Scandinavian Airlines System

Scandinavian Airlines System

PAGE	DATE	CODE
52-51-00	CONFIG 1	
101	DEC 22/05	24F
102	DEC 22/05	24F
103	DEC 22/05	24F
104	DEC 22/05	24F
105	DEC 22/05	24F
106	DEC 22/05	24F
52-51-00	CONFIG 2	
101	DEC 22/05	19F
102	DEC 22/05	19F
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52-51-00	CONFIG 4	
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112	DEC 22/05	27F
113	DEC 22/05	27F
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52-71-00		
101	MAY 10/96	08
102	APR 22/01	06
103	NOV 10/95	02
104	FEB 10/96	02
105	AUG 22/01	02
106	AUG 22/01	02
107	AUG 22/01	02
108	AUG 22/01	03
109	AUG 22/01	03
110	NOV 10/92	03
111	NOV 10/92	10
112	NOV 10/92	02
113	APR 22/08	02
114	AUG 10/95	05
115	APR 22/08	03
116	APR 22/08	03
117	DEC 22/07	03
118	APR 22/99	02

PAGE	DATE	CODE

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CHAPTER 52 – DOORS

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[*] SAS 150-153, 275; 154 POST-SB 25-332

CHAPTER 52 - DOORS

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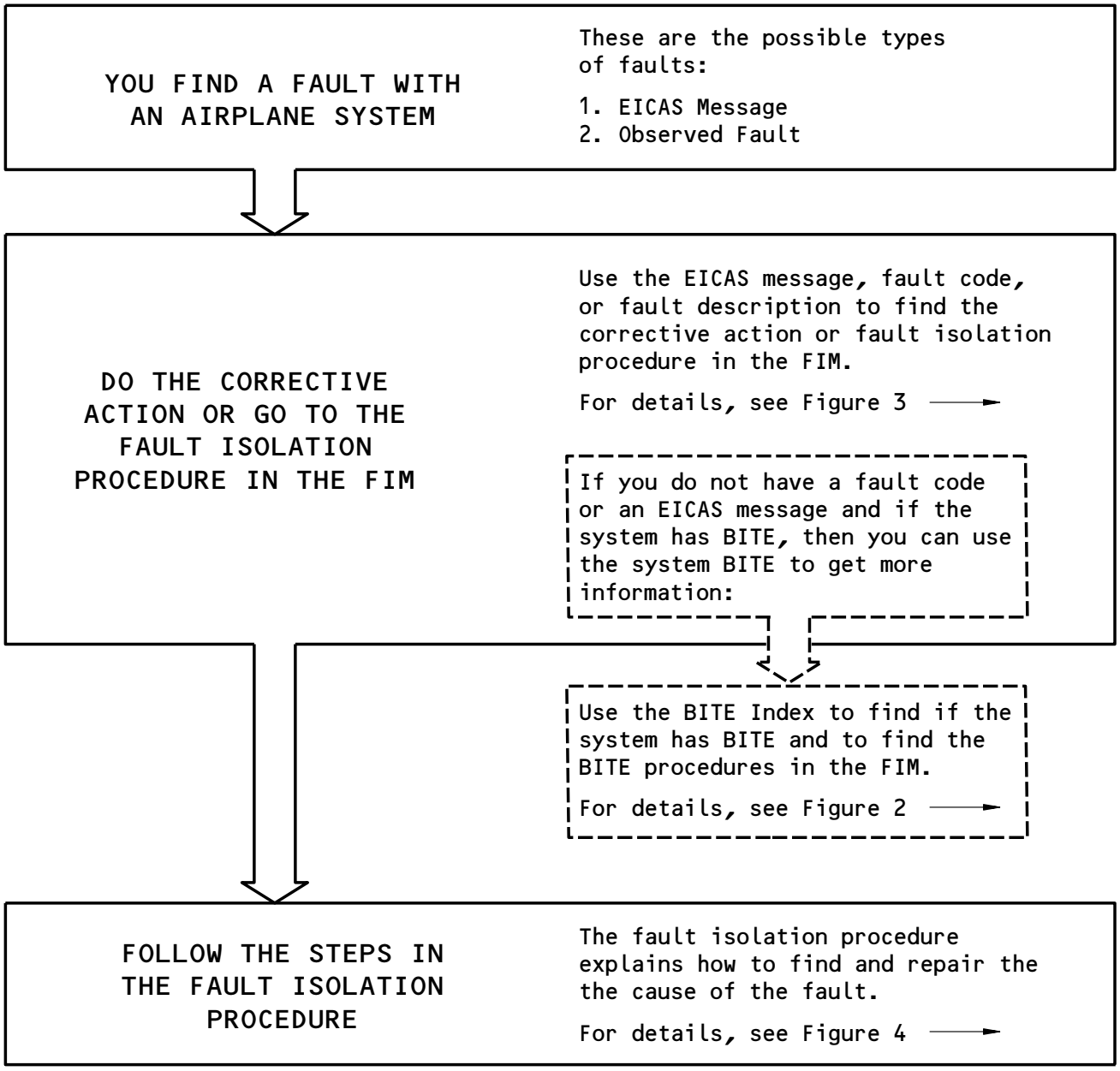
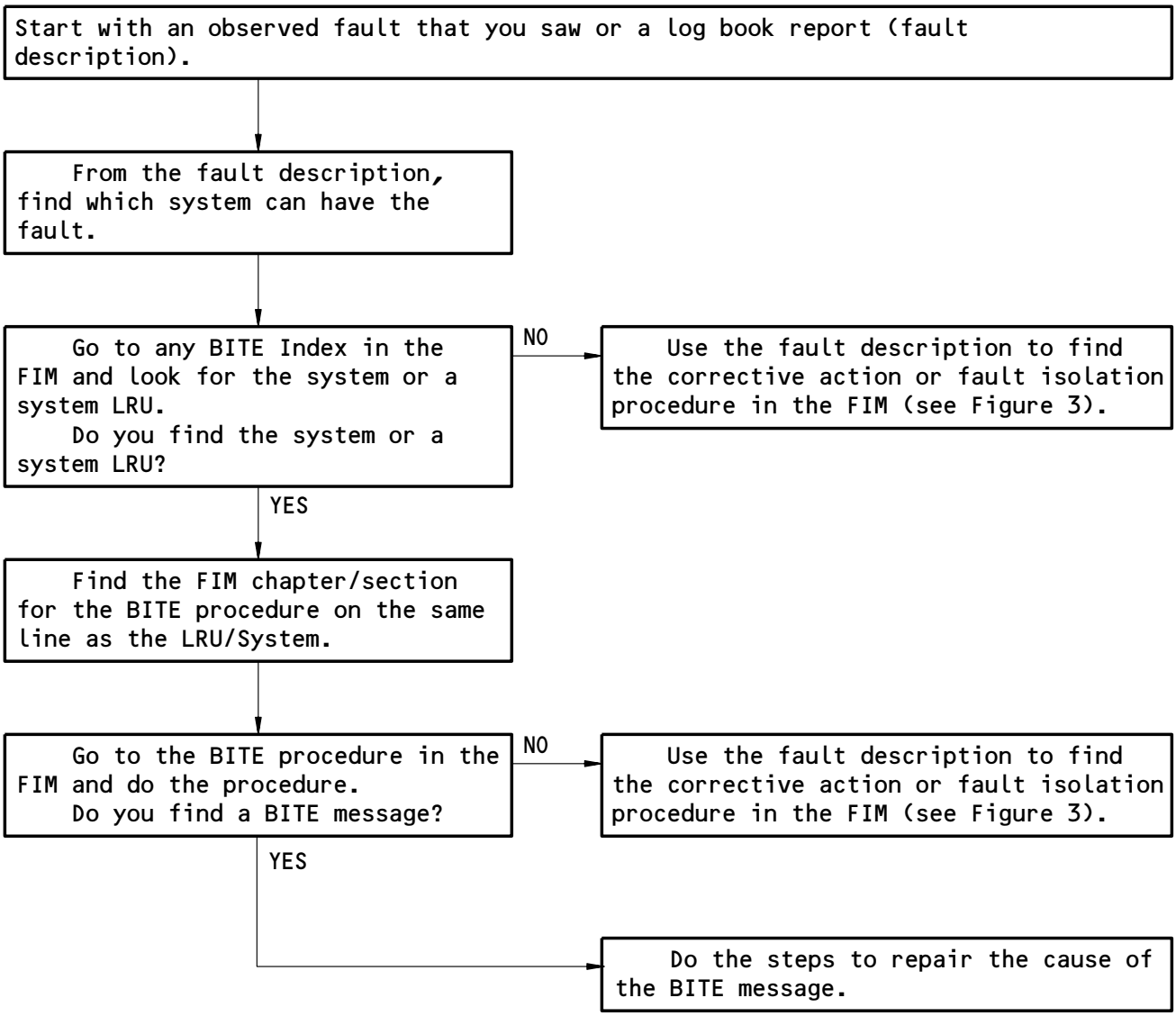


Basic Fault Isolation Process
Figure 1

K37718



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

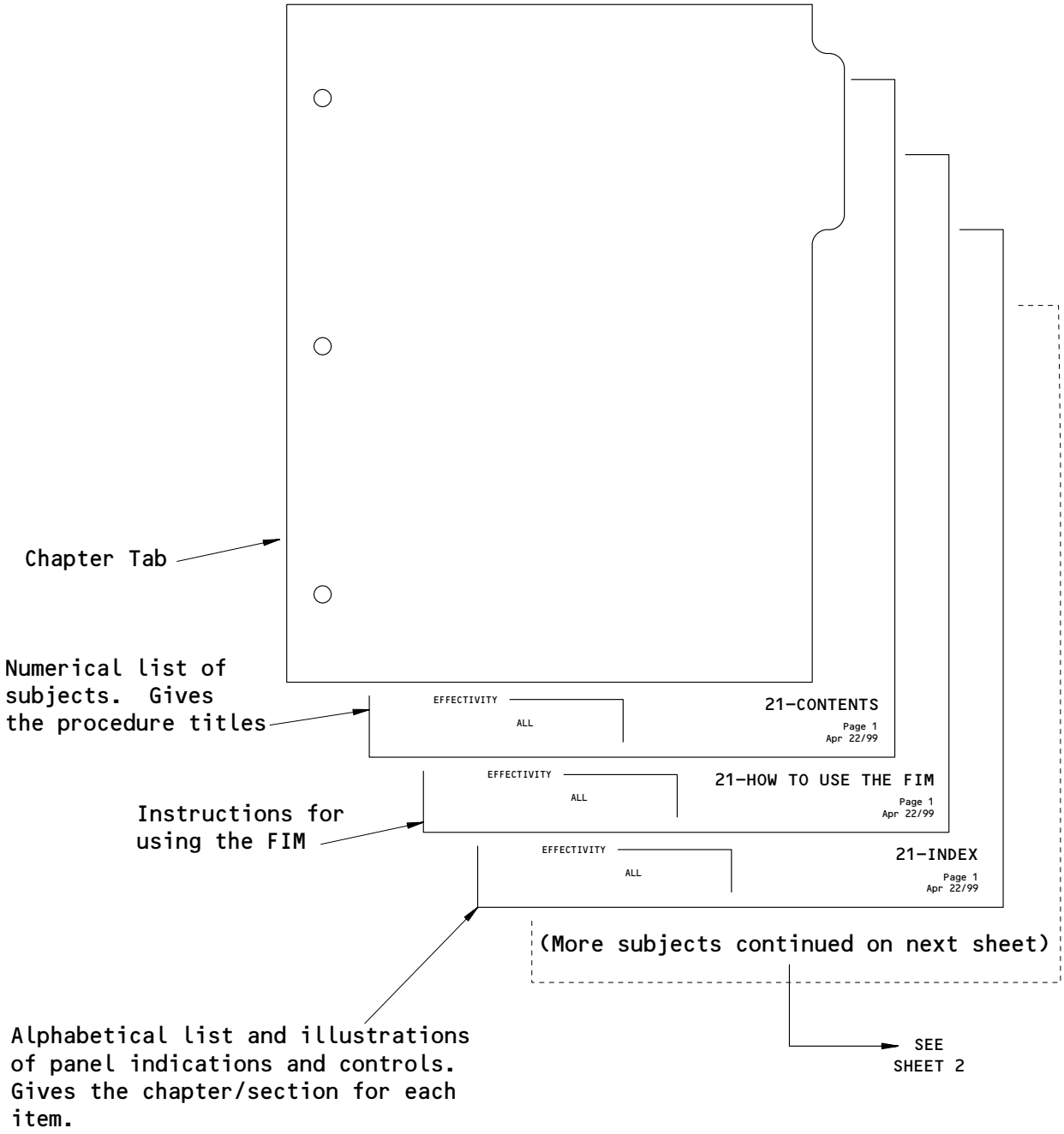
PREREQUISITES

- 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.

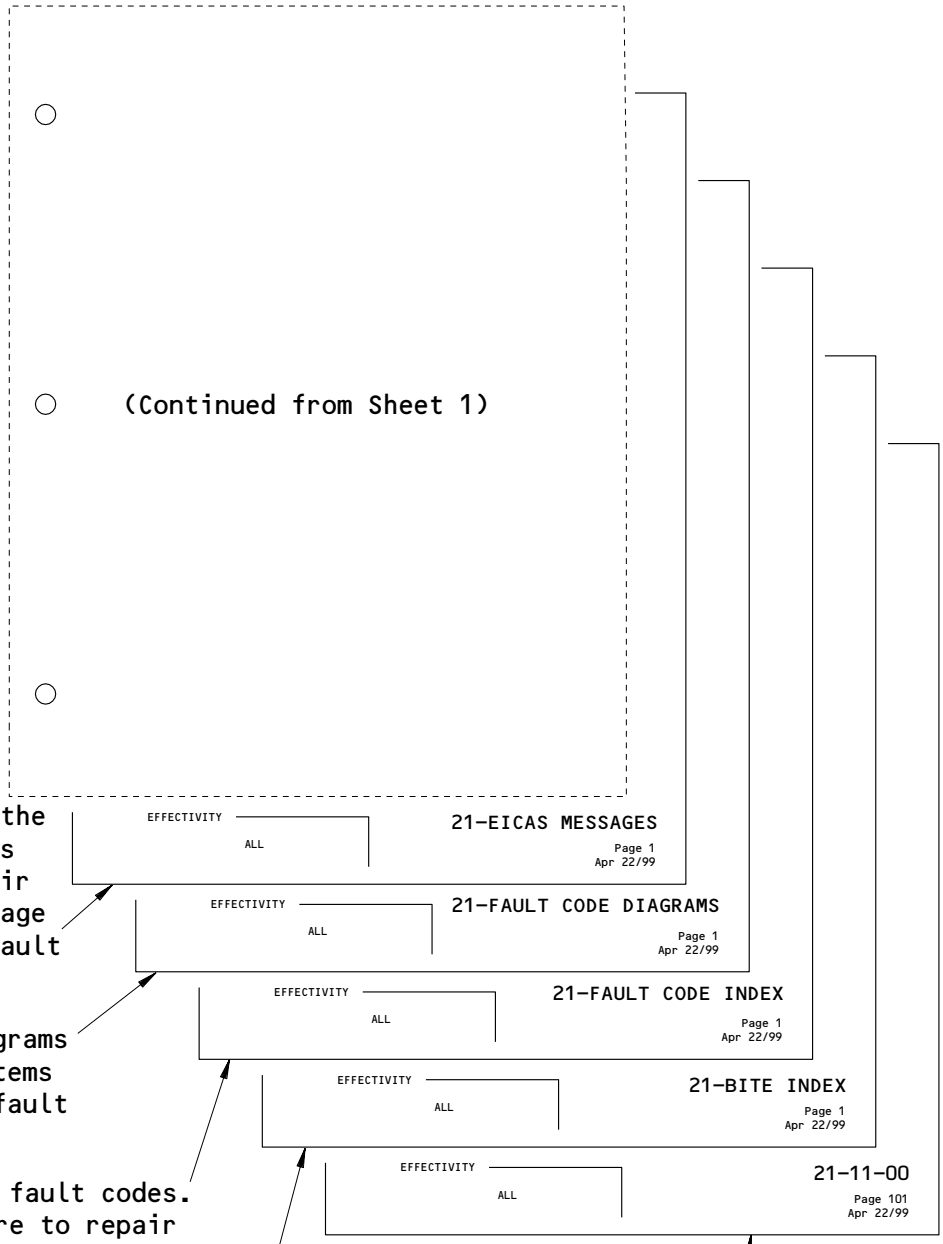
FAULT ISOLATION BLOCKS

- 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)



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.

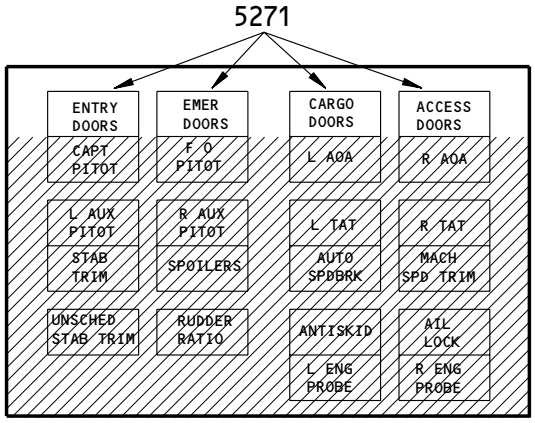
Numerical list of fault codes. Gives the procedure to repair the cause of the fault or a reference to a fault isolation procedure.

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

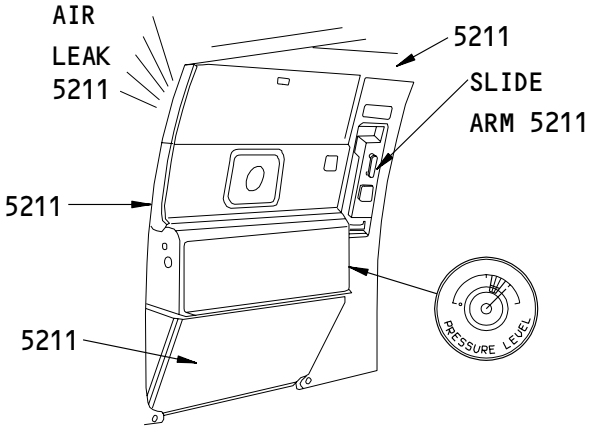
Component index, component location, and fault isolation procedures for the systems in the chapter.

Subjects in Each FIM Chapter
Figure 5 (Sheet 2)

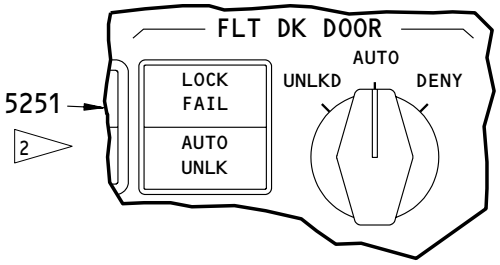
K37723



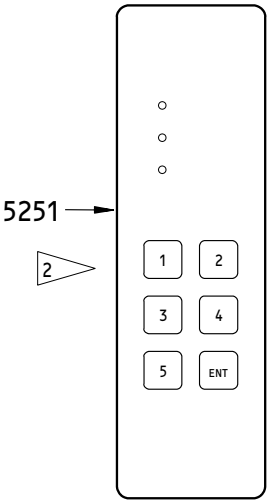
OVERHEAD PANEL



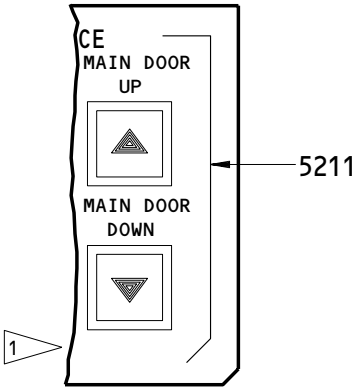
ENTRY/SERVICE DOOR



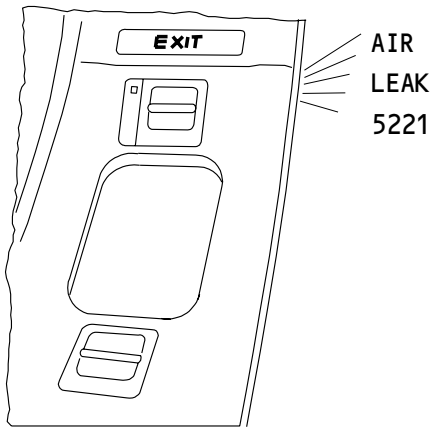
OVERHEAD PANEL



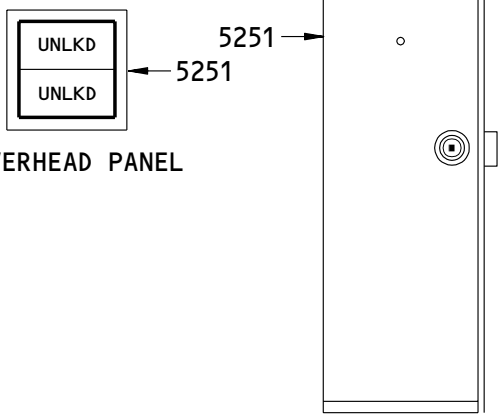
FLT DECK DOOR



ATTENDANT PANEL



OVERWING EMERGENCY EXIT

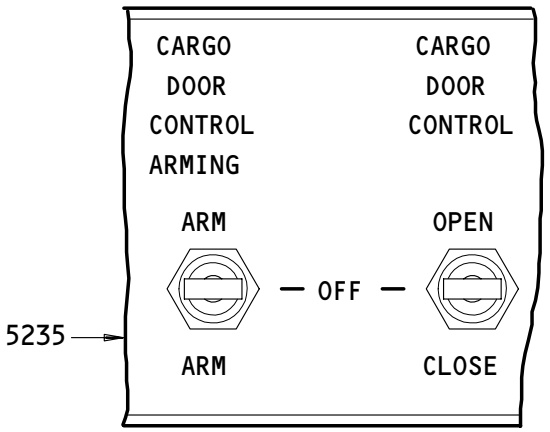


OVERHEAD PANEL

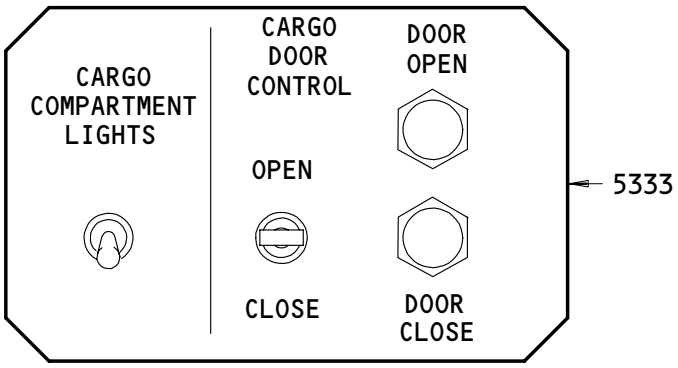
FLT DK DOOR

1 POWERED ENTRY DOORS
2 AS INSTALLED

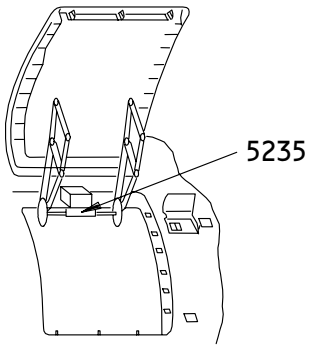
DOORS - INDEX



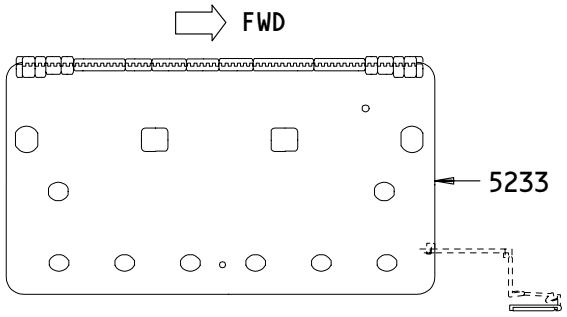
AFT CARGO DOOR CONTROL PANEL



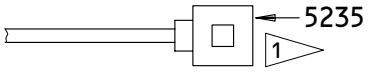
LARGE FWD CARGO DOOR CONTROL PANEL



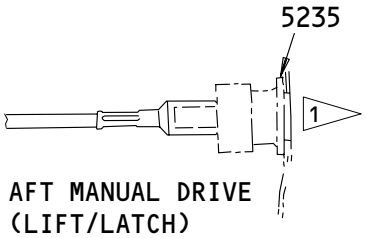
AFT CARGO DOORS



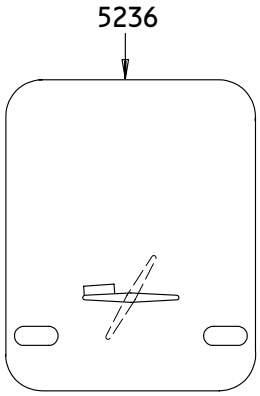
LARGE FWD CARGO DOOR



AFT MANUAL DRIVE
(HINGE)



AFT MANUAL DRIVE
(LIFT/LATCH)



BULK CARGO DOOR

1 NORMAL SIZE CARGO DOOR

DOORS - INDEX

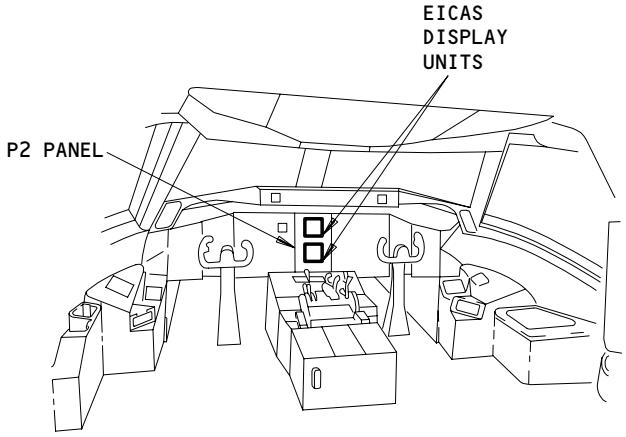
EFFECTIVITY

ALL

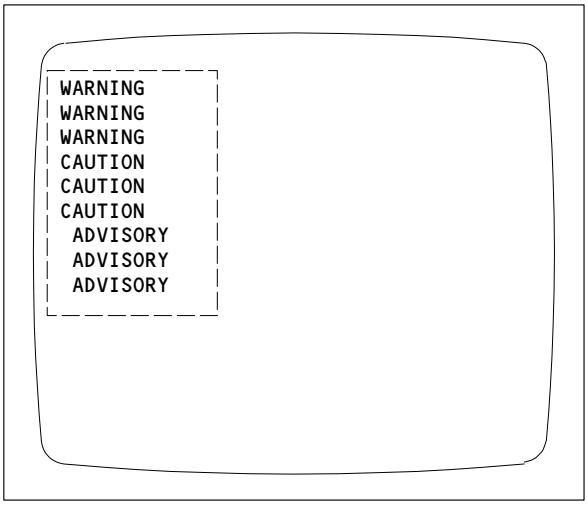
A60577

DOORS - EICAS MESSAGE LIST

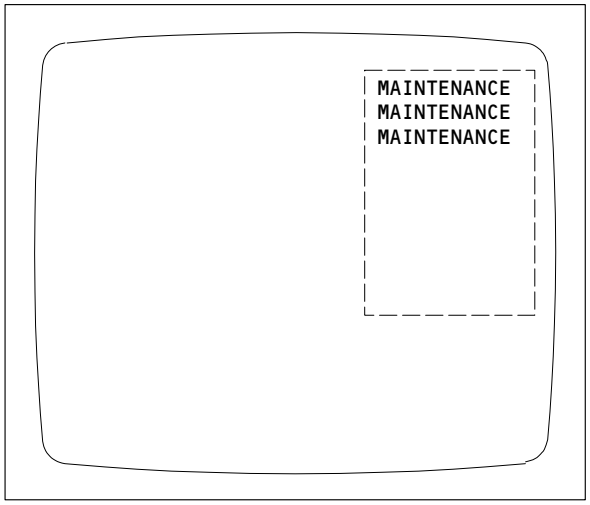
1. General
   A. This procedure shows the EICAS message locations and gives a list of procedures to find the solution for each message.
      (1) EICAS Message Locations (Fig. 1)
         (a) Figure 1 shows the location of the EICAS display units and the area where the messages show on the display units.
         (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



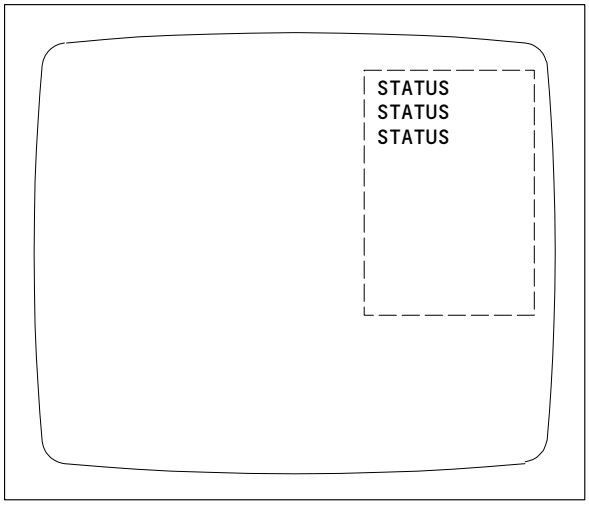
FLIGHT COMPARTMENT



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

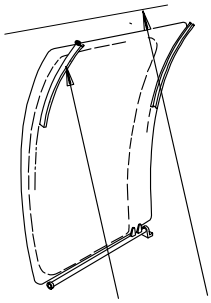
EICAS Message Locations
Figure 1

EICAS MESSAGE LIST		
EICAS MESSAGE	LEVEL	PROCEDURE
ACCESS DOORS	C	Remove the unwanted material or blockages from the forward access door or the electronics access door latch pins and latch fittings. If the problem continues, adjust the access door proximity sensors S200 and S201 (AMM 52-71-00/501).
AFT CARGO DOOR	C	Remove the unwanted material or blockages from the aft cargo door latches. If the problem continues, adjust the aft cargo door locked proximity sensor, S208 (AMM 52-71-00/501).
BULK CARGO DOOR	C	Remove the unwanted material or blockages from the bulk cargo door latches. If the problem continues, adjust the bulk cargo door latched proximity sensor, S211 (AMM 52-71-00/501).
CARGO DOORS	C	Remove the unwanted material or blockages from all of the cargo door latches. If the problem continues, adjust the cargo door locked proximity sensors, S208, S211, and S214 (AMM 52-71-00/501).
E/E ACCESS DOORS	C	Remove the unwanted material or blockages from all of the electronics access door latch pins and latch fittings. If the problem continues, adjust the proximity sensor S201 (AMM 52-71-00/501).
EMER DOORS	C	Remove the unwanted material or blockages from all of the emergency exit latch rollers and latch cams. If the problem continues, adjust the emergency exit proximity sensors (AMM 52-71-00/501).
FWD ACCESS DOOR	C	Remove the unwanted material or blockages from the forward access door latch pins and latch fittings. If the problem continues, adjust the proximity sensor S200 (AMM 52-71-00/501).

EICAS MESSAGE LIST		
EICAS MESSAGE	LEVEL	PROCEDURE
FWD CARGO DOOR	B	Remove the unwanted material or blockages from the forward cargo door latches. If the problem continues adjust the forward cargo door locked proximity sensor, S214 (AMM 52-71-02/201).
ON AIRPLANES WITH TWO HATCHES OVER EACH WING, (L,R) AFT EMER DOOR	C	Remove the unwanted material or blockages from the aft hatch latch rollers and latch cams. If the problem continues, adjust the hatch proximity sensor S216 or S217 (AMM 52-71-00/501).
(L,R) AFT ENT DOOR	C	Close and latch the aft entry door in the correct sequence and make sure the exterior handle is smooth with the fuselage surface (AMM 52-11-00/501). If the problem continues, adjust the aft entry door closed proximity sensor, S204 or S206 (AMM 52-71-00/501) and the latch pin cable (AMM 52-11-00/501). If the problem continues, do the Entry Door System Handle Mechanism Rigging Quick Check procedure (AMM 52–11–25–2).
ON AIRPLANES WITH ONE HATCH OVER EACH WING, (L,R) FWD EMER DOOR	C	Remove the unwanted material or blockages from the hatch latch rollers and latch cams. If the problem continues, adjust the hatch proximity sensor S192 or S193 (AMM 52-71-00/501).
(L,R) ENTRY DOOR	C	Close and latch the forward and aft entry doors in the correct sequence and make sure the exterior handle is smooth with the fuselage surface (AMM 52-11-00/201). If the problem continues, adjust the forward and aft entry door closed proximity sensors, S194, S196, S204, or S206 (AMM 52-71-00/501) and the latch pin cable (AMM 52-11-00/501). If the problem continues, do the Entry Door System Handle Mechanism Rigging Quick Check procedure (AMM 52–11–25–2).

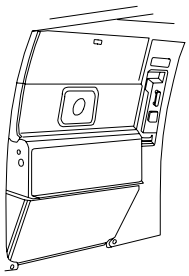
EICAS MESSAGE LIST		
EICAS MESSAGE	LEVEL	PROCEDURE
ON AIRPLANES WITH TWO HATCHES OVER EACH WING, (L,R) FWD EMER DOOR	C	Remove the unwanted material or blockages from the hatch latch rollers and latch cams. If the problem continues, adjust the hatch proximity sensor S192 or S193 (AMM 52-71-00/501).
(L,R) FWD ENT DOOR	C	Close and latch the forward entry door in the correct sequence and make sure the exterior handle is smooth with the fuselage surface (AMM 52-11-00/201). If the problem continues, adjust the forward entry door closed proximity sensor, S194 or S196 (AMM 52-71-00/501) and the latch pin cable (AMM 52-11-00/501). If the problem continues, do the Entry Door System Handle Mechanism Rigging Quick Check procedure (AMM 52-11-25-2).
(L,R) WING SLIDE	C	Remove the unwanted material or blockages from the offwing slide compartment door latches. If the problem continues, adjust the offwing slide compartment door closed proximity sensor S218 or S219 and the offwing slide compartment door locked sensor S198 or S199 (AMM 52-71-00/501).

RAIN GUTTERS, DOOR TRACKS, MOVABLE PNLS



WERE RAIN GUTTERS DOOR LINER TRACKS & MOVABLE PANELS NORMAL?

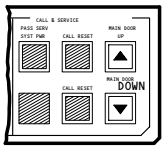
ENTRY/SERVICE DOOR



EXT DR HANDLE

WAS DOOR MANUAL OPERATION OK?

L FWD ATTENDANT PANEL



EXT DR SW

WAS ELECTRIC OPERATION NORMAL?

FAULT CODE/ LOCATION

L FWD	04
R FWD	05
L AFT	08
R AFT	09

NOT APPLY 00

YES → YES → YES → TO SHEET 2

(EXT SW) WILL NOT RAISE DR	52 11 15 04
(EXT SW) WILL NOT LOWER DR	52 11 16 04
PWR DRIVE MOTOR RUNS, DOOR INOP	52 11 17 04
UP MODE INOP	52 11 03 04
DOWN MODE INOP	52 11 04 04
UP AND DOWN MODE INOP	52 11 05 04
BUTTON STICKS	52 11 23 04
DIFFICULT TO OPEN	52 11 06 _ _
(EXT DR HANDLE) DIFFICULT TO CLOSE	52 11 18 _ _
DIFFICULT TO CLOSE	52 11 07 _ _
DIFFICULT TO UNLATCH	52 11 08 _ _
(EXT DR HANDLE) DIFFICULT TO LATCH	52 11 19 _ _
DIFFICULT TO LATCH	52 11 09 _ _
NO DOOR HANDLE SNUBBING ACTION	52 11 24 _ _
UPPER DOOR LINER TRACKS DAMAGED	52 11 20 _ _
UPPER DOOR LINER (BROKEN, OUT OF TRACK, ETC)	52 11 21 _ _
MOVABLE CEILING PNL (BROKEN, OUT OF TRACK, ETC)	52 11 22 _ _
RAIN GUTTER BENT, LEAKS, DAMAGED, ETC.	52 11 25 _ _
REPORT ANY FAULT SYMPTOM OR PATTERN NOT SHOWN ABOVE	52 11 XA _ _

APPLICABLE CIRCUIT BREAKERS 11T6 FWD ENTRY CONT

PASSENGER/SERVICE DOORS (SHEET 1) – FAULT CODES

EFFECTIVITY

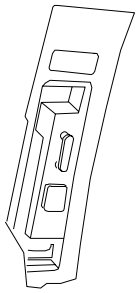
ALL

52-FAULT CODE DIAGRAM

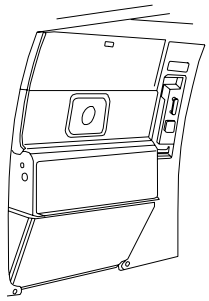
07

161504

SLIDE ARMING HANDLE, COVER, INDICATOR



DOOR BUSTLE, WINDOW



FAULT CODE/ LOCATION

L FWD	04
R FWD	05
L AFT	08
R AFT	09

FROM SHEET 1

WAS SLIDE HANDLE, COVER, INDICATOR NORM?

YES

WAS BUSTLE SECURE, WINDOWS NORMAL?

YES

NOT APPLY 00

NORMAL

BUSTLE LOOSE, BROKEN, ETC. → 52 11 01 _ _

CONDENSATION BETWEEN WINDOWS → 1

INNER WINDOW LOOSE, CAME OUT OF MOLDING → 52 11 26 _ _

DIFFICULT TO ARM, DISARM. → 52 11 02 _ _

COVER NOT FLUSH, BROKEN → 52 11 13 _ _

ARMED IND FLAG GOES BEHIND HANDLE, MISSING, ETC → 52 11 14 _ _

REPORT ANY FAULT SYMPTOM OR PATTERN NOT SHOWN ABOVE → 52 11 XB _ _

1 SEE EQUIPMENT & FURNISHINGS, "APPEARANCE ITEMS" FAULT CODES.

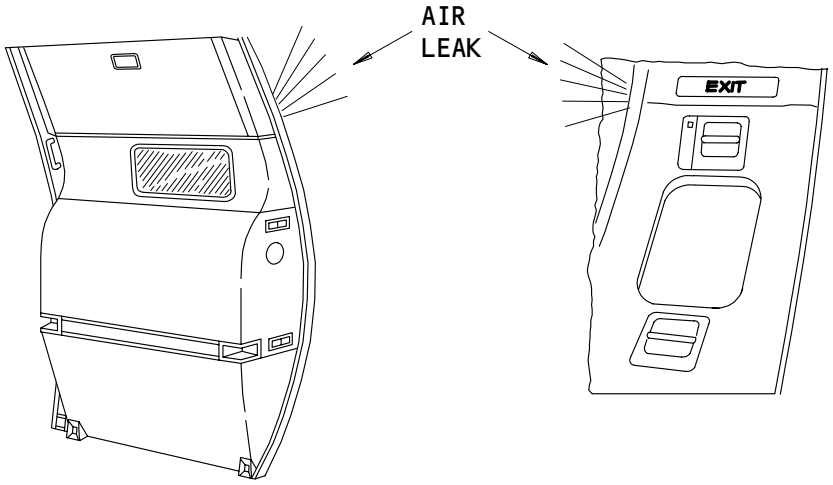
APPLICABLE CIRCUIT BREAKERS
NONE

PASSENGER/SERVICE DOORS (SHEET 2) – FAULT CODES

EFFECTIVITY
ALL

52-FAULT CODE DIAGRAM

959837



FAULT CODE/ LOCATION 1	
L FWD	04
R FWD	05
L EMER	06
R EMER	07
L AFT	08
R AFT	09
L FWD EMER	12
R FWD EMER	13
L AFT EMER	14
R AFT EMER	15

DOES DOOR HAVE EXCESSIVE NOISE LEVEL DUE TO LEAKAGE?

NOT APPLY 00

NO → NORMAL

ENTRY/SERVICE DOOR LEAKS (DESCRIBE AREA) → 52 11 10 _ _

OVERWING EMERGENCY EXIT LEAKS (DESCRIBE AREA) → 52 21 01 _ _

REPORT ANY FAULT SYMPTOM OR PATTERN NOT SHOWN ABOVE → 52 11 XC _ _

1 AS INSTALLED

APPLICABLE CIRCUIT BREAKERS

NONE

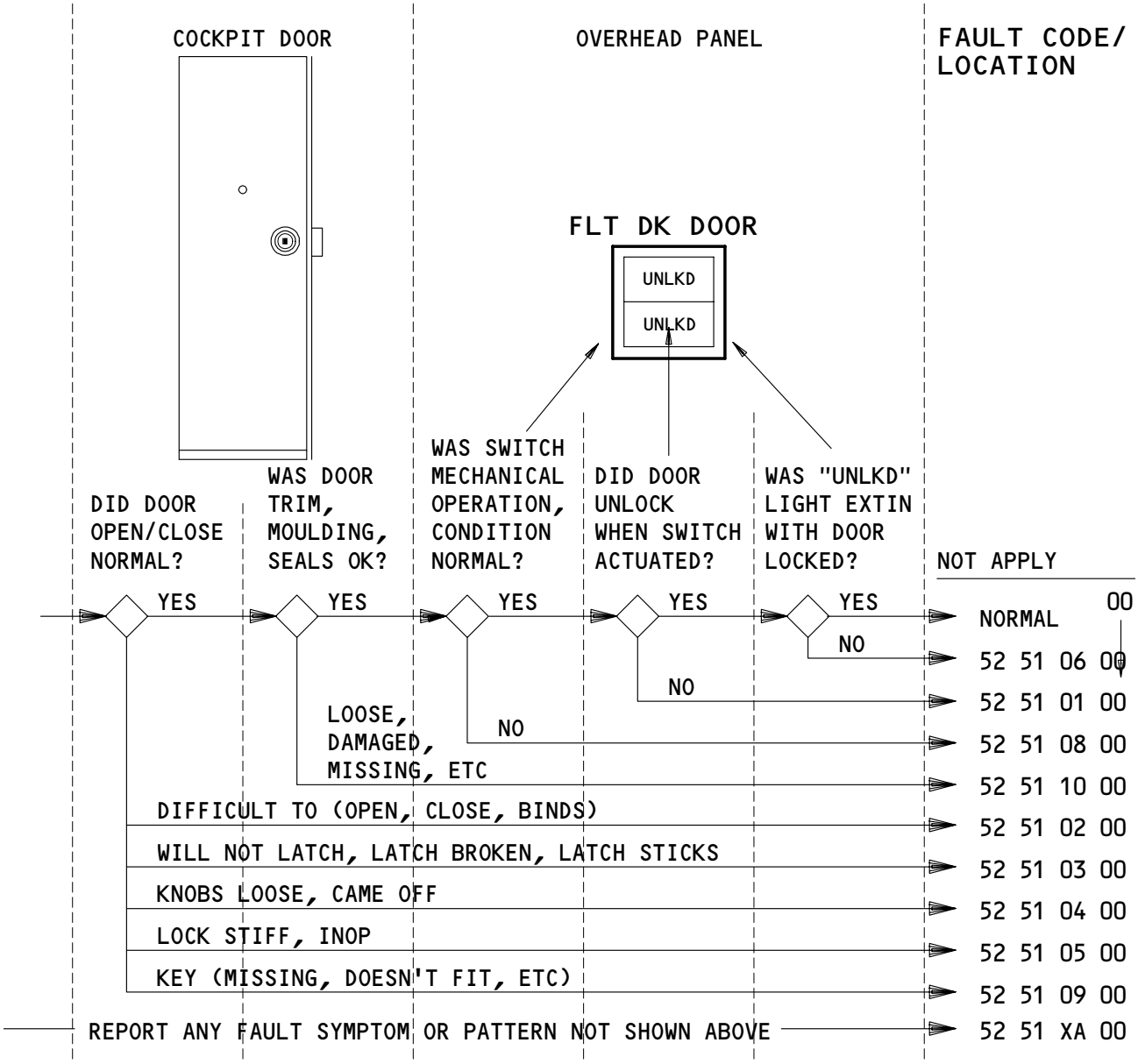
DOOR AIR NOISE – FAULT CODES

EFFECTIVITY

ALL

52-FAULT CODE DIAGRAM

257576



APPLICABLE CIRCUIT BREAKERS

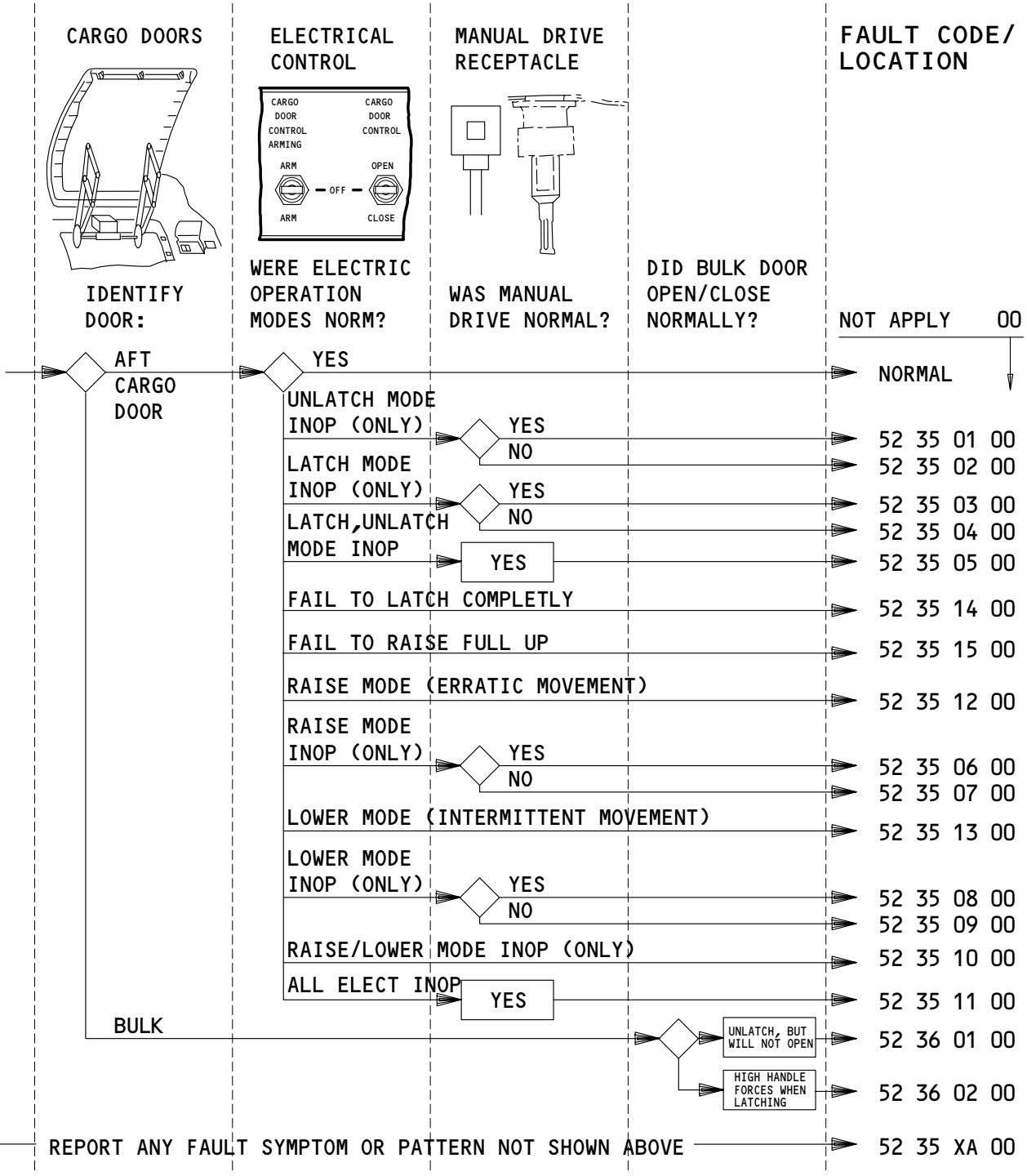
11T5	FLT DK LOCK

COCKPIT DOOR – FAULT CODES

EFFECTIVITY

ALL

52-FAULT CODE DIAGRAM



APPLICABLE CIRCUIT BREAKERS

NONE

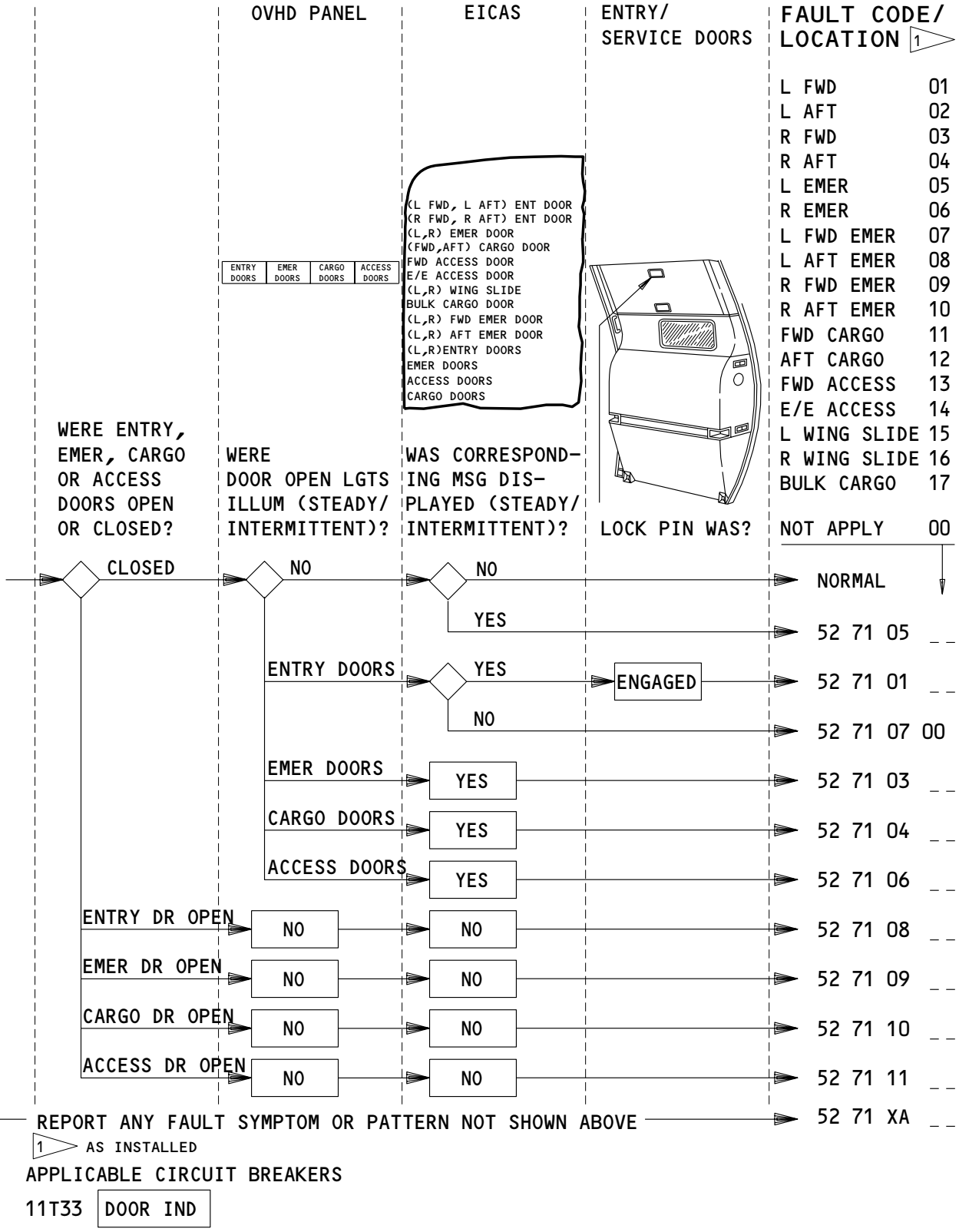
AFT AND BULK CARGO DOORS – FAULT CODES

EFFECTIVITY

ALL

52-FAULT CODE DIAGRAM

48748



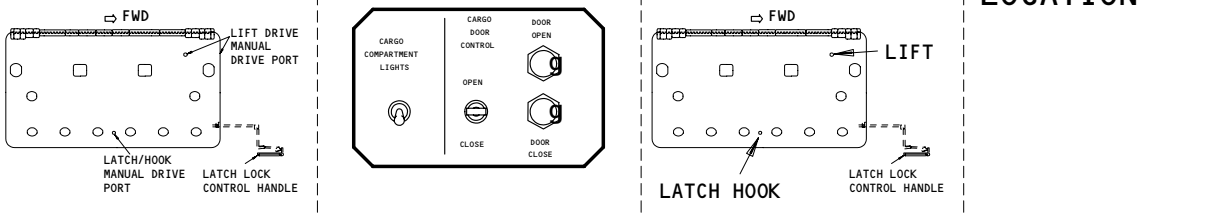
DOOR INDICATION – FAULT CODES

EFFECTIVITY

ALL

52-FAULT CODE DIAGRAM

257577



WERE MANUAL LATCH LOCK OPERATION MODES NORM?

WERE ELECTRICAL OPERATION MODES NORM?

WAS MANUAL DRIVE NORM?

NOT APPLY 00

YES

YES

NORMAL

UNLATCH/UNHOOK MODE INOP — YES — 52 34 12 00
NO — 52 34 13 00

LATCH/HOOK MODE INOP (ONLY) — YES — 52 34 14 00
NO — 52 34 15 00

LATCH/HOOK AND UNLATCH/UNHOOK MODES INOP — YES — 52 34 16 00
NO — 52 34 17 00

FAIL TO LATCH COMPLETLY — 52 34 30 00

FAIL TO RAISE FULL UP — 52 34 31 00

LIFT MODE INOP (ONLY) — YES — 52 34 18 00
NO — 52 34 19 00

LOWER MODE INOP (ONLY) — YES — 52 34 20 00
NO — 52 34 21 00

LIFT & LOWER MODES INOP — YES — 52 34 22 00
NO — 52 34 23 00

ALL ELEC INOP — YES — 52 34 24 00

LATCH LOCK INOP (ONLY) — 52 34 25 00

LATCH UNLOCK INOP (ONLY) — 52 34 26 00

LATCH LOCK/UNLOCK INOP (ONLY) — 52 34 27 00

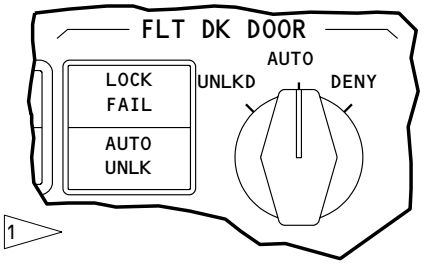
REPORT ANY FAULT SYMPTOM OR PATTERN NOT SHOWN ABOVE — 52 34 XB 00

APPLICABLE CIRCUIT BREAKERS

NONE

FORWARD CARGO DOOR – FAULT CODES

OVERHEAD PANEL



FAULT CODE/ LOCATION

UNLK	01
AUTO	02
DENY	03
ALL	04

WAS FLIGHT DECK DOOR CONTROL PANEL OPERATION NORMAL? — NOT APPLY 00

YES → NORMAL

DOOR LOCK FAIL LIGHT ABNORMAL → 52 51 11 00

DOOR AUTO UNLOCK LIGHT ABNORMAL → 52 51 12 00

DOOR LOCK CONTROL SELECTOR ABNORMAL → 52 51 13 _ _

REPORT ANY FAULT SYMPTOM OR PATTERN NOT SHOWN ABOVE → 52 51 XB _ _

APPLICABLE CIRCUIT BREAKERS

NONE

1 AS INSTALLED

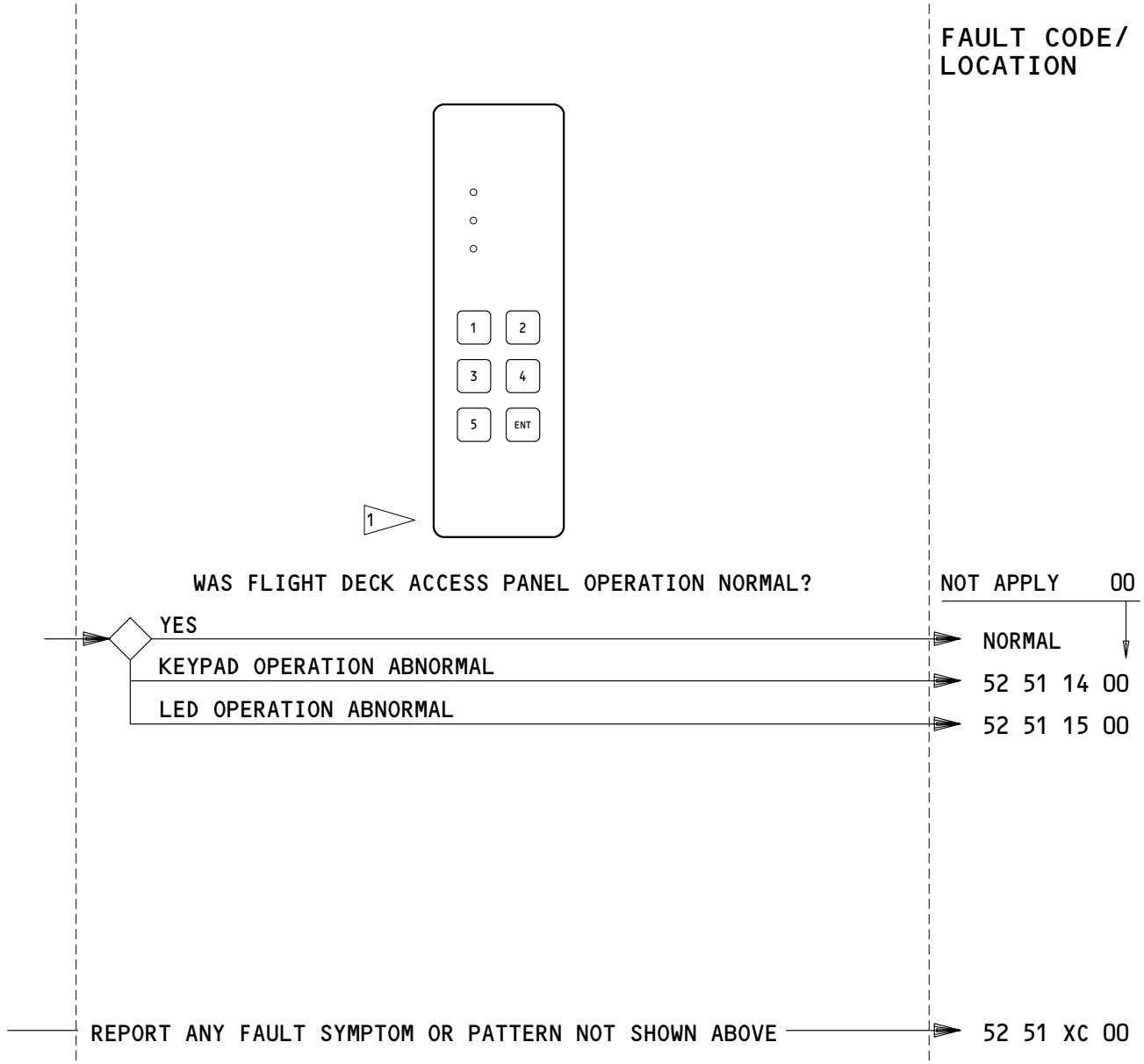
FLIGHT DECK DOOR CONTROL PANEL – FAULT CODES

EFFECTIVITY

ALL

52-FAULT CODE DIAGRAM

J94207



APPLICABLE CIRCUIT BREAKERS

NONE

1 AS INSTALLED

FLIGHT DECK ACCESS PANEL – FAULT CODES

EFFECTIVITY

ALL

52-FAULT CODE DIAGRAM

J94209

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
52 11 XA --	1. A (04=L FWD, 08=L AFT, 05=R FWD, 09=R AFT) door operation problem was encountered by the flight crew which is not covered in the fault code diagrams. (Ref Fault Code Diagram for flight crew actions). 2. AMM 52-11-00
52 11 XB --	1. A (04=L FWD, 05=R FWD, 08=L AFT, 09=R AFT) door window or slide arming problem was encountered by the flight crew which is not covered in the fault code diagrams. (Ref Fault Code Diagram for flight crew actions). 2. AMM 52-11-00
52 11 XC --	1. A (04=L FWD, 05=R FWD, 06=L EMER, 07=R EMER, 08=L AFT, 09=R AFT, 12=L FWD EMER, 13=R FWD EMER, 14=L AFT EMER, 15=R AFT EMER) door air leak problem was encountered by the flight crew which is not covered in the fault code diagrams. (Ref Fault Code Diagram for flight crew actions). 2. AMM 52-09-00
52 34 XB 00	1. Large forward cargo door problem was encountered by the ground crew which is not covered in the fault code diagrams. (Ref Fault Code Diagram for ground crew actions.) 2. AMM 52-33-00
52 35 XA 00	1. Aft and bulk cargo door problem was encountered by the ground crew which is not covered in the fault code diagrams. (Ref Fault Code Diagram for ground crew actions.) 2. AMM 52-35-00, AMM 52-36-00
52 51 XA 00	1. A cockpit door problem was encountered by the flight crew which is not covered in the fault code diagrams. (Ref Fault Code Diagram for flight crew actions). 2. FIM 52-51-00/101, Fig. 104, Block 1

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
52 51 XB --	1. A flight deck door control panel problem was encountered by the flight crew which is not covered in the fault code diagrams. (Ref Fault Code Diagram for flight crew actions). 2. FIM 52-51-00
52 51 XC 00	1. A flight deck access panel problem was encountered by the flight crew which is not covered in the fault code diagrams. (Ref Fault Code Diagram for flight crew actions). 2. FIM 52-51-00
52 71 XA --	1. A (01= L FWD, 02=L AFT, 03=R FWD, 04=R AFT, 05=L EMER, 06=R EMER, 07=L FWD EMER, 08=L AFT EMER, 09=R FWD EMER, 10=R AFT EMER, 11=FWD CARGO, 12=AFT CARGO, 13=FWD ACCESS, 14=E/E ACCESS, 15=L WING SLIDE, 16=R WING SLIDE, 17=BULK CARGO) door warning indication problem was encountered by the flight crew which is not covered in the fault code diagrams. (Ref Fault Code Diagrams for flight crew actions). 2. AMM 52-71-00
52 11 01 --	1. (04=L FWD, 05=R FWD, 08=L AFT, 09=R AFT) door bustle not secure (Ref Log Book Report for detailed problem description). 2. Replace bustle (AMM 52-11-00)
52 11 02 --	1. (04=L FWD, 05=R FWD, 08=L AFT, 09=R AFT) door slide arming handle difficult to (arm, disarm). 2. FIM 52-11-00/101, Fig. 103, Block 1
52 11 03 04	1. L FWD door will not raise electrically. 2. FIM 52-11-00/101, Fig. 106, Block 1
52 11 04 04	1. L FWD door will not lower electrically. 2. FIM 52-11-00/101, Fig. 107, Block 1
52 11 05 04	1. L FWD door will not raise or lower electrically. 2. FIM 52-11-00/101, Fig. 108, Block 1
52 11 06 --	1. (04=L FWD, 05=R FWD, 08=L AFT, 09=R AFT) door difficult to open. 2. FIM 52-11-00/101, Fig. 104, Block 1
52 11 07 --	1. (04=L FWD, 05=R FWD, 08=L AFT, 09=R AFT) door difficult to close. 2. FIM 52-11-00/101, Fig. 104, Block 1

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
52 11 08 --	1. (04=L FWD, 05=R FWD, 08=L AFT, 09=R AFT) door difficult to unlatch. 2. FIM 52-11-00/101, Fig. 105, Block 1
52 11 09 --	1. (04=L FWD, 05=R FWD, 08=L AFT, 09=R AFT) door difficult to latch. 2. FIM 52-11-00/101, Fig. 105, Block 1
52 11 10 --	1. (04= L FWD, 05= R FWD, 08= L AFT, 09= R AFT) door has noise from air leak (Ref Log Book Report for detailed problem description). 2. Repair or replace door seal (AMM 52-09-00 or AMM 52-09-01) as required.
51 11 11 --	Not Used
52 11 12 --	Not Used
52 11 13 --	1. (04=L FWD, 05=R FWD, 08=L AFT, 09=R AFT) Arming lever cover (not flush, broken). (Ref Log Book Report for description of problem). 2. Repair or replace arming lever cover as required (AMM 52-11-00).
52 11 14 --	1. (04=L FWD, 05=R FWD, 08=L AFT, 09=R AFT) Armed indicator flag (goes behind handle, missing, etc). (Ref Log Book Report for description of problem). 2. Repair, replace, or adjust armed indicator flag as required (AMM 52-11-00).
52 11 15 04	1. L fwd door will not raise using EXT DR SW. 2. Replace fwd entry door external control switch, S410 (AMM 52-11-46).
52 11 16 04	1. L fwd door will not lower using EXT DR SW. 2. Replace fwd entry door external control switch, S410 (AMM 52-11-46).
52 11 17 04	1. L fwd door power drive motor runs but door will not move. 2. Replace power drive unit (ELEC MOTOR) (AMM 52-11-45).
52 11 18 --	1. (04=L FWD, 05=R FWD, 08=L AFT, 09=R AFT) Door difficult to close using EXT DR handle. 2. Replace door handle mechanism if damaged (AMM 52-11-25). Adjust door handle mechanism (AMM 52-11-25).

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
52 11 19 --	1. (04=L FWD, 05=R FWD, 08=L AFT, 09=R AFT) Door difficult to latch using EXT DR handle. 2. Replace door handle mechanism if damaged (AMM 52-11-25). Adjust door handle mechanism (AMM 52-11-25).
52 11 20 --	1. (04=L FWD, 05=R FWD, 08=L AFT, 09=R AFT) Upper door liner tracks damaged. 2. Replace upper door liner tracks (AMM 25-22-07). Adjust upper door liner tracks (AMM 25-22-07).
52 11 21 --	1. (04=L FWD, 05=R FWD, 08=L AFT, 09=R AFT) Door upper sidewall panel (broken, out of track, etc). 2. Replace door upper sidewall panel (upper door liner) if broken (AMM 52-11-00). Adjust upper door liner tracks (AMM 25-22-07).
52 11 22 --	1. (04=L FWD, 05=R FWD, 08=L AFT, 09=R AFT) Movable ceiling panels (broken, out of track, etc). 2. Replace door ceiling panels if broken (AMM 25-22-03). Adjust upper door liner tracks (AMM 25-22-07).
52 11 23 04	1. L fwd door (up/down) button sticks. 2. Repair or replace applicable switch (S13, S18) (WDM 52-11-11).
52 11 24 --	1. (04=L fwd, 05=R fwd 08=L aft, 09=R aft) door handle has no snubbing action. 2. Replace snubber (AMM 52-11-10).
52 11 25 --	1. (04=L fwd, 05=R fwd, 08=L aft, 09=R aft) door gutter (bent, leaks, damaged, etc). 2. Repair or replace gutter (AMM 52-00-00).
52 11 26 --	1. (04=L fwd, 05=R fwd, 08=L aft, 09=R aft) door inner window is (loose, out of molding). 2. Replace window (AMM 56-31-01).
52 21 01 --	1. (06=L EMER, 07=R EMER , 12=L FWD EMER, 13=R FWD EMER, 14=L AFT EMER, 15=R AFT EMER) exit has noise from air leak (Describe area). 2. Repair or replace door seal as required (AMM 52-09-00/801).
52 34 01 00 thru 52 34 11 00	Not Used
52 34 12 00	1. Fwd cargo door will not unlatch/unhook electrically. Other elec modes normal. 2. FIM 52-33-00/101, Fig. 103, Block 1

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
52 34 13 00	1. Fwd cargo door will not unlatch/unhook electrically or manually. 2. FIM 52-33-00/101, Fig. 104, Block 1
52 34 14 00	1. Fwd cargo door will not latch/hook closed electrically. Other elec modes normal. 2. FIM 52-33-00/101, Fig. 105, Block 1
52 34 15 00	1. Fwd cargo door will not latch/hook closed electrically or manually. Other elec modes normal. 2. FIM 52-33-00/101, Fig. 106, Block 1
52 34 16 00	1. Fwd cargo door will not latch/hook closed or unlatch/unhook electrically. Other elec modes normal. 2. FIM 52-33-00/101, Fig. 107, Block 1
52 34 17 00	1. Fwd cargo door will not latch/hook closed or unlatch/unhook electrically or manually. Other elec modes normal. 2. FIM 52-33-00/101, Fig. 104, Block 1 FIM 52-33-00/101, Fig. 106, Block 1
52 34 18 00	1. Fwd cargo door will not lift electrically. Other elec modes normal. 2. FIM 52-33-00/101, Fig. 108, Block 1
52 34 19 00	1. Fwd cargo door will not lift electrically or manually. Other elec modes normal. 2. FIM 52-33-00/101, Fig. 109, Block 1
52 34 20 00	1. Fwd cargo door will not lower electrically. Other elec modes normal. 2. FIM 52-33-00/101, Fig. 110, Block 1
52 34 21 00	1. Fwd cargo door will not lower electrically or manually. Other elec modes normal. 2. FIM 52-33-00/101, Fig. 109, Block 1
52 34 22 00	1. Fwd cargo door will not lift or lower electrically. Other elec modes normal. 2. FIM 52-33-00/101, Fig. 111, Block 1
52 34 23 00	1. Fwd cargo door will not lift or lower electrically or manually. Other elec modes normal. 2. FIM 52-33-00/101, Fig. 112, Block 1

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
52 34 24 00	1. Fwd cargo door electrical operation inop. 2. FIM 52-33-00/101, Fig. 113, Block 1
52 34 25 00	1. Fwd cargo door will not latch lock. 2. FIM 52-33-00/101, Fig. 114, Block 1
52 34 26 00	1. Fwd cargo door will not latch unlock. 2. FIM 52-33-00/101, Fig. 115, Block 1
52 34 27 00	1. Fwd cargo door will not latch lock or latch unlock. 2. FIM 52-33-00/101, Fig. 114, Block 1 FIM 52-33-00/101, Fig. 115, Block 1
52 34 28 -- thru 52 34 29 --	Not Used
52 34 30 00	1. Fwd cargo door will not latch completely. 2. FIM 52-33-00/101, Fig. 114, Block 1
52 34 31 00	1. Fwd cargo door fails to raise full up. 2. FIM 52-33-00/101, Fig. 116, Block 1
52 35 01 00	1. Aft cargo door will not unlatch electrically. Manual drive unlocks door normal. Other elec modes normal. 2. FIM 52-35-00/101, Fig. 103, Block 1
52 35 02 00	1. Aft cargo door will not unlatch electrically, or with manual drive. Other elec modes normal. 2. FIM 52-35-00/101, Fig. 104, Block 1
52 35 03 00	1. Aft cargo door will not latch closed electrically. Manual drive will lock door closed. Other elec modes normal. 2. FIM 52-35-00/101, Fig. 105, Block 1
52 35 04 00	1. Aft cargo door will not latch closed electrically or manually. Other elec modes normal. 2. FIM 52-35-00/101, Fig. 106, Block 1
52 35 05 00	1. Aft cargo door will not unlatch or latch electrically. Other elec modes normal. 2. FIM 52-35-00/101, Fig. 107, Block 1

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
52 35 06 00	1. Aft cargo door will not raise electrically. Manual drive will raise door. Other elec modes normal. 2. FIM 52-35-00/101, Fig. 108, Block 1
52 35 07 00	1. Aft cargo door will not raise electrically or manually. Other elec modes normal. 2. FIM 52-35-00/101, Fig. 109, Block 1
52 35 08 00	1. Aft cargo door will not lower electrically. Manual drive will lower door. Other elec modes normal. 2. FIM 52-35-00/101, Fig. 110, Block 1
52 35 09 00	1. Aft cargo door will not lower electrically or manually. Other elec modes normal. 2. FIM 52-35-00/101, Fig. 109, Block 1
52 35 10 00	1. Aft cargo door will not raise or lower electrically or manually. Other elec modes normal. 2. FIM 52-35-00/101, Fig. 109, Block 1
52 35 11 00	1. Aft cargo door electrical operation inop. 2. FIM 52-35-00/101, Fig. 111, Block 1
52 35 12 00	1. Aft cargo door has erratic movement during raise mode. 2. FIM 52-35-00/101, Fig. 112, Block 1
52 35 13 00	1. Aft cargo door has intermittent movement during lower mode. 2. FIM 52-35-00/101, Fig. 113, Block 1
52 35 14 00	1. Aft cargo door will not latch completely. 2. FIM 52-35-00/101, Fig. 114, Block 1
52 35 15 00	1. Aft cargo door fails to raise full up. 2. FIM 52-35-00/101, Fig. 109, Block 2
52 36 01 00	1. Bulk cargo door will unlatch, but not open. 2. FIM 52-36-00/101, Fig. 103, Block 1
52 36 02 00	1. Bulk cargo door handle requires high forces when latching door. 2. FIM 52-36-00/101, Fig. 104, Block 1

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
52 51 01 00	1. Cockpit door will not release electrically. 2. FIM 52-51-00/101, Fig. 103, Block 1
52 51 02 00	1. Cockpit door difficult to (open/close) (Ref Log Book Report for detailed problem description). 2. Repair or replace door as required (AMM 52-51-01).
52 51 03 00	1. Cockpit door (will not latch, latch broken, latch sticks). 2. Replace door strike (AMM 52-51-03).
52 51 04 00	1. Cockpit door knob (loose, came off) (Ref Log Book Report for description of problem). 2. Repair or replace door knob as required (AMM 52-51-00).
52 51 05 00	1. Cockpit door lock (stiff, inop) (Ref Log Book Report for description of problem). 2. Repair or replace door lock as required (AMM 52-51-01).
52 51 06 00	1. Cockpit door UNLKD lgt failed to extin with door locked. 2. FIM 52-51-00/101, Fig. 104, Block 1
52 51 07 00	Not Used
52 51 08 00	1. Flt dk door switch is defective. Describe problem. 2. Replace switch/light YCXS1 on right overhead lighting control module M10057 (AMM 33-13-00) or M10057 (WDM 53-51-11).
52 51 09 00	1. Cockpit door key (missing, doesn't fit, etc.). 2. Obtain new key.
52 51 10 00	1. Cockpit door (seal, moulding, trim) is (loose, damaged, missing). 2. Repair or replace as required

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
52 51 11 00	1. Flight Deck Door LOCK FAIL (inop, door locked, etc.). 2. Repair or replace as required (FIM 52-51-00).
52 51 12 00	1. Flight Deck Door AUTO UNLK light operation abnormal. 2. Repair or replace as required (FIM 52-51-00).
52 51 13 --	1. Flight Deck Door Lock Selector operation abnormal. 2. Repair or replace as required (FIM 52-51-00).
52 51 14 00	1. Flight Deck Access Panel Keypad (access code, specify key) operation abnormal. 2. Repair or replace as required (FIM 52-51-00).
52 51 15 00	1. Flight Deck Access Panel (red, amber, green) LED operation abnormal. 2. Repair or replace as required (FIM 52-51-00).
52 71 01 --	1. ENTRY DOORS light illum (steady, intermittent). EICAS message (01=L FWD ENT DOOR, 02=L AFT ENT DOOR, 03=R FWD ENT DOOR, 04=R AFT ENT DOOR) displayed (steady, intermittent). Lock pin is engaged. 2. FIM 52-71-00/101, Fig. 103, Block 1
52 71 02 --	Not Used
52 71 03 --	1. EMER DOORS light illum (steady, intermittent). EICAS message (05=L EMER DOOR, 06=R EMER DOOR, 07=L FWD EMER, 08=L AFT EMER, 09=R FWD EMER, 10=R AFT EMER, 15=L WING SLIDE, 16=R WING SLIDE) displayed (steady, intermittent). 2. (05=L EMER DOOR, 06=R EMER DOOR , 07=L FWD EMER, 08=L AFT EMER, 09=R FWD EMER, 10=R AFT EMER) FIM 52-71-00/101, Fig. 105, Block 1 (15=L WING SLIDE, 16=R WING SLIDE) FIM 52-71-00/101, Fig. 107, Block 1
52 71 04 --	1. CARGO DOORS light illum (steady, intermittent). EICAS message (11=FWD CARGO DOOR, 12=AFT CARGO DOOR, 17=BULK CARGO DOOR) displayed (steady, intermittent). Cabin press norm. 2. (07=FWD CARGO DOOR, 08=AFT CARGO DOOR) FIM 52-71-00/101, Fig. 104, Block 1 (17=BULK CARGO DOOR) FIM 32-09-03/101, Fig. 103, Block 1

FAULT CODE	1. LOG BOOK REPORT 2. FAULT ISOLATION REFERENCE
52 71 05 --	1. Corresponding EICAS message displayed for (01=L FWD, 02=L AFT, 03=R FWD, 04=R AFT, 05=L EMER, 06=R EMER, 07=L FWD EMER, 08=L AFT EMER, 09=R FWD EMER, 10=R AFT EMER, 11=FWD CARGO, 12=AFT CARGO, 13=FWD ACCESS, 14=E/E ACCESS, 17=BULK CARGO) DOOR. DOOR OPEN light not illuminated. 2. FIM 52-71-00/101, Fig. 106, Block 1
52 71 06 --	1. ACCESS DOORS light illum (steady, intermittent). EICAS message (13=FWD ACCESS DOOR, 14=E/E ACCESS DOOR) displayed (steady, intermittent). Cabin press norm. 2. FIM 32-09-03/101, Fig. 103, Block 1
52 71 07 00	1. ENTRY DOORS lgt illum without associated door EICAS msg. 2. Check wiring from ENTRY DOORS light (YDLL1) terminal 2 to M162 Proximity Switch Electronics Unit (PSEU) connector D2166D pin K15 for shorts. Repair circuit as necessary (WDM 52-71-11).
52 71 08 --	1. EICAS msg (01=L FWD, 02=L AFT, 03=R FWD, 04=R AFT) ENT DOOR did not display with door open. 2. FIM 32-09-03/101, Fig. 103, Block 1
52 71 09 --	1. EICAS msg (05=L EMER, 06=R EMER, 07=L FWD EMER, 08=L AFT EMER, 09=R FWD EMER, 10=R AFT EMER, 15=L WING SLIDE, 16=R WING SLIDE) DOOR did not display with door open. 2. FIM 32-09-03/101, Fig. 103, Block 1
52 71 10 --	1. EICAS msg (11=FWD CARGO, 12=AFT CARGO, 17=BULK CARGO) DOOR did not display with door open. 2. FIM 32-09-03/101, Fig. 103, Block 1
52 71 11 --	1. EICAS msg (13=FWD ACCESS, 14=E/E ACCESS) DOOR did not display with door open. 2. FIM 32-09-03/101, 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.

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Bite Index
Figure 1 (Sheet 1)

K42786

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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)

K42816

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

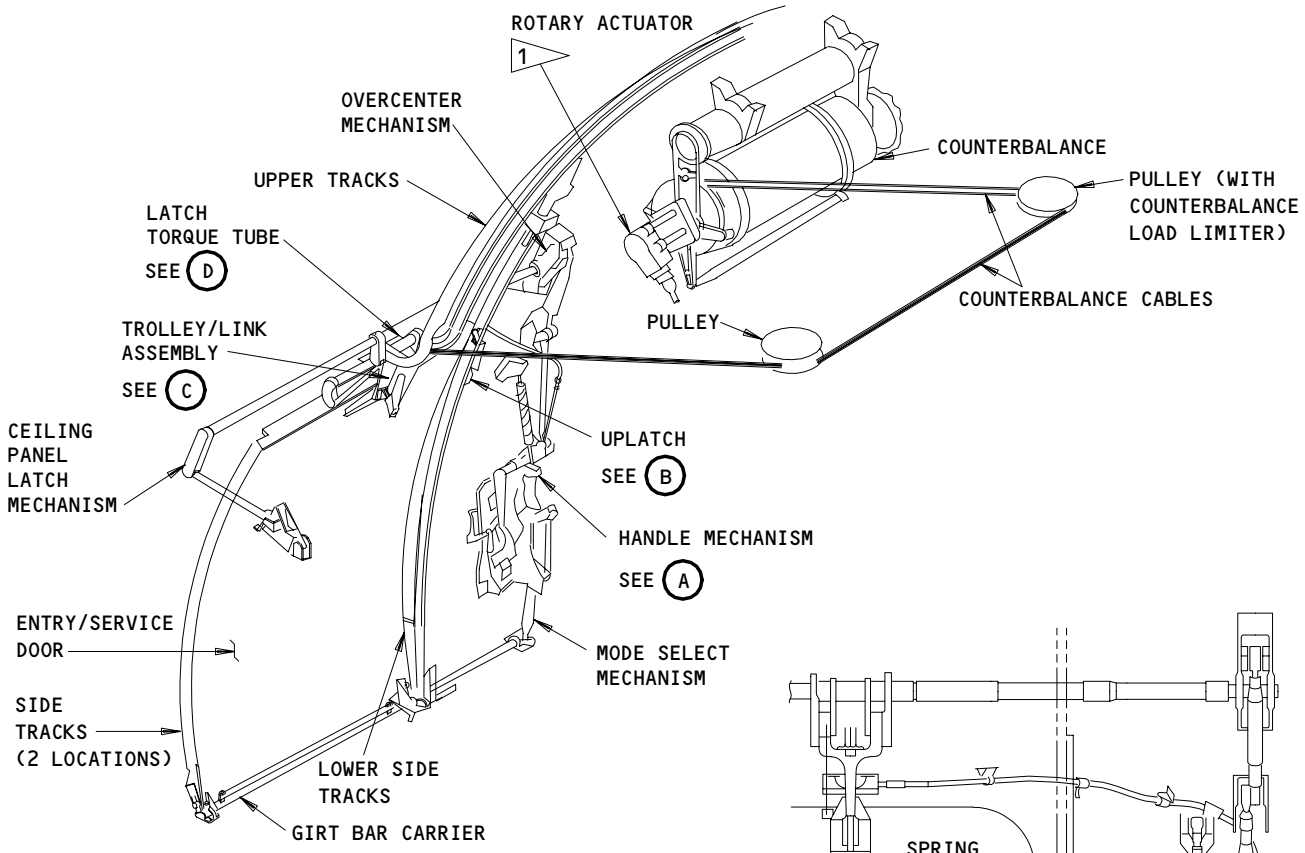
Bite Index
Figure 1 (Sheet 3)

ENTRY/SERVICE DOORS

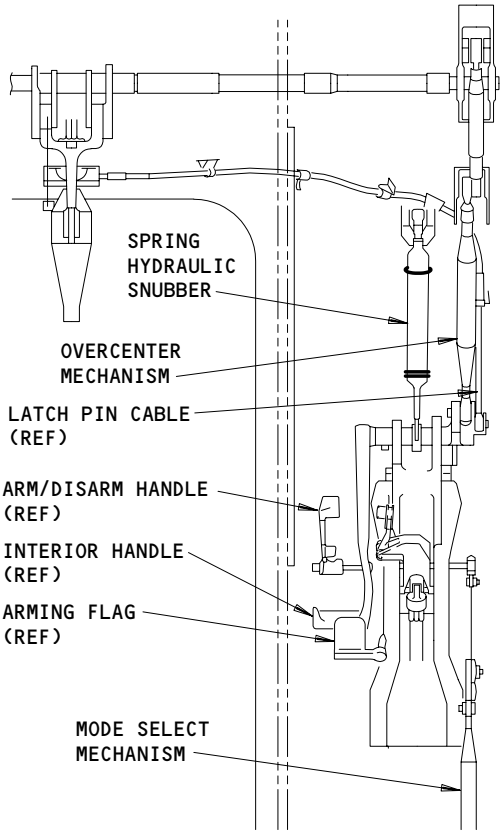
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ACTUATOR – ENTRY DOOR ROTARY, M627	1	1	FORWARD ENTRY DOOR COUNTERBALANCE	52-11-45
BUSTLE		4	ENTRY/SERVICE DOORS	
CABLE – COUNTERBALANCE	1	8	ABOVE DOORWAY LOWERED CEILINGS	52-11-16
CARRIER – GIRT BAR	1	4	BEHIND BUSTLE	
CIRCUIT BREAKERS			FLIGHT COMPARTMENT, P11	
FWD ENTRY DR CONT, C1402		1	11T6	*
CIRCUIT BREAKERS			119AL, MAIN EQUIP CTR, P33	
FWD ENTRY DOOR, C363		1	33F6	*
CIRCUIT BREAKERS			119AL, MAIN EQUIP CTR, P33	
FWD ENTRY DOOR CONT, C1408		1	34J5	*
COUNTERBALANCE	1	4	ABOVE DOORWAY LOWERED CEILINGS	52-11-16
DOORS – ENTRY/SERVICE	1			52-11-01
FORWARD ENTRY		1	831	
FORWARD SERVICE		1	841	
AFT ENTRY		1	833	
AFT SERVICE		1	843	
LATCH CAM	2	4	DOOR UPPER TRACKS	
LINING – DOORWAY		4	ENTRY/SERVICE DOORS	52-11-02
MECHANISM – CEILING PANEL LATCH	1	4	ABOVE MOVABLE CEILING PANELS	52-11-34
MECHANISM – DOOR HANDLE	1	4	BEHIND DOORWAY LINING	52-11-25
MECHANISM – DOOR LATCH OVERCENTER	1	4	BEHIND DOORWAY LINING	52-11-32
MECHANISM – MODE SELECT	1	4	BEHIND DOORWAY LINING	
PULLEY – COUNTERBALANCE CABLE	1	8	ABOVE MOVABLE CEILING PANELS	52-11-16
RELAY – (REF 31-01-19, FIG. 101)				
FWD ENTRY DR DN, K418				
FWD ENTRY DR UP NO. 1, K417				
FWD ENTRY DR UP NO. 2, K380				
UP ENABLE, K767				
RELAY – (REF 31-01-36, FIG. 101)				
FWD ENTRY DR PWR TRANS, K43				
SEAL – DOOR		4	ENTRY/SERVICE DOORS	52-09-01
SENSORS – DOOR CONTROL PROXIMITY				52-11-47
FWD ENTRY DOOR DOWN, S186		1	DOOR UPPER TRACKS	*
FWD ENTRY DOOR HANDLE UP, S184		1	OVERCENTER MECHANISM	*
FWD ENTRY DOOR UP, S185		1	DOOR UPPER TRACKS	*
UPLATCH RELEASE, S187		1	UPLATCH	*
SOLENOID – UPLATCH, M778	2	1	BEHIND FORWARD ENTRY DOORWAY LINING	52-11-12
SWITCH – DOOR CONTROL, S410		1	FORWARD ENTRY DOOR EXTERIOR HANDLE	52-11-46
TIME DELAY – (REF 31-01-19, FIG. 101)				
DR DN, M1152				
TRACKS – DOOR SIDE	1	8	DOORWAYS	
TRACKS – DOOR UPPER	1	4	ABOVE MOVABLE CEILING PANELS	52-11-06
TROLLEY – DOOR	1	4	DOOR UPPER TRACKS	52-11-08
UPLATCH	1	4	BEHIND DOORWAY LINING	52-11-12

* SEE THE WDM EQUIPMENT LIST

Entry/Service Doors – Component Index
Figure 101



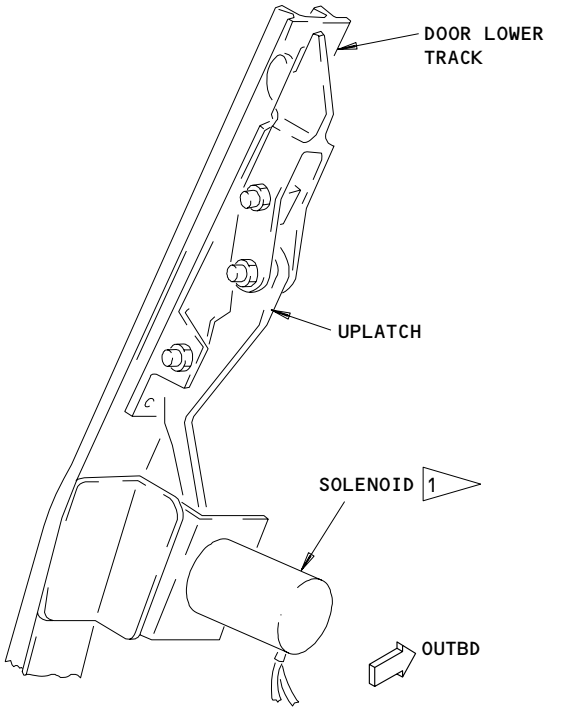
ENTRY/SERVICE DOOR
(EXAMPLE)



HANDLE MECHANISM
(EXAMPLE)
A

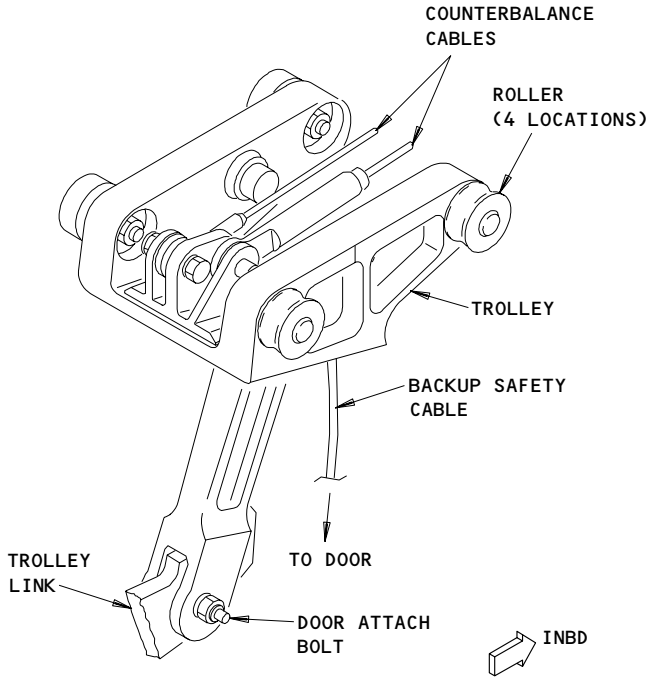
1 FORWARD ENTRY DOOR ONLY

Entry/Service Doors - Component Location
Figure 102 (Sheet 1)



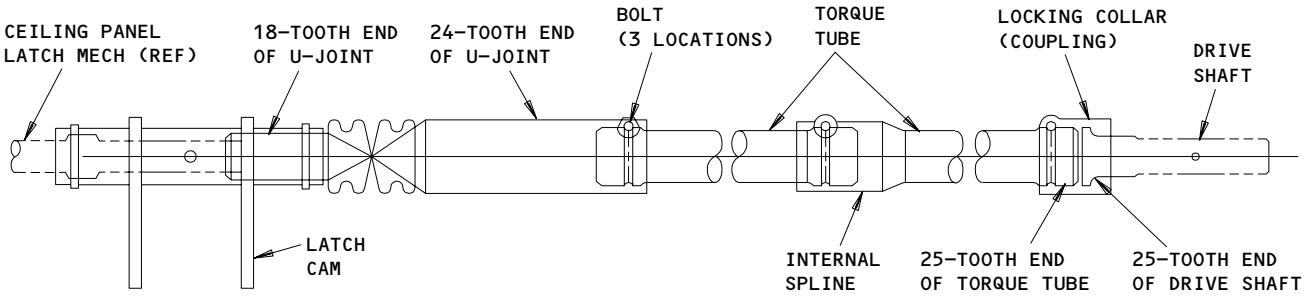
UPLATCH

B



TROLLEY/LINK ASSEMBLY

C



LATCH TORQUE TUBE

D

Entry/Service Doors - Component Location
Figure 102 (Sheet 2)

DOOR SLIDE ARMING HANDLE DIFFICULT TO ARM

PREREQUISITES

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
DOOR IS CLOSED AND LATCHED

1 ARE THE GIRT BAR CARRIER, INDICATOR FLAGS, AND THE FLOOR FITTINGS CLEAR OF BLOCKAGES AND DAMAGE?
- NO → 21 CLEAN, LUBRICATE, AND/OR REPLACE PARTS IF NECESSARY.
- YES ↓

2 IS THE ARM/DISARM HANDLE ABLE TO MOVE FREELY FROM THE UP POSIION TO THE DOWN POSITION?
- NO → 22 ADJUST THE ARM/DISARM SYSTEM (AMM 52-11-00/501).
- YES ↓

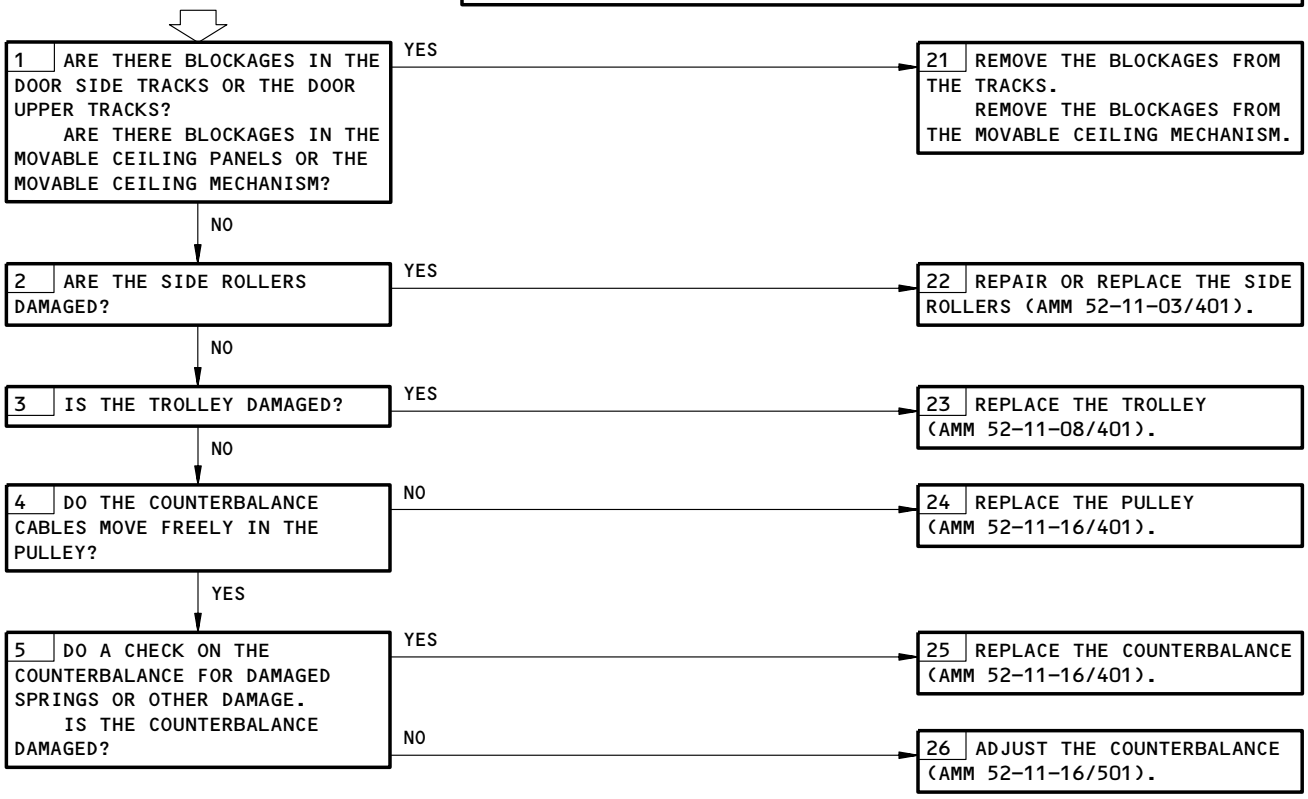
3 IS THE ARM/DISARM HANDLE 0.05-0.16 INCH FROM THE INNER SURFACE OF THE DOORWAY LINING?
- NO → 23 ADJUST THE ARM/DISARM HANDLE (AMM 52-11-00/501).
- YES → 24 ADJUST THE DOOR LATCHING SYSTEM (AMM 52-11-00/501).

Door Slide Arming Handle Difficult to Arm
Figure 103

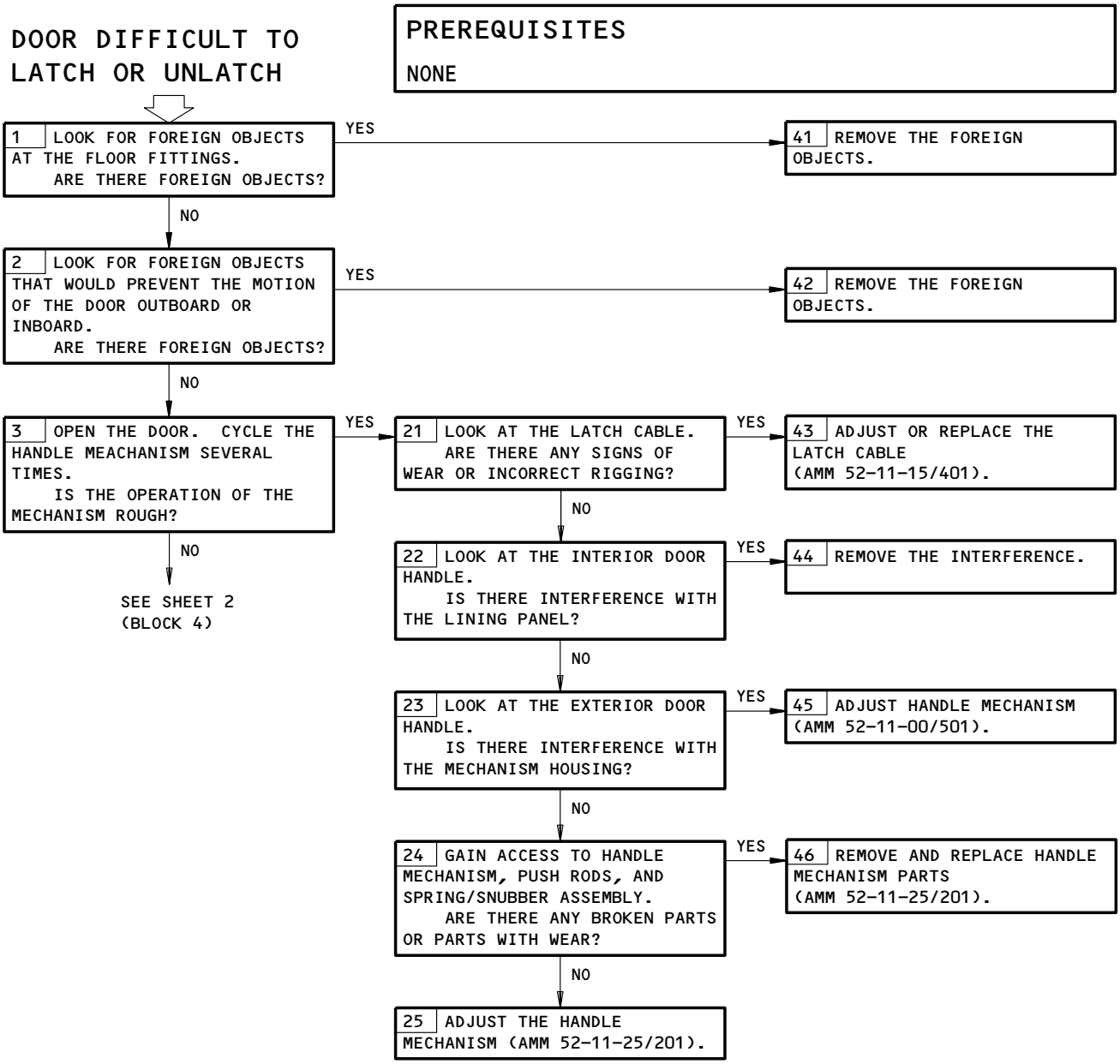
DOOR DIFFICULT TO OPEN OR CLOSE

PREREQUISITES

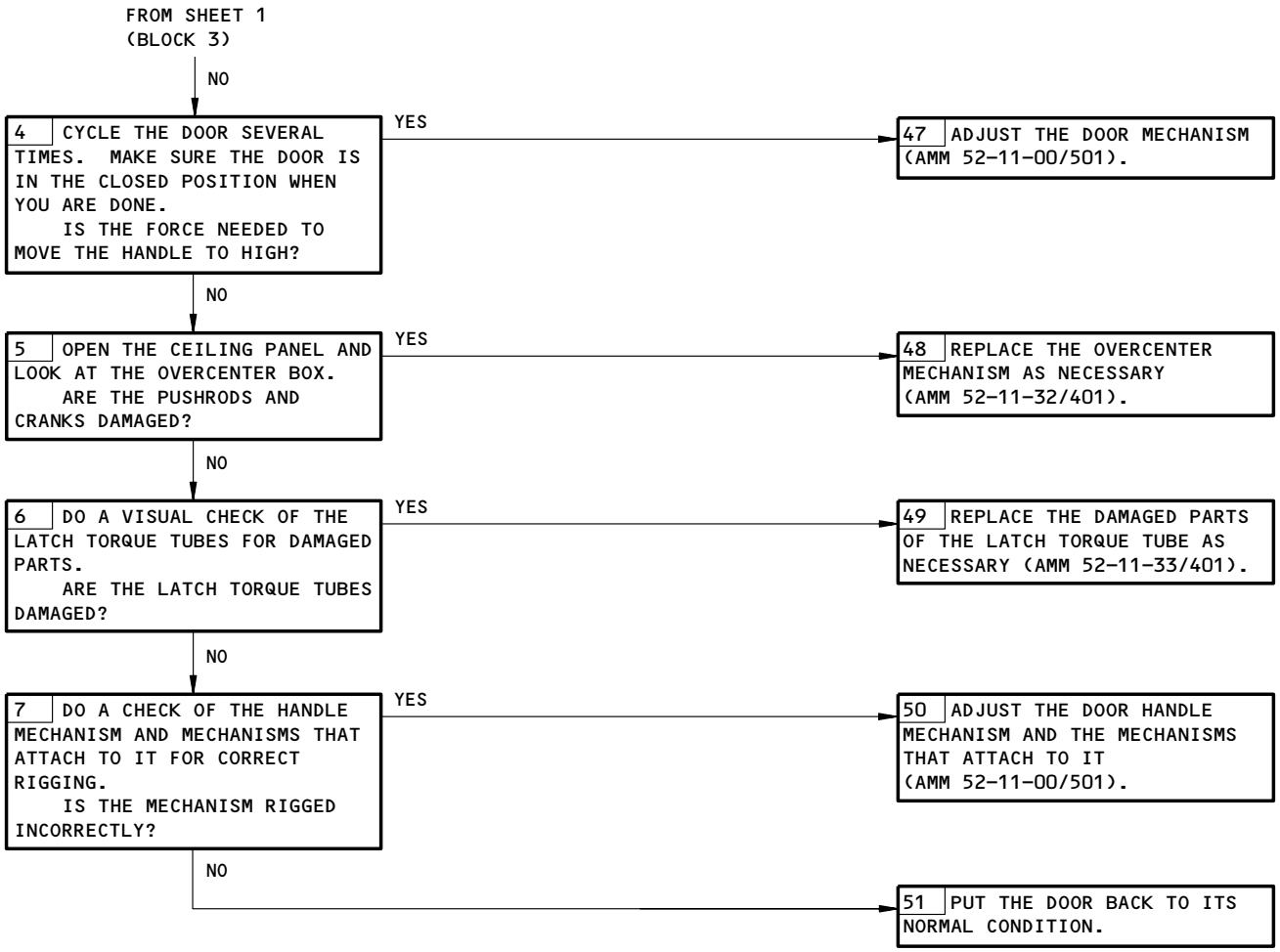
NONE



Door Difficult to Open or Close
Figure 104



Door Difficult to Latch or Unlatch
Figure 105 (Sheet 1)



Door Difficult to Latch or Unlatch
Figure 105 (Sheet 2)

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11T6,33F6,34J5

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
DOOR IS CLOSED
INTERIOR HANDLE IS NOT LATCHED

L FWD DOOR WILL NOT RAISE ELECTRICALLY

1 PUSH AND RELEASE THE (INTERNAL) FORWARD ENTRY DOOR UP SWITCH S13.
PUSH AND RELEASE THE (EXTERNAL) FORWARD ENTRY DOOR CONTROL SWITCH S410.
DOES THE DOOR OPERATE WITH THE FORWARD ENTRY DOOR UP SWITCH S13 ONLY?

YES → 31 REPLACE THE FORWARD ENTRY DOOR CONTROL SWITCH S410 (AMM 52-11-46/401).

NO

2 DOES THE DOOR OPERATE WITH THE FORWARD ENTRY DOOR CONTROL SWITCH S410 ONLY?

YES → 32 REPLACE THE FORWARD ENTRY DOOR UP SWITCH S13 (AMM 33-22-05/401).

NO

3 DO THE PSEU BITE PROCEDURE (FIM 32-09-03/101 FIG. 103).
DOES THE PROCEDURE SHOW A DEFECTIVE COMPONENT OR AN INCORRECT SENSOR INDICATION?

YES → 33 REPLACE THE DEFECTIVE COMPONENT OR ADJUST THE SENSOR, IF NECESSARY.

NO

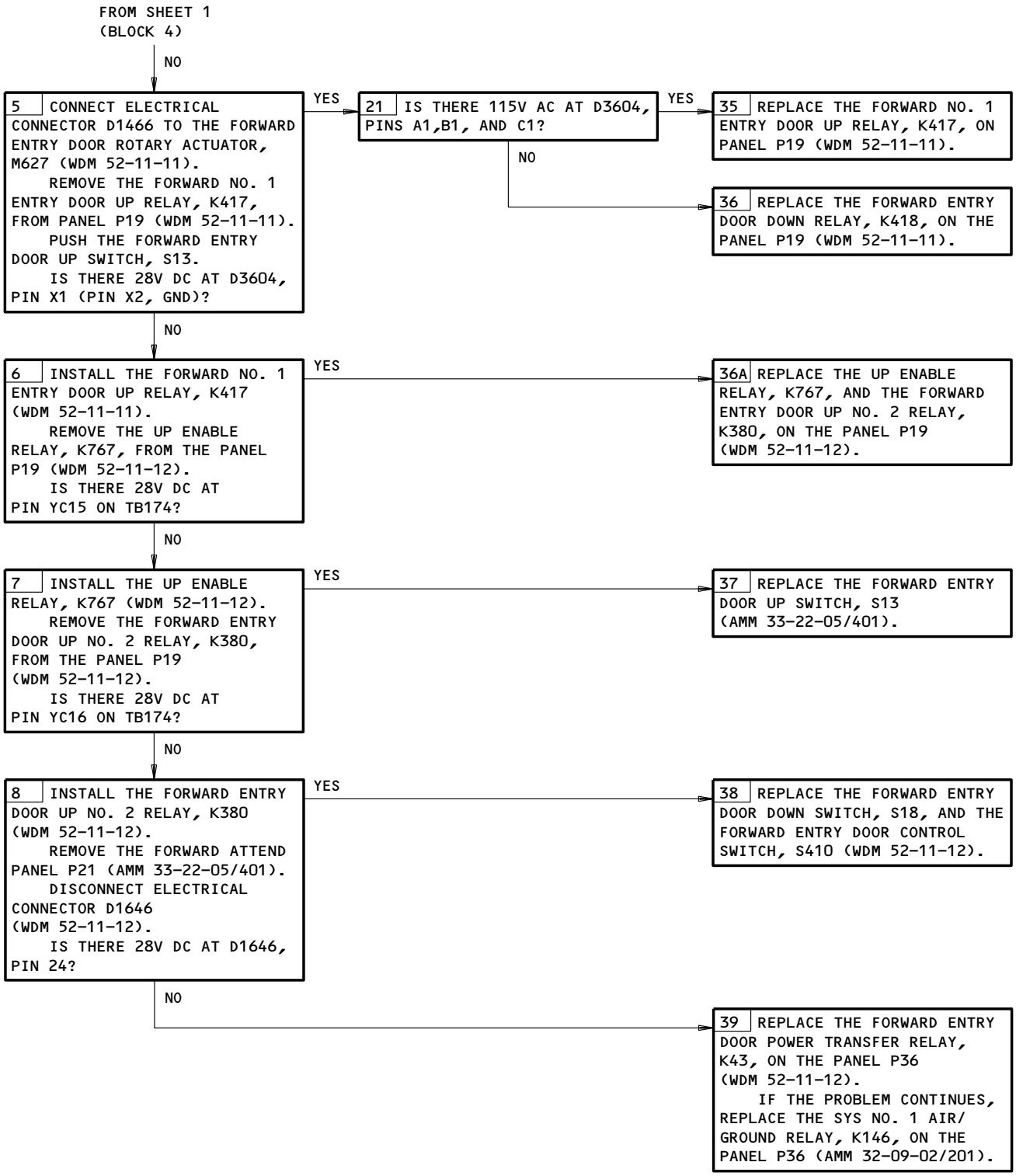
4 DISCONNECT THE ELECTRICAL CONNECTOR D1466 FROM THE FORWARD ENTRY DOOR ROTARY ACTUATOR M627 (WDM 52-11-11).
PUSH THE ENTRY DOOR UP SWITCH S13.
IS THERE 115V AC AT D1466, PINS 1,2, AND 3 (PIN 4 GND)?

YES → 34 REPLACE THE FORWARD ENTRY DOOR ROTARY ACTUATOR M627 (AMM 52-11-45/401).

NO

SEE SHEET 2
(BLOCK 5)

L Fwd Door Will Not Raise Electrically
Figure 106 (Sheet 1)



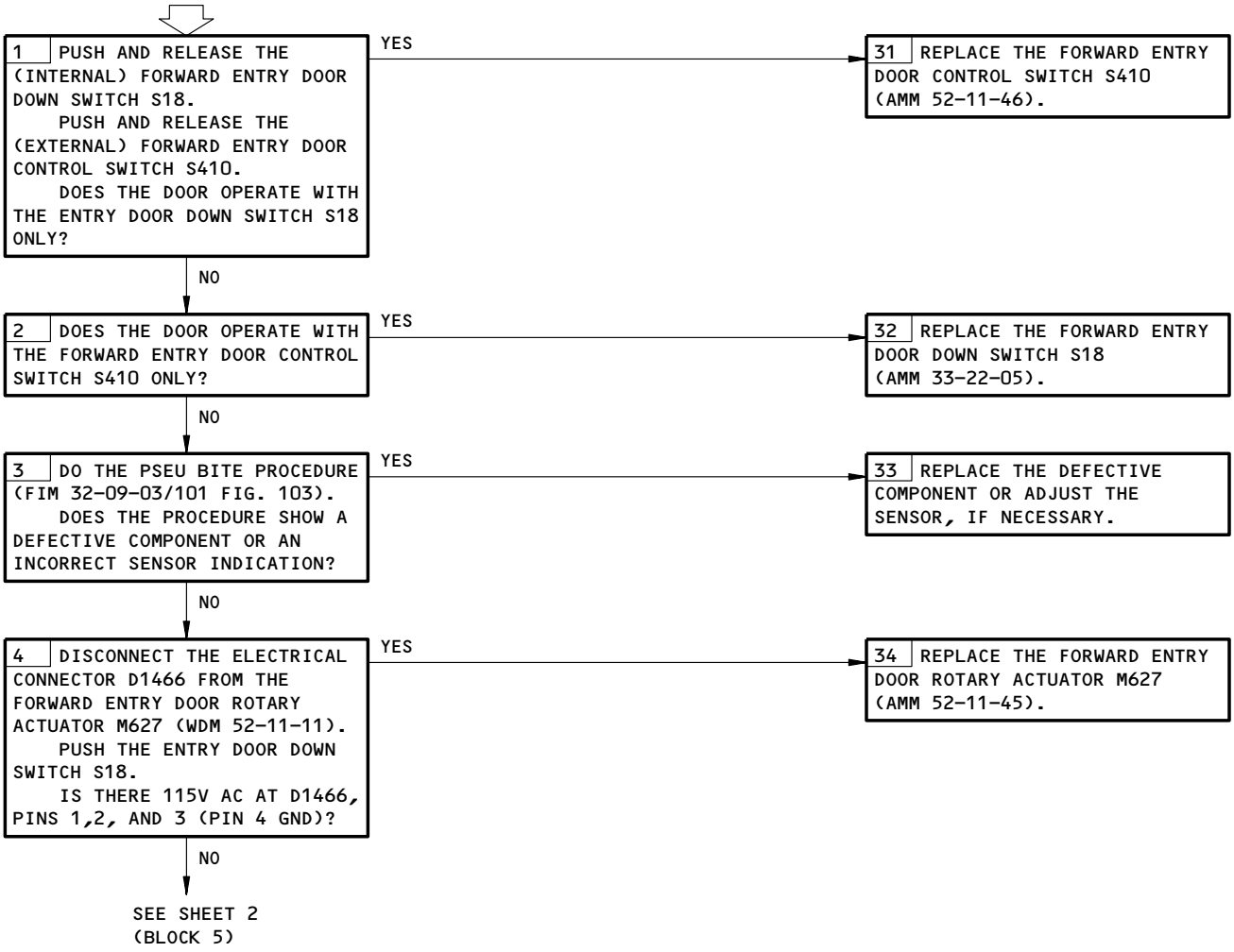
L Fwd Door Will Not Raise Electrically
Figure 106 (Sheet 2)

PREREQUISITES

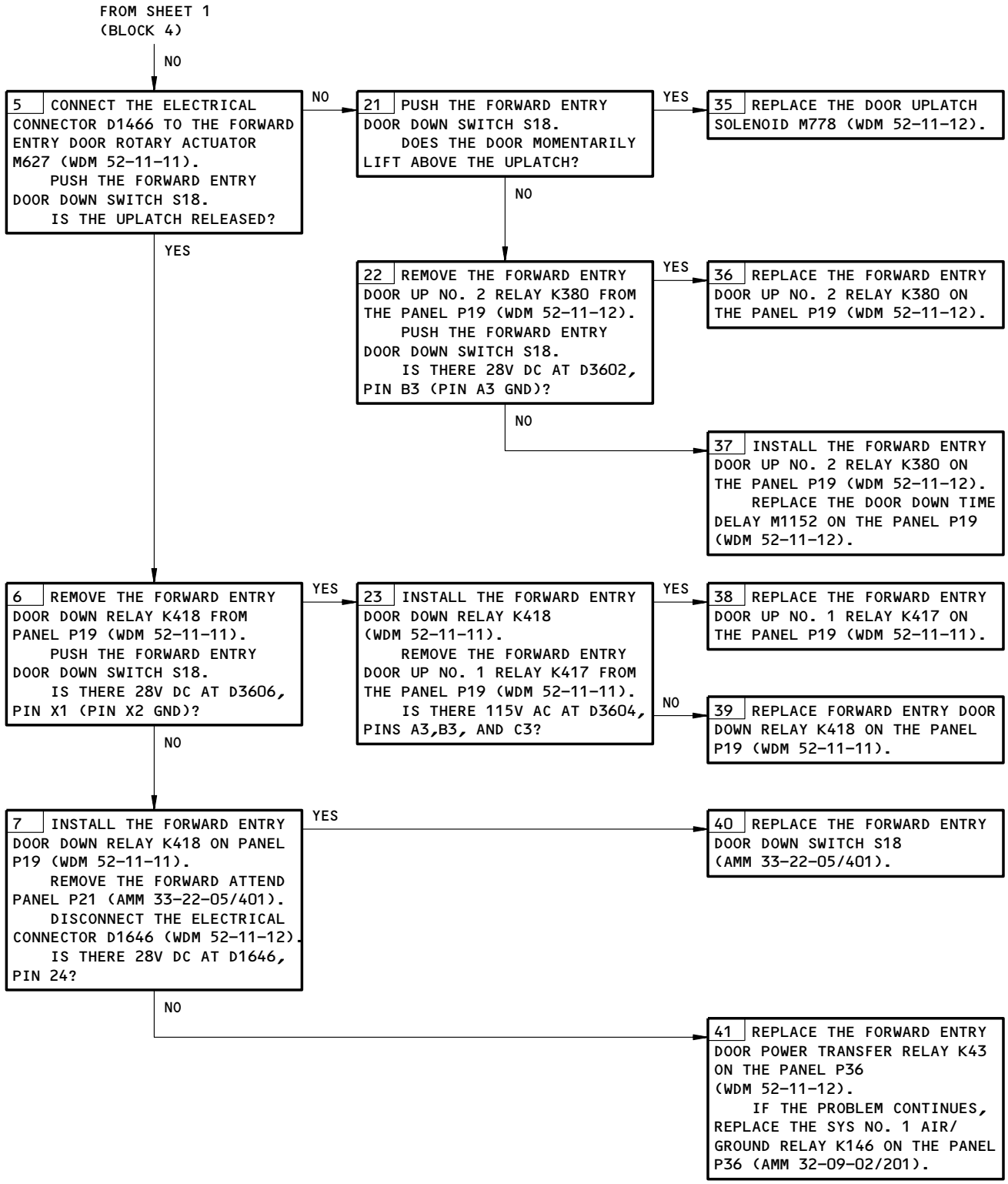
MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11T6,33F6,34J5

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
DOOR IS OPEN
INTERIOR HANDLE IS NOT LATCHED

L FWD DOOR WILL NOT LOWER ELECTRICALLY



L Fwd Door Will Not Lower Electrically
Figure 107 (Sheet 1)



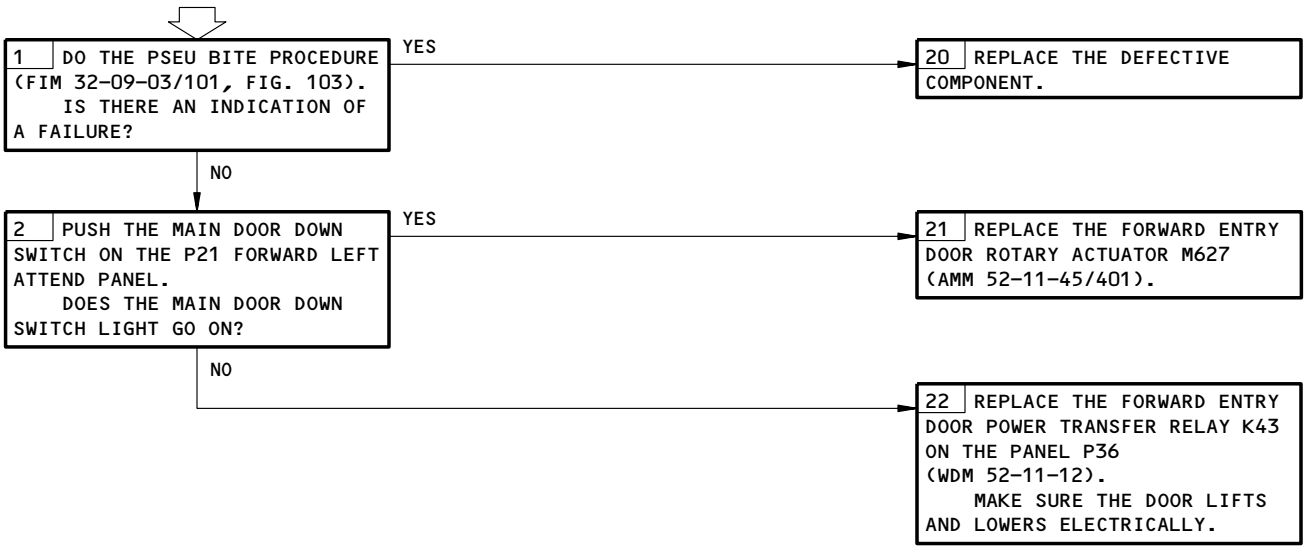
L Fwd Door Will Not Lower Electrically
Figure 107 (Sheet 2)

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11T6,34J5

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
DOOR IS NOT FULLY CLOSED

L FWD DOOR WILL NOT RAISE OR LOWER ELECTRICALLY



L Fwd Door Will Not Raise or Lower Electrically
Figure 108

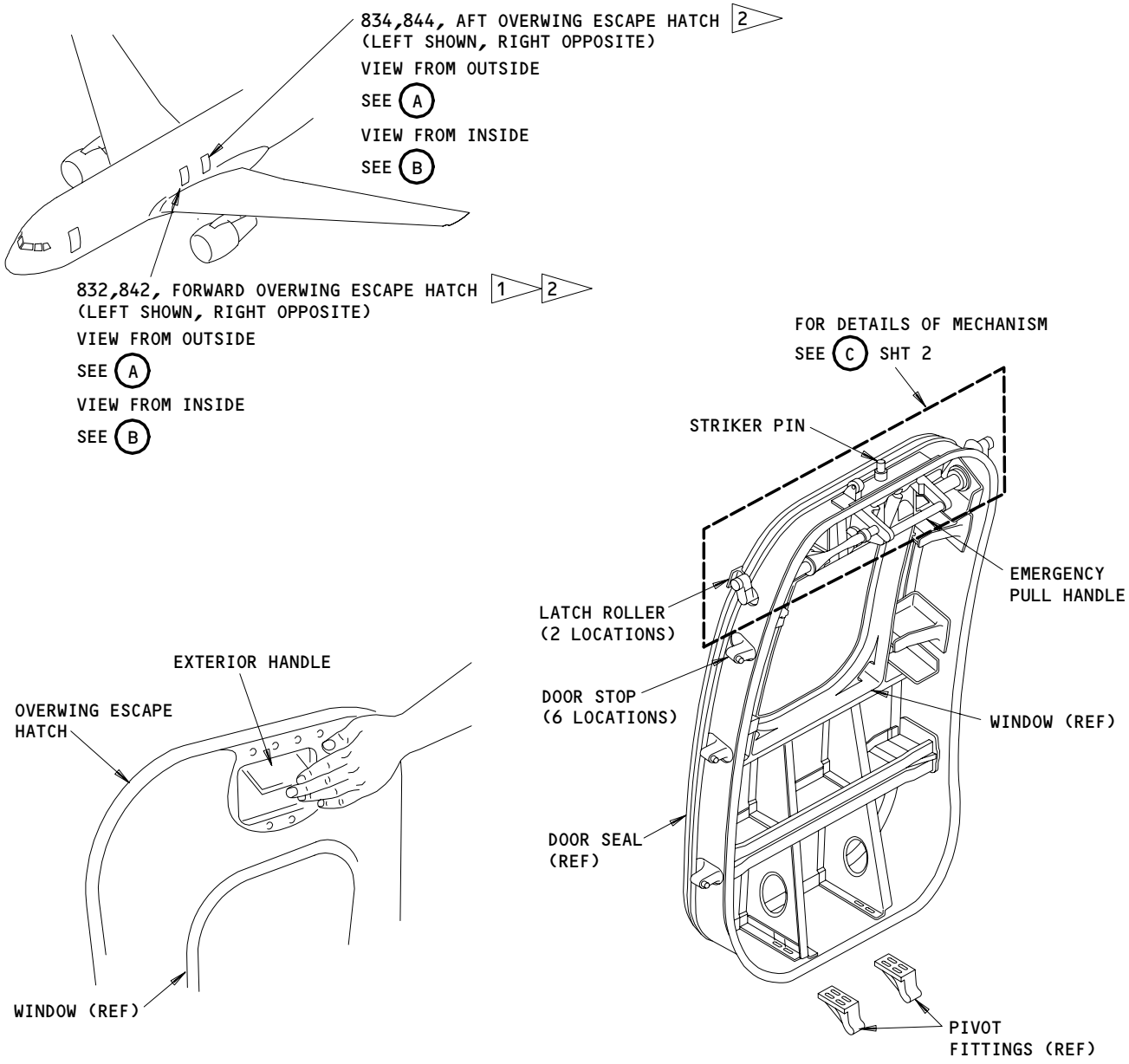
OVERWING ESCAPE HATCH

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
FITTINGS – PIVOT	1	8	LOWER EDGE OF EMER ESCAPE HATCH	52-21-00
HANDLES				52-21-00
EMERGENCY PULL	1,2	4	INTERIOR OF EMER ESCAPE HATCH	
EXTERIOR	1	4	EXTERIOR OF EMER ESCAPE HATCH	
INTERIOR ASSIST	2	4	INTERIOR OF EMER ESCAPE HATCH	
HATCH – OVERWING ESCAPE FORWARD/LEFT 1 2	1	1	832	52-21-01
HATCH – OVERWING ESCAPE AFT/LEFT 2	1	1	834	52-21-01
HATCH – OVERWING ESCAPE FORWARD/RIGHT 1 2	1	1	842	52-21-01
HATCH – OVERWING ESCAPE AFT/RIGHT 2	1	1	844	52-21-01
LINING – OVERWING ESCAPE HATCH	2	4	INTERIOR OF EMER ESCAPE HATCH	52-21-02
PIN – STRIKER	1,2	4	LATCH TORQUE TUBE	52-21-00
PLATE – COVER	2	4	INTERIOR OF EMER ESCAPE HATCH	52-21-00
ROLLER – LATCH	1,2	8	ENDS OF LATCH TORQUE TUBE	52-21-00
SPRING – OVERCENTER	2	8	LATCH TORQUE TUBE	52-21-00
STOP – DOOR	1	24	FORWARD AND AFT EDGES OF EMER ESCAPE HATCH	52-21-00
TORQUE TUBE – LATCH	2	4	UPPER PART OF EMER ESCAPE HATCH	52-21-00

1 AIRPLANES WITH ONE HATCH OVER EACH WING

2 AIRPLANES WITH TWO HATCHES OVER EACH WING

Overwing Escape Hatch – Component Index
Figure 101

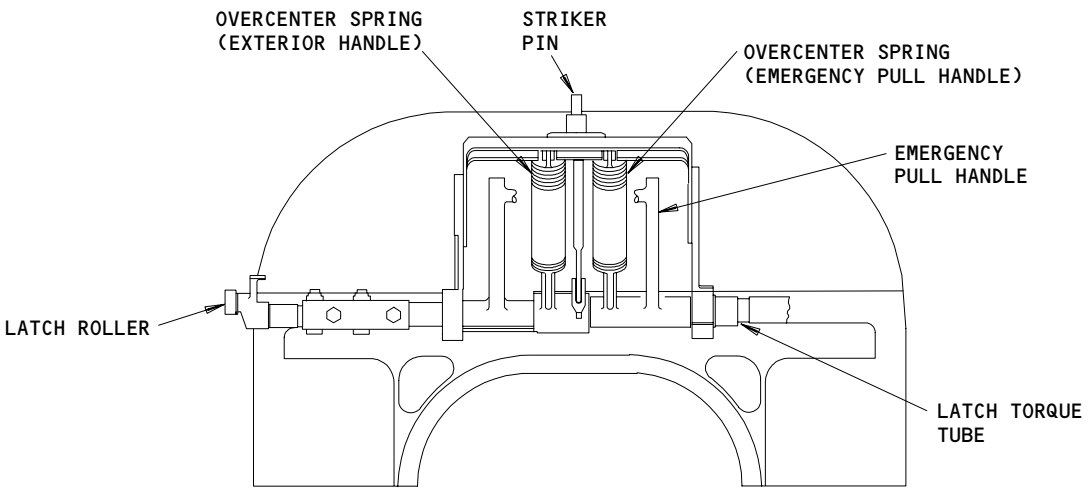


OVERWING EXCAPE HATCH
A

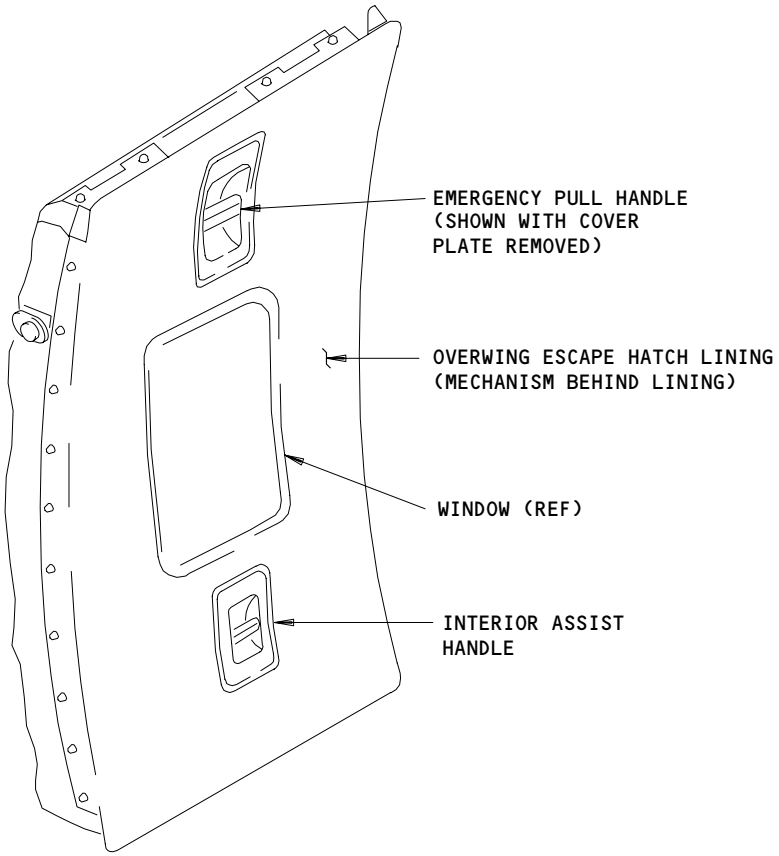
OVERWING EXCAPE HATCH
(LINING NOT SHOWN)
B

1 AIRPLANES WITH ONE HATCH OVER EACH WING
2 AIRPLANES WITH TWO HATCHES OVER EACH WING

Overwing Escape Hatch - Component Location
Figure 102 (Sheet 1)



C



VIEW FROM INSIDE
(LINING INSTALLED)

Overwing Escape Hatch - Component Location
Figure 102 (Sheet 2)

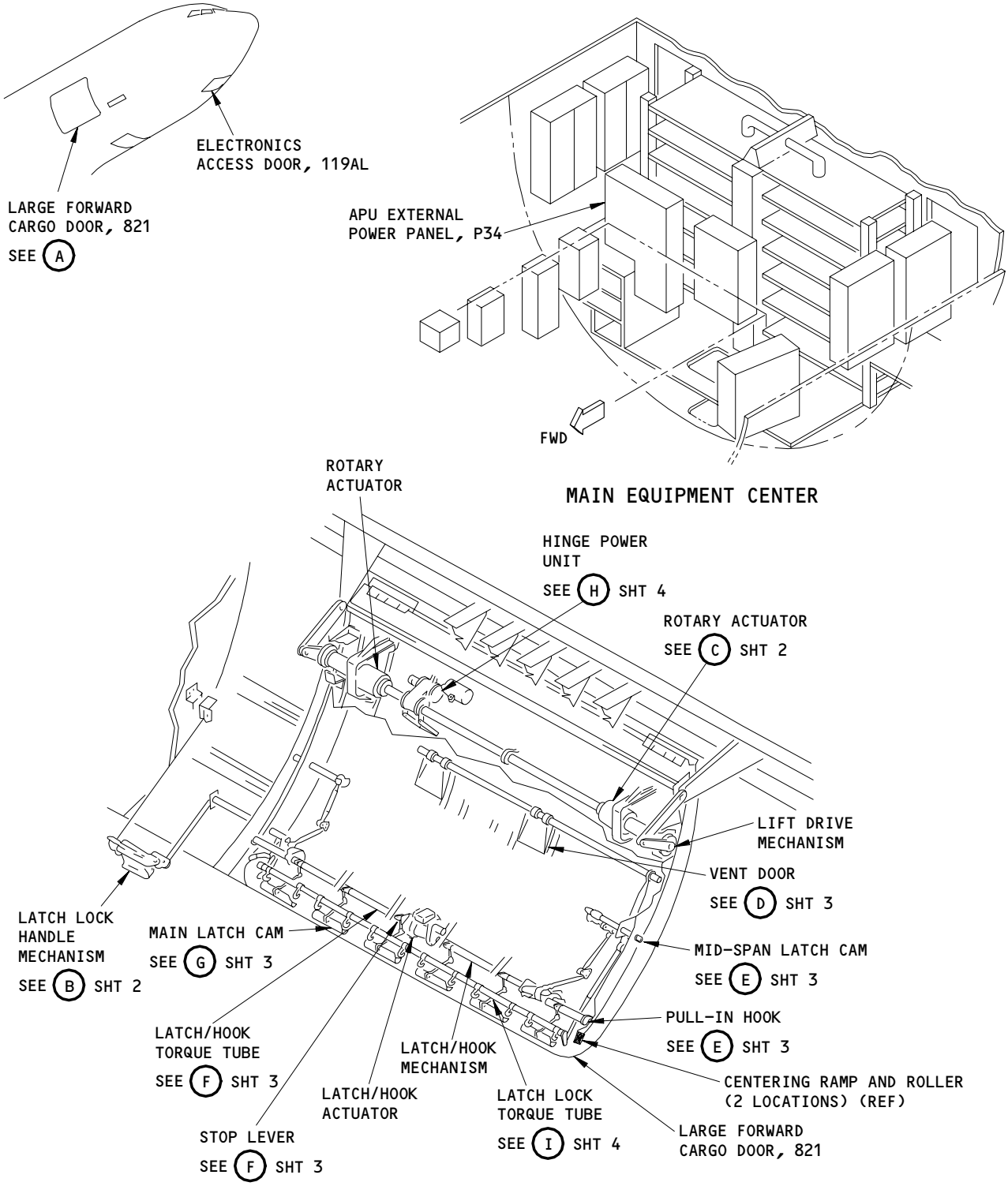
LARGE FORWARD CARGO DOOR

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ACTUATOR – LATCH/HOOK, M630	1	1	821, FWD CARGO DOOR	52-33-08
ACTUATOR – ROTARY	1	1	821, FWD CARGO DOOR	52-33-04
CAMS – MAIN LATCH	2	2	821, FWD CARGO DOOR	52-33-00
CAMS – MIDSPAN LATCH	2	1	821, FWD CARGO DOOR	52-33-00
CENTERING RAMP AND ROLLER	3	12	821, FWD CARGO DOOR	52-33-00
CIRCUIT BREAKERS			FLT COMPT, P11	*
DOOR INDICATION, C1406		1	11T33	
CIRCUIT BREAKERS			119AL, MAIN EQUIP CTR, P34	*
CARGO DOOR CONTROL, C1403		1	34J4	
FORWARD CARGO DOOR, C360		1	34J7	
DIODE – (REF 31-01-35, FIG. 101)				
R35				
DOOR – LARGE FORWARD CARGO	1	1	821, FWD CARGO DOOR	52-33-01
DOOR – VENT	3	2	821, FWD CARGO DOOR	52-33-07
HINGE – DOOR	2	2	821, FWD CARGO DOOR	52-33-00
HOOK – PULL-IN	3	2	821, FWD CARGO DOOR	52-33-00
LEVER – STOP	3	1	821, FWD CARGO DOOR	52-33-00
LIGHT – INDICATOR, FWD CARGO DOOR CLOSED LIGHT, L599	8	1	124AR, EXT FWD CARGO DR CONT PNL, P43	52-33-00
LIGHT – INDICATOR, FWD CARGO DOOR OPEN LIGHT, L597	8	1	124AR, EXT FWD CARGO DR CONT PNL, P43	52-33-00
MECHANISM – LATCH/HOOK	1	1	821, FWD CARGO DOOR	52-33-00
MECHANISM – LATCH LOCK HANDLE	2	1	821, FWD CARGO COMPARTMENT	52-33-06
MECHANISM – LIFT DRIVE	1	1	821, FWD CARGO DOOR	52-33-00
PINS – MAIN LATCH	5	12	821, FWD CARGO COMPARTMENT	52-33-09
PINS – MIDSPAN LATCH	5	2	821, FWD CARGO COMPARTMENT	52-33-09
PINS – PULL-IN	5	2	821, FWD CARGO COMPARTMENT	52-33-10
RELAY – (REF 31-01-35, FIG. 101)				
FWD CARGO DOOR HINGE DN, K32				
FWD CARGO DOOR HINGE UP, K31				
FWD CARGO DOOR LATCH, K34				
FWD CARGO DOOR UNLATCH, K33				
SENSOR – (REF 52-71-00, FIG. 101)				
PROXIMITY, DOOR CLOSED INDICATOR, S215				
PROXIMITY, LOCK SECTOR LOCKED INDICATOR, S214				
SENSOR – PROXIMITY, DOOR LATCHED CONTROL, S154	7	1	821, FWD CARGO DOOR	52-33-00
SENSOR – PROXIMITY, DOOR OPEN CONTROL, S151	6	1	821, FWD CARGO COMPARTMENT	52-33-00
SENSOR – PROXIMITY, DOOR OPENING LATCH RANGE, S152	7	1	821, FWD CARGO DOOR	52-33-00
SENSOR – PROXIMITY, DOOR UNLATCHED CONTROL, S150	7	1	821, FWD CARGO DOOR	52-33-00
SENSOR – PROXIMITY, HANDLE UNLOCKED POWER CONTROL, S153	7	1	821, FWD CARGO COMPARTMENT	52-33-00
SWITCH – FWD CARGO DOOR CONTROL, S411	9	1	821, FWD COMPT CARGO HDLG ACCESS PNL, P35	52-33-00
SWITCH – FWD CARGO DOOR CONTROL, S511	8	1	821, EXT FWD CARGO DR CONT PNL, P43	52-33-00
TORQUE TUBE – LATCH/LOCK	1,3	1	821, FWD CARGO DOOR	52-33-00
UNIT – HINGE POWER, M629	4	1	821, FWD CARGO DOOR	52-33-02
UNIT – (REF 32-09-03, FIG. 101)				
PROX SW ELEC, M162				

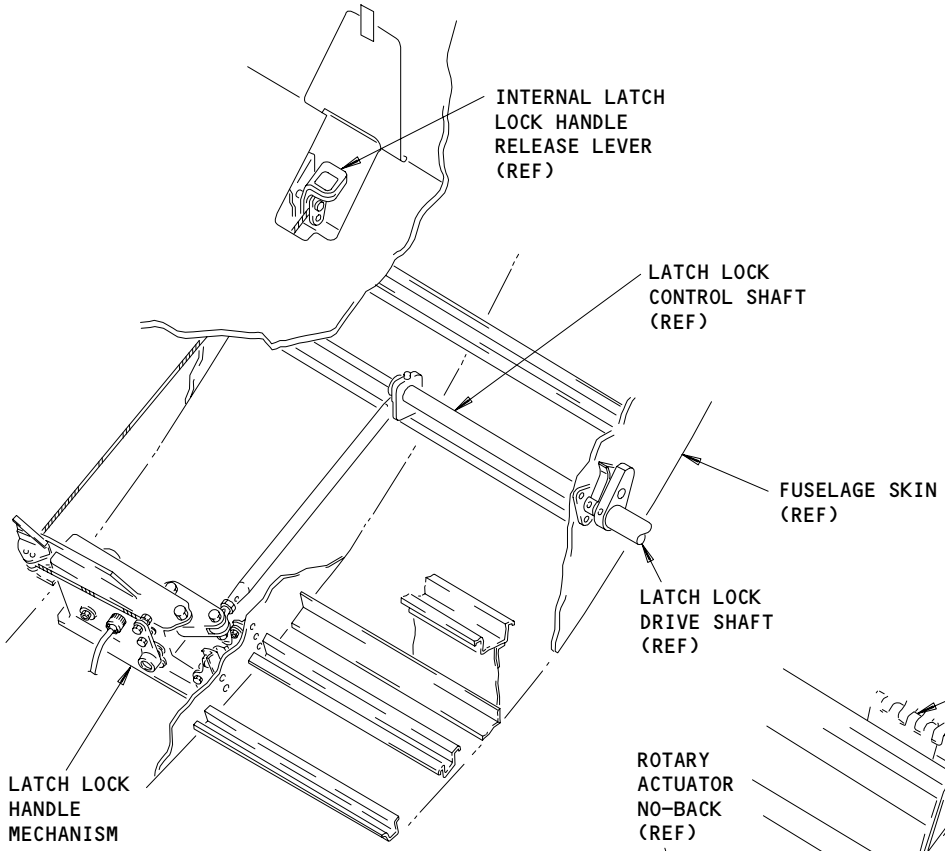
* SEE THE WDM EQUIPMENT LIST

Large Forward Cargo Door – Component Index
Figure 101

777398

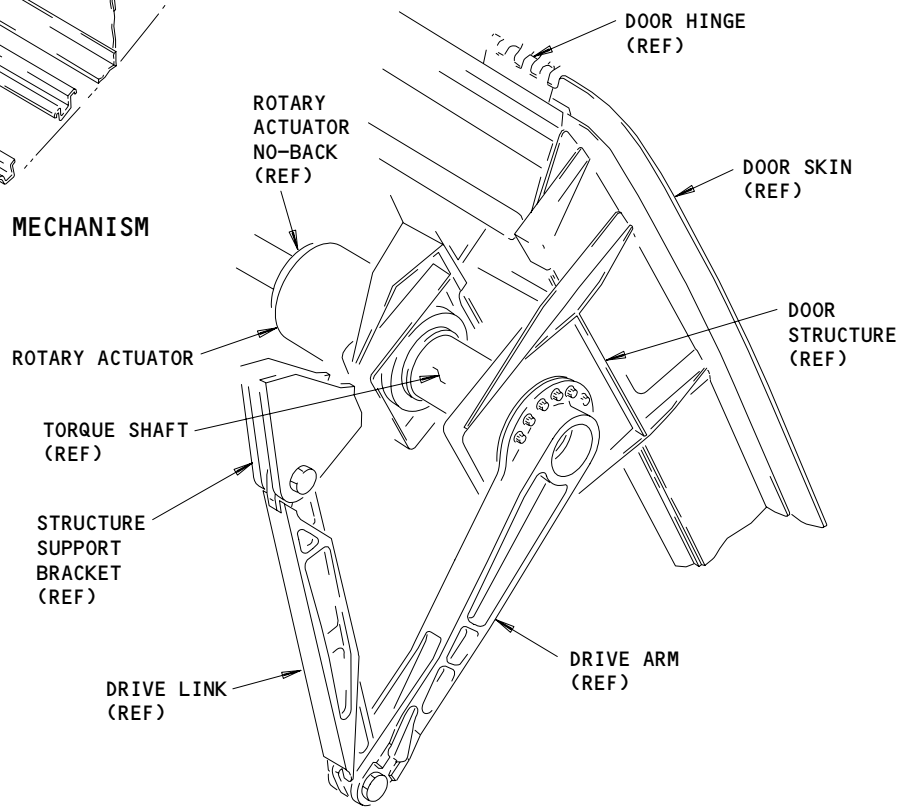


Large Forward Cargo Door - Component Location
Figure 102 (Sheet 1)



LATCH LOCK HANDLE MECHANISM

B

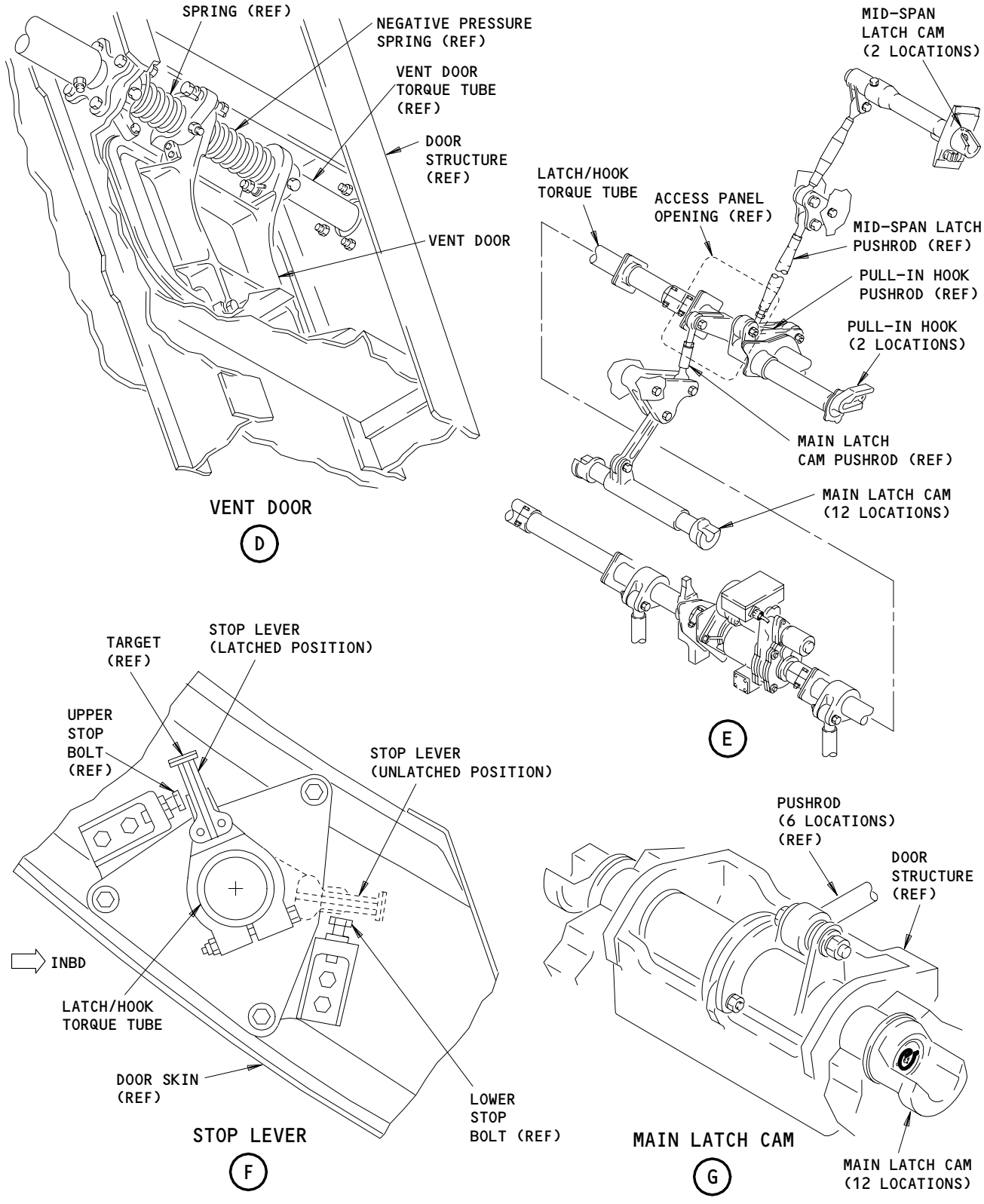


ROTARY ACTUATOR
(AFT VIEW)

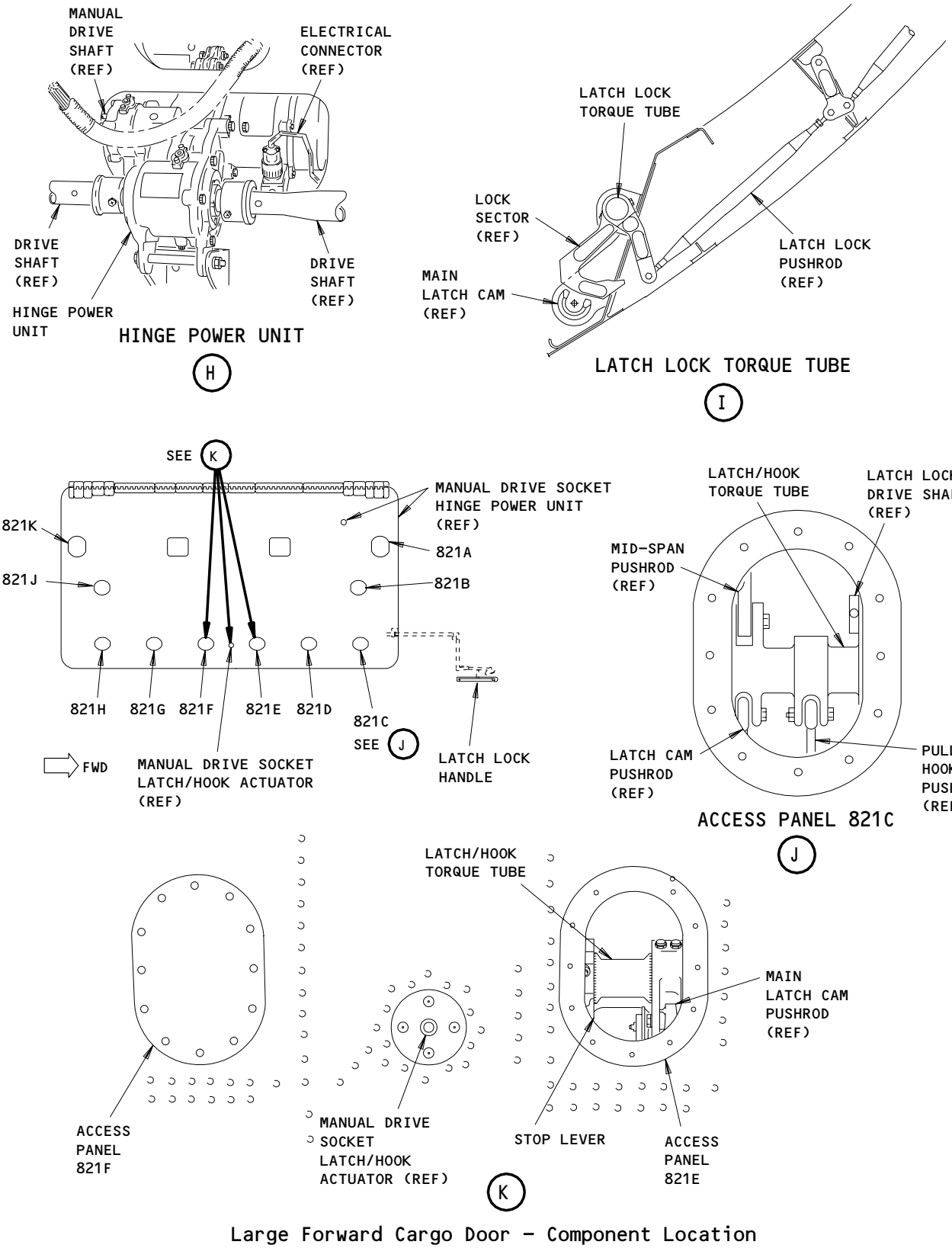
C

Large Forward Cargo Door - Component Location
Figure 102 (Sheet 2)

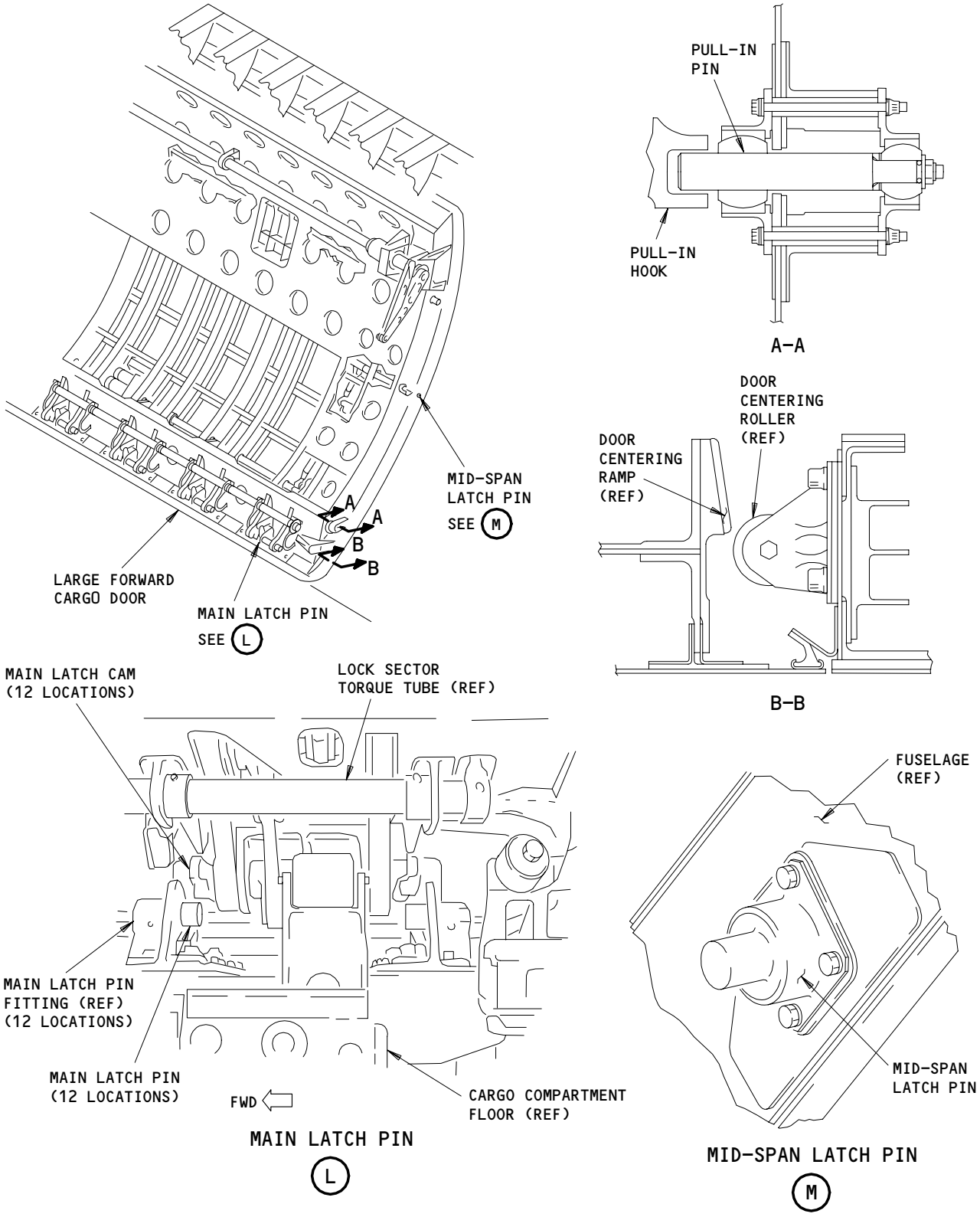
774324



Large Forward Cargo Door - Component Location
Figure 102 (Sheet 3)

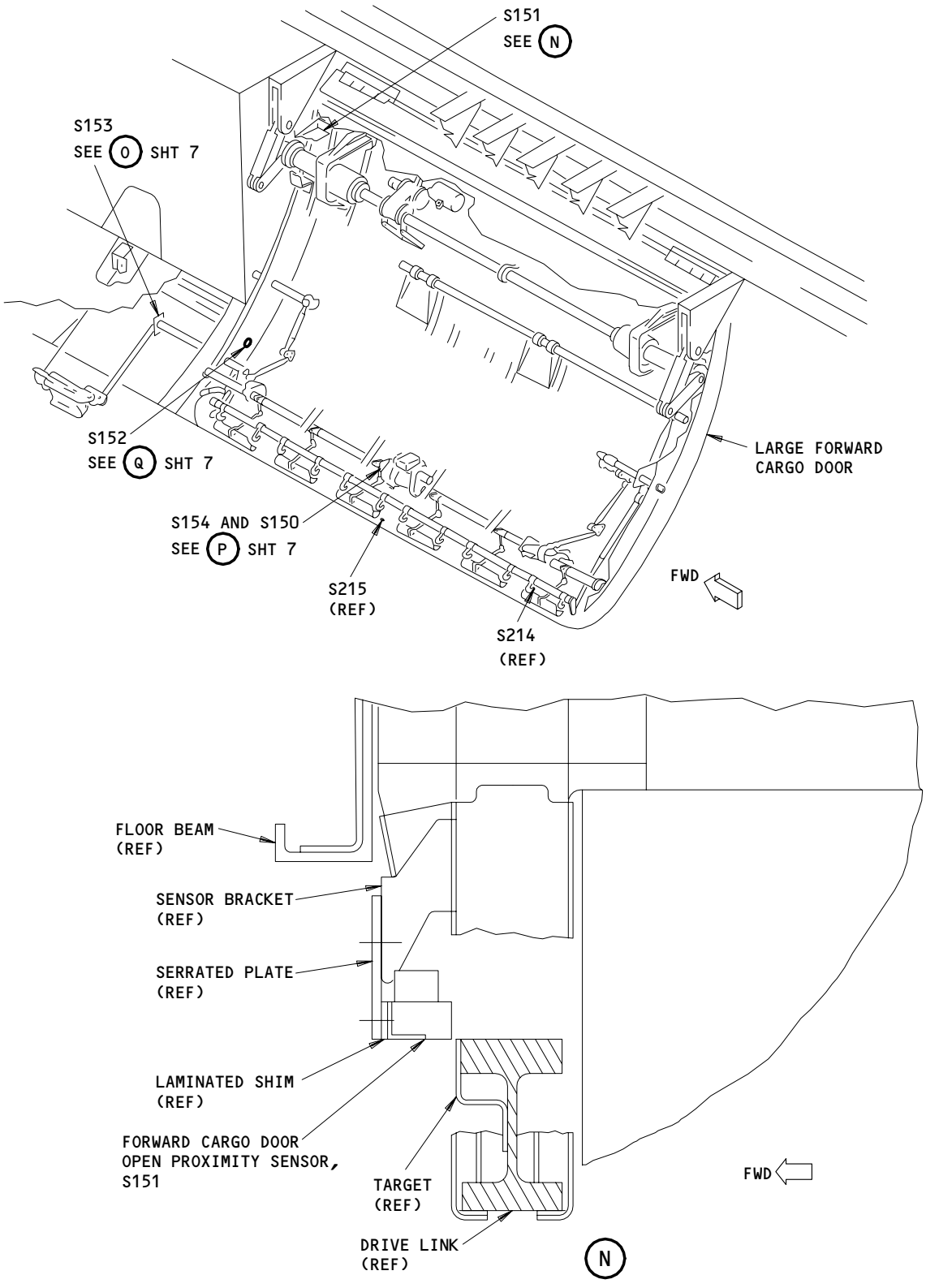


Large Forward Cargo Door - Component Location
Figure 102 (Sheet 4)

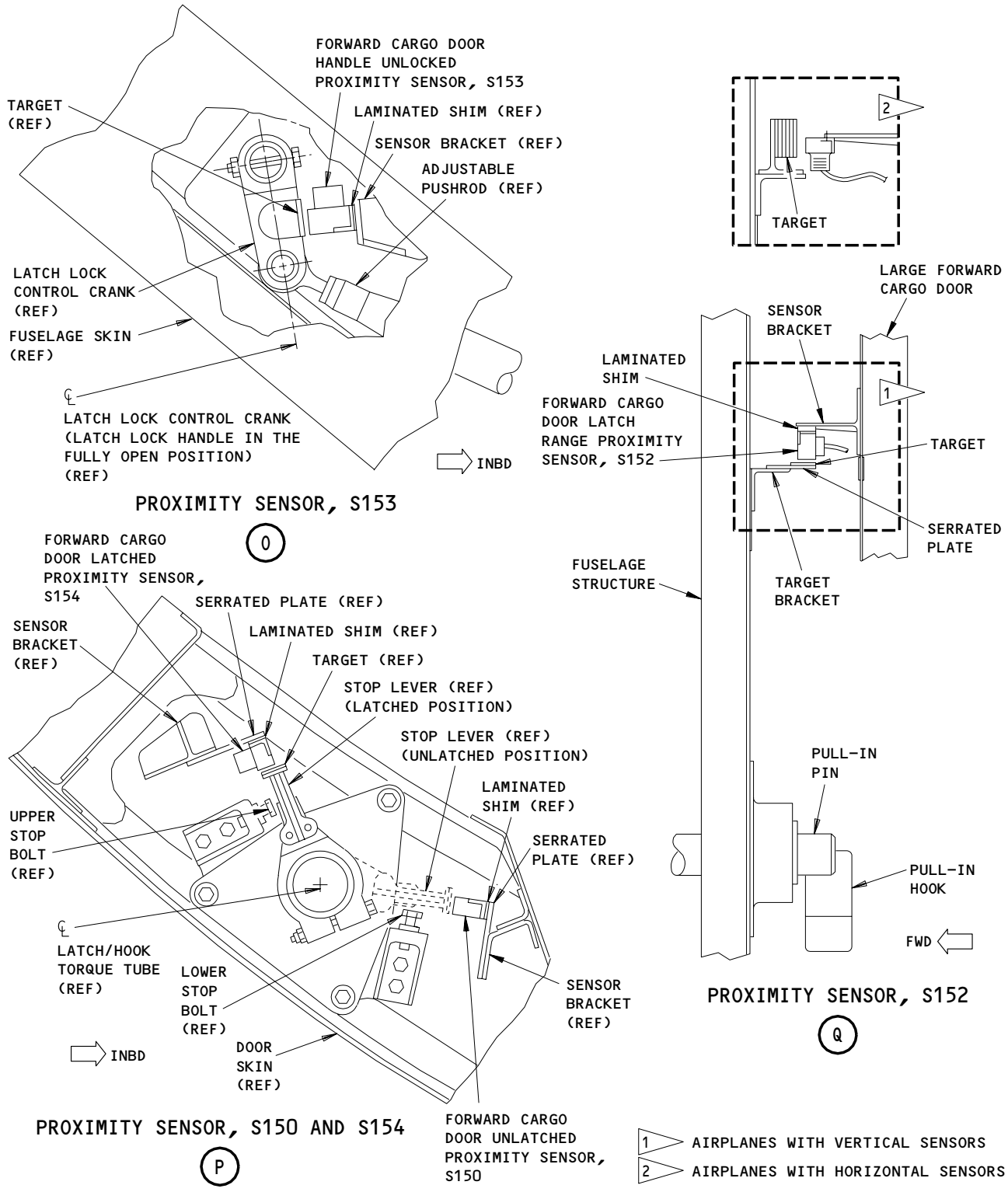


Large Forward Cargo Door - Component Location
Figure 102 (Sheet 5)

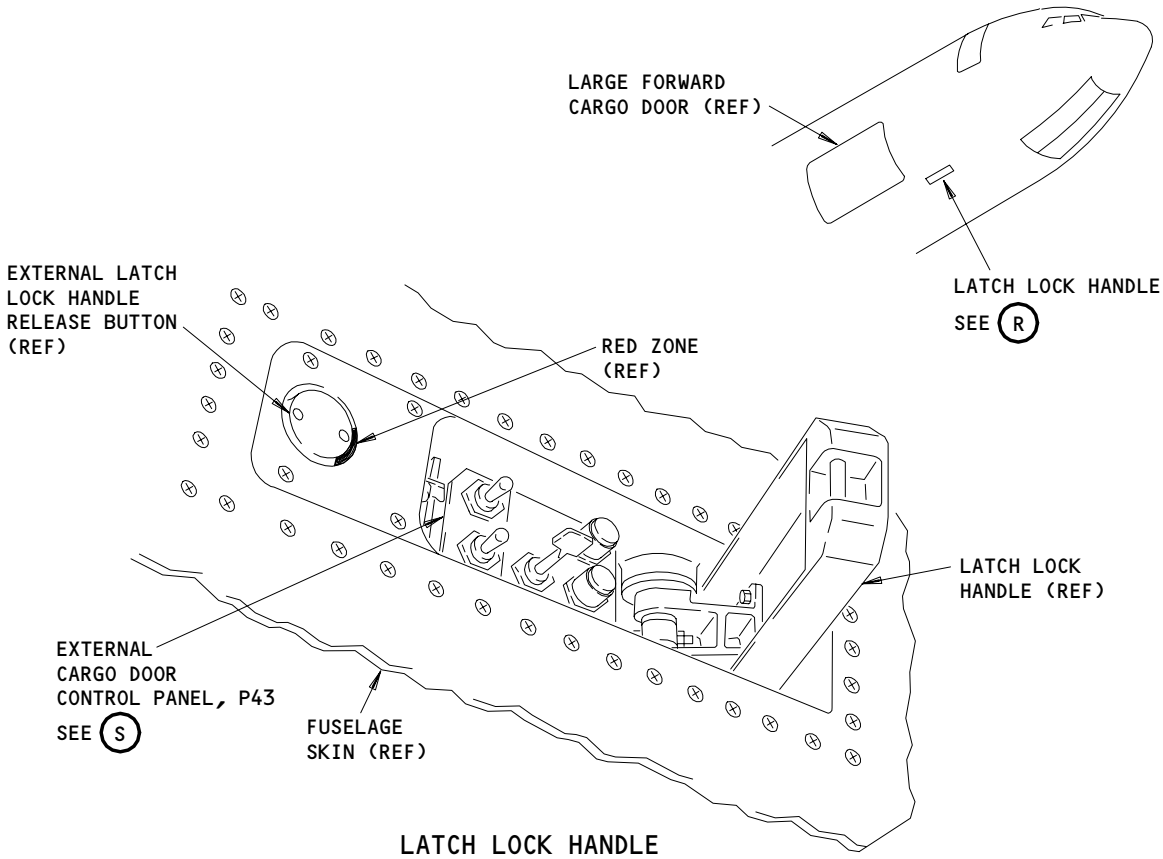
774351



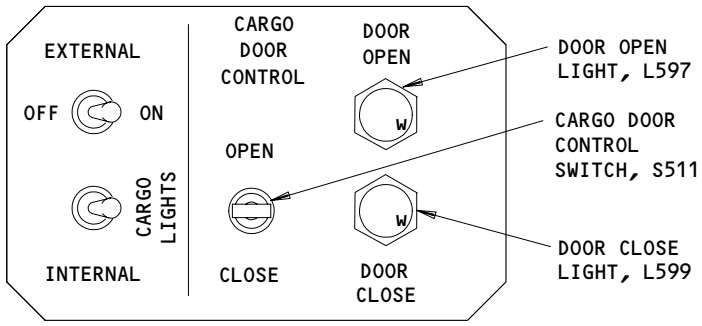
Large Forward Cargo Door – Component Location
Figure 102 (Sheet 6)



Large Forward Cargo Door - Component Location
Figure 102 (Sheet 7)

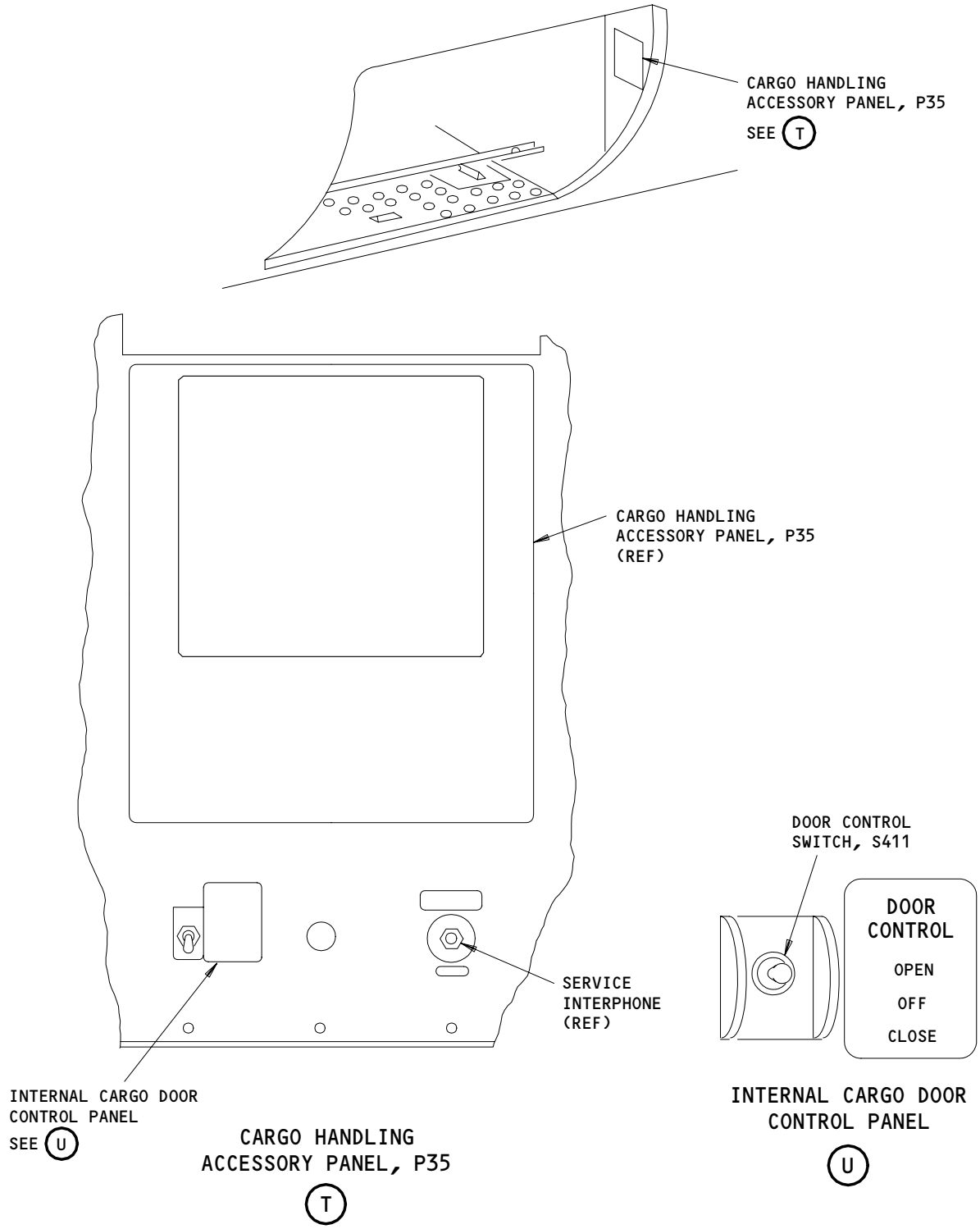


LATCH LOCK HANDLE
(EXAMPLE)
(R)



EXTERNAL CARGO DOOR CONTROL PANEL, P43
(EXAMPLE)
(S)

Large Forward Cargo Door – Component Location
Figure 102 (Sheet 8)



Large Forward Cargo Door - Component Location
Figure 102 (Sheet 9)

FWD CARGO DOOR WILL NOT UNLATCH/UNHOOK ELECTRICALLY. OTHER ELEC MODES NORMAL

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4, 34J7

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

1 OPEN THE CARGO DOOR MANUALLY (AMM 52-33-00/201), IF THE CARGO DOOR IS NOT OPEN.
DO A CHECK FOR ICE ON THE COMPONENTS OF THE CARGO DOOR.
IS THERE ICE ON THE COMPONENTS OF THE CARGO DOOR?

YES → 20 REMOVE THE ICE.
DO A CHECK FOR THE LEAKAGE OF WATER IN AND AROUND THE CARGO DOOR.
CLEAN THE CARGO DOOR SEAL WITH A CLOTH (AMM 52-09-02/201).
DO A CHECK AND REPLACE THE CARGO DOOR SEAL, IF IT IS NECESSARY (AMM 52-09-02/401).
MAKE SURE THE CARGO DOOR WILL OPEN AND CLOSE ELECTRICALLY.

NO

2 OPEN THE LATCH LOCK HANDLE IF IT IS CLOSED.
TRY TO OPEN THE CARGO DOOR ELECTRICALLY.
DOES THE HINGE POWER UNIT M629 OPERATE WITH CLUTCH SLIPPAGE BUT NOT THE LATCH/HOOK ACTUATOR M630?

YES → 11 CLOSE THE LATCH LOCK HANDLE TO THE LOCKED POSITION.
DO THIS PROCEDURE: BITE PROCEDURE FOR THE PROXIMITY SWITCH ELECTRONICS UNIT (PSEU) (FIM 32-09-03/101, FIG. 103).
ARE THERE FAULTS SHOWN?

YES → 21 DO THE CORRECTION SHOWN.

NO

NO → 12 DO THIS PROCEDURE: BITE PROCEDURE FOR THE PSEU SENSOR TARGET TEST (FIM 32-09-03/101, FIG. 104) FOR S150, S151, S152, S153, AND S154.
ARE THERE FAULTS SHOWN?

YES → 22 DO THE CORRECTION SHOWN.

NO → 23 UNLATCH THE CARGO DOOR TO GET ACCESS TO THE PROX SENSOR S151. ADJUST OR REPLACE THE PROX SENSOR S151 AND REPAIR THE DAMAGE FROM THE SENSOR (AMM 52-33-00/501).

NO

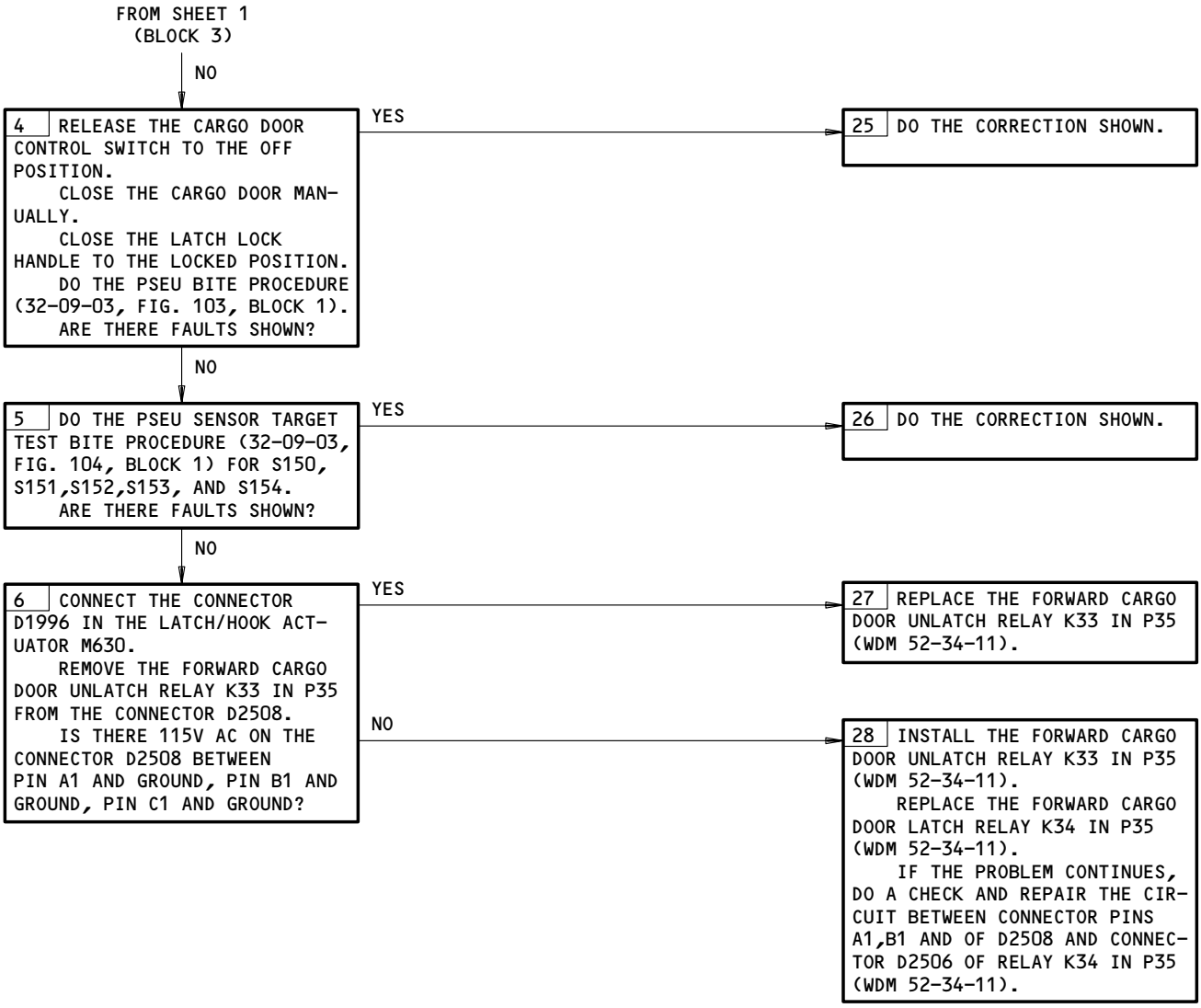
3 REMOVE THE CONNECTOR D1996 FROM THE LATCH/HOOK ACTUATOR M630.
HOLD THE CARGO DOOR CONTROL SWITCH IN THE OPEN POSITION.
IS THERE 115V AC ON THE CONNECTOR D1996 AT PIN 1 (PIN 4 GND), PIN 2 (PIN 4 GND), AND PIN 3 (PIN 4 GND) (WDM 52-34-11)?

YES → 24 REPLACE THE LATCH/HOOK ACTUATOR M630 (AMM 52-33-08/401).

NO

SEE SHEET 2
(BLOCK 4)

Fwd Cargo Door Will Not Unlatch/Unhook Electrically.
Other Elec Modes Normal
Figure 103 (Sheet 1)



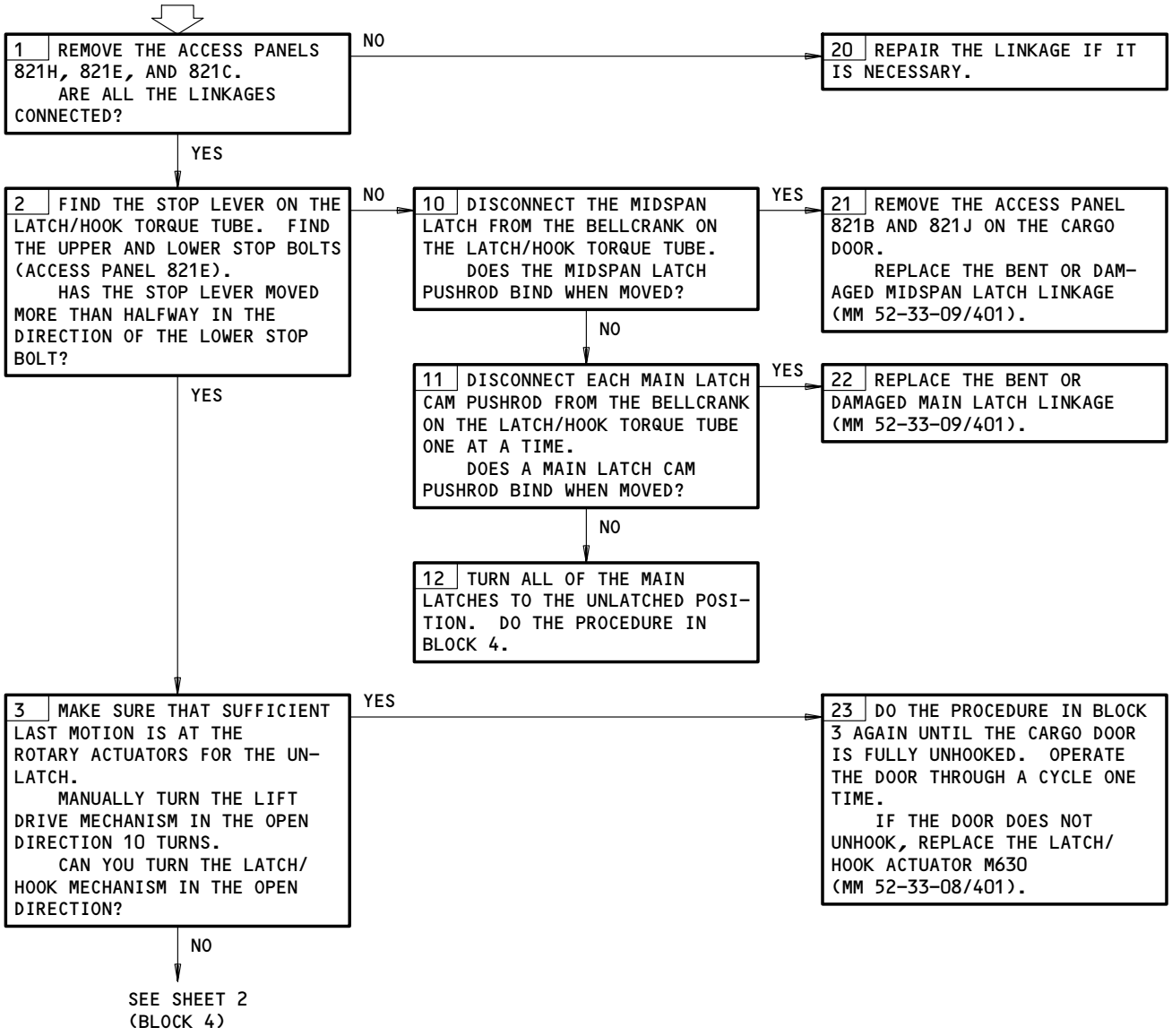
Fwd Cargo Door Will Not Unlatch/Unhook Electrically.
Other Elec Modes Normal
Figure 103 (Sheet 2)

FWD CARGO DOOR WILL NOT UNLATCH/UNHOOK ELECTRICALLY OR MANUALLY

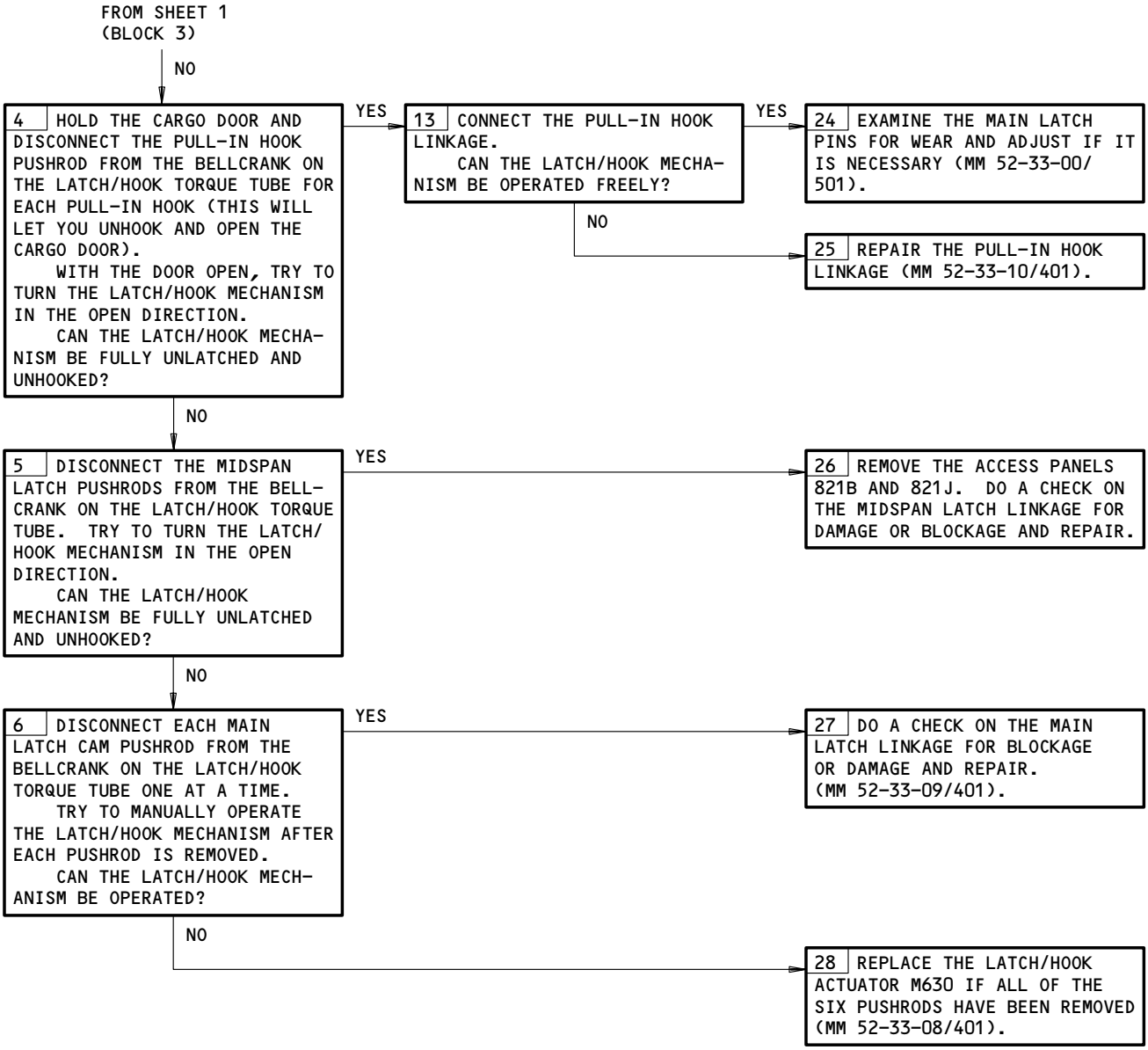
PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4,34J7

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



Fwd Cargo Door Will Not Unlatch/Unhook Electrically or Manually
Figure 104 (Sheet 1)



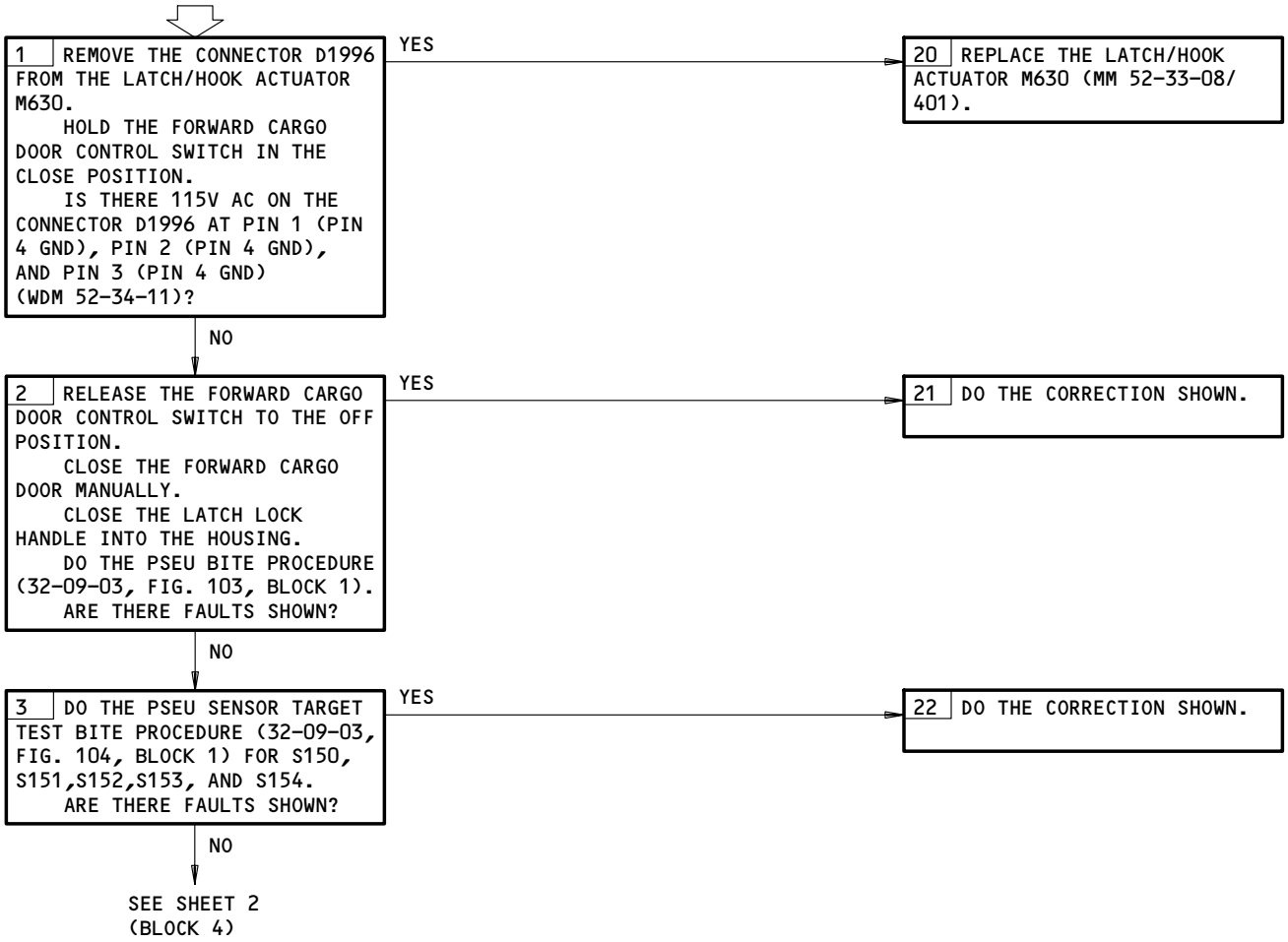
Fwd Cargo Door Will Not Unlatch/Unhook Electrically or Manually
Figure 104 (Sheet 2)

FWD CARGO DOOR WILL NOT LATCH/HOOK CLOSED ELECTRICALLY. OTHER ELEC MODES NORMAL

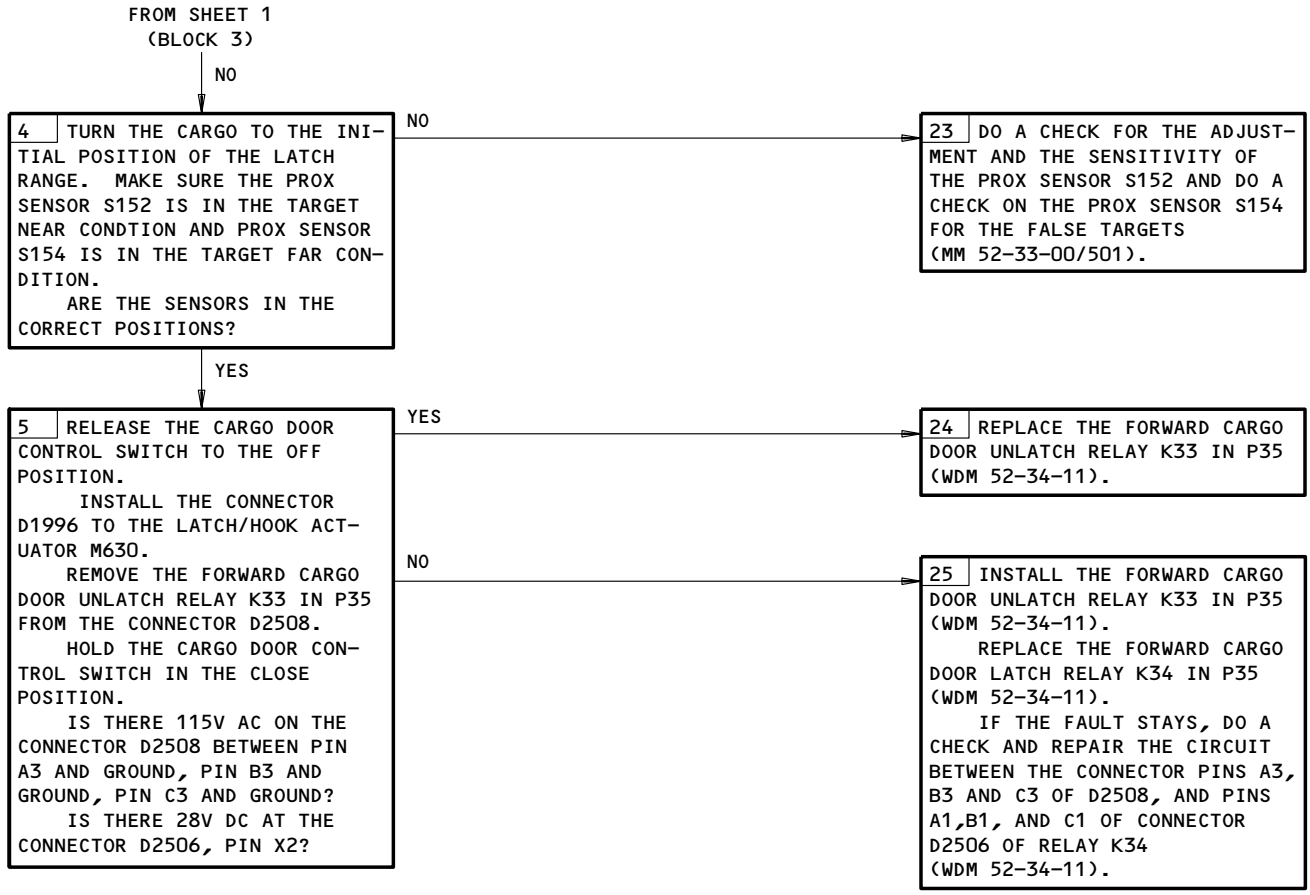
PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4,34J7

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



Fwd Cargo Door Will Not Latch/Hook Closed Electrically.
Other Elec Modes Normal
Figure 105 (Sheet 1)



Fwd Cargo Door Will Not Latch/Hook Closed Electrically.
Other Elec Modes Normal
Figure 105 (Sheet 2)

FWD CARGO DOOR WILL NOT LATCH/HOOK CLOSED ELECTRICALLY OR MANUALLY. OTHER ELEC MODES NORMAL

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4,34J7

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

1 DOES THE CARGO DOOR HAVE THE CORRECT FLUSHNESS WITH THE FUSELAGE?

NO → 10 OPEN THE CARGO DOOR SUFFICIENTLY TO GET ACCESS TO THE LATCH/HOOK MECHANISM. DISCONNECT THE PULL-IN HOOK PUSHROD FROM THE BELLCRANK ON THE LATCH/HOOK TORQUE TUBE. MOVE THE PULL-IN HOOK PUSHROD UP AND DOWN.
IS THERE DAMAGE OR BLOCKAGE OF THE PULL-IN HOOK PUSHROD LINKAGE?

YES → 20 REPLACE THE BENT OR DAMAGED PULL-IN HOOK LINKAGE (MM 52-33-10/401).

NO → 21 ADJUST THE PULL-IN HOOK AND PIN (MM 52-33-00/501).

YES

2 OPEN THE DOOR SUFFICIENTLY TO PERMIT THE MANUAL OPERATION OF THE LATCH/HOOK MECHANISM EXTERNAL OF THE DOOR CUTOUT. TRY TO TURN THE LATCH/HOOK MECHANISM IN THE LATCH DIRECTION.
WILL THE LATCH/HOOK MECHANISM TURN TO THE LATCHED POSITION?

YES → 22 DO A CHECK ON THE MAIN LATCH PINS FOR WEAR AND ADJUST IF IT IS NECESSARY. ALSO DO A CHECK FOR THE CORRECT ENGAGEMENT OF THE LATCH LOCK MECHANISM AT THE FORWARD EDGE OF THE DOOR (MM 52-33-00/501).

NO

3 DISCONNECT THE PULL-IN HOOK PUSHRODS FROM THE BELLCRANK ON THE LATCH/HOOK TORQUE TUBE. TRY TO TURN THE LATCH/HOOK MECHANISM IN THE LATCH DIRECTION.
WILL THE LATCH/HOOK MECHANISM TURN TO THE LATCHED POSITION?

YES → 23 DO A CHECK ON THE PULL-IN HOOK LINKAGE FOR BLOCKAGE OR DAMAGE AND REPAIR.

NO

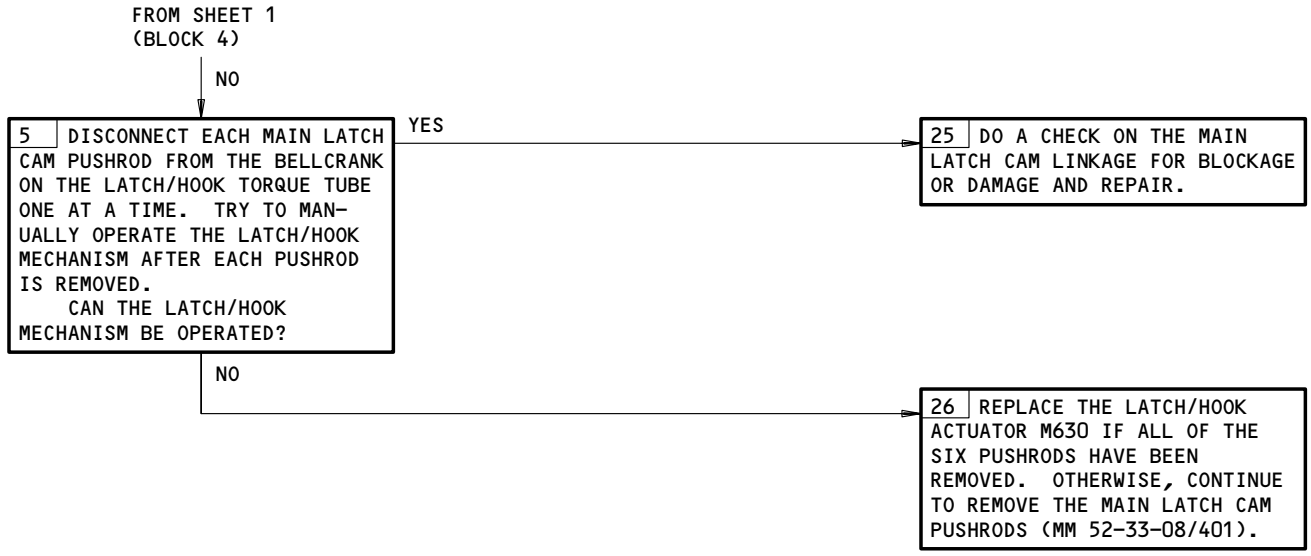
4 DISCONNECT THE MIDSPAN LATCH PUSHRODS FROM THE BELLCRANK ON THE LATCH/HOOK TORQUE TUBE. TRY TO TURN THE LATCH/HOOK MECHANISM IN THE LATCH DIRECTION.
DOES THE LATCH/HOOK MECHANISM TURN?

YES → 24 DO A CHECK ON THE MIDSPAN LATCH LINKAGE FOR BLOCKAGE OR DAMAGE AND REPAIR.

NO

SEE SHEET 2
(BLOCK 5)

Fwd Cargo Door Will Not Latch/Hook Closed Electrically or Manually.
Other Elec Modes Normal
Figure 106 (Sheet 1)



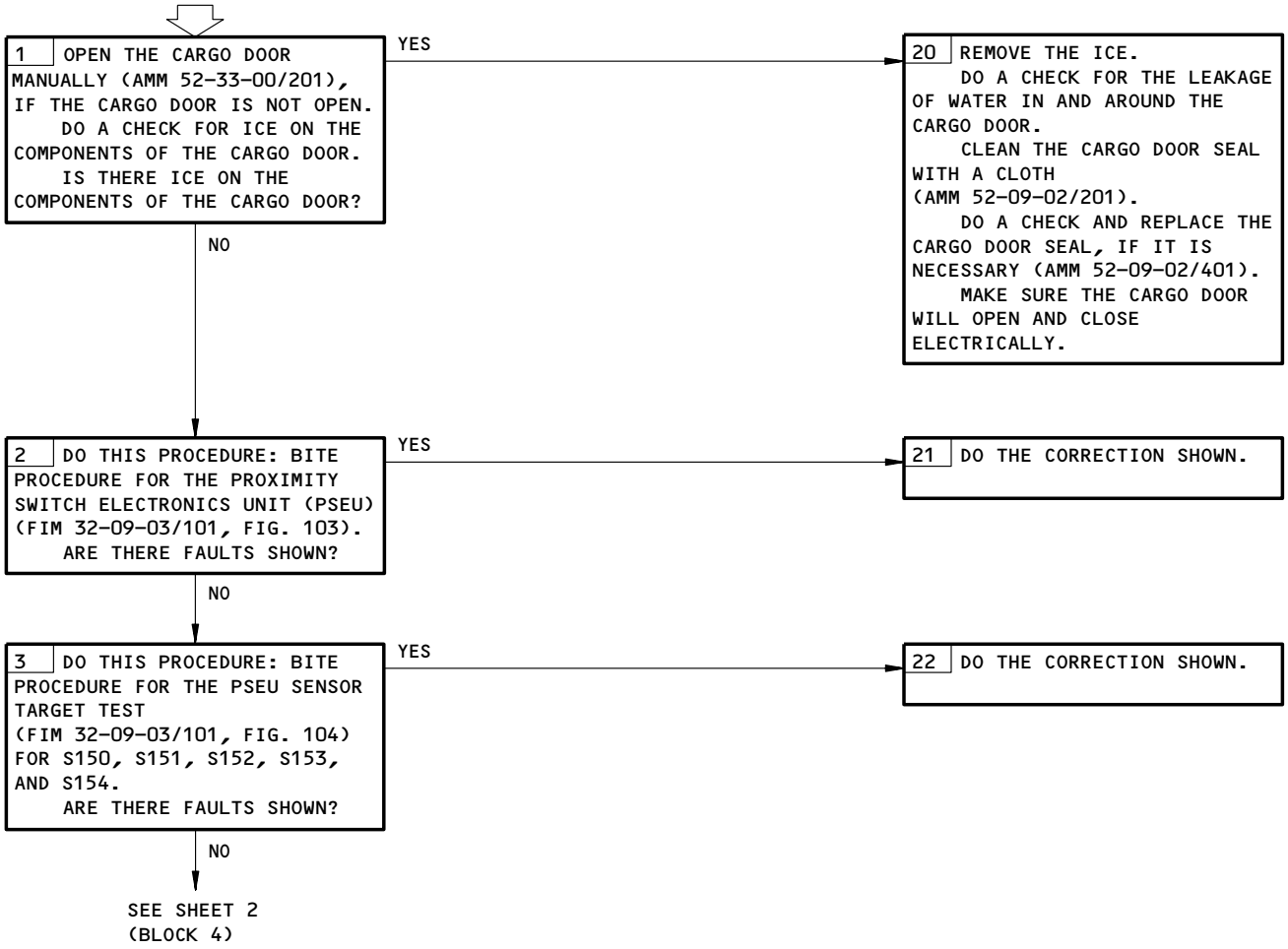
Fwd Cargo Door Will Not Latch/Hook Closed Electrically or Manually.
Other Elec Modes Normal
Figure 106 (Sheet 2)

FWD CARGO DOOR WILL NOT LATCH/HOOK CLOSED OR UNLATCH/ UNHOOK ELECTRICALLY. OTHER ELEC MODES NORMAL.

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4, 34J7

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



Fwd Cargo Door Will Not Latch/Hook Closed or Unlatch/Unhook Electrically.
Other Elec Modes Normal
Figure 107 (Sheet 1)

FROM SHEET 1
(BLOCK 3)

NO

4 DO A CHECK FOR THE PROXIMITY SENSORS S150,S151,S152, S153, AND S154 FOR THE TARGET NEAR OR FAR BY USING THE PSEU:
- PUT THE CARGO DOOR IN THE CLOSE POSITION AND PUT THE LATCH HANDLE IN THE LOCKED CLOSED POSITION, THE SENSORS ARE AS FOLLOWS:

SENSOR	TARGET POSITION
S150 (DOOR UNLATCHED)	FAR
S151 (DOOR OPEN)	FAR
S152 (LATCH RANGE)	NEAR
S153 (HANDLE UNLOCKED)	FAR
S154 (DOOR LATCHED)	NEAR

DID THE SENSOR(S) NOT HAVE A CORRECT POSITION?

YES → 23 ADJUST THE SENSORS (AMM 52-33-00/501).

NO

5 DO A CHECK FOR THE PROXIMITY SENSORS S150,S151,S152, S153, AND S154 FOR THE TARGET NEAR OR FAR BY USING THE PSEU:
- PUT THE CARGO DOOR IN THE CLOSE POSITION AND THE LATCH HANDLE IN THE OPEN POSITION, THE SENSORS ARE AS FOLLOWS:

SENSOR	TARGET POSITION
S150 (DOOR UNLATCHED)	FAR
S151 (DOOR OPEN)	FAR
S152 (LATCH RANGE)	NEAR
S153 (HANDLE UNLOCKED)	NEAR
S154 (DOOR LATCHED)	NEAR

DID THE SENSOR(S) NOT HAVE A CORRECT POSITION?

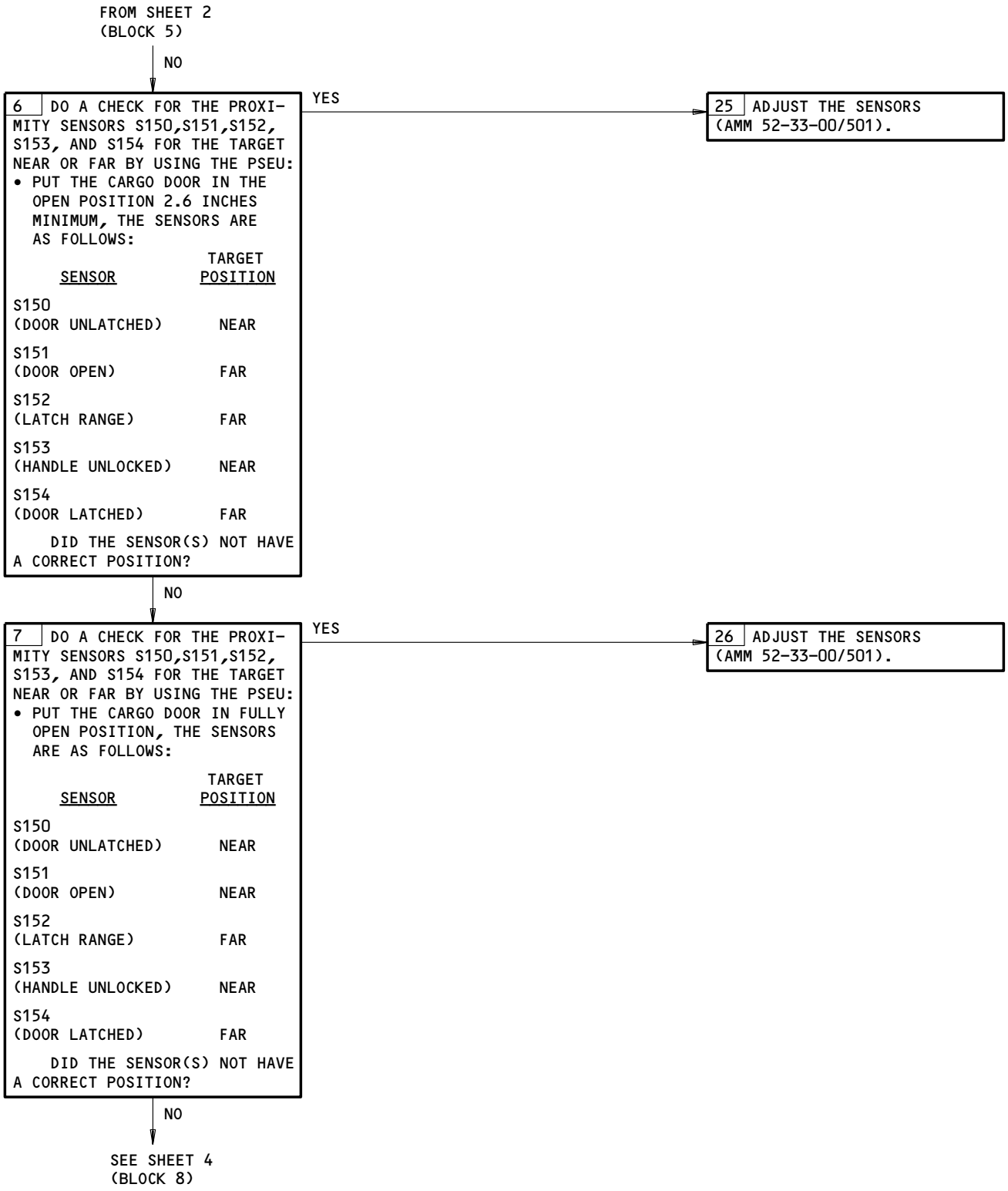
YES → 24 ADJUST THE SENSORS (AMM 52-33-00/501).

NO

SEE SHEET 3
(BLOCK 6)

Fwd Cargo Door Will Not Latch/Hook Closed or Unlatch/Unhook Electrically.
Other Elec Modes Normal
Figure 107 (Sheet 2)

G333112



Fwd Cargo Door Will Not Latch/Hook Closed or Unlatch/Unhook Electrically.
Other Elec Modes Normal
Figure 107 (Sheet 3)

FROM SHEET 3
(BLOCK 7)

NO

8 REMOVE THE DOOR LINING ON THE CARGO DOOR.
MAKE SURE THE CARGO DOOR CONTROL SWITCH IS IN THE OFF POSITION.
REMOVE CONNECTOR D1996 FROM THE LATCH/HOOK ACTUATOR, M630.
HOLD THE CARGO DOOR CONTROL SWITCH IN THE OPEN POSITION (IF IN THE UNLATCH/UNHOOK MODE) OR IN THE CLOSE POSITION (IF IN THE LATCH/HOOK MODE).
IS THERE 115V AC ON CONNECTOR D1996, PIN 1 (PIN 4, GND), PIN 2 (PIN 4, GND), AND PIN 3 (PIN 4, GND) (WDM 52-34-11)?

YES → 27 REPLACE THE LATCH/HOOK ACTUATOR M630 (AMM 52-33-08/401).

NO

9 RELEASE THE CARGO DOOR CONTROL SWITCH TO THE OFF POSITION.
INSTALL CONNECTOR D1996 INTO THE LATCH/HOOK ACTUATOR, M630.
REMOVE THE FORWARD CARGO DOOR UNLATCH RELAY, K33, IN P35 FROM CONNECTOR D2508 FOUND ON THE FORWARD COMPARTMENT CARGO HANDLING ACCESSORY PANEL, P35.
IS THERE 115V AC ON CONNECTOR D2508 BETWEEN PIN A1 AND GROUND, PIN B1 AND GROUND, PIN C1 AND GROUND?

YES → 28 REPLACE THE FORWARD CARGO DOOR UNLATCH RELAY, K33, IN P35 (WDM 52-34-11).
IF THE PROBLEM CONTINUES, EXAMINE THE CIRCUIT FROM PINS A2,B2, TO C2, CONNECTOR D2508, AND CONNECTOR D1996 OF THE LATCH/HOOK ACTUATOR, M630 (WDM 52-34-12).
REPAIR THE PROBLEMS THAT YOU FIND.

NO → 29 INSTALL THE FORWARD CARGO DOOR UNLATCH RELAY, K33, IN P35 (WDM 52-34-11).
REPLACE THE FORWARD CARGO DOOR UNLATCH RELAY, K33, IN P35 (WDM 52-34-11).
IF THE PROBLEM CONTINUES, EXAMINE THE CIRCUIT FROM CONNECTOR D2506, PINS A1,B1 AND C1, CONNECTOR D2508 (WDM 52-34-12).
REPAIR THE PROBLEMS THAT YOU FIND.

Fwd Cargo Door Will Not Latch/Hook Closed or Unlatch/Unhook Electrically.
Other Elec Modes Normal
Figure 107 (Sheet 4)

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4, 34J7

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

FWD CARGO DOOR WILL NOT LIFT ELECTRICALLY. OTHER ELEC MODES NORMAL.

1 OPEN THE CARGO DOOR MANUALLY (AMM 52-33-00/201), IF THE CARGO DOOR IS NOT OPEN.
DO A CHECK FOR ICE ON THE COMPONENTS OF THE CARGO DOOR.
IS THERE ICE ON THE COMPONENTS OF THE CARGO DOOR?

YES → 20 REMOVE THE ICE.
DO A CHECK FOR THE LEAKAGE OF WATER IN AND AROUND THE CARGO DOOR.
CLEAN THE CARGO DOOR SEAL WITH A CLOTH (AMM 52-09-02/201).
DO A CHECK AND REPLACE THE CARGO DOOR SEAL, IF IT IS NECESSARY (AMM 52-09-02/401).
MAKE SURE THE CARGO DOOR WILL OPEN AND CLOSE ELECTRICALLY.

NO ↓

2 HOLD THE CARGO DOOR CONTROL SWITCH IN THE OPEN POSITION.
DOES THE LATCH/HOOK ACTUATOR M630 CONTINUE TO OPERATE
BUT WITH CLUTCH SLIPPAGE?

YES → 11 DO THIS PROCEDURE: BITE PROCEDURE FOR THE PROXIMITY SWITCH ELECTRONICS UNIT (PSEU) (FIM 32-09-03/101, FIG. 103).
ARE THERE FAULTS SHOWN?

YES → 21 DO THE CORRECTION SHOWN.

NO ↓

12 DO THIS PROCEDURE: BITE PROCEDURE FOR THE PSEU SENSOR TARGET TEST (FIM 32-09-03/101, FIG. 104) FOR S150, S151, S152, S153, AND S154.
ARE THERE FAULTS SHOWN?

YES → 22 DO THE CORRECTION SHOWN.

NO ↓

13 REMOVE THE ACCESS PANEL 821E AND DO A CHECK ON THE LATCH/HOOK MECHANISM FOR THE UNLATCH OPERATION.
IS THE LATCH/HOOK MECHANISM FULLY UNLATCHED?

YES → 23 ADJUST THE PROX SENSOR S150 (AMM 52-33-00/501).

NO → 24 DO THE PROCEDURE IN AMM 52-33-00/101, FIG. 104, BLOCK 1.

NO ↓

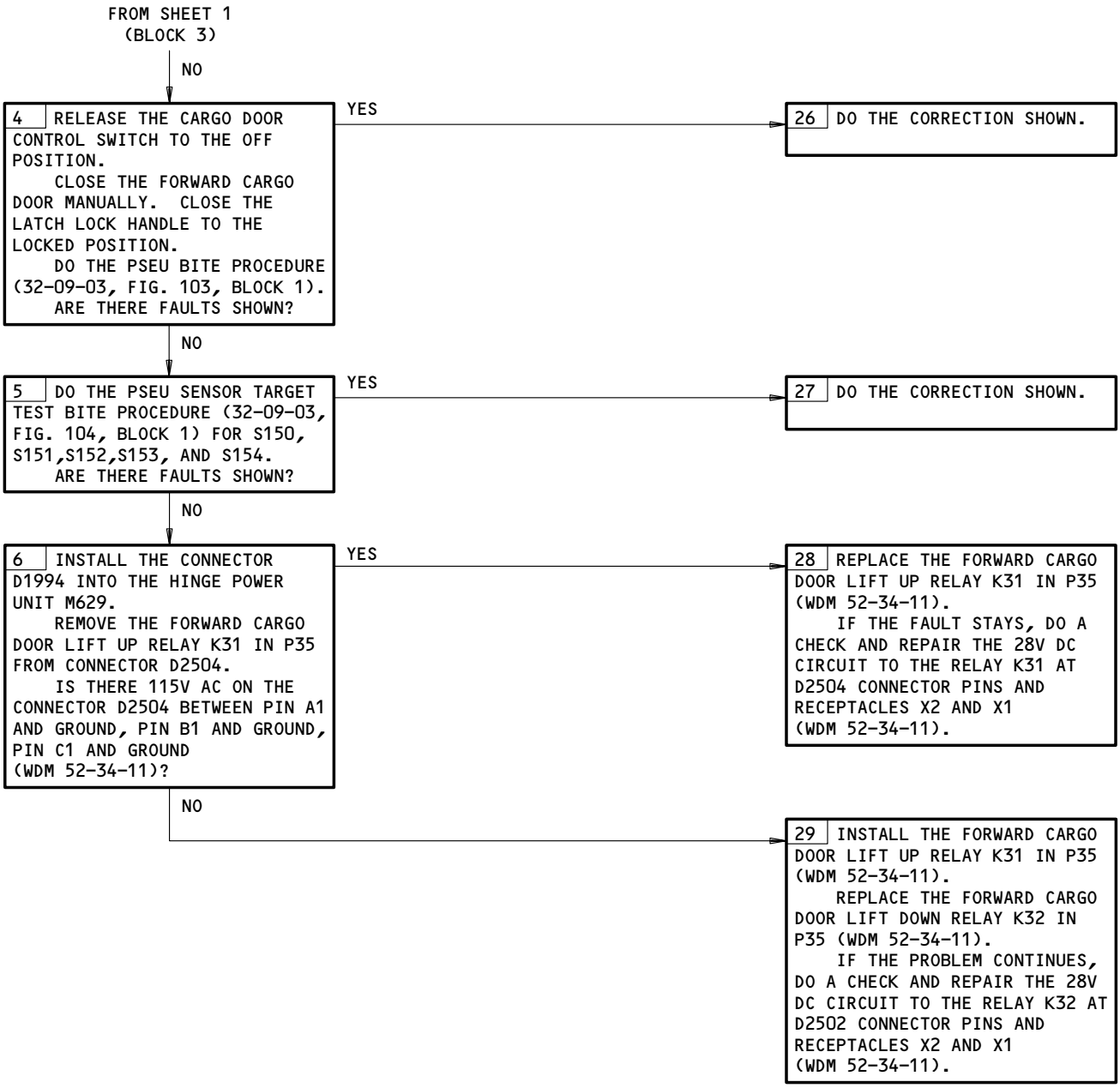
3 REMOVE THE CONNECTOR D1994 FROM THE HINGE POWER UNIT M629.
HOLD THE CARGO DOOR CONTROL SWITCH IN THE OPEN POSITION.
IS THERE 115V AC ON THE CONNECTOR D1994 AT PIN 1 (PIN 5 GND), PIN 2 (PIN 5 GND), AND PIN 3 (PIN 5 GND) (WDM 52-34-11)?

YES → 25 REPLACE THE HINGE POWER UNIT M629 (AMM 52-33-02/401).

NO ↓

SEE SHEET 2
(BLOCK 4)

Fwd Cargo Door Will Not Lift Electrically. Other Elec Modes Normal.
Figure 108 (Sheet 1)



Fwd Cargo Door Will Not Lift Electrically. Other Elec Modes Normal
Figure 108 (Sheet 2)

FWD CARGO DOOR WILL NOT LIFT OR LOWER ELECTRICALLY OR MANUALLY. OTHER ELEC MODES NORMAL

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4, 34J7

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

1 HOLD THE CARGO DOOR WITH THE DOOR SLING A52004-10 (AMM 52-33-01/401).
DISCONNECT THE OUTPUT DRIVE SHAFTS FROM THE HINGE POWER UNIT M629.
APPLY THE MANUAL DRIVE INPUT TO THE HINGE POWER UNIT M629.
DO THE OUTPUT SHAFTS OF THE HINGE POWER UNIT TURN?

NO → 20 REPLACE THE HINGE POWER UNIT (AMM 52-33-02/401).

YES

2 CONNECT THE TORQUE WRENCHES TO THE OUTPUT SHAFTS AND OPERATE THE MANUAL DRIVE OF THE HINGE POWER UNIT M629.
APPLY THE INPUT TO THE MANUAL DRIVE OF THE HINGE POWER UNIT M629.
MEASURE THE INPUT TORQUE NECESSARY TO CAUSE SLIPPAGE IN THE HINGE POWER UNIT.
DOES THE CLUTCH SLIPPAGE IN THE HINGE POWER UNIT OCCUR AT MORE THAN 190 POUND-INCHES?

YES → 21 REPLACE THE HINGE POWER UNIT (AMM 52-33-02/401).

NO

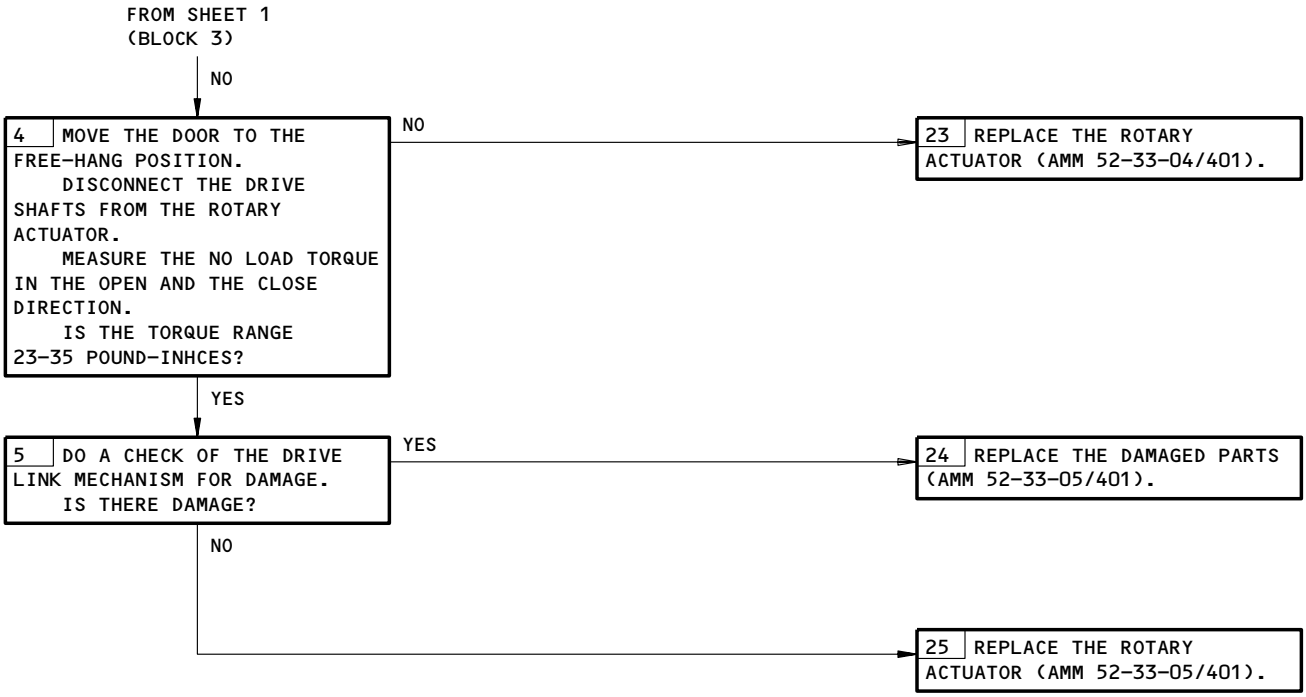
3 APPLY THE INPUT TO THE MANUAL DRIVE OF THE HINGE POWER UNIT, M629.
MEASURE THE OUTPUT TORQUE NECESSARY TO CAUSE SLIPPAGE IN THE HINGE POWER UNIT.
DOES THE CLUTCH SLIPPAGE IN THE HINGE POWER UNIT OCCUR AT LESS THAN 216 POUND-INCHES ON ONE TORQUE WRENCH OR 432 POUND-INCHES TOTAL?

YES → 22 REPLACE THE HINGE POWER UNIT (AMM 52-33-02/401).

NO

SEE SHEET 2
(BLOCK 4)

Fwd Cargo Door Will Not Lift or Lower Electrically or Manually.
Other Elec Modes Normal
Figure 109 (Sheet 1)



Fwd Cargo Door Will Not Lift or Lower Electrically or Manually.
Other Elec Modes Normal
Figure 109 (Sheet 2)

FWD CARGO DOOR WILL NOT LOWER ELECTRICALLY. OTHER ELEC MODES NORMAL

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4,34J7

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

1 KEEP THE CARGO DOOR CONTROL SWITCH IN THE OFF POSITION.
CLOSE THE CARGO DOOR MANUALLY. CLOSE THE LATCH LOCK HANDLE TO THE LOCKED POSITION.
DO THE PSEU BITE PROCEDURE (32-09-03, FIG. 103, BLOCK 1).
ARE THERE FAULTS SHOWN?

YES → 20 DO THE CORRECTION SHOWN.

NO ↓

2 DO THE PSEU SENSOR TARGET TEST BITE PROCEDURE (32-09-03, FIG. 104, BLOCK 1) FOR S150, S151,S152,S153, AND S154.
ARE THERE FAULTS SHOWN?

YES → 21 DO THE CORRECTION SHOWN.

NO ↓

3 INSTALL THE CONNECTOR D1994 IN THE HINGE POWER UNIT M629.
REMOVE THE FORWARD CARGO DOOR LIFT UP RELAY K31 IN P35 FROM THE CONNECTOR D2504 FOUND ON THE FORWARD COMPARTMENT CARGO HANDLING ACCESSORY PANEL, P35 (WDM 52-34-11).
IS THERE 115V AC ON THE CONNECTOR D2504 BETWEEN PIN A1 AND GROUND, PIN B1 AND GROUND, PIN C1 AND GROUND?

YES → 22 REPLACE THE FORWARD CARGO DOOR LIFT UP RELAY K31 IN P35 (WDM 52-34-11).
IF THE PROBLEM CONTINUES, DO A CHECK AND REPAIR THE CIRCUIT BETWEEN THE CONNECTOR D2502 AND PINS A2,B2, AND C2 OF CONNECTOR D2504 AND CONNECTOR D1994 (WDM 52-34-11).

NO → 23 INSTALL THE FORWARD CARGO DOOR LIFT UP RELAY K31 IN P35 (WDM 52-34-11).
REPLACE THE FORWARD CARGO DOOR LIFT DOWN RELAY K32 IN P35 (WDM 52-34-11).
IF THE PROBLEM CONTINUES, DO A CHECK AND REPAIR THE CIRCUIT BETWEEN THE CONNECTOR D2502 AND PINS A1, B1, AND C1 OF CONNECTOR D2504 (WDM 52-34-11).

Fwd Cargo Door Will Not Lower Electrically. Other Elec Modes Normal
Figure 110

FWD CARGO DOOR WILL NOT LIFT OR LOWER ELECTRICALLY. OTHER ELEC MODES NORMAL

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4,34J7

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

1 REMOVE THE CONNECTOR D1994 FROM THE HINGE POWER UNIT M629.
HOLD THE CARGO DOOR CONTROL SWITCH IN THE OPEN OR CLOSE POSITION.
IS THERE 115V AC ON THE CONNECTOR D1994 AT PIN 1 (PIN 5 GND), PIN 2 (PIN 5 GND), AND PIN 3 (PIN 5 GND) (WDM 52-34-11)?

YES → 20 REPLACE THE HINGE POWER UNIT M629 (MM 52-33-02/401).

NO ↓

2 RELEASE THE CARGO DOOR CONTROL SWITCH TO THE OFF POSITION.
CLOSE THE CARGO DOOR MANUALLY. CLOSE THE LATCH LOCK HANDLE TO THE LOCKED POSITION.
INSTALL THE CONNECTOR D1994 TO THE HINGE POWER UNIT M629.
DO THE PSEU BITE PROCEDURE (32-09-03, FIG. 103, BLOCK 1).
ARE THERE FAULTS SHOWN?

YES → 21 DO THE CORRECTION SHOWN.

NO ↓

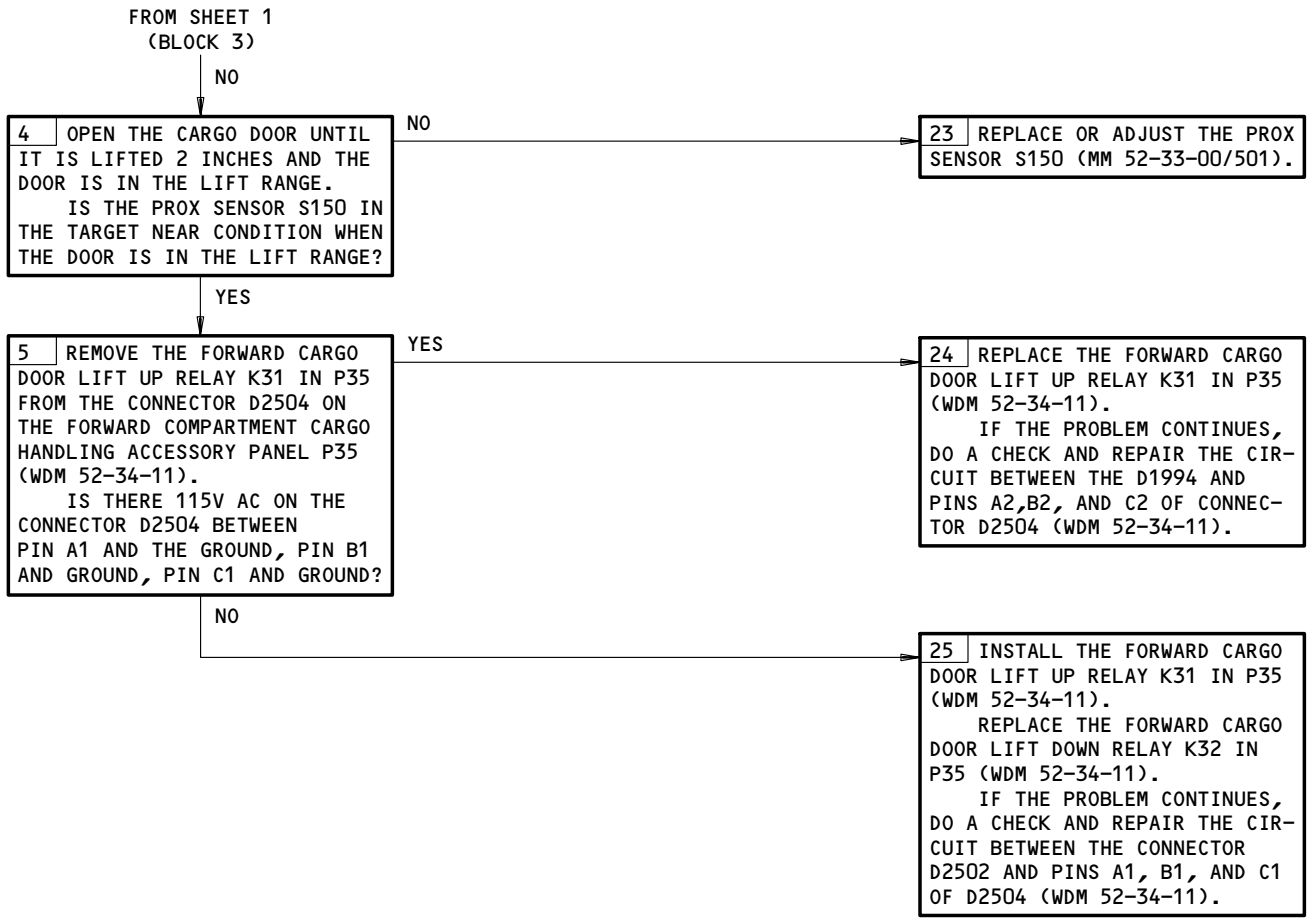
3 DO THE PSEU SENSOR TARGET TEST BITE PROCEDURE (32-09-03, FIG. 104, BLOCK 1) FOR S150, S151,S152,S153, AND S154.
ARE THERE FAULTS SHOWN?

YES → 22 DO THE CORRECTION SHOWN.

NO ↓

SEE SHEET 2 (BLOCK 4)

Fwd Cargo Door Will Not Lift or Lower Electrically. Other Elec Modes Normal
Figure 111 (Sheet 1)



Fwd Cargo Door Will Not Lift or Lower Electrically. Other Elec Modes Normal
Figure 111 (Sheet 2)

FWD CARGO DOOR WILL NOT LIFT OR LOWER ELECTRICALLY OR MANUALLY. OTHER ELECTRICAL MODES NORMAL

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4,34J7

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

1 IF THE CARGO DOOR IS OPEN FARTHER THAN THE FREE-HANG POSITION, HOLD THE DOOR WITH THE DOOR SLING A52004-10.
REMOVE THE TWO ROTARY ACTUATORS AND LOWER THE DOOR TO THE FREE-HANG POSITION (MM 52-33-04/401).
REMOVE THE DOOR SLING.

WARNING

DO NOT LET THE DOOR MOVE FREELY FROM THE CLOSED POSITION, INJURY CAN OCCUR.

IF THE DOOR IS CLOSED FARTHER THAN THE FREE-HANG POSITION HOLD THE DOOR BEFORE YOU REMOVE THE ROTARY ACTUATOR. REMOVE THE TWO ROTARY ACTUATORS AND LOWER THE DOOR TO THE FREE-HANG POSITION (MM 52-33-04/401).
REMOVE THE TWO DRIVE SHAFTS FROM THE HINGE POWER UNIT M629 (MM 52-33-02/401). OPERATE THE MANUAL DRIVE OF THE HINGE POWER UNIT M629.
DOES ONE OF THE OUTPUT SHAFTS OF THE HINGE POWER UNIT TURN?

NO → 10 REPLACE THE HINGE POWER UNIT M629 AND INSTALL THE TWO ROTARY ACTUATORS (MM 52-33-02/401) AND 52-33-04/401).

YES → 11 MANUALLY TURN THE INPUT TO EACH ROTARY ACTUATOR. MAKE SURE THAT EACH ROTARY ACTUATOR TURNS SMOOTHLY WITH A STEADY DRAG AND NO BINDING.
REPLACE THE ROTARY ACTUATOR IF IT IS DAMAGED (MM 52-33-04/401).

Fwd Cargo Door will not Lift or Lower Electrically or Manually.
Other Electrical Modes Normal
Figure 112

FWD CARGO DOOR ELECTRICAL OPERATION INOP

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4, 34J7

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

1 OPEN THE CARGO DOOR MANUALLY (AMM 52-33-00/201).
DO A CHECK FOR ICE ON THE COMPONENTS OF THE CARGO DOOR.
IS THERE ICE ON THE COMPONENTS OF THE CARGO DOOR?

YES → 20 REMOVE THE ICE.
DO A CHECK FOR THE LEAKAGE OF WATER IN AND AROUND THE CARGO DOOR.
CLEAN THE CARGO DOOR SEAL WITH A CLOTH (AMM 52-09-02/201).
DO A CHECK AND REPLACE THE CARGO DOOR SEAL, IF IT IS NECESSARY (AMM 52-09-02/401).
MAKE SURE THE CARGO DOOR WILL OPEN AND CLOSE ELECTRICALLY.

NO ↓

2 CLOSE THE CARGO DOOR MANUALLY (AMM 52-33-00/201).
CLOSE THE LATCH LOCK HANDLE INTO THE HOUSING.
DO THIS PROCEDURE: BITE PROCEDURE FOR THE PROXIMITY SWITCH ELECTRONICS UNIT (PSEU) (FIM 32-09-03/101, FIG. 103).
ARE THERE FAULTS SHOWN?

YES → 21 DO THE CORRECTION SHOWN.

NO ↓

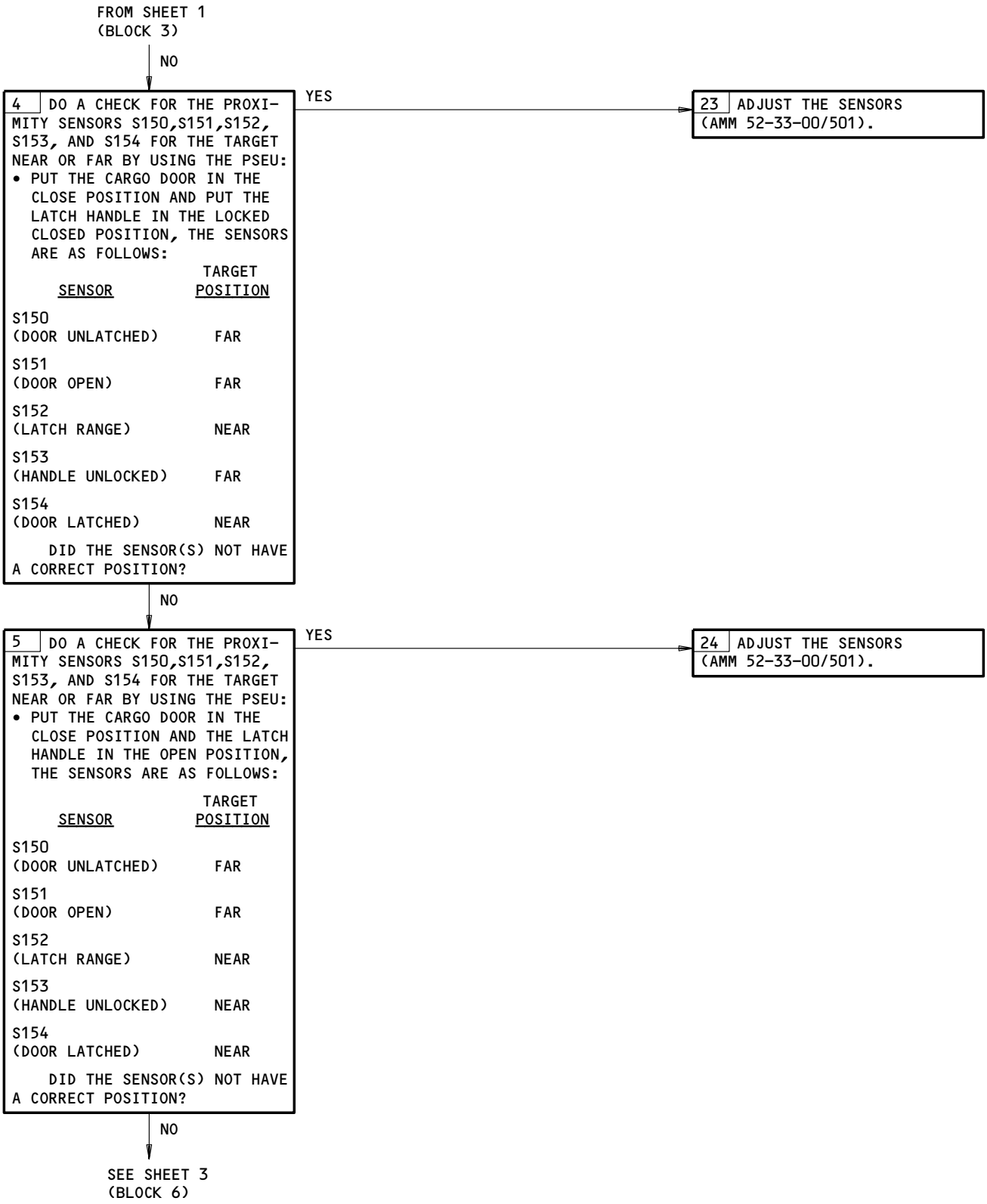
3 DO THIS PROCEDURE: BITE PROCEDURE FOR THE PSEU SENSOR TARGET TEST (FIM 32-09-03/101, FIG. 104) FOR S150, S151, S152, S153, AND S154.
ARE THERE FAULTS SHOWN?

YES → 22 DO THE CORRECTION SHOWN.

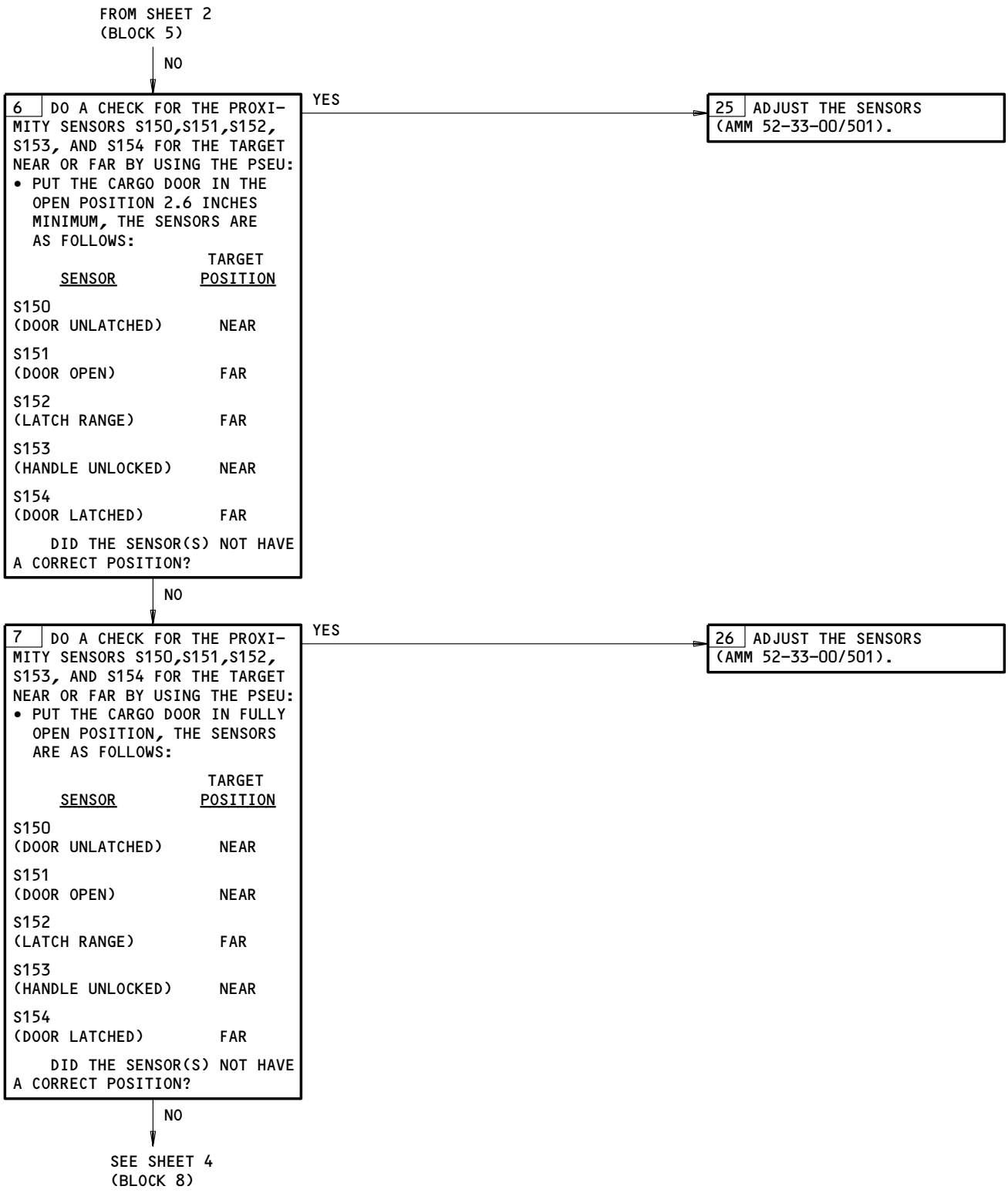
NO ↓

SEE SHEET 2
(BLOCK 4)

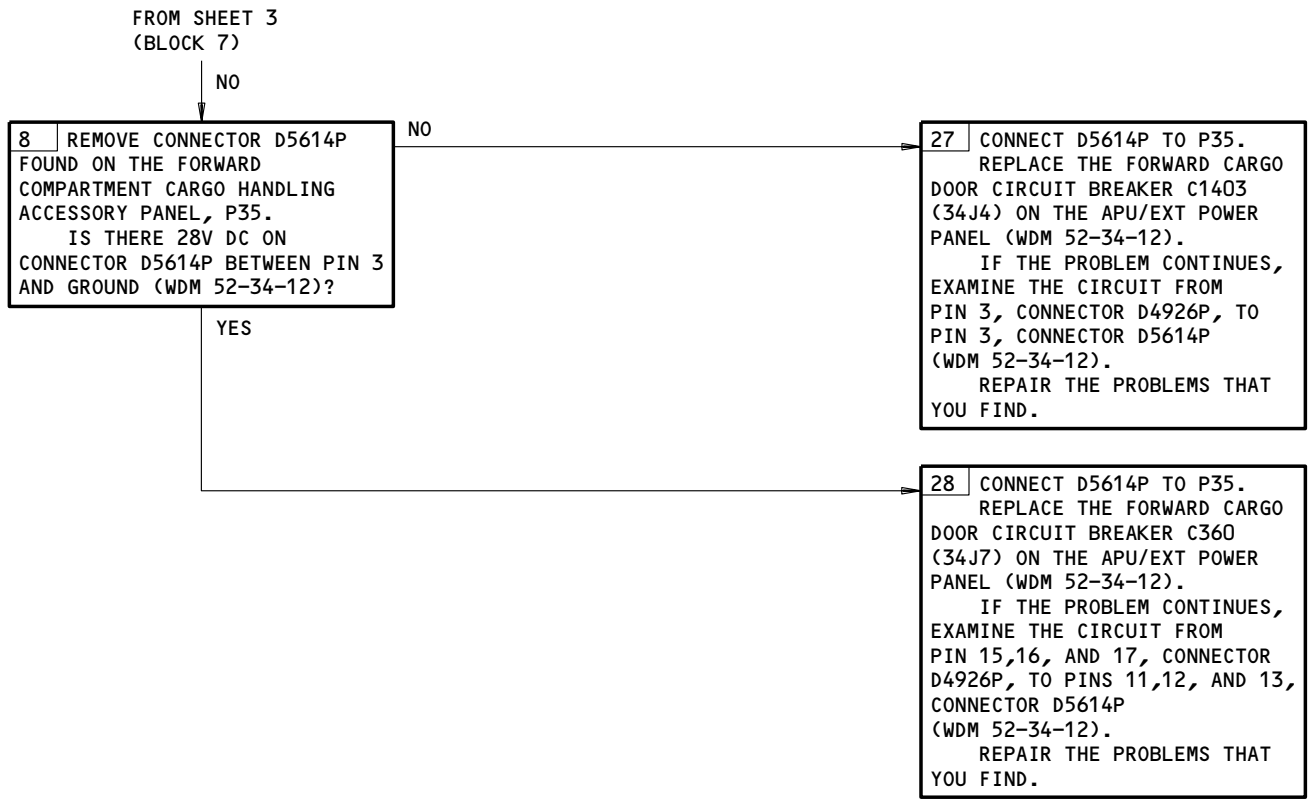
Fwd Cargo Door Electrical Operation Inop
Figure 113 (Sheet 1)



Fwd Cargo Door Electrical Operation Inop
Figure 113 (Sheet 2)



Fwd Cargo Door Electrical Operation Inop
Figure 113 (Sheet 3)



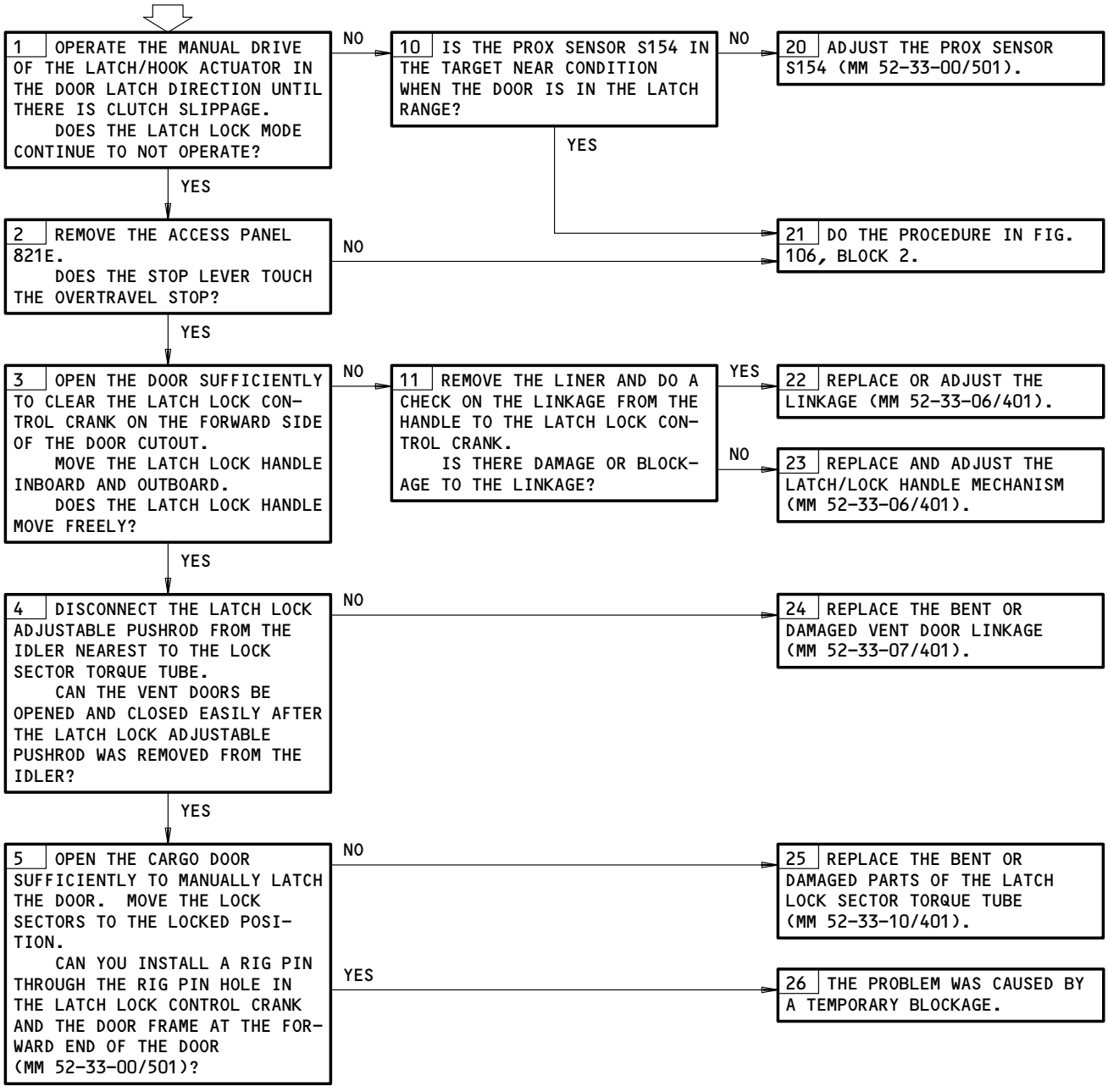
Fwd Cargo Door Electrical Operation Inop
Figure 113 (Sheet 4)

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4,34J7

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

FWD CARGO DOOR WILL NOT LATCH LOCK



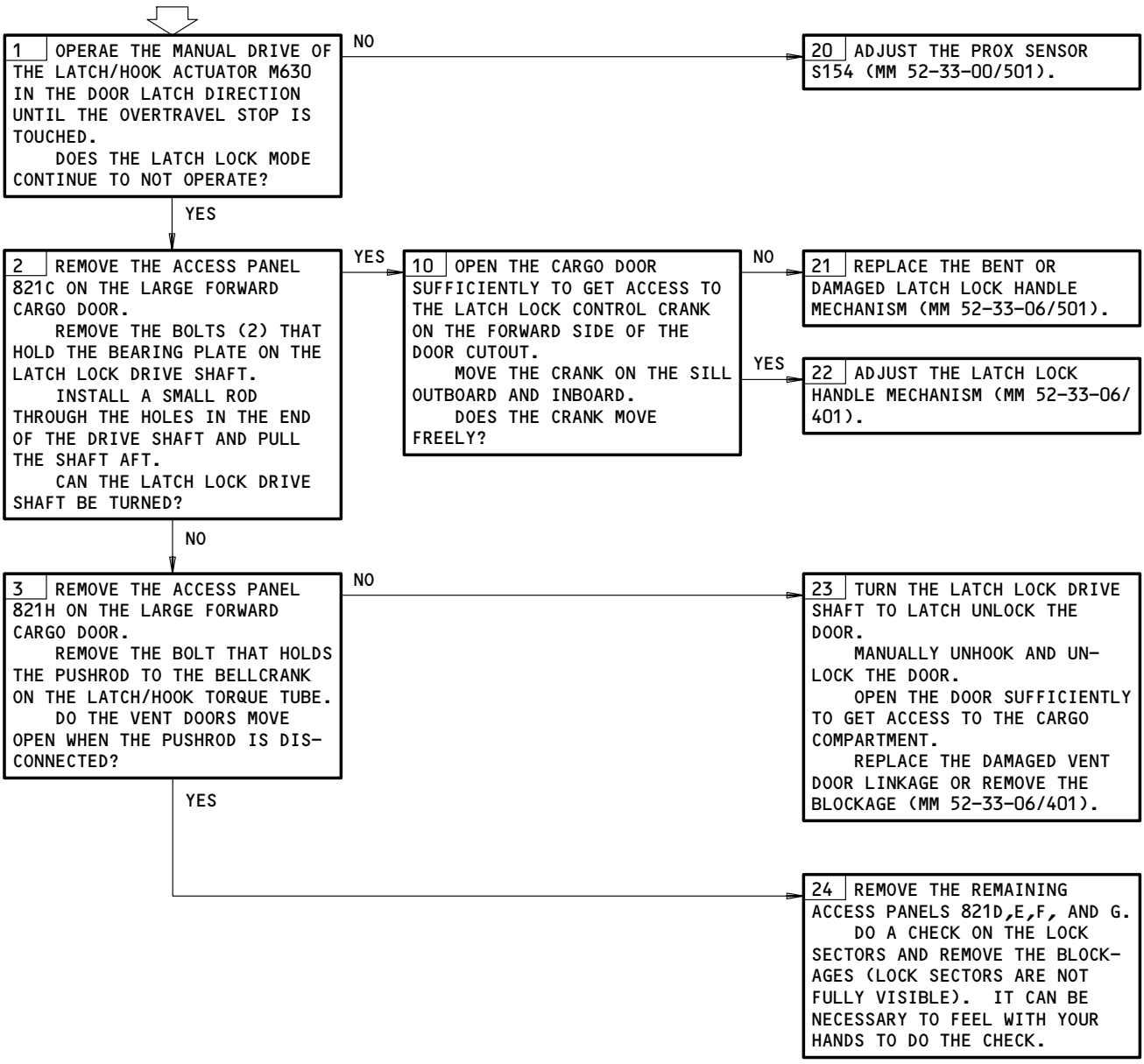
Fwd Cargo Door Will Not Latch Lock
Figure 114

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4,34J7

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

FWD CARGO DOOR WILL NOT LATCH UNLOCK



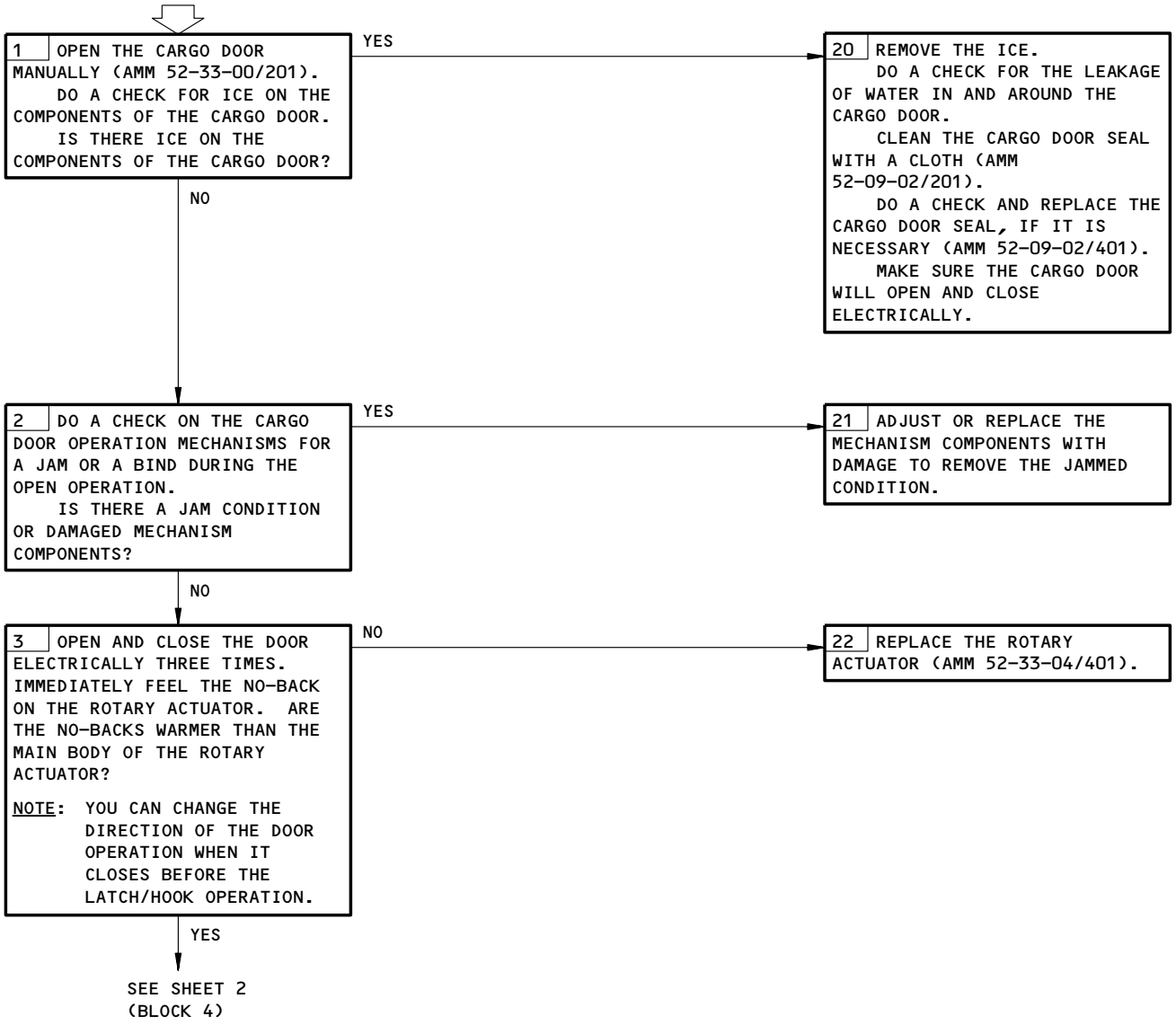
Fwd Cargo Door Will Not Latch Unlock
Figure 115

PREREQUISITES

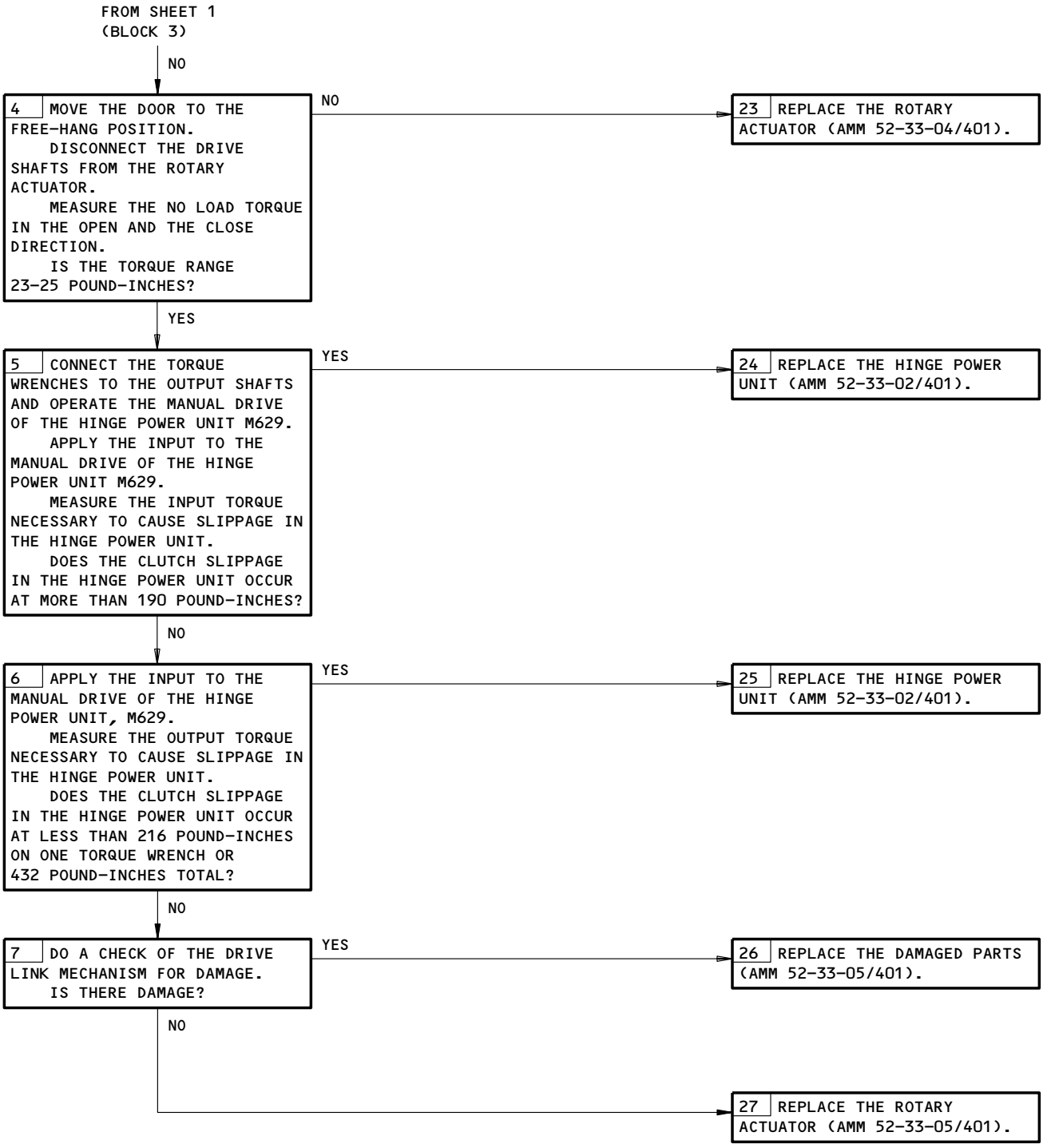
MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4, 34J7

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

FWD CARGO DOOR FAILS TO RAISE FULL UP



Fwd Cargo Door Fails to Raise Full Up
Figure 116 (Sheet 1)



Fwd Cargo Door Fails to Raise Full Up
Figure 116 (Sheet 2)

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4,34J7

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

SEVERE VIBRATION OF FWD CARGO DOOR WHILE MOVING

1 DO A CHECK ON THE ROTARY ACTUATOR DRIVE SHAFT COUPLINGS, DRIVE ARM AND DRIVE LINKS FOR GREASE.
DO THE COUPLINGS, DRIVE ARM OR DRIVE LINKS HAVE GREASE?

NO → 20 LUBRICATE THE COUPLINGS, DRIVE ARM AND HINGE LINKS (AMM 12-21-22, FIG. 301).

YES → 21 DO THE FWD CARGO DOOR FAILS TO RAISE FULL UP PROCEDURE (FIG. 116, BLOCK 1).

Severe Vibration of Fwd Cargo Door While Moving
Figure 117

AFT CARGO DOOR

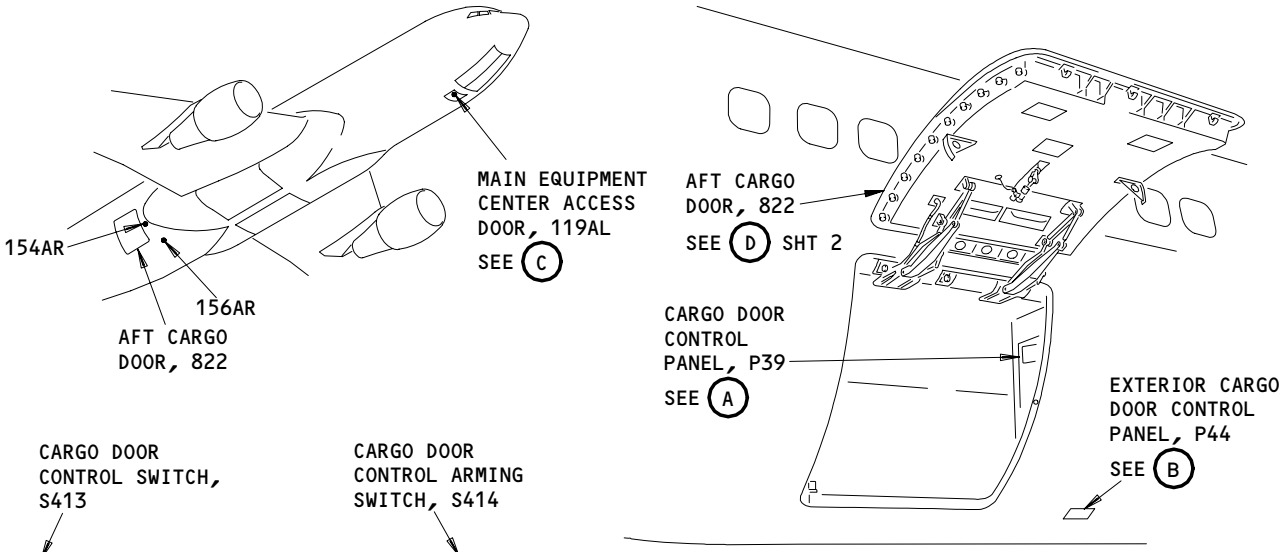
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
ACTUATOR - ROTARY	2	2	822, AFT CARGO COMPARTMENT	52-35-03
ARM - HINGE	2	2	822, AFT CARGO COMPARTMENT	52-35-04
CIRCUIT BREAKERS	1		119AL, MAIN EQUIP CTR, P34	
CARGO DOOR, C361		1	34J10	*
CARGO DOOR CONTROL, C1403		1	34J4	*
LIGHT - INDICATOR, DOOR CLOSED, L600	1	1	156AR, EXT FUSELAGE CONTROL PANEL, P44	*
LIGHT - INDICATOR, DOOR OPEN, L598	1	1	156AR, EXT FUSELAGE CONTROL PANEL, P44	*
DIODE - (FIM 31-01-39/101)				
R37				
DOOR - CARGO, 822	1	1	822, AFT CARGO COMPARTMENT	52-35-01
DOOR - VENT	3	2	822, AFT CARGO DOOR	52-35-15
FLEXIBLE SHAFT - MANUAL DRIVE	2	1	822, AFT CARGO COMPARTMENT	52-35-26
MECHANISM - HINGE	2	2	822, AFT CARGO COMPARTMENT	52-35-00
MECHANISM - HINGE DRIVE	2	1	822, AFT CARGO COMPARTMENT	52-35-00
MECHANISM - LIFT/LATCH	2	1	822, AFT CARGO COMPARTMENT	52-35-00
RELAY - (FIM 31-01-39/101)				
CARGO DOOR CONTROL ARM, K40				
CARGO DOOR HINGE DOWN, K37				
CARGO DOOR HINGE UP, K36				
CARGO DOOR LIFT LATCH DOWN, K39				
CARGO DOOR LIFT LATCH UP, K38				
SENSOR - PROX, AFT CARGO DOOR DOWN NO. 1, S159 1>	5	1	822, AFT CARGO DOOR	52-35-43
SENSOR - PROX, AFT CARGO DOOR DOWN NO. 2, S160	5	1	822, AFT CARGO DOOR	52-35-43
SENSOR - PROX, AFT CARGO DOOR OPEN, S158	5	1	822, AFT CARGO DOOR	52-35-43
SENSOR - PROX, AFT CARGO DOOR LATCHED, S161	4	1	822, AFT CARGO DOOR	52-35-43
SENSOR - PROX, AFT CARGO DOOR LIFT RANGE, S157	4	1	822, AFT CARGO DOOR	52-35-43
SENSOR - (FIM 52-71-00/101)				
DOOR WARNING, S208				
DOOR WARNING, S209				
SWITCH - CARGO DOOR CONTROL, S413	1	1	822, AFT CARGO COMP HDLG ACCESS PANEL, P39	*
SWITCH - CARGO DOOR CONTROL ARM, S414	1	1	822, AFT CARGO COMP HDLG ACCESS PANEL, P39	*
SWITCH - CARGO DOOR CONTROL, S512	1	1	156AR, P44 EXT FUSELAGE CONTROL PANEL	*
SWITCH - CARGO DOOR CONTROL ARM, S510	1	1	156AR, P44 EXT FUSELAGE CONTROL PANEL	*
UNIT - HINGE POWER DRIVE, M631	3	1	822, AFT CARGO COMPARTMENT	52-35-02
UNIT - LIFT/LATCH POWER, M632	3	1	822, AFT CARGO DOOR	52-35-10
UNIT - (FIM 32-09-03/101)				
PROX SW ELECT, M162				

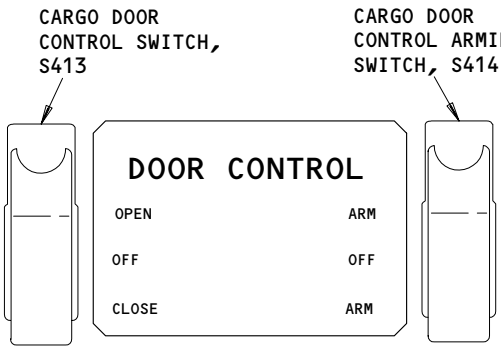
* SEE THE WDM EQUIPMENT LIST

NOTE: 767-300 AIRPLANES;
PROXIMITY SENSOR, S159, IS NOT INSTALLED.

1> PROXIMITY SENSOR, S159, HAS A STEEL TARGET PERMANENTLY INSTALLED AND DOES NOT OPERATE.

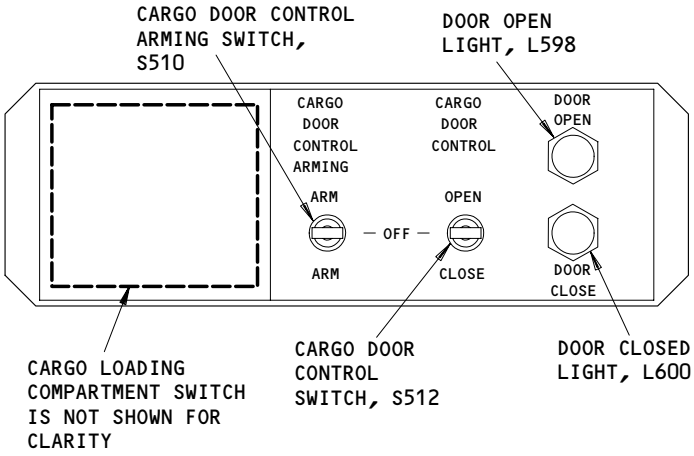
Aft Cargo Door - Component Index
Figure 101





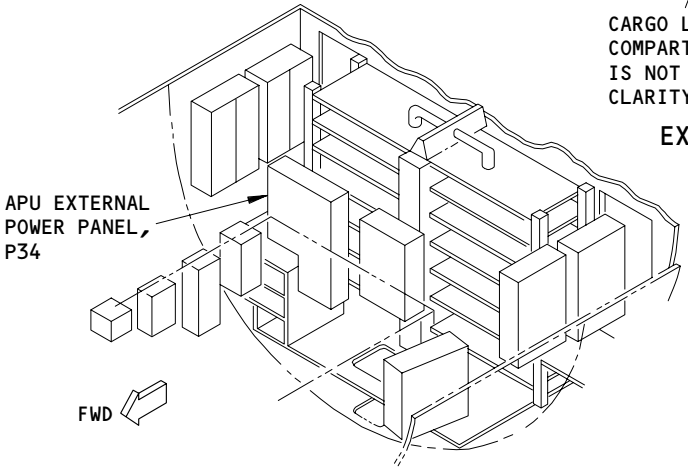
CARGO DOOR CONTROL PANEL, P39

A



EXTERIOR CARGO DOOR CONTROL PANEL, P44

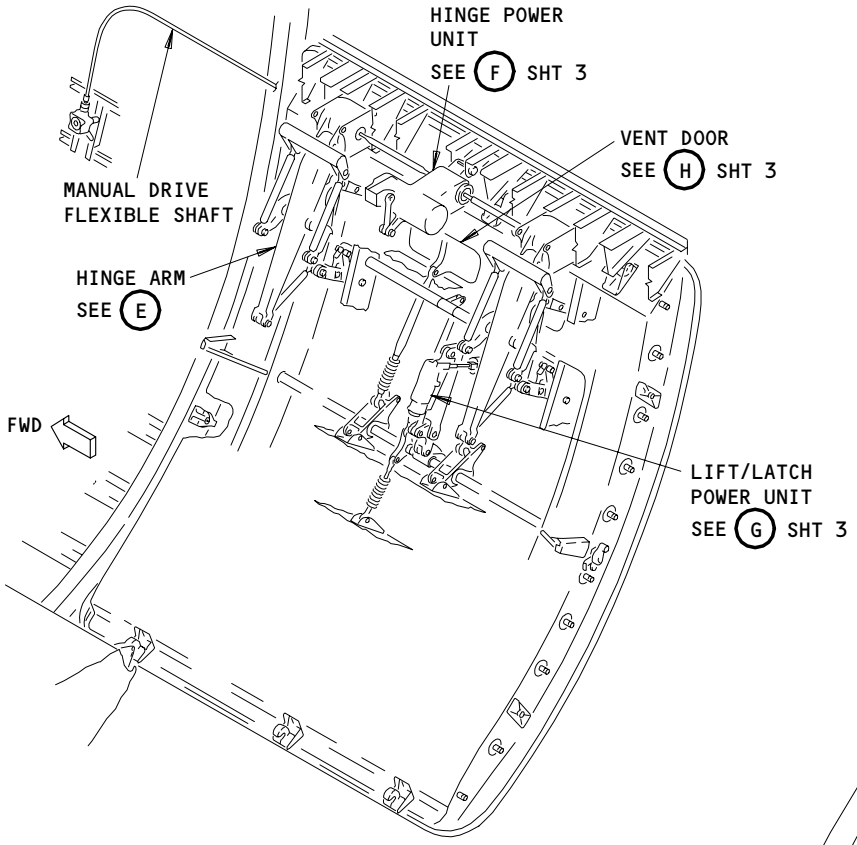
B



MAIN EQUIPMENT CENTER

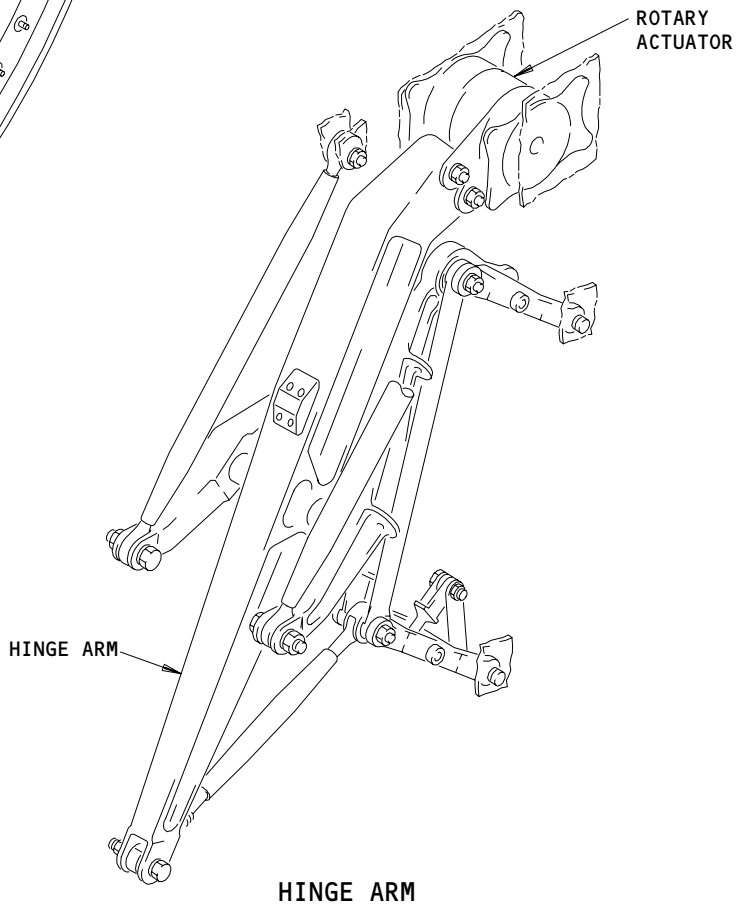
C

Aft Cargo Door - Component Location
Figure 102 (Sheet 1)



AFT CARGO DOOR, 822

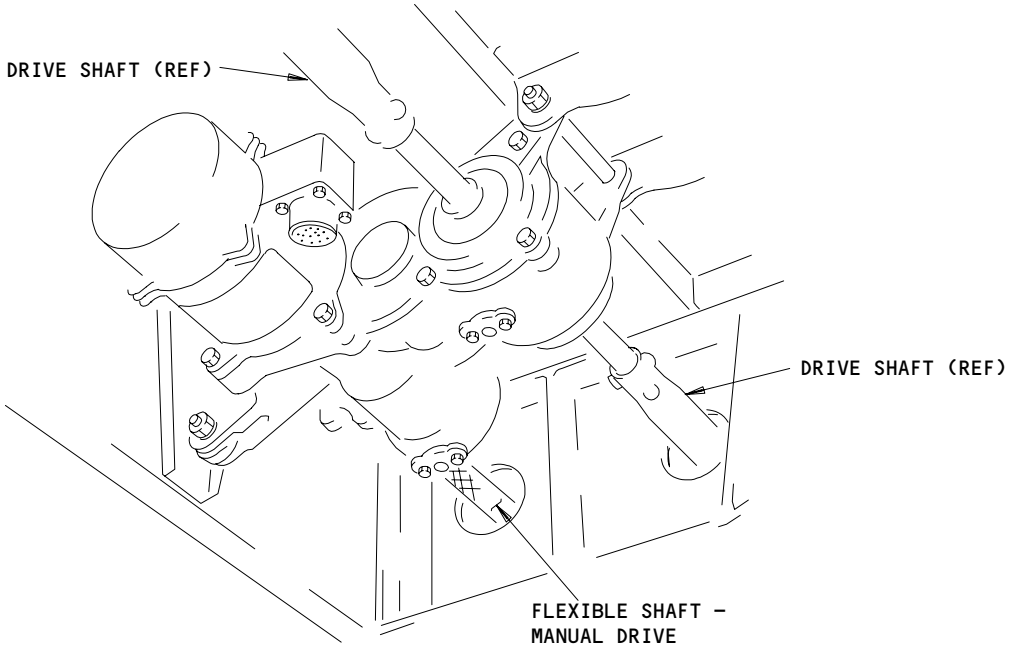
(D) FROM SHT 1



HINGE ARM

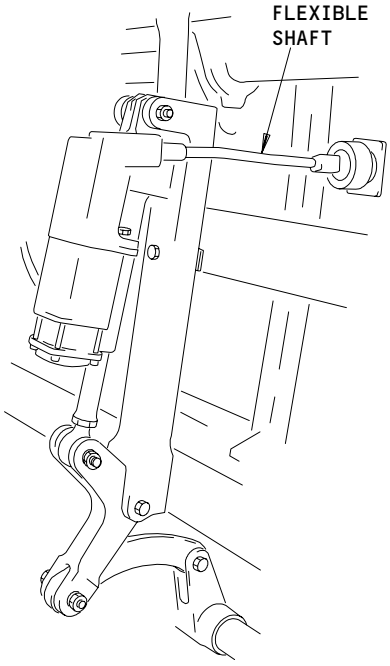
(E)

Aft Cargo Door - Component Location
Figure 102 (Sheet 2)



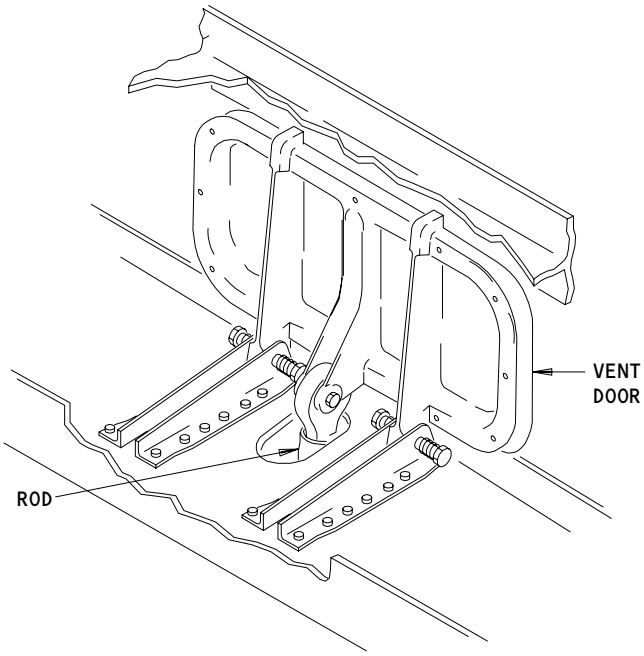
HINGE POWER UNIT, M631

F



LIFT/LATCH POWER UNIT, M632

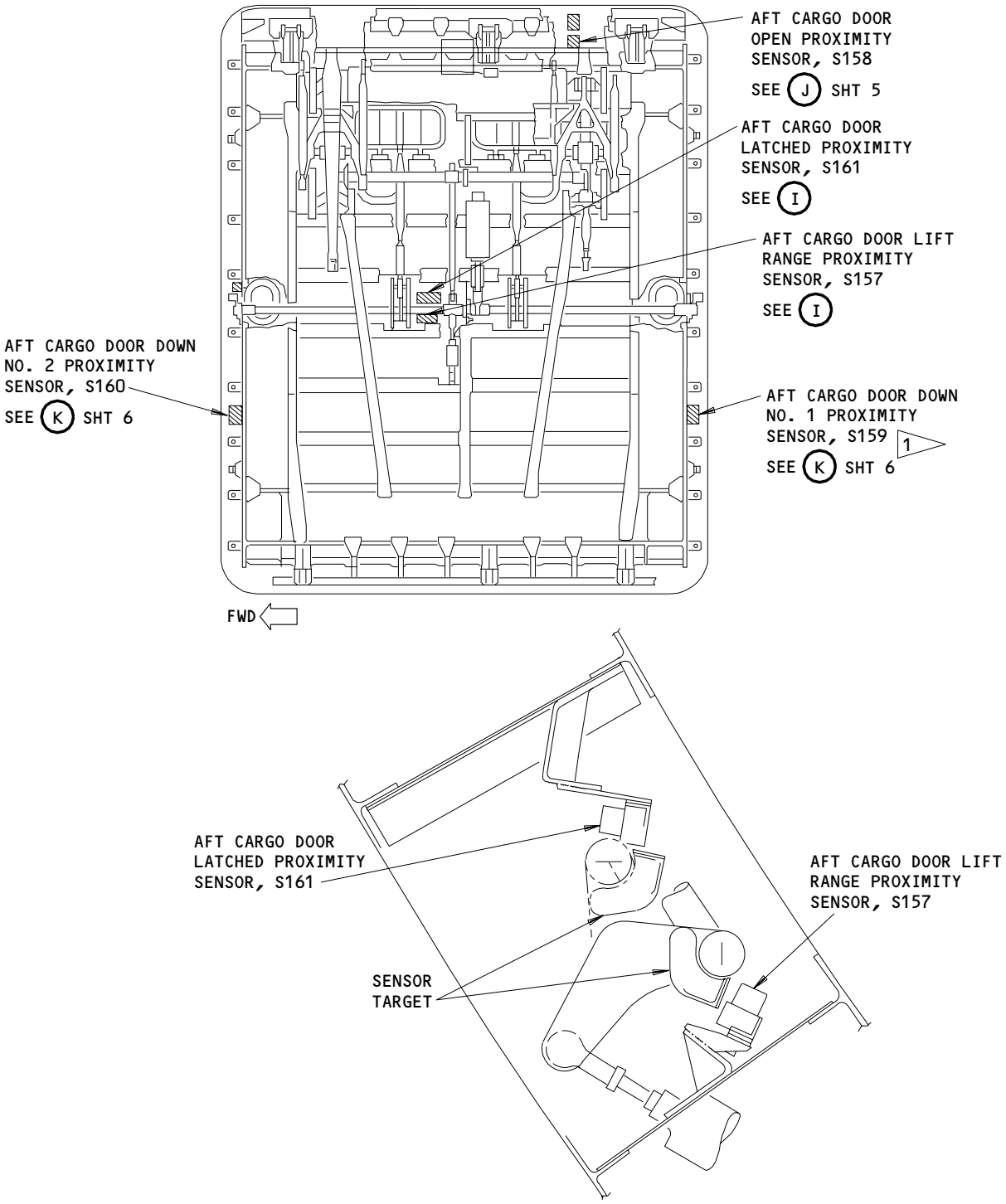
G



VENT DOOR

H

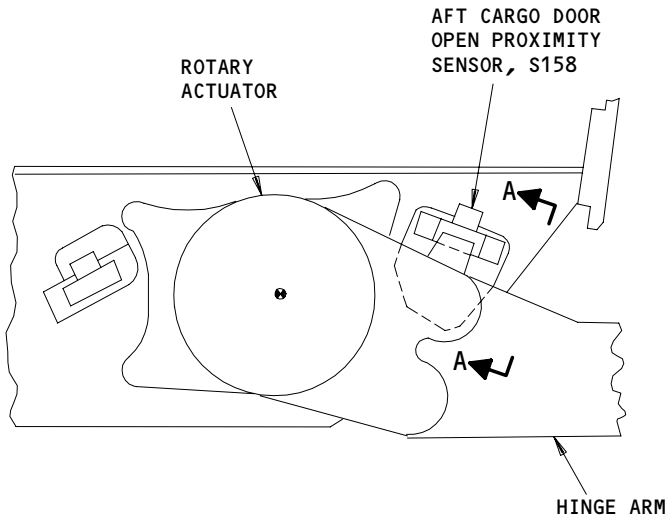
Aft Cargo Door - Component Location (Details from Sht 2)
Figure 102 (Sheet 3)



NOTE: ON 767-300 AIRPLANES, PROXIMITY SENSOR S159 IS NOT INSTALLED.

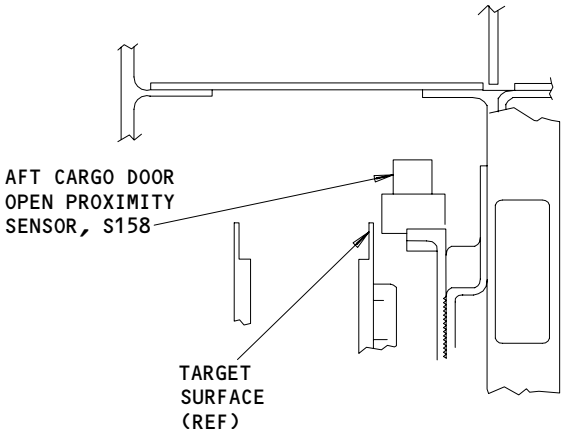
1 PROXIMITY SENSOR S159 HAS A STEEL TARGET PERMANENTLY INSTALLED AND DOES NOT OPERATE.

Aft Cargo Door - Component Location
Figure 102 (Sheet 4)



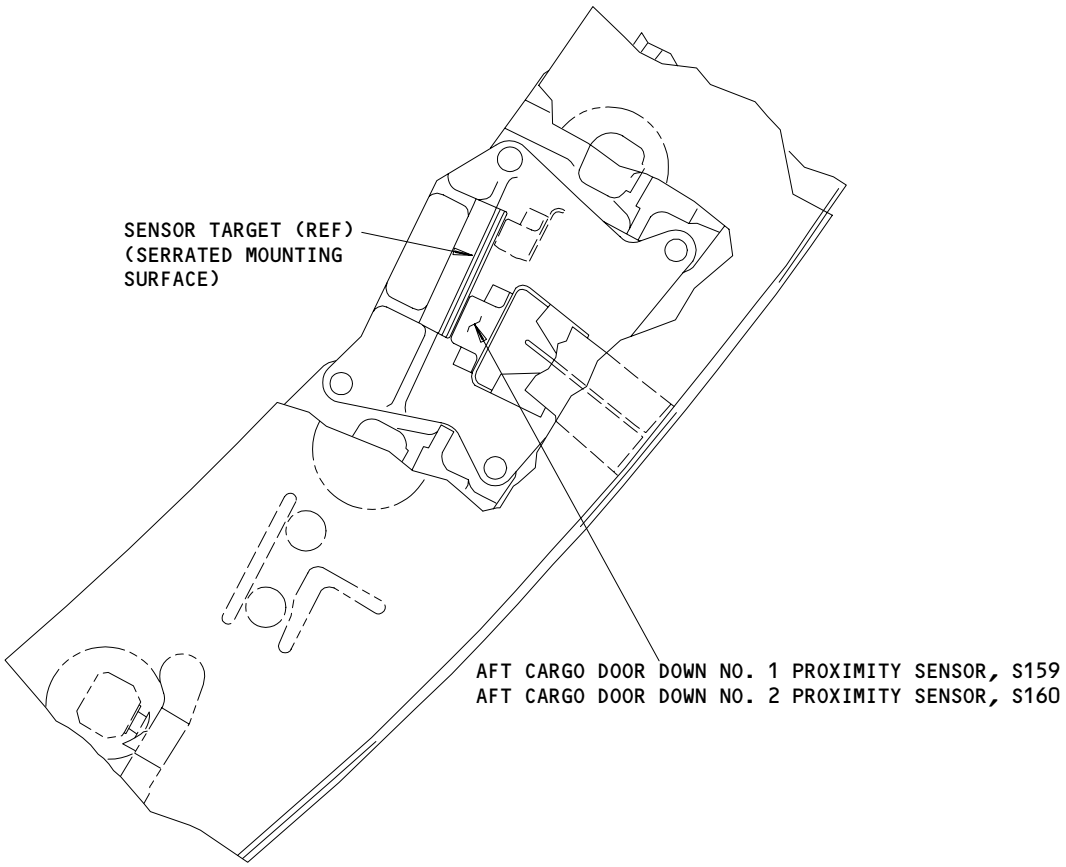
S158
(CARGO DOOR IN THE OPEN POSITION)

J FROM SHT 4



A-A

Aft Cargo Door - Component Location
Figure 102 (Sheet 5)



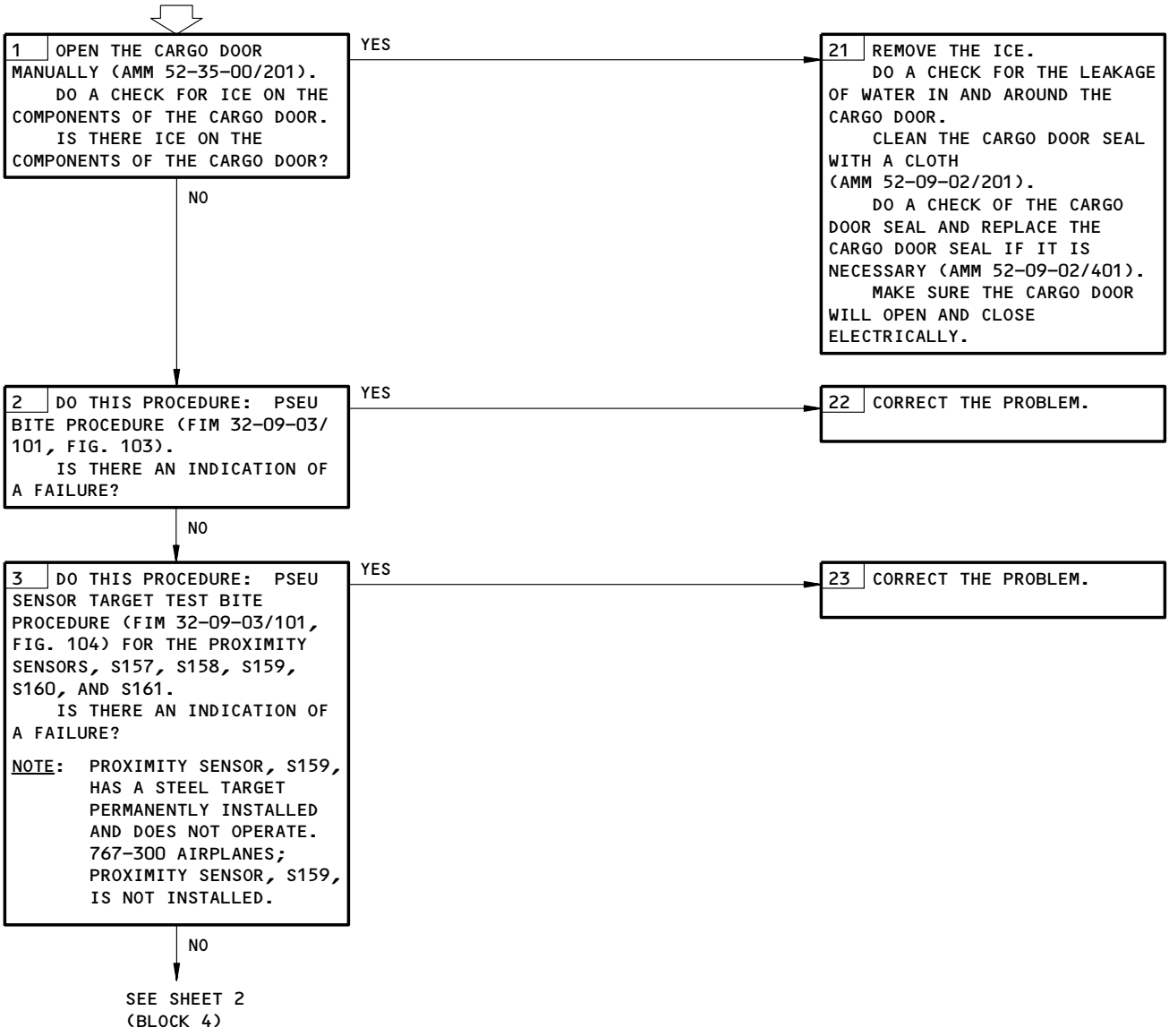
Aft Cargo Door - Component Location (Detail from Sht 4)
Figure 102 (Sheet 6)

CARGO DOOR WILL NOT UNLATCH ELECTRICALLY. MANUAL DRIVE UNLOCKS DOOR NORMAL. OTHER ELEC MODES NORMAL.

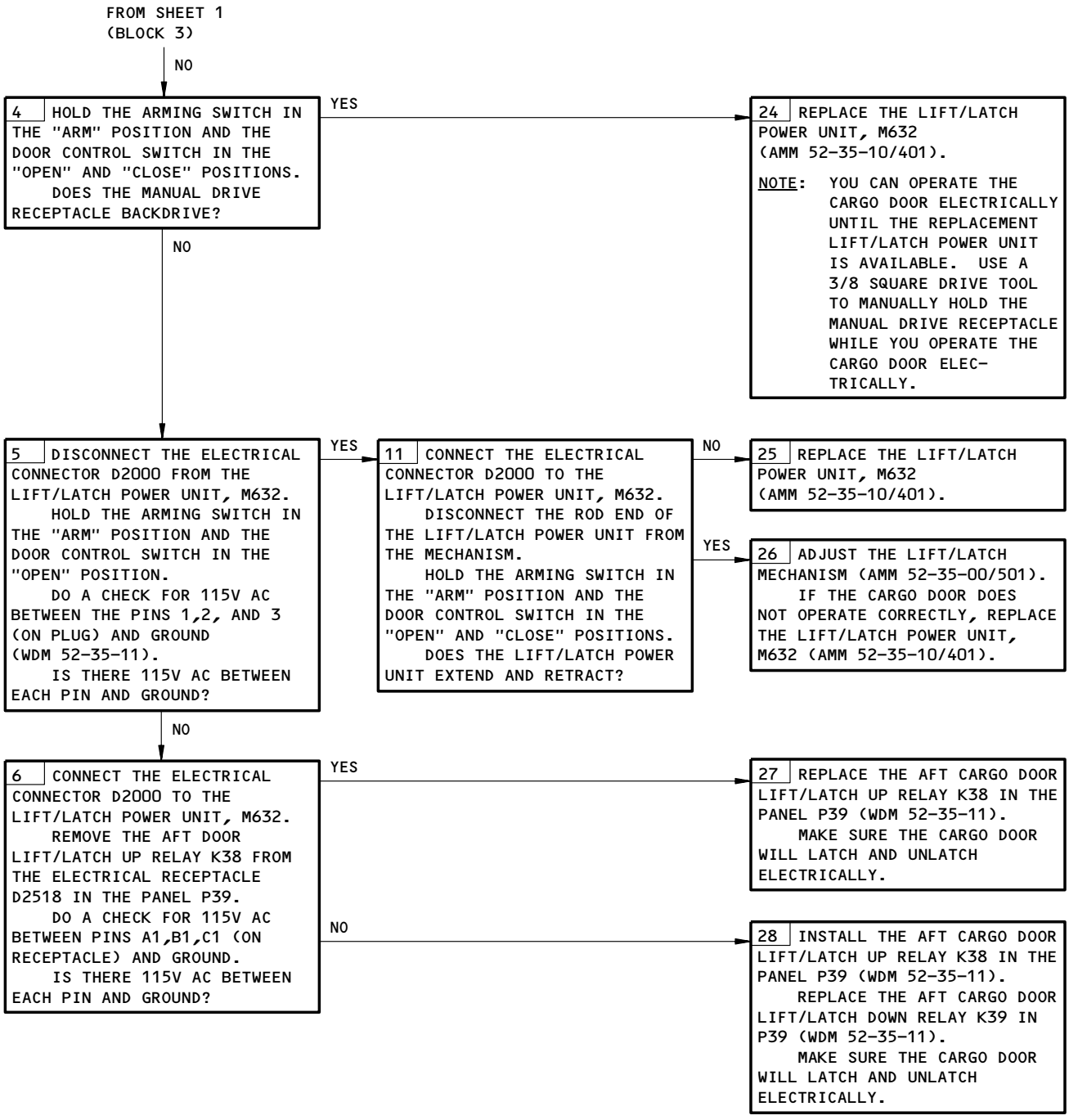
PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4, 34J10

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



Cargo Door Will Not Unlatch Electrically. Manual Drive Unlocks Door Normal. Other Elec Modes Normal
Figure 103 (Sheet 1)



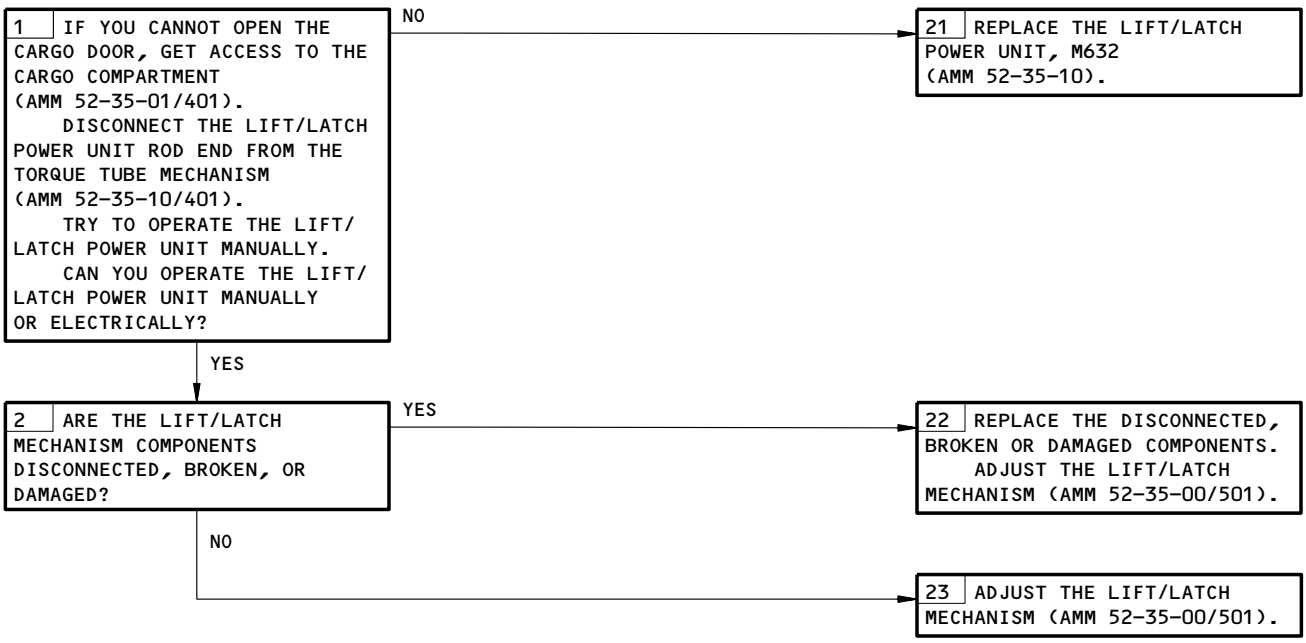
Cargo Door Will Not Unlatch Electrically. Manual Drive Unlocks Door Normal.
Other Elec Modes Normal
Figure 103 (Sheet 2)

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4,34J10

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

**CARGO DOOR WILL NOT NOT UNLATCH ELECTRICALLY OR WITH MANUAL DRIVE.
OTHER MODES NORMAL**



Cargo Door Will Not Unlatch Electrically or With Manual Drive.
Other Modes Normal
Figure 104

CARGO DOOR WILL NOT LATCH CLOSED ELECTRICALLY. MANUAL DRIVE WILL LOCK DOOR CLOSED. OTHER ELEC MODES NORMAL

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4,34J10

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

1 OPEN THE CARGO DOOR AND GO INTO THE CARGO COMPARTMENT.
CLOSE THE CARGO DOOR ELECTRICALLY UNTIL THE MOVEMENT OF THE DOOR STOPS. HOLD THE ARMING SWITCH IN THE "ARM" POSITION AND THE DOOR CONTROL SWITCH IN THE "CLOSE" POSITION FOR A FEW SECONDS AFTER THE MOVEMENT OF THE DOOR STOPS.
DO THE GUIDE ROLLERS ON THE TWO SIDES OF THE DOOR ENGAGE THE GUIDE TRACKS IN THE CORRECT POSITION?
DOES THE POWER TRANSFER CORRECTLY WITHOUT A DELAY BETWEEN THE HINGE POWER UNIT AND THE LIFT/LATCH POWER UNIT (NO CLUTCH SLIPPAGE)?

NO → 21 ADJUST THE CLEARANCES BETWEEN THE UPPER AND LOWER GUIDE TRACKS FOR THE DOOR CLOSED POSITION (AMM 52-35-00/501).

YES ↓

2 ARE THE TARGETS FOR THE PROXIMITY SENSORS S159 AND S160 HORIZONTALLY ALIGNED WITH THE SENSOR SURFACES AND ARE THE SENSOR SURFACES AND THE TARGETS IN A DISTANCE OF 0.24 INCH (AMM 52-35-43/501)? 1

NO → 22 ADJUST THE PROXIMITY SENSORS AND THE TARGETS (AMM 52-35-43/501). 1

YES ↓

3 DO THIS PROCEDURE: PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103).
IS THERE AN INDICATION OF A FAILURE?

YES → 23 CORRECT THE PROBLEM.

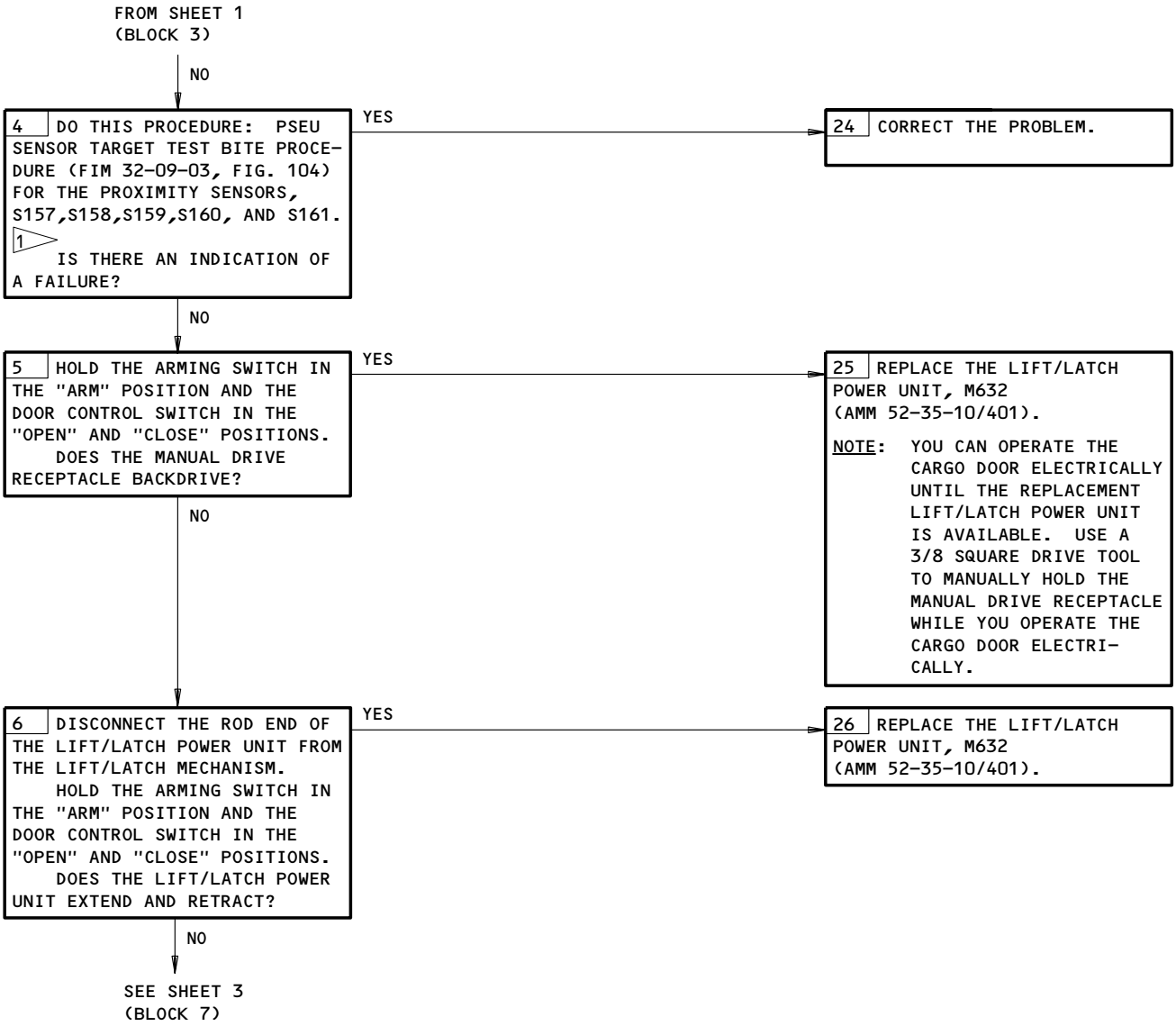
NO ↓

SEE SHEET 2
(BLOCK 4)

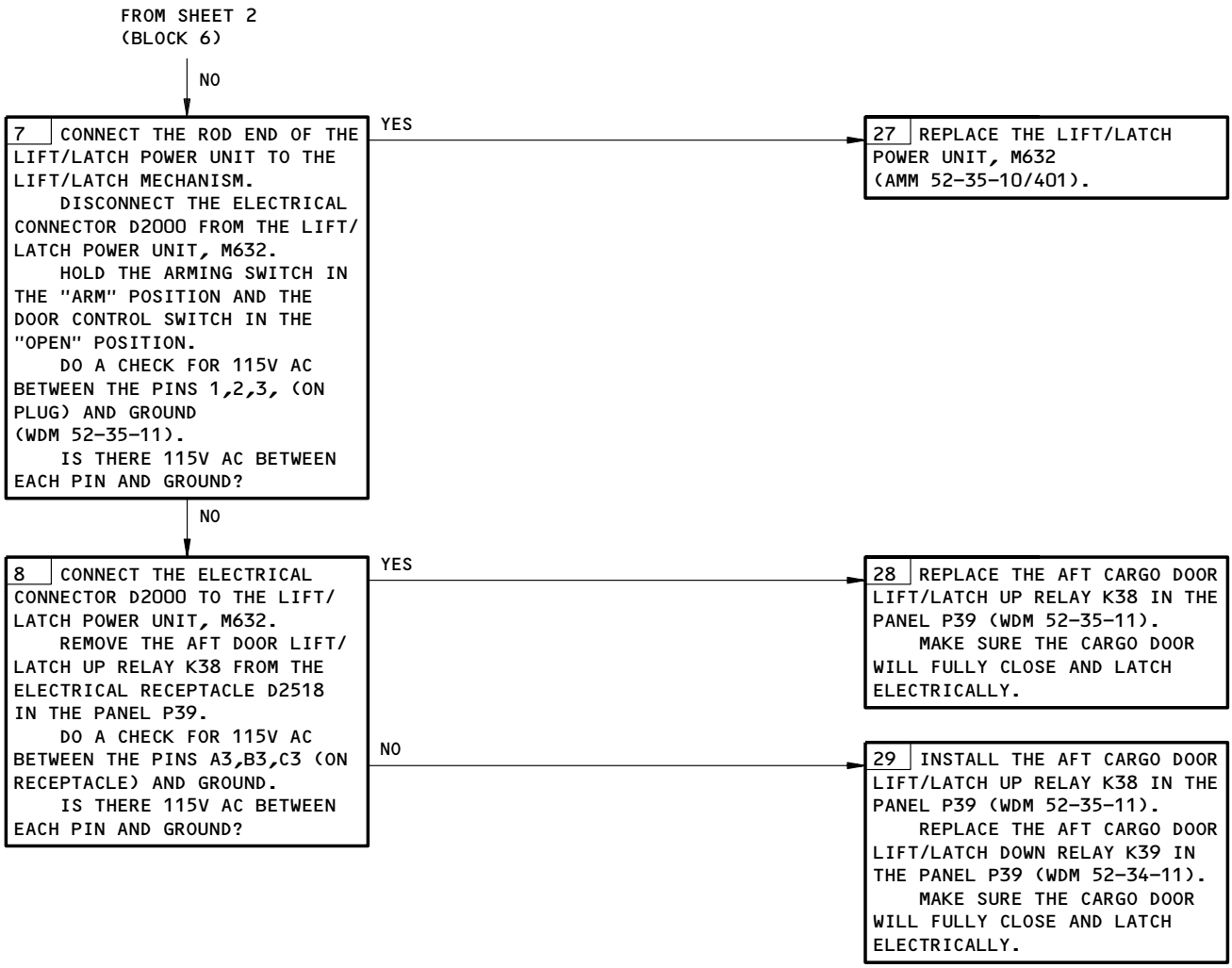
NOTE: 767-300 AIRPLANES;
PROXIMITY SENSOR, S159, IS NOT INSTALLED.

1 PROXIMITY SENSOR, S159, HAS A STEEL TARGET PERMANENTLY INSTALLED AND ADJUSTMENT IS NOT NECESSARY.

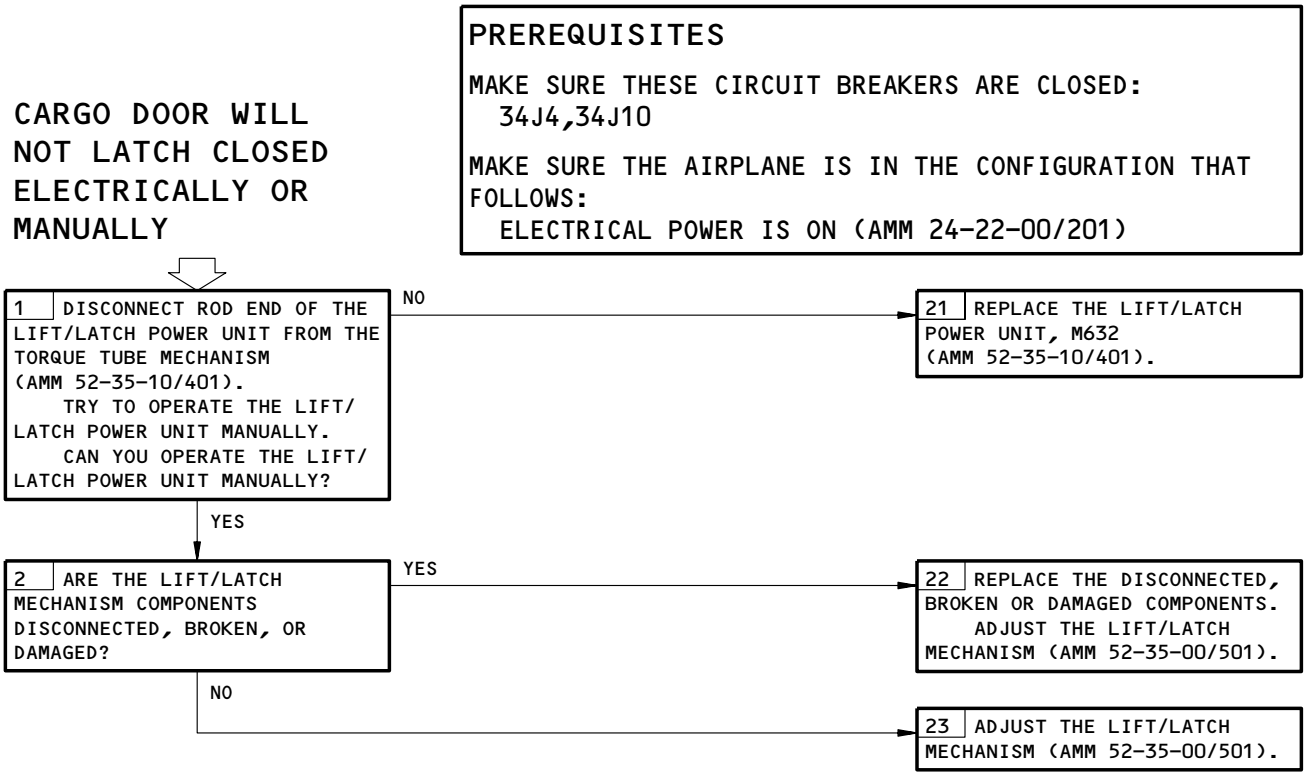
Cargo Door Will Not Latch Closed Electrically. Manual Drive Will Lock Door Closed. Other Elec Modes Normal
Figure 105 (Sheet 1)



Cargo Door Will Not Latch Closed Electrically. Manual Drive Will Lock Door Closed. Other Elec Modes Normal
Figure 105 (Sheet 2)



Cargo Door Will Not Latch Closed Electrically. Manual Drive Will Lock Door Closed. Other Elec Modes Normal
Figure 105 (Sheet 3)



Cargo Door Will Not Latch Closed Electrically or Manually
Figure 106

CARGO DOOR WILL NOT UNLATCH OR LATCH ELECTRICALLY. OTHER ELEC MODES NORMAL.

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4, 34J10

MAKE SURE THE AIRPLANE IS IN THE CONFIGURATION THAT FOLLOWS:
ELECTRICAL POWER IS ON (AMM 24-22-00/401)

1 OPEN THE CARGO DOOR MANUALLY (AMM 52-35-00/201).
DO A CHECK FOR ICE ON THE COMPONENTS OF THE CARGO DOOR.
IS THERE ICE ON THE COMPONENTS OF THE CARGO DOOR?

YES → 21 REMOVE THE ICE.
DO A CHECK FOR THE LEAKAGE OF WATER IN AND AROUND THE CARGO DOOR.
CLEAN THE CARGO DOOR SEAL WITH A CLOTH (AMM 52-09-02/201).
DO A CHECK OF THE CARGO DOOR SEAL AND REPLACE THE CARGO DOOR SEAL IF IT IS NECESSARY (AMM 52-09-02/401).
MAKE SURE THE CARGO DOOR WILL OPEN AND CLOSE ELECTRICALLY.

NO ↓

2 DO THIS PROCEDURE: PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103).
IS THERE AN INDICATION OF A FAILURE?

YES → 22 CORRECT THE PROBLEM.

NO ↓

3 DO THIS PROCEDURE: PSEU SENSOR TARGET TEST BITE PROCEDURE (FIM 32-09-03/101, FIG. 104) FOR THE PROXIMITY SENSORS, S157, S158, S159 S160, AND S161.
IS THERE AN INDICATION OF A FAILURE?

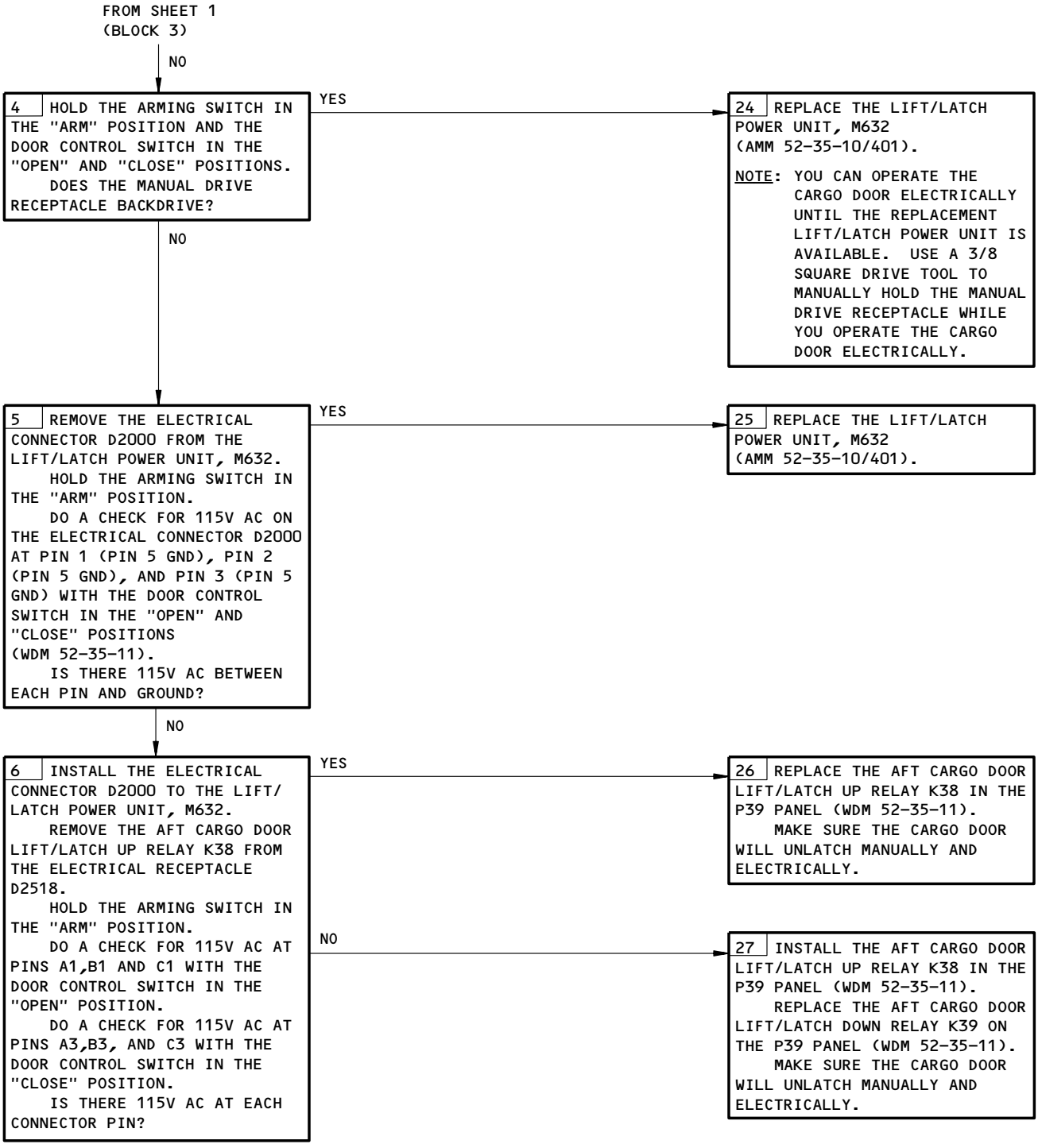
NOTE: PROXIMITY SENSOR, S159, HAS A STEEL TARGET PERMANENTLY INSTALLED AND DOES NOT OPERATE. 767-300 AIRPLANES; PROXIMITY SENSOR, S159, IS NOT INSTALLED.

YES → 23 CORRECT THE PROBLEM.

NO ↓

SEE SHEET 2
(BLOCK 4)

Cargo Door Will Not Unlatch or Latch Electrically. Other Elec Modes Normal.
Figure 107 (Sheet 1)



Cargo Door Will Not Unlatch or Latch Electrically. Other Elec Modes Normal
Figure 107 (Sheet 2)

CARGO DOOR WILL NOT RAISE ELECTRICALLY. MANUAL DRIVE WILL RAISE DOOR. OTHER ELEC MODES NORMAL.

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4, 34J10

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

1 OPEN THE CARGO DOOR MANUALLY (AMM 52-35-00/201).
DO A CHECK FOR ICE ON THE COMPONENTS OF THE CARGO DOOR.
IS THERE ICE ON THE COMPONENTS OF THE CARGO DOOR?

YES → 21 REMOVE THE ICE.
DO A CHECK FOR THE LEAKAGE OF WATER IN AND AROUND THE CARGO DOOR.
CLEAN THE CARGO DOOR SEAL WITH A CLOTH (AMM 52-09-02/201).
DO A CHECK OF THE CARGO DOOR SEAL AND REPLACE THE CARGO DOOR SEAL IF IT IS NECESSARY (AMM 52-09-02/401).
MAKE SURE THE CARGO DOOR WILL OPEN AND CLOSE ELECTRICALLY.

NO

2 DO THIS PROCEDURE: PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103).
IS THERE AN INDICATION OF A FAILURE?

YES → 22 CORRECT THE PROBLEM.

NO

3 DO THIS PROCEDURE: PSEU SENSOR TARGET TEST BITE PROCEDURE (FIM 32-09-03/101, FIG. 104) FOR THE PROXIMITY SENSORS, S157, S158, S159 S160, AND S161.
IS THERE AN INDICATION OF A FAILURE?

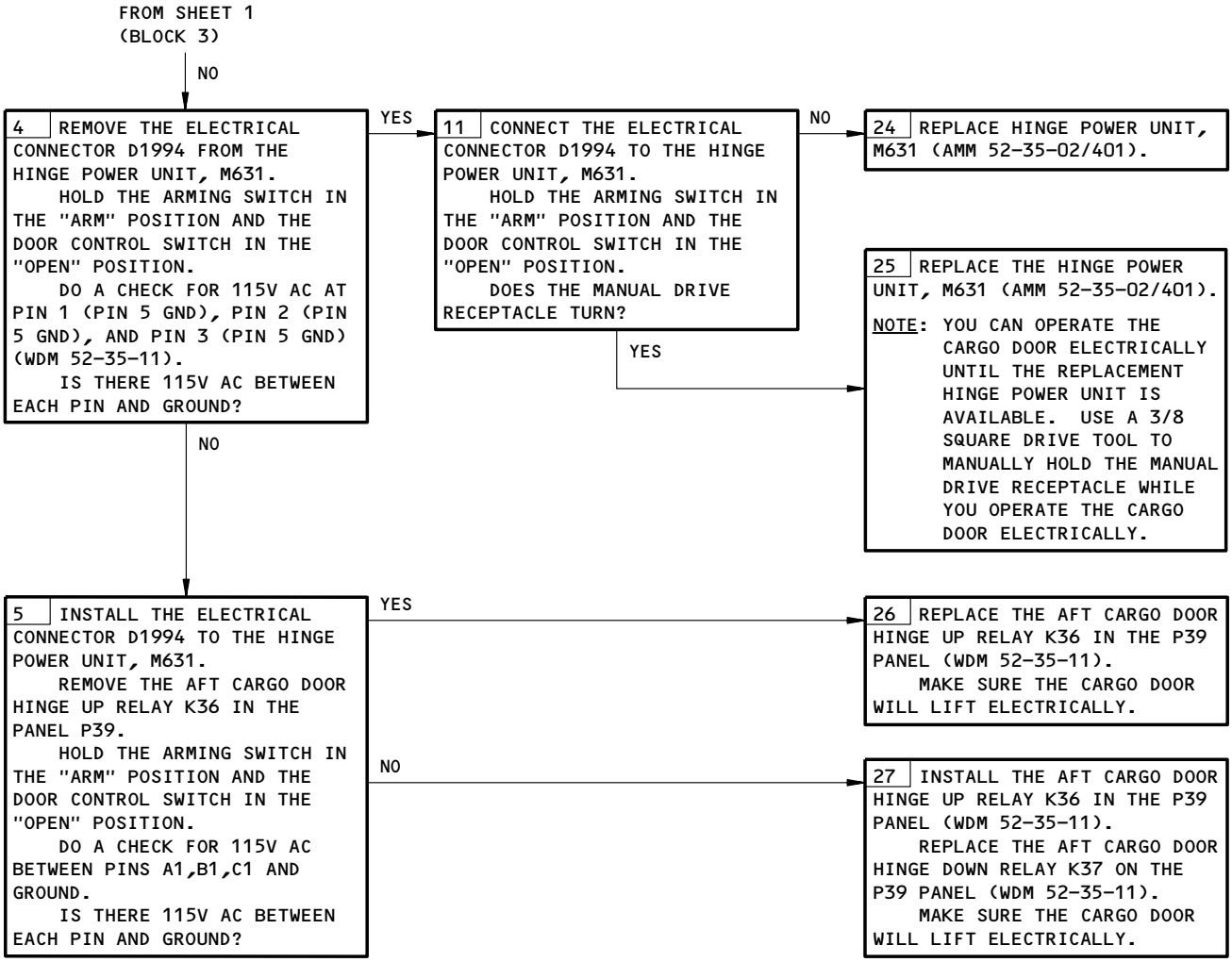
NOTE: PROXIMITY SENSOR, S159, HAS A STEEL TARGET PERMANENTLY INSTALLED AND DOES NOT OPERATE. 767-300 AIRPLANES; PROXIMITY SENSOR, S159, IS NOT INSTALLED.

YES → 23 CORRECT THE PROBLEM.

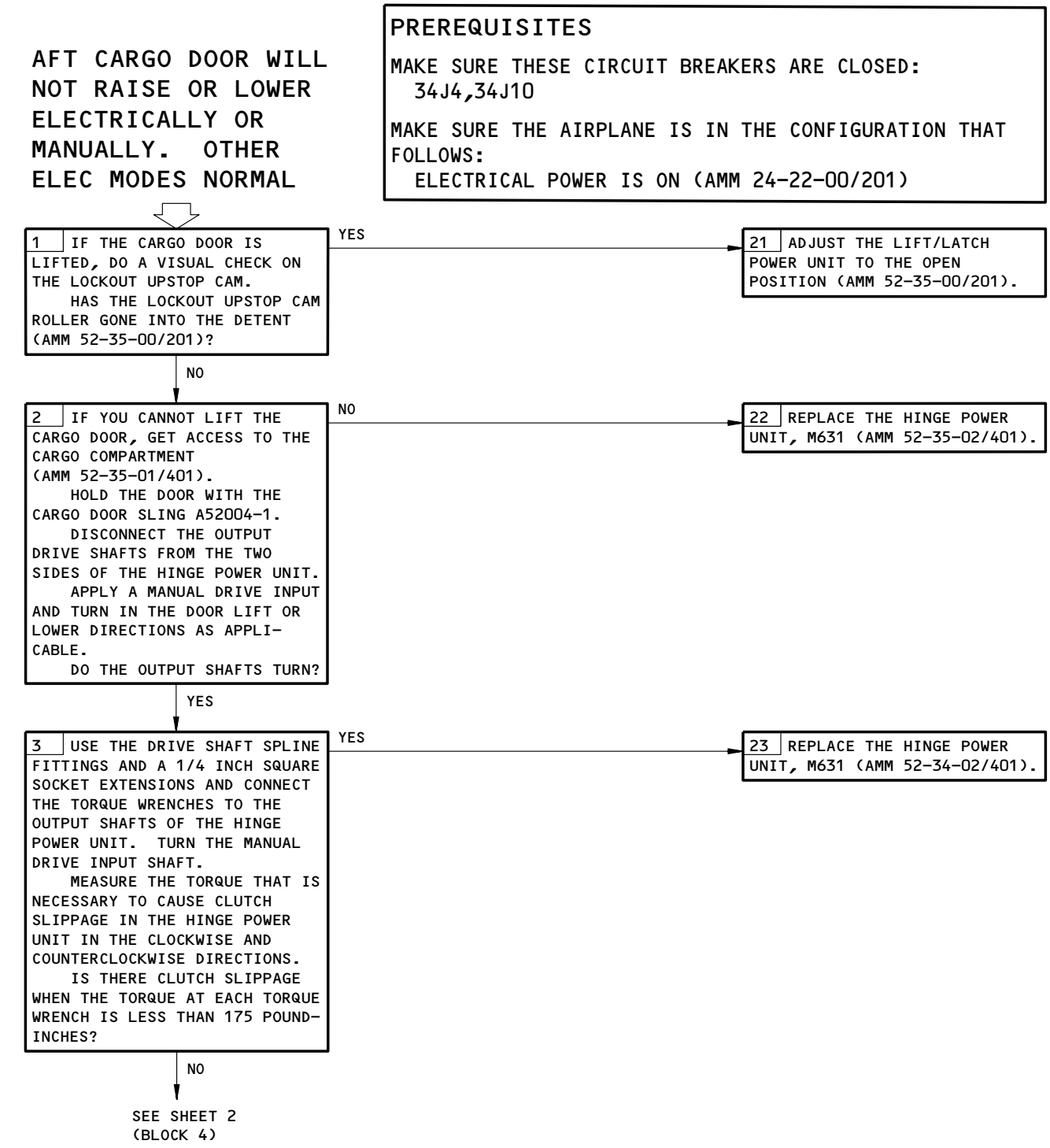
NO

SEE SHEET 2
(BLOCK 4)

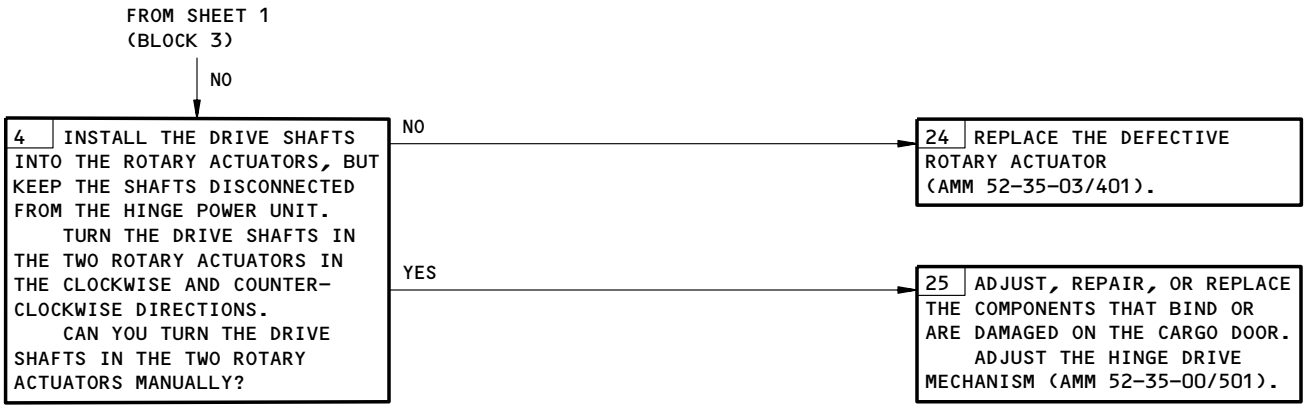
Cargo Door Will Not Raise Electrically. Manual Drive Will Raise Door.
Other Elec Modes Normal.
Figure 108 (Sheet 1)



Cargo Door Will Not Raise Electrically. Manual Drive Will Raise Door.
Other Elec Modes Normal.
Figure 108 (Sheet 2)



Aft Cargo Door Will Not Raise or Lower Electrically or Manually.
Other Elec Modes Normal
Figure 109 (Sheet 1)



Aft Cargo Door Will Not Raise or Lower Electrically or Manually.
Other Elec Modes Normal
Figure 109 (Sheet 2)

CARGO DOOR WILL NOT LOWER ELECTRICALLY. MANUAL DRIVE WILL LOWER DOOR. OTHER ELEC MODES NORMAL

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4, 34J10

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

1 DO THIS PROCEDURE: PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103).
IS THERE AN INDICATION OF A FAILURE?

YES → 21 CORRECT THE PROBLEM.

NO

2 DO THIS PROCEDURE: PSEU SENSOR TARGET TEST BITE PROCEDURE (FIM 32-09-03/101, FIG. 104) FOR THE PROXIMITY SENSORS, S157, S158, S159, S160, AND S161.
IS THERE AN INDICATION OF A FAILURE?

NOTE: PROXIMITY SENSOR, S159, HAS A STEEL TARGET PERMANENTLY INSTALLED AND DOES NOT OPERATE.

767-300 AIRPLANES; PROXIMITY SENSOR, S159, IS NOT INSTALLED.

YES → 22 CORRECT THE PROBLEM.

NO

3 HOLD THE ARMING SWITCH IN THE "ARM" POSITION AND THE DOOR CONTROL SWITCH IN THE "CLOSE" POSITION.
DOES THE MANUAL DRIVE RECEPTACLE BACKDRIVE?

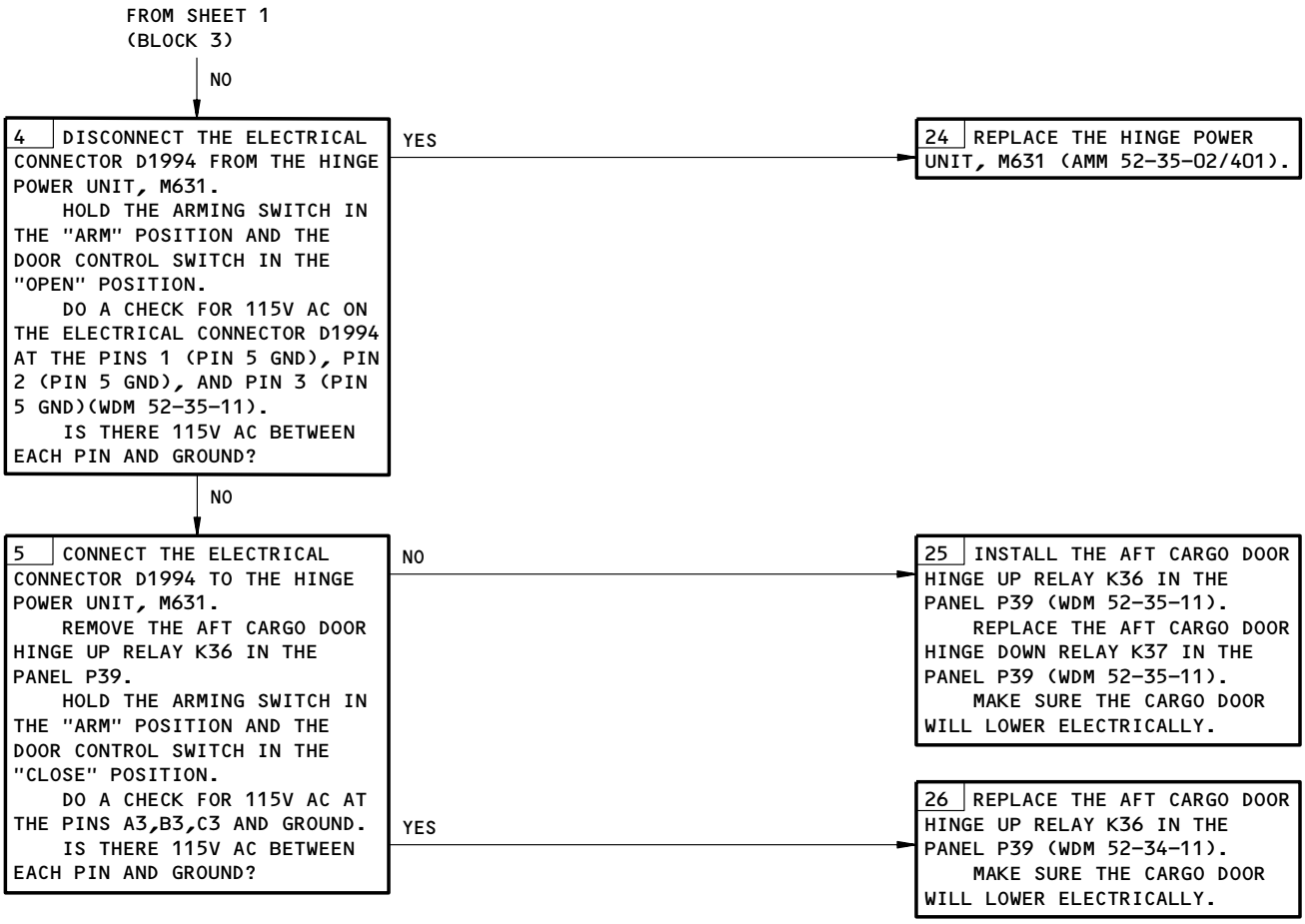
YES → 23 REPLACE THE HINGE POWER UNIT, M631 (AMM 52-35-10/401).

NOTE: YOU CAN OPERATE THE CARGO DOOR ELECTRICALLY UNTIL THE REPLACEMENT HINGE POWER UNIT IS AVAILABLE. USE A 3/8 SQUARE DRIVE TOOL TO MANUALLY HOLD THE MANUAL DRIVE RECEPTACLE WHILE YOU OPERATE THE CARGO DOOR ELECTRICALLY.

NO

SEE SHEET 2
(BLOCK 4)

Cargo Door Will Not Lower Electrically. Manual Drive Will Lower Door.
Other Elec Modes Normal
Figure 110 (Sheet 1)



Cargo Door Will Not Lower Electrically. Manual Drive Will Lower Door.
Other Elec Modes Normal.
Figure 110 (Sheet 2)

CARGO DOOR ELECTRICAL OPERATION INOP

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4, 34J10

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

1 OPEN THE CARGO DOOR MANUALLY (AMM 52-34-00/201).
DO A CHECK FOR ICE ON THE COMPONENTS OF THE CARGO DOOR.
IS THERE ICE ON THE COMPONENTS OF THE CARGO DOOR?

YES → 21 REMOVE THE ICE.
DO A CHECK FOR THE LEAKAGE OF WATER IN AND AROUND THE CARGO DOOR.
CLEAN THE CARGO DOOR SEAL WITH A CLOTH (AMM 52-09-02/201).
DO A CHECK OF THE CARGO DOOR SEAL AND REPLACE THE CARGO DOOR SEAL IF IT IS NECESSARY (AMM 52-09-02/401).
MAKE SURE THE CARGO DOOR WILL OPEN AND CLOSE ELECTRICALLY.

NO ↓

2 DO THIS PROCEDURE: PSEU BITE PROCEDURE (FIM 32-09-03/101, FIG. 103).
IS THERE AN INDICATION OF A FAILURE?

YES → 22 CORRECT THE PROBLEM.

NO ↓

3 DO THIS PROCEDURE: PSEU SENSOR TARGET TEST BITE PROCEDURE (FIM 32-09-03/101, FIG. 104) FOR THE PROXIMITY SENSORS, S157, S158, S159 S160, AND S161.
IS THERE AN INDICATION OF A FAILURE?

NOTE: PROXIMITY SENSOR, S159, HAS A STEEL TARGET PERMANENTLY INSTALLED AND DOES NOT OPERATE. 767-300 AIRPLANES; PROXIMITY SENSOR, S159, IS NOT INSTALLED.

YES → 23 CORRECT THE PROBLEM.

NO → 24 REPLACE THE AFT CARGO DOOR ARMING RELAY K40 IN THE PANEL P39 (WDM 52-35-11).
MAKE SURE THE CARGO DOOR WILL OPEN AND CLOSE ELECTRICALLY.

Cargo Door Electrical Operation Inop
Figure 111

CARGO DOOR HAS ERRATIC MOVEMENT DURING RAISE MODE

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4,34J10

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

1 DO A CHECK ON THE OPERATION MECHANISMS OF THE CARGO DOOR FOR FAILURE (JAMMED) WHILE THE DOOR OPENS.
IS THERE FAILURE OR DAMAGE OF A COMPONENT IN THE OPERATION MECHANISMS?

YES → 21 REPLACE THE DAMAGED COMPONENTS OF THE MECHANISMS OR REPAIR THE FAILURE (JAM).

NO

2 OPEN THE CARGO DOOR ELECTRICALLY.
ARE THE TWO DRIVE SHAFTS FOR THE HINGE MECHANISM SYCHRONIZED?

NO → 11 REMOVE THE TWO DRIVE SHAFTS FOR THE HINGE MECHANISM.
USE THE DRIVE SHAFT SPLINE FITTING AND A 1/4 INCH SQUARE SOCKET EXTENSION TO MEASURE THE TORQUE TO TURN ONE OF THE DRIVE SHAFTS.
IS THE TORQUE LESS THAN 90 POUND-INCHES?

YES → 22 REPLACE THE HINGE POWER UNIT, M631 (AMM 52-35-02/401).

NO → 23 REMOVE THE DRIVE SHAFTS AND DO A CHECK FOR SMOOTH OPERATION OF THE ROTARY ACTUATORS.
DO A CHECK ON THE ROTARY ACTUATORS SUPPORT STRUCTURE TO MAKE SURE THE TWO SUPPORT STRUCTURES ARE PARALLEL.

YES → 24 REMOVE THE DRIVE SHAFTS AND DO A CHECK FOR SMOOTH OPERATION OF THE ROTARY ACTUATORS.
DO A CHECK ON THE ROTARY ACTUATORS SUPPORT STRUCTURE TO MAKE SURE THE TWO SUPPORT STRUCTURES ARE PARALLEL.

Cargo Door Has Erratic Movement during Raise Mode
Figure 112

CARGO DOOR HAS ERRATIC MOVEMENT DURING LOWER MODE

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4, 34J10

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

1 CLOSE THE CARGO DOOR ELECTRICALLY UNTIL THE MOVEMENT OF THE DOOR STOPS.
DOES THE CARGO DOOR FULLY CLOSE IN 45 SECONDS OR LESS AND DOES THE FINAL LOWER AND LATCH OPERATION OCCUR IMMEDIATELY AFTER THE HINGE DRIVE SHAFTS STOP (2 SECONDS OR LESS)?

YES → 21 DO A CHECK AND REPAIR THE CIRCUIT AS NECESSARY (WDM 52-35-11).

NO → 22 ADJUST THE PROXIMITY SENSORS AND THEIR TARGETS (AMM 52-35-43/501).
IF THE PROBLEM CONTINUES, DO A CHECK AND REPAIR THE CIRCUIT AS NECESSARY (WDM 52-35-11).

Cargo Door has Erratic Movement during Lower Mode
Figure 113

AFT CARGO DOOR FAILS TO LATCH COMPLETELY

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
34J4,34J10

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

1 REMOVE THE CARGO DOOR LINING.
IS THE TARGET FOR THE PROXIMITY SENSOR S161 ALIGNED WITH THE SENSOR SURFACE AND IS IT IN A DISTANCE OF 0.24 INCH FROM THE SENSOR SURFACE?

NO → 21 ADJUST THE PROXIMITY SENSOR S160 (AMM 52-35-43/501).

YES ↓

2 OPEN THE CARGO DOOR SUFFICIENTLY TO OPERATE THE LIFT/LATCH MECHANISM MANUALLY.
TRY TO TURN THE LIFT/LATCH MECHANISM IN THE LATCH DIRECTION.
WILL THE LIFT/LATCH MECHANISM TURN TO THE FULLY LATCHED POSITION?

YES → 22 ADJUST THE LIFT/LATCH MECHANISM (AMM 52-34-00/501).

NO → 23 REPLACE THE BROKEN, DAMAGED OR DISCONNECTED COMPONENTS.
ADJUST THE LIFT/LATCH MECHANISM (AMM 52-35-00/501).

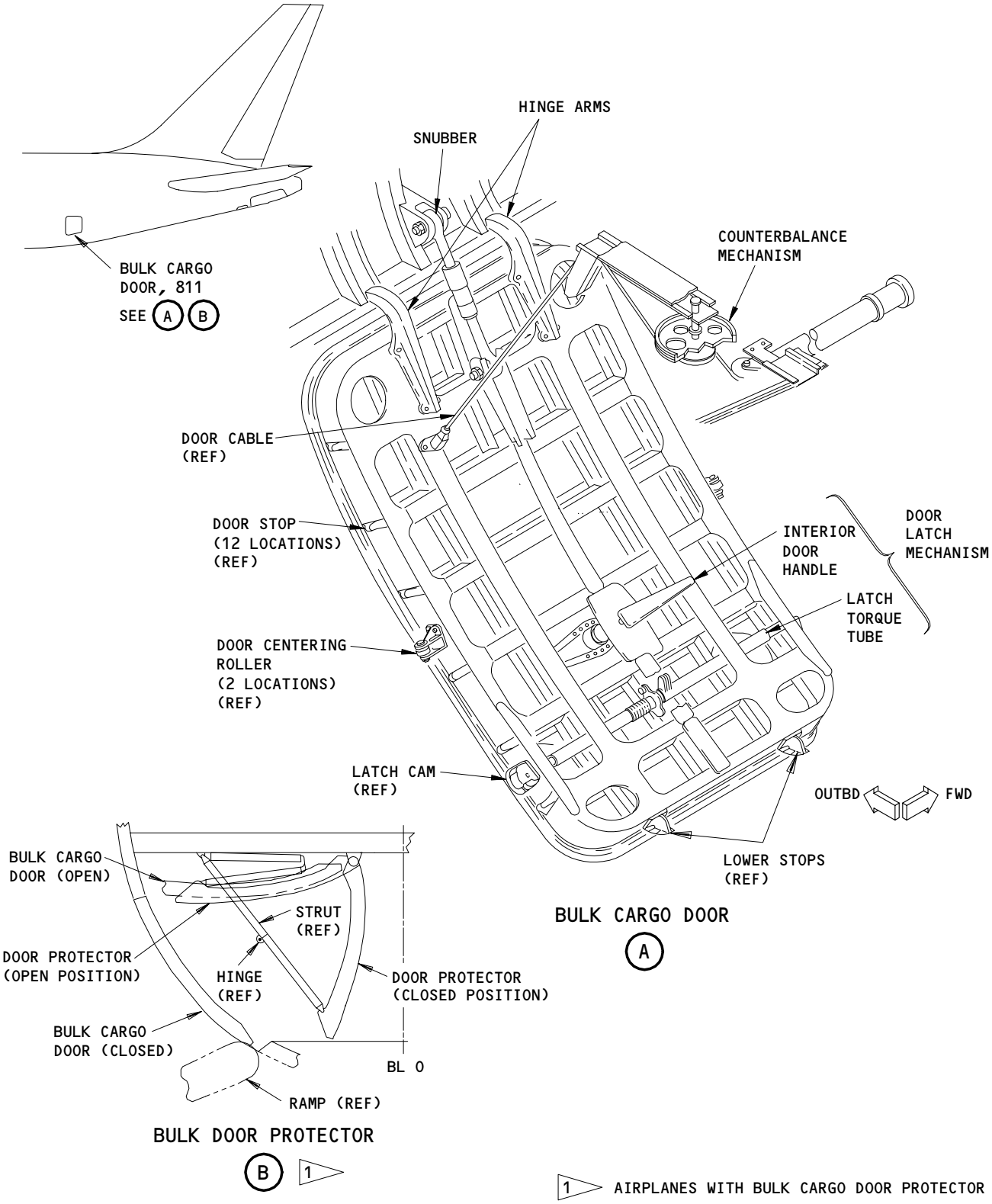
Aft Cargo Door Fails to Latch Completely
Figure 114

BULK CARGO DOOR

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ARM - HINGE	--	2	811, AFT CARGO COMPARTMENT	52-36-04
DOOR - BULK CARGO	--	1	811, AFT CARGO COMPARTMENT	52-36-01
MECHANISM - BALANCE	--	1	811, AFT CARGO COMPARTMENT	52-36-02
MECHANISM - DOOR LATCHING	--	1	811, AFT CARGO COMPARTMENT	52-36-00
PROTECTOR - BULK CARGO DOOR 1	--	1	811, AFT CARGO COMPARTMENT	52-36-10
SENSOR - (AMM 52-71-00/101) PROX, BULK CARGO DOOR LATCHED, S211				
SNUBBER	--	1	811, AFT CARGO COMPARTMENT	52-36-03

1 AIRPLANES WITH BULK CARGO DOOR PROTECTOR

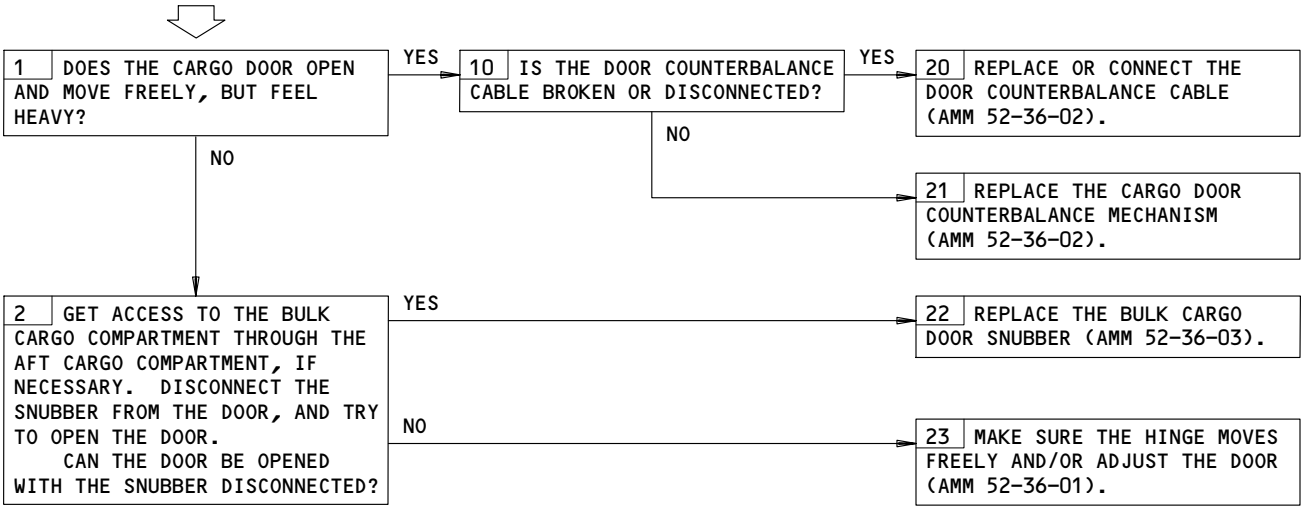
Bulk Cargo Door - Component Index
Figure 101



Bulk Cargo Door - Component Index
Figure 102

BULK CARGO DOOR WILL UNLATCH, BUT NOT OPEN

PREREQUISITES
NONE



Bulk Cargo Door will Unlatch, but Not Open
Figure 103

BULK CARGO DOOR REQUIRES HIGH HANDLE FORCES WHEN LATCHING DOOR

PREREQUISITES
NONE

1 DOES THE DOOR LATCH MECHANISM MOVE FREELY?

YES → 2 ADJUST THE STOP PINS TO RELEASE THE HEAVY HANDLE LATCHING FORCES (AMM 52-36-01).

NO → 3 ADJUST THE LATCH MECHANISM TO MOVE FREELY AND/OR REPLACE THE DAMAGED LINKAGE (AMM 52-36-01).

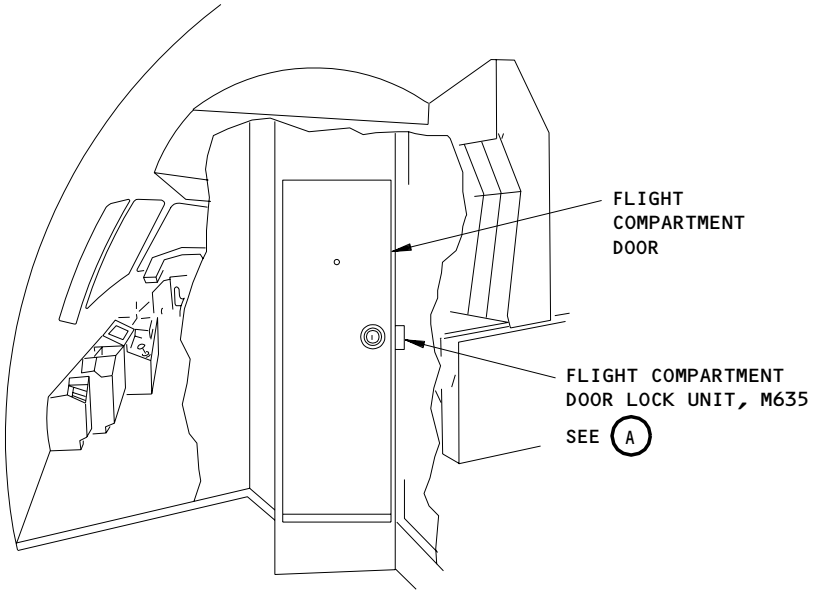
Bulk Cargo Door Requires High Handle Forces When Latching Door
Figure 104

FLIGHT COMPARTMENT DOOR

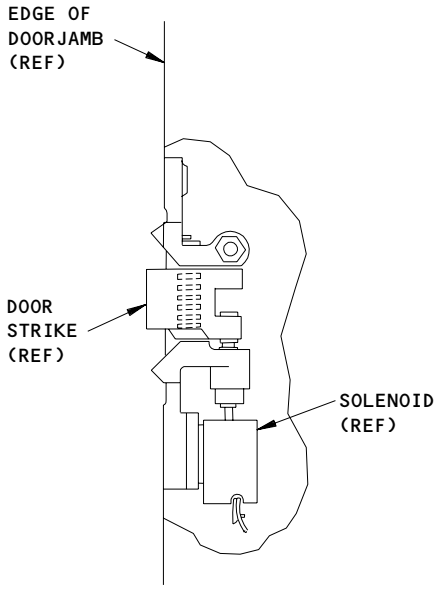
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
CIRCUIT BREAKER –	1		FLIGHT COMPARTMENT, P11	
FLIGHT DECK DOOR LOCK, C1400		1	11T5	*
DOOR – FLIGHT COMPARTMENT	1	1	FLIGHT COMPARTMENT	52-51-01
DOOR LOCK UNIT – FLIGHT COMPARTMENT, M635	1	1	FLIGHT COMPARTMENT DOORJAMB	52-51-01
PANEL – (FIM 33-11-00/101)				
RIGHT OVERHEAD LIGHTING CONTROL, M10057				
RELAY – (FIM 33-22-00/101)				
DIRECT LIGHTS CONTROL, K358				
DOOR LOCK POWER SENSING, K642				
SWITCH – (FIM 33-22-00/101)				
FLIGHT DECK DOOR, S460				
SWITCH – FLIGHT DECK DOOR LOCK/UNLOCK, YCXS1	2	1	FLIGHT COMPARTMENT, P5, RIGHT OVERHEAD LIGHTING CONTROL PANEL, M10057	*

* SEE THE WDM EQUIPMENT LIST

Flight Compartment Door – Component Index
Figure 101

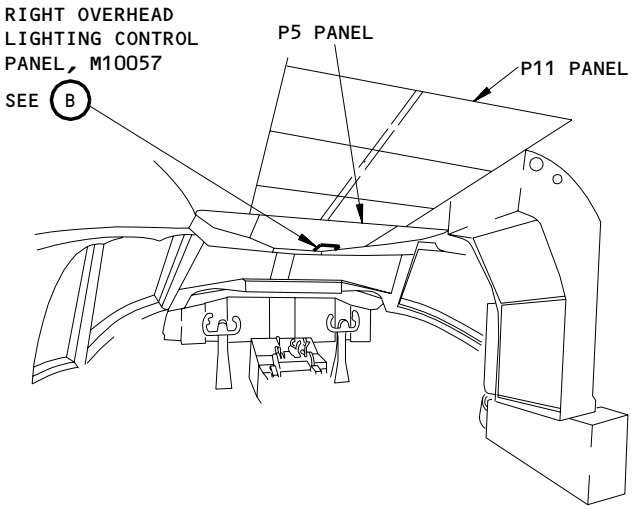


FLIGHT COMPARTMENT
(VIEW IN THE FORWARD DIRECTION)

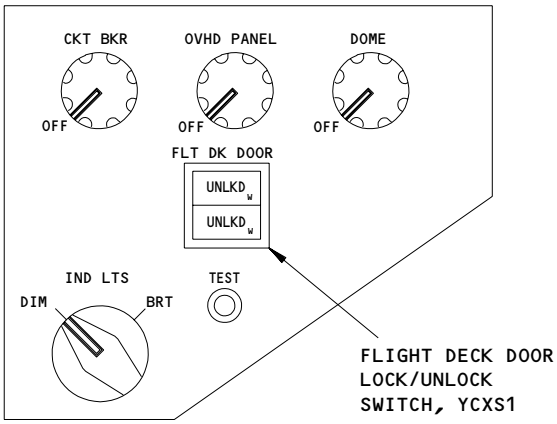


FLIGHT COMPARTMENT
DOOR LOCK UNIT, M635
A

Flight Compartment Door - Component Location
Figure 102 (Sheet 1)



FLIGHT COMPARTMENT



RIGHT OVERHEAD LIGHTING
CONTROL PANEL, M10057

B

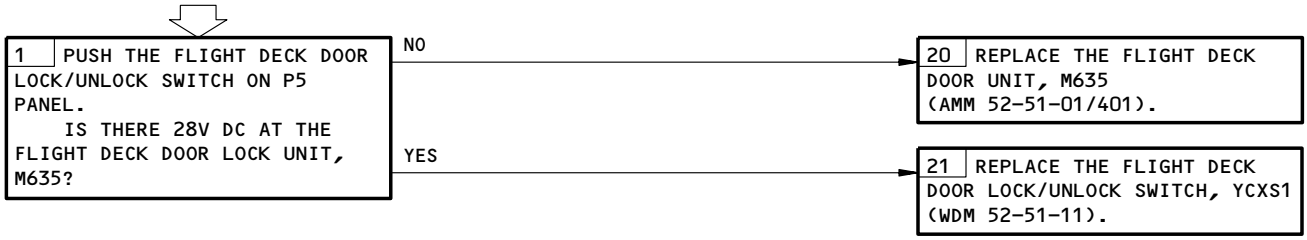
Flight Compartment Door - Component Location
Figure 102 (Sheet 2)

FLIGHT DECK DOOR WILL NOT RELEASE ELECTRICALLY

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T5

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



Flight Deck Door Will Not Release Electrically
Figure 103

COCKPIT DOOR "UNLKD" LGT FAILS TO EXTIN WITH DOOR LOCKED

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6L3, 11T5, 33L5

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

1 PUT THE ROTARY "CABIN" LIGHTS SWITCH ON THE FORWARD ATTENDANT'S PANEL, P21, IN THE THIRD POSITION OR "HI" POSITION.
OPEN AND CLOSE THE FLIGHT COMPARTMENT DOOR.
DOES THE FLUORESCENT LIGHT IN THE PASSENGER CABIN JUST AFT OF THE FLIGHT COMPARTMENT DOOR GO OFF WITH THE FLIGHT COMPARTMENT DOOR OPEN, AND COME ON WITH THE DOOR CLOSED?

NO → 30 REPLACE THE DIRECT CEILING LIGHTS CONTROL RELAY, K358, ON P19 PANEL (WDM 33-22-41).
IF THE PROBLEM CONTINUES, REPLACE THE FLIGHT DECK DOOR SWITCH, S460 (WDM 33-22-41).

YES

2 IS THERE 28V DC AT PIN FC8, OF TB174, IN THE FORWARD LIGHTING DISTRIBUTION PANEL, P19?

NO → 31 EXAMINE THE CIRCUIT FROM PIN FC8, ON TB174, TO PIN YC27, ON TB100 (WDM 52-51-11).
REPAIR THE PROBLEMS THAT YOU FIND.

YES → 32 REPLACE RELAY, K642, IN PANEL, P19 (WDM 52-51-11).
IF THE PROBLEM CONTINUES, REPLACE RELAY, K358, IN P19 PANEL (WDM 33-22-41).

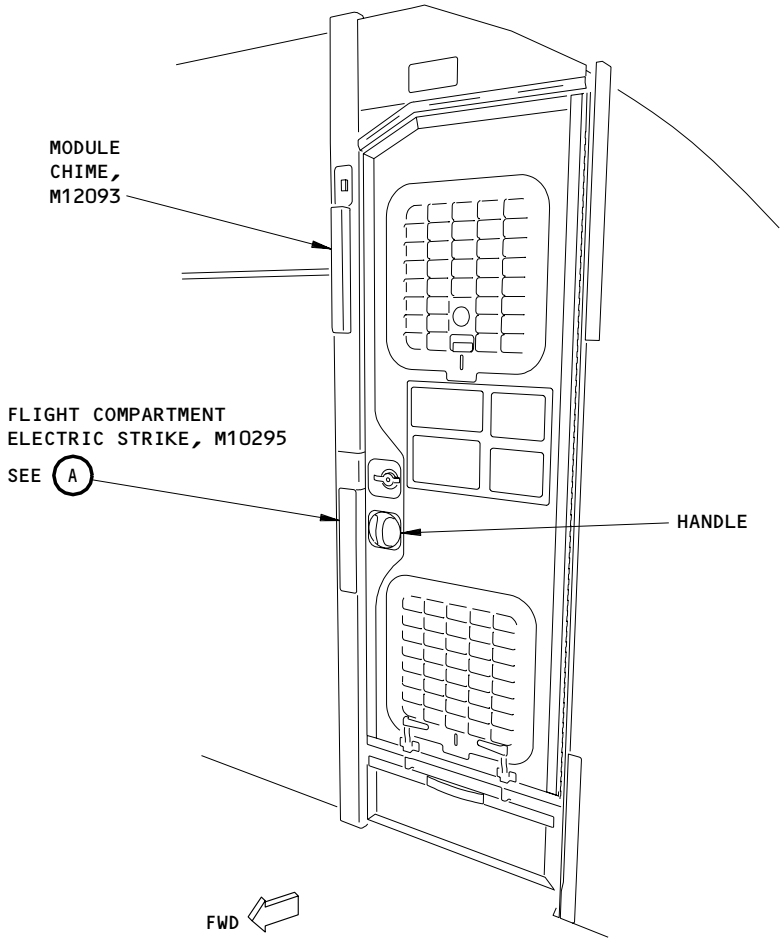
Cockpit Door UNLKD Lgt Fails to Extin with Door Locked
Figure 104

FLIGHT COMPARTMENT DOOR

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
CHIME MODULE, M12093	1	1	FLIGHT COMPARTMENT DOORJAMB	52-51-10
CIRCUIT BREAKER -				
FLT DECK DR LOCK, C01400		1	FLIGHT COMPARTMENT, P11 11T5	*
DIRECT LIGHTS CONTROL RELAY, K359		1	FLIGHT COMPARTMENT, P19	
DOOR - FLIGHT COMPARTMENT	1, 3	1	FLIGHT COMPARTMENT	52-51-05
DOOR LOCK POWER SENSING RELAY, K642		1	FLIGHT COMPARTMENT, P19	
DOOR LOCK UNIT - FLIGHT COMPARTMENT, M10295	2	1	FLIGHT COMPARTMENT DOORJAMB	52-51-07
KEYPAD, M10294	3	1	FLIGHT COMPARTMENT DOORJAMB	52-51-09
PANEL - RIGHT OVERHEAD LIGHTING CONTROL, M10057	4	1	FLIGHT COMPARTMENT	
PRESSURE SENSOR, M12096	1	1	FLIGHT COMPARTMENT DOORJAMB	52-51-11
SWITCH - FLIGHT DECK DOOR, S1	4	1	FLIGHT COMPARTMENT	*

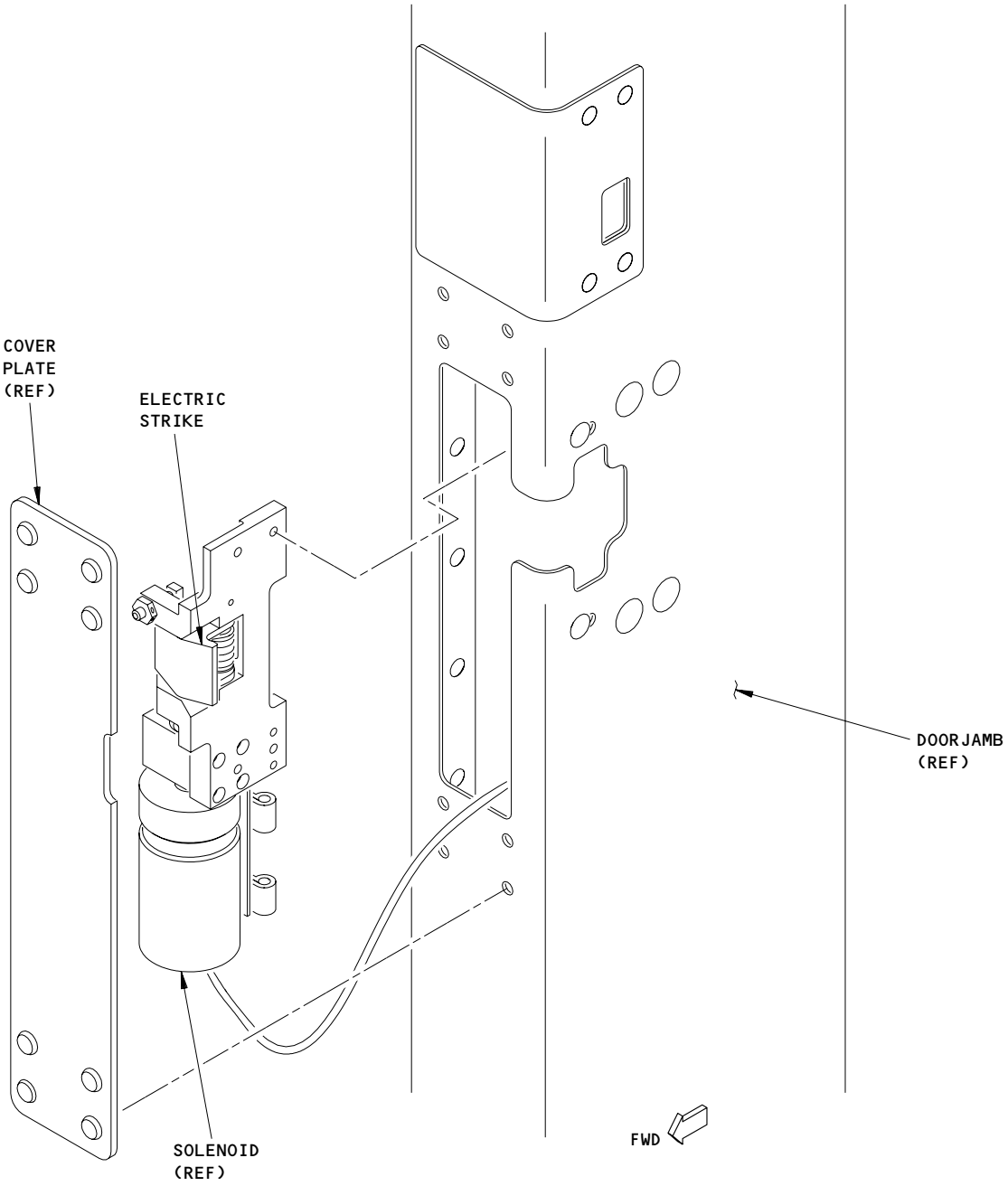
* SEE THE WDM EQUIPMENT LIST

Flight Compartment Door - Component Index
Figure 101



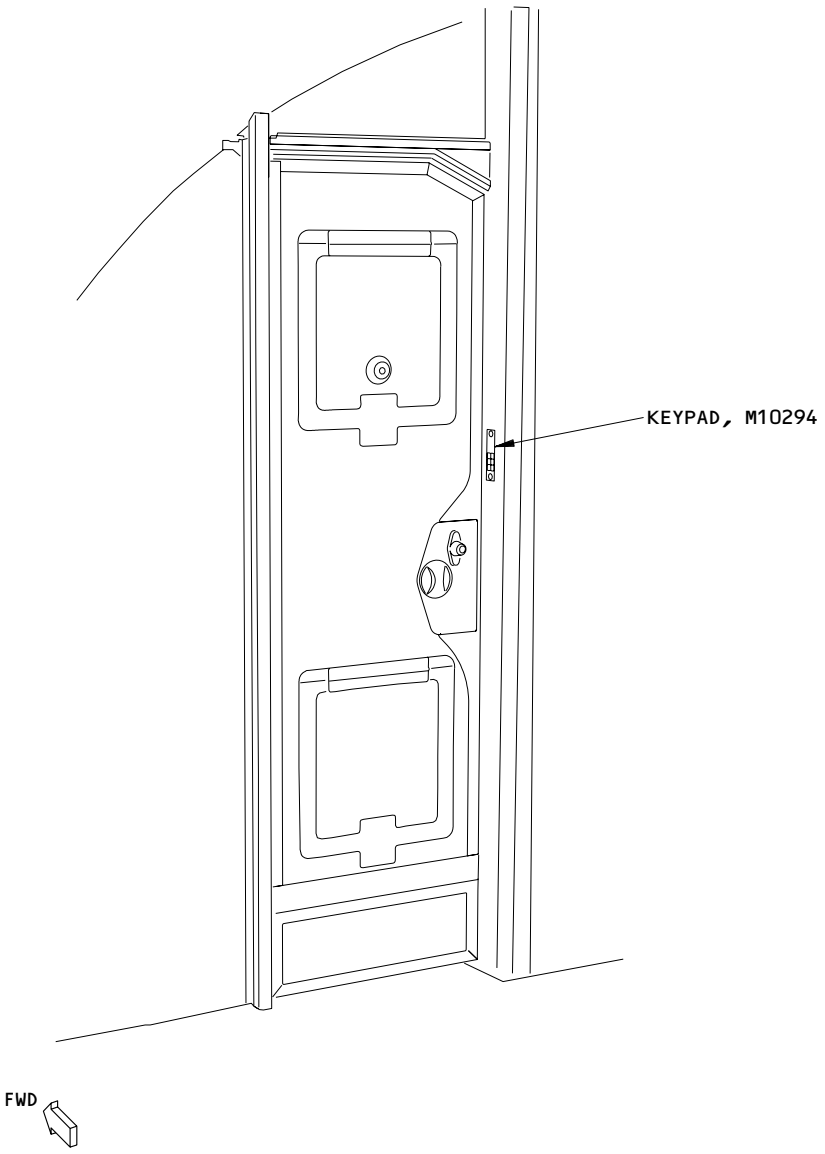
FLIGHT COMPARTMENT DOOR

Flight Compartment Door - Component Location
Figure 102 (Sheet 1)



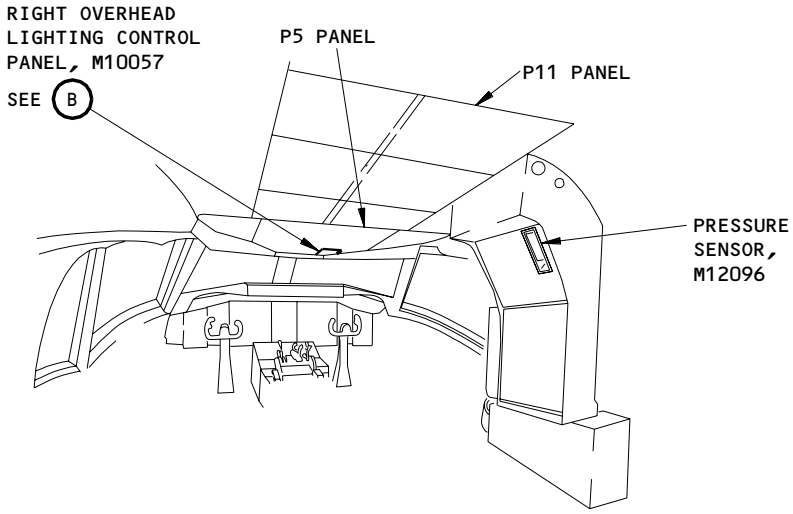
FLIGHT COMPARTMENT
ELECTRIC STRIKE, M10295
A

Flight Compartment Door - Component Location
Figure 102 (Sheet 2)

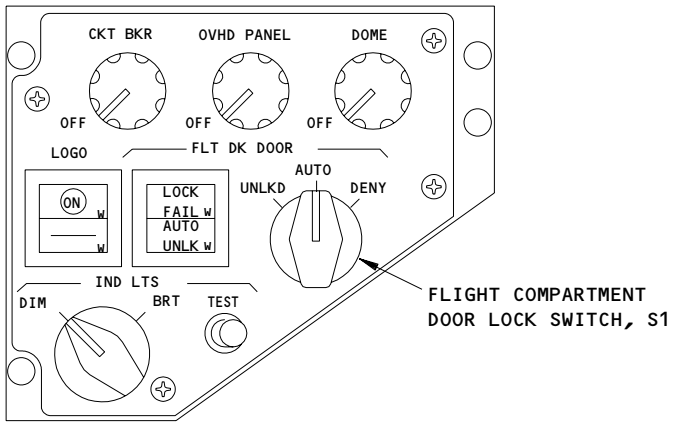


FLIGHT COMPARTMENT DOOR

Flight Compartment Door - Component Location
Figure 102 (Sheet 3)



FLIGHT COMPARTMENT



RIGHT OVERHEAD LIGHTING
CONTROL PANEL, M10057
(B)

Flight Compartment Door - Component Location
Figure 102 (Sheet 4)

DOOR DOES NOT LOCK IN THE "AUTO" MODE

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
POWER SWITCH ON THE MODULE-CHIME, M12093 IS IN THE "ON" POSITION
DEADBOLT ON THE FLIGHT DECK DOOR IS UNLOCKED

DESCRIPTION:

THE DOOR LOCK UNIT, M10295 IS DEFECTIVE OR NOT GETTING VOLTAGE OR GROUND.

POSSIBLE CAUSES:

1. MODULE-CHIME, M12093
2. FLIGHT DECK DOOR LOCK UNIT, M10295
3. PRESSURE SENSOR, M12096
4. AIRCRAFT WIRING.

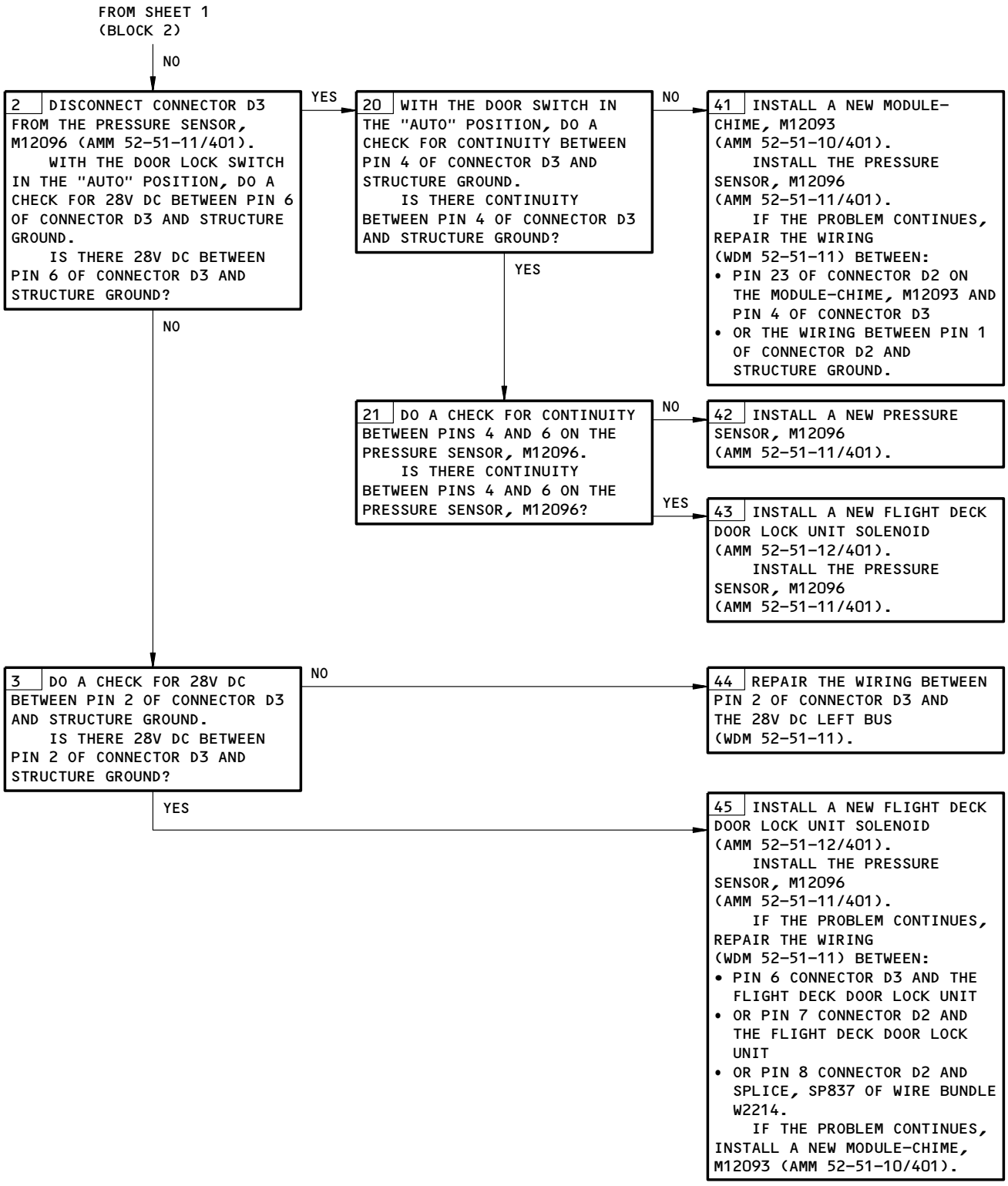
FAULT ISOLATION:

1 OPEN THE DOOR AND TURN THE DOOR LOCK SWITCH FROM THE "UNLOCK" TO THE "AUTO" POSITION.
DOES THE DOOR STRIKE OPERATE?

YES → 40 ADJUST OR INSTALL A NEW DOOR STRIKE (AMM 52-51-07/401).

NO → SEE SHEET 2 (BLOCK 2)

Door Does Not Lock in the "AUTO" Mode
Figure 103 (Sheet 1)



Door Does Not Lock in the "AUTO" Mode
Figure 103 (Sheet 2)

EFFECTIVITY
SAS 155-157, 276-278, 280; 050, 051, 156, 162-167 POST-SB 25-325

382908

DOOR DOES NOT UNLOCK IN "UNLOCK" MODE

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
DEADBOLT ON THE FLIGHT DECK DOOR IS UNLOCKED

DESCRIPTION:

THE FLIGHT DECK DOOR LOCK UNIT, M12093, CIRCUIT TO GROUND WILL NOT OPEN.

POSSIBLE CAUSES:

1. MODULE-CHIME, M12093
2. RIGHT OVHD PANEL ASSY LIGHTING CONTROL UNIT, M10057
3. WIRING PROBLEM BETWEEN THE MODULE-CHIME, M12093 AND STRUCTURE GROUND (WDM 52-51-11).

FAULT ISOLATION:

1 DISCONNECT CONNECTOR D2 FROM THE MODULE-CHIME, M12093 (AMM 52-51-10/401).
WITH THE DOOR LOCK SWITCH IN THE "UNLOCK" POSITION, DO A CHECK FOR CONTINUITY BETWEEN PIN 9 OF CONNECTOR D2 AND STRUCTURE GROUND.
IS THERE CONTINUITY BETWEEN PIN 9 OF CONNECTOR D2 AND STRUCTURE GROUND?

YES → 40 INSTALL A NEW MODULE-CHIME (AMM 52-51-10/401).

NO ↓

2 REMOVE THE RIGHT OVHD PANEL ASSY LIGHTING CONTROL UNIT, M10057, FROM THE P5 PANEL.
DISCONNECT THE D874 CONNECTOR FROM THE LIGHTING CONTROL UNIT.
WITH THE DOOR LOCK SWITCH IN THE "UNLOCK" POSITION, DO A CHECK FOR CONTINUITY BETWEEN PINS 7 AND 8 OF THE D874 RECEPTACLE ON THE LIGHTING CONTROL UNIT.
IS THERE CONTINUITY BETWEEN PINS 7 AND 8?

NO → 41 INSTALL A NEW RIGHT OVHD PANEL ASSY LIGHTING CONTROL UNIT, M10057.
INSTALL THE MODULE-CHIME (AMM 52-51-10/401).

YES → 42 REPAIR THE WIRING BETWEEN PIN 9 OF CONNECTOR D2 AND STRUCTURE GROUND (WDM 52-51-11).
INSTALL THE MODULE-CHIME (AMM 52-51-/401).

Door Does Not UnLock in the "UNLOCK" Mode
Figure 104

DOOR DOES NOT UNLOCK IN "AUTO" MODE AFTER A CORRECT CODE HAS BEEN ENTERED ON THE KEYPAD

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
DEADBOLT ON THE FLIGHT DECK DOOR IS UNLOCKED

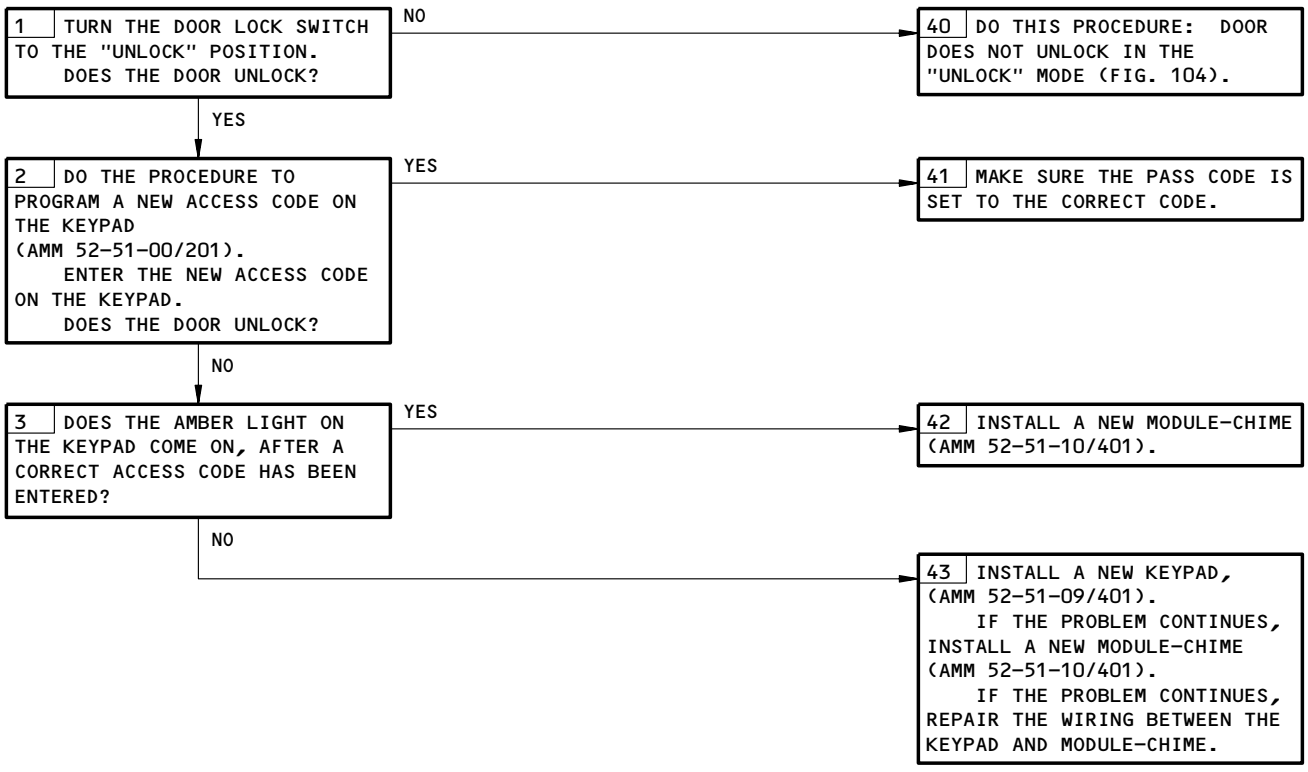
DESCRIPTION:

THE FLIGHT DECK DOOR LOCK UNIT, M12093, CIRCUIT TO GROUND WILL NOT OPEN.

POSSIBLE CAUSES:

1. MODULE-CHIME, M12093
2. KEYPAD, M10294
3. WIRING PROBLEM BETWEEN THE MODULE-CHIME, M12093 AND STRUCTURE GROUND (WDM 52-51-11).

FAULT ISOLATION:



Door Does Not Unlock in "AUTO" Mode After a Correct Code Has Been Entered On the Keypad
Figure 105

DOOR UNLOCKS OR CHIMES SOUND IN THE "DENY" MODE

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
POWER SWITCH ON THE MODULE-CHIME, M12093 IS IN THE "ON" POSITION

DESCRIPTION:

THE MODULE-CHIME, M12093 IS DEFECTIVE OR NOT RECEIVING THE CORRECT GROUND SIGNAL.

POSSIBLE CAUSES:

1. RIGHT OVHD PANEL ASSY LIGHTING CONTROL UNIT, M10057
2. MODULE-CHIME, M12093
3. WIRING PROBLEM BETWEEN THE MODULE-CHIME, M12093 AND STRUCTURE GROUND (WDM 52-51-11).

FAULT ISOLATION:

1 DISCONNECT THE CONNECTOR, D2 FROM THE MODULE-CHIME (AMM 52-51-10/401).
WITH THE DOOR LOCK SWITCH IN THE "DENY" POSITION, DO A CHECK FOR CONTINUITY BETWEEN PIN 10 OF D2 AND STRUCTURE GROUND.
IS THERE CONTINUITY BETWEEN PIN 10 OF D2 AND STRUCTURE GROUND?

YES → 40 INSTALL A NEW MODULE-CHIME, M12093 (AMM 52-51-10/401).

NO

2 REMOVE THE RIGHT OVHD PANEL ASSY LIGHTING CONTROL UNIT, M10057, FROM THE P5 PANEL.
DISCONNECT CONNECTOR, D874 FROM THE LIGHTING CONTROL UNIT.
WITH THE SWITCH IN THE "DENY" POSITION, DO A CHECK FOR CONTINUITY BETWEEN PINS 8 AND 9 OF THE D874 RECEPTACLE ON THE LIGHTING CONTROL UNIT.
IS THERE CONTINUITY BETWEEN PINS 8 AND 9 OF THE D874 RECEPTACLE ON THE LIGHTING CONTROL UNIT?

NO → 41 INSTALL A NEW LIGHTING CONTROL UNIT, M10057.
INSTALL THE MODULE-CHIME (AMM 52-52-10/401).

YES → 42 REPAIR THE WIRING BETWEEN PIN 10 OF CONNECTOR D30712 AND STRUCTURE GROUND (WDM 52-51-11).
INSTALL THE MODULE-CHIME (AMM 52-52-10/401).

Door Unlocks or Chimes Sound in the "DENY" Mode
Figure 106

CHIME DOES NOT SOUND WHEN A CORRECT CODE IS ENTERED ON THE KEYPAD IN "AUTO" MODE

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
POWER SWITCH ON THE MODULE-CHIME, M12093 IS IN THE "ON" POSITION

NOTE: THE CHIME AND KEYPAD CAN BE DISABLED FOR UP TO 30 MINUTES AFTER THE DOOR LOCK SWITCH IS TURNED TO THE "DENY" POSITION. THE DENY MODE CAN BE ENDED BY TURNING THE DOOR LOCK SWITCH TO THE "UNLOCK" POSITION.

DESCRIPTION:

THE MODULE-CHIME, M12093 IS DEFECTIVE OR THE SYSTEM IS IN DENY MODE.

POSSIBLE CAUSES:

1. MODULE-CHIME, M12093

FAULT ISOLATION:

1 ENTER THE ACCESS CODE ON THE KEYPAD.
DOES THE DOOR UNLOCK?

NO → 40 DO THIS PROCEDURE: DOOR DOES NOT UNLOCK IN THE "AUTO" MODE AFTER A CORRECT CODE HAS BEEN ENTERED ON THE KEYPAD (FIG. 105).

YES → 41 INSTALL A NEW MODULE-CHIME (AMM 52-51-10/401).

Chime Does Not Sound When a Correct Code is Entered on the Keypad in "AUTO" Mode
Figure 107

FLIGHT DECK DOOR "LOCK FAIL" LIGHT IS ON

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11T5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
DEADBOLT ON THE FLIGHTDECK DOOR IS UNLOCKED

DESCRIPTION:

THE DOOR LOCK SOLENOID IS COMMANDED TO THE LOCKED POSITION BUT IS NOT IN THE LOCKED POSITION. THE MODULE-CHIME SENSES A CONDITION WHERE POWER IS APPLIED TO THE FLIGHT DECK DOOR LOCK UNIT, M10O295 BUT ELECTRICAL CONTACTS IN THE UNIT ARE NOT CLOSED.

POSSIBLE CAUSES:

1. THE FLIGHT DECK DOOR LOCK UNIT, M10O295, IS JAMMED OR DEFECTIVE
2. RIGHT OVHD PANEL ASSY LIGHTING CONTROL UNIT, M10057
3. WIRING PROBLEM BETWEEN THE MODULE-CHIME, M12093 AND STRUCTURE GROUND (WDM 52-51-11).

FAULT ISOLATION:

1 IS THE DOOR LOCKED IN THE "AUTO" MODE?

NO → 40 DO THIS PROCEDURE: DOOR DOES NOT LOCK IN THE "AUTO" MODE (FIG. 103).

YES ↓

2 REMOVE THE STRIKE ASSY, M10295 BUT DO NOT DISCONNECT THE ELECTRICAL CONNECTORS (AMM 52-51-07/401).
DISCONNECT CONNECTOR D30011.
WITH THE DOOR LOCK SWITCH IN THE "AUTO" POSITION, DO A CHECK FOR CONTINUITY BETWEEN THE PIN IN CONNECTOR PLUG D30011 AND STRUCTURE GROUND.
IS THERE CONTINUITY BETWEEN THE PIN IN CONNECTOR PLUG D30011 AND STRUCTURE GROUND?

NO → 41 INSTALL A NEW SOLENOID (AMM 52-51-12/401).
IF THE PROBLEM CONTINUES, REPAIR THE WIRING BETWEEN CONNECTOR D30011 AND STRUCTURE GROUND (WDM 52-51-11).

YES ↓

3 DISCONNECT CONNECTOR D2 FROM THE MODULE-CHIME (AMM 52-51-10/401).
DO A CHECK FOR CONTINUITY BETWEEN PIN 15 OF CONNECTOR D2 AND THE RECEPTACLE PIN OF CONNECTOR D30011.
IS THERE CONTINUITY BETWEEN PIN 15 OF CONNECTOR D2 AND THE RECEPTACLE PIN OF CONNECTOR D30011?

NO → 42 REPAIR THE WIRING (WDM 52-51-11).

YES → 43 INSTALL A NEW MODULE-CHIME, M12093 (AMM 52-51-10/401).
INSTALL THE STRIKE ASSY (AMM 52-51-07/401).

Flight Deck Door "LOCK FAIL" Light is on
Figure 108

FLIGHT DECK DOOR "AUTO UNLK" LIGHT DOES NOT COME ON AFTER A CORRECT ACCESS CODE HAS BEEN ENTERED

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T5

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

NOTE: A CORRECT ACCESS CODE ENTERED ON THE KEYPAD WILL MAKE THE "AUTO UNLK" LIGHT COME ON. THE "AUTO UNLK" LIGHT WILL BLINK WHEN THE CHIME SOUNDS.

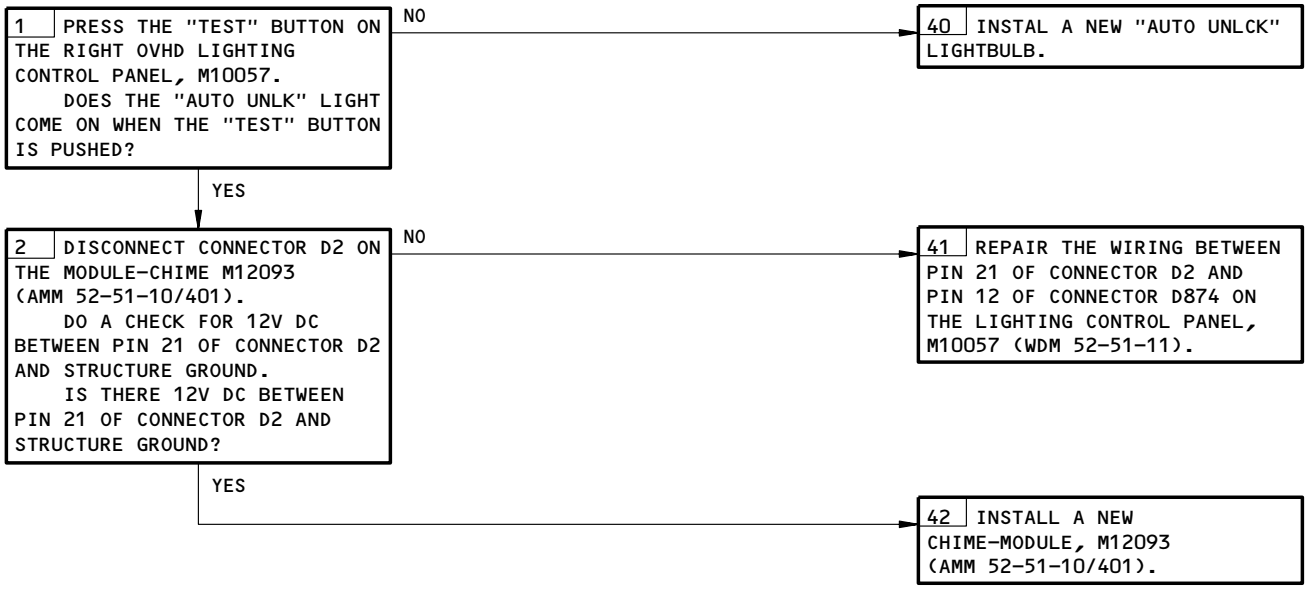
DESCRIPTION:

THE "AUTO UNLK" LIGHT IS COMMANDED TO COME ON FROM THE MODULE-CHIME, M12093 WHEN A CORRECT ACCESS CODE IS ENTERED ON THE KEYPAD.

POSSIBLE CAUSES:

1. DEFECTIVE LIGHT BULB
2. MODULE-CHIME, M12093
3. WIRING PROBLEM BETWEEN THE MODULE-CHIME, M12093 AND "AUTO UNLK" LIGHT

FAULT ISOLATION:



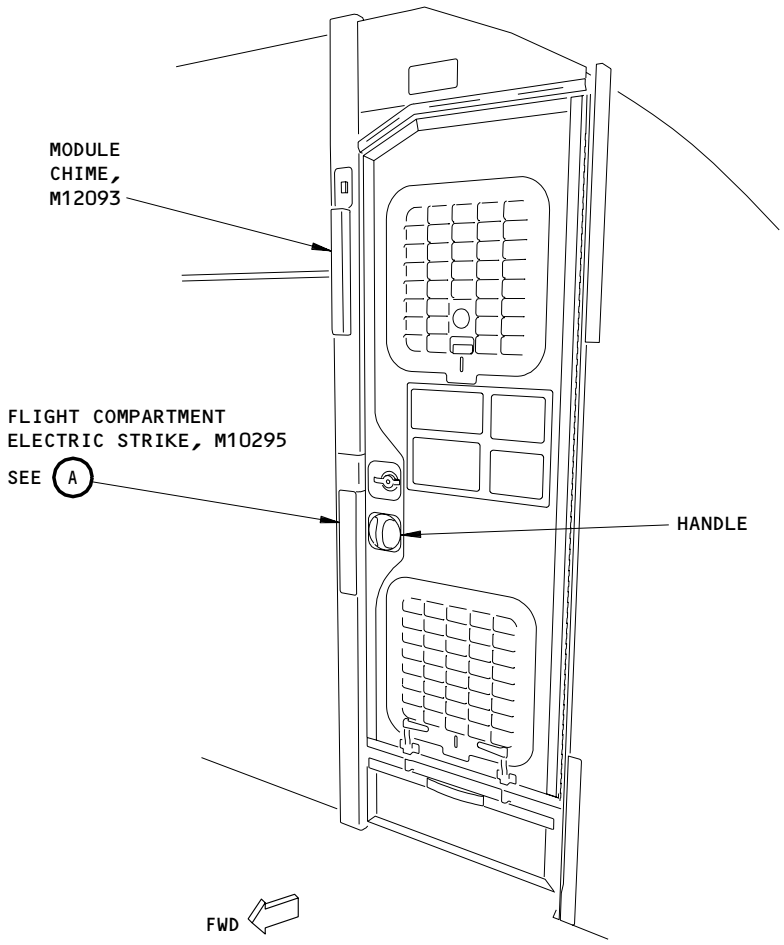
Flight Deck Door "AUTO UNLK" Light Does Not Come On
After a Correct Pass Code Has Been Entered
Figure 109

FLIGHT COMPARTMENT DOOR

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
CHIME MODULE, M12093	1	1	FLIGHT COMPARTMENT DOORJAMB	52-51-10
CIRCUIT BREAKER -				
FLT DECK DR LOCK, C01400		1	FLIGHT COMPARTMENT, P11 11T5	*
DIRECT LIGHTS CONTROL RELAY, K359		1	FLIGHT COMPARTMENT, P19	
DOOR - FLIGHT COMPARTMENT	1, 3	1	FLIGHT COMPARTMENT	52-51-05
DOOR LOCK POWER SENSING RELAY, K642		1	FLIGHT COMPARTMENT, P19	
DOOR LOCK UNIT - FLIGHT COMPARTMENT, M10295	2	1	FLIGHT COMPARTMENT DOORJAMB	52-51-07
KEYPAD, M10294	3	1	FLIGHT COMPARTMENT DOORJAMB	52-51-09
PANEL - RIGHT OVERHEAD LIGHTING CONTROL, M10057	4	1	FLIGHT COMPARTMENT	
PRESSURE SENSOR, M12096	1	1	FLIGHT COMPARTMENT DOORJAMB	52-51-11
SWITCH - FLIGHT DECK DOOR, S1	4	1	FLIGHT COMPARTMENT	*

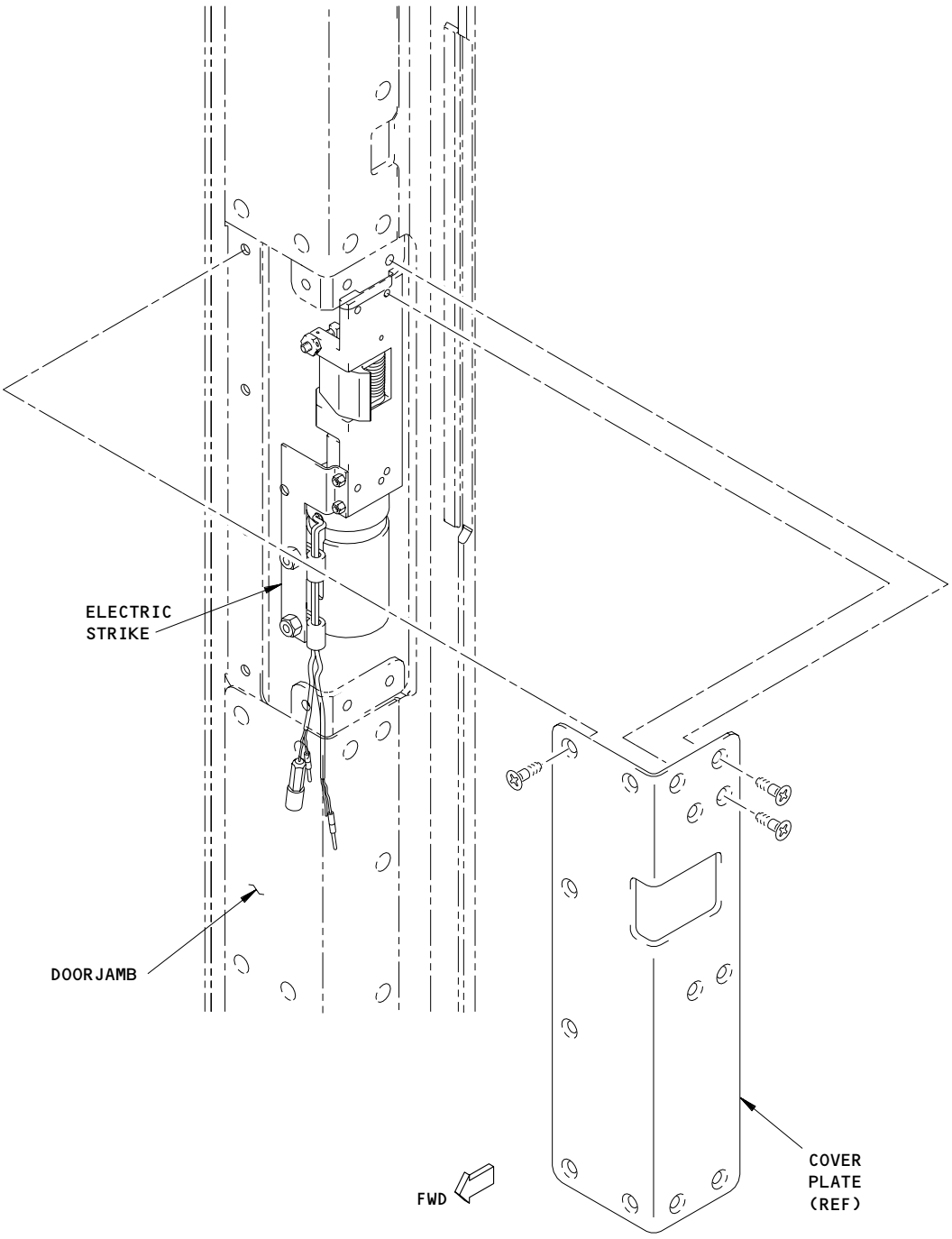
* SEE THE WDM EQUIPMENT LIST

Flight Compartment Door - Component Index
Figure 101



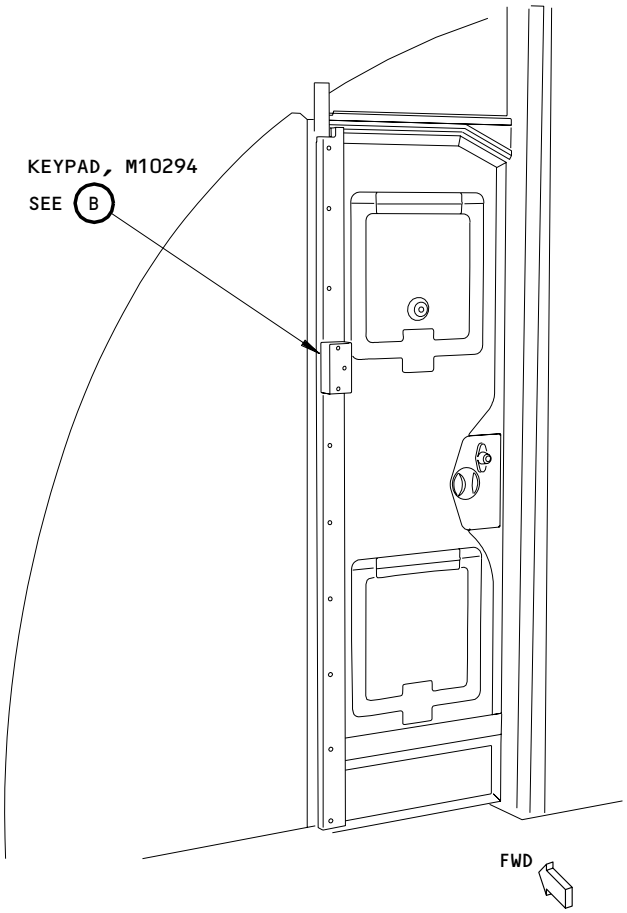
FLIGHT COMPARTMENT DOOR

Flight Compartment Door - Component Location
Figure 102 (Sheet 1)

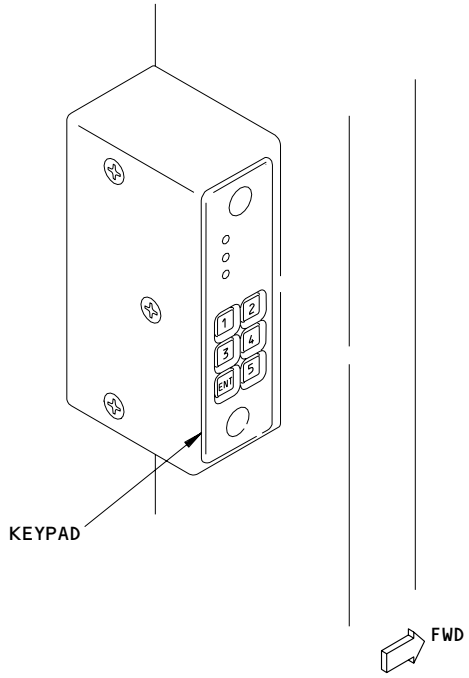


FLIGHT COMPARTMENT
ELECTRIC STRIKE, M10295
A

Flight Compartment Door - Component Location
Figure 102 (Sheet 2)

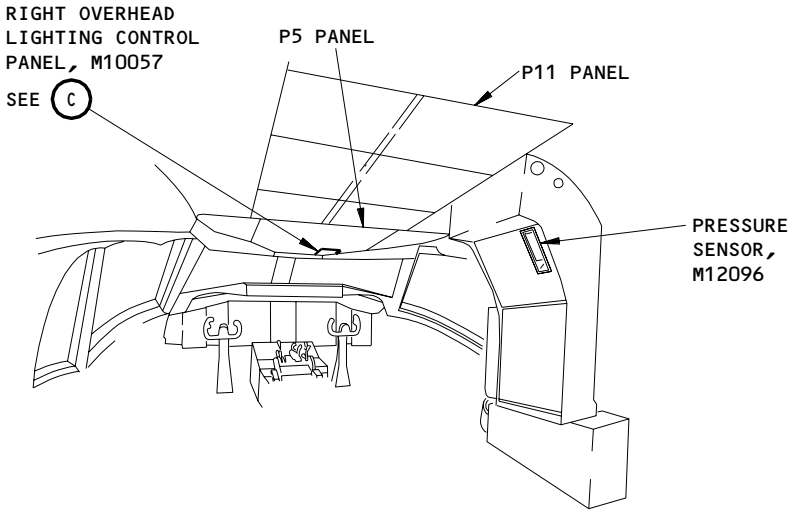


FLIGHT COMPARTMENT DOOR

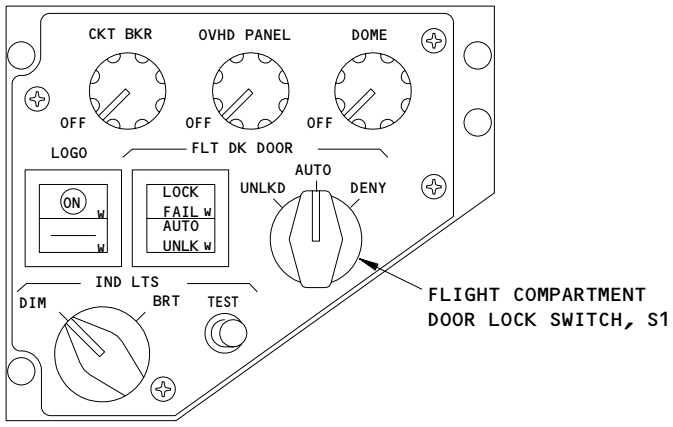


KEYPAD, M10294
B

Flight Compartment Door – Component Location
Figure 102 (Sheet 3)



FLIGHT COMPARTMENT



RIGHT OVERHEAD LIGHTING
CONTROL PANEL, M10057
C

Flight Compartment Door - Component Location
Figure 102 (Sheet 4)

DOOR DOES NOT LOCK IN THE "AUTO" MODE

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
POWER SWITCH ON THE MODULE-CHIME, M12093 IS IN THE "ON" POSITION
DEADBOLT ON THE FLIGHT DECK DOOR IS UNLOCKED

DESCRIPTION:

THE DOOR LOCK UNIT, M10295 IS DEFECTIVE OR NOT GETTING VOLTAGE OR GROUND.

POSSIBLE CAUSES:

1. MODULE-CHIME, M12093
2. FLIGHT DECK DOOR LOCK UNIT, M10295
3. PRESSURE SENSOR, M12096
4. AIRCRAFT WIRING.

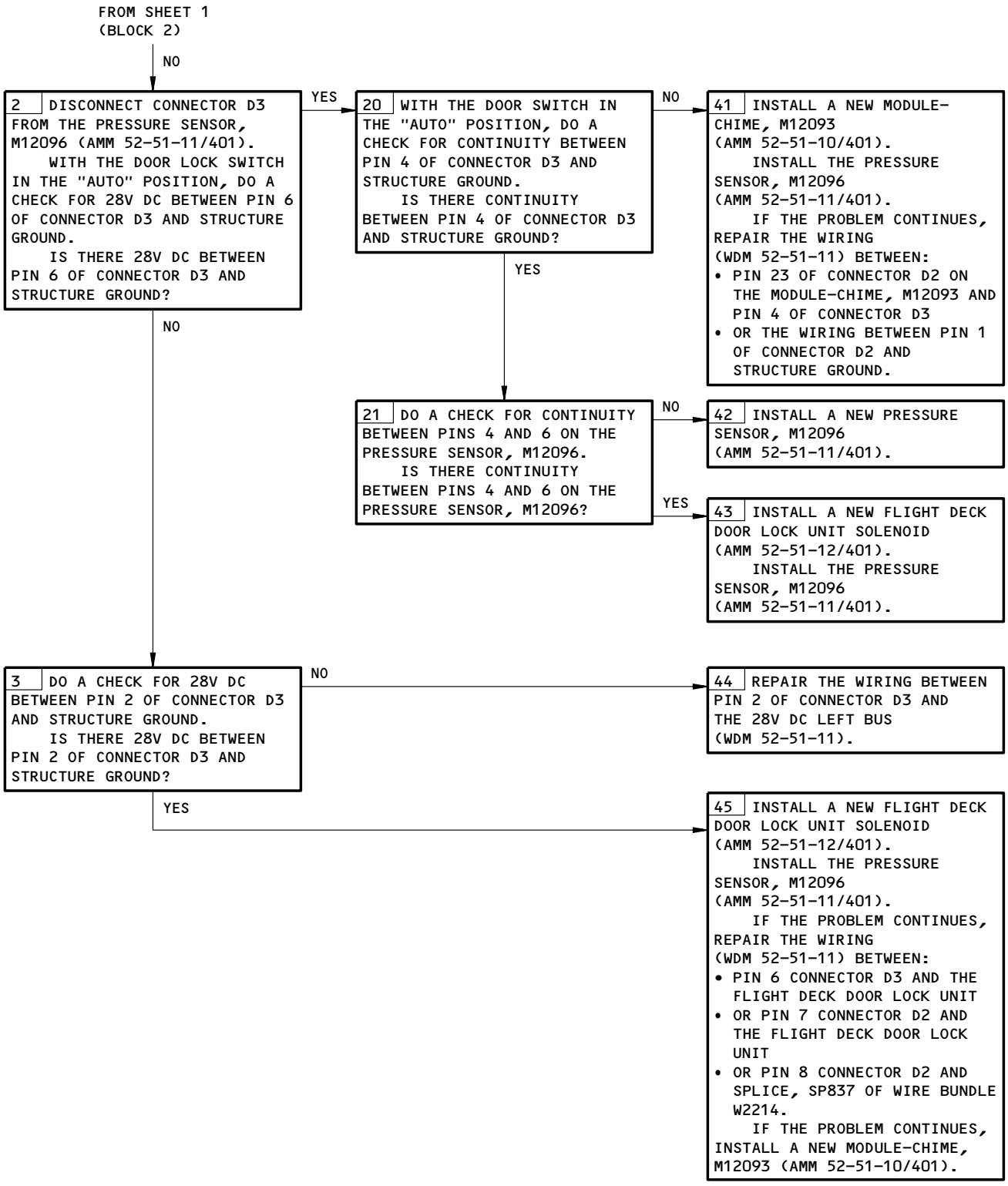
FAULT ISOLATION:

1 OPEN THE DOOR AND TURN THE DOOR LOCK SWITCH FROM THE "UNLOCK" TO THE "AUTO" POSITION.
DOES THE DOOR STRIKE OPERATE?

YES → 40 ADJUST OR INSTALL A NEW DOOR STRIKE (AMM 52-51-07/401).

NO → SEE SHEET 2 (BLOCK 2)

Door Does Not Lock in the "AUTO" Mode
Figure 103 (Sheet 1)



Door Does Not Lock in the "AUTO" Mode
Figure 103 (Sheet 2)

EFFECTIVITY
SAS 150-153, 275; 154 POST-SB 25-332

382949

DOOR DOES NOT UNLOCK IN "UNLOCK" MODE

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
DEADBOLT ON THE FLIGHT DECK DOOR IS UNLOCKED

DESCRIPTION:

THE FLIGHT DECK DOOR LOCK UNIT, M12093, CIRCUIT TO GROUND WILL NOT OPEN.

POSSIBLE CAUSES:

1. MODULE-CHIME, M12093
2. RIGHT OVHD PANEL ASSY LIGHTING CONTROL UNIT, M10057
3. WIRING PROBLEM BETWEEN THE MODULE-CHIME, M12093 AND STRUCTURE GROUND (WDM 52-51-11).

FAULT ISOLATION:

1 DISCONNECT CONNECTOR D2 FROM THE MODULE-CHIME, M12093 (AMM 52-51-10/401).
WITH THE DOOR LOCK SWITCH IN THE "UNLOCK" POSITION, DO A CHECK FOR CONTINUITY BETWEEN PIN 9 OF CONNECTOR D2 AND STRUCTURE GROUND.
IS THERE CONTINUITY BETWEEN PIN 9 OF CONNECTOR D2 AND STRUCTURE GROUND?

YES → 40 INSTALL A NEW MODULE-CHIME (AMM 52-51-10/401).

NO ↓

2 REMOVE THE RIGHT OVHD PANEL ASSY LIGHTING CONTROL UNIT, M10057, FROM THE P5 PANEL.
DISCONNECT THE D874 CONNECTOR FROM THE LIGHTING CONTROL UNIT.
WITH THE DOOR LOCK SWITCH IN THE "UNLOCK" POSITION, DO A CHECK FOR CONTINUITY BETWEEN PINS 7 AND 8 OF THE D874 RECEPTACLE ON THE LIGHTING CONTROL UNIT.
IS THERE CONTINUITY BETWEEN PINS 7 AND 8?

NO → 41 INSTALL A NEW RIGHT OVHD PANEL ASSY LIGHTING CONTROL UNIT, M10057.
INSTALL THE MODULE-CHIME (AMM 52-51-10/401).

YES → 42 REPAIR THE WIRING BETWEEN PIN 9 OF CONNECTOR D2 AND STRUCTURE GROUND (WDM 52-51-11).
INSTALL THE MODULE-CHIME (AMM 52-51-/401).

Door Does Not UnLock in the "UNLOCK" Mode
Figure 104

DOOR DOES NOT UNLOCK IN "AUTO" MODE AFTER A CORRECT CODE HAS BEEN ENTERED ON THE KEYPAD

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
DEADBOLT ON THE FLIGHT DECK DOOR IS UNLOCKED

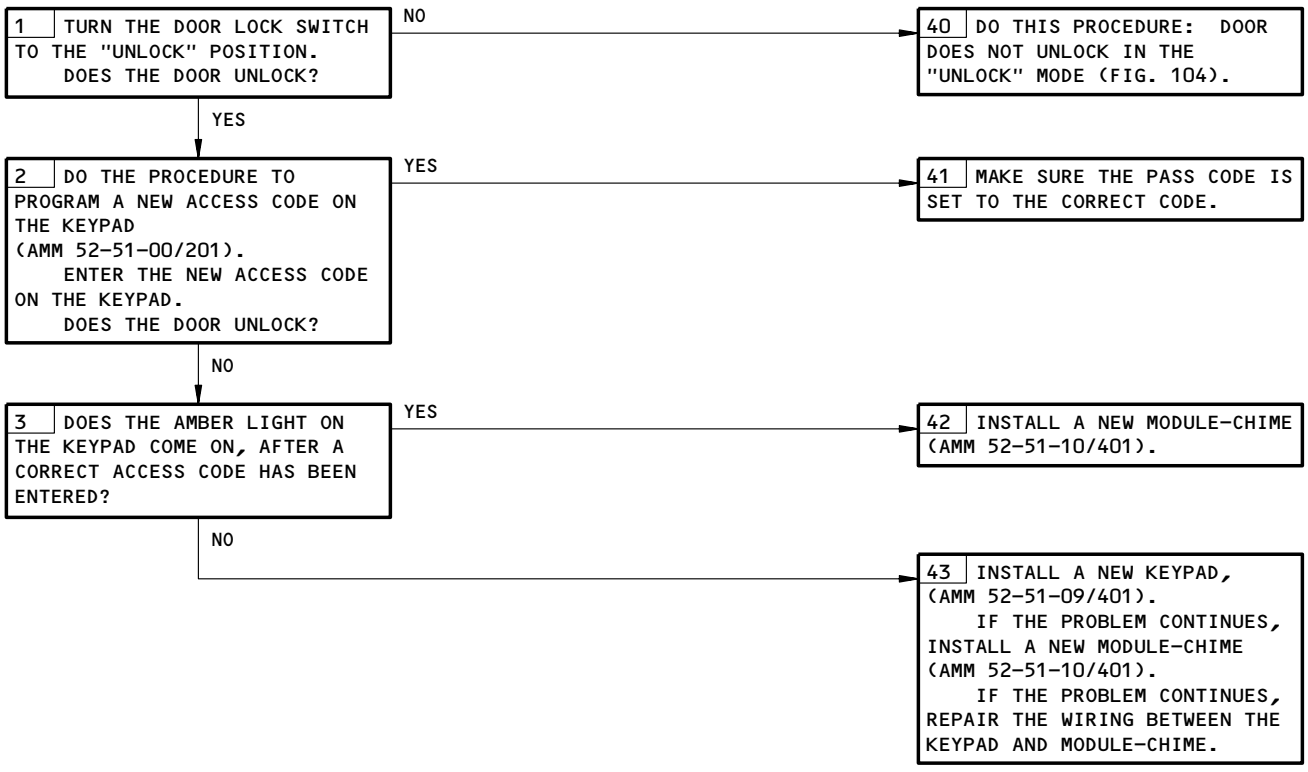
DESCRIPTION:

THE FLIGHT DECK DOOR LOCK UNIT, M12093, CIRCUIT TO GROUND WILL NOT OPEN.

POSSIBLE CAUSES:

1. MODULE-CHIME, M12093
2. KEYPAD, M10294
3. WIRING PROBLEM BETWEEN THE MODULE-CHIME, M12093 AND STRUCTURE GROUND (WDM 52-51-11).

FAULT ISOLATION:



Door Does Not Unlock in "AUTO" Mode After a Correct Code Has Been Entered On the Keypad
Figure 105

DOOR UNLOCKS OR CHIMES SOUND IN THE "DENY" MODE

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
POWER SWITCH ON THE MODULE-CHIME, M12093 IS IN THE "ON" POSITION

DESCRIPTION:

THE MODULE-CHIME, M12093 IS DEFECTIVE OR NOT RECEIVING THE CORRECT GROUND SIGNAL.

POSSIBLE CAUSES:

1. RIGHT OVHD PANEL ASSY LIGHTING CONTROL UNIT, M10057
2. MODULE-CHIME, M12093
3. WIRING PROBLEM BETWEEN THE MODULE-CHIME, M12093 AND STRUCTURE GROUND (WDM 52-51-11).

FAULT ISOLATION:

1 DISCONNECT THE CONNECTOR, D2 FROM THE MODULE-CHIME (AMM 52-51-10/401).
WITH THE DOOR LOCK SWITCH IN THE "DENY" POSITION, DO A CHECK FOR CONTINUITY BETWEEN PIN 10 OF D2 AND STRUCTURE GROUND.
IS THERE CONTINUITY BETWEEN PIN 10 OF D2 AND STRUCTURE GROUND?

YES → 40 INSTALL A NEW MODULE-CHIME, M12093 (AMM 52-51-10/401).

NO

2 REMOVE THE RIGHT OVHD PANEL ASSY LIGHTING CONTROL UNIT, M10057, FROM THE P5 PANEL.
DISCONNECT CONNECTOR, D874 FROM THE LIGHTING CONTROL UNIT.
WITH THE SWITCH IN THE "DENY" POSITION, DO A CHECK FOR CONTINUITY BETWEEN PINS 8 AND 9 OF THE D874 RECEPTACLE ON THE LIGHTING CONTROL UNIT.
IS THERE CONTINUITY BETWEEN PINS 8 AND 9 OF THE D874 RECEPTACLE ON THE LIGHTING CONTROL UNIT?

NO → 41 INSTALL A NEW LIGHTING CONTROL UNIT, M10057.
INSTALL THE MODULE-CHIME (AMM 52-52-10/401).

YES → 42 REPAIR THE WIRING BETWEEN PIN 10 OF CONNECTOR D30712 AND STRUCTURE GROUND (WDM 52-51-11).
INSTALL THE MODULE-CHIME (AMM 52-52-10/401).

Door Unlocks or Chimes Sound in the "DENY" Mode
Figure 106

CHIME DOES NOT SOUND WHEN A CORRECT CODE IS ENTERED ON THE KEYPAD IN "AUTO" MODE

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
POWER SWITCH ON THE MODULE-CHIME, M12093 IS IN THE "ON" POSITION

NOTE: THE CHIME AND KEYPAD CAN BE DISABLED FOR UP TO 30 MINUTES AFTER THE DOOR LOCK SWITCH IS TURNED TO THE "DENY" POSITION. THE DENY MODE CAN BE ENDED BY TURNING THE DOOR LOCK SWITCH TO THE "UNLOCK" POSITION.

DESCRIPTION:

THE MODULE-CHIME, M12093 IS DEFECTIVE OR THE SYSTEM IS IN DENY MODE.

POSSIBLE CAUSES:

1. MODULE-CHIME, M12093

FAULT ISOLATION:

1 ENTER THE ACCESS CODE ON THE KEYPAD.
DOES THE DOOR UNLOCK?

NO → 40 DO THIS PROCEDURE: DOOR DOES NOT UNLOCK IN THE "AUTO" MODE AFTER A CORRECT CODE HAS BEEN ENTERED ON THE KEYPAD (FIG. 105).

YES → 41 INSTALL A NEW MODULE-CHIME (AMM 52-51-10/401).

Chime Does Not Sound When a Correct Code is Entered on the Keypad in "AUTO" Mode
Figure 107

FLIGHT DECK DOOR "LOCK FAIL" LIGHT IS ON

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11T5

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
FLIGHT DECK DOOR IS CLOSED
DEADBOLT ON THE FLIGHTDECK DOOR IS UNLOCKED

DESCRIPTION:

THE DOOR LOCK SOLENOID IS COMMANDED TO THE LOCKED POSITION BUT IS NOT IN THE LOCKED POSITION. THE MODULE-CHIME SENSES A CONDITION WHERE POWER IS APPLIED TO THE FLIGHT DECK DOOR LOCK UNIT, M10O295 BUT ELECTRICAL CONTACTS IN THE UNIT ARE NOT CLOSED.

POSSIBLE CAUSES:

1. THE FLIGHT DECK DOOR LOCK UNIT, M10O295, IS JAMMED OR DEFECTIVE
2. RIGHT OVHD PANEL ASSY LIGHTING CONTROL UNIT, M10057
3. WIRING PROBLEM BETWEEN THE MODULE-CHIME, M12093 AND STRUCTURE GROUND (WDM 52-51-11).

FAULT ISOLATION:

1 IS THE DOOR LOCKED IN THE "AUTO" MODE?

NO → 40 DO THIS PROCEDURE: DOOR DOES NOT LOCK IN THE "AUTO" MODE (FIG. 103).

YES ↓

2 REMOVE THE STRIKE ASSY, M10295 BUT DO NOT DISCONNECT THE ELECTRICAL CONNECTORS (AMM 52-51-07/401).
DISCONNECT CONNECTOR D30011.
WITH THE DOOR LOCK SWITCH IN THE "AUTO" POSITION, DO A CHECK FOR CONTINUITY BETWEEN THE PIN IN CONNECTOR PLUG D30011 AND STRUCTURE GROUND.
IS THERE CONTINUITY BETWEEN THE PIN IN CONNECTOR PLUG D30011 AND STRUCTURE GROUND?

NO → 41 INSTALL A NEW SOLENOID (AMM 52-51-12/401).
IF THE PROBLEM CONTINUES, REPAIR THE WIRING BETWEEN CONNECTOR D30011 AND STRUCTURE GROUND (WDM 52-51-11).

YES ↓

3 DISCONNECT CONNECTOR D2 FROM THE MODULE-CHIME (AMM 52-51-10/401).
DO A CHECK FOR CONTINUITY BETWEEN PIN 15 OF CONNECTOR D2 AND THE RECEPTACLE PIN OF CONNECTOR D30011.
IS THERE CONTINUITY BETWEEN PIN 15 OF CONNECTOR D2 AND THE RECEPTACLE PIN OF CONNECTOR D30011?

NO → 42 REPAIR THE WIRING (WDM 52-51-11).

YES → 43 INSTALL A NEW MODULE-CHIME, M12093 (AMM 52-51-10/401).
INSTALL THE STRIKE ASSY (AMM 52-51-07/401).

Flight Deck Door "LOCK FAIL" Light is on
Figure 108

FLIGHT DECK DOOR "AUTO UNLK" LIGHT DOES NOT COME ON AFTER A CORRECT ACCESS CODE HAS BEEN ENTERED

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T5

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

NOTE: A CORRECT ACCESS CODE ENTERED ON THE KEYPAD WILL MAKE THE "AUTO UNLK" LIGHT COME ON. THE "AUTO UNLK" LIGHT WILL BLINK WHEN THE CHIME SOUNDS.

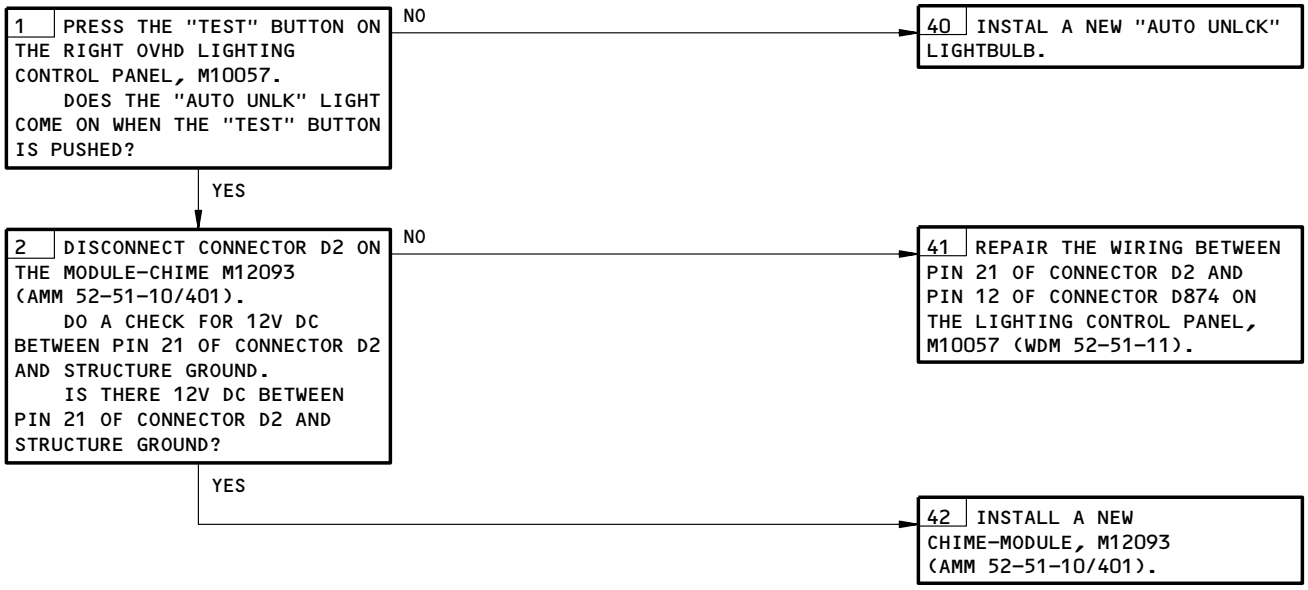
DESCRIPTION:

THE "AUTO UNLK" LIGHT IS COMMANDED TO COME ON FROM THE MODULE-CHIME, M12093 WHEN A CORRECT ACCESS CODE IS ENTERED ON THE KEYPAD.

POSSIBLE CAUSES:

1. DEFECTIVE LIGHT BULB
2. MODULE-CHIME, M12093
3. WIRING PROBLEM BETWEEN THE MODULE-CHIME, M12093 AND "AUTO UNLK" LIGHT

FAULT ISOLATION:



Flight Deck Door "AUTO UNLK" Light Does Not Come On
After a Correct Pass Code Has Been Entered
Figure 109

382955

DOOR WARNING SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
CIRCUIT BREAKER –				
DOOR IND, C1406		1	FLIGHT COMPARTMENT, P11, 11T33	
COMPUTERS – (31-41-00/101)				
LEFT EICAS, M10181				
RIGHT EICAS, M10182				
LIGHT – ACCESS DOORS INDICATOR, YDLL4			FLIGHT COMPARTMENT, P5, M10394	*
LIGHT – CARGO DOORS INDICATOR, YDLL3			FLIGHT COMPARTMENT, P5, M10394	*
LIGHT – EMER DOORS INDICATOR, YDLL2			FLIGHT COMPARTMENT, P5, M10394	*
LIGHT – ENTRY DOORS INDICATOR, YDLL1			FLIGHT COMPARTMENT, P5, M10394	*
PANEL – (30-31-00/101)				
ANNUNCIATOR, M10394				
PROXIMITY SWITCH ELECTRONICS UNIT, M162 (32-09-00/101)				
SENSORS – ACCESS DOORS				
ELECTRONICS ACCESS DOOR CLOSED, S201	4	1	119AL, DOOR FORWARD FRAME	52-71-01
FORWARD ACCESS DOOR CLOSED, S200	3	1	113AL, DOOR FORWARD FRAME	52-71-01
SENSORS – CARGO DOORS				
AFT CARGO DOOR CLOSED, S209	7	1	822, FLOOR BEAM ADJACENT TO HINGE ARM	52-71-01
AFT CARGO DOOR LOCKED, S208	7	1	822, DOOR FORWARD FRAME	52-71-01
BULK CARGO DOOR LATCHED, S211	5	1	811, DOOR AFT FRAME	52-71-01
FORWARD CARGO DOOR CLOSED, S215	6	1	821, DOOR LOWER EDGE	52-71-01
FORWARD CARGO DOOR LOCKED, S214	6	1	821, DOOR LOWER FRAME	52-71-01
SENSORS – ENTRY/SERVICE DOORS				
AFT ENTRY DOOR CLOSED, S204	2	1	833, UPPER DOOR FRAME	52-71-01
AFT ENTRY DOOR LOCKED, S205	2	1	833, UPPER DOOR FRAME	52-71-01
AFT ENTRY GIRT BAR ACTIVATE, S212	2	1	833, DOOR AFT FRAME	52-71-01
AFT SERVICE DOOR CLOSED, S206	2	1	843, UPPER DOOR FRAME	52-71-01
AFT SERVICE DOOR LOCKED, S207	2	1	843, UPPER DOOR FRAME	52-71-01
AFT SERVICE GIRT BAR ACTIVATE, S213	2	1	843, DOOR AFT FRAME	52-71-01
FORWARD ENTRY DOOR CLOSED, S194	2	1	831, UPPER DOOR FRAME	52-71-01
FORWARD ENTRY DOOR LOCKED, S195	2	1	831, UPPER DOOR FRAME	52-71-01
FORWARD ENTRY GIRT BAR ACTIVATE, S202	2	1	831, DOOR AFT FRAME	52-71-01
FORWARD SERVICE DOOR CLOSED, S196	2	1	841, UPPER DOOR FRAME	52-71-01
FORWARD SERVICE DOOR LOCKED, S197	2	1	841, UPPER DOOR FRAME	52-71-01
FORWARD SERVICE GIRT BAR ACTIVATE, S203	2	1	841, DOOR AFT FRAME	52-71-01

* SEE THE WDM EQUIPMENT LIST

Door Warning System – Component Index
Figure 101 (Sheet 1)

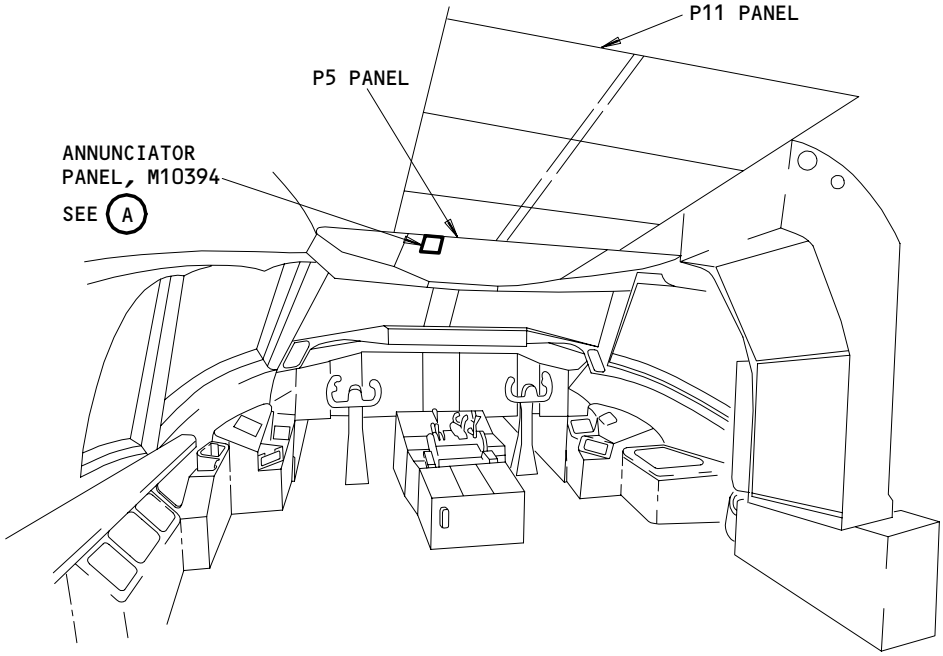
294915

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
SENSOR – OFF–WING ESCAPE SYSTEM				
AFT/LEFT OVERWING EMERGENCY EXIT HATCH CLOSED, S216 [1]	8	1	834, HATCH FORWARD FRAME	52–71–01
AFT/RIGHT OVERWING EMERGENCY EXIT HATCH CLOSED, S217 [1]	8	1	844, HATCH FORWARD FRAME	52–71–01
FORWARD/LEFT OVERWING EMERGENCY EXIT HATCH CLOSED, S192 [1]	8	1	832, HATCH FORWARD FRAME	52–71–01
FORWARD/RIGHT OVERWING EMERGENCY EXIT HATCH CLOSED, S193 [1]	8	1	842, HATCH FORWARD FRAME	52–71–01
LEFT OVERWING EMERGENCY EXIT HATCH CLOSED, S192 [2]	8	1	832, HATCH FORWARD FRAME	52–71–01
LEFT SLIDE COMPARTMENT DOOR CLOSED, S218	9	1	195EL, DOOR UPPER FRAME	52–71–01
LEFT SLIDE COMPARTMENT DOOR LOCKED, S198	10	1	195EL, DOOR UPPER FRAME	52–71–01
RIGHT OVERWING EMERGENCY EXIT HATCH CLOSED, S193 [2]	8	1	842, HATCH FORWARD FRAME	52–71–01
RIGHT SLIDE COMPARTMENT DOOR CLOSED, S219	9	1	195ER, DOOR UPPER FRAME	52–71–01
RIGHT SLIDE COMPARTMENT DOOR LOCKED, S199	10	1	195ER, DOOR UPPER FRAME	52–71–01

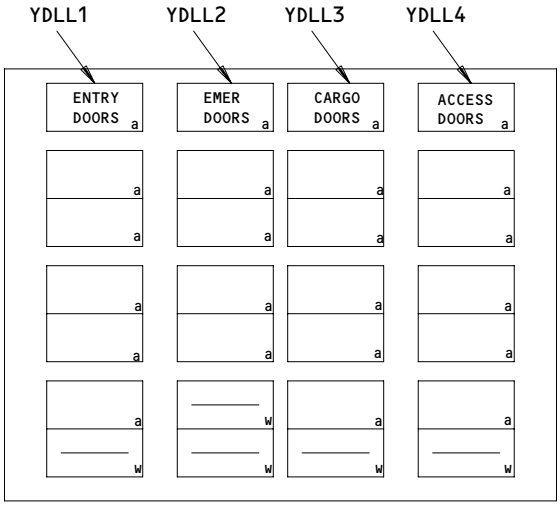
[1] AIRPLANES WITH TWO HATCHES OVER EACH WING

[2] AIRPLANES WITH ONE HATCH OVER EACH WING

Door Warning System – Component Index
Figure 101 (Sheet 2)



FLIGHT COMPARTMENT

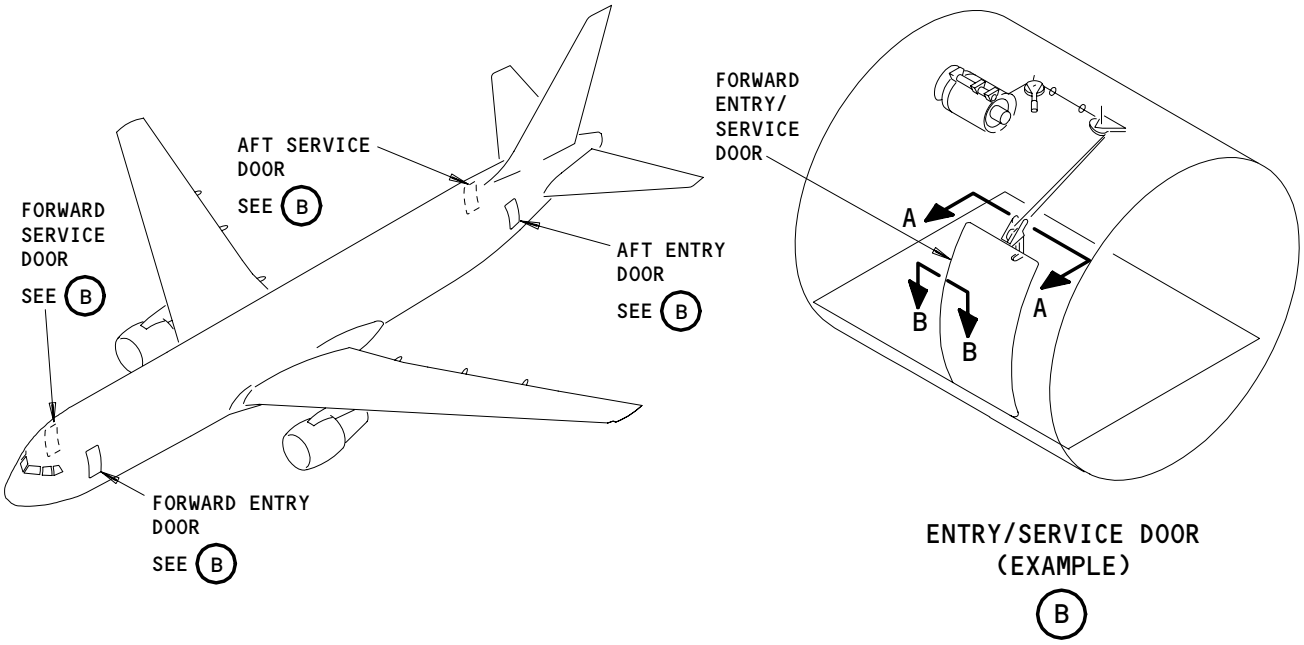


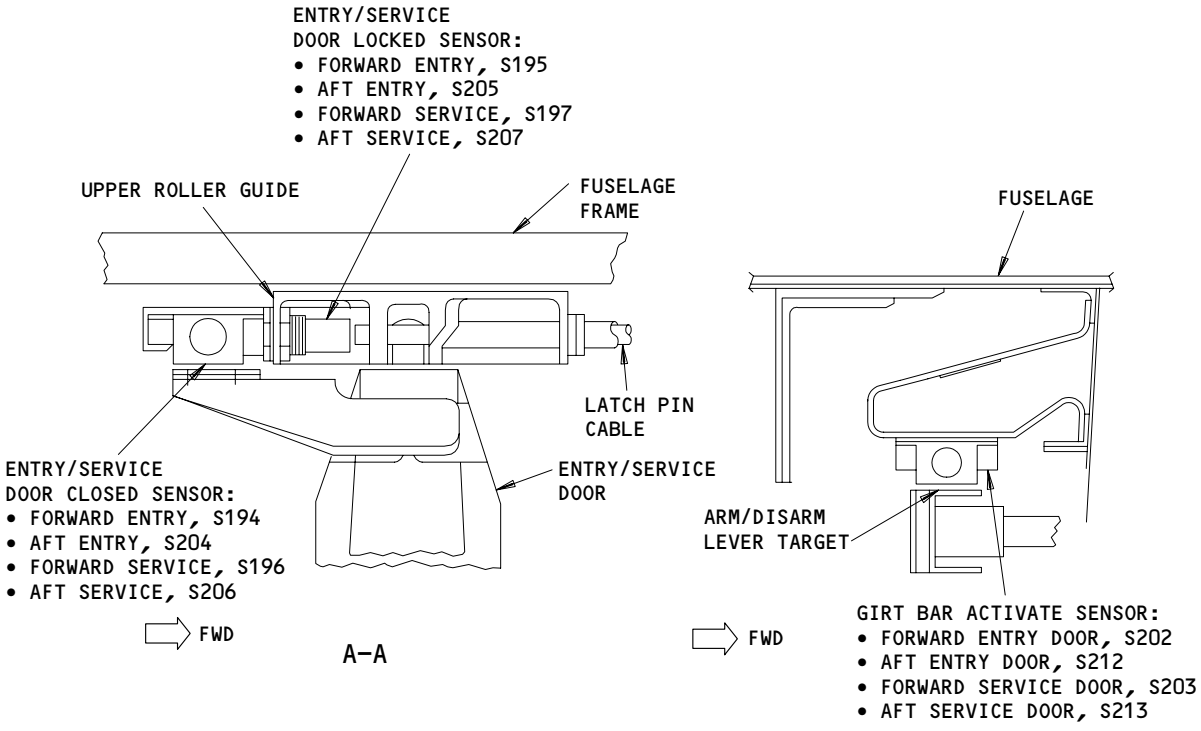
ANNUNCIATOR PANEL, M10394

A

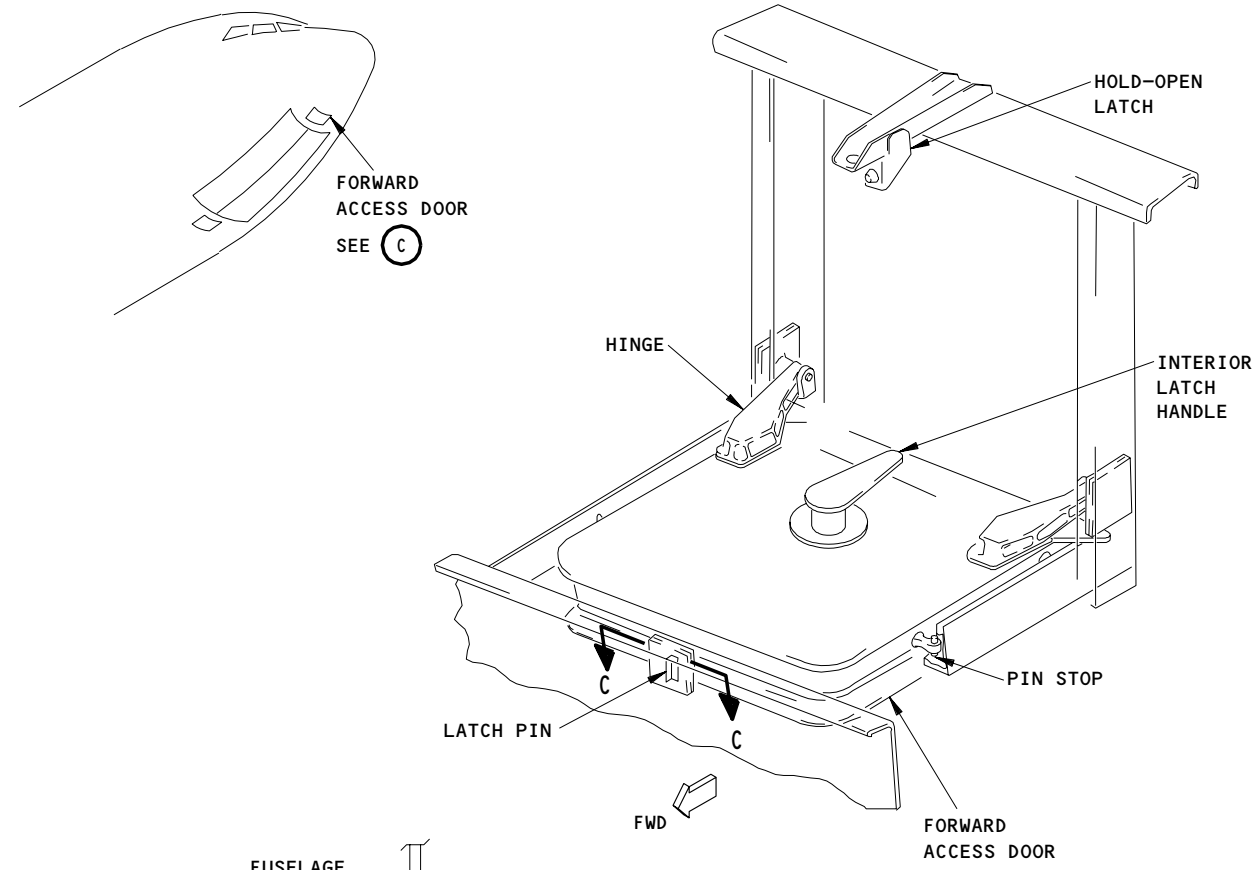
Door Warning System - Component Location
Figure 102 (Sheet 1)

94352



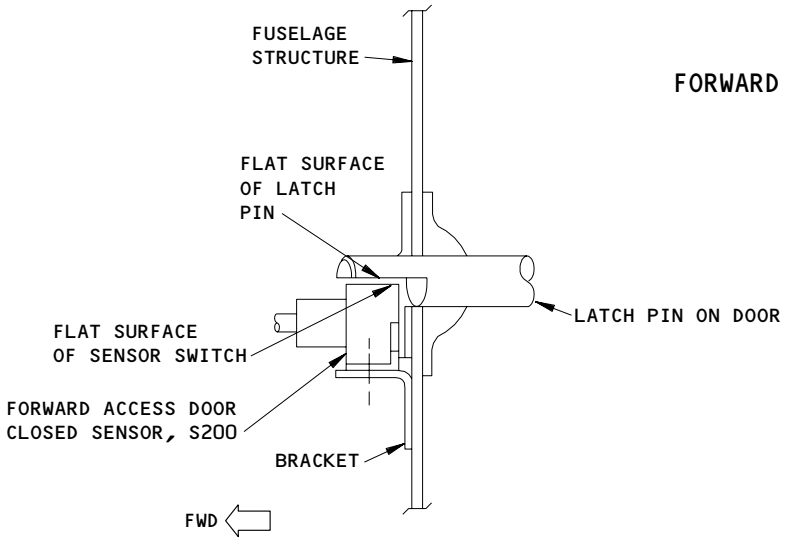


Door Warning System - Component Location
Figure 102 (Sheet 2)



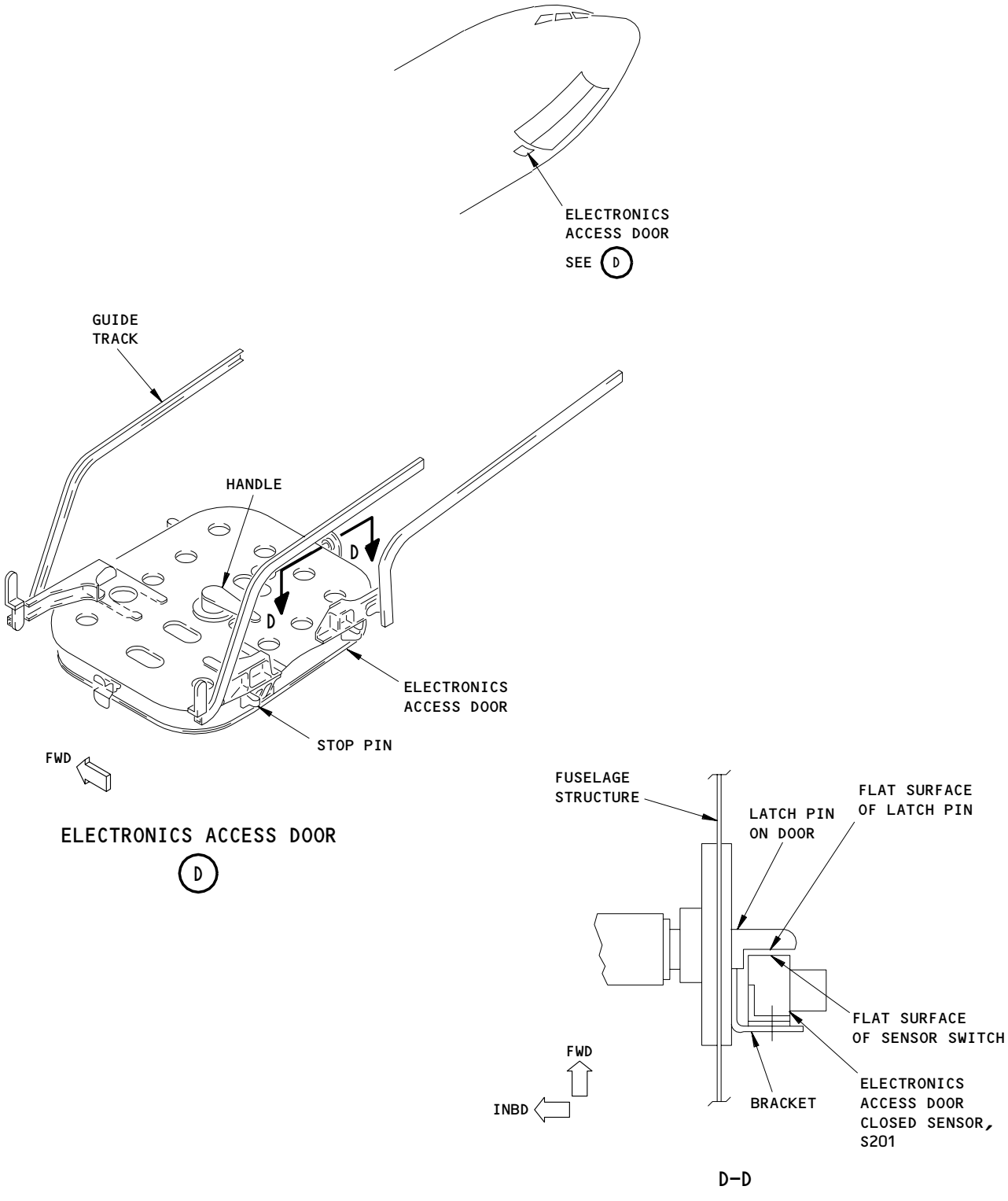
FORWARD ACCESS DOOR

C

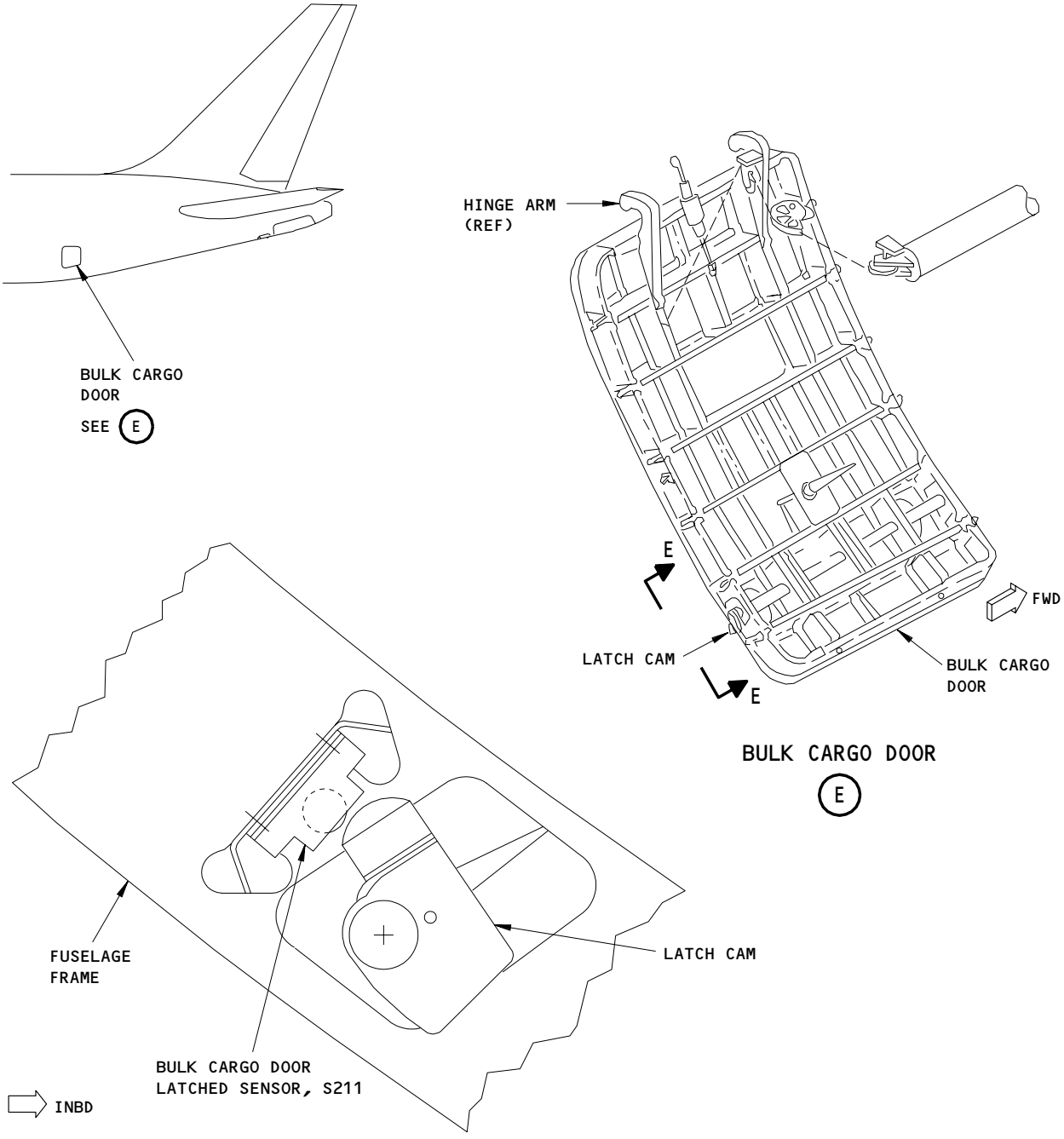


C-C

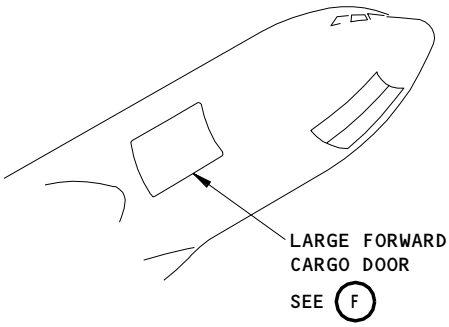
Door Warning System - Component Location
Figure 102 (Sheet 3)

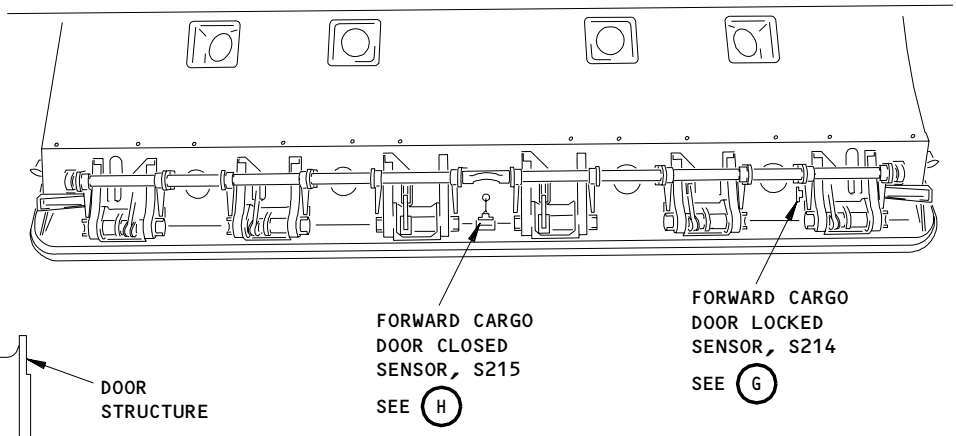


Door Warning System - Component Location
Figure 102 (Sheet 4)



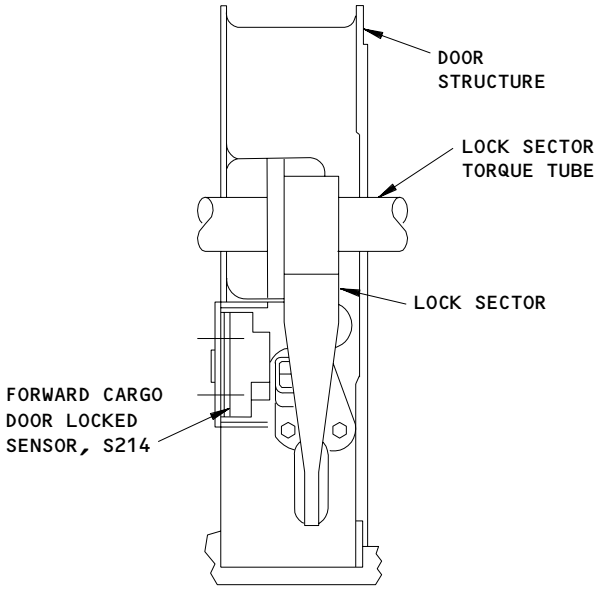
Door Warning System – Component Location
Figure 102 (Sheet 5)





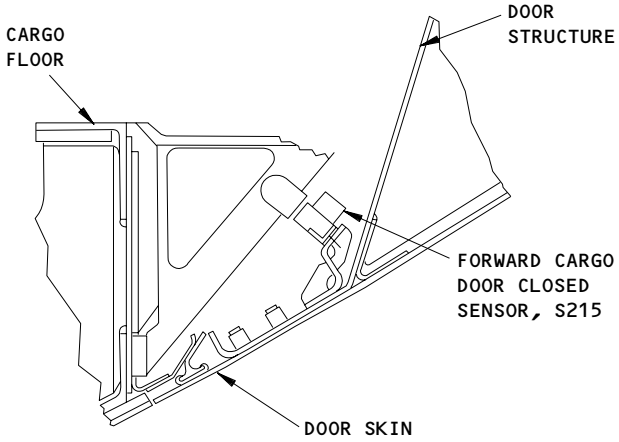
LARGE FORWARD CARGO DOOR
(OPEN POSITION, INTERNAL VIEW)

F



FORWARD CARGO DOOR
LOCKED SENSOR, S214

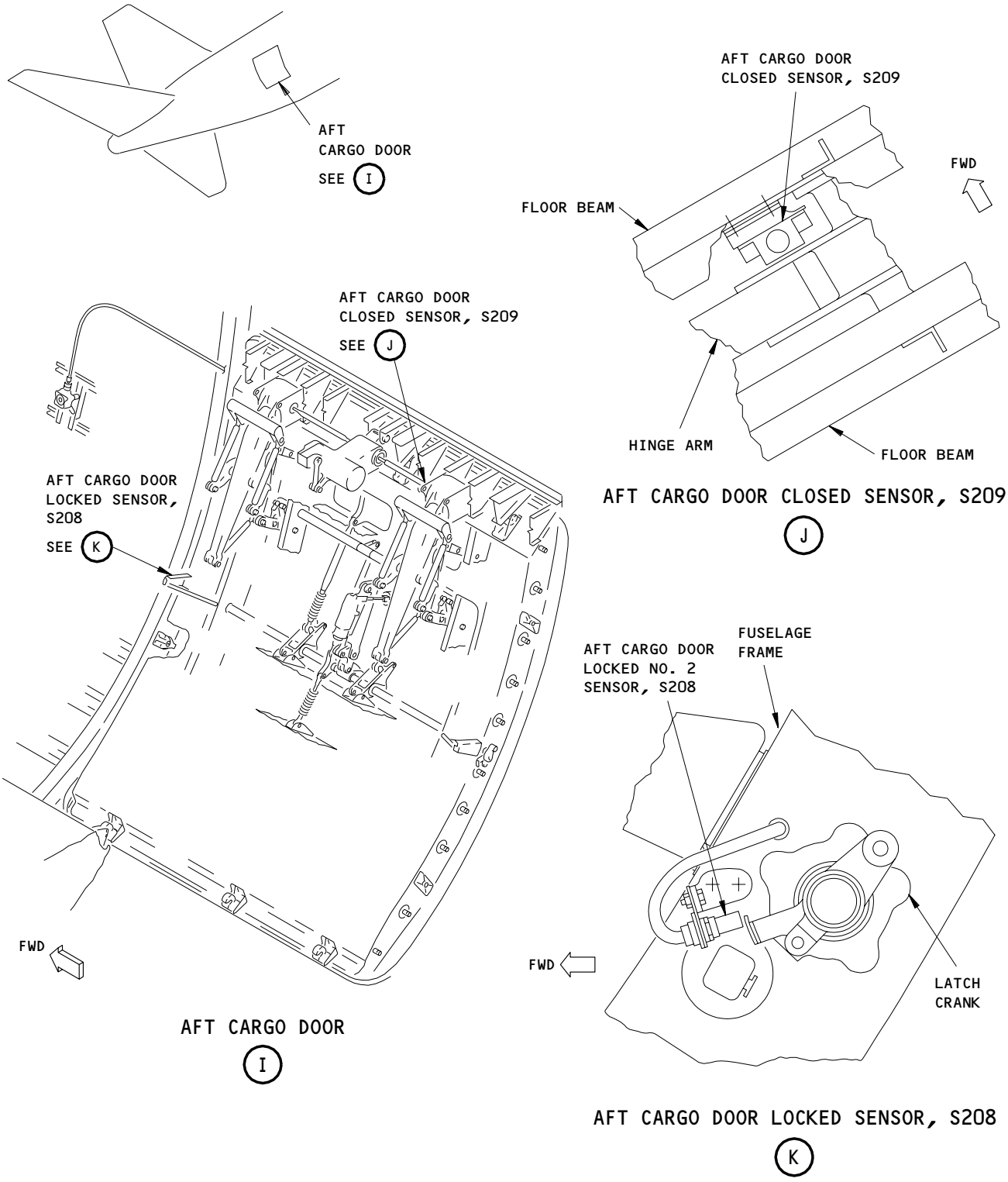
G



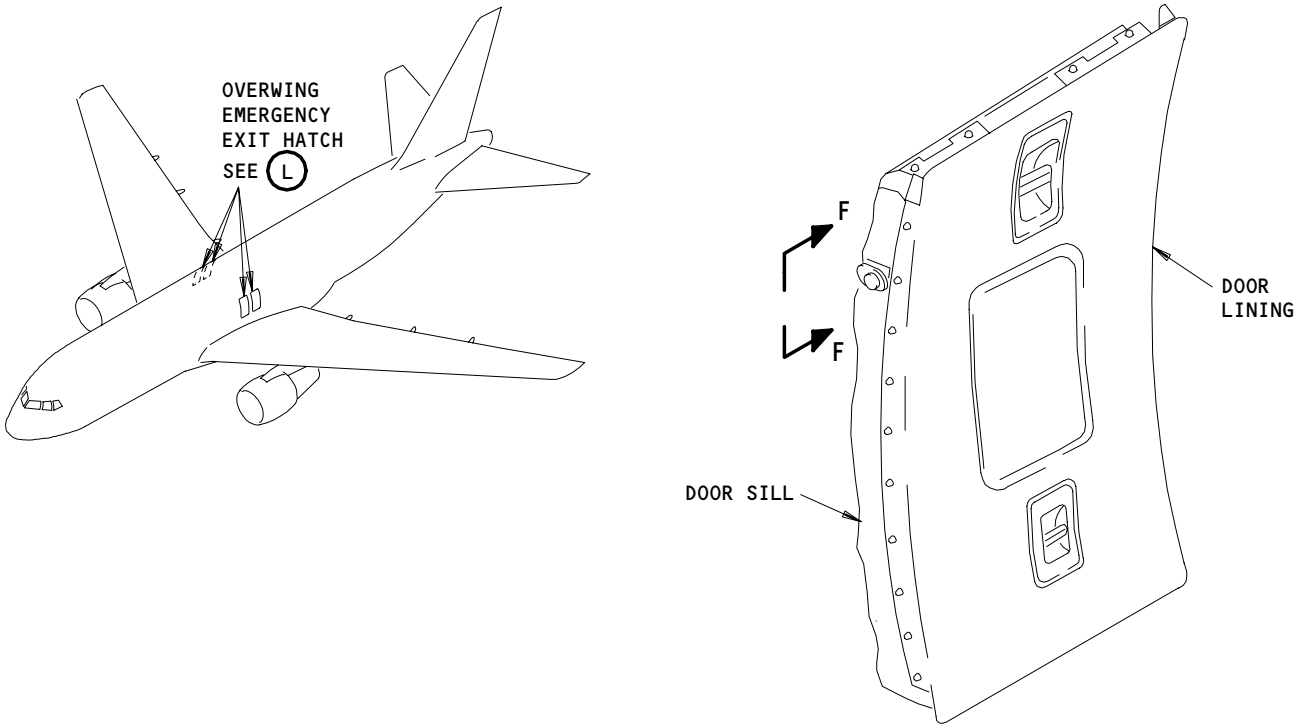
FORWARD CARGO DOOR CLOSED SENSOR, S215

H

Door Warning System – Component Location
Figure 102 (Sheet 6)



Door Warning System – Component Location
Figure 102 (Sheet 7)

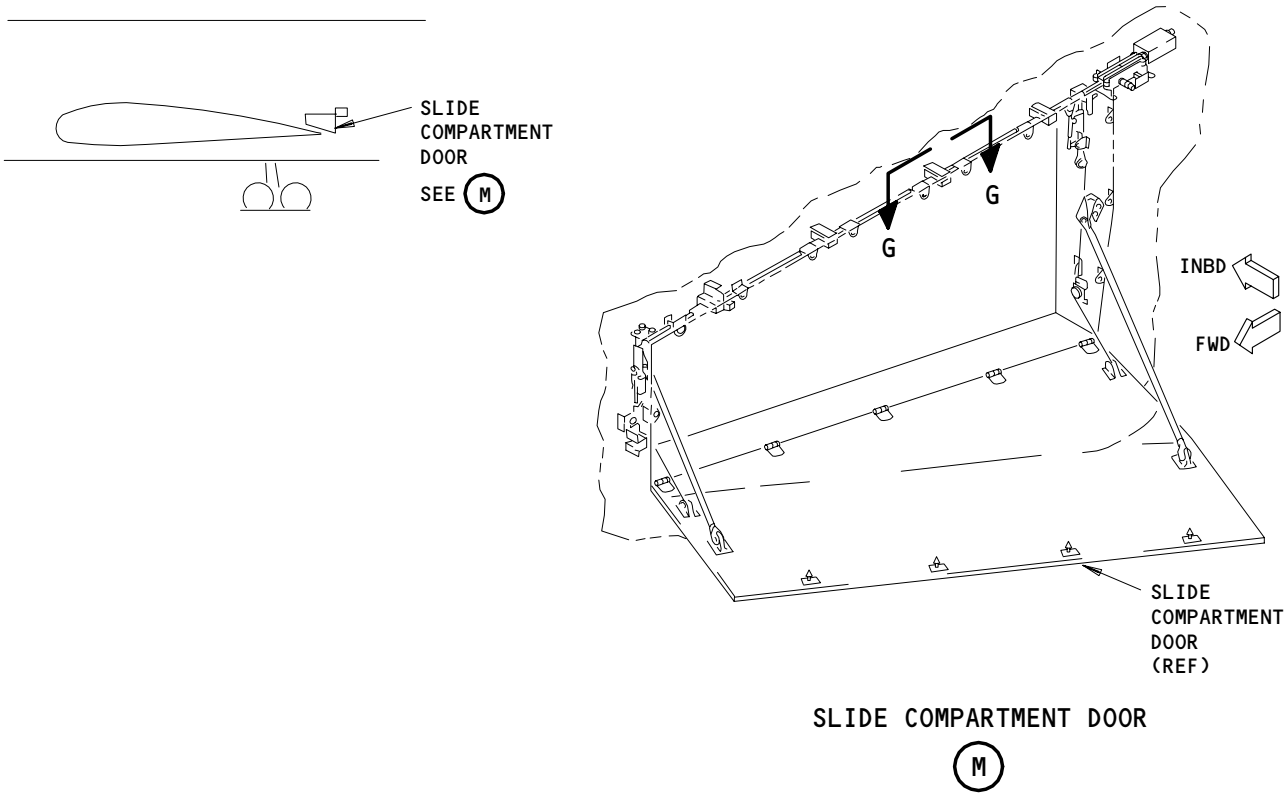


OVERWING EMERGENCY EXIT HATCH
(EXAMPLE)
L

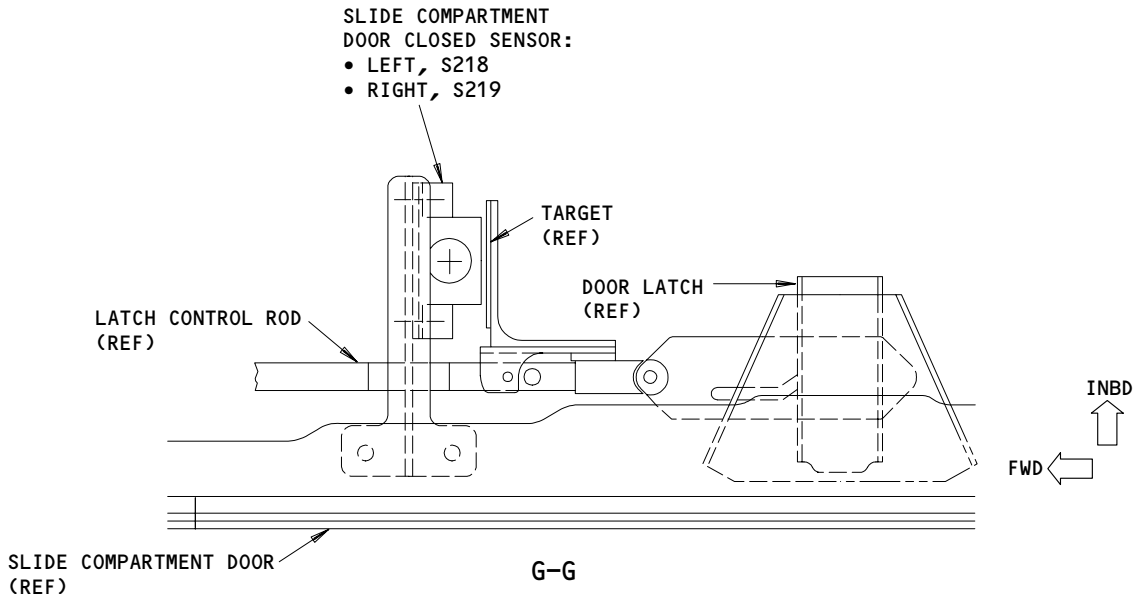
F–F

1 AIRPLANES WITH ONE HATCH OVER EACH WING
2 AIRPLANES WITH TWO HATCHES OVER EACH WING

Door Warning System – Component Location
Figure 102 (Sheet 8)

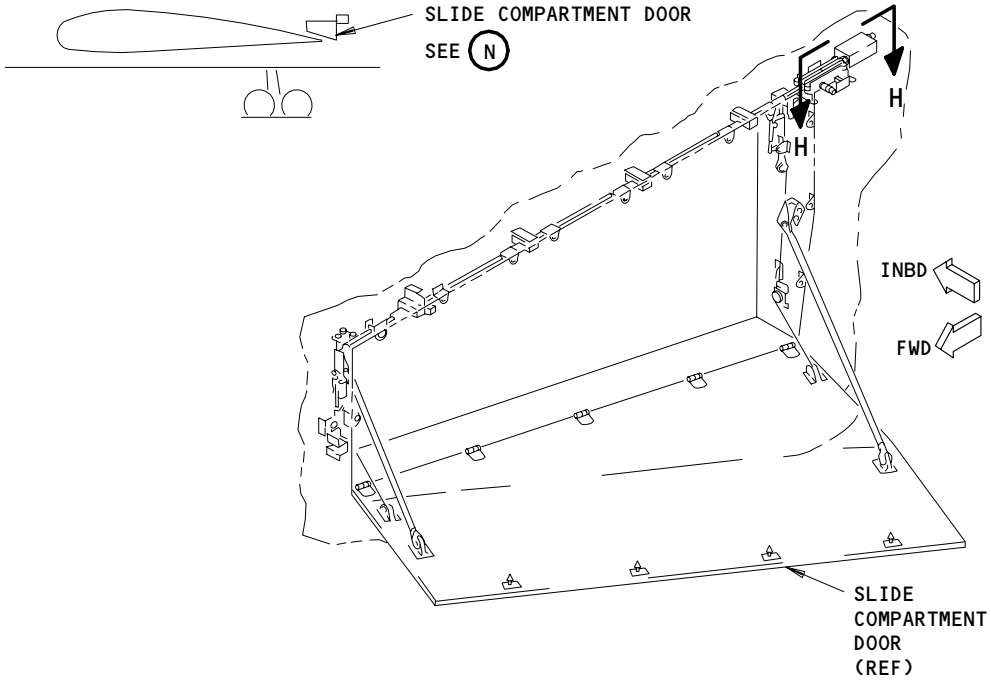


SLIDE COMPARTMENT DOOR
M



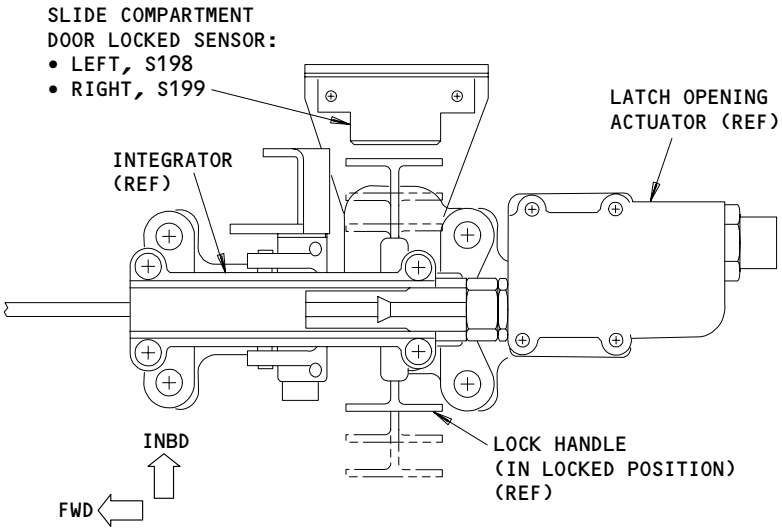
G-G

Door Warning System - Component Location
Figure 102 (Sheet 9)



SLIDE COMPARTMENT DOOR

N



H-H

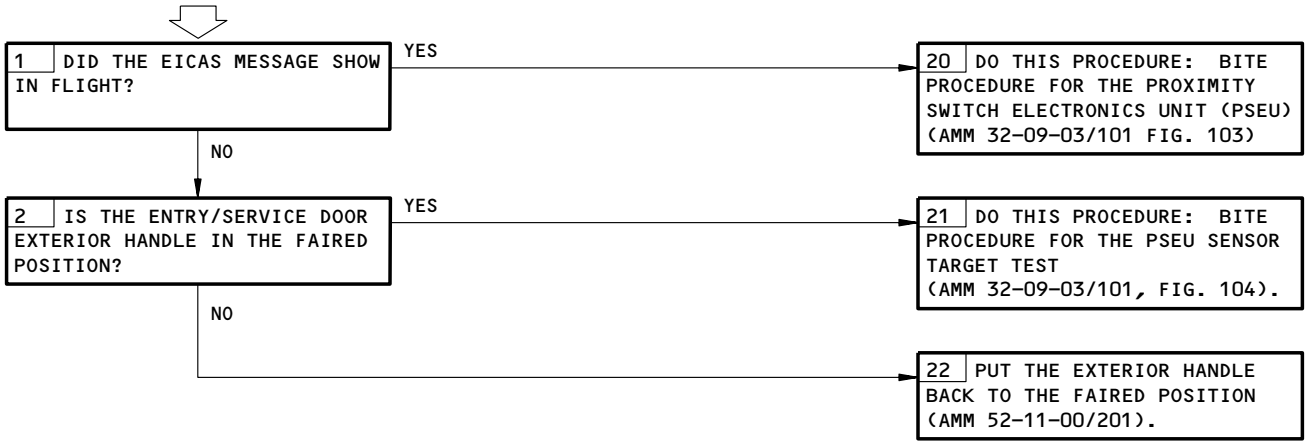
Door Warning System - Component Location
Figure 102 (Sheet 10)

"ENTRY DOORS" LGT ILLUM. "EICAS" MSG ("L FWD ENT DOOR", "L AFT ENT DOOR", "R FWD ENT DOOR", "R AFT ENT DOOR") DISPLAYED. LOCK PIN IS ENGAGED.

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T33

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



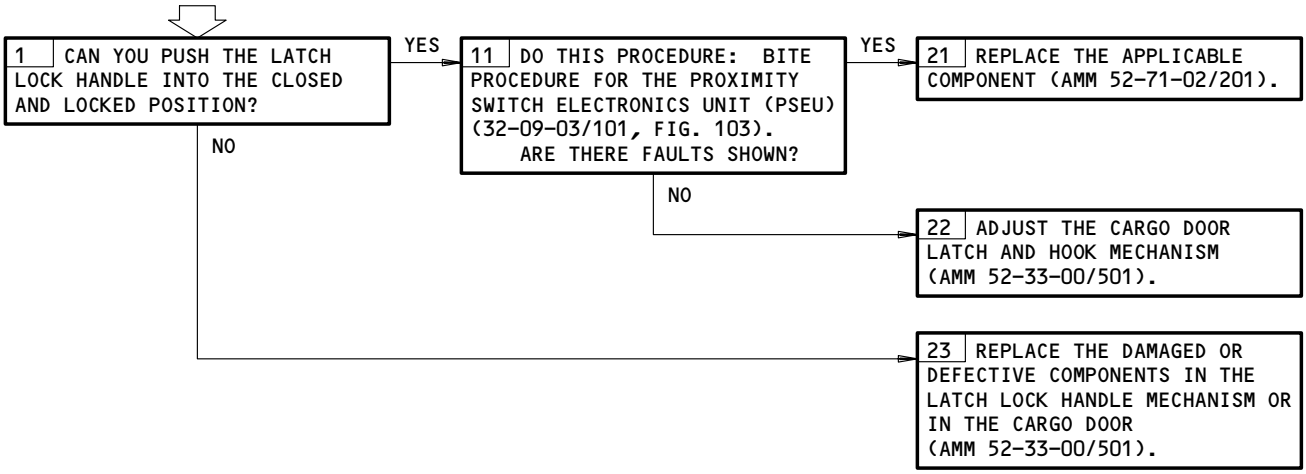
ENTRY DOORS Lgt Illum. EICAS Msg (L FWD ENT DOOR, L AFT ENT DOOR, R FWD ENT DOOR, R AFT ENT DOOR) Displayed. Lock Pin is Engaged
Figure 103

CARGO DOORS LIGHT ILLUM. EICAS MESSAGE "FWD CARGO DOOR" DISPLAYED

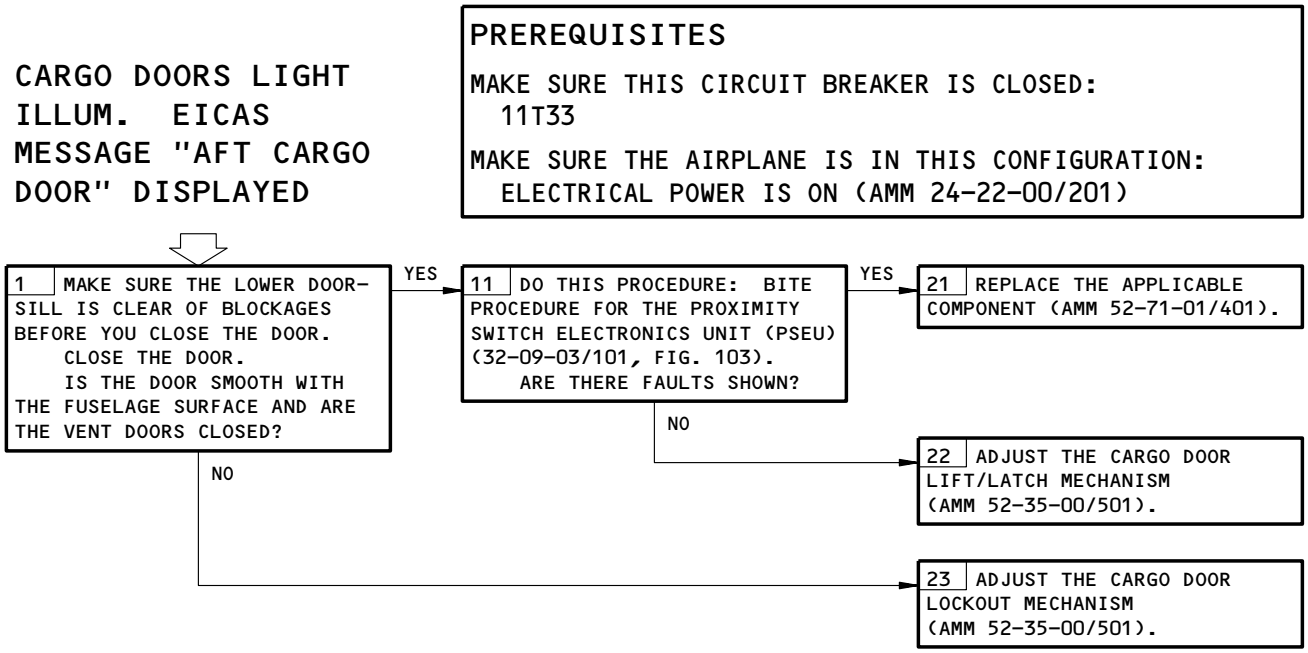
PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T33

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



Cargo Doors Light Illum. EICAS Message FWD CARGO DOOR Displayed
Figure 104



Cargo Doors Light Illum. EICAS Message AFT CARGO DOOR Displayed
Figure 104A

PREREQUISITES

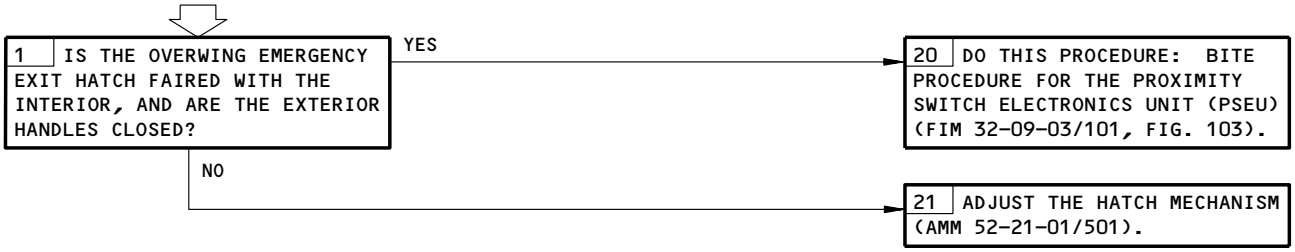
MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T33

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

WARNING: MAKE SURE YOU DISARM THE OFF-WING ESCAPE SYSTEM. REFER TO AMM 25-65-00/201 FOR THE DISARM PROCEDURE. IF THE SYSTEM IS NOT DISARMED, THE SYSTEM WILL DEPLOY AND CAN CAUSE INJURY OR DAMAGE.

REFER TO AMM 52-21-01/201 TO OPEN AND CLOSE THE OVERWING EMERGENCY EXIT HATCH.

"EMER DOORS" LIGHT ILLUM. EICAS MESSAGE "EMER DOOR" DISPLAYED



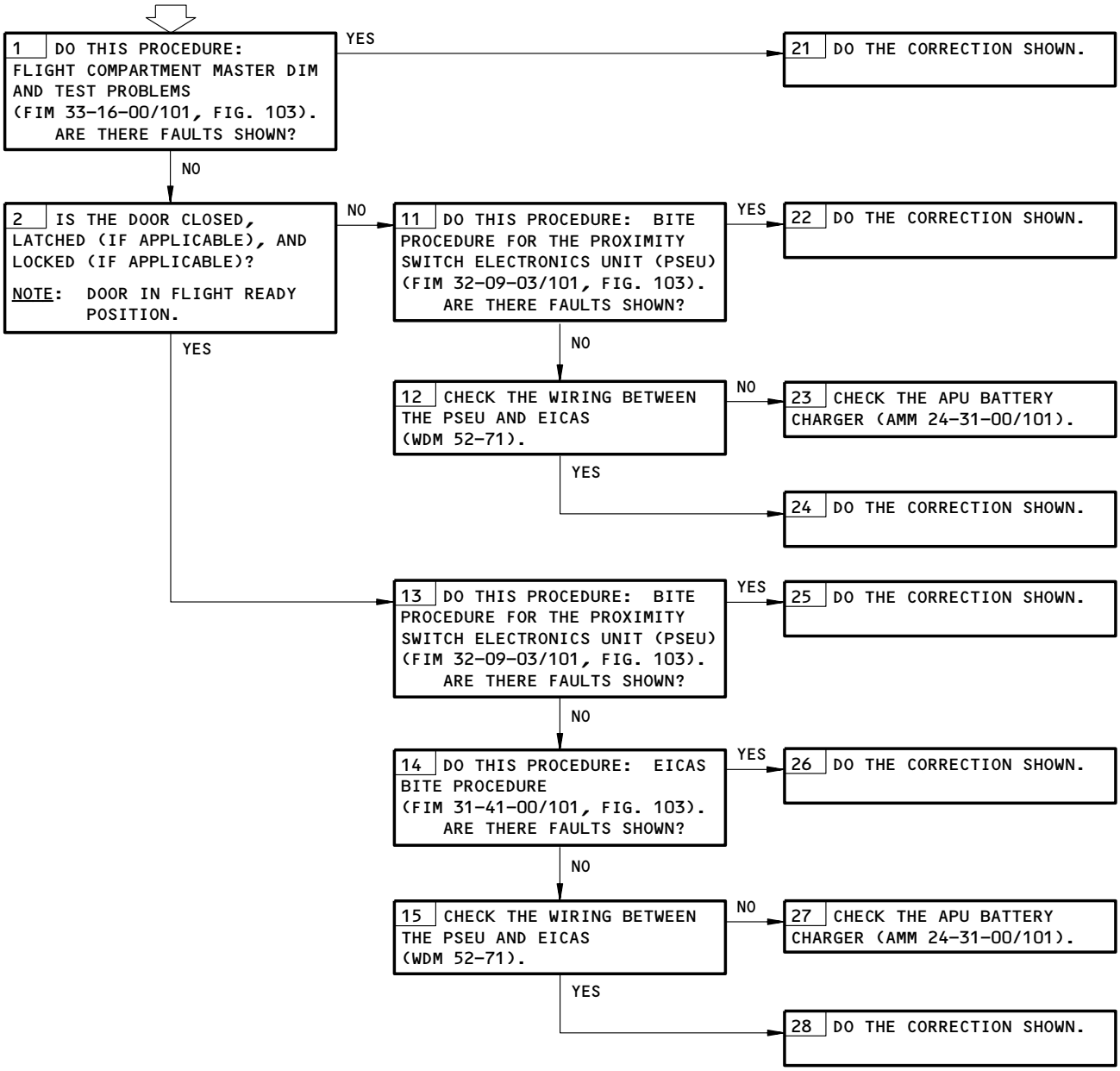
EMER DOORS Light Illum. EICAS Message EMER DOOR Displayed
Figure 105

EICAS MESSAGE DISPLAYED FOR ENTRY DOOR, EMER DOOR, CARGO DOOR, OR ACCESS DOOR. CORRESPONDING ANNUNCIATOR LIGHT NOT ILLUMINATED.

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T33

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



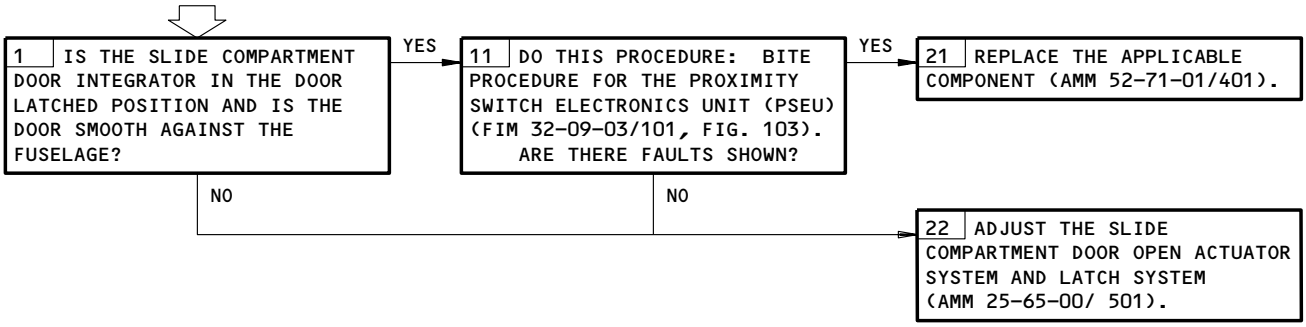
EICAS Message Displayed for Entry Door, Emer Door, Cargo Door, or Access Door. Corresponding Annunciator Light Not Illuminated.
Figure 106

EMER DOORS LIGHT ILLUM. EICAS MESSAGE "L WING SLIDE" OR "R WING SLIDE" DISPLAYED

PREREQUISITES

MAKE SURE THIS CIRCUIT BREAKER IS CLOSED:
11T33

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



Emer Doors Light Illum. EICAS Message "L WING SLIDE" or "R WING SLIDE" Displayed
Figure 107