K875	10	1	119AL, MAIN EQUIP CTR, E1-2	*
SENSOR - LEFT DRAG BRACE DOWN, SYS 1, S237	2	1	MAIN GEAR, JURY STRUT	32-61-02
SENSOR - LEFT DRAG BRACE DOWN, SYS 2, S259	2	1	MAIN GEAR, JURY STRUT	32-61-02
SENSOR - LEFT LATCH LOCKED, SYS 1, S238	3	1	MAIN WHEEL WELL, DOOR LATCH	32-61-02
SENSOR - LEFT LATCH LOCKED, SYS 2, S260	3	1	MAIN WHEEL WELL, DOOR LATCH	32-61-02
SENSOR - LEFT SIDE BRACE DOWN, SYS 1, S236	1	1	MAIN GEAR, LOCK LINK	32-61-02
SENSOR - LEFT SIDE BRACE DOWN, SYS 2, S258	1	1	MAIN GEAR, LOCK LINK	32-61-02
SENSOR - RIGHT DRAG BRACE DOWN, SYS 1, S241	2	1	MAIN GEAR, JURY STRUT	32-61-02
SENSOR - RIGHT DRAG BRACE DOWN, SYS 2, S263	2	1	MAIN GEAR, JURY STRUT	32-61-02
SENSOR - RIGHT LATCH LOCKED, SYS 1, S242	3	1	MAIN WHEEL WELL, DOOR LATCH	32-61-02
SENSOR - RIGHT LATCH LOCKED, SYS 2, S264	3	1	MAIN WHEEL WELL, DOOR LATCH	32-61-02
SENSOR - RIGHT SIDE BRACE DOWN, SYS 1, S240	1	1	MAIN GEAR, LOCK LINK	32-61-02
SENSOR - RIGHT SIDE BRACE DOWN, SYS 2, S262	1	1	MAIN GEAR, LOCK LINK	32-61-02

* SEE THE WDM EQUIPMENT LIST

A THE "LANDING GEAR POSITION AIR/GND SYS 2 ALTN" CIRCUIT BREAKER, C1575, CAN BE IN ONE OF THESE TWO LOCATIONS.

B THE "POSITION AIR/GND SYS 2" CIRCUIT BREAKER, C1170, CAN BE IN ONE OF THESE TWO LOCATIONS.

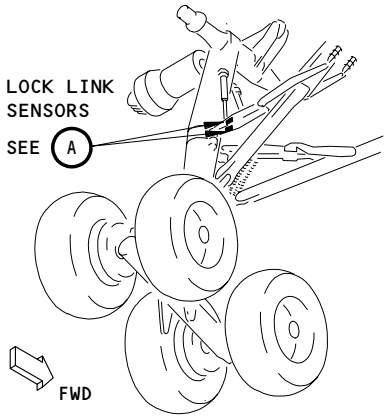
1 767-300 AIRPLANES

Landing Gear Position Indicating and Warning System - Component Index
Figure 101 (Sheet 1)

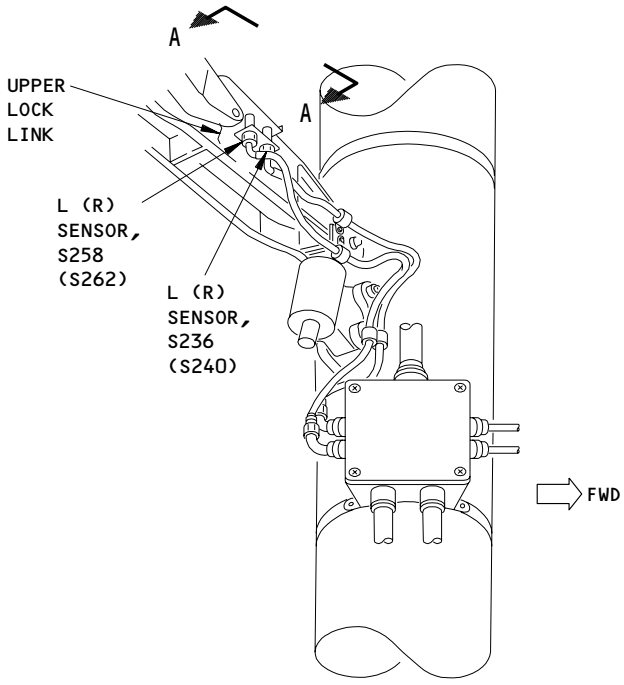
720934

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
SENSOR - LEFT NOSE DOOR CLOSED, SYS 1, S234	6	1	NOSE WHEEL WELL, LEFT BULKHD	32-61-03
SENSOR - LEFT NOSE DOOR CLOSED, SYS 2, S256	7	1	NOSE WHEEL WELL, LEFT BULKHD	32-61-03
SENSOR - NOSE GEAR LOCKED, SYS 1, S233	5	1	NOSE GEAR, LOCK LINK	32-61-03
SENSOR - NOSE GEAR LOCKED, SYS 2, S255	5	1	NOSE GEAR, LOCK LINK	32-61-03
SENSOR - NOSE GEAR DOWN, SYS 1, S232	4	1	NOSE WHEEL WELL, AFT BULKHD	32-61-03
SENSOR - NOSE GEAR DOWN, SYS 2, S254	4	1	NOSE WHEEL WELL, AFT BULKHD	32-61-03
SENSOR - RIGHT NOSE GEAR DOOR CLOSED, SYS 1, S235	6	1	NOSE WHEEL WELL, FWD BULKHD	32-61-03
SENSOR - RIGHT NOSE GEAR DOOR CLOSED, SYS 2, S257	7	1	NOSE WHEEL WELL, FWD BULKHD	32-61-03
SENSOR - TAIL SKID EXTENDED, S247 1	8	1	312AR, STABILIZER/TRIM JACKSCREW COMPT	32-61-04
SENSOR TAIL SKID RETRACTED, S248 1	8	1	312AR, STABILIZER/TRIM JACKSCREW COMPT	32-61-04
SWITCH - (FIM 32-30-00/101) LANDING GEAR LEVER POSITION, DOWN YGBS3,YGBS4				

Landing Gear Position Indicating and Warning System - Component Index
Figure 101 (Sheet 2)

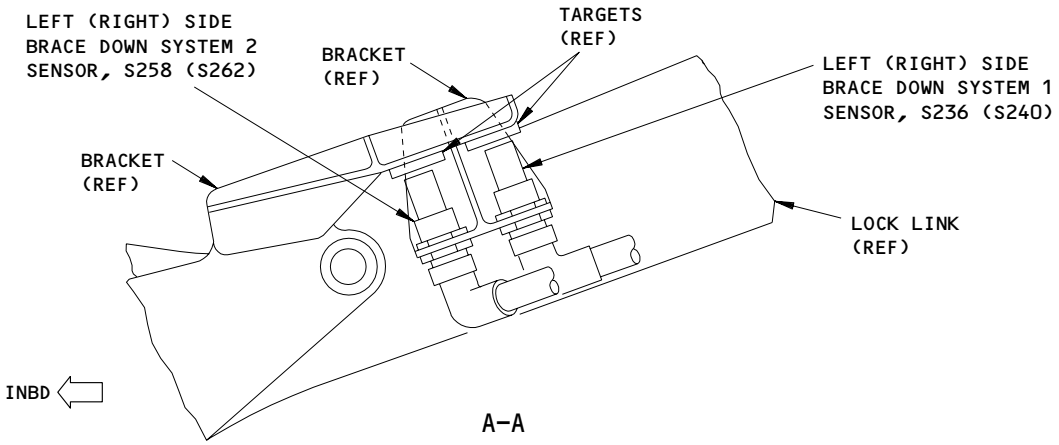


LEFT MAIN GEAR
(RIGHT MAIN GEAR IS EQUIVALENT)



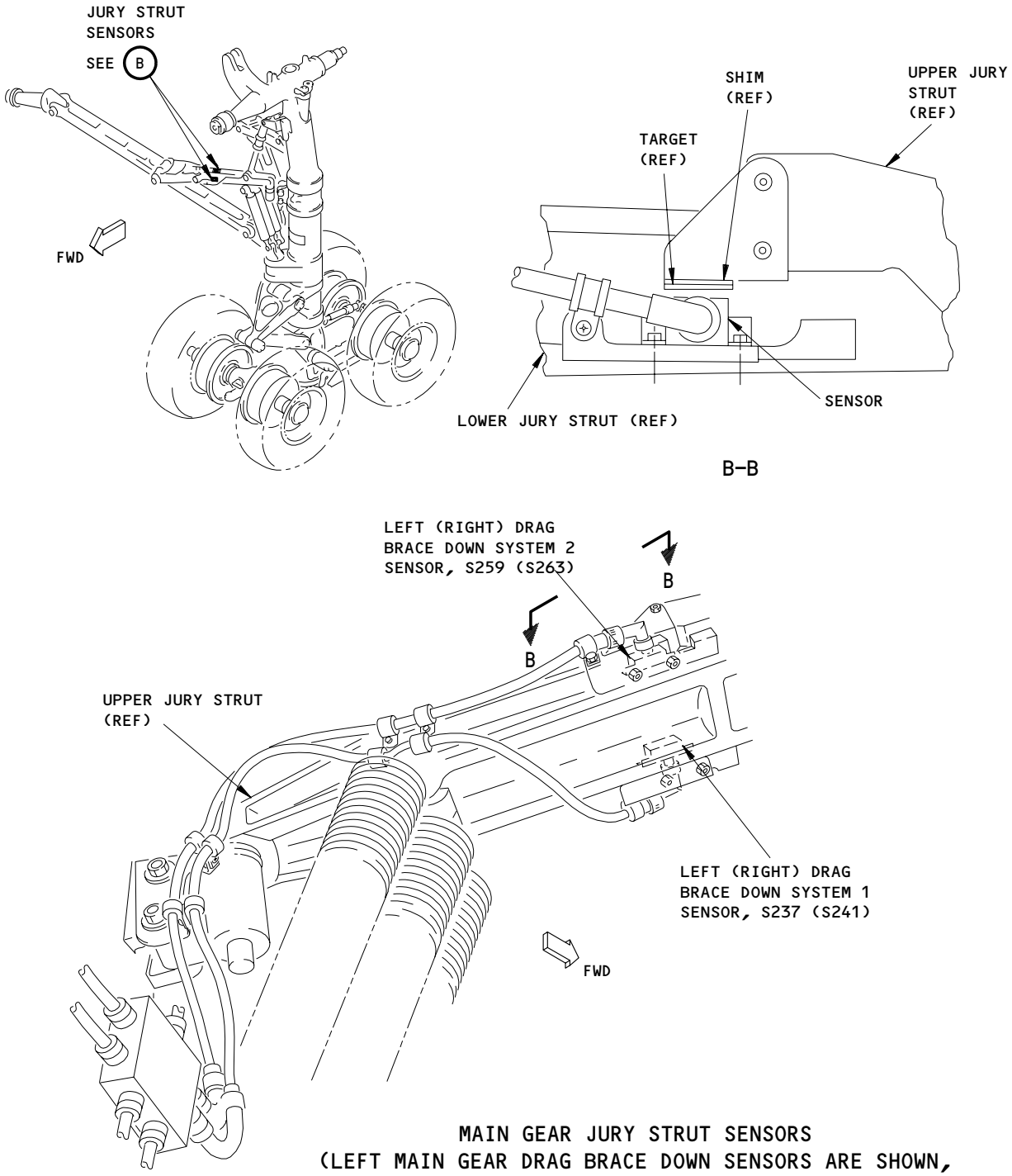
MAIN GEAR LOCK LINK SENSORS
(LEFT MAIN GEAR SIDE BRACE DOWN SENSORS ARE SHOWN,
RIGHT MAIN GEAR SIDE BRACE DOWN SENSORS ARE EQUIVALENT)

A



A-A

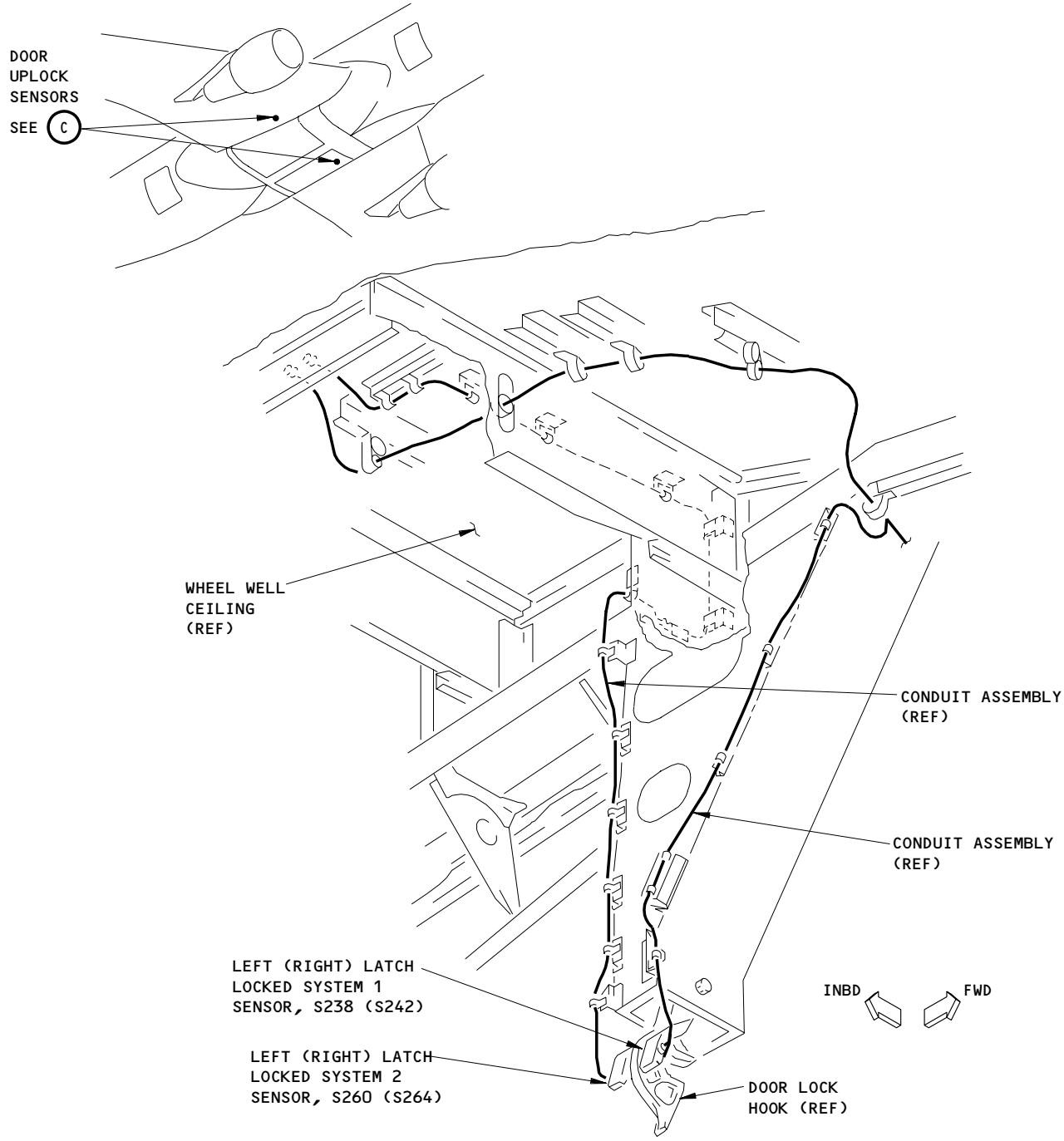
Landing Gear Position Indicating and Warning System - Component Location
Figure 102 (Sheet 1)



MAIN GEAR JURY STRUT SENSORS
(LEFT MAIN GEAR DRAG BRACE DOWN SENSORS ARE SHOWN,
RIGHT MAIN GEAR DRAG BRACE DOWN SENSORS ARE EQUIVALENT)

B

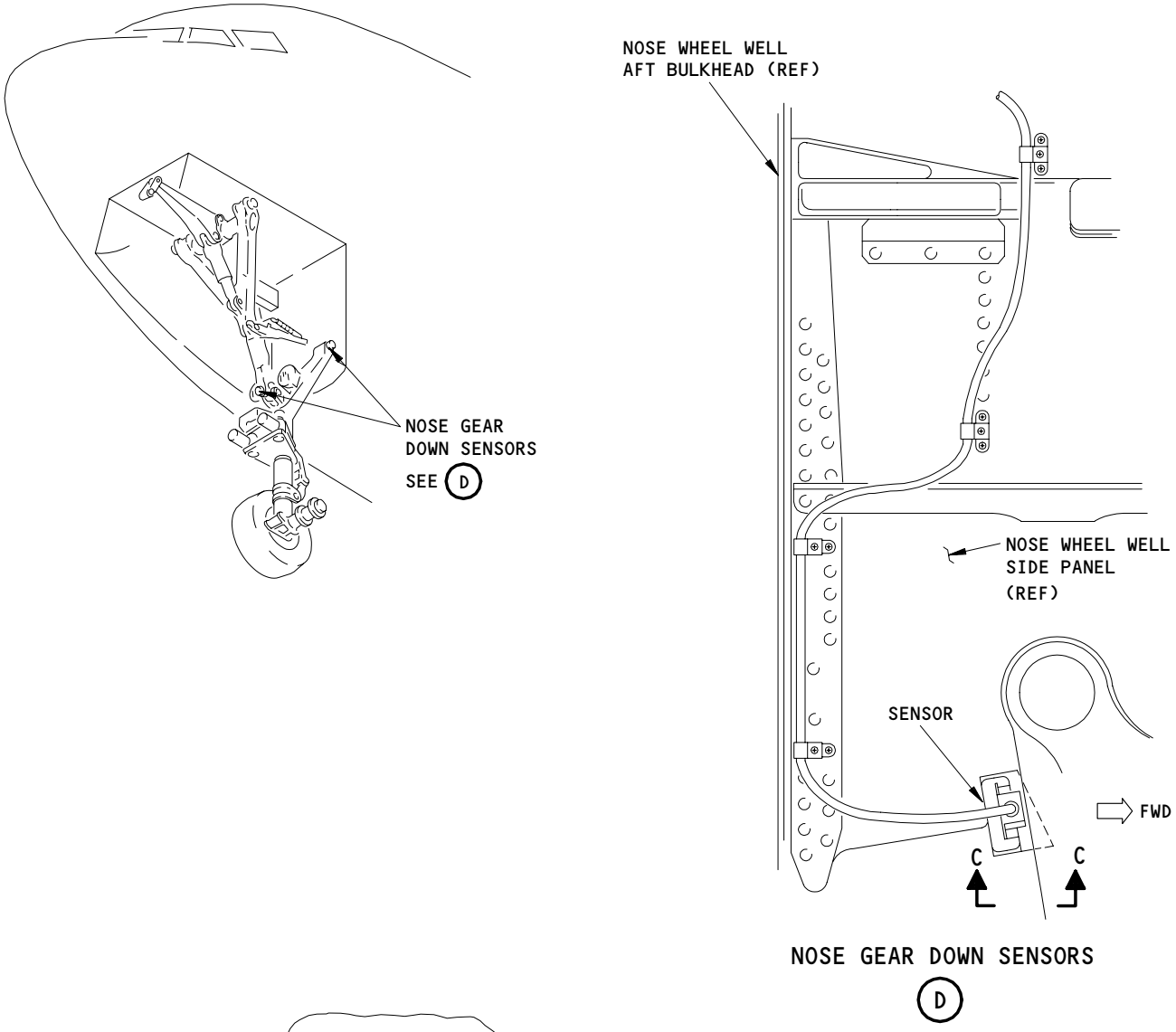
Landing Gear Position Indicating and Warning System – Component Location
Figure 102 (Sheet 2)



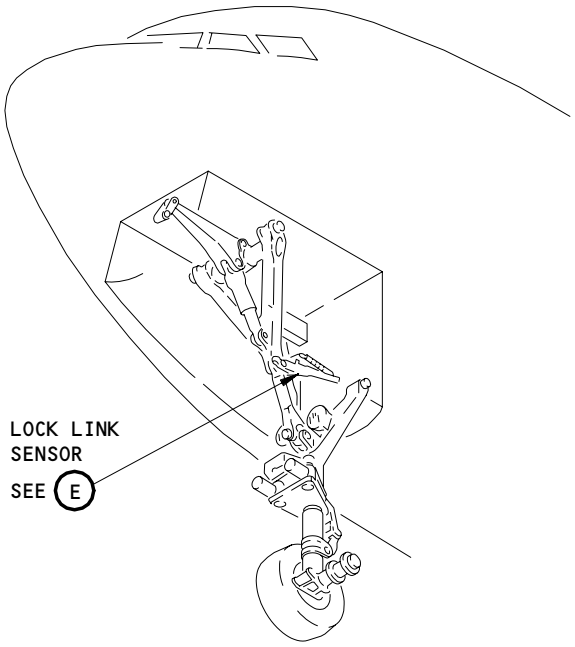
MAIN GEAR DOOR UPLOCK SENSORS
(LEFT MAIN GEAR LATCH LOCKED SENSORS ARE SHOWN,
RIGHT MAIN GEAR LATCH LOCKED SENSORS ARE EQUIVALENT)

C

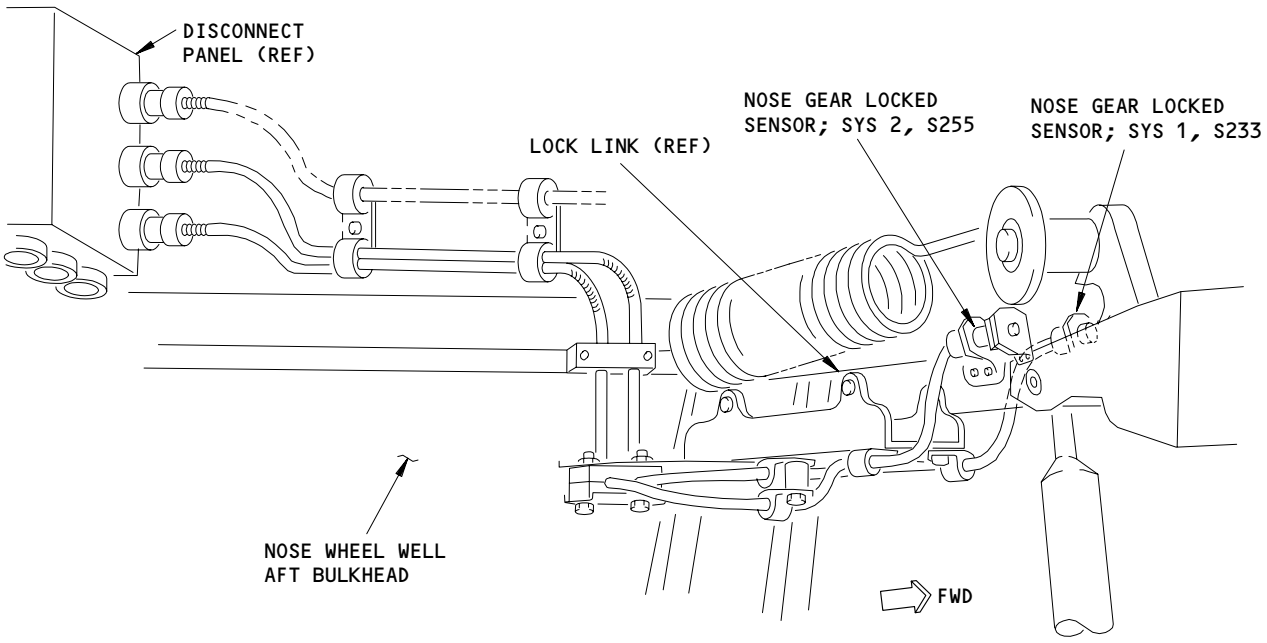
Landing Gear Position Indicating and Warning System – Component Location
Figure 102 (Sheet 3)



Landing Gear Position Indicating and Warning System – Component Location
Figure 102 (Sheet 4)

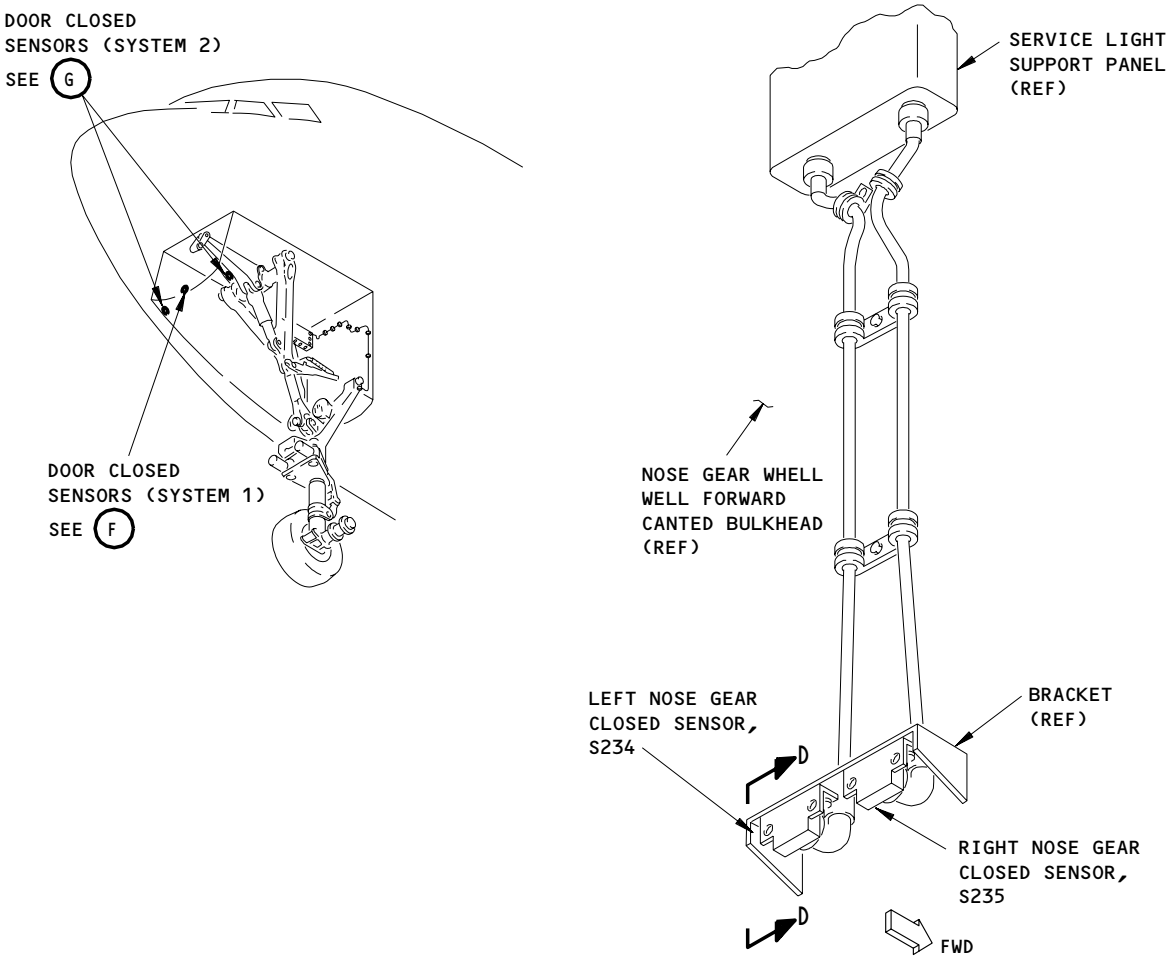


NOSE GEAR LOCKED SENSORS



NOSE GEAR LOCK LINK SENSORS
E

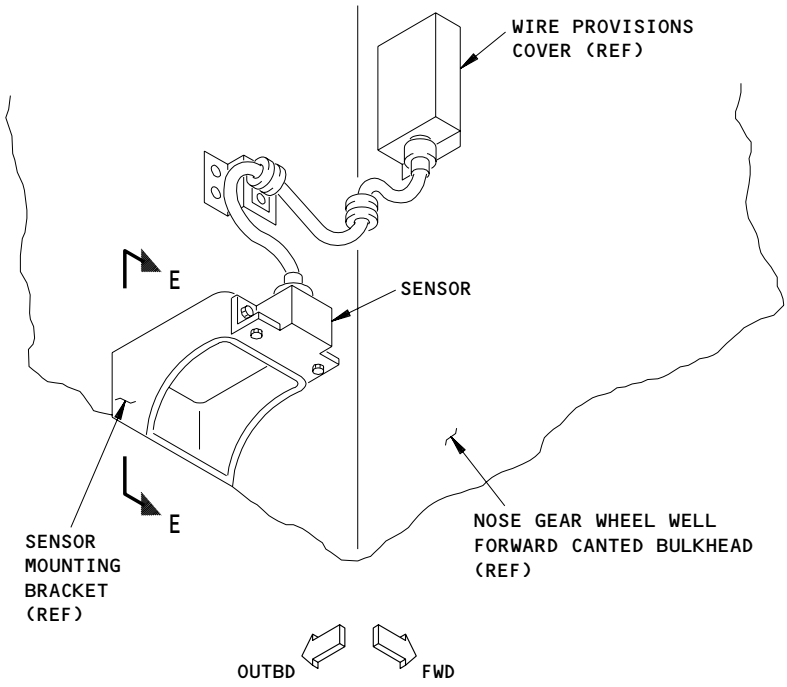
Landing Gear Position Indicating and Warning System - Component Location
Figure 102 (Sheet 5)



NOSE GEAR DOOR CLOSED SENSORS
(SYSTEM 1)
F

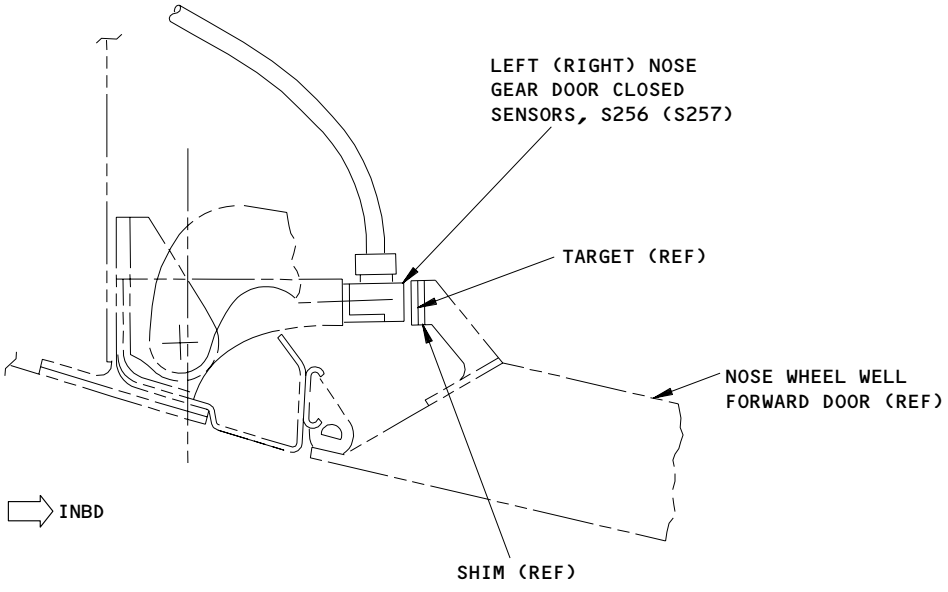
D–D

Landing Gear Position Indicating and Warning System – Component Location
Figure 102 (Sheet 6)



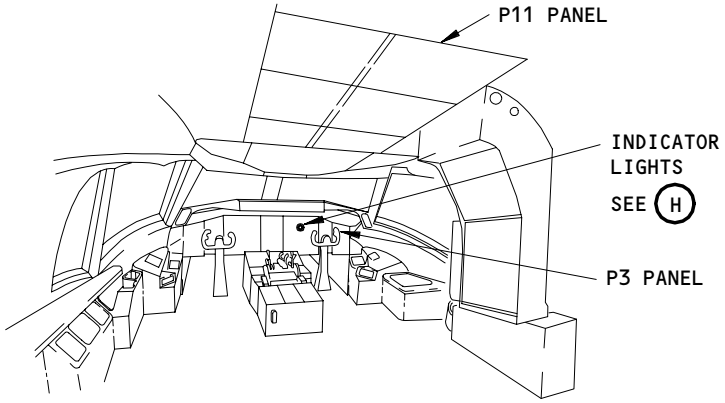
NOSE GEAR DOOR CLOSED SENSORS (SYSTEM 2)

G

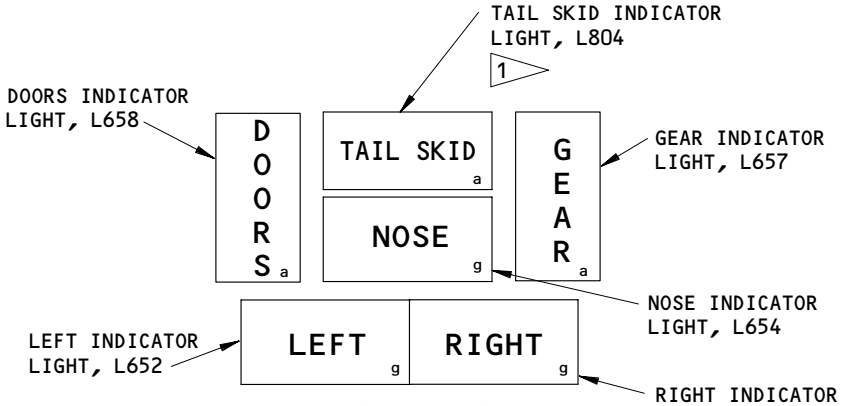


E-E

Landing Gear Position Indicating and Warning System - Component Location
Figure 102 (Sheet 7)

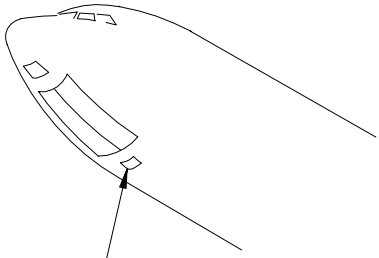


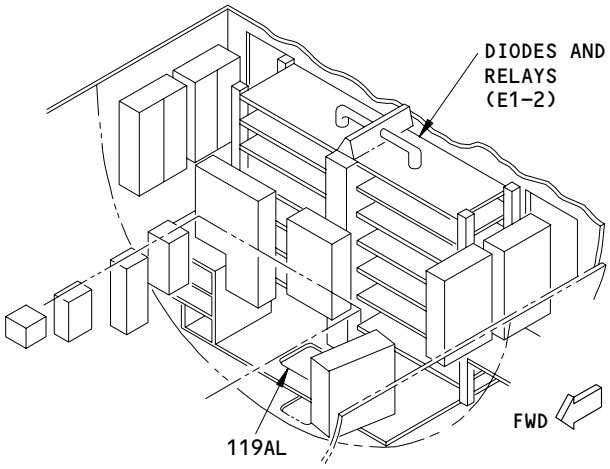
FLIGHT COMPARTMENT



INDICATOR LIGHTS

H



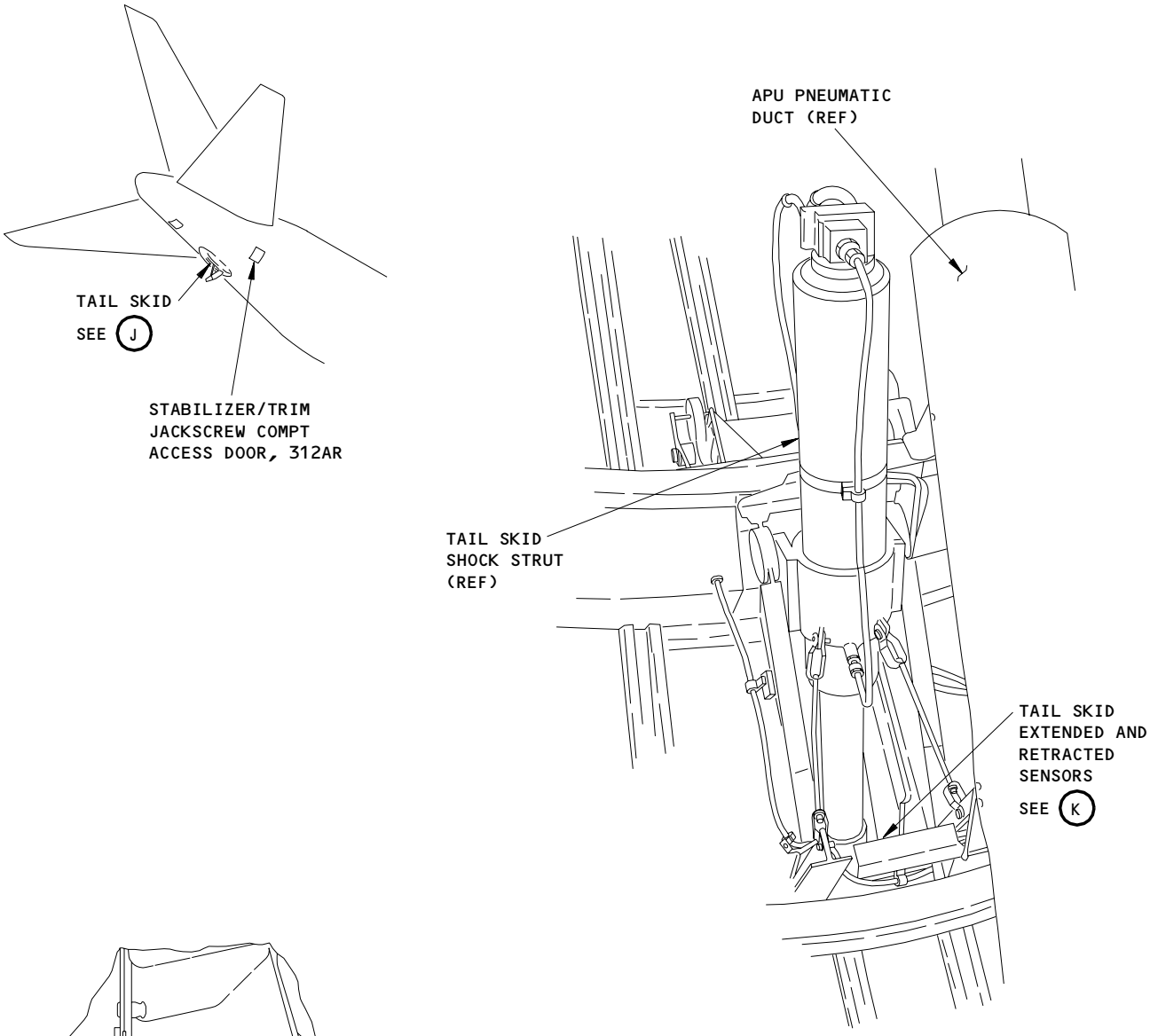


MAIN EQUIPMENT CENTER

I

1 767-300 AIRPLANES

Landing Gear Position Indicating and Warning System - Component Location
Figure 102 (Sheet 8)



STABILIZER/TRIM JACKSCREW COMPARTMENT
J

TAIL SKID SENSORS
K

Landing Gear Position Indicating and Warning System – Component Location
Figure 102 (Sheet 9)

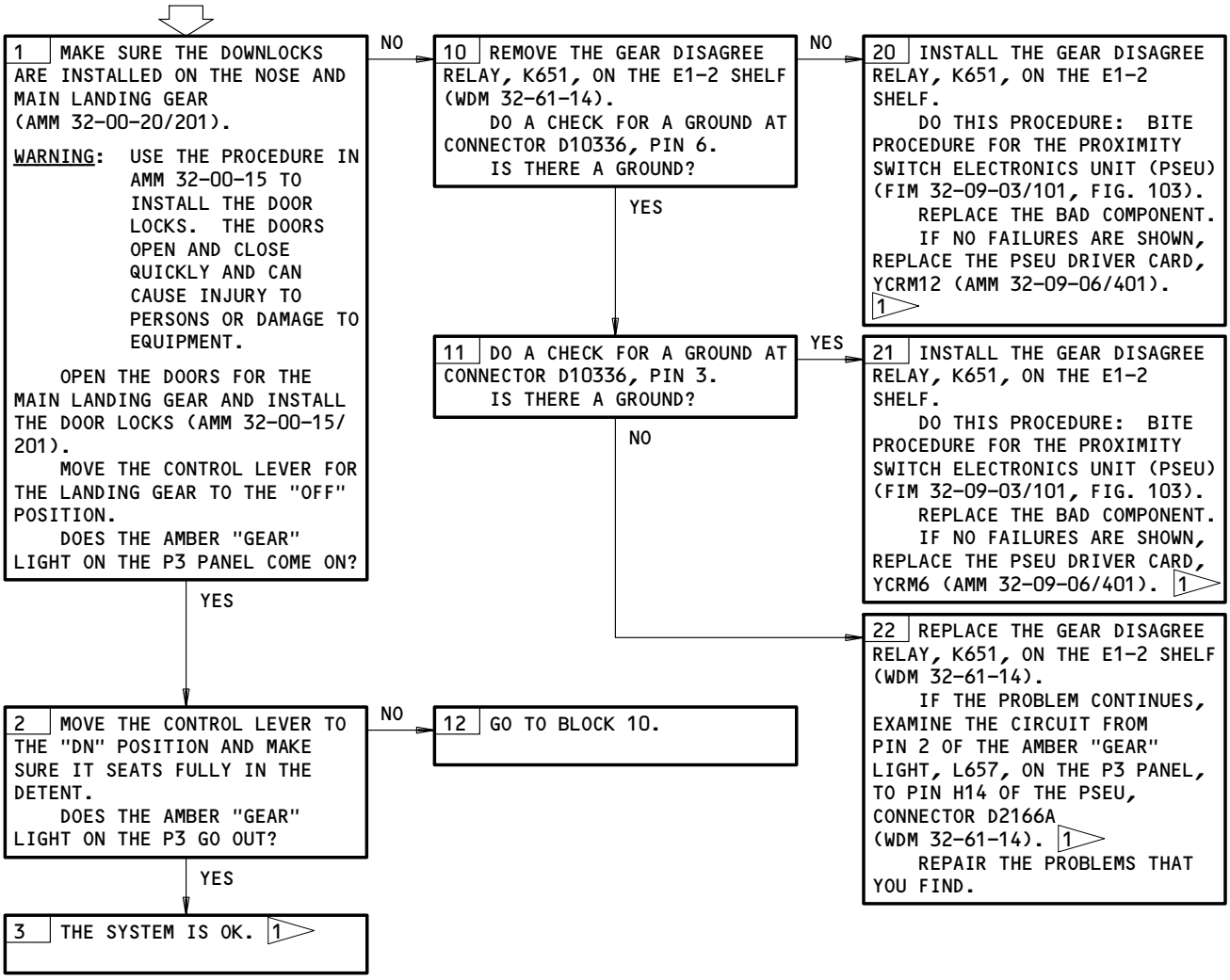
"GEAR" AMBER LIGHT FAILED TO ILLUM DURING GEAR EXTENSION OR RETRACTION

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
MASTER DIM AND TEST SYSTEM (AMM 33-16-00/501)

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C30,11T36; 2 11U23 OR 11U24

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



1 WARNING: USE THE PROCEDURE IN AMM 32-00-15 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

REMOVE THE DOOR LOCKS FROM THE DOORS FOR THE MAIN LANDING GEAR AND CLOSE THE DOORS (AMM 32-00-15/201).

2 THE "POSITION AIR/GND SYS 2" CIRCUIT BREAKER, C1170, CAN BE IN ONE OF THESE TWO LOCATIONS.

GEAR Amber Light Failed to Illum During Gear Extension or Retraction
Figure 103

EICAS MSG "LDG GEAR MONITOR" DISPLAYED

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C30, 11T36; A 11U23 OR 11U24

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
PRESSURE IS REMOVED FROM THE CENTER HYDRAULIC SYSTEM (AMM 29-11-00/201)
EICAS IS ON (AMM 31-41-00/201)

NOTE: IF YOU HAVE THIS EICAS MESSAGE WITHOUT A RELATED PSEU FAULT, JUMPER WIRES IN THE PSEU WIRING CAN BE NECESSARY. REFER TO SB 767-32-115.

1 MAKE SURE THE DOWNLOCKS ARE INSTALLED ON THE NOSE AND MAIN LANDING GEAR (AMM 32-00-20/201).
MAKE SURE THAT ALL THE LANDING GEAR DOORS ARE CLOSED.

NOTE

IF THE EICAS MESSAGE "LDG GEAR MONITOR" SHOWED ON THE LOWER DISPLAY AFTER LANDING GEAR RETRACTION, EXAMINE THE AFT HINGES ON THE FORWARD DOORS OF THE NOSE LANDING GEAR. THE EICAS MESSAGE COULD BE CAUSED BY VERTICAL MOVEMENT OF THE HINGES. USE THE PROCEDURE IN AMM 32-22-01/401 TO EXAMINE THE HINGES AND REPAIR THEM IF IT IS NECESSARY. EXAMINE THE NOSE LANDING GEAR DOOR STRUTS FOR WEAR. REPAIR THEM IF IT IS NECESSARY.

MAKE SURE THE CONTROL LEVER FOR THE LANDING GEAR ON THE P3 PANEL IS FULLY ENGAGED IN THE "DN" DETENT.
PUSH THE ECS/MSG SWITCH ON THE EICAS MAINTENANCE PANEL TO EXAMINE THE EICAS MAINTENANCE MESSAGES. IF ANY OF THESE MESSAGES ARE DISPLAYED, PLEASE WRITE THEM FOR REFERENCE AS AN INTERMITTENT FAILURE:

NOSE GEAR DOWN
NOSE GEAR LOCKED
GEAR DISAGREE
ALL GEAR DOWN
L(R) DRAG BRACE
L(R) SIDE BRACE

DO THIS PROCEDURE: EICAS STATUS/MAINTENANCE MESSAGE ERASE PROCEDURE (FIM 31-41-00/101, FIG. 109).
DOES THE EICAS MESSAGE "LDG GEAR MONITOR" SHOW ON THE STATUS PAGE?

NO → SEE SHEET 2 (BLOCK 2)

YES → 11 PUSH ECS/MSG SWITCH ON THE EICAS MAINTENANCE PANEL AT P61 TO SHOW THE EICAS MAINTENANCE MESSAGES.
IS THE EICAS MESSAGE "NOSE GEAR LOCKED" SHOWN?

YES → 21 DO THIS PROCEDURE: BITE PROCEDURE FOR THE PSEU SENSOR TARGET TEST (FIM 32-09-03/101, FIG. 104) FOR NOSE GEAR LOCKED SENSORS, S233 AND S255.
REPLACE THE BAD COMPONENT. 1

NO → 12 IS THE EICAS MESSAGE "NOSE GEAR DOWN" SHOWN?

YES → 22 DO THIS PROCEDURE: BITE PROCEDURE FOR THE PSEU SENSOR TARGET TEST (FIM 32-09-03/101, FIG. 104) FOR NOSE GEAR LOCKED SENSORS, S232 AND S254.
REPLACE THE BAD COMPONENT. 1

NO → 13 IS THE EICAS MESSAGE "L DRAG BRACE" SHOWN?

YES → 23 DO THIS PROCEDURE: BITE PROCEDURE FOR THE PSEU SENSOR TARGET TEST (FIM 32-09-03/101, FIG. 104) FOR DRAG BRACE DN SENSORS, S237 AND S259.
REPLACE THE BAD COMPONENT. 1

NO → SEE SHEET 2 (BLOCK 14)

A THE "POSITION AIR/GND SYS 2" CIRCUIT BREAKER, C1170, CAN BE IN ONE OF THESE TWO LOCATIONS.

1 DO THIS PROCEDURE: EICAS STATUS/MAINTENANCE MESSAGE ERASE PROCEDURE (FIM 31-41-00/101, FIG. 109).

EICAS Msg LDG GEAR MONITOR Displayed
Figure 104 (Sheet 1)

FROM SHEET 1
(BLOCK 1)

NO

2 DO THIS PROCEDURE: MEMORY RECALL (BIT) PROCEDURE FOR THE PROXIMITY SWITCH ELECTRONICS UNIT (PSEU) (FIM 32-09-03/101, FIG. 103, BLOCK 2) TO RECALL ALL IN-FLIGHT FAULT(S).
RECALL AND WRITE DOWN ALL THE STORED FAULTS.
WERE THERE FAULT CODES SHOWN?

YES → 24 REPLACE THE DEFECTIVE COMPONENT (FIM 32-09-03/101, FIG. 103).

NOTE: LOW/HIGH RESISTANCE AND INDUCTANCE IN THE SENSOR/WIRING CIRCUIT CAN CAUSE PSEU NUISANCE FAULTS. GO TO FIG. 104A FOR THE RESISTANCE AND INDUCTANCE CHECKS IF YOU HAVE INTERMITTENT OR NUISANCE FAULTS.

NO

3 THE SYSTEM IS OK.

FROM SHEET 1
(BLOCK 13)

NO

14 IS THE EICAS MESSAGE "L SIDE BRACE" SHOWN?

YES → 25 DO THIS PROCEDURE: BITE PROCEDURE FOR THE PSEU SENSOR TARGET TEST (FIM 32-09-03/101, FIG. 104, BLOCK 1) FOR THE L SIDE BRACE DN SENSORS, S236 AND S258.
REPLACE THE DEFECTIVE COMPONENT. 1

NO

15 IS THE EICAS MESSAGE "R DRAG BRACE" SHOWN?

YES → 26 DO THIS PROCEDURE: BITE PROCEDURE FOR THE PSEU SENSOR TARGET TEST (FIM 32-09-03/101, FIG. 104, BLOCK 1) FOR THE R DRAG BRACE DN SENSORS, S241 AND S263.
REPLACE THE DEFECTIVE COMPONENT. 1

NO

16 IS THE EICAS MESSAGE "R SIDE BRACE" SHOWN?

YES → 27 DO THIS PROCEDURE: BITE PROCEDURE FOR THE PSEU SENSOR TARGET TEST (FIM 32-09-03/101, FIG. 104, BLOCK 1) FOR THE R SIDE BRACE DN SENSORS, S240 AND S262.
REPLACE THE DEFECTIVE COMPONENT. 1

NO

17 IS THE EICAS MESSAGE "ALL GEAR DOWN" SHOWN?

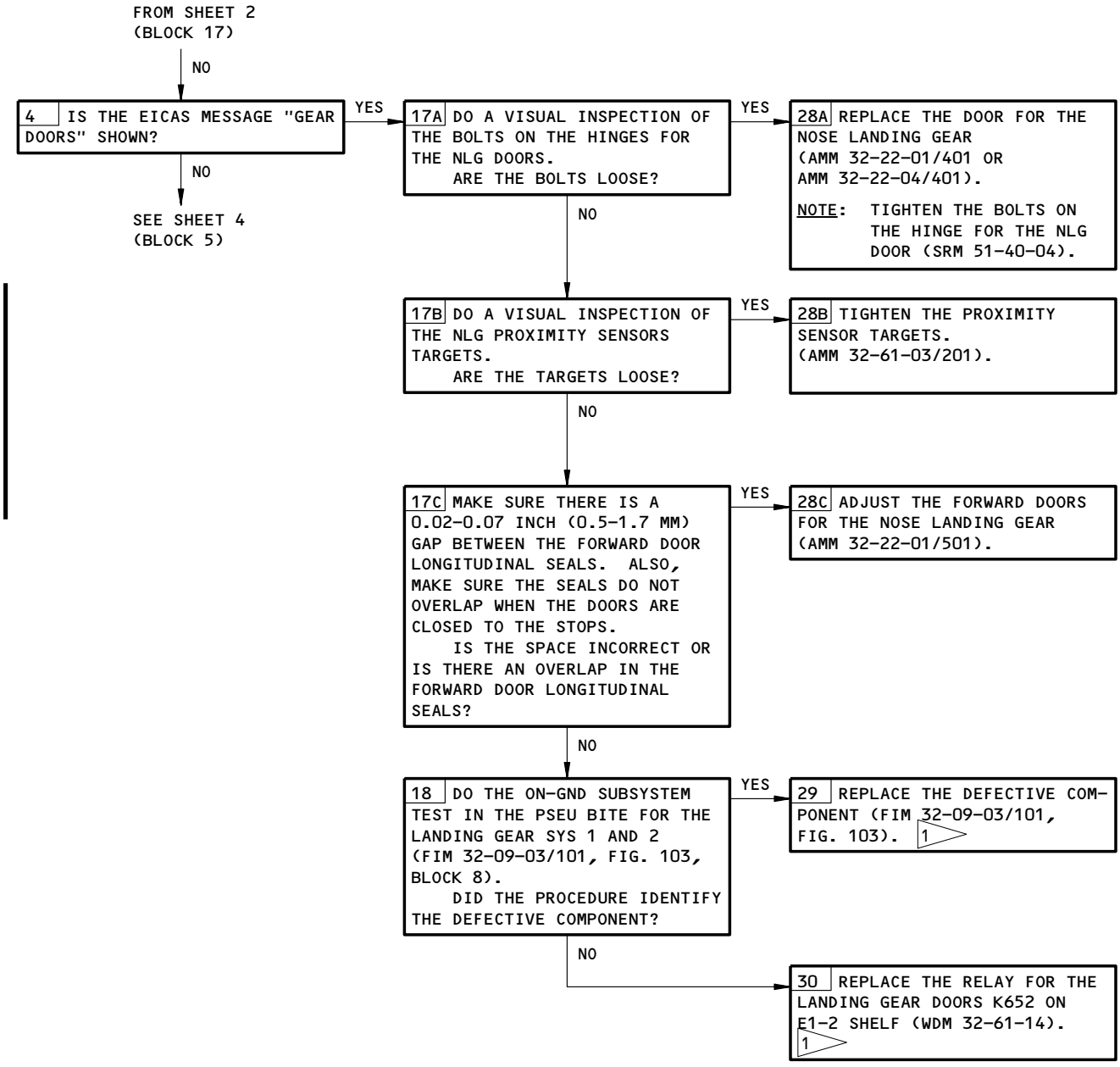
YES → 28 DO THIS PROCEDURE: BITE PROCEDURE FOR THE PROXIMITY SWITCH ELECTRONICS UNIT (PSEU) ON THE GND SUBSYSTEM TEST FOR LANDING GEAR SYS 1 AND 2 (FIM 32-09-03/101, FIG. 103, BLOCK 8).
REPLACE THE DEFECTIVE COMPONENT. 1

NO

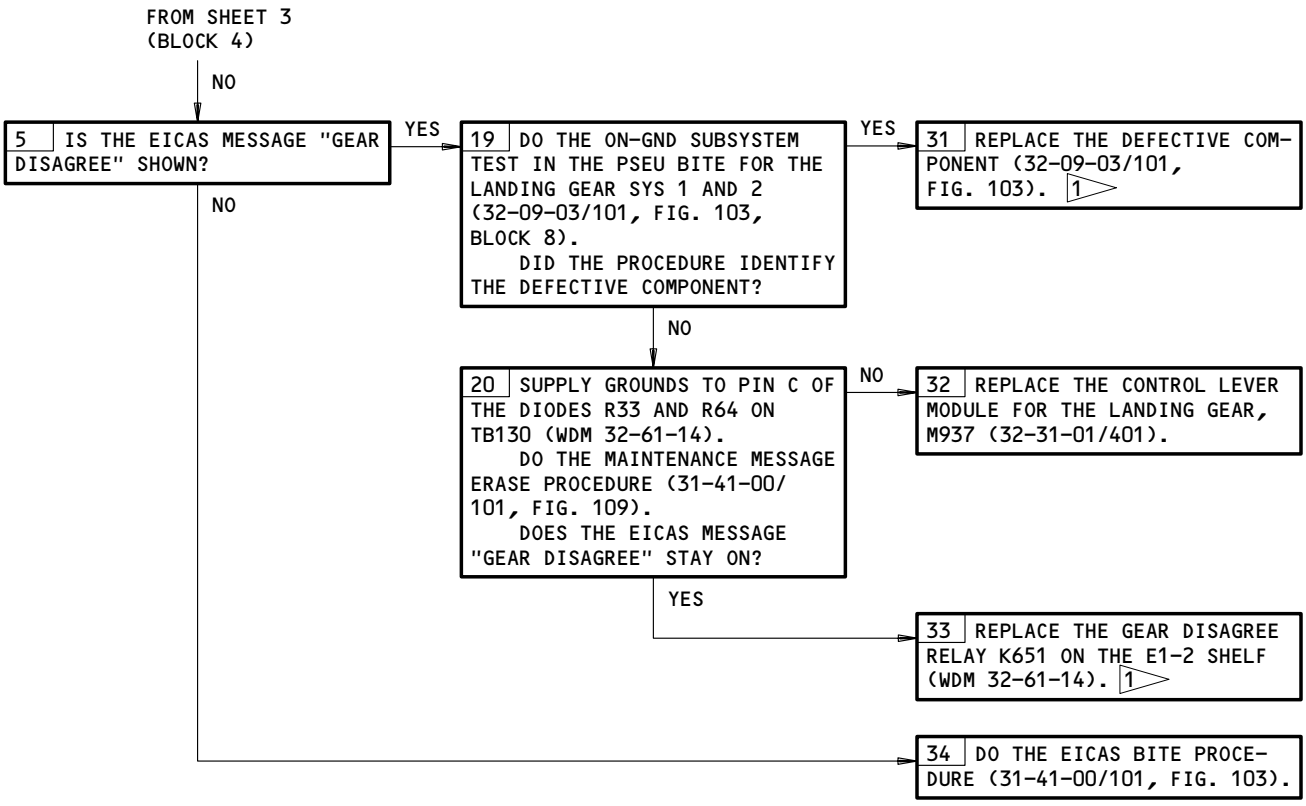
SEE SHEET 3
(BLOCK 4)

EICAS Msg LDG GEAR MONITOR Displayed
Figure 104 (Sheet 2)

N97056



EICAS Msg LDG GEAR MONITOR Displayed
Figure 104 (Sheet 3)



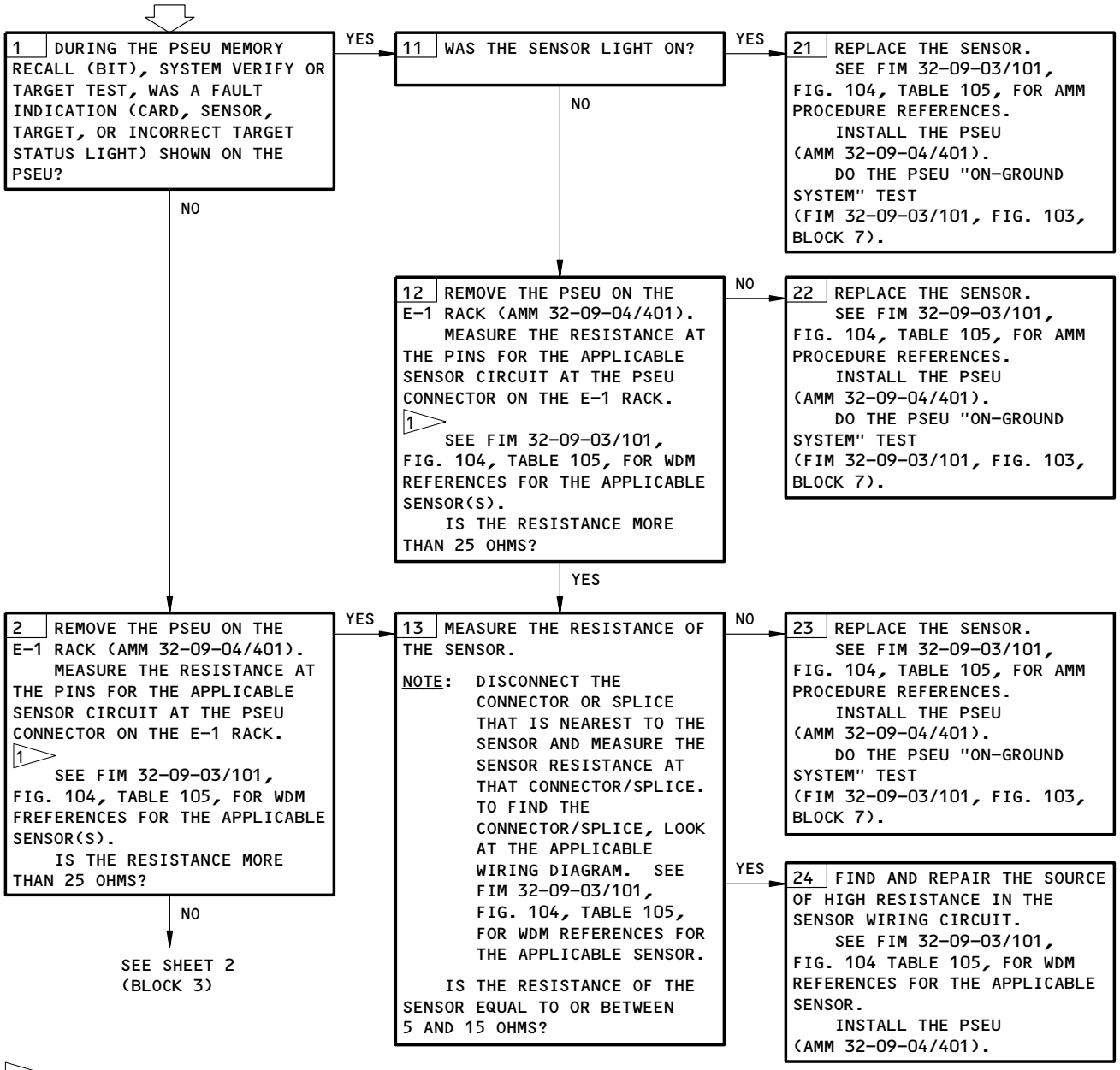
EICAS Msg LDG GEAR MONITOR Displayed
Figure 104 (Sheet 4)

PREREQUISITES

EQUIPMENT OHMMETER 0-50 OHM RANGE

NOTE: USE THIS PROCEDURE IF YOU HAVE AN INTERMITTENT PSEU/SENSOR FAULT AND/OR THE PROBLEM CANNOT BE FOUND WITH THE OTHER FIM PROCEDURES.

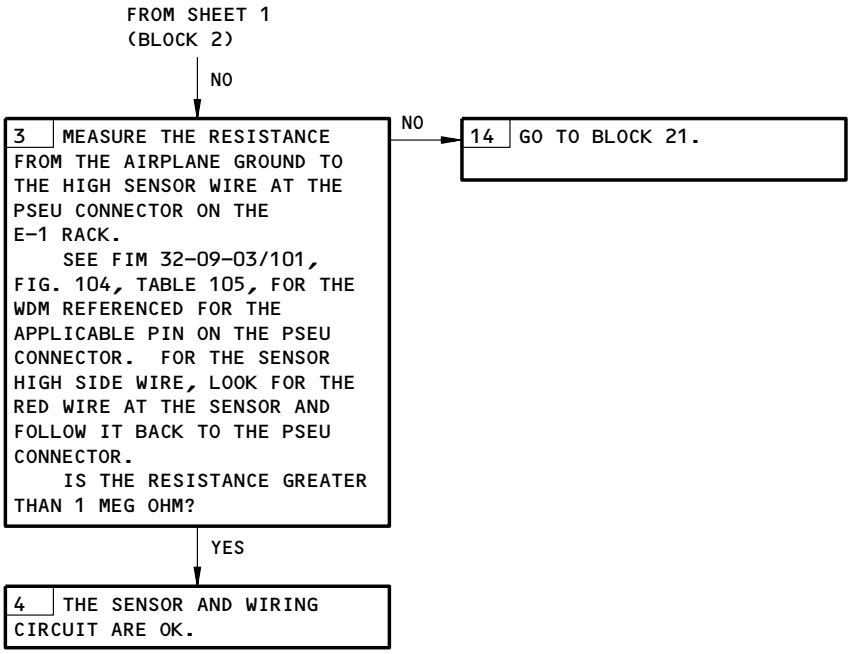
PROXIMITY SENSOR/ WIRING RESISTANCE CHECK



1 DO THIS CHECK FOR THE FAULTED SENSOR(S) OR THE SENSORS FROM THE SUSPECTED BAD SUBSYSTEM OR CARD.

Proximity Sensor/Wiring Resistance Check
Figure 104A (Sheet 1)

N97358



Proximity Sensor/Wiring Resistance Check
Figure 104A (Sheet 2)

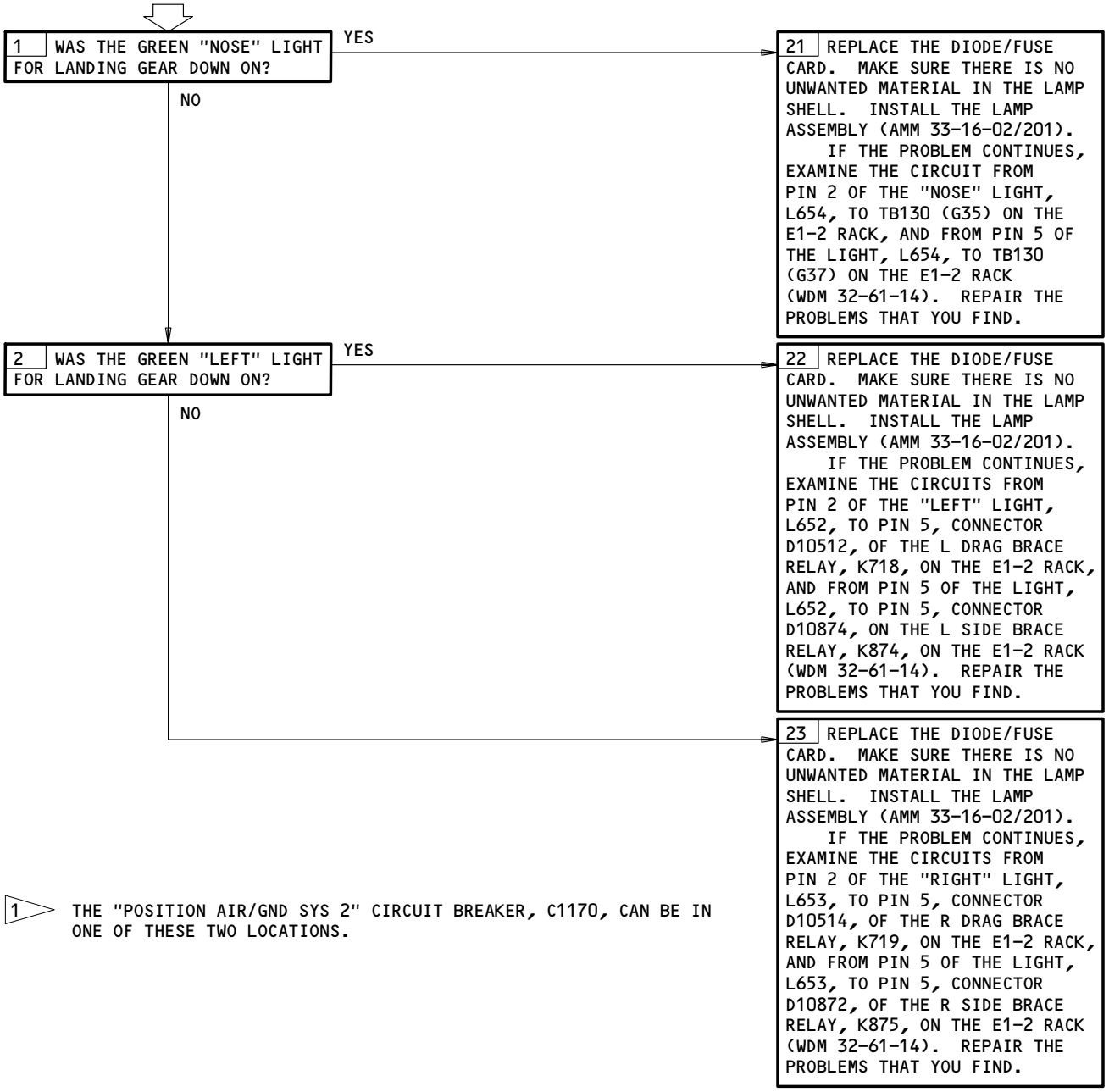
N97257

GEAR GREEN DN LGT FAILED TO EXTIN WITH GEAR HANDLE "UP". "DOORS" AND "GEAR" AMBER LGTS EXTIN. EICAS MSG NOT DISPLAYED

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C29,11C30,11T36; 1 11U23 OR 11U24

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



1 THE "POSITION AIR/GND SYS 2" CIRCUIT BREAKER, C1170, CAN BE IN ONE OF THESE TWO LOCATIONS.

Gear Green Dn Lgt Failed to Extin with Gear Handle UP. DOORS and GEAR Amber Lgts Extin. EICAS Msg Not Displayed
Figure 105

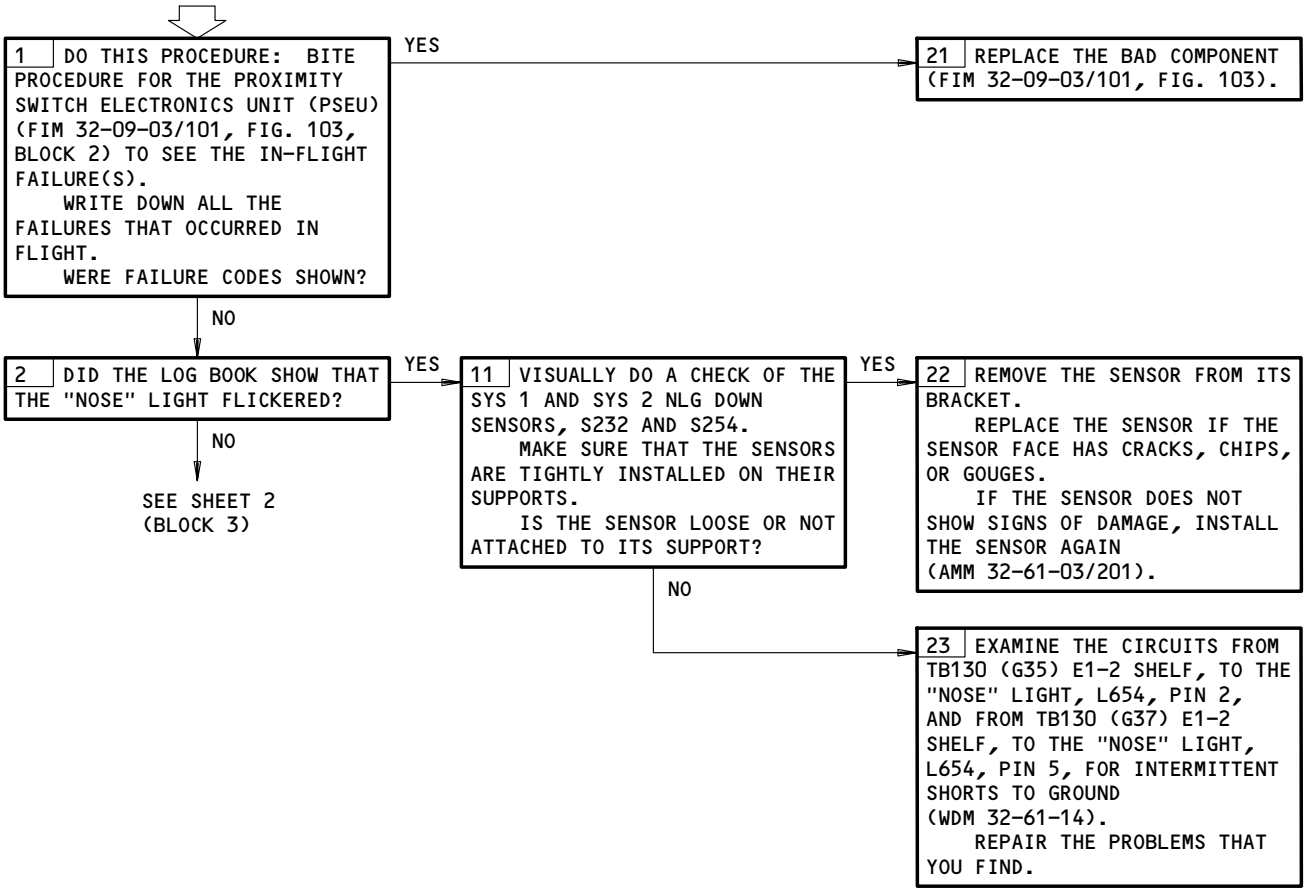
"LEFT", "RIGHT", "NOSE" GEAR GREEN DN LIGHT FLICKERS AFTER GEAR RETRACTION

PREREQUISITES

MAKE SURE THIS SYSTEM WILL OPERATE:
MASTER DIM AND TEST SYSTEM (AMM 33-16-00/501)

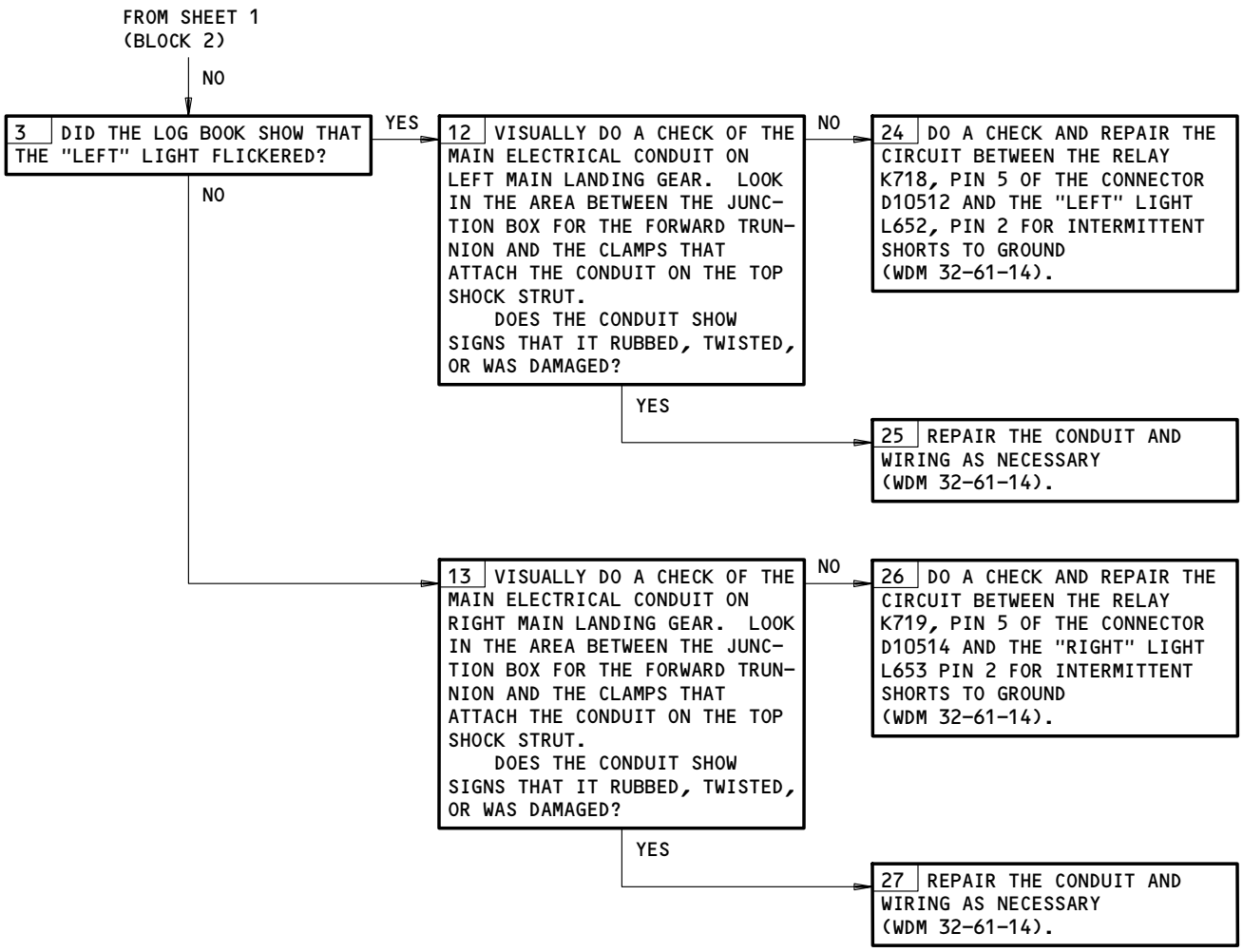
MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C30,11T36; 1 11U23 OR 11U24

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



1 THE "POSITION AIR/GND SYS 2" CIRCUIT BREAKER, C1170, CAN BE IN ONE OF THESE TWO LOCATIONS.

LEFT, RIGHT, NOSE Gear Green Dn Light Flickers After Gear Retraction
Figure 105A (Sheet 1)



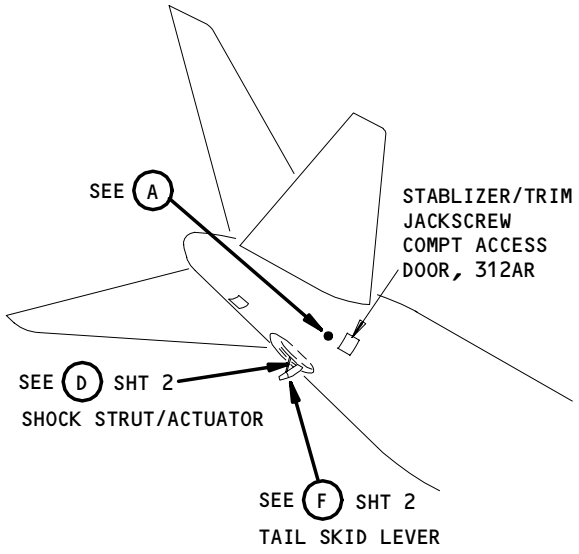
LEFT, RIGHT, NOSE Gear Green Dn Light Flickers After Gear Retraction
Figure 105A (Sheet 2)

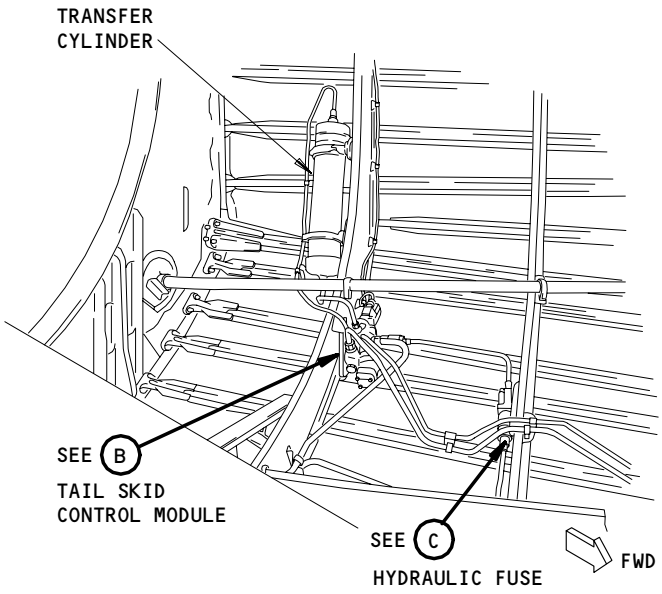
TAIL SKID SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
CIRCUIT BREAKER –	3		FLT COMPT, P11	
LANDING GEAR POSITION AIR/GND SYS 1, C1175		1	11C30	*
POSITION AIR/GND SYS 2, C1170		1	11U23	*
PROX SW TEST, C1178		1	11T36	*
TAIL SKID CONT, C1185		1	11U26	*
COMPUTER – (FIM 31-41-00/101)				
L EICAS, M10181				
R EICAS, M10182				
CYLINDER – TRANSFER	1	1	312AR, STABILIZER/TRIM JACKSCREW COMPARTMENT, L SIDE	32-71-02
DIODE – ISOLATION, R63,R188	3	1	119AL, MAIN EQUIP CTR, E1-2	*
FUSE – TAIL SKID HYDRAULIC	1	1	312AR, STABILIZER/TRIM JACKSCREW COMPARTMENT, L SIDE	32-71-04
INDICATOR – LOW PRESSURE	2	1	SHOCK STRUT/ACTUATOR, TAIL SKID FIXED FAIRING	32-71-05
LEVER – TAIL SKID	2	1	TAIL SKID FIXED FAIRING	32-71-06
LIGHT – (FIM 32-61-00/101)				
TAIL SKID, L804				
MODULE – (FIM 32-30-00/101)				
LANDING GEAR CONTROL LEVER, M937				
MODULE – TAIL SKID CONTROL	1	1	312AR, STABILIZER/TRIM JACKSCREW COMPARTMENT, L SIDE	32-71-01
RELAY – (FIM 31-01-36/101)				
DOWN SENSE LANDING GEAR, K904				
SENSOR – (FIM 32-61-00/101)				
TAIL SKID EXTENDED, S247				
TAIL SKID RETRACTED, S248				
STRUT/ACTUATOR – TAIL SKID SHOCK	2	1	312AR, STABILIZER/TRIM JACKSCREW COMPARTMENT	32-71-05
SWITCH – (FIM 32-30-00/101)				
LANDING GEAR LEVER POSITION DOWN, YBGS3				
UNIT – (FIM 32-09-03/101)				
PROXIMITY SWITCH ELECTRONIC (PSEU), M162				
VALVE – TAIL SKID AIR	2	1	SHOCK STRUT/ACTUATOR, TAIL SKID FIXED FAIRING	32-71-05
VALVE – TAIL SKID, BLOCKING	2	1	312AR, STABILIZER/TRIM JACKSCREW COMPARTMENT, SHOCK STRUT/ ACTUATOR	32-71-03
VALVE – TAIL SKID CONTROL, V124	1	1	312AR, STABILIZER/TRIM JACKSCREW COMPARTMENT, TAIL SKID CONTROL MODULE	32-71-01

* SEE THE WDM EQUIPMENT LIST

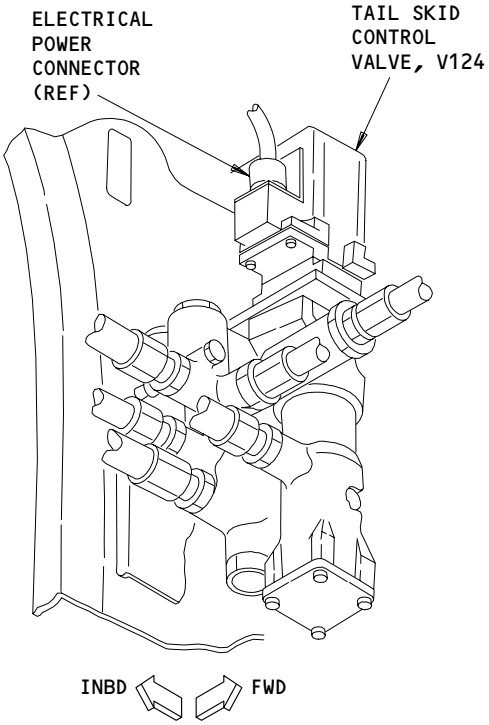
Tail Skid System – Component Index
Figure 101





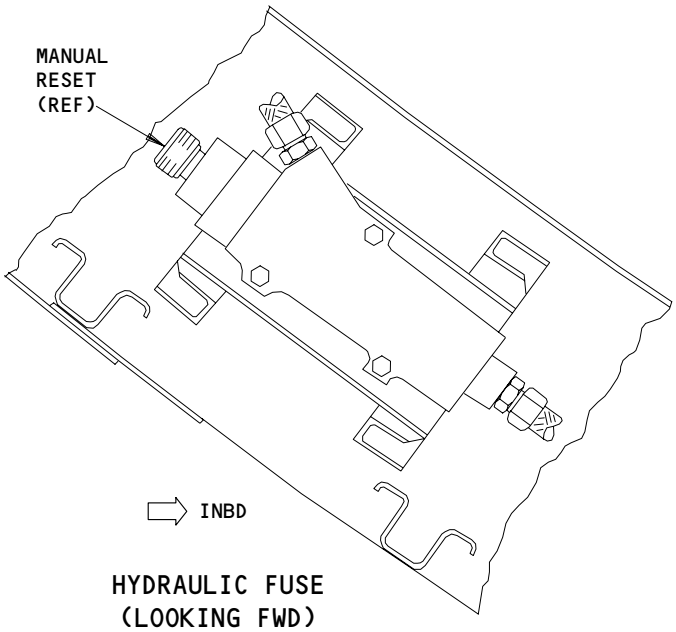
STABLIZER/TRIM JACKSCREW COMPARTMENT

A



TAIL SKID CONTROL MODULE

B

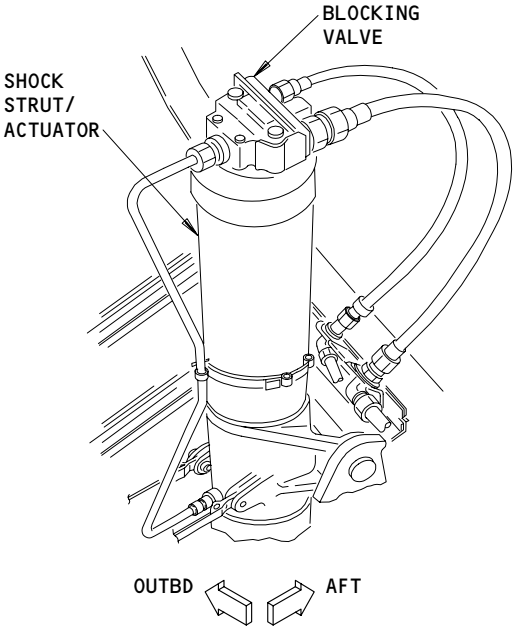


HYDRAULIC FUSE
(LOOKING FWD)

C

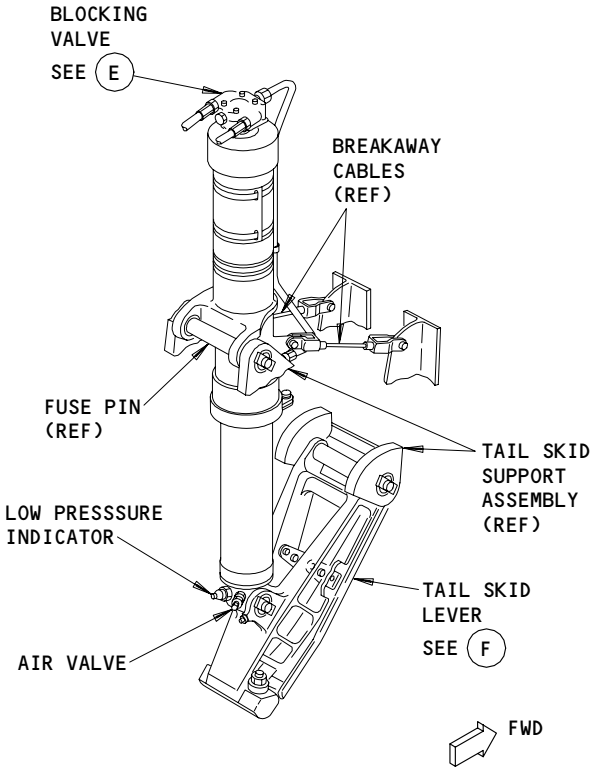
Component Location (Details From Sht 1)
Figure 102 (Sheet 1)

222346



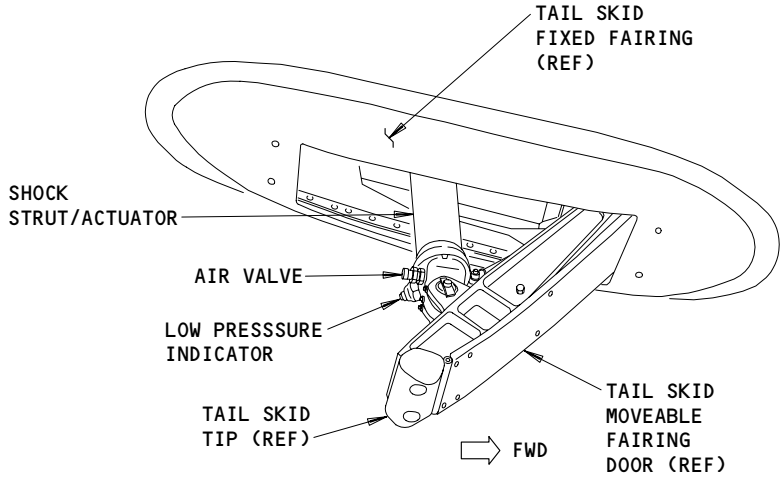
BLOCKING VALVE

(E)



SHOCK STRUT/ACTUATOR
(FROM SHT 1)

(D)

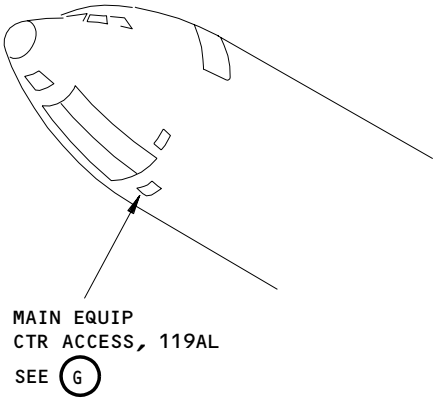


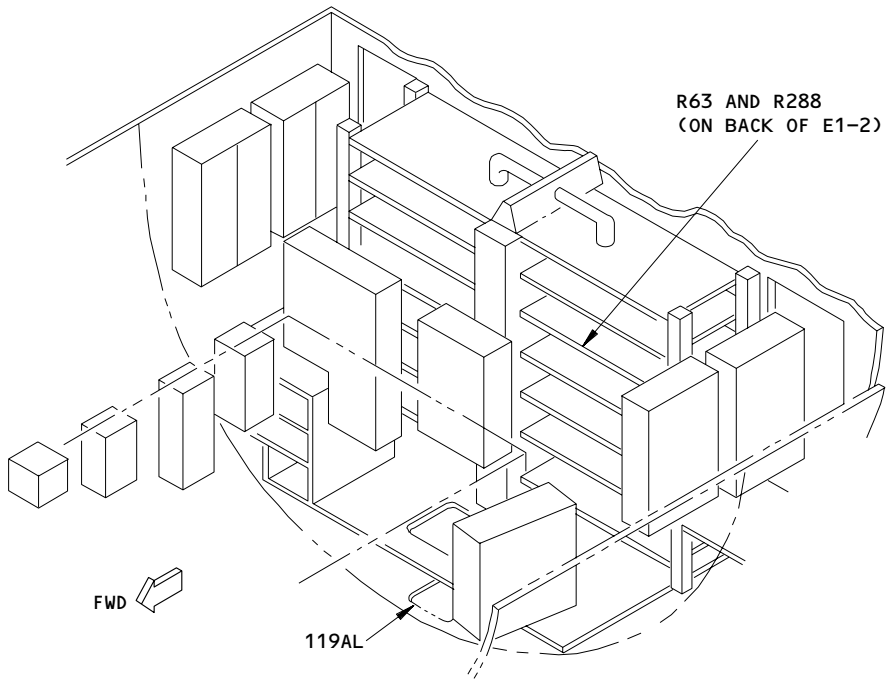
TAIL SKID LEVER

(F)

Component Location
Figure 102 (Sheet 2)

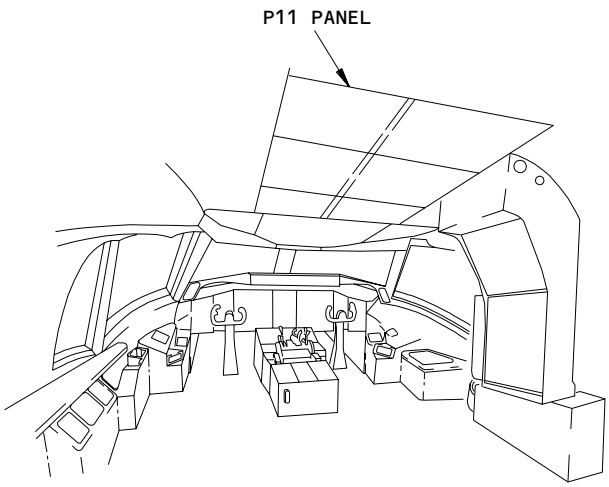
222353





MAIN EQUIP CTR

(G)



FLT COMPT

Component Location
Figure 102 (Sheet 3)

222362

PREREQUISITES

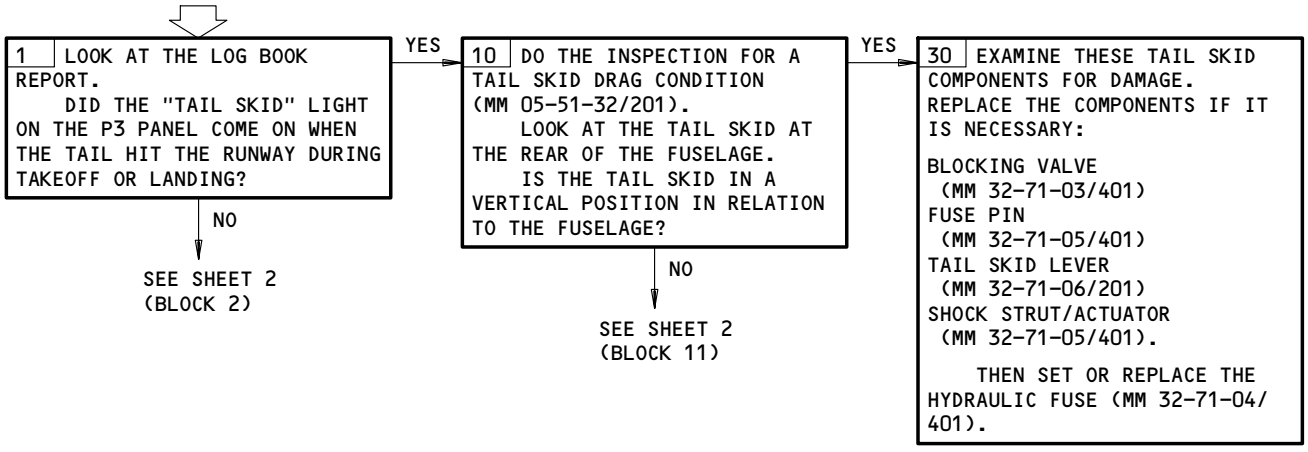
MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11C30,11T36,11U23,11U26

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (MM 24-22-00/201)
CENTER HYDRAULIC SYSTEM IS PRESSURIZED (MM 29-11-00/201)
EICAS IS ON (MM 31-41-00/201)
DOOR LOCKS ARE INSTALLED (MM 32-00-15/201)

EQUIPMENT:
PROXIMITY SENSORS ACTUATOR/DEACTUATOR SET - P/N AZ7092-61 (2 RECTANGULAR ACTUATORS, 2 CYLINDRICAL DEACTUATORS AND 3 RECTANGULAR DEACTUATORS REQUIRED).

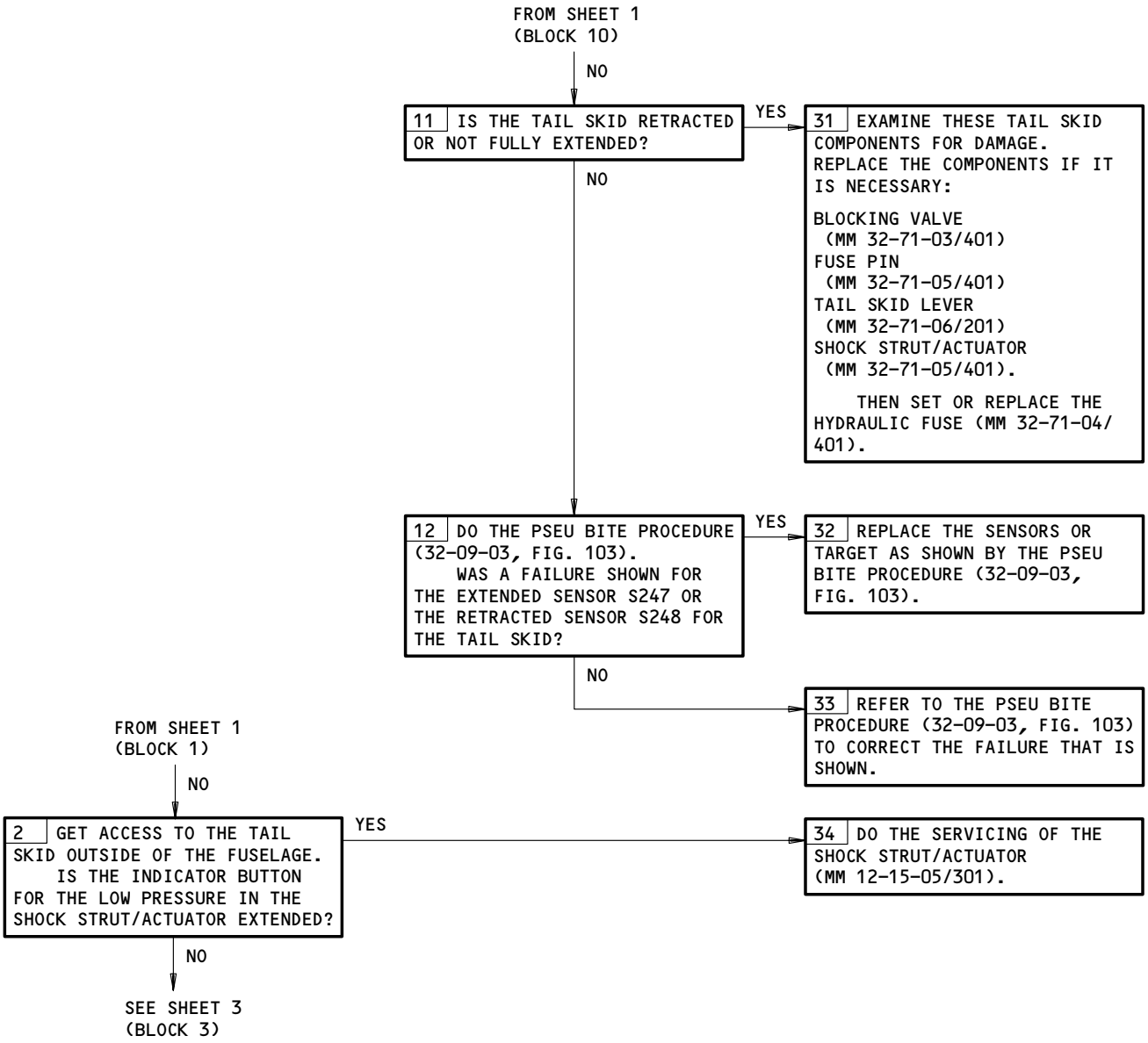
WARNING: USE THE PROCEDURE IN 32-00-15 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.

"TAIL SKID" DISPLAYED ON EICAS, AND "TAIL SKID" LIGHT ILLUMINATED

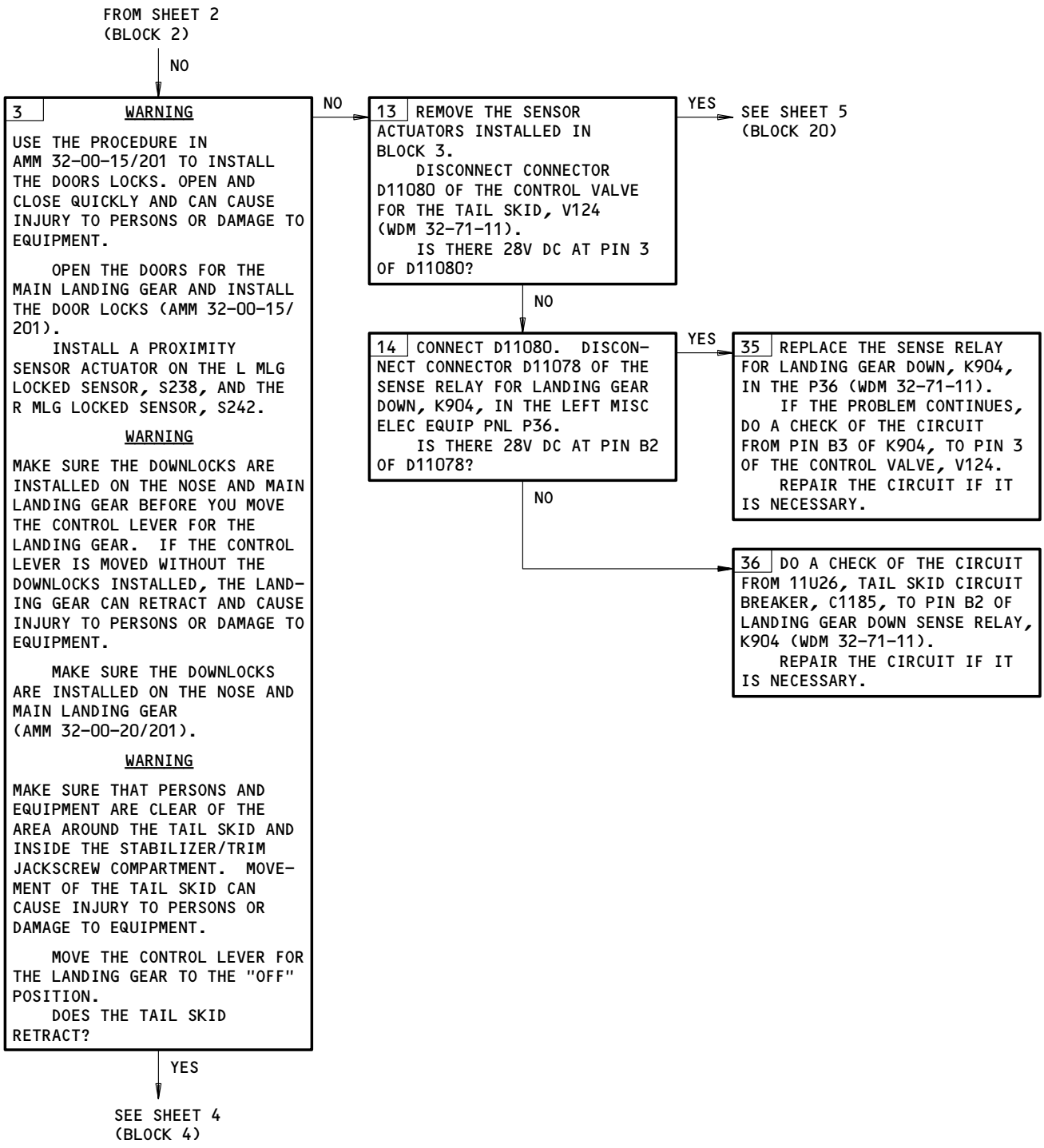


TAIL SKID Displayed on EICAS, and TAIL SKID Light Illuminated
Figure 103 (Sheet 1)

223526



TAIL SKID Displayed on EICAS, and TAIL SKID Light Illuminated
Figure 103 (Sheet 2)



TAIL SKID Displayed on EICAS, and TAIL SKID Light Illuminated
Figure 103 (Sheet 3)

FROM SHEET 3
(BLOCK 3)

YES

4 INSTALL A PROXIMITY SENSOR ACTUATOR ON THE L NLG DOOR CLOSED SENSOR, S234, AND THE R NLG DOOR CLOSED SENSOR, S235, IF THE NLG DOORS ARE NOT CLOSED.
INSTALL A PROXIMITY SENSOR DEACTUATOR ON THE NLG DOWN SENSOR, S232, THE L AND R MLG SIDE BRACE DOWN SENSORS, S236 AND S240, AND THE L AND R DRAG BRACE DOWN SENSORS, S237 AND S241.
IS THE EICAS MESSAGE "TAIL SKID" SHOWN ON THE TOP DISPLAY AND IS THE "TAIL SKID" LIGHT ON THE P3 PANEL ON?

NOTE: LOOK FOR THE LIGHT AND MESSAGE AFTER 40 SECONDS.

YES → 15 REMOVE THE SENSOR ACTUATORS AND DEACTUATORS INSTALLED IN BLOCKS 3 AND 4.
DO THIS PROCEDURE: PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103).
WAS A FAILURE SHOWN FOR THE TAIL SKID RETRACTED SENSOR, S248?

YES → 37 REPLACE THE SENSOR OR TARGET SHOWN BY THE PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103).

NO → 38 REFER TO THE PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103) TO CORRECT THE FAILURE THAT IS SHOWN.

NO

5 REMOVE THE SENSOR ACTUATORS AND DEACTUATORS INSTALLED IN BLOCKS 3 AND 4.
MOVE THE CONTROL LEVER FOR THE LANDING GEAR TO THE "DN" POSITION.

NOTE: AFTER 40 SECONDS DO THE CHECK FOR FULL EXTENSION AND INDICATION.

DOES THE TAIL SKID FULLY EXTEND?

NO → 16 DISCONNECT CONNECTOR D11080 OF THE CONTROL VALVE, V124, FOR THE TAIL SKID (WDM 32-71-11).
IS THERE 28V DC AT PIN 2 OF D11080?

YES → SEE SHEET 6 (BLOCK 21)

YES

SEE SHEET 5
(BLOCK 6)

NO

17 CONNECT D11080.
DISCONNECT CONNECTOR D11078 OF THE LANDING GEAR DOWN SENSE RELAY, K904, IN THE LEFT MISC ELEC EQUIP PNL, P36.
IS THERE A GROUND AT PIN X2 OF CONNECTOR D11078?

NO → 39 REPLACE THE CONTROL LEVER MODULE FOR THE LANDING GEAR, M937 (AMM 32-31-01/401).
IF THE PROBLEM CONTINUES, EXMAINE THE CIRCUIT FROM PIN X2 OF CONNECTOR D11078 OF RELAY, K904, TO PIN 6 OF CONNECTOR D232 OF THE POSITION SWITCH FOR THE LANDING GEAR LEVER, (YGBS3)(WDM 32-71-11).
REPAIR THE PROBLEMS THAT YOU FIND.

YES

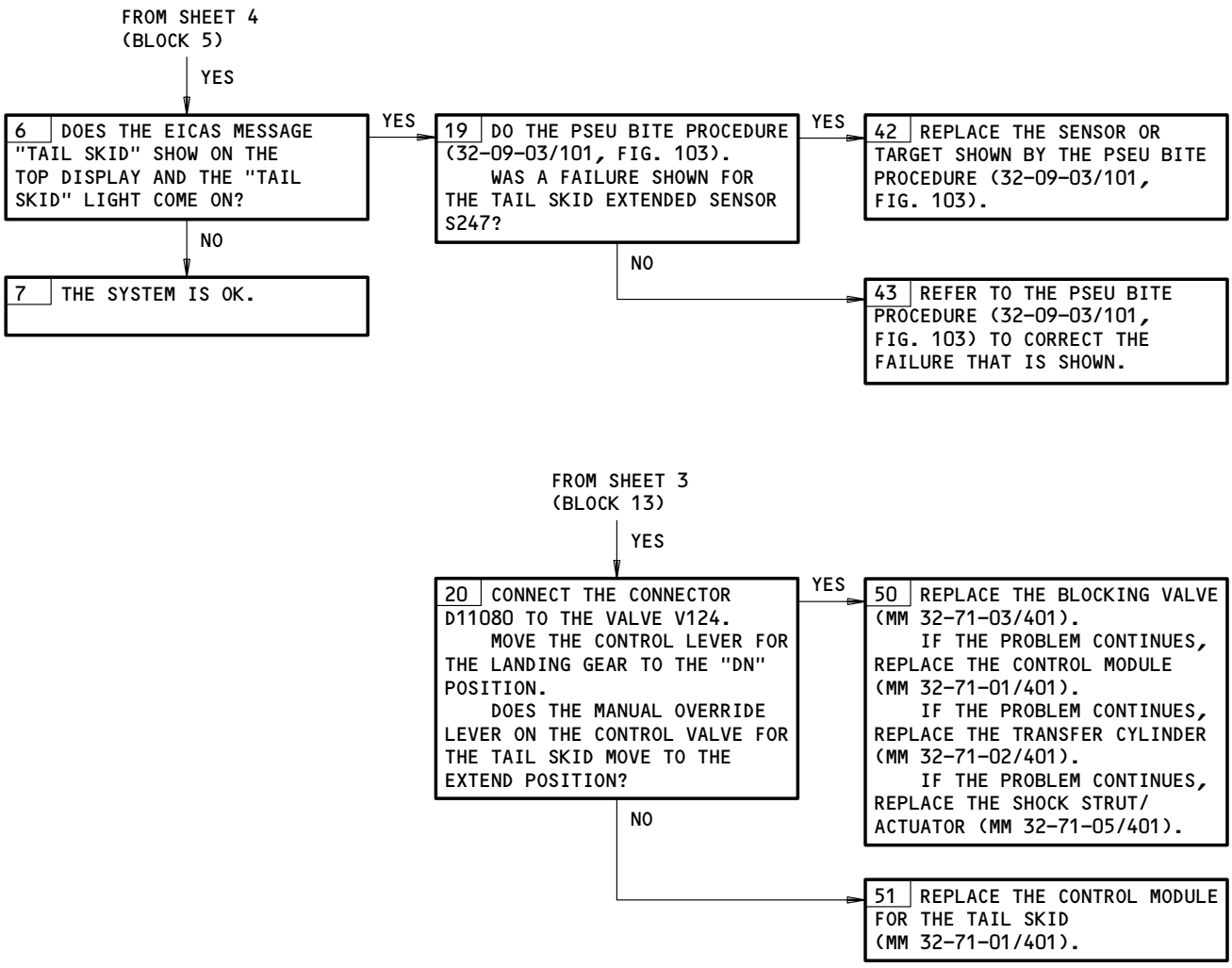
18 IS THERE 28V DC AT PIN X1 OF D11078?

YES → 40 REPLACE THE LANDING GEAR DOWN SENSE RELAY, K904, IN THE P36 PANEL (WDM 32-71-11).

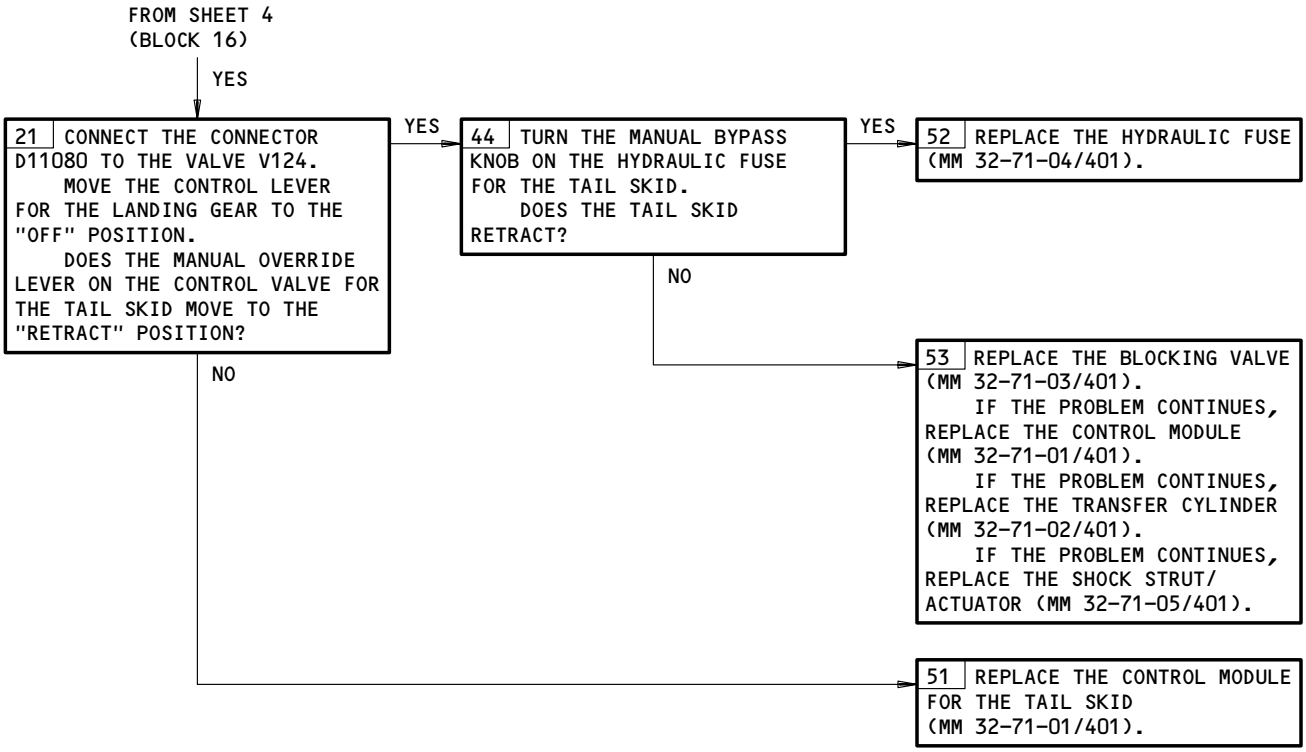
NO → 41 EXAMINE THE CIRCUIT FROM 11U26, TAIL SKID CIRCUIT BREAKER, C1185, AND PINS B2, TO X1 OF THE LANDING GEAR DOWN SENSE RELAY, K904 (WDM 32-71-11).
REPAIR THE PROBLEMS THAT YOU FIND.

TAIL SKID Displayed on EICAS, and TAIL SKID Light Illuminated
Figure 103 (Sheet 4)

223704



TAIL SKID Displayed on EICAS, and TAIL SKID Light Illuminated
Figure 103 (Sheet 5)



TAIL SKID Displayed on EICAS, and TAIL SKID Light Illuminated
Figure 103 (Sheet 6)