

CHAPTER

05

**TIME LIMITS/
MAINTENANCE
CHECKS**



**737-600/700/800/900
FAULT ISOLATION MANUAL**

**CHAPTER 05
TIME LIMITS/MAINTENANCE CHECKS**

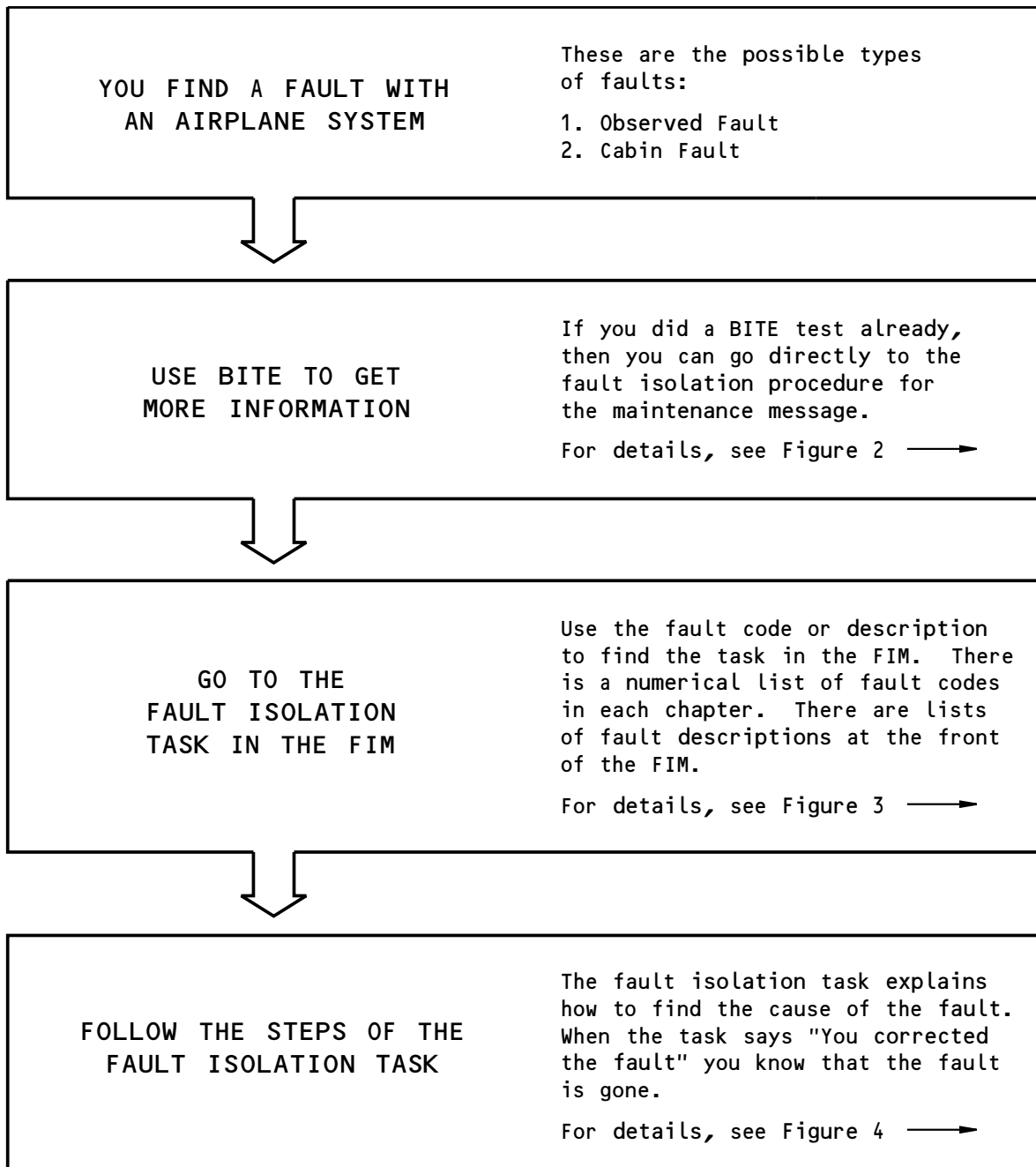
Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
05-EFFECTIVE PAGES								
1	Oct 15/2023							
2	BLANK							
05-HOW TO USE THE FIM								
1	Oct 15/2021							
2	Oct 15/2021							
3	Oct 15/2021							
4	Oct 15/2021							
5	Oct 15/2021							
6	Oct 15/2021							
05-FAULT CODE INDEX								
101	Feb 15/2023							
102	BLANK							
05-51 TASKS								
R 201	Oct 15/2023							
202	Oct 15/2021							

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

05-EFFECTIVE PAGES



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FAULT ISOLATION MANUAL



G04902 S0000148576_V1

Basic Fault Isolation Process
Figure 1

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05-HOW TO USE THE FIM

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Page 1
Oct 15/2021



**737-600/700/800/900
FAULT ISOLATION MANUAL**

Some airplane systems have built-in test equipment (BITE). IF the system finds a fault when you do a BITE test, it will give you a maintenance message.

A maintenance message can be any of these:

- a code
- a text message
- a light
- an indication.

To find the fault isolation task for a maintenance message, go to the Maintenance Message Index in the chapter for the applicable system.

If you do not know which chapter is the correct one, look at the list at the front of any Maintenance Message Index. For each system or component (LRU) that has BITE, this list gives the chapter number where you can find the Index that you need.

Find the maintenance message for the applicable LRU or system in the Index. Then find the task number on the same line as the maintenance message. Go to the task in the FIM and do the steps of the task (see Figure 4).

G04950 S0000148578_V1

**Getting Fault Information from BITE
Figure 2**

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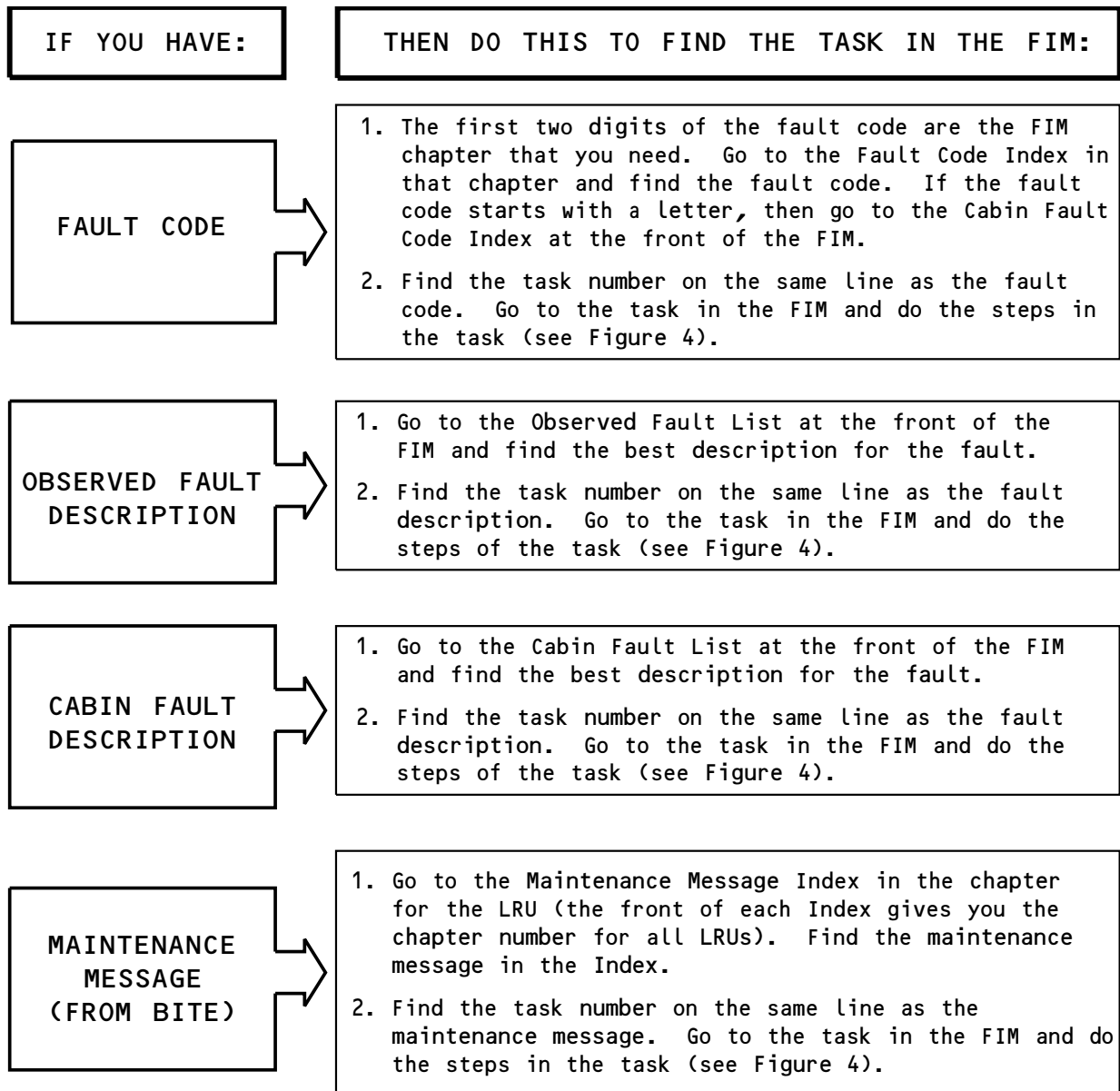
05-HOW TO USE THE FIM

D633A103-SIA

Page 2
Oct 15/2021



**737-600/700/800/900
FAULT ISOLATION MANUAL**



G04979 S0000148579_V2

**Finding the Fault Isolation Task in the FIM
Figure 3**

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Page 3
Oct 15/2021



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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

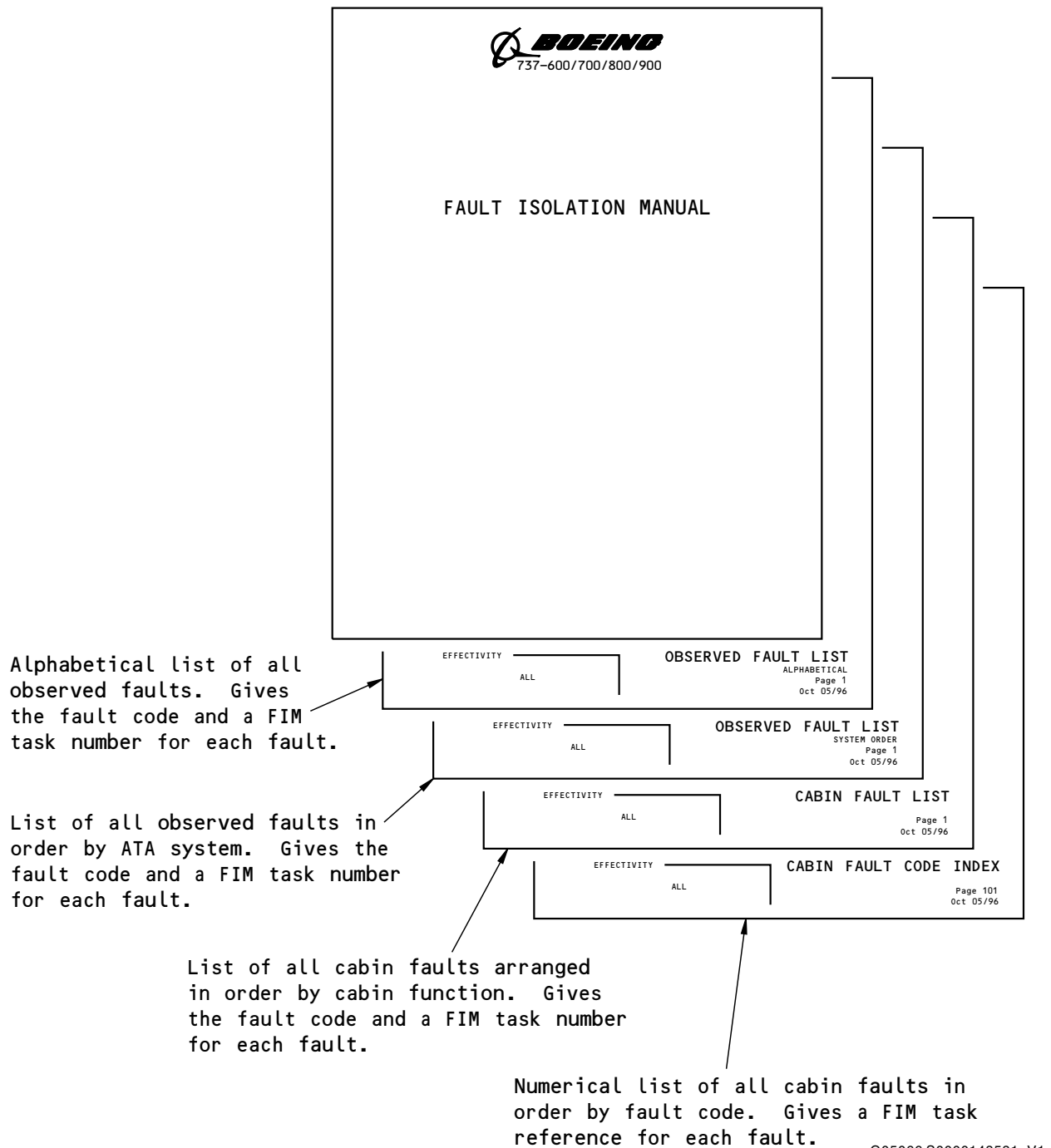
EFFECTIVITY
SIA ALL

05-HOW TO USE THE FIM

D633A103-SIA

Page 4
Oct 15/2021

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FAULT ISOLATION MANUAL



Subjects at Front of FIM
Figure 5

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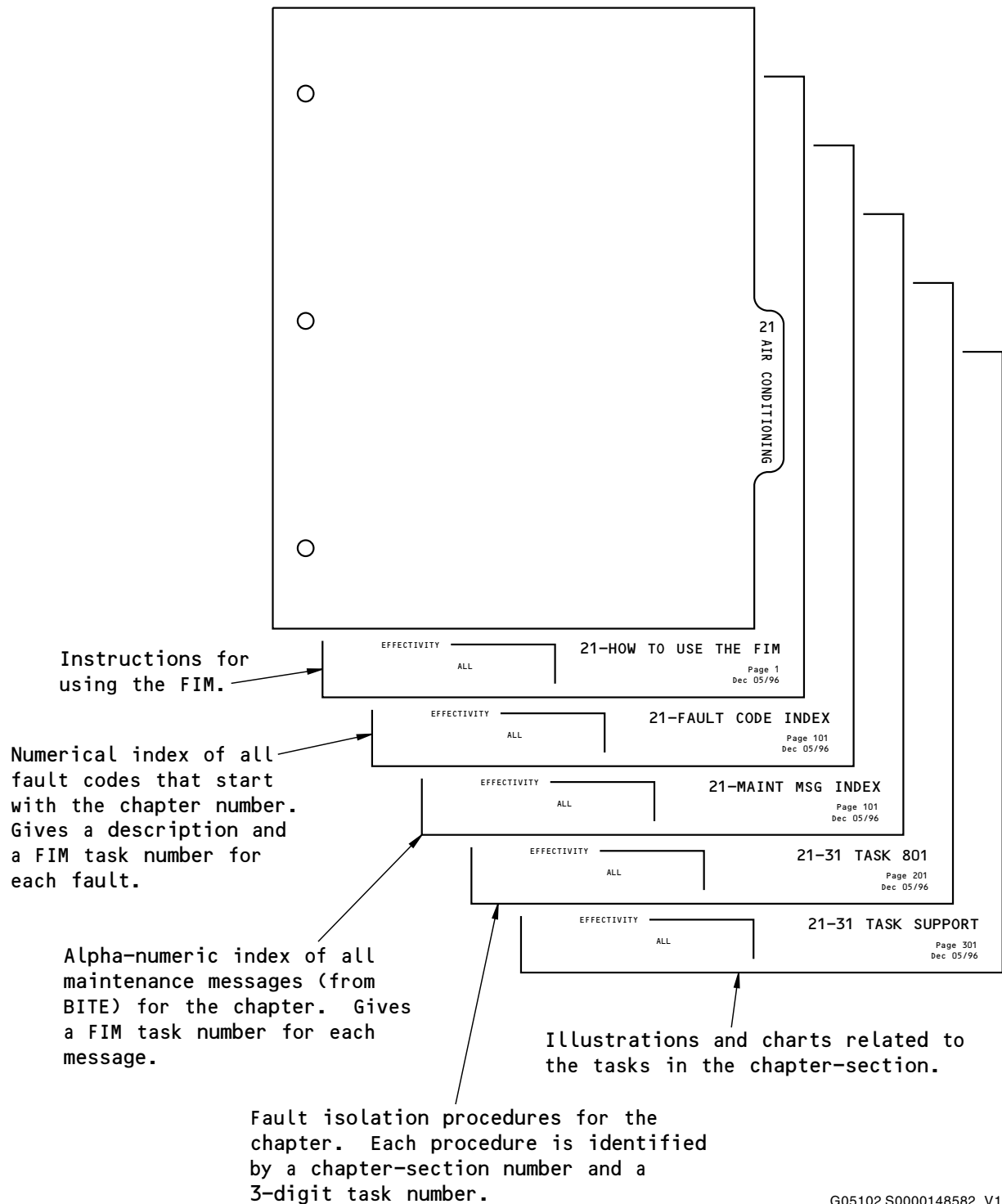
SIA ALL

05-HOW TO USE THE FIM

D633A103-SIA

Page 5
Oct 15/2021

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Subjects in Each FIM Chapter
Figure 6

EFFECTIVITY	
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05-HOW TO USE THE FIM

D633A103-SIA

Page 6
Oct 15/2021



**737-600/700/800/900
FAULT ISOLATION MANUAL**

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

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05-FAULT CODE INDEX

D633A103-SIA

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 101
Feb 15/2023



**737-600/700/800/900
FAULT ISOLATION MANUAL**

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** —————

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05-51 TASKS 801-807

D633A103-SIA

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 201
Oct 15/2023



**737-600/700/800/900
FAULT ISOLATION MANUAL**

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** —————

EFFECTIVITY
SIA ALL

05-51 TASKS 808-813

D633A103-SIA

ECCN 9E991 BOEING PROPRIETARY - See title page for details

Page 202
Oct 15/2021