CHAPTER

05

TIME LIMITS/ MAINTENANCE CHECKS

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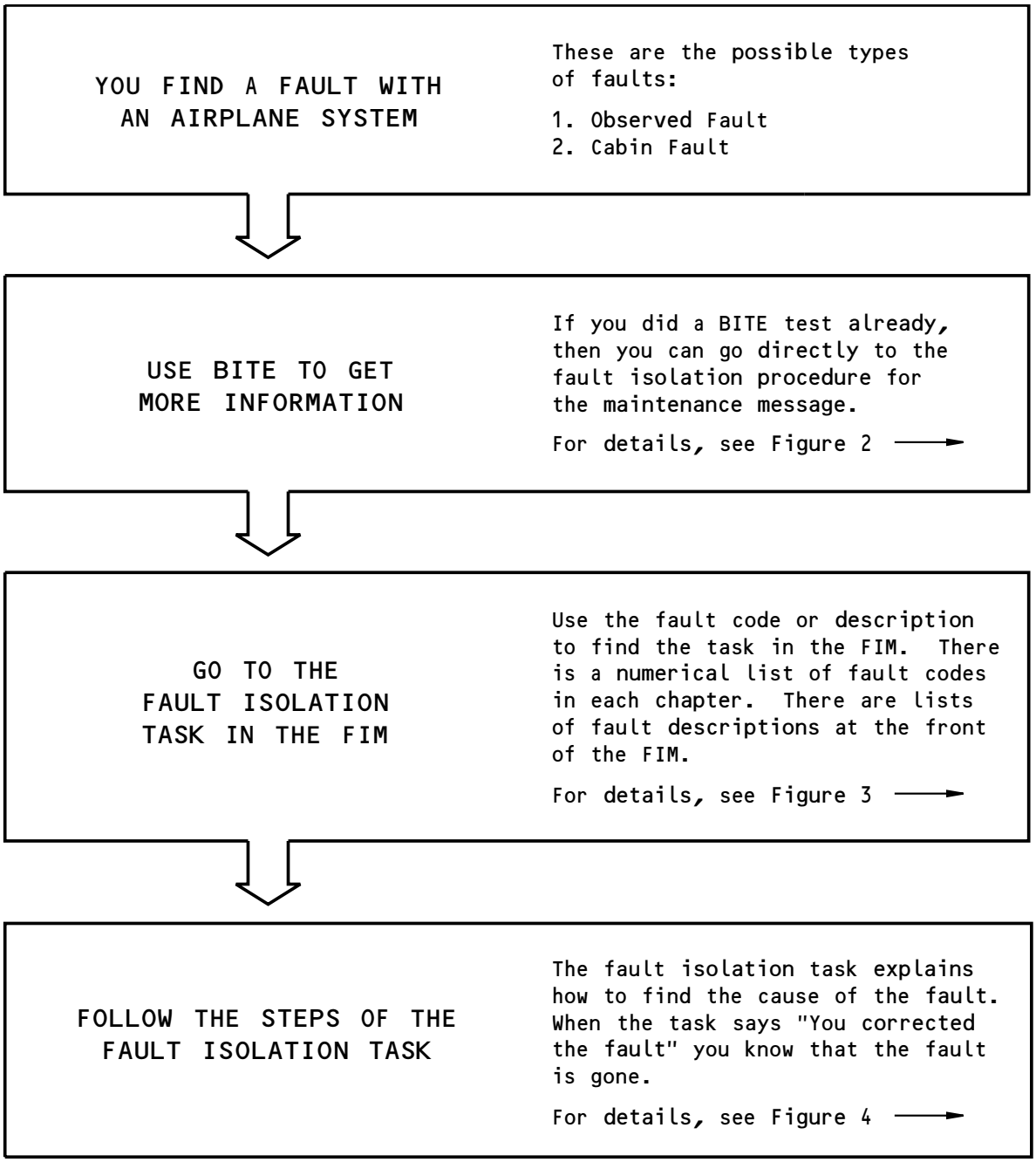
A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

05-EFFECTIVE PAGES



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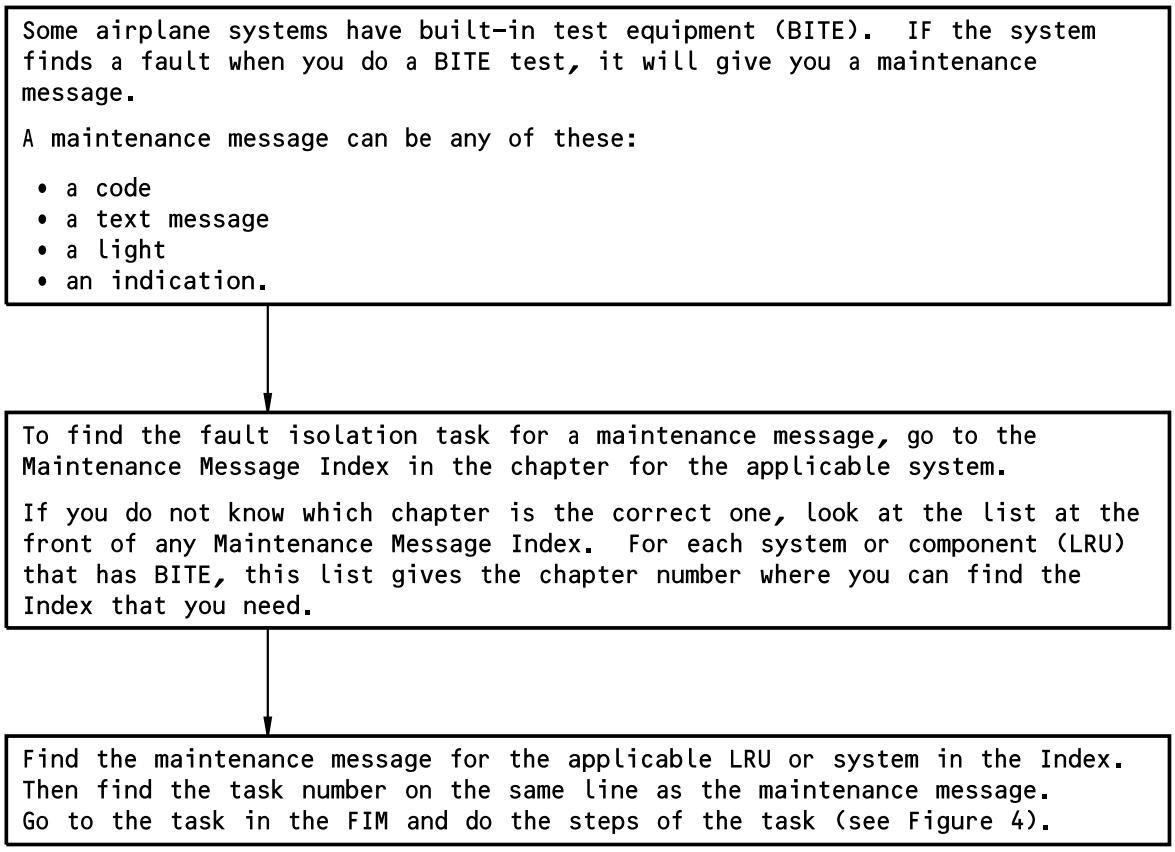
Basic Fault Isolation Process
Figure 1



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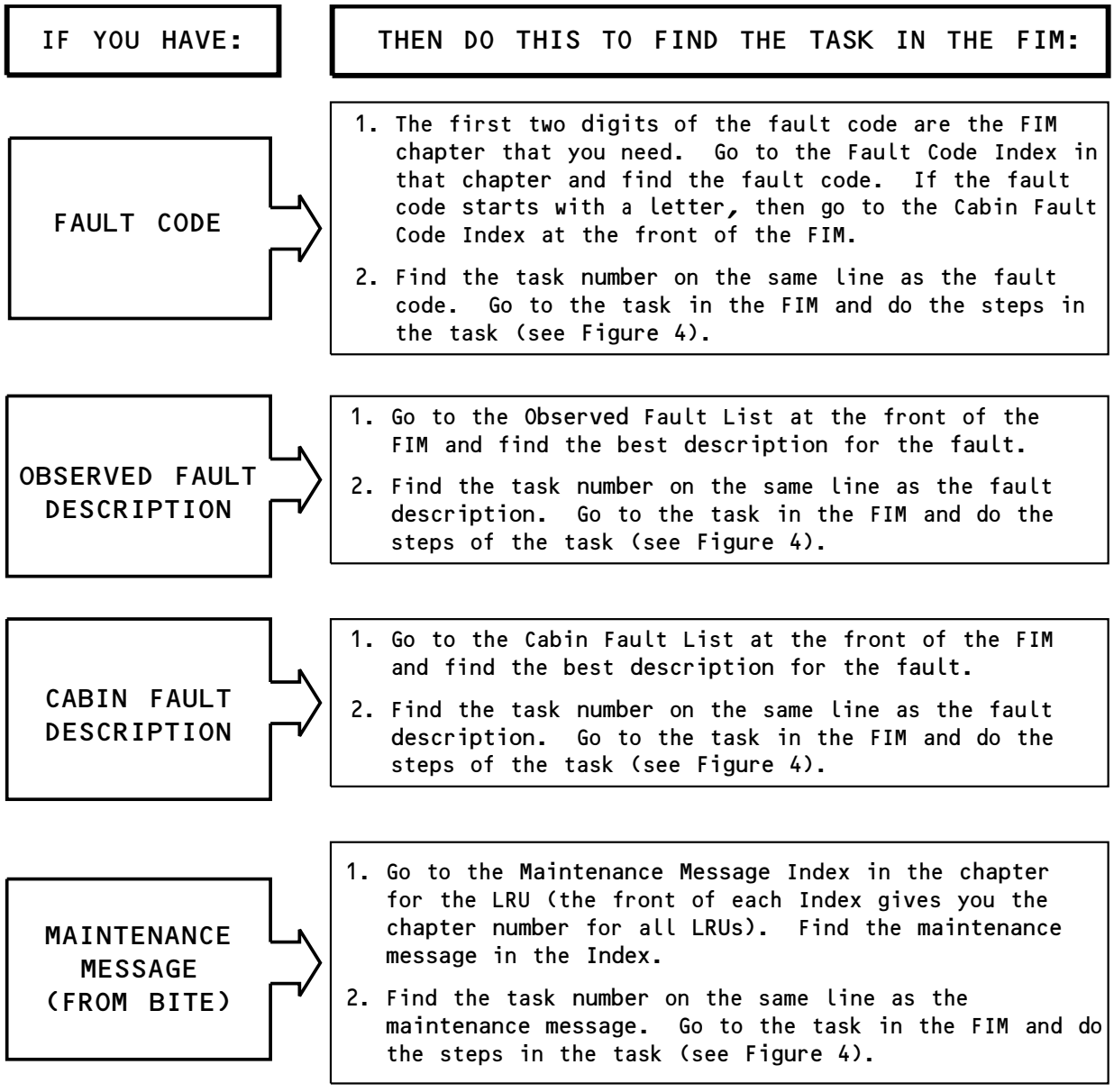
Getting Fault Information from BITE
Figure 2



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Finding the Fault Isolation Task in the FIM
Figure 3

ASSUMED CONDITIONS AT START OF TASK

- External electrical power is ON
- Hydraulic power and pneumatic power are OFF
- Engines are shut down
- No equipment in the system is deactivated

POSSIBLE CAUSES

- The list of possible causes has the most likely cause first and the least likely cause last.
- You can use the maintenance records of your airline to determine if the fault occurred before. Compare the list of possible causes to the past maintenance actions. This will help prevent repetition of the same maintenance actions.

INITIAL EVALUATION PARAGRAPH

- The primary purpose of the Initial Evaluation paragraph at the start of the task is to help you find out if you can detect the fault right now:
  - If you cannot detect the fault right now, then the task cannot isolate the fault and the Initial Evaluation paragraph will say that there was an intermittent fault.
  - If you have an intermittent fault, you must use your judgement (and follow your airline's policy) to decide which maintenance action to take. Then monitor the airplane to see if the fault happens again on subsequent flights.
- The Initial Evaluation paragraph can also help you find out which Fault Isolation Procedure to use to isolate and correct the fault.

FAULT ISOLATION STEPS

- The FIM task steps are presented in a specified order. The "If... then" statements will guide you along a logical path. But if you do not plan to follow the FIM task exactly, make sure that you read it before you start to isolate the fault. Some FIM procedures start with important steps that have an effect on the other steps in the procedure.
- When you are at the endpoint of the path, the step says "...you corrected the fault." Complete the step and exit the procedure.

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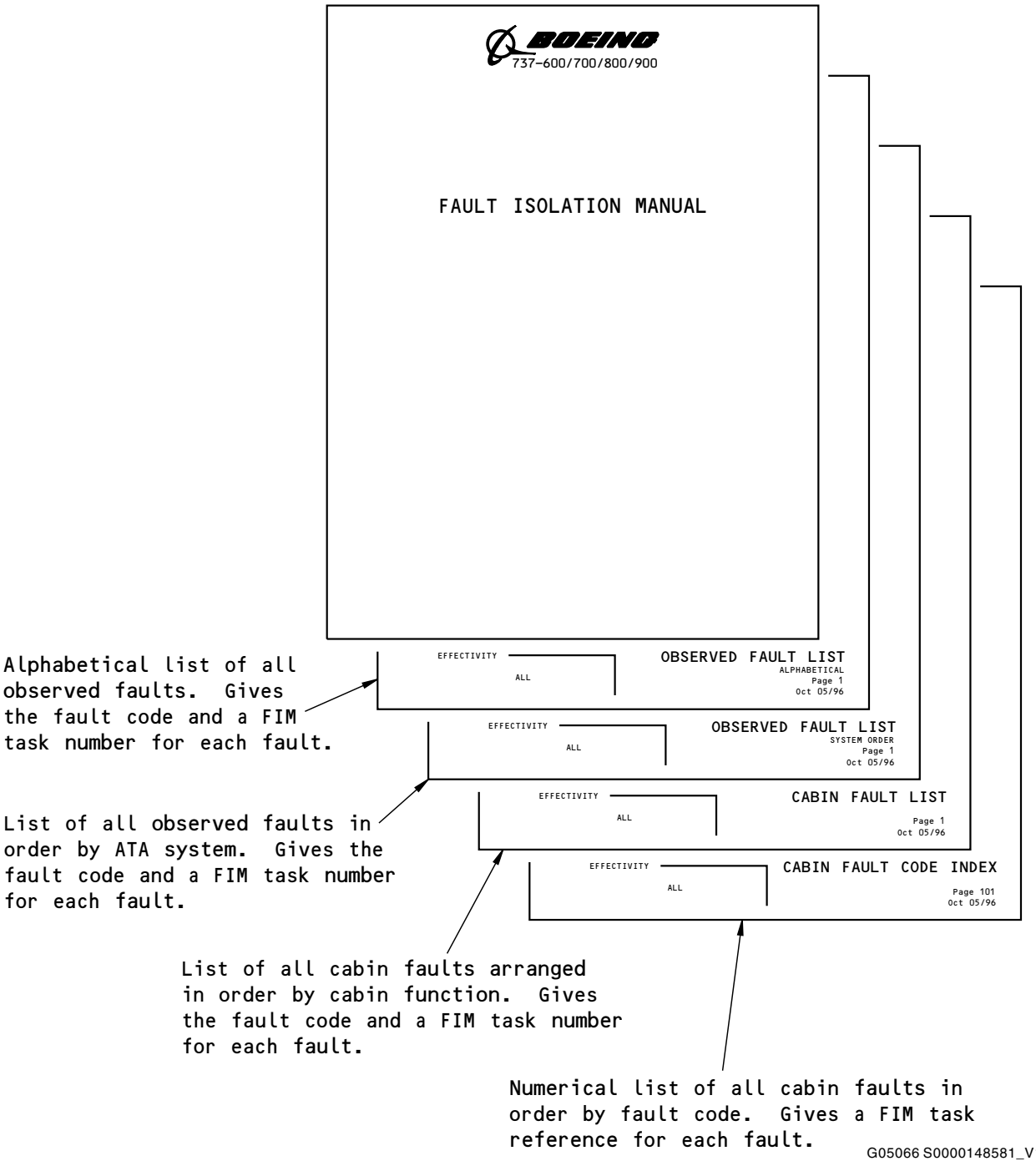
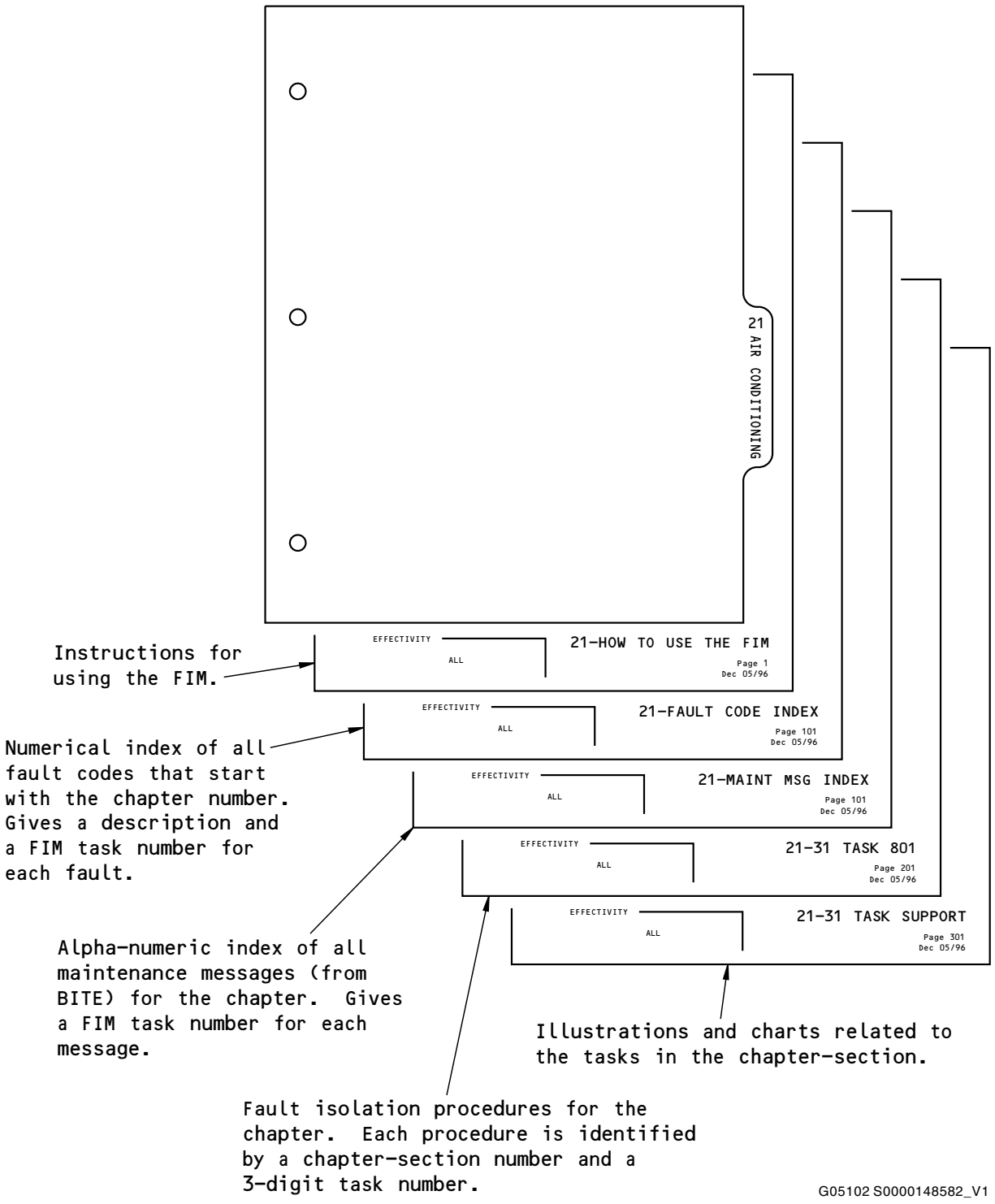
Doing the Fault Isolation Task
Figure 4



Subjects at Front of FIM
Figure 5



Subjects in Each FIM Chapter
Figure 6

FAULT CODE	FAULT DESCRIPTION	GO TO FIM TASK
055 030 00	Brakes: overheated during stop.	05-51 TASK 805
055 040 00	Hard landing or high drag/side load landing.	05-51 TASK 806
055 050 00	Volcanic ash condition.	05-51 TASK 803
055 060 00	Overweight landing.	05-51 TASK 807
055 070 00	Turbulence (severe), stall, buffet, or overspeed.	05-51 TASK 808
055 080 00	Overspeed: With landing gear down.	05-51 TASK 809
055 090 00	Overspeed: With flaps/slats extended.	05-51 TASK 810
055 100 51	Engine nacelle or strut dragged or damaged - engine 1.	05-51 TASK 811
055 100 52	Engine nacelle or strut dragged or damaged - engine 2.	05-51 TASK 811
055 110 00	Tail dragged.	05-51 TASK 812
055 120 51	Engine seizure - engine 1.	05-51 TASK 811
055 120 52	Engine seizure - engine 2.	05-51 TASK 811
055 130 00	Birdstrike/FOD: on airframe/area unknown, engine parameters normal.	05-51 TASK 804
055 170 00	Airframe: Vibration or lateral oscillation is excessive.	05-51 TASK 813
055 611 00	Lightning Strike.	05-51 TASK 801
055 613 00	Dust Condition (Extreme).	05-51 TASK 802

801. Lightning Strike - Fault Isolation

A. Fault Isolation Procedure

(1) Do this task: Phase I Examination, AMM TASK 05-51-19-210-804 or Phase II Inspection, AMM TASK 05-51-19-210-805.

——— END OF TASK ———

802. Dust Condition (Extreme) - Fault Isolation

A. Fault Isolation Procedure

(1) Do this task: Extreme Dust or Sand Conditional Inspection, AMM TASK 05-51-27-210-801.

——— END OF TASK ———

803. Volcanic Ash Condition - Fault Isolation

A. Fault Isolation Procedure

(1) Do this task: Volcanic Ash Operational Encounter Conditional Inspection, AMM TASK 05-51-31-210-801.

——— END OF TASK ———

804. Bird/Hail Strike (Except Engine Inlet) - Fault Isolation

A. Fault Isolation Procedure

(1) Do this task: Bird Strike and In-flight Hail Strike Conditional Inspection, AMM TASK 05-51-18-210-801.

——— END OF TASK ———

805. High Energy Stop - Fault Isolation

A. Fault Isolation Procedure

(1) Do this task: High Energy Stop, AMM TASK 05-51-07-210-801.

——— END OF TASK ———

806. Hard Landing or High Drag/Side Load Landing - Fault Isolation

A. Fault Isolation Procedure

(1) Do this inspection: HARD LANDING OR OVERWEIGHT/HARD LANDING OR HIGH DRAG/SIDE LOAD CONDITION - MAINTENANCE PRACTICES (CONDITIONAL INSPECTION), AMM 05-51-01/201.

——— END OF TASK ———

807. Overweight Landing - Fault Isolation

A. Fault Isolation Procedure

(1) Do this task: Overweight Landing Inspection, AMM TASK 05-51-35-210-801.

——— END OF TASK ———

808. Turbulence (Severe), Stall, Buffet, or Overspeed - Fault Isolation

A. Fault Isolation Procedure

(1) Do this task: Severe or Unusual Turbulence, Excessive Maneuver, Buffet, or Speeds More than the Design Limits Conditional Inspection, AMM TASK 05-51-04-210-801.

——— END OF TASK ———

809. Overspeed with Landing Gear Down - Fault Isolation

A. Fault Isolation Procedure

(1) Do this task: Landing Gear Operation Above Design Speed Condition, Conditional Inspection, AMM TASK 05-51-47-210-801.

——— END OF TASK ———

810. Flaps/Slats Down Overspeed - Fault Isolation

A. Fault Isolation Procedure

(1) Do this task: Phase I Inspection, AMM TASK 05-51-08-210-801.

and, do this task: Phase II Inspection, AMM TASK 05-51-08-210-802

as required.

——— END OF TASK ———

811. Dragged Engine Nacelle/Engine Seizure/Engine and Strut Damaged - Fault Isolation

A. Fault Isolation Procedure

(1) Do this task: Dragged Engine Nacelle/Fan Blade Out/Engine Seizure/Engine and Strut Damage Conditional Inspection, AMM TASK 05-51-10-210-801.

——— END OF TASK ———

812. Tail Dragged - Fault Isolation

A. Fault Isolation Procedure

(1) Do this task: Tail Strike Inspection, AMM TASK 05-51-32-210-801.

——— END OF TASK ———

813. Airframe Excessive Vibration or Lateral Oscillation - Fault Isolation

A. Fault Isolation Procedure

(1) Do this task: Conditional Inspection, AMM TASK 05-51-67-280-801.

——— END OF TASK ———