

CHAPTER

22

AUTOFLIGHT



777-200/300 FAULT ISOLATION MANUAL

CHAPTER 22 AUTOFLIGHT

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
22-EFFECTIVE PAGES			22-FAULT CODE INDEX (cont)			22-FAULT CODE INDEX (cont)		
1 thru 8	SEP 05/2017		128	May 05/2016		164	May 05/2016	
22-HOW TO USE THE FIM			129	May 05/2016		165	May 05/2016	
1	Jan 05/2013		130	May 05/2016		166	May 05/2016	
2	Jan 05/2013		131	May 05/2016		167	May 05/2016	
3	Jan 05/2017		132	May 05/2016		168	May 05/2016	
4	Jan 05/2013		133	May 05/2016		169	May 05/2016	
5	Jan 05/2013		134	May 05/2016		170	May 05/2016	
6	Jan 05/2013		135	May 05/2016		171	May 05/2016	
22-FAULT CODE INDEX			136	May 05/2016		172	May 05/2016	
101	Jan 05/2013		137	May 05/2016		173	May 05/2016	
102	May 05/2015		138	May 05/2016		174	May 05/2016	
103	May 05/2015		139	May 05/2016		175	May 05/2016	
104	May 05/2016		140	May 05/2016		176	May 05/2016	
105	May 05/2016		141	May 05/2016		177	May 05/2016	
106	May 05/2016		142	May 05/2016		178	May 05/2016	
107	May 05/2016		143	May 05/2016		179	May 05/2016	
108	May 05/2016		144	May 05/2016		180	May 05/2016	
109	May 05/2016		145	May 05/2016		181	May 05/2016	
110	May 05/2016		146	May 05/2016		182	May 05/2016	
111	May 05/2016		147	May 05/2016		183	May 05/2016	
112	May 05/2016		148	May 05/2016		184	May 05/2016	
113	May 05/2016		149	May 05/2016		185	May 05/2016	
114	May 05/2016		150	May 05/2016		186	May 05/2016	
115	May 05/2016		151	May 05/2016		187	May 05/2016	
116	May 05/2016		152	May 05/2016		188	May 05/2016	
117	May 05/2016		153	May 05/2016		189	May 05/2016	
118	May 05/2016		154	May 05/2016		190	May 05/2016	
119	May 05/2016		155	May 05/2016		191	May 05/2016	
120	May 05/2016		156	May 05/2016		192	May 05/2016	
121	May 05/2016		157	May 05/2016		193	May 05/2016	
122	May 05/2016		158	May 05/2016		194	May 05/2016	
123	May 05/2016		159	May 05/2016		195	May 05/2016	
124	May 05/2016		160	May 05/2016		196	May 05/2016	
125	May 05/2016		161	May 05/2016		197	May 05/2016	
126	May 05/2016		162	May 05/2016		198	May 05/2016	
127	May 05/2016		163	May 05/2016		198.1	May 05/2016	

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22-EFFECTIVE PAGES



**777-200/300
FAULT ISOLATION MANUAL**

**CHAPTER 22
AUTOFLIGHT**

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
22-FAULT CODE INDEX (cont)			22-FAULT CODE INDEX (cont)			22-FAULT CODE INDEX (cont)		
198.2	May 05/2016		198.38	May 05/2016		198.74	May 05/2016	
198.3	May 05/2016		198.39	May 05/2016		198.75	May 05/2016	
198.4	May 05/2016		198.40	May 05/2016		198.76	May 05/2016	
198.5	May 05/2016		198.41	May 05/2016		198.77	May 05/2016	
198.6	May 05/2016		198.42	May 05/2016		198.78	May 05/2016	
198.7	May 05/2016		198.43	May 05/2016		198.79	May 05/2016	
198.8	May 05/2016		198.44	May 05/2016		198.80	May 05/2016	
198.9	May 05/2016		198.45	May 05/2016		198.81	May 05/2016	
198.10	May 05/2016		198.46	May 05/2016		198.82	May 05/2016	
198.11	May 05/2016		198.47	May 05/2016		198.83	May 05/2016	
198.12	May 05/2016		198.48	May 05/2016		198.84	May 05/2016	
198.13	May 05/2016		198.49	May 05/2016		198.85	May 05/2016	
198.14	May 05/2016		198.50	May 05/2016		198.86	May 05/2016	
198.15	May 05/2016		198.51	May 05/2016		198.87	May 05/2016	
198.16	May 05/2016		198.52	May 05/2016		198.88	May 05/2016	
198.17	May 05/2016		198.53	May 05/2016		198.89	May 05/2016	
198.18	May 05/2016		198.54	May 05/2016		198.90	May 05/2016	
198.19	May 05/2016		198.55	May 05/2016		198.91	May 05/2016	
198.20	May 05/2016		198.56	May 05/2016		198.92	May 05/2016	
198.21	May 05/2016		198.57	May 05/2016		198.93	May 05/2016	
198.22	May 05/2016		198.58	May 05/2016		198.94	May 05/2016	
198.23	May 05/2016		198.59	May 05/2016		198.95	May 05/2016	
198.24	May 05/2016		198.60	May 05/2016		198.96	May 05/2016	
198.25	May 05/2016		198.61	May 05/2016		198.97	May 05/2016	
198.26	May 05/2016		198.62	May 05/2016		198.98	May 05/2016	
198.27	May 05/2016		198.63	May 05/2016		198.99	May 05/2016	
198.28	May 05/2016		198.64	May 05/2016		198.100	May 05/2016	
198.29	May 05/2016		198.65	May 05/2016		198.101	May 05/2016	
198.30	May 05/2016		198.66	May 05/2016		198.102	May 05/2016	
198.31	May 05/2016		198.67	May 05/2016		198.103	May 05/2016	
198.32	May 05/2016		198.68	May 05/2016		198.104	May 05/2016	
198.33	May 05/2016		198.69	May 05/2016		198.105	May 05/2016	
198.34	May 05/2016		198.70	May 05/2016		198.106	May 05/2016	
198.35	May 05/2016		198.71	May 05/2016		198.107	May 05/2016	
198.36	May 05/2016		198.72	May 05/2016		198.108	May 05/2016	
198.37	May 05/2016		198.73	May 05/2016		198.109	May 05/2016	

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22-EFFECTIVE PAGES



777-200/300 FAULT ISOLATION MANUAL

CHAPTER 22 AUTOFLIGHT

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
22-FAULT CODE INDEX (cont)			22-FAULT CODE INDEX (cont)			22-MAINT MSG INDEX (cont)		
198.110	May 05/2016		198.146	May 05/2016		117	Jan 05/2017	
198.111	May 05/2016		198.147	May 05/2016		118	Jan 05/2017	
198.112	May 05/2016		198.148	May 05/2016		119	Jan 05/2017	
198.113	May 05/2016		198.149	May 05/2016		120	Jan 05/2017	
198.114	May 05/2016		198.150	May 05/2016		121	Jan 05/2017	
198.115	May 05/2016		198.151	May 05/2016		122	Jan 05/2017	
198.116	May 05/2016		198.152	May 05/2016		123	Jan 05/2017	
198.117	May 05/2016		198.153	May 05/2016		124	Jan 05/2017	
198.118	May 05/2016		198.154	May 05/2016		125	Jan 05/2017	
198.119	May 05/2016		198.155	May 05/2016		126	Jan 05/2017	
198.120	May 05/2016		198.156	May 05/2016		22-11 TASKS		
198.121	May 05/2016		198.157	May 05/2016		201	Sep 05/2016	
198.122	May 05/2016		198.158	May 05/2016		202	Sep 05/2016	
198.123	May 05/2016		198.159	May 05/2016		203	Sep 05/2016	
198.124	May 05/2016		198.160	May 05/2016		204	Sep 05/2016	
198.125	May 05/2016		198.161	May 05/2016		205	Sep 05/2016	
198.126	May 05/2016		198.162	May 05/2016		206	BLANK	
198.127	May 05/2016		198.163	May 05/2016		22-12 TASKS		
198.128	May 05/2016		198.164	May 05/2016		201	Jan 05/2013	
198.129	May 05/2016		22-MAINT MSG INDEX			202	Jan 05/2013	
198.130	May 05/2016		101	Jan 05/2017		203	Jan 05/2013	
198.131	May 05/2016		102	Jan 05/2017		204	Jan 05/2013	
198.132	May 05/2016		103	Jan 05/2017		22-13 TASKS		
198.133	May 05/2016		104	Jan 05/2017		201	May 05/2013	
198.134	May 05/2016		105	Jan 05/2017		202	May 05/2013	
198.135	May 05/2016		106	Jan 05/2017		203	Jan 05/2013	
198.136	May 05/2016		107	Jan 05/2017		204	Sep 05/2016	
198.137	May 05/2016		108	Jan 05/2017		205	Sep 05/2016	
198.138	May 05/2016		109	Jan 05/2017		206	Sep 05/2016	
198.139	May 05/2016		110	Jan 05/2017		207	Sep 05/2016	
198.140	May 05/2016		111	Jan 05/2017		208	Sep 05/2016	
198.141	May 05/2016		112	Jan 05/2017		209	Sep 05/2016	
198.142	May 05/2016		113	Jan 05/2017		210	Sep 05/2016	
198.143	May 05/2016		114	Jan 05/2017		211	Sep 05/2016	
198.144	May 05/2016		115	Jan 05/2017		212	Sep 05/2016	
198.145	May 05/2016		116	Jan 05/2017		213	Sep 05/2016	

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22-EFFECTIVE PAGES



**777-200/300
FAULT ISOLATION MANUAL**

**CHAPTER 22
AUTOFLIGHT**

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
22-13 TASKS (cont)			22-13 TASKS (cont)			22-14 TASKS (cont)		
214	Sep 05/2016		250	Sep 05/2016		225	Sep 05/2016	
215	Sep 05/2016		251	Sep 05/2016		226	Sep 05/2016	
216	Sep 05/2016		252	Sep 05/2016		227	Sep 05/2016	
217	Sep 05/2016		253	Sep 05/2016		228	Sep 05/2016	
218	Sep 05/2016		254	Sep 05/2016		229	Sep 05/2016	
O 219	Sep 05/2017		255	Sep 05/2016		230	Sep 05/2016	
O 220	Sep 05/2017		256	Sep 05/2016		231	Sep 05/2016	
221	Sep 05/2016		257	Sep 05/2016		232	BLANK	
222	Sep 05/2016		258	Sep 05/2016		22-15 TASKS		
223	Sep 05/2016		259	Sep 05/2016		201	Jan 05/2013	
224	Sep 05/2016		260	Sep 05/2016		202	Sep 05/2013	
225	Sep 05/2016		22-14 TASKS			203	Sep 05/2013	
226	Sep 05/2016		201	Jan 05/2013		204	Sep 05/2013	
227	Sep 05/2016		202	Jan 05/2013		205	Sep 05/2016	
228	Sep 05/2016		203	Jan 05/2013		206	Sep 05/2016	
229	Sep 05/2016		204	Sep 05/2013		207	Sep 05/2016	
230	Sep 05/2016		205	Sep 05/2016		208	Sep 05/2013	
231	Sep 05/2016		206	Sep 05/2016		209	Sep 05/2013	
232	Sep 05/2016		207	Jan 05/2013		210	Sep 05/2013	
233	Sep 05/2016		208	Jan 05/2013		211	Jan 05/2013	
234	Sep 05/2016		209	Jan 05/2013		212	Jan 05/2013	
235	Sep 05/2016		210	Sep 05/2016		213	Jan 05/2013	
236	Sep 05/2016		211	Sep 05/2016		214	Jan 05/2013	
237	Sep 05/2016		212	Sep 05/2016		215	Jan 05/2013	
238	Sep 05/2016		213	Sep 05/2016		216	Sep 05/2013	
239	Sep 05/2016		214	Sep 05/2016		217	Sep 05/2013	
240	Sep 05/2016		215	Sep 05/2016		218	Sep 05/2016	
241	Sep 05/2016		216	Sep 05/2016		219	Sep 05/2016	
242	Sep 05/2016		217	Sep 05/2016		220	Sep 05/2016	
243	Sep 05/2016		218	Sep 05/2016		221	Sep 05/2016	
244	Sep 05/2016		219	Sep 05/2016		222	Sep 05/2016	
245	Sep 05/2016		220	Sep 05/2016		223	Sep 05/2016	
246	Sep 05/2016		221	Sep 05/2016		224	Sep 05/2016	
247	Sep 05/2016		222	Sep 05/2016		225	Sep 05/2016	
248	Sep 05/2016		223	Sep 05/2016		226	Sep 05/2016	
249	Sep 05/2016		224	Sep 05/2016		227	Sep 05/2016	

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22-EFFECTIVE PAGES



**777-200/300
FAULT ISOLATION MANUAL**

**CHAPTER 22
AUTOFLIGHT**

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
22-15 TASKS (cont)			22-16 TASKS (cont)			22-18 TASKS (cont)		
228	Sep 05/2016		217	Sep 05/2016		203	Sep 05/2016	
229	Sep 05/2016		218	Sep 05/2016		204	Sep 05/2016	
230	Sep 05/2016		219	Sep 05/2016		205	Sep 05/2016	
231	Sep 05/2016		220	Sep 05/2016		206	Sep 05/2016	
232	Jan 05/2013		221	Sep 05/2016		207	Sep 05/2016	
233	Jan 05/2013		222	Sep 05/2016		208	Sep 05/2016	
234	Jan 05/2013		223	Sep 05/2016		209	Sep 05/2016	
235	Jan 05/2013		224	Sep 05/2016		210	Sep 05/2016	
236	Jan 05/2013		225	Sep 05/2016		211	Sep 05/2016	
237	Sep 05/2016		226	Sep 05/2016		212	Sep 05/2016	
238	Sep 05/2016		227	Sep 05/2016		213	Sep 05/2016	
239	Sep 05/2016		228	Sep 05/2016		214	Sep 05/2016	
240	Sep 05/2016		229	Sep 05/2016		215	Sep 05/2016	
241	Sep 05/2016		230	Sep 05/2016		216	Sep 05/2016	
242	Sep 05/2016		231	Sep 05/2016		217	Sep 05/2016	
243	Sep 05/2016		232	Sep 05/2016		218	BLANK	
244	Sep 05/2016		233	Sep 05/2016		22-19 TASKS		
245	Sep 05/2016		234	Sep 05/2016		201	May 05/2013	
246	Sep 05/2016		235	Sep 05/2016		202	Jan 05/2013	
22-16 TASKS			236	Sep 05/2016		203	May 05/2013	
201	Jan 05/2013		237	Sep 05/2016		204	Jan 05/2013	
202	Sep 05/2013		238	Sep 05/2016		205	May 05/2013	
203	Sep 05/2016		239	Sep 05/2016		206	Jan 05/2013	
204	Sep 05/2016		240	Sep 05/2016		207	Jan 05/2013	
205	Sep 05/2016		241	Sep 05/2016		208	Jan 05/2013	
206	Sep 05/2016		242	Sep 05/2016		209	Jan 05/2013	
207	Sep 05/2016		243	Sep 05/2016		210	Jan 05/2013	
208	Sep 05/2016		244	Sep 05/2016		211	Jan 05/2013	
209	Sep 05/2016		245	Sep 05/2016		212	Sep 05/2016	
210	Sep 05/2016		246	BLANK		213	Sep 05/2016	
211	Sep 05/2016		22-17 TASKS			214	Sep 05/2016	
212	Sep 05/2016		201	Sep 05/2016		215	May 05/2013	
213	Sep 05/2016		202	Sep 05/2016		216	Jan 05/2013	
214	Sep 05/2016		22-18 TASKS			217	May 05/2013	
215	Sep 05/2016		201	Jan 05/2013		218	Jan 05/2013	
216	Sep 05/2016		202	Sep 05/2016		219	May 05/2013	

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22-EFFECTIVE PAGES



777-200/300 FAULT ISOLATION MANUAL

CHAPTER 22 AUTOFLIGHT

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
22-19 TASKS (cont)			22-19 TASKS (cont)			22-19 TASKS (cont)		
220	Jan 05/2013		256	Sep 05/2016		292	Sep 05/2016	
221	May 05/2013		257	Sep 05/2016		293	Sep 05/2016	
222	Jan 05/2013		258	Sep 05/2016		294	Sep 05/2016	
223	May 05/2013		259	Sep 05/2016		295	Sep 05/2016	
224	Jan 05/2013		260	Sep 05/2016		296	Sep 05/2013	
225	May 05/2013		261	Sep 05/2016		297	Sep 05/2013	
226	May 05/2013		262	Sep 05/2016		298	Sep 05/2016	
227	May 05/2013		263	Sep 05/2016		298.1	Sep 05/2016	
228	May 05/2013		264	Sep 05/2016		298.2	Sep 05/2016	
229	Sep 05/2016		265	Sep 05/2016		298.3	Sep 05/2016	
230	Sep 05/2016		266	Sep 05/2016		298.4	Sep 05/2016	
231	Sep 05/2016		267	Sep 05/2016		298.5	Sep 05/2016	
232	Sep 05/2016		268	Sep 05/2016		298.6	Sep 05/2016	
233	Jan 05/2013		269	Sep 05/2016		298.7	Sep 05/2016	
234	May 05/2013		270	Sep 05/2016		298.8	Sep 05/2016	
235	Jan 05/2013		271	Sep 05/2016		298.9	Sep 05/2016	
236	Sep 05/2016		272	Sep 05/2016		298.10	Sep 05/2016	
237	Sep 05/2016		273	May 05/2013		298.11	Sep 05/2016	
238	Sep 05/2016		274	Sep 05/2013		298.12	Sep 05/2016	
239	Sep 05/2016		275	Sep 05/2013		298.13	Sep 05/2016	
240	Sep 05/2016		276	Sep 05/2016		298.14	Sep 05/2016	
241	Sep 05/2016		277	Sep 05/2016		298.15	Sep 05/2016	
242	Sep 05/2016		278	Sep 05/2016		298.16	Sep 05/2016	
243	Sep 05/2016		279	Sep 05/2016		298.17	Sep 05/2016	
244	Sep 05/2016		280	Sep 05/2016		298.18	Sep 05/2016	
245	Sep 05/2016		281	Sep 05/2016		298.19	Sep 05/2016	
246	Sep 05/2016		282	Sep 05/2016		298.20	Sep 05/2016	
247	Sep 05/2016		283	Sep 05/2016		298.21	Sep 05/2016	
248	Sep 05/2016		284	Sep 05/2016		298.22	Sep 05/2016	
249	Sep 05/2016		285	Sep 05/2016		298.23	Sep 05/2016	
250	Sep 05/2016		286	Sep 05/2016		298.24	Sep 05/2016	
251	Sep 05/2016		287	Sep 05/2016		298.25	Sep 05/2016	
252	Sep 05/2016		288	Sep 05/2016		298.26	Sep 05/2016	
253	Sep 05/2016		289	Sep 05/2016		298.27	Sep 05/2016	
254	Sep 05/2013		290	Sep 05/2016		298.28	Sep 05/2016	
255	Sep 05/2013		291	Sep 05/2016		298.29	Sep 05/2016	

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22-EFFECTIVE PAGES



**777-200/300
FAULT ISOLATION MANUAL**

**CHAPTER 22
AUTOFLIGHT**

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
22-19 TASKS (cont)			22-19 TASKS (cont)			22-31 TASKS (cont)		
298.30	Sep 05/2016		298.66	Sep 05/2016		231	Sep 05/2016	
298.31	Sep 05/2016		298.67	Sep 05/2016		232	Sep 05/2016	
298.32	Sep 05/2016		298.68	Sep 05/2016		233	Sep 05/2016	
298.33	Sep 05/2016		298.69	Sep 05/2016		234	Sep 05/2016	
298.34	Sep 05/2016		298.70	Sep 05/2016		235	Sep 05/2016	
298.35	Sep 05/2016		22-31 TASKS			236	Sep 05/2016	
298.36	Sep 05/2016		201	Jan 05/2013		237	Sep 05/2016	
298.37	Sep 05/2016		202	Jan 05/2013		238	Sep 05/2016	
298.38	Sep 05/2016		203	Sep 05/2016		239	Sep 05/2016	
298.39	Sep 05/2016		204	Sep 05/2016		240	Sep 05/2016	
298.40	Sep 05/2016		205	Sep 05/2016		241	Sep 05/2016	
298.41	Sep 05/2016		206	Sep 05/2016		242	Sep 05/2016	
298.42	Sep 05/2016		207	Sep 05/2016		243	Sep 05/2016	
298.43	Sep 05/2016		208	Sep 05/2016		244	Sep 05/2016	
298.44	Sep 05/2016		209	Sep 05/2016		245	Sep 05/2016	
298.45	Sep 05/2016		210	Jan 05/2013		246	Sep 05/2016	
298.46	Sep 05/2016		211	Sep 05/2015		247	Sep 05/2016	
298.47	Sep 05/2016		212	Sep 05/2015		248	Sep 05/2016	
298.48	Sep 05/2016		213	Sep 05/2015		249	Sep 05/2016	
298.49	Sep 05/2016		214	Sep 05/2015		250	Sep 05/2016	
298.50	Sep 05/2016		215	Sep 05/2016		251	Sep 05/2016	
298.51	Sep 05/2016		216	Sep 05/2016		252	Sep 05/2016	
298.52	Sep 05/2016		217	Sep 05/2016		253	Sep 05/2016	
298.53	Sep 05/2016		218	Sep 05/2016		254	Sep 05/2016	
298.54	Sep 05/2016		219	Sep 05/2016		255	Sep 05/2016	
298.55	Sep 05/2016		220	Sep 05/2016		256	Sep 05/2016	
298.56	Sep 05/2016		221	Sep 05/2016		257	Sep 05/2016	
298.57	Sep 05/2016		222	Sep 05/2016		258	Sep 05/2016	
298.58	Sep 05/2016		223	Sep 05/2016		259	Sep 05/2016	
298.59	Sep 05/2016		224	Sep 05/2016		260	Sep 05/2016	
298.60	Sep 05/2016		225	Sep 05/2016		261	Sep 05/2016	
298.61	Sep 05/2016		226	Sep 05/2016		262	Sep 05/2016	
298.62	Sep 05/2016		227	Sep 05/2016		263	Sep 05/2016	
298.63	Sep 05/2016		228	Sep 05/2016		264	Sep 05/2016	
298.64	Sep 05/2016		229	Sep 05/2016		265	Sep 05/2016	
298.65	Sep 05/2016		230	Sep 05/2016		266	Sep 05/2016	

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22-EFFECTIVE PAGES



**777-200/300
FAULT ISOLATION MANUAL**

**CHAPTER 22
AUTOFLIGHT**

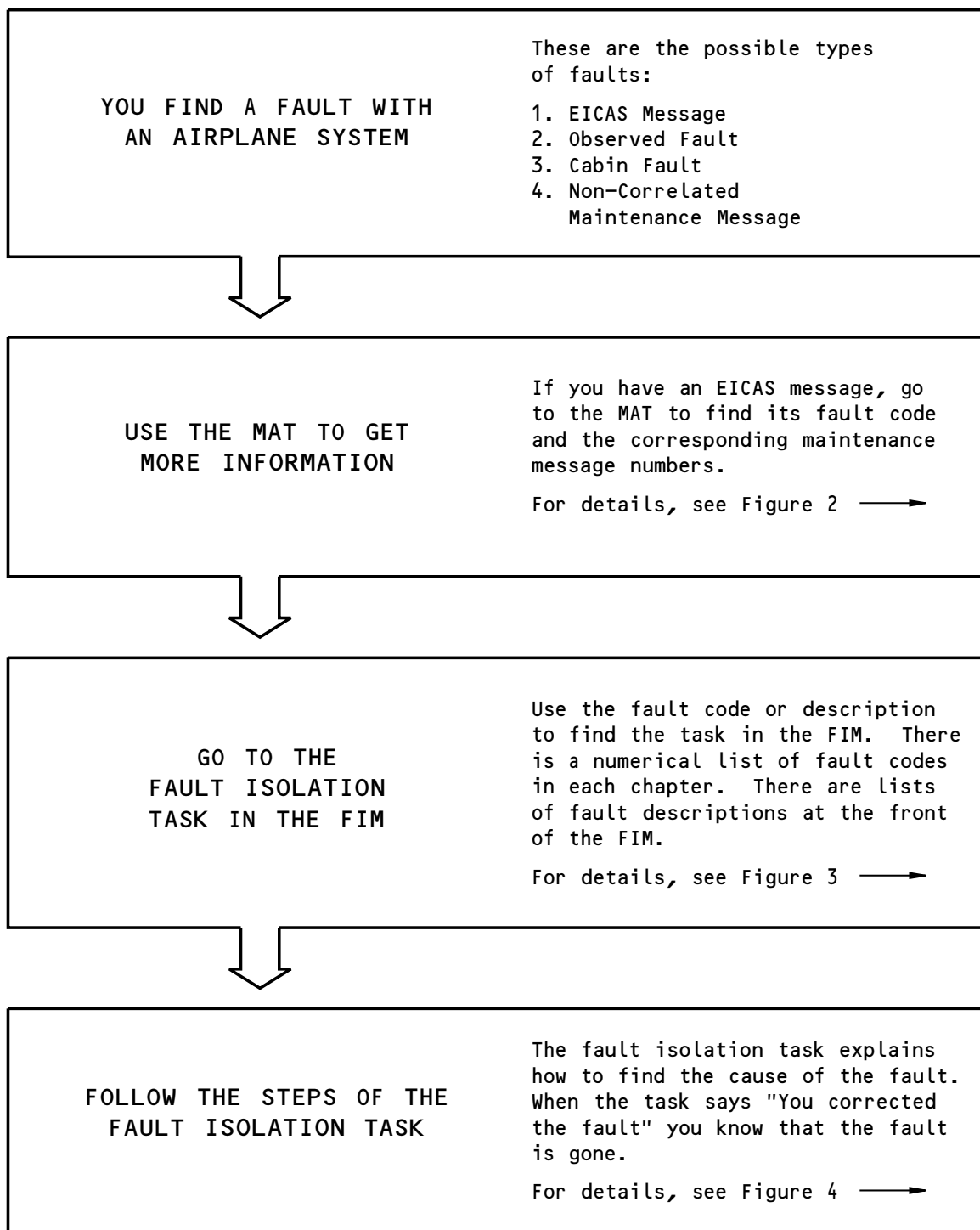
Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
22-31 TASKS (cont)			22-31 TASKS (cont)					
267	Sep 05/2016		298.5	Sep 05/2016				
268	Sep 05/2016		298.6	Sep 05/2016				
269	Sep 05/2016		298.7	Sep 05/2016				
270	Sep 05/2016		298.8	Sep 05/2016				
271	Sep 05/2016		298.9	Sep 05/2016				
272	Sep 05/2016		298.10	Sep 05/2016				
273	Sep 05/2016		298.11	Sep 05/2016				
274	Sep 05/2016		298.12	Sep 05/2016				
275	Sep 05/2016		298.13	Sep 05/2016				
276	Sep 05/2016		298.14	Sep 05/2016				
277	Sep 05/2016		298.15	Sep 05/2016				
278	Sep 05/2016		298.16	Sep 05/2016				
279	Sep 05/2016		298.17	Sep 05/2016				
280	Sep 05/2016		298.18	Sep 05/2016				
281	Sep 05/2016		298.19	Sep 05/2016				
282	Sep 05/2016		298.20	Sep 05/2016				
283	Sep 05/2016		298.21	Sep 05/2016				
284	Sep 05/2016		298.22	Sep 05/2016				
285	Sep 05/2016		298.23	Sep 05/2016				
286	Sep 05/2016		298.24	Sep 05/2016				
287	Sep 05/2016		298.25	Sep 05/2016				
288	Sep 05/2016		298.26	Sep 05/2016				
289	Sep 05/2016		298.27	Sep 05/2016				
290	Sep 05/2016		298.28	Sep 05/2016				
291	Sep 05/2016		298.29	Sep 05/2016				
292	Sep 05/2016		298.30	Sep 05/2016				
293	Sep 05/2016		22-98 TASKS					
294	Sep 05/2016		201	Jan 05/2013				
295	Sep 05/2016		202	Jan 05/2013				
296	Sep 05/2016		203	Jan 05/2013				
297	Sep 05/2016		204	BLANK				
298	Sep 05/2016							
298.1	Sep 05/2016							
298.2	Sep 05/2016							
298.3	Sep 05/2016							
298.4	Sep 05/2016							

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

22-EFFECTIVE PAGES



777-200/300 FAULT ISOLATION MANUAL



E84424 S0000132469_V1

Basic Fault Isolation Process
Figure 1

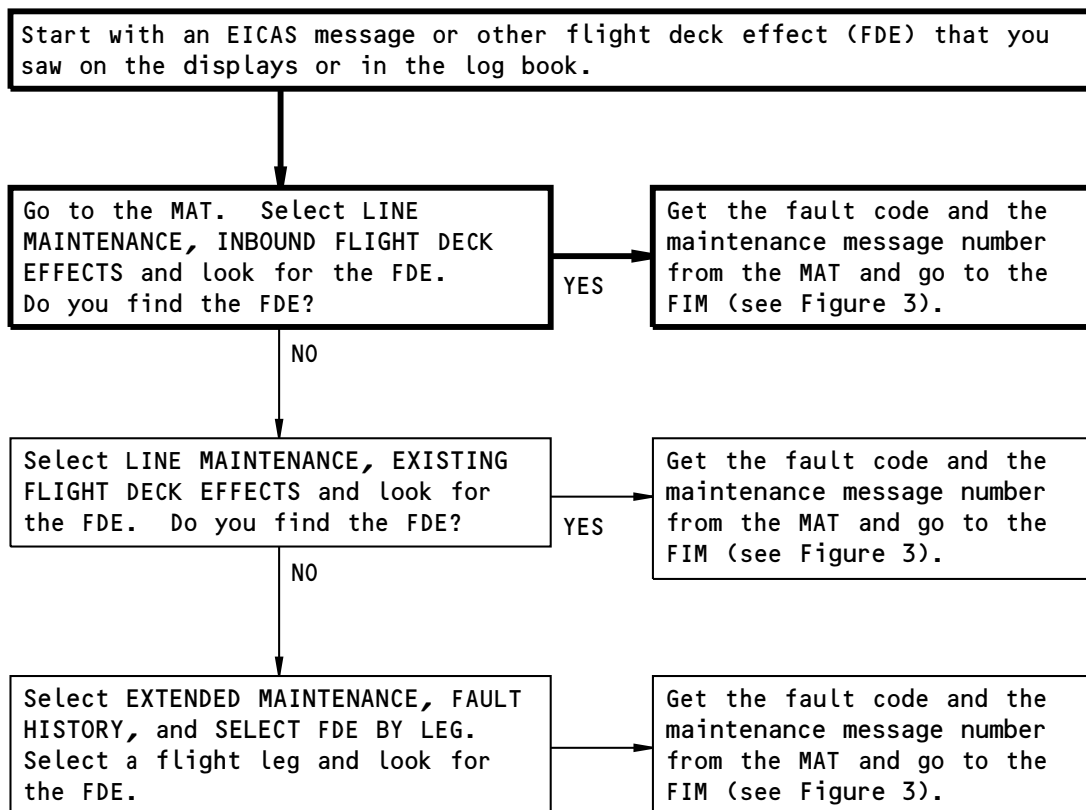
EFFECTIVITY
ARO ALL

22-HOW TO USE THE FIM

D633W103-ARO

Page 1
Jan 05/2013

777-200/300
FAULT ISOLATION MANUAL



NOTE: The bold lines show the most common path.

E84425 S0000132475_V1

Getting Fault Information from the MAT
Figure 2

EFFECTIVITY
ARO ALL

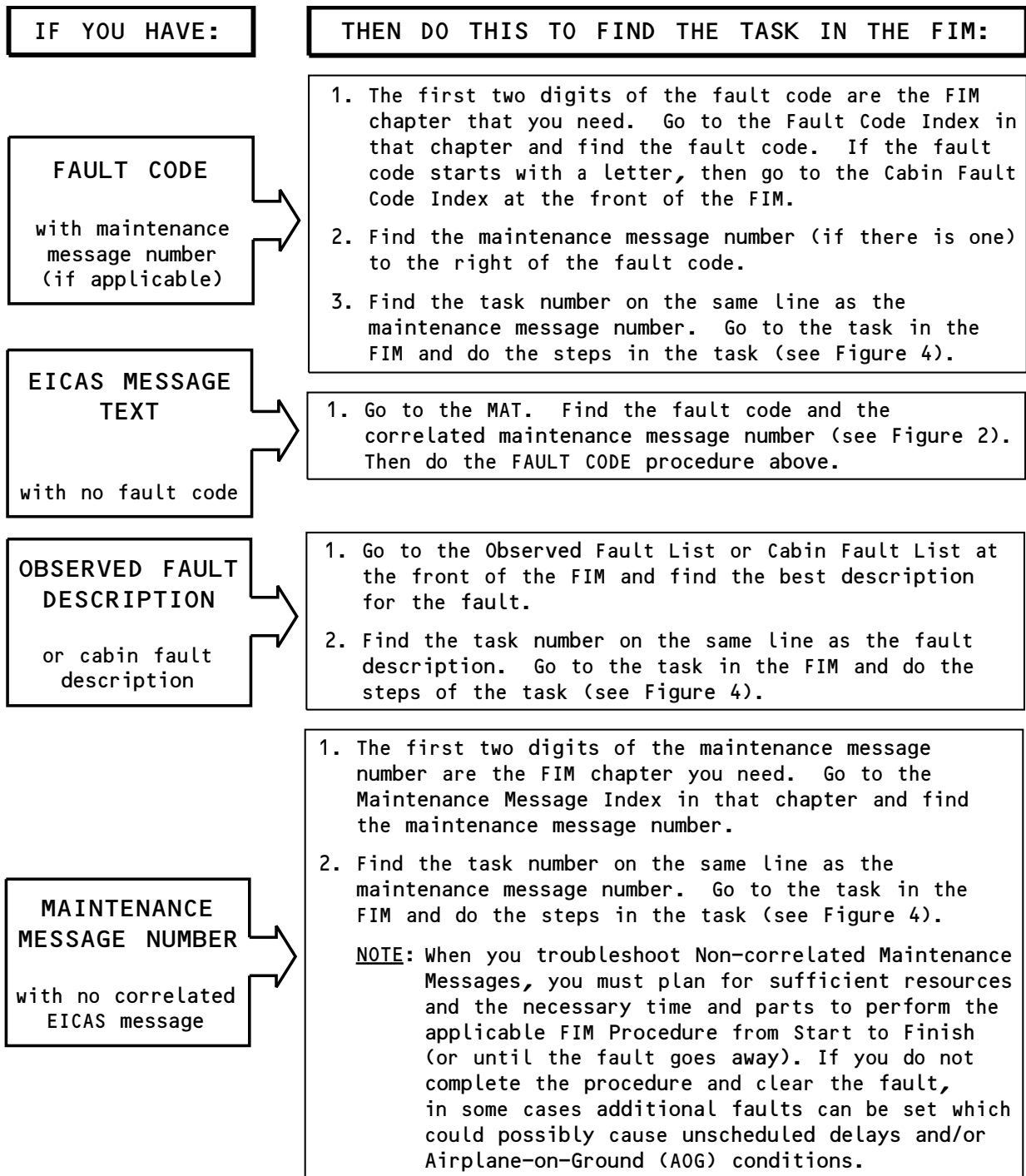
22-HOW TO USE THE FIM

D633W103-ARO

Page 2
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL



E84427 S0000132476_V2

Finding the Fault Isolation Task in the FIM
Figure 3

EFFECTIVITY
ARO ALL

22-HOW TO USE THE FIM

D633W103-ARO

Page 3
Jan 05/2017



777-200/300 FAULT ISOLATION MANUAL

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

INITIAL EVALUATION PARAGRAPH

- The Initial Evaluation paragraph at the start of the task helps you determine whether 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 components to replace. Then monitor the airplane to see if the fault happens again on subsequent flights.

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.
- The Recommended Maintenance Action that shows on the MAT for the maintenance message gives a list of possible causes in order by probability of failure. In the FIM procedure, the possible causes can be in a different order from the MAT.

WIRING CHECKS

When a step says "Do a wiring check", do these three types of electrical checks for the specified contacts (pins):

- continuity from contact to contact
- shorts between the contacts
- shorts from each contact to ground

E84428 S0000132477_V3

Doing the Fault Isolation Task
Figure 4

EFFECTIVITY
ARO ALL

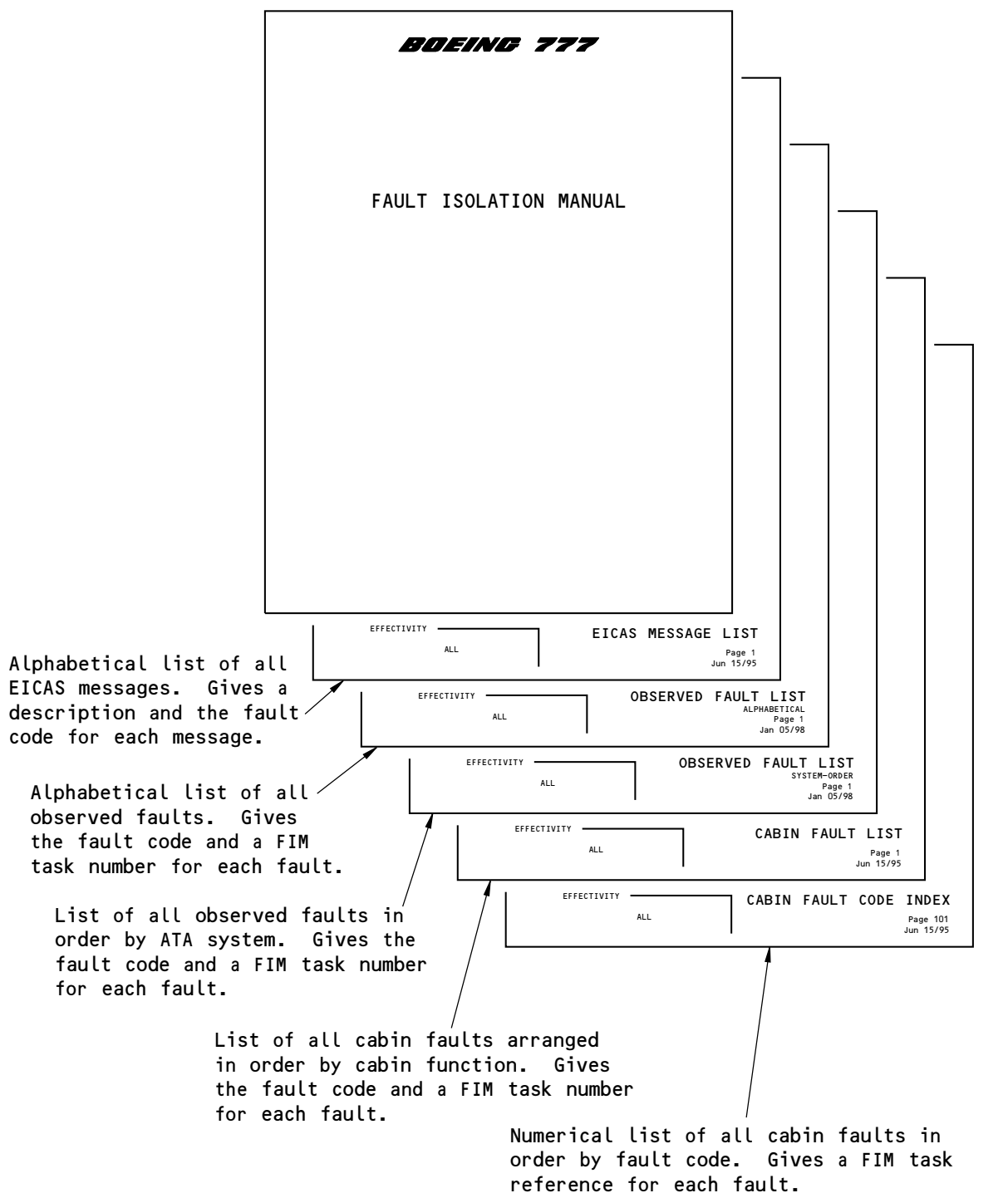
22-HOW TO USE THE FIM

D633W103-ARO

Page 4
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL



F39750 S0000132478_V1

Subjects at Front of FIM
Figure 5

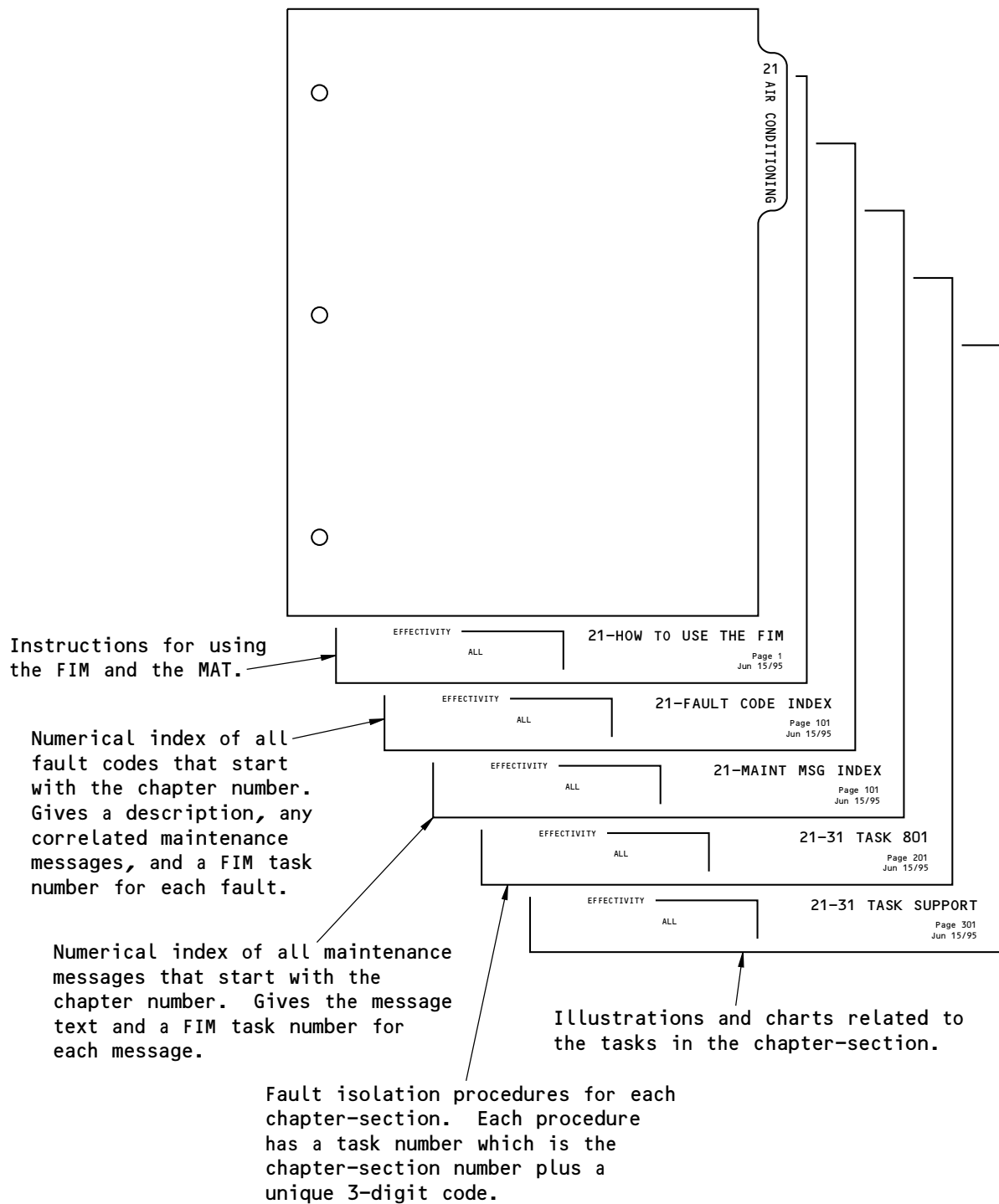
EFFECTIVITY
ARO ALL

22-HOW TO USE THE FIM

D633W103-ARO



777-200/300 FAULT ISOLATION MANUAL



F39837 S0000132479_V1

Subjects in Each FIM Chapter
Figure 6

EFFECTIVITY
ARO ALL

22-HOW TO USE THE FIM

D633W103-ARO

Page 6
Jan 05/2013



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 001 00	AUTOPILOT DISC, man (EICAS WARNING)		22-11 TASK 810
221 002 00	AUTOPILOT DISC, auto (EICAS WARNING)	21-16205	21-25 TASK 823
		22-11305	34-31 TASK 868
		22-11315	34-31 TASK 869
		22-11325	34-31 TASK 870
		22-11330	34-31 TASK 871
		22-11345	34-31 TASK 872
		22-11355	34-31 TASK 869
		22-11365	34-31 TASK 870
		22-11375	34-31 TASK 872
		22-11385	34-31 TASK 872
		22-11395	34-31 TASK 869
		22-11555	34-31 TASK 873
		22-11565	34-31 TASK 874
		22-11575	34-31 TASK 875
		22-11585	34-31 TASK 873
		22-11595	34-31 TASK 873
		22-11605	34-31 TASK 875
		22-11615	34-31 TASK 873
		22-11625	34-31 TASK 874
		22-11635	34-31 TASK 875
		22-11640	34-31 TASK 876
		22-11651	34-31 TASK 841
		22-11652	34-31 TASK 841
		22-11653	34-31 TASK 841
		22-11654	34-31 TASK 841
		22-11860	34-33 TASK 817
		22-11870	34-33 TASK 811
		22-11880	34-33 TASK 818
		22-11890	34-33 TASK 818
		22-11900	34-33 TASK 817
		22-11910	34-33 TASK 811
		22-11920	34-33 TASK 819
		22-11930	34-33 TASK 820
		22-11940	34-33 TASK 821

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 101
Jan 05/2013



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 002 00	AUTOPILOT DISC, auto (EICAS WARNING)	(continued)	
		22-13251	22-13 TASK 802
		22-13252	22-13 TASK 803
		22-13261	22-13 TASK 804
		22-13263	22-13 TASK 803
		22-13272	22-13 TASK 804
		22-13273	22-13 TASK 802
		22-13281	22-13 TASK 805
		22-13282	22-13 TASK 806
		22-13283	22-13 TASK 807
		22-13300	22-13 TASK 809
		22-13311	22-13 TASK 810
		22-13312	22-13 TASK 811
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813
		22-13331	22-13 TASK 814
		22-13332	22-13 TASK 840
		22-13333	22-13 TASK 841
		22-13341	22-13 TASK 809
		22-13342	22-13 TASK 809
		22-13343	22-13 TASK 809
		22-13391	22-13 TASK 815
		22-13392	22-13 TASK 815
		22-13393	22-13 TASK 815
		22-13401	22-13 TASK 816
		22-13402	22-13 TASK 817
		22-13403	22-13 TASK 818
		22-13404	22-13 TASK 819
		22-13461	22-13 TASK 802
		22-13462	22-13 TASK 803
		22-13471	22-13 TASK 804
		22-13473	22-13 TASK 803
		22-13482	22-13 TASK 804
		22-13483	22-13 TASK 802
		22-14090	22-14 TASK 801
		22-14100	22-14 TASK 802

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 102
May 05/2015



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 002 00	AUTOPILOT DISC, auto (EICAS WARNING)	(continued)	
		22-14110	22-14 TASK 803
		22-14210	22-14 TASK 827
		22-14280	22-14 TASK 826
		22-14310	22-14 TASK 805
		22-14351	22-14 TASK 828
		22-14362	22-14 TASK 828
		22-14373	22-14 TASK 828
		22-14380	22-14 TASK 828
		22-14390	22-14 TASK 828
		22-14400	22-14 TASK 828
		22-14851	22-14 TASK 812
		22-14853	22-14 TASK 825
		22-14861	22-14 TASK 813
		22-14863	22-14 TASK 814
		22-14871	22-14 TASK 813
		22-14873	22-14 TASK 814
		22-14881	22-14 TASK 813
		22-14883	22-14 TASK 814
		22-14901	22-14 TASK 815
		22-14903	22-14 TASK 816
		22-14911	22-14 TASK 817
		22-14913	22-14 TASK 818
		22-14931	22-14 TASK 819
		22-14933	22-14 TASK 820
		22-14941	22-14 TASK 819
		22-14943	22-14 TASK 820
		22-14951	22-14 TASK 819
		22-14953	22-14 TASK 820
		22-14971	22-14 TASK 821
		22-14973	22-14 TASK 822
		22-14981	22-14 TASK 823
		22-14983	22-14 TASK 824
		22-15001	22-15 TASK 801
		22-15003	22-15 TASK 802
		22-15011	22-15 TASK 801

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 103
May 05/2015



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 002 00	AUTOPILOT DISC, auto (EICAS WARNING)	(continued)	
		22-15013	22-15 TASK 802
		22-15021	22-15 TASK 801
		22-15023	22-15 TASK 802
		22-15041	22-15 TASK 803
		22-15043	22-15 TASK 804
		22-15051	22-15 TASK 805
		22-15053	22-15 TASK 806
		22-15981	22-15 TASK 812
		22-15982	22-15 TASK 829
		22-15983	22-15 TASK 830
		22-16241	22-16 TASK 814
		22-16243	22-16 TASK 815
		22-16270	22-16 TASK 817
		22-16291	22-16 TASK 818
		22-16293	22-16 TASK 819
		22-16320	22-16 TASK 821
		22-16370	22-16 TASK 825
		22-17040	22-17 TASK 802
		22-17050	22-17 TASK 802
		22-17201	22-17 TASK 801
		22-17202	22-17 TASK 801
		22-17203	22-17 TASK 801
		22-17515	22-16 TASK 814
		22-17525	22-16 TASK 818
		22-17545	22-16 TASK 815
		22-17555	22-16 TASK 819
		22-17605	22-11 TASK 814
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		22-18804	22-18 TASK 801
		22-18811	22-18 TASK 810
		22-18822	22-18 TASK 811
		22-18833	22-18 TASK 812
		22-18894	22-18 TASK 804

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 104
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 002 00	AUTOPILOT DISC, auto (EICAS WARNING)	(continued)	
		22-18895	22-18 TASK 805
		22-19101	22-18 TASK 803
		22-19102	22-19 TASK 839
		22-19103	22-19 TASK 840
		22-19104	22-19 TASK 832
		22-19105	22-19 TASK 841
		22-19106	22-19 TASK 842
		22-19107	22-19 TASK 833
		22-19108	22-19 TASK 843
		22-19109	22-19 TASK 844
		22-19201	22-19 TASK 849
		22-19202	22-18 TASK 806
		22-19203	22-19 TASK 850
		22-19210	22-19 TASK 851
		22-19211	22-19 TASK 852
		22-19212	22-19 TASK 853
		22-19216	22-19 TASK 854
		22-19217	22-19 TASK 801
		22-19218	22-19 TASK 855
		22-19301	22-19 TASK 858
		22-19302	22-19 TASK 859
		22-19303	22-18 TASK 807
		22-19304	22-19 TASK 860
		22-19305	22-19 TASK 861
		22-19306	22-19 TASK 862
		22-19313	22-19 TASK 863
		22-19314	22-19 TASK 864
		22-19315	22-19 TASK 865
		22-19464	22-19 TASK 813
		22-19565	22-19 TASK 882
		22-19568	22-19 TASK 883
		22-19669	22-19 TASK 877
		22-19904	22-19 TASK 814
		22-19906	22-19 TASK 894
		22-19908	22-19 TASK 818

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 105
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 002 00	AUTOPILOT DISC, auto (EICAS WARNING)	(continued)	
		22-19910	22-19 TASK 895
		22-19912	22-19 TASK 822
		22-19914	22-19 TASK 896
		22-19922	22-19 TASK 823
		22-19926	22-19 TASK 827
		22-19930	22-19 TASK 831
		23-41720	23-93 TASK 803
		23-42720	23-93 TASK 804
		23-43720	29-11 TASK 886
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		24-11780	24-53 TASK 805
		24-11781	24-51 TASK 837
		24-11784	24-51 TASK 836
		24-11786	24-51 TASK 833
		24-11787	24-32 TASK 817
		24-11790	24-08 TASK 833
		24-11793	24-08 TASK 834
		24-11795	24-08 TASK 804
		24-11796	24-08 TASK 804
		24-12056	24-32 TASK 820
		24-12057	24-08 TASK 836
		24-12122	24-08 TASK 835
		24-12124	24-51 TASK 840
		24-12125	24-51 TASK 841
		24-12126	24-51 TASK 841
		24-12127	24-51 TASK 842
		24-12800	24-08 TASK 805
		24-12801	24-08 TASK 805
		24-13814	24-33 TASK 817
		24-13816	24-32 TASK 831

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 106
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 002 00	AUTOPILOT DISC, auto (EICAS WARNING)	(continued)	
		24-13817	24-33 TASK 818
		24-13818	24-53 TASK 807
		24-18801	24-09 TASK 806
		24-18802	24-09 TASK 807
		24-78841	24-08 TASK 860
		24-78842	24-08 TASK 862
		24-78861	24-08 TASK 861
		24-78862	24-08 TASK 863
		27-10000	27-41 TASK 826
		27-10001	27-41 TASK 801
		27-10002	27-41 TASK 827
		27-10003	27-41 TASK 802
		27-10004	27-41 TASK 828
		27-10005	27-41 TASK 803
		27-10006	27-41 TASK 845
		27-10007	27-41 TASK 829
		27-10008	27-41 TASK 804
		27-10017	27-41 TASK 806
		27-10018	27-41 TASK 833
		27-10019	27-41 TASK 834
		27-10020	27-41 TASK 819
		27-10021	27-41 TASK 835
		27-10022	27-41 TASK 814
		27-10023	27-41 TASK 836
		27-10024	27-41 TASK 815
		27-10025	27-41 TASK 846
		27-10026	27-41 TASK 847
		27-10700	27-31 TASK 825
		27-10701	27-31 TASK 831
		27-10702	27-31 TASK 803
		27-10703	27-31 TASK 812
		27-11403	27-21 TASK 820
		27-11404	27-21 TASK 821
		27-11405	27-21 TASK 808
		27-11406	27-21 TASK 809

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 107
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 002 00	AUTOPILOT DISC, auto (EICAS WARNING)	(continued)	
		27-13001	27-02 TASK 881
		27-13002	27-02 TASK 808
		27-13066	27-02 TASK A22
		27-13067	27-02 TASK A23
		27-13068	27-02 TASK A24
		27-13069	27-02 TASK A25
		27-13070	27-31 TASK 899
		27-13071	27-31 TASK 900
		27-13072	27-31 TASK 901
		27-13073	27-31 TASK 902
		27-13074	27-31 TASK 903
		27-14018	27-02 TASK 813
		27-14019	27-02 TASK 941
		27-14020	27-02 TASK 942
		27-14024	27-02 TASK 806
		27-14025	27-02 TASK 943
		27-14026	27-02 TASK 944
		27-14027	27-02 TASK 945
		27-14030	27-02 TASK 905
		27-14031	27-02 TASK 906
		27-14032	27-02 TASK 907
		27-14033	27-02 TASK 908
		27-15013	27-41 TASK 843
		27-15014	27-41 TASK 817
		27-15015	27-41 TASK 844
		27-15016	27-41 TASK 818
		27-15034	27-31 TASK 829
		27-15035	27-31 TASK 894
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		27-17022	27-02 TASK 816
		27-17023	27-02 TASK 891
		27-17900	27-02 TASK 916
		27-18010	27-02 TASK 962

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 108
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 002 00	AUTOPILOT DISC, auto (EICAS WARNING)	(continued)	
		27-18811	27-02 TASK 901
		27-18822	27-02 TASK 919
		27-18833	27-02 TASK 920
		27-19101	27-02 TASK 974
		27-19116	27-02 TASK 977
		27-19201	27-02 TASK 979
		27-19219	27-02 TASK 980
		27-19301	27-02 TASK 983
		27-19322	27-02 TASK 986
		27-19730	27-02 TASK 960
		27-19750	27-02 TASK 963
		27-19790	27-02 TASK 964
		27-20251	27-51 TASK 863
		27-20252	27-52 TASK 809
		27-20261	27-51 TASK 809
		27-20262	27-52 TASK 810
		27-20271	27-51 TASK 810
		27-20272	27-52 TASK 811
		27-20691	27-51 TASK 811
		27-20692	27-52 TASK 812
		27-20701	27-51 TASK 812
		27-20702	27-52 TASK 813
		27-20711	27-51 TASK 813
		27-20712	27-52 TASK 814
		27-20891	27-51 TASK 823
		27-20892	27-52 TASK 826
		27-21161	27-81 TASK 814
		27-21162	27-82 TASK 815
		27-21171	27-81 TASK 815
		27-21172	27-82 TASK 816
		27-21181	27-81 TASK 816
		27-21182	27-82 TASK 817
		27-21241	27-51 TASK 838
		27-21242	27-52 TASK 832
		27-28801	27-51 TASK 841

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 109
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 002 00	AUTOPILOT DISC, auto (EICAS WARNING)	(continued)	
		27-28802	27-52 TASK 835
		27-28841	27-51 TASK 842
		27-28851	27-51 TASK 869
		27-28852	27-52 TASK 837
		27-28862	27-52 TASK 836
		29-10150	29-11 TASK 894
		29-10330	29-11 TASK 827
		29-10740	29-11 TASK 867
		30-36121	30-31 TASK 801
		30-36122	30-31 TASK 802
		30-36123	30-31 TASK 803
		30-36421	30-31 TASK 804
		30-36423	30-31 TASK 805
		30-36521	30-31 TASK 806
		30-36523	30-31 TASK 810
		30-36641	30-31 TASK 807
		30-36642	30-31 TASK 808
		30-36643	30-31 TASK 809
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51033	31-44 TASK 869
		31-51034	31-44 TASK 870
		31-51043	31-44 TASK 871
		31-51044	31-44 TASK 872
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 110
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 002 00	AUTOPILOT DISC, auto (EICAS WARNING)	(continued)	
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-51531	31-44 TASK 837
		31-51532	31-44 TASK 838
		31-51533	31-44 TASK 839
		31-51534	31-44 TASK 840
		31-51731	31-44 TASK 841
		31-51732	31-44 TASK 842
		31-51733	31-44 TASK 843
		31-51734	31-44 TASK 844
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52112	31-41 TASK 820
		31-53401	31-41 TASK 832
		31-53402	31-41 TASK 833
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54102	31-41 TASK 835
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-55401	31-41 TASK 840
		31-55402	31-41 TASK 841
		31-56013	31-43 TASK 870
		31-56111	31-41 TASK 846
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-59401	31-41 TASK 992
		31-59402	31-41 TASK 993
		31-61011	31-43 TASK 861
		31-61012	31-43 TASK 862
		31-61020	31-43 TASK 863

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 111
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 002 00	AUTOPILOT DISC, auto (EICAS WARNING)	(continued)	
		31-61071	31-43 TASK 841
		31-61072	31-43 TASK 842
		31-68801	31-43 TASK 892
		31-68802	31-43 TASK 893
		31-68811	31-42 TASK 908
		31-68832	31-42 TASK 908
		31-69101	31-42 TASK 801
		31-69302	31-42 TASK 817
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69496	31-42 TASK 915
		31-69497	31-42 TASK 915
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-70011	31-51 TASK 801
		31-70012	31-51 TASK 821
		31-70021	31-51 TASK 802
		31-70022	31-51 TASK 822
		31-78801	31-51 TASK 801
		31-78802	31-51 TASK 821
		31-78841	31-51 TASK 825
		31-78851	31-51 TASK 826
		31-78852	31-51 TASK 898
		31-78862	31-51 TASK 827
		31-79401	31-51 TASK 804
		31-79402	31-51 TASK 805
		31-79437	31-51 TASK 815
		31-79439	31-51 TASK 816
		31-79501	31-51 TASK 836
		31-79502	31-51 TASK 837
		31-79503	31-51 TASK 838
		31-79504	31-51 TASK 839
		31-79537	31-51 TASK 852
		31-79539	31-51 TASK 854
		31-79542	31-51 TASK 857

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 112
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 002 00	AUTOPILOT DISC, auto (EICAS WARNING)	(continued)	
		31-79544	31-51 TASK 859
		31-79603	31-51 TASK 860
		31-79604	31-51 TASK 861
		31-79642	31-51 TASK 872
		31-79644	31-51 TASK 873
		31-89417	31-42 TASK 915
		31-89418	31-42 TASK 915
		31-89617	31-42 TASK 916
		31-89618	31-42 TASK 916
		31-89619	31-42 TASK 916
		31-89620	31-42 TASK 916
		34-20000	34-21 TASK 802
		34-25101	34-11 TASK 801
		34-25102	34-11 TASK 802
		34-25103	34-11 TASK 803
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-25601	34-21 TASK 808
		34-25603	34-21 TASK 885
		34-25800	34-21 TASK 809
		34-26101	34-21 TASK 810
		34-26102	34-21 TASK 839
		34-26103	34-21 TASK 840
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28813	34-21 TASK 813
		34-28816	34-21 TASK 814
		34-28824	34-21 TASK 850
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28835	34-21 TASK 853

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 113
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 002 00	AUTOPILOT DISC, auto (EICAS WARNING)	(continued)	
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29102	34-21 TASK 815
		34-29105	34-21 TASK 816
		34-29107	34-21 TASK 817
		34-29115	34-21 TASK 857
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29202	34-21 TASK 859
		34-29204	34-21 TASK 860
		34-29216	34-21 TASK 862
		34-29301	34-21 TASK 895
		34-29303	34-21 TASK 864
		34-29306	34-21 TASK 865
		34-29308	34-21 TASK 866
		34-29317	34-21 TASK 869
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-31601	34-21 TASK 821
		34-32601	34-21 TASK 822
		34-32803	34-21 TASK 822
		34-33800	34-21 TASK 886
		34-34603	34-21 TASK 887
		34-35603	34-21 TASK 888
		34-36800	34-21 TASK 890
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39103	34-21 TASK 826
		34-39106	34-21 TASK 827
		34-39111	34-21 TASK 828

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 114
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 002 00	AUTOPILOT DISC, auto (EICAS WARNING)	(continued)	
		34-39118	34-21 TASK 829
		34-39201	34-21 TASK 871
		34-39204	34-21 TASK 876
		34-39207	34-21 TASK 877
		34-39301	34-21 TASK 879
		34-39305	34-21 TASK 880
		34-39308	34-21 TASK 881
		34-39312	34-21 TASK 882
		34-39318	34-21 TASK 884
		34-42011	34-33 TASK 801
		34-42012	34-33 TASK 801
		34-42013	34-33 TASK 801
		34-42021	34-33 TASK 802
		34-42022	34-33 TASK 812
		34-42023	34-33 TASK 813
		34-42031	34-33 TASK 814
		34-42032	34-33 TASK 815
		34-42033	34-33 TASK 816
		34-42801	34-33 TASK 801
		34-42802	34-33 TASK 801
		34-42803	34-33 TASK 801
		34-42891	34-33 TASK 803
		34-42892	34-33 TASK 804
		34-42893	34-33 TASK 805
		34-53801	34-31 TASK 855
		34-53802	34-31 TASK 856
		34-53803	34-31 TASK 857
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
221 011 00	AUTOPILOT (EICAS CAUTION)	21-16205	21-25 TASK 823
		22-10200	34-31 TASK 840
		22-10210	22-11 TASK 802
		22-10220	22-11 TASK 802
		22-10700	22-11 TASK 809

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 115
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 011 00	AUTOPILOT (EICAS CAUTION)	(continued)	
		22-11305	34-31 TASK 868
		22-11315	34-31 TASK 869
		22-11325	34-31 TASK 870
		22-11330	34-31 TASK 871
		22-11345	34-31 TASK 872
		22-11355	34-31 TASK 869
		22-11365	34-31 TASK 870
		22-11375	34-31 TASK 872
		22-11385	34-31 TASK 872
		22-11395	34-31 TASK 869
		22-11555	34-31 TASK 873
		22-11565	34-31 TASK 874
		22-11575	34-31 TASK 875
		22-11585	34-31 TASK 873
		22-11595	34-31 TASK 873
		22-11605	34-31 TASK 875
		22-11615	34-31 TASK 873
		22-11625	34-31 TASK 874
		22-11635	34-31 TASK 875
		22-11640	34-31 TASK 876
		22-11651	34-31 TASK 841
		22-11652	34-31 TASK 841
		22-11653	34-31 TASK 841
		22-11654	34-31 TASK 841
		22-11860	34-33 TASK 817
		22-11870	34-33 TASK 811
		22-11880	34-33 TASK 818
		22-11890	34-33 TASK 818
		22-11900	34-33 TASK 817
		22-11910	34-33 TASK 811
		22-11920	34-33 TASK 819
		22-11930	34-33 TASK 820
		22-11940	34-33 TASK 821
		22-12000	34-61 TASK 937
		22-12010	34-61 TASK 937

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 116
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 011 00	AUTOPILOT (EICAS CAUTION)	(continued)	
		22-12450	22-12 TASK 802
		22-13030	22-13 TASK 801
		22-13251	22-13 TASK 802
		22-13252	22-13 TASK 803
		22-13261	22-13 TASK 804
		22-13263	22-13 TASK 803
		22-13272	22-13 TASK 804
		22-13273	22-13 TASK 802
		22-13281	22-13 TASK 805
		22-13282	22-13 TASK 806
		22-13283	22-13 TASK 807
		22-13300	22-13 TASK 809
		22-13311	22-13 TASK 810
		22-13312	22-13 TASK 811
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813
		22-13331	22-13 TASK 814
		22-13332	22-13 TASK 840
		22-13333	22-13 TASK 841
		22-13341	22-13 TASK 809
		22-13342	22-13 TASK 809
		22-13343	22-13 TASK 809
		22-13391	22-13 TASK 815
		22-13392	22-13 TASK 815
		22-13393	22-13 TASK 815
		22-13401	22-13 TASK 816
		22-13402	22-13 TASK 817
		22-13403	22-13 TASK 818
		22-13404	22-13 TASK 819
		22-13461	22-13 TASK 802
		22-13462	22-13 TASK 803
		22-13471	22-13 TASK 804
		22-13473	22-13 TASK 803
		22-13482	22-13 TASK 804
		22-13483	22-13 TASK 802

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 117
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 011 00	AUTOPILOT (EICAS CAUTION)	(continued)	
		22-14210	22-14 TASK 827
		22-14290	22-14 TASK 804
		22-14700	22-14 TASK 806
		22-14770	22-14 TASK 806
		22-17040	22-17 TASK 802
		22-17050	22-17 TASK 802
		22-17201	22-17 TASK 801
		22-17202	22-17 TASK 801
		22-17203	22-17 TASK 801
		22-17605	22-11 TASK 814
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		22-18804	22-18 TASK 801
		22-18811	22-18 TASK 810
		22-18822	22-18 TASK 811
		22-18833	22-18 TASK 812
		22-18841	22-18 TASK 802
		22-18852	22-18 TASK 808
		22-18863	22-18 TASK 809
		22-18894	22-18 TASK 804
		22-18895	22-18 TASK 805
		22-19101	22-18 TASK 803
		22-19104	22-19 TASK 832
		22-19105	22-19 TASK 841
		22-19106	22-19 TASK 842
		22-19202	22-18 TASK 806
		22-19303	22-18 TASK 807
		22-19304	22-19 TASK 860
		22-19305	22-19 TASK 861
		22-19306	22-19 TASK 862
		22-19416	22-19 TASK 868
		22-19419	22-19 TASK 869
		22-19425	22-19 TASK 836
		22-19428	22-19 TASK 837

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 118
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 011 00	AUTOPILOT (EICAS CAUTION)	(continued)	
		22-19431	22-19 TASK 838
		22-19440	22-19 TASK 809
		22-19452	22-19 TASK 811
		22-19455	22-19 TASK 872
		22-19464	22-19 TASK 813
		22-19517	22-19 TASK 878
		22-19520	22-19 TASK 879
		22-19541	22-19 TASK 880
		22-19544	22-19 TASK 881
		22-19565	22-19 TASK 882
		22-19568	22-19 TASK 883
		22-19618	22-19 TASK 884
		22-19621	22-19 TASK 885
		22-19627	22-19 TASK 887
		22-19630	22-19 TASK 888
		22-19633	22-19 TASK 889
		22-19645	22-19 TASK 891
		22-19654	22-19 TASK 871
		22-19657	22-19 TASK 873
		22-19669	22-19 TASK 877
		22-19904	22-19 TASK 814
		22-19906	22-19 TASK 894
		22-19908	22-19 TASK 818
		22-19910	22-19 TASK 895
		22-19912	22-19 TASK 822
		22-19914	22-19 TASK 896
		22-19922	22-19 TASK 823
		22-19926	22-19 TASK 827
		22-19930	22-19 TASK 831
		22-20010	22-31 TASK 957
		22-20011	22-31 TASK 851
		22-20012	22-31 TASK 802
		22-20031	22-31 TASK 839
		22-20032	22-31 TASK 840
		23-41001	23-93 TASK 819

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 119
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 011 00	AUTOPILOT (EICAS CAUTION)	(continued)	
		23-41002	23-93 TASK 844
		23-41570	23-93 TASK 887
		23-42001	23-93 TASK 841
		23-42002	23-93 TASK 845
		23-42920	23-93 TASK 888
		23-45010	23-93 TASK 881
		23-46010	23-93 TASK 806
		23-48801	23-93 TASK 881
		23-48802	23-93 TASK 806
		23-48841	23-93 TASK 819
		23-48842	23-93 TASK 841
		23-48861	23-93 TASK 844
		23-48862	23-93 TASK 845
		23-71021	23-27 TASK 816
		23-71022	23-27 TASK 817
		23-71040	23-27 TASK 803
		23-71051	23-27 TASK 804
		23-71052	23-27 TASK 805
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		24-11780	24-53 TASK 805
		24-11781	24-51 TASK 837
		24-11784	24-51 TASK 836
		24-11786	24-51 TASK 833
		24-11787	24-32 TASK 817
		24-11790	24-08 TASK 833
		24-11793	24-08 TASK 834
		24-11795	24-08 TASK 804
		24-11796	24-08 TASK 804
		24-12056	24-32 TASK 820
		24-12057	24-08 TASK 836

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 120
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 011 00	AUTOPILOT (EICAS CAUTION)	(continued)	
		24-12122	24-08 TASK 835
		24-12124	24-51 TASK 840
		24-12125	24-51 TASK 841
		24-12126	24-51 TASK 841
		24-12127	24-51 TASK 842
		24-12800	24-08 TASK 805
		24-12801	24-08 TASK 805
		24-13814	24-33 TASK 817
		24-13815	24-61 TASK 806
		24-13816	24-32 TASK 831
		24-13817	24-33 TASK 818
		24-13818	24-53 TASK 807
		24-18801	24-09 TASK 806
		24-18802	24-09 TASK 807
		24-78841	24-08 TASK 860
		24-78842	24-08 TASK 862
		24-78861	24-08 TASK 861
		24-78862	24-08 TASK 863
		27-14018	27-02 TASK 813
		27-14019	27-02 TASK 941
		27-14020	27-02 TASK 942
		27-14025	27-02 TASK 943
		27-14026	27-02 TASK 944
		27-14027	27-02 TASK 945
		27-14030	27-02 TASK 905
		27-14031	27-02 TASK 906
		27-14032	27-02 TASK 907
		27-14033	27-02 TASK 908
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		27-18010	27-02 TASK 962
		27-18811	27-02 TASK 901
		27-18822	27-02 TASK 919
		27-18833	27-02 TASK 920

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 121
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 011 00	AUTOPILOT (EICAS CAUTION)	(continued)	
		27-19101	27-02 TASK 974
		27-19116	27-02 TASK 977
		27-19201	27-02 TASK 979
		27-19219	27-02 TASK 980
		27-19301	27-02 TASK 983
		27-19322	27-02 TASK 986
		27-19730	27-02 TASK 960
		27-19750	27-02 TASK 963
		27-19790	27-02 TASK 964
		27-20251	27-51 TASK 863
		27-20252	27-52 TASK 809
		27-20261	27-51 TASK 809
		27-20262	27-52 TASK 810
		27-20271	27-51 TASK 810
		27-20272	27-52 TASK 811
		27-20691	27-51 TASK 811
		27-20692	27-52 TASK 812
		27-20701	27-51 TASK 812
		27-20702	27-52 TASK 813
		27-20711	27-51 TASK 813
		27-20712	27-52 TASK 814
		27-20891	27-51 TASK 823
		27-20892	27-52 TASK 826
		27-21161	27-81 TASK 814
		27-21162	27-82 TASK 815
		27-21171	27-81 TASK 815
		27-21172	27-82 TASK 816
		27-21181	27-81 TASK 816
		27-21182	27-82 TASK 817
		27-21241	27-51 TASK 838
		27-21242	27-52 TASK 832
		27-28801	27-51 TASK 841
		27-28802	27-52 TASK 835
		27-28841	27-51 TASK 842
		27-28851	27-51 TASK 869

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 122
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 011 00	AUTOPILOT (EICAS CAUTION)	(continued)	
		27-28852	27-52 TASK 837
		27-28862	27-52 TASK 836
		30-36121	30-31 TASK 801
		30-36122	30-31 TASK 802
		30-36123	30-31 TASK 803
		30-36421	30-31 TASK 804
		30-36423	30-31 TASK 805
		30-36521	30-31 TASK 806
		30-36523	30-31 TASK 810
		30-36641	30-31 TASK 807
		30-36642	30-31 TASK 808
		30-36643	30-31 TASK 809
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51013	31-44 TASK 863
		31-51014	31-44 TASK 864
		31-51015	31-43 TASK 801
		31-51016	31-43 TASK 802
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51033	31-44 TASK 869
		31-51034	31-44 TASK 870
		31-51043	31-44 TASK 871
		31-51044	31-44 TASK 872
		31-51121	23-27 TASK 801
		31-51122	23-27 TASK 802
		31-51123	23-27 TASK 898
		31-51124	23-27 TASK 899
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 123
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 011 00	AUTOPILOT (EICAS CAUTION)	(continued)	
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-51441	22-31 TASK 858
		31-51442	22-31 TASK 812
		31-51443	22-31 TASK 813
		31-51444	22-31 TASK 814
		31-51531	31-44 TASK 837
		31-51532	31-44 TASK 838
		31-51533	31-44 TASK 839
		31-51534	31-44 TASK 840
		31-51561	31-61 TASK 940
		31-51562	31-61 TASK 802
		31-51563	31-61 TASK 803
		31-51564	31-61 TASK 804
		31-51571	31-61 TASK 940
		31-51572	31-61 TASK 802
		31-51573	31-61 TASK 803
		31-51574	31-61 TASK 804
		31-51731	31-44 TASK 841
		31-51732	31-44 TASK 842
		31-51733	31-44 TASK 843
		31-51734	31-44 TASK 844
		31-51761	31-61 TASK 805
		31-51762	31-61 TASK 806
		31-51763	31-61 TASK 807
		31-51764	31-61 TASK 808
		31-51771	31-61 TASK 805
		31-51772	31-61 TASK 806
		31-51773	31-61 TASK 807
		31-51774	31-61 TASK 808
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 124
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 011 00	AUTOPILOT (EICAS CAUTION)	(continued)	
		31-52101	31-41 TASK 817
		31-52112	31-41 TASK 820
		31-53401	31-41 TASK 832
		31-53402	31-41 TASK 833
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54101	31-41 TASK 834
		31-54102	31-41 TASK 835
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-55401	31-41 TASK 840
		31-55402	31-41 TASK 841
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56102	31-41 TASK 845
		31-56104	31-45 TASK 811
		31-56111	31-41 TASK 846
		31-56121	31-41 TASK 848
		31-56122	31-41 TASK 849
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58102	31-41 TASK 853
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-59401	31-41 TASK 992
		31-59402	31-41 TASK 993
		31-61011	31-43 TASK 861
		31-61012	31-43 TASK 862
		31-61020	31-43 TASK 863
		31-61071	31-43 TASK 841
		31-61072	31-43 TASK 842
		31-68801	31-43 TASK 892
		31-68802	31-43 TASK 893
		31-68811	31-42 TASK 908

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 125
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 011 00	AUTOPILOT (EICAS CAUTION)	(continued)	
		31-68832	31-42 TASK 908
		31-68841	31-42 TASK 909
		31-68842	31-42 TASK 909
		31-68851	31-42 TASK 909
		31-68852	31-42 TASK 909
		31-68861	31-42 TASK 909
		31-68862	31-42 TASK 909
		31-69101	31-42 TASK 801
		31-69102	31-42 TASK 801
		31-69117	31-42 TASK 806
		31-69118	31-42 TASK 806
		31-69201	31-42 TASK 809
		31-69202	31-42 TASK 809
		31-69219	31-42 TASK 814
		31-69220	31-42 TASK 814
		31-69301	31-42 TASK 817
		31-69302	31-42 TASK 817
		31-69317	31-42 TASK 822
		31-69318	31-42 TASK 822
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69407	31-42 TASK 827
		31-69408	31-42 TASK 827
		31-69433	31-42 TASK 838
		31-69434	31-42 TASK 838
		31-69496	31-42 TASK 915
		31-69497	31-42 TASK 915
		31-69501	31-42 TASK 852
		31-69502	31-42 TASK 852
		31-69507	31-42 TASK 853
		31-69508	31-42 TASK 853
		31-69533	31-42 TASK 854
		31-69534	31-42 TASK 854
		31-69535	31-42 TASK 854
		31-69536	31-42 TASK 854

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 126
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 011 00	AUTOPILOT (EICAS CAUTION)	(continued)	
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-69607	31-42 TASK 859
		31-69608	31-42 TASK 859
		31-69635	31-42 TASK 868
		31-69636	31-42 TASK 868
		31-69903	31-42 TASK 881
		31-69904	31-42 TASK 881
		31-69905	31-42 TASK 881
		31-69906	31-42 TASK 881
		31-70011	31-51 TASK 801
		31-70012	31-51 TASK 821
		31-70021	31-51 TASK 802
		31-70022	31-51 TASK 822
		31-78801	31-51 TASK 801
		31-78802	31-51 TASK 821
		31-78841	31-51 TASK 825
		31-78851	31-51 TASK 826
		31-78852	31-51 TASK 898
		31-78862	31-51 TASK 827
		31-79401	31-51 TASK 804
		31-79402	31-51 TASK 805
		31-79437	31-51 TASK 815
		31-79439	31-51 TASK 816
		31-79501	31-51 TASK 836
		31-79502	31-51 TASK 837
		31-79503	31-51 TASK 838
		31-79504	31-51 TASK 839
		31-79537	31-51 TASK 852
		31-79539	31-51 TASK 854
		31-79542	31-51 TASK 857
		31-79544	31-51 TASK 859
		31-79603	31-51 TASK 860
		31-79604	31-51 TASK 861
		31-79642	31-51 TASK 872

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 127
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 011 00	AUTOPILOT (EICAS CAUTION)	(continued)	
		31-79644	31-51 TASK 873
		31-80020	31-61 TASK 829
		31-81011	31-61 TASK 811
		31-81012	31-61 TASK 812
		31-81041	31-61 TASK 803
		31-81042	31-61 TASK 804
		31-82011	31-61 TASK 814
		31-82012	31-61 TASK 831
		31-82041	31-61 TASK 807
		31-82042	31-61 TASK 808
		31-89417	31-42 TASK 915
		31-89418	31-42 TASK 915
		31-89617	31-42 TASK 916
		31-89618	31-42 TASK 916
		31-89619	31-42 TASK 916
		31-89620	31-42 TASK 916
		34-25101	34-11 TASK 801
		34-25102	34-11 TASK 802
		34-25103	34-11 TASK 803
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-25601	34-21 TASK 808
		34-25603	34-21 TASK 885
		34-25800	34-21 TASK 809
		34-26101	34-21 TASK 810
		34-26102	34-21 TASK 839
		34-26103	34-21 TASK 840
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28813	34-21 TASK 813
		34-28816	34-21 TASK 814

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 128
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 011 00	AUTOPILOT (EICAS CAUTION)	(continued)	
		34-28824	34-21 TASK 850
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28835	34-21 TASK 853
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29102	34-21 TASK 815
		34-29105	34-21 TASK 816
		34-29107	34-21 TASK 817
		34-29115	34-21 TASK 857
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29202	34-21 TASK 859
		34-29204	34-21 TASK 860
		34-29216	34-21 TASK 862
		34-29301	34-21 TASK 895
		34-29303	34-21 TASK 864
		34-29306	34-21 TASK 865
		34-29308	34-21 TASK 866
		34-29317	34-21 TASK 869
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30712	34-21 TASK 871
		34-31601	34-21 TASK 821
		34-32601	34-21 TASK 822
		34-32803	34-21 TASK 822
		34-33800	34-21 TASK 886
		34-34603	34-21 TASK 887
		34-35603	34-21 TASK 888
		34-36800	34-21 TASK 890
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39201	34-21 TASK 871
		34-42011	34-33 TASK 801
		34-42012	34-33 TASK 801

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 129
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 011 00	AUTOPILOT (EICAS CAUTION)	(continued)	
		34-42013	34-33 TASK 801
		34-42021	34-33 TASK 802
		34-42022	34-33 TASK 812
		34-42023	34-33 TASK 813
		34-42031	34-33 TASK 814
		34-42032	34-33 TASK 815
		34-42033	34-33 TASK 816
		34-42801	34-33 TASK 801
		34-42802	34-33 TASK 801
		34-42803	34-33 TASK 801
		34-42891	34-33 TASK 803
		34-42892	34-33 TASK 804
		34-42893	34-33 TASK 805
		34-53801	34-31 TASK 855
		34-53802	34-31 TASK 856
		34-53803	34-31 TASK 857
		34-61031	34-61 TASK 917
		34-61032	34-61 TASK 918
		34-61033	34-61 TASK 919
		34-61041	34-61 TASK 847
		34-61042	34-61 TASK 848
		34-61043	34-61 TASK 849
		34-68801	34-61 TASK 819
		34-68802	34-61 TASK 819
		34-68803	34-61 TASK 819
		34-68841	34-61 TASK 917
		34-68842	34-61 TASK 919
		34-68843	34-61 TASK 918
		34-68861	34-61 TASK 820
		34-68862	34-61 TASK 821
		34-68863	34-61 TASK 822
		34-69401	34-61 TASK 917
		34-69402	34-61 TASK 918
		34-69403	34-61 TASK 919
		34-69601	34-61 TASK 847

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 130
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 011 00	AUTOPILOT (EICAS CAUTION)	(continued)	
		34-69602	34-61 TASK 848
		34-69603	34-61 TASK 849
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
		34-72011	34-61 TASK 815
		34-72012	34-61 TASK 889
		34-72031	34-61 TASK 905
		34-72032	34-61 TASK 906
		73-09401	73-27 TASK 808
221 021 00	NO AUTOLAND (EICAS CAUTION)	21-16205	21-25 TASK 823
		22-10210	22-11 TASK 802
		22-11305	34-31 TASK 868
		22-11315	34-31 TASK 869
		22-11325	34-31 TASK 870
		22-11330	34-31 TASK 871
		22-11345	34-31 TASK 872
		22-11355	34-31 TASK 869
		22-11365	34-31 TASK 870
		22-11375	34-31 TASK 872
		22-11385	34-31 TASK 872
		22-11395	34-31 TASK 869
		22-11465	34-31 TASK 880
		22-11475	34-31 TASK 881
		22-11485	34-31 TASK 882
		22-11520	22-11 TASK 803
		22-11530	22-11 TASK 804
		22-11540	22-11 TASK 805
		22-11555	34-31 TASK 873
		22-11565	34-31 TASK 874
		22-11575	34-31 TASK 875
		22-11585	34-31 TASK 873
		22-11595	34-31 TASK 873
		22-11605	34-31 TASK 875
		22-11615	34-31 TASK 873

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 131
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		22-11625	34-31 TASK 874
		22-11635	34-31 TASK 875
		22-11640	34-31 TASK 876
		22-11651	34-31 TASK 841
		22-11652	34-31 TASK 841
		22-11653	34-31 TASK 841
		22-11654	34-31 TASK 841
		22-11860	34-33 TASK 817
		22-11870	34-33 TASK 811
		22-11880	34-33 TASK 818
		22-11890	34-33 TASK 818
		22-11900	34-33 TASK 817
		22-11910	34-33 TASK 811
		22-11920	34-33 TASK 819
		22-11930	34-33 TASK 820
		22-11940	34-33 TASK 821
		22-12450	22-12 TASK 802
		22-12800	22-12 TASK 803
		22-12810	22-12 TASK 803
		22-12820	22-12 TASK 803
		22-12830	22-12 TASK 803
		22-13251	22-13 TASK 802
		22-13252	22-13 TASK 803
		22-13261	22-13 TASK 804
		22-13263	22-13 TASK 803
		22-13272	22-13 TASK 804
		22-13273	22-13 TASK 802
		22-13281	22-13 TASK 805
		22-13282	22-13 TASK 806
		22-13283	22-13 TASK 807
		22-13300	22-13 TASK 809
		22-13311	22-13 TASK 810
		22-13312	22-13 TASK 811
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 132
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		22-13331	22-13 TASK 814
		22-13332	22-13 TASK 840
		22-13333	22-13 TASK 841
		22-13341	22-13 TASK 809
		22-13342	22-13 TASK 809
		22-13343	22-13 TASK 809
		22-13391	22-13 TASK 815
		22-13392	22-13 TASK 815
		22-13393	22-13 TASK 815
		22-13401	22-13 TASK 816
		22-13402	22-13 TASK 817
		22-13403	22-13 TASK 818
		22-13404	22-13 TASK 819
		22-13411	22-13 TASK 820
		22-13412	22-13 TASK 821
		22-13413	22-13 TASK 822
		22-13414	22-13 TASK 823
		22-13421	22-13 TASK 824
		22-13422	22-13 TASK 825
		22-13423	22-13 TASK 826
		22-13424	22-13 TASK 842
		22-13431	22-13 TASK 827
		22-13432	22-13 TASK 828
		22-13433	22-13 TASK 829
		22-13434	22-13 TASK 843
		22-13461	22-13 TASK 802
		22-13462	22-13 TASK 803
		22-13471	22-13 TASK 804
		22-13473	22-13 TASK 803
		22-13482	22-13 TASK 804
		22-13483	22-13 TASK 802
		22-13491	22-13 TASK 847
		22-13492	22-13 TASK 848
		22-13493	22-13 TASK 849
		22-13501	34-31 TASK 806

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 133
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		22-13502	34-31 TASK 807
		22-13503	34-31 TASK 808
		22-13511	34-31 TASK 809
		22-13512	34-31 TASK 810
		22-13513	34-31 TASK 811
		22-13631	34-31 TASK 806
		22-13632	34-31 TASK 807
		22-13633	34-31 TASK 808
		22-14280	22-14 TASK 826
		22-14351	22-14 TASK 828
		22-14362	22-14 TASK 828
		22-14373	22-14 TASK 828
		22-14380	22-14 TASK 828
		22-14390	22-14 TASK 828
		22-14400	22-14 TASK 828
		22-14851	22-14 TASK 812
		22-14853	22-14 TASK 825
		22-14861	22-14 TASK 813
		22-14863	22-14 TASK 814
		22-14871	22-14 TASK 813
		22-14873	22-14 TASK 814
		22-14881	22-14 TASK 813
		22-14883	22-14 TASK 814
		22-14901	22-14 TASK 815
		22-14903	22-14 TASK 816
		22-14911	22-14 TASK 817
		22-14913	22-14 TASK 818
		22-14931	22-14 TASK 819
		22-14933	22-14 TASK 820
		22-14941	22-14 TASK 819
		22-14943	22-14 TASK 820
		22-14951	22-14 TASK 819
		22-14953	22-14 TASK 820
		22-14971	22-14 TASK 821
		22-14973	22-14 TASK 822

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 134
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		22-14981	22-14 TASK 823
		22-14983	22-14 TASK 824
		22-15001	22-15 TASK 801
		22-15003	22-15 TASK 802
		22-15011	22-15 TASK 801
		22-15013	22-15 TASK 802
		22-15021	22-15 TASK 801
		22-15023	22-15 TASK 802
		22-15041	22-15 TASK 803
		22-15043	22-15 TASK 804
		22-15051	22-15 TASK 805
		22-15053	22-15 TASK 806
		22-15831	22-15 TASK 807
		22-15832	22-15 TASK 813
		22-15833	22-15 TASK 814
		22-15841	22-15 TASK 808
		22-15842	22-15 TASK 815
		22-15843	22-15 TASK 816
		22-16012	22-16 TASK 801
		22-16013	22-16 TASK 830
		22-16021	22-16 TASK 831
		22-16023	22-16 TASK 832
		22-16031	22-16 TASK 833
		22-16032	22-16 TASK 834
		22-16241	22-16 TASK 814
		22-16243	22-16 TASK 815
		22-16270	22-16 TASK 817
		22-16291	22-16 TASK 818
		22-16293	22-16 TASK 819
		22-16320	22-16 TASK 821
		22-16370	22-16 TASK 825
		22-17201	22-17 TASK 801
		22-17202	22-17 TASK 801
		22-17203	22-17 TASK 801
		22-17515	22-16 TASK 814

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 135
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		22-17525	22-16 TASK 818
		22-17545	22-16 TASK 815
		22-17555	22-16 TASK 819
		22-17600	22-17 TASK 808
		22-17605	22-11 TASK 814
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		22-18804	22-18 TASK 801
		22-18811	22-18 TASK 810
		22-18822	22-18 TASK 811
		22-18833	22-18 TASK 812
		22-18894	22-18 TASK 804
		22-18895	22-18 TASK 805
		22-19101	22-18 TASK 803
		22-19102	22-19 TASK 839
		22-19103	22-19 TASK 840
		22-19104	22-19 TASK 832
		22-19105	22-19 TASK 841
		22-19106	22-19 TASK 842
		22-19107	22-19 TASK 833
		22-19108	22-19 TASK 843
		22-19109	22-19 TASK 844
		22-19119	22-19 TASK 834
		22-19120	22-19 TASK 845
		22-19121	22-19 TASK 846
		22-19122	22-19 TASK 835
		22-19123	22-19 TASK 847
		22-19124	22-19 TASK 848
		22-19201	22-19 TASK 849
		22-19202	22-18 TASK 806
		22-19203	22-19 TASK 850
		22-19210	22-19 TASK 851
		22-19211	22-19 TASK 852
		22-19212	22-19 TASK 853

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 136
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		22-19216	22-19 TASK 854
		22-19217	22-19 TASK 801
		22-19218	22-19 TASK 855
		22-19225	22-19 TASK 856
		22-19226	22-19 TASK 802
		22-19227	22-19 TASK 857
		22-19301	22-19 TASK 858
		22-19302	22-19 TASK 859
		22-19303	22-18 TASK 807
		22-19304	22-19 TASK 860
		22-19305	22-19 TASK 861
		22-19306	22-19 TASK 862
		22-19313	22-19 TASK 863
		22-19314	22-19 TASK 864
		22-19315	22-19 TASK 865
		22-19328	22-19 TASK 866
		22-19329	22-19 TASK 867
		22-19330	22-19 TASK 803
		22-19440	22-19 TASK 809
		22-19541	22-19 TASK 880
		22-19544	22-19 TASK 881
		22-19645	22-19 TASK 891
		22-19904	22-19 TASK 814
		22-19906	22-19 TASK 894
		22-19908	22-19 TASK 818
		22-19910	22-19 TASK 895
		22-19912	22-19 TASK 822
		22-19914	22-19 TASK 896
		22-19922	22-19 TASK 823
		22-19926	22-19 TASK 827
		22-19930	22-19 TASK 831
		23-41720	23-93 TASK 803
		23-42720	23-93 TASK 804
		23-43720	29-11 TASK 886
		23-81001	23-91 TASK 801

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 137
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		24-11780	24-53 TASK 805
		24-11781	24-51 TASK 837
		24-11784	24-51 TASK 836
		24-11786	24-51 TASK 833
		24-11787	24-32 TASK 817
		24-11790	24-08 TASK 833
		24-11793	24-08 TASK 834
		24-11795	24-08 TASK 804
		24-11796	24-08 TASK 804
		24-12056	24-32 TASK 820
		24-12057	24-08 TASK 836
		24-12122	24-08 TASK 835
		24-12124	24-51 TASK 840
		24-12125	24-51 TASK 841
		24-12126	24-51 TASK 841
		24-12127	24-51 TASK 842
		24-12800	24-08 TASK 805
		24-12801	24-08 TASK 805
		24-13816	24-32 TASK 831
		24-13817	24-33 TASK 818
		24-13818	24-53 TASK 807
		24-18801	24-09 TASK 806
		24-18802	24-09 TASK 807
		24-78841	24-08 TASK 860
		24-78842	24-08 TASK 862
		24-78861	24-08 TASK 861
		24-78862	24-08 TASK 863
		27-10000	27-41 TASK 826
		27-10001	27-41 TASK 801
		27-10002	27-41 TASK 827

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 138
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		27-10003	27-41 TASK 802
		27-10004	27-41 TASK 828
		27-10005	27-41 TASK 803
		27-10006	27-41 TASK 845
		27-10007	27-41 TASK 829
		27-10008	27-41 TASK 804
		27-10017	27-41 TASK 806
		27-10018	27-41 TASK 833
		27-10019	27-41 TASK 834
		27-10020	27-41 TASK 819
		27-10021	27-41 TASK 835
		27-10022	27-41 TASK 814
		27-10023	27-41 TASK 836
		27-10024	27-41 TASK 815
		27-10025	27-41 TASK 846
		27-10026	27-41 TASK 847
		27-10100	27-31 TASK 868
		27-10101	27-31 TASK 801
		27-10102	27-31 TASK 869
		27-10103	27-31 TASK 870
		27-10104	27-31 TASK 830
		27-10105	27-31 TASK 820
		27-10106	27-31 TASK 837
		27-10107	27-31 TASK 838
		27-10200	27-11 TASK 801
		27-10201	27-11 TASK 802
		27-10202	27-11 TASK 803
		27-10203	27-11 TASK 804
		27-10208	27-11 TASK 860
		27-10209	27-11 TASK 828
		27-10210	27-11 TASK 861
		27-10211	27-11 TASK 862
		27-10300	27-11 TASK 814
		27-10301	27-11 TASK 815
		27-10302	27-11 TASK 816

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 139
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		27-10303	27-11 TASK 817
		27-10304	27-11 TASK 882
		27-10305	27-11 TASK 845
		27-10306	27-11 TASK 906
		27-10307	27-11 TASK 883
		27-10400	27-21 TASK 854
		27-10401	27-21 TASK 855
		27-10402	27-21 TASK 801
		27-10403	27-21 TASK 848
		27-10404	27-21 TASK 849
		27-10405	27-21 TASK 829
		27-10500	27-61 TASK 801
		27-10501	27-61 TASK 802
		27-10502	27-61 TASK 803
		27-10503	27-61 TASK 841
		27-10504	27-61 TASK 804
		27-10505	27-61 TASK 805
		27-10506	27-61 TASK 806
		27-10507	27-61 TASK 807
		27-10508	27-61 TASK 808
		27-10509	27-61 TASK 809
		27-10510	27-61 TASK 810
		27-10511	27-61 TASK 811
		27-10512	27-61 TASK 812
		27-10513	27-61 TASK 813
		27-10700	27-31 TASK 825
		27-10701	27-31 TASK 831
		27-10702	27-31 TASK 803
		27-10703	27-31 TASK 812
		27-10802	27-21 TASK 805
		27-11100	27-31 TASK 855
		27-11101	27-31 TASK 826
		27-11102	27-31 TASK 856
		27-11103	27-31 TASK 857
		27-11106	27-31 TASK 813

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 140
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		27-11107	27-31 TASK 804
		27-11108	27-31 TASK 814
		27-11109	27-31 TASK 815
		27-11114	27-31 TASK 887
		27-11115	27-31 TASK 806
		27-11116	27-31 TASK 888
		27-11200	27-11 TASK 806
		27-11201	27-11 TASK 807
		27-11202	27-11 TASK 808
		27-11203	27-11 TASK 809
		27-11206	27-11 TASK 810
		27-11207	27-11 TASK 811
		27-11208	27-11 TASK 812
		27-11209	27-11 TASK 813
		27-11210	27-11 TASK 868
		27-11211	27-11 TASK 832
		27-11212	27-11 TASK 869
		27-11213	27-11 TASK 870
		27-11300	27-11 TASK 818
		27-11301	27-11 TASK 819
		27-11302	27-11 TASK 820
		27-11303	27-11 TASK 821
		27-11306	27-11 TASK 822
		27-11307	27-11 TASK 823
		27-11308	27-11 TASK 824
		27-11309	27-11 TASK 825
		27-11314	27-11 TASK 871
		27-11315	27-11 TASK 833
		27-11316	27-11 TASK 872
		27-11317	27-11 TASK 873
		27-11400	27-21 TASK 818
		27-11401	27-21 TASK 819
		27-11402	27-21 TASK 807
		27-11403	27-21 TASK 820
		27-11404	27-21 TASK 821

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 141
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		27-11405	27-21 TASK 808
		27-11406	27-21 TASK 809
		27-11407	27-21 TASK 822
		27-11408	27-21 TASK 823
		27-11409	27-21 TASK 810
		27-11413	27-21 TASK 824
		27-11414	27-21 TASK 825
		27-11415	27-21 TASK 812
		27-11416	27-21 TASK 840
		27-11500	27-61 TASK 814
		27-11501	27-61 TASK 819
		27-11502	27-61 TASK 820
		27-11504	27-61 TASK 822
		27-11505	27-61 TASK 823
		27-11506	27-61 TASK 824
		27-11507	27-61 TASK 825
		27-11508	27-61 TASK 826
		27-11509	27-61 TASK 827
		27-11511	27-61 TASK 832
		27-11512	27-61 TASK 833
		27-11513	27-61 TASK 834
		27-13000	27-02 TASK 880
		27-13001	27-02 TASK 881
		27-13002	27-02 TASK 808
		27-13003	27-02 TASK 809
		27-13008	27-02 TASK 807
		27-13009	27-02 TASK 877
		27-13010	27-02 TASK 878
		27-13011	27-02 TASK 879
		27-13012	27-02 TASK 821
		27-13013	27-02 TASK 822
		27-13014	27-02 TASK 823
		27-13015	27-02 TASK 824
		27-13016	27-02 TASK 817
		27-13018	27-02 TASK 826

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 142
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		27-13019	27-02 TASK 827
		27-13020	27-02 TASK 818
		27-13021	27-02 TASK 828
		27-13022	27-02 TASK 829
		27-13023	27-02 TASK 830
		27-13024	27-02 TASK 831
		27-13025	27-02 TASK 819
		27-13026	27-02 TASK 832
		27-13027	27-02 TASK 833
		27-13028	27-02 TASK 834
		27-13029	27-02 TASK 820
		27-13030	27-02 TASK 835
		27-13031	27-02 TASK 836
		27-13046	27-02 TASK 805
		27-13047	27-02 TASK 862
		27-13048	27-02 TASK 863
		27-13049	27-02 TASK 864
		27-13050	27-02 TASK 865
		27-13053	27-02 TASK 868
		27-13057	27-02 TASK 872
		27-13061	27-02 TASK 876
		27-13066	27-02 TASK A22
		27-13067	27-02 TASK A23
		27-13068	27-02 TASK A24
		27-13069	27-02 TASK A25
		27-13070	27-31 TASK 899
		27-13071	27-31 TASK 900
		27-13072	27-31 TASK 901
		27-13073	27-31 TASK 902
		27-13074	27-31 TASK 903
		27-14018	27-02 TASK 813
		27-14019	27-02 TASK 941
		27-14020	27-02 TASK 942
		27-14024	27-02 TASK 806
		27-14025	27-02 TASK 943

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 143
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		27-14026	27-02 TASK 944
		27-14027	27-02 TASK 945
		27-14030	27-02 TASK 905
		27-14031	27-02 TASK 906
		27-14032	27-02 TASK 907
		27-14033	27-02 TASK 908
		27-15009	27-02 TASK 802
		27-15010	27-02 TASK 849
		27-15011	27-02 TASK 850
		27-15012	27-02 TASK 851
		27-15013	27-41 TASK 843
		27-15014	27-41 TASK 817
		27-15015	27-41 TASK 844
		27-15016	27-41 TASK 818
		27-15021	27-11 TASK 885
		27-15022	27-11 TASK 836
		27-15023	27-11 TASK 892
		27-15024	27-11 TASK 893
		27-15025	27-11 TASK 894
		27-15026	27-11 TASK 837
		27-15027	27-11 TASK 895
		27-15028	27-11 TASK 896
		27-15034	27-31 TASK 829
		27-15035	27-31 TASK 894
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		27-16048	27-31 TASK 883
		27-16049	27-31 TASK 884
		27-17022	27-02 TASK 816
		27-17023	27-02 TASK 891
		27-17900	27-02 TASK 916
		27-18010	27-02 TASK 962
		27-18811	27-02 TASK 901
		27-18814	27-02 TASK 805

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 144
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		27-18815	27-02 TASK 862
		27-18822	27-02 TASK 919
		27-18826	27-02 TASK 863
		27-18833	27-02 TASK 920
		27-18837	27-02 TASK 864
		27-19050	27-02 TASK 900
		27-19101	27-02 TASK 974
		27-19116	27-02 TASK 977
		27-19201	27-02 TASK 979
		27-19219	27-02 TASK 980
		27-19301	27-02 TASK 983
		27-19322	27-02 TASK 986
		27-19670	34-33 TASK 822
		27-19710	34-33 TASK 823
		27-19730	27-02 TASK 960
		27-19750	27-02 TASK 963
		27-19790	27-02 TASK 964
		27-20251	27-51 TASK 863
		27-20252	27-52 TASK 809
		27-20261	27-51 TASK 809
		27-20262	27-52 TASK 810
		27-20271	27-51 TASK 810
		27-20272	27-52 TASK 811
		27-20691	27-51 TASK 811
		27-20692	27-52 TASK 812
		27-20701	27-51 TASK 812
		27-20702	27-52 TASK 813
		27-20711	27-51 TASK 813
		27-20712	27-52 TASK 814
		27-21161	27-81 TASK 814
		27-21162	27-82 TASK 815
		27-21171	27-81 TASK 815
		27-21172	27-82 TASK 816
		27-21181	27-81 TASK 816
		27-21182	27-82 TASK 817

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 145
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		27-21241	27-51 TASK 838
		27-21242	27-52 TASK 832
		27-28801	27-51 TASK 841
		27-28802	27-52 TASK 835
		27-28841	27-51 TASK 842
		27-28851	27-51 TASK 869
		27-28852	27-52 TASK 837
		27-28862	27-52 TASK 836
		29-10150	29-11 TASK 894
		29-10330	29-11 TASK 827
		29-10740	29-11 TASK 867
		30-36121	30-31 TASK 801
		30-36122	30-31 TASK 802
		30-36123	30-31 TASK 803
		30-36421	30-31 TASK 804
		30-36423	30-31 TASK 805
		30-36521	30-31 TASK 806
		30-36523	30-31 TASK 810
		30-36641	30-31 TASK 807
		30-36642	30-31 TASK 808
		30-36643	30-31 TASK 809
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51033	31-44 TASK 869
		31-51034	31-44 TASK 870
		31-51043	31-44 TASK 871
		31-51044	31-44 TASK 872
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 146
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-51531	31-44 TASK 837
		31-51532	31-44 TASK 838
		31-51533	31-44 TASK 839
		31-51534	31-44 TASK 840
		31-51731	31-44 TASK 841
		31-51732	31-44 TASK 842
		31-51733	31-44 TASK 843
		31-51734	31-44 TASK 844
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52112	31-41 TASK 820
		31-53401	31-41 TASK 832
		31-53402	31-41 TASK 833
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54102	31-41 TASK 835
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-54332	31-41 TASK 917
		31-54362	31-41 TASK 917
		31-54371	31-41 TASK 916
		31-54381	31-41 TASK 916
		31-54521	31-43 TASK 854
		31-54542	31-43 TASK 821
		31-54592	31-43 TASK 855
		31-55401	31-41 TASK 840
		31-55402	31-41 TASK 841
		31-55701	31-41 TASK 840
		31-55711	31-41 TASK 840

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 147
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		31-55721	31-41 TASK 840
		31-55722	31-41 TASK 841
		31-55732	31-41 TASK 841
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56111	31-41 TASK 846
		31-56521	31-43 TASK 854
		31-56542	31-43 TASK 827
		31-56592	31-43 TASK 855
		31-57701	31-41 TASK 842
		31-57711	31-41 TASK 842
		31-57722	31-41 TASK 843
		31-57732	31-41 TASK 843
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-58331	31-41 TASK 921
		31-58442	31-41 TASK 922
		31-58521	31-43 TASK 854
		31-58542	31-43 TASK 834
		31-58592	31-43 TASK 855
		31-59401	31-41 TASK 992
		31-59402	31-41 TASK 993
		31-59701	31-41 TASK 858
		31-59711	31-41 TASK 858
		31-59721	31-41 TASK 858
		31-59722	31-41 TASK 859
		31-59732	31-41 TASK 859
		31-61011	31-43 TASK 861
		31-61012	31-43 TASK 862
		31-61020	31-43 TASK 863
		31-61071	31-43 TASK 841
		31-61072	31-43 TASK 842

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 148
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		31-68801	31-43 TASK 892
		31-68802	31-43 TASK 893
		31-68811	31-42 TASK 908
		31-68832	31-42 TASK 908
		31-69101	31-42 TASK 801
		31-69302	31-42 TASK 817
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69496	31-42 TASK 915
		31-69497	31-42 TASK 915
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-69973	31-42 TASK 899
		31-69974	31-42 TASK 899
		31-69975	31-42 TASK 899
		31-69976	31-42 TASK 899
		31-69977	31-42 TASK 899
		31-69978	31-42 TASK 899
		31-89417	31-42 TASK 915
		31-89418	31-42 TASK 915
		31-89617	31-42 TASK 916
		31-89618	31-42 TASK 916
		31-89619	31-42 TASK 916
		31-89620	31-42 TASK 916
		34-20000	34-21 TASK 802
		34-25101	34-11 TASK 801
		34-25102	34-11 TASK 802
		34-25103	34-11 TASK 803
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-25601	34-21 TASK 808
		34-25603	34-21 TASK 885
		34-25800	34-21 TASK 809
		34-26101	34-21 TASK 810

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 149
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		34-26102	34-21 TASK 839
		34-26103	34-21 TASK 840
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28813	34-21 TASK 813
		34-28816	34-21 TASK 814
		34-28824	34-21 TASK 850
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28835	34-21 TASK 853
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29102	34-21 TASK 815
		34-29105	34-21 TASK 816
		34-29107	34-21 TASK 817
		34-29115	34-21 TASK 857
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29202	34-21 TASK 859
		34-29204	34-21 TASK 860
		34-29216	34-21 TASK 862
		34-29301	34-21 TASK 895
		34-29303	34-21 TASK 864
		34-29306	34-21 TASK 865
		34-29308	34-21 TASK 866
		34-29317	34-21 TASK 869
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-31601	34-21 TASK 821

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 150
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		34-32601	34-21 TASK 822
		34-32803	34-21 TASK 822
		34-33800	34-21 TASK 886
		34-34603	34-21 TASK 887
		34-35603	34-21 TASK 888
		34-36800	34-21 TASK 890
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39103	34-21 TASK 826
		34-39106	34-21 TASK 827
		34-39111	34-21 TASK 828
		34-39118	34-21 TASK 829
		34-39201	34-21 TASK 871
		34-39204	34-21 TASK 876
		34-39207	34-21 TASK 877
		34-39301	34-21 TASK 879
		34-39305	34-21 TASK 880
		34-39308	34-21 TASK 881
		34-39312	34-21 TASK 882
		34-39318	34-21 TASK 884
		34-42011	34-33 TASK 801
		34-42012	34-33 TASK 801
		34-42013	34-33 TASK 801
		34-42021	34-33 TASK 802
		34-42022	34-33 TASK 812
		34-42023	34-33 TASK 813
		34-42031	34-33 TASK 814
		34-42032	34-33 TASK 815
		34-42033	34-33 TASK 816
		34-42801	34-33 TASK 801
		34-42802	34-33 TASK 801
		34-42803	34-33 TASK 801
		34-42891	34-33 TASK 803

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 151
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 021 00	NO AUTOLAND (EICAS CAUTION)	(continued)	
		34-42892	34-33 TASK 804
		34-42893	34-33 TASK 805
		34-53011	34-31 TASK 846
		34-53012	34-31 TASK 847
		34-53013	34-31 TASK 848
		34-53801	34-31 TASK 855
		34-53802	34-31 TASK 856
		34-53803	34-31 TASK 857
		34-61001	34-61 TASK 818
		34-61002	34-61 TASK 818
		34-61003	34-61 TASK 818
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
		34-72012	34-61 TASK 889
		34-72032	34-61 TASK 906
221 022 00	NO AUTOLAND (EICAS ADVISORY)	21-16205	21-25 TASK 823
		22-10210	22-11 TASK 802
		22-11305	34-31 TASK 868
		22-11315	34-31 TASK 869
		22-11325	34-31 TASK 870
		22-11330	34-31 TASK 871
		22-11345	34-31 TASK 872
		22-11355	34-31 TASK 869
		22-11365	34-31 TASK 870
		22-11375	34-31 TASK 872
		22-11385	34-31 TASK 872
		22-11395	34-31 TASK 869
		22-11465	34-31 TASK 880
		22-11475	34-31 TASK 881
		22-11485	34-31 TASK 882
		22-11520	22-11 TASK 803
		22-11530	22-11 TASK 804
		22-11540	22-11 TASK 805
		22-11555	34-31 TASK 873

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 152
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		22-11565	34-31 TASK 874
		22-11575	34-31 TASK 875
		22-11585	34-31 TASK 873
		22-11595	34-31 TASK 873
		22-11605	34-31 TASK 875
		22-11615	34-31 TASK 873
		22-11625	34-31 TASK 874
		22-11635	34-31 TASK 875
		22-11640	34-31 TASK 876
		22-11651	34-31 TASK 841
		22-11652	34-31 TASK 841
		22-11653	34-31 TASK 841
		22-11654	34-31 TASK 841
		22-11860	34-33 TASK 817
		22-11870	34-33 TASK 811
		22-11880	34-33 TASK 818
		22-11890	34-33 TASK 818
		22-11900	34-33 TASK 817
		22-11910	34-33 TASK 811
		22-11920	34-33 TASK 819
		22-11930	34-33 TASK 820
		22-11940	34-33 TASK 821
		22-12450	22-12 TASK 802
		22-12800	22-12 TASK 803
		22-12810	22-12 TASK 803
		22-12820	22-12 TASK 803
		22-12830	22-12 TASK 803
		22-13251	22-13 TASK 802
		22-13252	22-13 TASK 803
		22-13261	22-13 TASK 804
		22-13263	22-13 TASK 803
		22-13272	22-13 TASK 804
		22-13273	22-13 TASK 802
		22-13281	22-13 TASK 805
		22-13282	22-13 TASK 806

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 153
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		22-13283	22-13 TASK 807
		22-13300	22-13 TASK 809
		22-13311	22-13 TASK 810
		22-13312	22-13 TASK 811
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813
		22-13331	22-13 TASK 814
		22-13332	22-13 TASK 840
		22-13333	22-13 TASK 841
		22-13341	22-13 TASK 809
		22-13342	22-13 TASK 809
		22-13343	22-13 TASK 809
		22-13391	22-13 TASK 815
		22-13392	22-13 TASK 815
		22-13393	22-13 TASK 815
		22-13401	22-13 TASK 816
		22-13402	22-13 TASK 817
		22-13403	22-13 TASK 818
		22-13404	22-13 TASK 819
		22-13411	22-13 TASK 820
		22-13412	22-13 TASK 821
		22-13413	22-13 TASK 822
		22-13414	22-13 TASK 823
		22-13421	22-13 TASK 824
		22-13422	22-13 TASK 825
		22-13423	22-13 TASK 826
		22-13424	22-13 TASK 842
		22-13431	22-13 TASK 827
		22-13432	22-13 TASK 828
		22-13433	22-13 TASK 829
		22-13434	22-13 TASK 843
		22-13461	22-13 TASK 802
		22-13462	22-13 TASK 803
		22-13471	22-13 TASK 804
		22-13473	22-13 TASK 803

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 154
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		22-13482	22-13 TASK 804
		22-13483	22-13 TASK 802
		22-13491	22-13 TASK 847
		22-13492	22-13 TASK 848
		22-13493	22-13 TASK 849
		22-13501	34-31 TASK 806
		22-13502	34-31 TASK 807
		22-13503	34-31 TASK 808
		22-13511	34-31 TASK 809
		22-13512	34-31 TASK 810
		22-13513	34-31 TASK 811
		22-13631	34-31 TASK 806
		22-13632	34-31 TASK 807
		22-13633	34-31 TASK 808
		22-14280	22-14 TASK 826
		22-14351	22-14 TASK 828
		22-14362	22-14 TASK 828
		22-14373	22-14 TASK 828
		22-14380	22-14 TASK 828
		22-14390	22-14 TASK 828
		22-14400	22-14 TASK 828
		22-14851	22-14 TASK 812
		22-14853	22-14 TASK 825
		22-14861	22-14 TASK 813
		22-14863	22-14 TASK 814
		22-14871	22-14 TASK 813
		22-14873	22-14 TASK 814
		22-14881	22-14 TASK 813
		22-14883	22-14 TASK 814
		22-14901	22-14 TASK 815
		22-14903	22-14 TASK 816
		22-14911	22-14 TASK 817
		22-14913	22-14 TASK 818
		22-14931	22-14 TASK 819
		22-14933	22-14 TASK 820

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 155
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		22-14941	22-14 TASK 819
		22-14943	22-14 TASK 820
		22-14951	22-14 TASK 819
		22-14953	22-14 TASK 820
		22-14971	22-14 TASK 821
		22-14973	22-14 TASK 822
		22-14981	22-14 TASK 823
		22-14983	22-14 TASK 824
		22-15001	22-15 TASK 801
		22-15003	22-15 TASK 802
		22-15011	22-15 TASK 801
		22-15013	22-15 TASK 802
		22-15021	22-15 TASK 801
		22-15023	22-15 TASK 802
		22-15041	22-15 TASK 803
		22-15043	22-15 TASK 804
		22-15051	22-15 TASK 805
		22-15053	22-15 TASK 806
		22-15831	22-15 TASK 807
		22-15832	22-15 TASK 813
		22-15833	22-15 TASK 814
		22-15841	22-15 TASK 808
		22-15842	22-15 TASK 815
		22-15843	22-15 TASK 816
		22-16012	22-16 TASK 801
		22-16013	22-16 TASK 830
		22-16021	22-16 TASK 831
		22-16023	22-16 TASK 832
		22-16031	22-16 TASK 833
		22-16032	22-16 TASK 834
		22-16241	22-16 TASK 814
		22-16243	22-16 TASK 815
		22-16270	22-16 TASK 817
		22-16291	22-16 TASK 818
		22-16293	22-16 TASK 819

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 156
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		22-16320	22-16 TASK 821
		22-16370	22-16 TASK 825
		22-17201	22-17 TASK 801
		22-17202	22-17 TASK 801
		22-17203	22-17 TASK 801
		22-17515	22-16 TASK 814
		22-17525	22-16 TASK 818
		22-17545	22-16 TASK 815
		22-17555	22-16 TASK 819
		22-17600	22-17 TASK 808
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		22-18804	22-18 TASK 801
		22-18811	22-18 TASK 810
		22-18822	22-18 TASK 811
		22-18833	22-18 TASK 812
		22-18894	22-18 TASK 804
		22-18895	22-18 TASK 805
		22-19101	22-18 TASK 803
		22-19102	22-19 TASK 839
		22-19103	22-19 TASK 840
		22-19104	22-19 TASK 832
		22-19105	22-19 TASK 841
		22-19106	22-19 TASK 842
		22-19107	22-19 TASK 833
		22-19108	22-19 TASK 843
		22-19109	22-19 TASK 844
		22-19119	22-19 TASK 834
		22-19120	22-19 TASK 845
		22-19121	22-19 TASK 846
		22-19122	22-19 TASK 835
		22-19123	22-19 TASK 847
		22-19124	22-19 TASK 848
		22-19201	22-19 TASK 849

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 157
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		22-19202	22-18 TASK 806
		22-19203	22-19 TASK 850
		22-19210	22-19 TASK 851
		22-19211	22-19 TASK 852
		22-19212	22-19 TASK 853
		22-19216	22-19 TASK 854
		22-19217	22-19 TASK 801
		22-19218	22-19 TASK 855
		22-19225	22-19 TASK 856
		22-19226	22-19 TASK 802
		22-19227	22-19 TASK 857
		22-19301	22-19 TASK 858
		22-19302	22-19 TASK 859
		22-19303	22-18 TASK 807
		22-19304	22-19 TASK 860
		22-19305	22-19 TASK 861
		22-19306	22-19 TASK 862
		22-19313	22-19 TASK 863
		22-19314	22-19 TASK 864
		22-19315	22-19 TASK 865
		22-19328	22-19 TASK 866
		22-19329	22-19 TASK 867
		22-19330	22-19 TASK 803
		22-19440	22-19 TASK 809
		22-19541	22-19 TASK 880
		22-19544	22-19 TASK 881
		22-19645	22-19 TASK 891
		22-19904	22-19 TASK 814
		22-19906	22-19 TASK 894
		22-19908	22-19 TASK 818
		22-19910	22-19 TASK 895
		22-19912	22-19 TASK 822
		22-19914	22-19 TASK 896
		22-19922	22-19 TASK 823
		22-19926	22-19 TASK 827

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 158
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		22-19930	22-19 TASK 831
		23-41720	23-93 TASK 803
		23-42720	23-93 TASK 804
		23-43720	29-11 TASK 886
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		24-11780	24-53 TASK 805
		24-11781	24-51 TASK 837
		24-11784	24-51 TASK 836
		24-11786	24-51 TASK 833
		24-11787	24-32 TASK 817
		24-11790	24-08 TASK 833
		24-11793	24-08 TASK 834
		24-11795	24-08 TASK 804
		24-11796	24-08 TASK 804
		24-12056	24-32 TASK 820
		24-12057	24-08 TASK 836
		24-12122	24-08 TASK 835
		24-12124	24-51 TASK 840
		24-12125	24-51 TASK 841
		24-12126	24-51 TASK 841
		24-12127	24-51 TASK 842
		24-12800	24-08 TASK 805
		24-12801	24-08 TASK 805
		24-13816	24-32 TASK 831
		24-13817	24-33 TASK 818
		24-13818	24-53 TASK 807
		24-18801	24-09 TASK 806
		24-18802	24-09 TASK 807
		24-78841	24-08 TASK 860
		24-78842	24-08 TASK 862

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 159
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		24-78861	24-08 TASK 861
		24-78862	24-08 TASK 863
		27-10000	27-41 TASK 826
		27-10001	27-41 TASK 801
		27-10002	27-41 TASK 827
		27-10003	27-41 TASK 802
		27-10004	27-41 TASK 828
		27-10005	27-41 TASK 803
		27-10006	27-41 TASK 845
		27-10007	27-41 TASK 829
		27-10008	27-41 TASK 804
		27-10017	27-41 TASK 806
		27-10018	27-41 TASK 833
		27-10019	27-41 TASK 834
		27-10020	27-41 TASK 819
		27-10021	27-41 TASK 835
		27-10022	27-41 TASK 814
		27-10023	27-41 TASK 836
		27-10024	27-41 TASK 815
		27-10025	27-41 TASK 846
		27-10026	27-41 TASK 847
		27-10100	27-31 TASK 868
		27-10101	27-31 TASK 801
		27-10102	27-31 TASK 869
		27-10103	27-31 TASK 870
		27-10104	27-31 TASK 830
		27-10105	27-31 TASK 820
		27-10106	27-31 TASK 837
		27-10107	27-31 TASK 838
		27-10200	27-11 TASK 801
		27-10201	27-11 TASK 802
		27-10202	27-11 TASK 803
		27-10203	27-11 TASK 804
		27-10208	27-11 TASK 860
		27-10209	27-11 TASK 828

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 160
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		27-10210	27-11 TASK 861
		27-10211	27-11 TASK 862
		27-10300	27-11 TASK 814
		27-10301	27-11 TASK 815
		27-10302	27-11 TASK 816
		27-10303	27-11 TASK 817
		27-10304	27-11 TASK 882
		27-10305	27-11 TASK 845
		27-10306	27-11 TASK 906
		27-10307	27-11 TASK 883
		27-10400	27-21 TASK 854
		27-10401	27-21 TASK 855
		27-10402	27-21 TASK 801
		27-10403	27-21 TASK 848
		27-10404	27-21 TASK 849
		27-10405	27-21 TASK 829
		27-10500	27-61 TASK 801
		27-10501	27-61 TASK 802
		27-10502	27-61 TASK 803
		27-10503	27-61 TASK 841
		27-10504	27-61 TASK 804
		27-10505	27-61 TASK 805
		27-10506	27-61 TASK 806
		27-10507	27-61 TASK 807
		27-10508	27-61 TASK 808
		27-10509	27-61 TASK 809
		27-10510	27-61 TASK 810
		27-10511	27-61 TASK 811
		27-10512	27-61 TASK 812
		27-10513	27-61 TASK 813
		27-10700	27-31 TASK 825
		27-10701	27-31 TASK 831
		27-10702	27-31 TASK 803
		27-10703	27-31 TASK 812
		27-10802	27-21 TASK 805

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 161
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		27-11100	27-31 TASK 855
		27-11101	27-31 TASK 826
		27-11102	27-31 TASK 856
		27-11103	27-31 TASK 857
		27-11106	27-31 TASK 813
		27-11107	27-31 TASK 804
		27-11108	27-31 TASK 814
		27-11109	27-31 TASK 815
		27-11114	27-31 TASK 887
		27-11115	27-31 TASK 806
		27-11116	27-31 TASK 888
		27-11200	27-11 TASK 806
		27-11201	27-11 TASK 807
		27-11202	27-11 TASK 808
		27-11203	27-11 TASK 809
		27-11206	27-11 TASK 810
		27-11207	27-11 TASK 811
		27-11208	27-11 TASK 812
		27-11209	27-11 TASK 813
		27-11210	27-11 TASK 868
		27-11211	27-11 TASK 832
		27-11212	27-11 TASK 869
		27-11213	27-11 TASK 870
		27-11300	27-11 TASK 818
		27-11301	27-11 TASK 819
		27-11302	27-11 TASK 820
		27-11303	27-11 TASK 821
		27-11306	27-11 TASK 822
		27-11307	27-11 TASK 823
		27-11308	27-11 TASK 824
		27-11309	27-11 TASK 825
		27-11314	27-11 TASK 871
		27-11315	27-11 TASK 833
		27-11316	27-11 TASK 872
		27-11317	27-11 TASK 873

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 162
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		27-11400	27-21 TASK 818
		27-11401	27-21 TASK 819
		27-11402	27-21 TASK 807
		27-11403	27-21 TASK 820
		27-11404	27-21 TASK 821
		27-11405	27-21 TASK 808
		27-11406	27-21 TASK 809
		27-11407	27-21 TASK 822
		27-11408	27-21 TASK 823
		27-11409	27-21 TASK 810
		27-11413	27-21 TASK 824
		27-11414	27-21 TASK 825
		27-11415	27-21 TASK 812
		27-11416	27-21 TASK 840
		27-11500	27-61 TASK 814
		27-11501	27-61 TASK 819
		27-11502	27-61 TASK 820
		27-11504	27-61 TASK 822
		27-11505	27-61 TASK 823
		27-11506	27-61 TASK 824
		27-11507	27-61 TASK 825
		27-11508	27-61 TASK 826
		27-11509	27-61 TASK 827
		27-11511	27-61 TASK 832
		27-11512	27-61 TASK 833
		27-11513	27-61 TASK 834
		27-13000	27-02 TASK 880
		27-13001	27-02 TASK 881
		27-13002	27-02 TASK 808
		27-13003	27-02 TASK 809
		27-13008	27-02 TASK 807
		27-13009	27-02 TASK 877
		27-13010	27-02 TASK 878
		27-13011	27-02 TASK 879
		27-13012	27-02 TASK 821

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 163
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		27-13013	27-02 TASK 822
		27-13014	27-02 TASK 823
		27-13015	27-02 TASK 824
		27-13016	27-02 TASK 817
		27-13018	27-02 TASK 826
		27-13019	27-02 TASK 827
		27-13020	27-02 TASK 818
		27-13021	27-02 TASK 828
		27-13022	27-02 TASK 829
		27-13023	27-02 TASK 830
		27-13024	27-02 TASK 831
		27-13025	27-02 TASK 819
		27-13026	27-02 TASK 832
		27-13027	27-02 TASK 833
		27-13028	27-02 TASK 834
		27-13029	27-02 TASK 820
		27-13030	27-02 TASK 835
		27-13031	27-02 TASK 836
		27-13046	27-02 TASK 805
		27-13047	27-02 TASK 862
		27-13048	27-02 TASK 863
		27-13049	27-02 TASK 864
		27-13050	27-02 TASK 865
		27-13053	27-02 TASK 868
		27-13057	27-02 TASK 872
		27-13061	27-02 TASK 876
		27-13066	27-02 TASK A22
		27-13067	27-02 TASK A23
		27-13068	27-02 TASK A24
		27-13069	27-02 TASK A25
		27-13070	27-31 TASK 899
		27-13071	27-31 TASK 900
		27-13072	27-31 TASK 901
		27-13073	27-31 TASK 902
		27-13074	27-31 TASK 903

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 164
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		27-14018	27-02 TASK 813
		27-14019	27-02 TASK 941
		27-14020	27-02 TASK 942
		27-14024	27-02 TASK 806
		27-14025	27-02 TASK 943
		27-14026	27-02 TASK 944
		27-14027	27-02 TASK 945
		27-14030	27-02 TASK 905
		27-14031	27-02 TASK 906
		27-14032	27-02 TASK 907
		27-14033	27-02 TASK 908
		27-15009	27-02 TASK 802
		27-15010	27-02 TASK 849
		27-15011	27-02 TASK 850
		27-15012	27-02 TASK 851
		27-15013	27-41 TASK 843
		27-15014	27-41 TASK 817
		27-15015	27-41 TASK 844
		27-15016	27-41 TASK 818
		27-15021	27-11 TASK 885
		27-15022	27-11 TASK 836
		27-15023	27-11 TASK 892
		27-15024	27-11 TASK 893
		27-15025	27-11 TASK 894
		27-15026	27-11 TASK 837
		27-15027	27-11 TASK 895
		27-15028	27-11 TASK 896
		27-15034	27-31 TASK 829
		27-15035	27-31 TASK 894
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		27-16048	27-31 TASK 883
		27-16049	27-31 TASK 884
		27-17022	27-02 TASK 816

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 165
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		27-17023	27-02 TASK 891
		27-17900	27-02 TASK 916
		27-18010	27-02 TASK 962
		27-18811	27-02 TASK 901
		27-18814	27-02 TASK 805
		27-18815	27-02 TASK 862
		27-18822	27-02 TASK 919
		27-18826	27-02 TASK 863
		27-18833	27-02 TASK 920
		27-18837	27-02 TASK 864
		27-19050	27-02 TASK 900
		27-19101	27-02 TASK 974
		27-19116	27-02 TASK 977
		27-19201	27-02 TASK 979
		27-19219	27-02 TASK 980
		27-19301	27-02 TASK 983
		27-19322	27-02 TASK 986
		27-19670	34-33 TASK 822
		27-19710	34-33 TASK 823
		27-19730	27-02 TASK 960
		27-19750	27-02 TASK 963
		27-19790	27-02 TASK 964
		27-20251	27-51 TASK 863
		27-20252	27-52 TASK 809
		27-20261	27-51 TASK 809
		27-20262	27-52 TASK 810
		27-20271	27-51 TASK 810
		27-20272	27-52 TASK 811
		27-20691	27-51 TASK 811
		27-20692	27-52 TASK 812
		27-20701	27-51 TASK 812
		27-20702	27-52 TASK 813
		27-20711	27-51 TASK 813
		27-20712	27-52 TASK 814
		27-21161	27-81 TASK 814

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 166
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		27-21162	27-82 TASK 815
		27-21171	27-81 TASK 815
		27-21172	27-82 TASK 816
		27-21181	27-81 TASK 816
		27-21182	27-82 TASK 817
		27-21241	27-51 TASK 838
		27-21242	27-52 TASK 832
		27-28801	27-51 TASK 841
		27-28802	27-52 TASK 835
		27-28841	27-51 TASK 842
		27-28851	27-51 TASK 869
		27-28852	27-52 TASK 837
		27-28862	27-52 TASK 836
		29-10150	29-11 TASK 894
		29-10330	29-11 TASK 827
		29-10740	29-11 TASK 867
		30-36121	30-31 TASK 801
		30-36122	30-31 TASK 802
		30-36123	30-31 TASK 803
		30-36421	30-31 TASK 804
		30-36423	30-31 TASK 805
		30-36521	30-31 TASK 806
		30-36523	30-31 TASK 810
		30-36641	30-31 TASK 807
		30-36642	30-31 TASK 808
		30-36643	30-31 TASK 809
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51033	31-44 TASK 869

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 167
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		31-51034	31-44 TASK 870
		31-51043	31-44 TASK 871
		31-51044	31-44 TASK 872
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-51531	31-44 TASK 837
		31-51532	31-44 TASK 838
		31-51533	31-44 TASK 839
		31-51534	31-44 TASK 840
		31-51731	31-44 TASK 841
		31-51732	31-44 TASK 842
		31-51733	31-44 TASK 843
		31-51734	31-44 TASK 844
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52112	31-41 TASK 820
		31-53401	31-41 TASK 832
		31-53402	31-41 TASK 833
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54102	31-41 TASK 835
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-54332	31-41 TASK 917
		31-54362	31-41 TASK 917
		31-54371	31-41 TASK 916
		31-54381	31-41 TASK 916
		31-54521	31-43 TASK 854
		31-54542	31-43 TASK 821

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 168
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		31-54592	31-43 TASK 855
		31-55401	31-41 TASK 840
		31-55402	31-41 TASK 841
		31-55701	31-41 TASK 840
		31-55711	31-41 TASK 840
		31-55721	31-41 TASK 840
		31-55722	31-41 TASK 841
		31-55732	31-41 TASK 841
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56111	31-41 TASK 846
		31-56521	31-43 TASK 854
		31-56542	31-43 TASK 827
		31-56592	31-43 TASK 855
		31-57701	31-41 TASK 842
		31-57711	31-41 TASK 842
		31-57722	31-41 TASK 843
		31-57732	31-41 TASK 843
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-58331	31-41 TASK 921
		31-58442	31-41 TASK 922
		31-58521	31-43 TASK 854
		31-58542	31-43 TASK 834
		31-58592	31-43 TASK 855
		31-59401	31-41 TASK 992
		31-59402	31-41 TASK 993
		31-59701	31-41 TASK 858
		31-59711	31-41 TASK 858
		31-59721	31-41 TASK 858
		31-59722	31-41 TASK 859
		31-59732	31-41 TASK 859

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 169
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		31-61011	31-43 TASK 861
		31-61012	31-43 TASK 862
		31-61020	31-43 TASK 863
		31-61071	31-43 TASK 841
		31-61072	31-43 TASK 842
		31-68801	31-43 TASK 892
		31-68802	31-43 TASK 893
		31-68811	31-42 TASK 908
		31-68832	31-42 TASK 908
		31-69101	31-42 TASK 801
		31-69302	31-42 TASK 817
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69496	31-42 TASK 915
		31-69497	31-42 TASK 915
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-69973	31-42 TASK 899
		31-69974	31-42 TASK 899
		31-69975	31-42 TASK 899
		31-69976	31-42 TASK 899
		31-69977	31-42 TASK 899
		31-69978	31-42 TASK 899
		31-89417	31-42 TASK 915
		31-89418	31-42 TASK 915
		31-89617	31-42 TASK 916
		31-89618	31-42 TASK 916
		31-89619	31-42 TASK 916
		31-89620	31-42 TASK 916
		34-20000	34-21 TASK 802
		34-25101	34-11 TASK 801
		34-25102	34-11 TASK 802
		34-25103	34-11 TASK 803
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 170
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		34-25203	34-11 TASK 806
		34-25601	34-21 TASK 808
		34-25603	34-21 TASK 885
		34-25800	34-21 TASK 809
		34-26101	34-21 TASK 810
		34-26102	34-21 TASK 839
		34-26103	34-21 TASK 840
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28813	34-21 TASK 813
		34-28816	34-21 TASK 814
		34-28824	34-21 TASK 850
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28835	34-21 TASK 853
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29102	34-21 TASK 815
		34-29105	34-21 TASK 816
		34-29107	34-21 TASK 817
		34-29115	34-21 TASK 857
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29202	34-21 TASK 859
		34-29204	34-21 TASK 860
		34-29216	34-21 TASK 862
		34-29301	34-21 TASK 895
		34-29303	34-21 TASK 864
		34-29306	34-21 TASK 865
		34-29308	34-21 TASK 866
		34-29317	34-21 TASK 869
		34-29320	34-21 TASK 896

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 171
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-31601	34-21 TASK 821
		34-32601	34-21 TASK 822
		34-32803	34-21 TASK 822
		34-33800	34-21 TASK 886
		34-34603	34-21 TASK 887
		34-35603	34-21 TASK 888
		34-36800	34-21 TASK 890
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39103	34-21 TASK 826
		34-39106	34-21 TASK 827
		34-39111	34-21 TASK 828
		34-39118	34-21 TASK 829
		34-39201	34-21 TASK 871
		34-39204	34-21 TASK 876
		34-39207	34-21 TASK 877
		34-39301	34-21 TASK 879
		34-39305	34-21 TASK 880
		34-39308	34-21 TASK 881
		34-39312	34-21 TASK 882
		34-39318	34-21 TASK 884
		34-42011	34-33 TASK 801
		34-42012	34-33 TASK 801
		34-42013	34-33 TASK 801
		34-42021	34-33 TASK 802
		34-42022	34-33 TASK 812
		34-42023	34-33 TASK 813
		34-42031	34-33 TASK 814
		34-42032	34-33 TASK 815

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 172
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 022 00	NO AUTOLAND (EICAS ADVISORY)	(continued)	
		34-42033	34-33 TASK 816
		34-42801	34-33 TASK 801
		34-42802	34-33 TASK 801
		34-42803	34-33 TASK 801
		34-42891	34-33 TASK 803
		34-42892	34-33 TASK 804
		34-42893	34-33 TASK 805
		34-53011	34-31 TASK 846
		34-53012	34-31 TASK 847
		34-53013	34-31 TASK 848
		34-53801	34-31 TASK 855
		34-53802	34-31 TASK 856
		34-53803	34-31 TASK 857
		34-61001	34-61 TASK 818
		34-61002	34-61 TASK 818
		34-61003	34-61 TASK 818
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
		34-72012	34-61 TASK 889
		34-72032	34-61 TASK 906
		NONE	27-02 TASK 989
221 031 00	NO LAND 3 (EICAS CAUTION)	21-16205	21-25 TASK 823
		22-10210	22-11 TASK 802
		22-11305	34-31 TASK 868
		22-11315	34-31 TASK 869
		22-11325	34-31 TASK 870
		22-11330	34-31 TASK 871
		22-11345	34-31 TASK 872
		22-11355	34-31 TASK 869
		22-11365	34-31 TASK 870
		22-11375	34-31 TASK 872
		22-11385	34-31 TASK 872
		22-11395	34-31 TASK 869
		22-11465	34-31 TASK 880

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 173
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		22-11475	34-31 TASK 881
		22-11485	34-31 TASK 882
		22-11520	22-11 TASK 803
		22-11530	22-11 TASK 804
		22-11540	22-11 TASK 805
		22-11555	34-31 TASK 873
		22-11565	34-31 TASK 874
		22-11575	34-31 TASK 875
		22-11585	34-31 TASK 873
		22-11595	34-31 TASK 873
		22-11605	34-31 TASK 875
		22-11615	34-31 TASK 873
		22-11625	34-31 TASK 874
		22-11635	34-31 TASK 875
		22-11640	34-31 TASK 876
		22-11651	34-31 TASK 841
		22-11652	34-31 TASK 841
		22-11653	34-31 TASK 841
		22-11654	34-31 TASK 841
		22-11860	34-33 TASK 817
		22-11870	34-33 TASK 811
		22-11880	34-33 TASK 818
		22-11890	34-33 TASK 818
		22-11900	34-33 TASK 817
		22-11910	34-33 TASK 811
		22-11920	34-33 TASK 819
		22-11930	34-33 TASK 820
		22-11940	34-33 TASK 821
		22-12450	22-12 TASK 802
		22-12800	22-12 TASK 803
		22-12810	22-12 TASK 803
		22-12820	22-12 TASK 803
		22-12830	22-12 TASK 803
		22-13251	22-13 TASK 802
		22-13252	22-13 TASK 803

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 174
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		22-13261	22-13 TASK 804
		22-13263	22-13 TASK 803
		22-13272	22-13 TASK 804
		22-13273	22-13 TASK 802
		22-13281	22-13 TASK 805
		22-13282	22-13 TASK 806
		22-13283	22-13 TASK 807
		22-13300	22-13 TASK 809
		22-13311	22-13 TASK 810
		22-13312	22-13 TASK 811
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813
		22-13331	22-13 TASK 814
		22-13332	22-13 TASK 840
		22-13333	22-13 TASK 841
		22-13341	22-13 TASK 809
		22-13342	22-13 TASK 809
		22-13343	22-13 TASK 809
		22-13391	22-13 TASK 815
		22-13392	22-13 TASK 815
		22-13393	22-13 TASK 815
		22-13401	22-13 TASK 816
		22-13402	22-13 TASK 817
		22-13403	22-13 TASK 818
		22-13404	22-13 TASK 819
		22-13411	22-13 TASK 820
		22-13412	22-13 TASK 821
		22-13413	22-13 TASK 822
		22-13414	22-13 TASK 823
		22-13421	22-13 TASK 824
		22-13422	22-13 TASK 825
		22-13423	22-13 TASK 826
		22-13424	22-13 TASK 842
		22-13431	22-13 TASK 827
		22-13432	22-13 TASK 828

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 175
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		22-13433	22-13 TASK 829
		22-13434	22-13 TASK 843
		22-13441	22-13 TASK 830
		22-13442	22-13 TASK 831
		22-13443	22-13 TASK 832
		22-13461	22-13 TASK 802
		22-13462	22-13 TASK 803
		22-13471	22-13 TASK 804
		22-13473	22-13 TASK 803
		22-13482	22-13 TASK 804
		22-13483	22-13 TASK 802
		22-13491	22-13 TASK 847
		22-13492	22-13 TASK 848
		22-13493	22-13 TASK 849
		22-13501	34-31 TASK 806
		22-13502	34-31 TASK 807
		22-13503	34-31 TASK 808
		22-13511	34-31 TASK 809
		22-13512	34-31 TASK 810
		22-13513	34-31 TASK 811
		22-13536	34-31 TASK 877
		22-13537	34-31 TASK 878
		22-13538	34-31 TASK 879
		22-13560	22-13 TASK 834
		22-13570	22-13 TASK 835
		22-13580	22-13 TASK 836
		22-13590	22-13 TASK 846
		22-13600	22-13 TASK 837
		22-13610	22-13 TASK 838
		22-13620	22-13 TASK 839
		22-13631	34-31 TASK 806
		22-13632	34-31 TASK 807
		22-13633	34-31 TASK 808
		22-14090	22-14 TASK 801
		22-14100	22-14 TASK 802

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 176
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		22-14110	22-14 TASK 803
		22-14280	22-14 TASK 826
		22-14351	22-14 TASK 828
		22-14362	22-14 TASK 828
		22-14373	22-14 TASK 828
		22-14380	22-14 TASK 828
		22-14390	22-14 TASK 828
		22-14400	22-14 TASK 828
		22-14851	22-14 TASK 812
		22-14853	22-14 TASK 825
		22-14861	22-14 TASK 813
		22-14863	22-14 TASK 814
		22-14871	22-14 TASK 813
		22-14873	22-14 TASK 814
		22-14881	22-14 TASK 813
		22-14883	22-14 TASK 814
		22-14901	22-14 TASK 815
		22-14903	22-14 TASK 816
		22-14911	22-14 TASK 817
		22-14913	22-14 TASK 818
		22-14931	22-14 TASK 819
		22-14933	22-14 TASK 820
		22-14941	22-14 TASK 819
		22-14943	22-14 TASK 820
		22-14951	22-14 TASK 819
		22-14953	22-14 TASK 820
		22-14971	22-14 TASK 821
		22-14973	22-14 TASK 822
		22-14981	22-14 TASK 823
		22-14983	22-14 TASK 824
		22-15001	22-15 TASK 801
		22-15003	22-15 TASK 802
		22-15011	22-15 TASK 801
		22-15013	22-15 TASK 802
		22-15021	22-15 TASK 801

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 177
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		22-15023	22-15 TASK 802
		22-15041	22-15 TASK 803
		22-15043	22-15 TASK 804
		22-15051	22-15 TASK 805
		22-15053	22-15 TASK 806
		22-15831	22-15 TASK 807
		22-15832	22-15 TASK 813
		22-15833	22-15 TASK 814
		22-15841	22-15 TASK 808
		22-15842	22-15 TASK 815
		22-15843	22-15 TASK 816
		22-16012	22-16 TASK 801
		22-16013	22-16 TASK 830
		22-16021	22-16 TASK 831
		22-16023	22-16 TASK 832
		22-16031	22-16 TASK 833
		22-16032	22-16 TASK 834
		22-16241	22-16 TASK 814
		22-16243	22-16 TASK 815
		22-16270	22-16 TASK 817
		22-16291	22-16 TASK 818
		22-16293	22-16 TASK 819
		22-16320	22-16 TASK 821
		22-16370	22-16 TASK 825
		22-17201	22-17 TASK 801
		22-17202	22-17 TASK 801
		22-17203	22-17 TASK 801
		22-17515	22-16 TASK 814
		22-17525	22-16 TASK 818
		22-17545	22-16 TASK 815
		22-17555	22-16 TASK 819
		22-17600	22-17 TASK 808
		22-17605	22-11 TASK 814
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 178
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		22-18803	22-13 TASK 815
		22-18804	22-18 TASK 801
		22-18811	22-18 TASK 810
		22-18822	22-18 TASK 811
		22-18833	22-18 TASK 812
		22-18894	22-18 TASK 804
		22-18895	22-18 TASK 805
		22-19101	22-18 TASK 803
		22-19102	22-19 TASK 839
		22-19103	22-19 TASK 840
		22-19104	22-19 TASK 832
		22-19105	22-19 TASK 841
		22-19106	22-19 TASK 842
		22-19107	22-19 TASK 833
		22-19108	22-19 TASK 843
		22-19109	22-19 TASK 844
		22-19119	22-19 TASK 834
		22-19120	22-19 TASK 845
		22-19121	22-19 TASK 846
		22-19122	22-19 TASK 835
		22-19123	22-19 TASK 847
		22-19124	22-19 TASK 848
		22-19201	22-19 TASK 849
		22-19202	22-18 TASK 806
		22-19203	22-19 TASK 850
		22-19210	22-19 TASK 851
		22-19211	22-19 TASK 852
		22-19212	22-19 TASK 853
		22-19216	22-19 TASK 854
		22-19217	22-19 TASK 801
		22-19218	22-19 TASK 855
		22-19225	22-19 TASK 856
		22-19226	22-19 TASK 802
		22-19227	22-19 TASK 857
		22-19301	22-19 TASK 858

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 179
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		22-19302	22-19 TASK 859
		22-19303	22-18 TASK 807
		22-19304	22-19 TASK 860
		22-19305	22-19 TASK 861
		22-19306	22-19 TASK 862
		22-19313	22-19 TASK 863
		22-19314	22-19 TASK 864
		22-19315	22-19 TASK 865
		22-19328	22-19 TASK 866
		22-19329	22-19 TASK 867
		22-19330	22-19 TASK 803
		22-19422	22-19 TASK 807
		22-19440	22-19 TASK 809
		22-19446	22-19 TASK 810
		22-19449	22-19 TASK 870
		22-19541	22-19 TASK 880
		22-19544	22-19 TASK 881
		22-19624	22-19 TASK 886
		22-19645	22-19 TASK 891
		22-19648	22-19 TASK 892
		22-19651	22-19 TASK 893
		22-19904	22-19 TASK 814
		22-19906	22-19 TASK 894
		22-19908	22-19 TASK 818
		22-19910	22-19 TASK 895
		22-19912	22-19 TASK 822
		22-19914	22-19 TASK 896
		22-19922	22-19 TASK 823
		22-19926	22-19 TASK 827
		22-19930	22-19 TASK 831
		22-89434	22-19 TASK 897
		22-89636	22-19 TASK 898
		23-41720	23-93 TASK 803
		23-42720	23-93 TASK 804
		23-43720	29-11 TASK 886

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 180
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		24-11780	24-53 TASK 805
		24-11781	24-51 TASK 837
		24-11784	24-51 TASK 836
		24-11786	24-51 TASK 833
		24-11787	24-32 TASK 817
		24-11790	24-08 TASK 833
		24-11793	24-08 TASK 834
		24-11795	24-08 TASK 804
		24-11796	24-08 TASK 804
		24-12056	24-32 TASK 820
		24-12057	24-08 TASK 836
		24-12122	24-08 TASK 835
		24-12124	24-51 TASK 840
		24-12125	24-51 TASK 841
		24-12126	24-51 TASK 841
		24-12127	24-51 TASK 842
		24-12800	24-08 TASK 805
		24-12801	24-08 TASK 805
		24-13781	24-33 TASK 814
		24-13783	24-32 TASK 822
		24-13788	24-33 TASK 816
		24-13789	24-33 TASK 819
		24-13790	24-33 TASK 820
		24-13793	24-32 TASK 827
		24-13794	24-31 TASK 811
		24-13796	24-31 TASK 813
		24-13797	24-32 TASK 828
		24-13801	24-61 TASK 805
		24-13802	24-08 TASK 837

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 181
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		24-13814	24-33 TASK 817
		24-13815	24-61 TASK 806
		24-13816	24-32 TASK 831
		24-13817	24-33 TASK 818
		24-13818	24-53 TASK 807
		24-13819	24-08 TASK 838
		24-13840	24-08 TASK 806
		24-13841	24-08 TASK 806
		24-13842	24-08 TASK 858
		24-13848	24-08 TASK 803
		24-13849	24-08 TASK 803
		24-18801	24-09 TASK 806
		24-18802	24-09 TASK 807
		24-18803	24-09 TASK 808
		24-31121	24-22 TASK 817
		24-31122	24-22 TASK 844
		24-31131	24-22 TASK 817
		24-31132	24-22 TASK 844
		24-31181	24-23 TASK 825
		24-31182	24-23 TASK 826
		24-31201	24-22 TASK 818
		24-31202	24-22 TASK 818
		24-31231	24-22 TASK 813
		24-31232	24-22 TASK 833
		24-31241	24-22 TASK 820
		24-31242	24-22 TASK 820
		24-31251	24-22 TASK 822
		24-31252	24-22 TASK 835
		24-31261	24-22 TASK 836
		24-31262	24-22 TASK 837
		24-31651	24-23 TASK 803
		24-31652	24-23 TASK 803
		24-31811	24-23 TASK 803
		24-31812	24-23 TASK 803
		24-33391	24-23 TASK 809

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 182
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		24-33392	24-23 TASK 809
		24-33401	24-23 TASK 809
		24-33402	24-23 TASK 809
		24-38801	24-23 TASK 808
		24-38802	24-23 TASK 808
		24-38841	24-23 TASK 809
		24-38842	24-23 TASK 809
		24-38861	24-23 TASK 809
		24-38862	24-23 TASK 809
		24-39401	24-23 TASK 809
		24-39402	24-23 TASK 809
		24-39601	24-23 TASK 809
		24-39602	24-23 TASK 809
		24-44020	24-25 TASK 826
		24-44030	24-25 TASK 826
		24-44040	24-25 TASK 816
		24-44050	24-25 TASK 827
		24-45000	24-25 TASK 802
		24-48801	24-25 TASK 823
		24-48840	24-25 TASK 816
		24-48860	24-25 TASK 827
		24-49401	24-25 TASK 816
		24-49601	24-25 TASK 827
		24-78841	24-08 TASK 860
		24-78842	24-08 TASK 862
		24-78843	24-08 TASK 864
		24-78861	24-08 TASK 861
		24-78862	24-08 TASK 863
		24-78863	24-08 TASK 865
		27-10000	27-41 TASK 826
		27-10001	27-41 TASK 801
		27-10002	27-41 TASK 827
		27-10003	27-41 TASK 802
		27-10004	27-41 TASK 828
		27-10005	27-41 TASK 803

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 183
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		27-10006	27-41 TASK 845
		27-10007	27-41 TASK 829
		27-10008	27-41 TASK 804
		27-10017	27-41 TASK 806
		27-10018	27-41 TASK 833
		27-10019	27-41 TASK 834
		27-10020	27-41 TASK 819
		27-10021	27-41 TASK 835
		27-10022	27-41 TASK 814
		27-10023	27-41 TASK 836
		27-10024	27-41 TASK 815
		27-10025	27-41 TASK 846
		27-10026	27-41 TASK 847
		27-10100	27-31 TASK 868
		27-10101	27-31 TASK 801
		27-10102	27-31 TASK 869
		27-10103	27-31 TASK 870
		27-10104	27-31 TASK 830
		27-10105	27-31 TASK 820
		27-10106	27-31 TASK 837
		27-10107	27-31 TASK 838
		27-10200	27-11 TASK 801
		27-10201	27-11 TASK 802
		27-10202	27-11 TASK 803
		27-10203	27-11 TASK 804
		27-10208	27-11 TASK 860
		27-10209	27-11 TASK 828
		27-10210	27-11 TASK 861
		27-10211	27-11 TASK 862
		27-10300	27-11 TASK 814
		27-10301	27-11 TASK 815
		27-10302	27-11 TASK 816
		27-10303	27-11 TASK 817
		27-10304	27-11 TASK 882
		27-10305	27-11 TASK 845

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 184
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		27-10306	27-11 TASK 906
		27-10307	27-11 TASK 883
		27-10400	27-21 TASK 854
		27-10401	27-21 TASK 855
		27-10402	27-21 TASK 801
		27-10403	27-21 TASK 848
		27-10404	27-21 TASK 849
		27-10405	27-21 TASK 829
		27-10500	27-61 TASK 801
		27-10501	27-61 TASK 802
		27-10502	27-61 TASK 803
		27-10503	27-61 TASK 841
		27-10504	27-61 TASK 804
		27-10505	27-61 TASK 805
		27-10506	27-61 TASK 806
		27-10507	27-61 TASK 807
		27-10508	27-61 TASK 808
		27-10509	27-61 TASK 809
		27-10510	27-61 TASK 810
		27-10511	27-61 TASK 811
		27-10512	27-61 TASK 812
		27-10513	27-61 TASK 813
		27-10700	27-31 TASK 825
		27-10701	27-31 TASK 831
		27-10702	27-31 TASK 803
		27-10703	27-31 TASK 812
		27-10802	27-21 TASK 805
		27-11100	27-31 TASK 855
		27-11101	27-31 TASK 826
		27-11102	27-31 TASK 856
		27-11103	27-31 TASK 857
		27-11106	27-31 TASK 813
		27-11107	27-31 TASK 804
		27-11108	27-31 TASK 814
		27-11109	27-31 TASK 815

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 185
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		27-11114	27-31 TASK 887
		27-11115	27-31 TASK 806
		27-11116	27-31 TASK 888
		27-11200	27-11 TASK 806
		27-11201	27-11 TASK 807
		27-11202	27-11 TASK 808
		27-11203	27-11 TASK 809
		27-11206	27-11 TASK 810
		27-11207	27-11 TASK 811
		27-11208	27-11 TASK 812
		27-11209	27-11 TASK 813
		27-11210	27-11 TASK 868
		27-11211	27-11 TASK 832
		27-11212	27-11 TASK 869
		27-11213	27-11 TASK 870
		27-11300	27-11 TASK 818
		27-11301	27-11 TASK 819
		27-11302	27-11 TASK 820
		27-11303	27-11 TASK 821
		27-11306	27-11 TASK 822
		27-11307	27-11 TASK 823
		27-11308	27-11 TASK 824
		27-11309	27-11 TASK 825
		27-11314	27-11 TASK 871
		27-11315	27-11 TASK 833
		27-11316	27-11 TASK 872
		27-11317	27-11 TASK 873
		27-11400	27-21 TASK 818
		27-11401	27-21 TASK 819
		27-11402	27-21 TASK 807
		27-11403	27-21 TASK 820
		27-11404	27-21 TASK 821
		27-11405	27-21 TASK 808
		27-11406	27-21 TASK 809
		27-11407	27-21 TASK 822

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 186
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		27-11408	27-21 TASK 823
		27-11409	27-21 TASK 810
		27-11413	27-21 TASK 824
		27-11414	27-21 TASK 825
		27-11415	27-21 TASK 812
		27-11416	27-21 TASK 840
		27-11500	27-61 TASK 814
		27-11501	27-61 TASK 819
		27-11502	27-61 TASK 820
		27-11504	27-61 TASK 822
		27-11505	27-61 TASK 823
		27-11506	27-61 TASK 824
		27-11507	27-61 TASK 825
		27-11508	27-61 TASK 826
		27-11509	27-61 TASK 827
		27-11511	27-61 TASK 832
		27-11512	27-61 TASK 833
		27-11513	27-61 TASK 834
		27-13000	27-02 TASK 880
		27-13001	27-02 TASK 881
		27-13002	27-02 TASK 808
		27-13003	27-02 TASK 809
		27-13008	27-02 TASK 807
		27-13009	27-02 TASK 877
		27-13010	27-02 TASK 878
		27-13011	27-02 TASK 879
		27-13012	27-02 TASK 821
		27-13013	27-02 TASK 822
		27-13014	27-02 TASK 823
		27-13015	27-02 TASK 824
		27-13016	27-02 TASK 817
		27-13018	27-02 TASK 826
		27-13019	27-02 TASK 827
		27-13020	27-02 TASK 818
		27-13021	27-02 TASK 828

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 187
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		27-13022	27-02 TASK 829
		27-13023	27-02 TASK 830
		27-13024	27-02 TASK 831
		27-13025	27-02 TASK 819
		27-13026	27-02 TASK 832
		27-13027	27-02 TASK 833
		27-13028	27-02 TASK 834
		27-13029	27-02 TASK 820
		27-13030	27-02 TASK 835
		27-13031	27-02 TASK 836
		27-13046	27-02 TASK 805
		27-13047	27-02 TASK 862
		27-13048	27-02 TASK 863
		27-13049	27-02 TASK 864
		27-13050	27-02 TASK 865
		27-13053	27-02 TASK 868
		27-13057	27-02 TASK 872
		27-13061	27-02 TASK 876
		27-13066	27-02 TASK A22
		27-13067	27-02 TASK A23
		27-13068	27-02 TASK A24
		27-13069	27-02 TASK A25
		27-13070	27-31 TASK 899
		27-13071	27-31 TASK 900
		27-13072	27-31 TASK 901
		27-13073	27-31 TASK 902
		27-13074	27-31 TASK 903
		27-14018	27-02 TASK 813
		27-14019	27-02 TASK 941
		27-14020	27-02 TASK 942
		27-14024	27-02 TASK 806
		27-14025	27-02 TASK 943
		27-14026	27-02 TASK 944
		27-14027	27-02 TASK 945
		27-14030	27-02 TASK 905

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 188
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		27-14031	27-02 TASK 906
		27-14032	27-02 TASK 907
		27-14033	27-02 TASK 908
		27-15009	27-02 TASK 802
		27-15010	27-02 TASK 849
		27-15011	27-02 TASK 850
		27-15012	27-02 TASK 851
		27-15013	27-41 TASK 843
		27-15014	27-41 TASK 817
		27-15015	27-41 TASK 844
		27-15016	27-41 TASK 818
		27-15021	27-11 TASK 885
		27-15022	27-11 TASK 836
		27-15023	27-11 TASK 892
		27-15024	27-11 TASK 893
		27-15025	27-11 TASK 894
		27-15026	27-11 TASK 837
		27-15027	27-11 TASK 895
		27-15028	27-11 TASK 896
		27-15034	27-31 TASK 829
		27-15035	27-31 TASK 894
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		27-16048	27-31 TASK 883
		27-16049	27-31 TASK 884
		27-17022	27-02 TASK 816
		27-17023	27-02 TASK 891
		27-17900	27-02 TASK 916
		27-18010	27-02 TASK 962
		27-18811	27-02 TASK 901
		27-18814	27-02 TASK 805
		27-18815	27-02 TASK 862
		27-18822	27-02 TASK 919
		27-18826	27-02 TASK 863

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 189
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		27-18833	27-02 TASK 920
		27-18837	27-02 TASK 864
		27-19050	27-02 TASK 900
		27-19101	27-02 TASK 974
		27-19116	27-02 TASK 977
		27-19201	27-02 TASK 979
		27-19219	27-02 TASK 980
		27-19301	27-02 TASK 983
		27-19322	27-02 TASK 986
		27-19670	34-33 TASK 822
		27-19710	34-33 TASK 823
		27-19730	27-02 TASK 960
		27-19750	27-02 TASK 963
		27-19790	27-02 TASK 964
		27-20251	27-51 TASK 863
		27-20252	27-52 TASK 809
		27-20261	27-51 TASK 809
		27-20262	27-52 TASK 810
		27-20271	27-51 TASK 810
		27-20272	27-52 TASK 811
		27-20691	27-51 TASK 811
		27-20692	27-52 TASK 812
		27-20701	27-51 TASK 812
		27-20702	27-52 TASK 813
		27-20711	27-51 TASK 813
		27-20712	27-52 TASK 814
		27-21161	27-81 TASK 814
		27-21162	27-82 TASK 815
		27-21171	27-81 TASK 815
		27-21172	27-82 TASK 816
		27-21181	27-81 TASK 816
		27-21182	27-82 TASK 817
		27-21241	27-51 TASK 838
		27-21242	27-52 TASK 832
		27-28801	27-51 TASK 841

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 190
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		27-28802	27-52 TASK 835
		27-28841	27-51 TASK 842
		27-28851	27-51 TASK 869
		27-28852	27-52 TASK 837
		27-28862	27-52 TASK 836
		29-10150	29-11 TASK 894
		29-10330	29-11 TASK 827
		29-10740	29-11 TASK 867
		30-36121	30-31 TASK 801
		30-36122	30-31 TASK 802
		30-36123	30-31 TASK 803
		30-36421	30-31 TASK 804
		30-36423	30-31 TASK 805
		30-36521	30-31 TASK 806
		30-36523	30-31 TASK 810
		30-36641	30-31 TASK 807
		30-36642	30-31 TASK 808
		30-36643	30-31 TASK 809
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51033	31-44 TASK 869
		31-51034	31-44 TASK 870
		31-51043	31-44 TASK 871
		31-51044	31-44 TASK 872
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 191
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-51531	31-44 TASK 837
		31-51532	31-44 TASK 838
		31-51533	31-44 TASK 839
		31-51534	31-44 TASK 840
		31-51731	31-44 TASK 841
		31-51732	31-44 TASK 842
		31-51733	31-44 TASK 843
		31-51734	31-44 TASK 844
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52112	31-41 TASK 820
		31-53401	31-41 TASK 832
		31-53402	31-41 TASK 833
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54102	31-41 TASK 835
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-54332	31-41 TASK 917
		31-54362	31-41 TASK 917
		31-54371	31-41 TASK 916
		31-54381	31-41 TASK 916
		31-54521	31-43 TASK 854
		31-54542	31-43 TASK 821
		31-54592	31-43 TASK 855
		31-55401	31-41 TASK 840
		31-55402	31-41 TASK 841
		31-55701	31-41 TASK 840
		31-55711	31-41 TASK 840
		31-55721	31-41 TASK 840
		31-55722	31-41 TASK 841
		31-55732	31-41 TASK 841

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 192
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56111	31-41 TASK 846
		31-56521	31-43 TASK 854
		31-56542	31-43 TASK 827
		31-56592	31-43 TASK 855
		31-57701	31-41 TASK 842
		31-57711	31-41 TASK 842
		31-57722	31-41 TASK 843
		31-57732	31-41 TASK 843
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-58331	31-41 TASK 921
		31-58442	31-41 TASK 922
		31-58521	31-43 TASK 854
		31-58542	31-43 TASK 834
		31-58592	31-43 TASK 855
		31-59401	31-41 TASK 992
		31-59402	31-41 TASK 993
		31-59701	31-41 TASK 858
		31-59711	31-41 TASK 858
		31-59721	31-41 TASK 858
		31-59722	31-41 TASK 859
		31-59732	31-41 TASK 859
		31-61011	31-43 TASK 861
		31-61012	31-43 TASK 862
		31-61020	31-43 TASK 863
		31-61071	31-43 TASK 841
		31-61072	31-43 TASK 842
		31-68801	31-43 TASK 892
		31-68802	31-43 TASK 893
		31-68811	31-42 TASK 908

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 193
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		31-68832	31-42 TASK 908
		31-69101	31-42 TASK 801
		31-69302	31-42 TASK 817
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69496	31-42 TASK 915
		31-69497	31-42 TASK 915
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-69973	31-42 TASK 899
		31-69974	31-42 TASK 899
		31-69975	31-42 TASK 899
		31-69976	31-42 TASK 899
		31-69977	31-42 TASK 899
		31-69978	31-42 TASK 899
		31-89417	31-42 TASK 915
		31-89418	31-42 TASK 915
		31-89617	31-42 TASK 916
		31-89618	31-42 TASK 916
		31-89619	31-42 TASK 916
		31-89620	31-42 TASK 916
		34-20000	34-21 TASK 802
		34-25101	34-11 TASK 801
		34-25102	34-11 TASK 802
		34-25103	34-11 TASK 803
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-25601	34-21 TASK 808
		34-25603	34-21 TASK 885
		34-25800	34-21 TASK 809
		34-26101	34-21 TASK 810
		34-26102	34-21 TASK 839
		34-26103	34-21 TASK 840
		34-26201	34-21 TASK 843

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 194
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28813	34-21 TASK 813
		34-28816	34-21 TASK 814
		34-28824	34-21 TASK 850
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28835	34-21 TASK 853
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29102	34-21 TASK 815
		34-29105	34-21 TASK 816
		34-29107	34-21 TASK 817
		34-29115	34-21 TASK 857
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29202	34-21 TASK 859
		34-29204	34-21 TASK 860
		34-29216	34-21 TASK 862
		34-29301	34-21 TASK 895
		34-29303	34-21 TASK 864
		34-29306	34-21 TASK 865
		34-29308	34-21 TASK 866
		34-29317	34-21 TASK 869
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-31601	34-21 TASK 821
		34-32601	34-21 TASK 822
		34-32803	34-21 TASK 822
		34-33800	34-21 TASK 886

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 195
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		34-34603	34-21 TASK 887
		34-35603	34-21 TASK 888
		34-36800	34-21 TASK 890
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39103	34-21 TASK 826
		34-39106	34-21 TASK 827
		34-39111	34-21 TASK 828
		34-39118	34-21 TASK 829
		34-39201	34-21 TASK 871
		34-39204	34-21 TASK 876
		34-39207	34-21 TASK 877
		34-39301	34-21 TASK 879
		34-39305	34-21 TASK 880
		34-39308	34-21 TASK 881
		34-39312	34-21 TASK 882
		34-39318	34-21 TASK 884
		34-42011	34-33 TASK 801
		34-42012	34-33 TASK 801
		34-42013	34-33 TASK 801
		34-42021	34-33 TASK 802
		34-42022	34-33 TASK 812
		34-42023	34-33 TASK 813
		34-42031	34-33 TASK 814
		34-42032	34-33 TASK 815
		34-42033	34-33 TASK 816
		34-42801	34-33 TASK 801
		34-42802	34-33 TASK 801
		34-42803	34-33 TASK 801
		34-42891	34-33 TASK 803
		34-42892	34-33 TASK 804
		34-42893	34-33 TASK 805
		34-53011	34-31 TASK 846

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 196
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 031 00	NO LAND 3 (EICAS CAUTION)	(continued)	
		34-53012	34-31 TASK 847
		34-53013	34-31 TASK 848
		34-53801	34-31 TASK 855
		34-53802	34-31 TASK 856
		34-53803	34-31 TASK 857
		34-61001	34-61 TASK 818
		34-61002	34-61 TASK 818
		34-61003	34-61 TASK 818
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
		34-72012	34-61 TASK 889
		34-72032	34-61 TASK 906
221 032 00	NO LAND 3 (EICAS ADVISORY)	21-16205	21-25 TASK 823
		22-10210	22-11 TASK 802
		22-11305	34-31 TASK 868
		22-11315	34-31 TASK 869
		22-11325	34-31 TASK 870
		22-11330	34-31 TASK 871
		22-11345	34-31 TASK 872
		22-11355	34-31 TASK 869
		22-11365	34-31 TASK 870
		22-11375	34-31 TASK 872
		22-11385	34-31 TASK 872
		22-11395	34-31 TASK 869
		22-11465	34-31 TASK 880
		22-11475	34-31 TASK 881
		22-11485	34-31 TASK 882
		22-11520	22-11 TASK 803
		22-11530	22-11 TASK 804
		22-11540	22-11 TASK 805
		22-11555	34-31 TASK 873
		22-11565	34-31 TASK 874
		22-11575	34-31 TASK 875
		22-11585	34-31 TASK 873

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 197
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		22-11595	34-31 TASK 873
		22-11605	34-31 TASK 875
		22-11615	34-31 TASK 873
		22-11625	34-31 TASK 874
		22-11635	34-31 TASK 875
		22-11640	34-31 TASK 876
		22-11651	34-31 TASK 841
		22-11652	34-31 TASK 841
		22-11653	34-31 TASK 841
		22-11654	34-31 TASK 841
		22-11860	34-33 TASK 817
		22-11870	34-33 TASK 811
		22-11880	34-33 TASK 818
		22-11890	34-33 TASK 818
		22-11900	34-33 TASK 817
		22-11910	34-33 TASK 811
		22-11920	34-33 TASK 819
		22-11930	34-33 TASK 820
		22-11940	34-33 TASK 821
		22-12450	22-12 TASK 802
		22-12800	22-12 TASK 803
		22-12810	22-12 TASK 803
		22-12820	22-12 TASK 803
		22-12830	22-12 TASK 803
		22-13251	22-13 TASK 802
		22-13252	22-13 TASK 803
		22-13261	22-13 TASK 804
		22-13263	22-13 TASK 803
		22-13272	22-13 TASK 804
		22-13273	22-13 TASK 802
		22-13281	22-13 TASK 805
		22-13282	22-13 TASK 806
		22-13283	22-13 TASK 807
		22-13300	22-13 TASK 809
		22-13311	22-13 TASK 810

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		22-13312	22-13 TASK 811
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813
		22-13331	22-13 TASK 814
		22-13332	22-13 TASK 840
		22-13333	22-13 TASK 841
		22-13341	22-13 TASK 809
		22-13342	22-13 TASK 809
		22-13343	22-13 TASK 809
		22-13391	22-13 TASK 815
		22-13392	22-13 TASK 815
		22-13393	22-13 TASK 815
		22-13401	22-13 TASK 816
		22-13402	22-13 TASK 817
		22-13403	22-13 TASK 818
		22-13404	22-13 TASK 819
		22-13411	22-13 TASK 820
		22-13412	22-13 TASK 821
		22-13413	22-13 TASK 822
		22-13414	22-13 TASK 823
		22-13421	22-13 TASK 824
		22-13422	22-13 TASK 825
		22-13423	22-13 TASK 826
		22-13424	22-13 TASK 842
		22-13431	22-13 TASK 827
		22-13432	22-13 TASK 828
		22-13433	22-13 TASK 829
		22-13434	22-13 TASK 843
		22-13441	22-13 TASK 830
		22-13442	22-13 TASK 831
		22-13443	22-13 TASK 832
		22-13461	22-13 TASK 802
		22-13462	22-13 TASK 803
		22-13471	22-13 TASK 804
		22-13473	22-13 TASK 803

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.1
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		22-13482	22-13 TASK 804
		22-13483	22-13 TASK 802
		22-13491	22-13 TASK 847
		22-13492	22-13 TASK 848
		22-13493	22-13 TASK 849
		22-13501	34-31 TASK 806
		22-13502	34-31 TASK 807
		22-13503	34-31 TASK 808
		22-13511	34-31 TASK 809
		22-13512	34-31 TASK 810
		22-13513	34-31 TASK 811
		22-13536	34-31 TASK 877
		22-13537	34-31 TASK 878
		22-13538	34-31 TASK 879
		22-13560	22-13 TASK 834
		22-13570	22-13 TASK 835
		22-13580	22-13 TASK 836
		22-13590	22-13 TASK 846
		22-13600	22-13 TASK 837
		22-13610	22-13 TASK 838
		22-13620	22-13 TASK 839
		22-13631	34-31 TASK 806
		22-13632	34-31 TASK 807
		22-13633	34-31 TASK 808
		22-14090	22-14 TASK 801
		22-14100	22-14 TASK 802
		22-14110	22-14 TASK 803
		22-14280	22-14 TASK 826
		22-14351	22-14 TASK 828
		22-14362	22-14 TASK 828
		22-14373	22-14 TASK 828
		22-14380	22-14 TASK 828
		22-14390	22-14 TASK 828
		22-14400	22-14 TASK 828
		22-14851	22-14 TASK 812

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.2
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		22-14853	22-14 TASK 825
		22-14861	22-14 TASK 813
		22-14863	22-14 TASK 814
		22-14871	22-14 TASK 813
		22-14873	22-14 TASK 814
		22-14881	22-14 TASK 813
		22-14883	22-14 TASK 814
		22-14901	22-14 TASK 815
		22-14903	22-14 TASK 816
		22-14911	22-14 TASK 817
		22-14913	22-14 TASK 818
		22-14931	22-14 TASK 819
		22-14933	22-14 TASK 820
		22-14941	22-14 TASK 819
		22-14943	22-14 TASK 820
		22-14951	22-14 TASK 819
		22-14953	22-14 TASK 820
		22-14971	22-14 TASK 821
		22-14973	22-14 TASK 822
		22-14981	22-14 TASK 823
		22-14983	22-14 TASK 824
		22-15001	22-15 TASK 801
		22-15003	22-15 TASK 802
		22-15011	22-15 TASK 801
		22-15013	22-15 TASK 802
		22-15021	22-15 TASK 801
		22-15023	22-15 TASK 802
		22-15041	22-15 TASK 803
		22-15043	22-15 TASK 804
		22-15051	22-15 TASK 805
		22-15053	22-15 TASK 806
		22-15831	22-15 TASK 807
		22-15832	22-15 TASK 813
		22-15833	22-15 TASK 814
		22-15841	22-15 TASK 808

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.3
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		22-15842	22-15 TASK 815
		22-15843	22-15 TASK 816
		22-16012	22-16 TASK 801
		22-16013	22-16 TASK 830
		22-16021	22-16 TASK 831
		22-16023	22-16 TASK 832
		22-16031	22-16 TASK 833
		22-16032	22-16 TASK 834
		22-16241	22-16 TASK 814
		22-16243	22-16 TASK 815
		22-16270	22-16 TASK 817
		22-16291	22-16 TASK 818
		22-16293	22-16 TASK 819
		22-16320	22-16 TASK 821
		22-16370	22-16 TASK 825
		22-17201	22-17 TASK 801
		22-17202	22-17 TASK 801
		22-17203	22-17 TASK 801
		22-17515	22-16 TASK 814
		22-17525	22-16 TASK 818
		22-17545	22-16 TASK 815
		22-17555	22-16 TASK 819
		22-17600	22-17 TASK 808
		22-17605	22-11 TASK 814
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		22-18804	22-18 TASK 801
		22-18811	22-18 TASK 810
		22-18822	22-18 TASK 811
		22-18833	22-18 TASK 812
		22-18894	22-18 TASK 804
		22-18895	22-18 TASK 805
		22-19101	22-18 TASK 803
		22-19102	22-19 TASK 839

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.4
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		22-19103	22-19 TASK 840
		22-19104	22-19 TASK 832
		22-19105	22-19 TASK 841
		22-19106	22-19 TASK 842
		22-19107	22-19 TASK 833
		22-19108	22-19 TASK 843
		22-19109	22-19 TASK 844
		22-19119	22-19 TASK 834
		22-19120	22-19 TASK 845
		22-19121	22-19 TASK 846
		22-19122	22-19 TASK 835
		22-19123	22-19 TASK 847
		22-19124	22-19 TASK 848
		22-19201	22-19 TASK 849
		22-19202	22-18 TASK 806
		22-19203	22-19 TASK 850
		22-19210	22-19 TASK 851
		22-19211	22-19 TASK 852
		22-19212	22-19 TASK 853
		22-19216	22-19 TASK 854
		22-19217	22-19 TASK 801
		22-19218	22-19 TASK 855
		22-19225	22-19 TASK 856
		22-19226	22-19 TASK 802
		22-19227	22-19 TASK 857
		22-19301	22-19 TASK 858
		22-19302	22-19 TASK 859
		22-19303	22-18 TASK 807
		22-19304	22-19 TASK 860
		22-19305	22-19 TASK 861
		22-19306	22-19 TASK 862
		22-19313	22-19 TASK 863
		22-19314	22-19 TASK 864
		22-19315	22-19 TASK 865
		22-19328	22-19 TASK 866

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.5
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		22-19329	22-19 TASK 867
		22-19330	22-19 TASK 803
		22-19422	22-19 TASK 807
		22-19440	22-19 TASK 809
		22-19446	22-19 TASK 810
		22-19449	22-19 TASK 870
		22-19541	22-19 TASK 880
		22-19544	22-19 TASK 881
		22-19624	22-19 TASK 886
		22-19645	22-19 TASK 891
		22-19648	22-19 TASK 892
		22-19651	22-19 TASK 893
		22-19904	22-19 TASK 814
		22-19906	22-19 TASK 894
		22-19908	22-19 TASK 818
		22-19910	22-19 TASK 895
		22-19912	22-19 TASK 822
		22-19914	22-19 TASK 896
		22-19922	22-19 TASK 823
		22-19926	22-19 TASK 827
		22-19930	22-19 TASK 831
		22-89434	22-19 TASK 897
		22-89636	22-19 TASK 898
		23-41720	23-93 TASK 803
		23-42720	23-93 TASK 804
		23-43720	29-11 TASK 886
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		24-11780	24-53 TASK 805
		24-11781	24-51 TASK 837
		24-11784	24-51 TASK 836

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.6
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		24-11786	24-51 TASK 833
		24-11787	24-32 TASK 817
		24-11790	24-08 TASK 833
		24-11793	24-08 TASK 834
		24-11795	24-08 TASK 804
		24-11796	24-08 TASK 804
		24-12056	24-32 TASK 820
		24-12057	24-08 TASK 836
		24-12122	24-08 TASK 835
		24-12124	24-51 TASK 840
		24-12125	24-51 TASK 841
		24-12126	24-51 TASK 841
		24-12127	24-51 TASK 842
		24-12800	24-08 TASK 805
		24-12801	24-08 TASK 805
		24-13781	24-33 TASK 814
		24-13783	24-32 TASK 822
		24-13788	24-33 TASK 816
		24-13789	24-33 TASK 819
		24-13790	24-33 TASK 820
		24-13793	24-32 TASK 827
		24-13794	24-31 TASK 811
		24-13796	24-31 TASK 813
		24-13797	24-32 TASK 828
		24-13801	24-61 TASK 805
		24-13802	24-08 TASK 837
		24-13814	24-33 TASK 817
		24-13815	24-61 TASK 806
		24-13816	24-32 TASK 831
		24-13817	24-33 TASK 818
		24-13818	24-53 TASK 807
		24-13819	24-08 TASK 838
		24-13840	24-08 TASK 806
		24-13841	24-08 TASK 806
		24-13842	24-08 TASK 858

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.7
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		24-13848	24-08 TASK 803
		24-13849	24-08 TASK 803
		24-18801	24-09 TASK 806
		24-18802	24-09 TASK 807
		24-18803	24-09 TASK 808
		24-31121	24-22 TASK 817
		24-31122	24-22 TASK 844
		24-31131	24-22 TASK 817
		24-31132	24-22 TASK 844
		24-31181	24-23 TASK 825
		24-31182	24-23 TASK 826
		24-31201	24-22 TASK 818
		24-31202	24-22 TASK 818
		24-31231	24-22 TASK 813
		24-31232	24-22 TASK 833
		24-31241	24-22 TASK 820
		24-31242	24-22 TASK 820
		24-31251	24-22 TASK 822
		24-31252	24-22 TASK 835
		24-31261	24-22 TASK 836
		24-31262	24-22 TASK 837
		24-31651	24-23 TASK 803
		24-31652	24-23 TASK 803
		24-31811	24-23 TASK 803
		24-31812	24-23 TASK 803
		24-33391	24-23 TASK 809
		24-33392	24-23 TASK 809
		24-33401	24-23 TASK 809
		24-33402	24-23 TASK 809
		24-38801	24-23 TASK 808
		24-38802	24-23 TASK 808
		24-38841	24-23 TASK 809
		24-38842	24-23 TASK 809
		24-38861	24-23 TASK 809
		24-38862	24-23 TASK 809

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.8
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		24-39401	24-23 TASK 809
		24-39402	24-23 TASK 809
		24-39601	24-23 TASK 809
		24-39602	24-23 TASK 809
		24-44020	24-25 TASK 826
		24-44030	24-25 TASK 826
		24-44040	24-25 TASK 816
		24-44050	24-25 TASK 827
		24-45000	24-25 TASK 802
		24-48801	24-25 TASK 823
		24-48840	24-25 TASK 816
		24-48860	24-25 TASK 827
		24-49401	24-25 TASK 816
		24-49601	24-25 TASK 827
		24-78841	24-08 TASK 860
		24-78842	24-08 TASK 862
		24-78843	24-08 TASK 864
		24-78861	24-08 TASK 861
		24-78862	24-08 TASK 863
		24-78863	24-08 TASK 865
		27-10000	27-41 TASK 826
		27-10001	27-41 TASK 801
		27-10002	27-41 TASK 827
		27-10003	27-41 TASK 802
		27-10004	27-41 TASK 828
		27-10005	27-41 TASK 803
		27-10006	27-41 TASK 845
		27-10007	27-41 TASK 829
		27-10008	27-41 TASK 804
		27-10017	27-41 TASK 806
		27-10018	27-41 TASK 833
		27-10019	27-41 TASK 834
		27-10020	27-41 TASK 819
		27-10021	27-41 TASK 835
		27-10022	27-41 TASK 814

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.9
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		27-10023	27-41 TASK 836
		27-10024	27-41 TASK 815
		27-10025	27-41 TASK 846
		27-10026	27-41 TASK 847
		27-10100	27-31 TASK 868
		27-10101	27-31 TASK 801
		27-10102	27-31 TASK 869
		27-10103	27-31 TASK 870
		27-10104	27-31 TASK 830
		27-10105	27-31 TASK 820
		27-10106	27-31 TASK 837
		27-10107	27-31 TASK 838
		27-10200	27-11 TASK 801
		27-10201	27-11 TASK 802
		27-10202	27-11 TASK 803
		27-10203	27-11 TASK 804
		27-10208	27-11 TASK 860
		27-10209	27-11 TASK 828
		27-10210	27-11 TASK 861
		27-10211	27-11 TASK 862
		27-10300	27-11 TASK 814
		27-10301	27-11 TASK 815
		27-10302	27-11 TASK 816
		27-10303	27-11 TASK 817
		27-10304	27-11 TASK 882
		27-10305	27-11 TASK 845
		27-10306	27-11 TASK 906
		27-10307	27-11 TASK 883
		27-10400	27-21 TASK 854
		27-10401	27-21 TASK 855
		27-10402	27-21 TASK 801
		27-10403	27-21 TASK 848
		27-10404	27-21 TASK 849
		27-10405	27-21 TASK 829
		27-10500	27-61 TASK 801

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.10
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		27-10501	27-61 TASK 802
		27-10502	27-61 TASK 803
		27-10503	27-61 TASK 841
		27-10504	27-61 TASK 804
		27-10505	27-61 TASK 805
		27-10506	27-61 TASK 806
		27-10507	27-61 TASK 807
		27-10508	27-61 TASK 808
		27-10509	27-61 TASK 809
		27-10510	27-61 TASK 810
		27-10511	27-61 TASK 811
		27-10512	27-61 TASK 812
		27-10513	27-61 TASK 813
		27-10700	27-31 TASK 825
		27-10701	27-31 TASK 831
		27-10702	27-31 TASK 803
		27-10703	27-31 TASK 812
		27-10802	27-21 TASK 805
		27-11100	27-31 TASK 855
		27-11101	27-31 TASK 826
		27-11102	27-31 TASK 856
		27-11103	27-31 TASK 857
		27-11106	27-31 TASK 813
		27-11107	27-31 TASK 804
		27-11108	27-31 TASK 814
		27-11109	27-31 TASK 815
		27-11114	27-31 TASK 887
		27-11115	27-31 TASK 806
		27-11116	27-31 TASK 888
		27-11200	27-11 TASK 806
		27-11201	27-11 TASK 807
		27-11202	27-11 TASK 808
		27-11203	27-11 TASK 809
		27-11206	27-11 TASK 810
		27-11207	27-11 TASK 811

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.11
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		27-11208	27-11 TASK 812
		27-11209	27-11 TASK 813
		27-11210	27-11 TASK 868
		27-11211	27-11 TASK 832
		27-11212	27-11 TASK 869
		27-11213	27-11 TASK 870
		27-11300	27-11 TASK 818
		27-11301	27-11 TASK 819
		27-11302	27-11 TASK 820
		27-11303	27-11 TASK 821
		27-11306	27-11 TASK 822
		27-11307	27-11 TASK 823
		27-11308	27-11 TASK 824
		27-11309	27-11 TASK 825
		27-11314	27-11 TASK 871
		27-11315	27-11 TASK 833
		27-11316	27-11 TASK 872
		27-11317	27-11 TASK 873
		27-11400	27-21 TASK 818
		27-11401	27-21 TASK 819
		27-11402	27-21 TASK 807
		27-11403	27-21 TASK 820
		27-11404	27-21 TASK 821
		27-11405	27-21 TASK 808
		27-11406	27-21 TASK 809
		27-11407	27-21 TASK 822
		27-11408	27-21 TASK 823
		27-11409	27-21 TASK 810
		27-11413	27-21 TASK 824
		27-11414	27-21 TASK 825
		27-11415	27-21 TASK 812
		27-11416	27-21 TASK 840
		27-11500	27-61 TASK 814
		27-11501	27-61 TASK 819
		27-11502	27-61 TASK 820

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.12
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		27-11504	27-61 TASK 822
		27-11505	27-61 TASK 823
		27-11506	27-61 TASK 824
		27-11507	27-61 TASK 825
		27-11508	27-61 TASK 826
		27-11509	27-61 TASK 827
		27-11511	27-61 TASK 832
		27-11512	27-61 TASK 833
		27-11513	27-61 TASK 834
		27-13000	27-02 TASK 880
		27-13001	27-02 TASK 881
		27-13002	27-02 TASK 808
		27-13003	27-02 TASK 809
		27-13008	27-02 TASK 807
		27-13009	27-02 TASK 877
		27-13010	27-02 TASK 878
		27-13011	27-02 TASK 879
		27-13012	27-02 TASK 821
		27-13013	27-02 TASK 822
		27-13014	27-02 TASK 823
		27-13015	27-02 TASK 824
		27-13016	27-02 TASK 817
		27-13018	27-02 TASK 826
		27-13019	27-02 TASK 827
		27-13020	27-02 TASK 818
		27-13021	27-02 TASK 828
		27-13022	27-02 TASK 829
		27-13023	27-02 TASK 830
		27-13024	27-02 TASK 831
		27-13025	27-02 TASK 819
		27-13026	27-02 TASK 832
		27-13027	27-02 TASK 833
		27-13028	27-02 TASK 834
		27-13029	27-02 TASK 820
		27-13030	27-02 TASK 835

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.13
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		27-13031	27-02 TASK 836
		27-13046	27-02 TASK 805
		27-13047	27-02 TASK 862
		27-13048	27-02 TASK 863
		27-13049	27-02 TASK 864
		27-13050	27-02 TASK 865
		27-13053	27-02 TASK 868
		27-13057	27-02 TASK 872
		27-13061	27-02 TASK 876
		27-13066	27-02 TASK A22
		27-13067	27-02 TASK A23
		27-13068	27-02 TASK A24
		27-13069	27-02 TASK A25
		27-13070	27-31 TASK 899
		27-13071	27-31 TASK 900
		27-13072	27-31 TASK 901
		27-13073	27-31 TASK 902
		27-13074	27-31 TASK 903
		27-14018	27-02 TASK 813
		27-14019	27-02 TASK 941
		27-14020	27-02 TASK 942
		27-14024	27-02 TASK 806
		27-14025	27-02 TASK 943
		27-14026	27-02 TASK 944
		27-14027	27-02 TASK 945
		27-14030	27-02 TASK 905
		27-14031	27-02 TASK 906
		27-14032	27-02 TASK 907
		27-14033	27-02 TASK 908
		27-15009	27-02 TASK 802
		27-15010	27-02 TASK 849
		27-15011	27-02 TASK 850
		27-15012	27-02 TASK 851
		27-15013	27-41 TASK 843
		27-15014	27-41 TASK 817

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.14
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		27-15015	27-41 TASK 844
		27-15016	27-41 TASK 818
		27-15021	27-11 TASK 885
		27-15022	27-11 TASK 836
		27-15023	27-11 TASK 892
		27-15024	27-11 TASK 893
		27-15025	27-11 TASK 894
		27-15026	27-11 TASK 837
		27-15027	27-11 TASK 895
		27-15028	27-11 TASK 896
		27-15034	27-31 TASK 829
		27-15035	27-31 TASK 894
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		27-16048	27-31 TASK 883
		27-16049	27-31 TASK 884
		27-17022	27-02 TASK 816
		27-17023	27-02 TASK 891
		27-17900	27-02 TASK 916
		27-18010	27-02 TASK 962
		27-18811	27-02 TASK 901
		27-18814	27-02 TASK 805
		27-18815	27-02 TASK 862
		27-18822	27-02 TASK 919
		27-18826	27-02 TASK 863
		27-18833	27-02 TASK 920
		27-18837	27-02 TASK 864
		27-19050	27-02 TASK 900
		27-19101	27-02 TASK 974
		27-19116	27-02 TASK 977
		27-19201	27-02 TASK 979
		27-19219	27-02 TASK 980
		27-19301	27-02 TASK 983
		27-19322	27-02 TASK 986

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.15
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		27-19670	34-33 TASK 822
		27-19710	34-33 TASK 823
		27-19730	27-02 TASK 960
		27-19750	27-02 TASK 963
		27-19790	27-02 TASK 964
		27-20251	27-51 TASK 863
		27-20252	27-52 TASK 809
		27-20261	27-51 TASK 809
		27-20262	27-52 TASK 810
		27-20271	27-51 TASK 810
		27-20272	27-52 TASK 811
		27-20691	27-51 TASK 811
		27-20692	27-52 TASK 812
		27-20701	27-51 TASK 812
		27-20702	27-52 TASK 813
		27-20711	27-51 TASK 813
		27-20712	27-52 TASK 814
		27-21161	27-81 TASK 814
		27-21162	27-82 TASK 815
		27-21171	27-81 TASK 815
		27-21172	27-82 TASK 816
		27-21181	27-81 TASK 816
		27-21182	27-82 TASK 817
		27-21241	27-51 TASK 838
		27-21242	27-52 TASK 832
		27-28801	27-51 TASK 841
		27-28802	27-52 TASK 835
		27-28841	27-51 TASK 842
		27-28851	27-51 TASK 869
		27-28852	27-52 TASK 837
		27-28862	27-52 TASK 836
		29-10150	29-11 TASK 894
		29-10330	29-11 TASK 827
		29-10740	29-11 TASK 867
		30-36121	30-31 TASK 801

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.16
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		30-36122	30-31 TASK 802
		30-36123	30-31 TASK 803
		30-36421	30-31 TASK 804
		30-36423	30-31 TASK 805
		30-36521	30-31 TASK 806
		30-36523	30-31 TASK 810
		30-36641	30-31 TASK 807
		30-36642	30-31 TASK 808
		30-36643	30-31 TASK 809
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51033	31-44 TASK 869
		31-51034	31-44 TASK 870
		31-51043	31-44 TASK 871
		31-51044	31-44 TASK 872
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-51531	31-44 TASK 837
		31-51532	31-44 TASK 838
		31-51533	31-44 TASK 839
		31-51534	31-44 TASK 840
		31-51731	31-44 TASK 841
		31-51732	31-44 TASK 842

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.17
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		31-51733	31-44 TASK 843
		31-51734	31-44 TASK 844
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52112	31-41 TASK 820
		31-53401	31-41 TASK 832
		31-53402	31-41 TASK 833
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54102	31-41 TASK 835
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-54332	31-41 TASK 917
		31-54362	31-41 TASK 917
		31-54371	31-41 TASK 916
		31-54381	31-41 TASK 916
		31-54521	31-43 TASK 854
		31-54542	31-43 TASK 821
		31-54592	31-43 TASK 855
		31-55401	31-41 TASK 840
		31-55402	31-41 TASK 841
		31-55701	31-41 TASK 840
		31-55711	31-41 TASK 840
		31-55721	31-41 TASK 840
		31-55722	31-41 TASK 841
		31-55732	31-41 TASK 841
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56111	31-41 TASK 846
		31-56521	31-43 TASK 854
		31-56542	31-43 TASK 827
		31-56592	31-43 TASK 855
		31-57701	31-41 TASK 842
		31-57711	31-41 TASK 842
		31-57722	31-41 TASK 843

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.18
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		31-57732	31-41 TASK 843
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-58331	31-41 TASK 921
		31-58442	31-41 TASK 922
		31-58521	31-43 TASK 854
		31-58542	31-43 TASK 834
		31-58592	31-43 TASK 855
		31-59401	31-41 TASK 992
		31-59402	31-41 TASK 993
		31-59701	31-41 TASK 858
		31-59711	31-41 TASK 858
		31-59721	31-41 TASK 858
		31-59722	31-41 TASK 859
		31-59732	31-41 TASK 859
		31-61011	31-43 TASK 861
		31-61012	31-43 TASK 862
		31-61020	31-43 TASK 863
		31-61071	31-43 TASK 841
		31-61072	31-43 TASK 842
		31-68801	31-43 TASK 892
		31-68802	31-43 TASK 893
		31-68811	31-42 TASK 908
		31-68832	31-42 TASK 908
		31-69101	31-42 TASK 801
		31-69302	31-42 TASK 817
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69496	31-42 TASK 915
		31-69497	31-42 TASK 915
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.19
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		31-69973	31-42 TASK 899
		31-69974	31-42 TASK 899
		31-69975	31-42 TASK 899
		31-69976	31-42 TASK 899
		31-69977	31-42 TASK 899
		31-69978	31-42 TASK 899
		31-89417	31-42 TASK 915
		31-89418	31-42 TASK 915
		31-89617	31-42 TASK 916
		31-89618	31-42 TASK 916
		31-89619	31-42 TASK 916
		31-89620	31-42 TASK 916
		34-20000	34-21 TASK 802
		34-25101	34-11 TASK 801
		34-25102	34-11 TASK 802
		34-25103	34-11 TASK 803
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-25601	34-21 TASK 808
		34-25603	34-21 TASK 885
		34-25800	34-21 TASK 809
		34-26101	34-21 TASK 810
		34-26102	34-21 TASK 839
		34-26103	34-21 TASK 840
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28813	34-21 TASK 813
		34-28816	34-21 TASK 814
		34-28824	34-21 TASK 850
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.20
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		34-28835	34-21 TASK 853
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29102	34-21 TASK 815
		34-29105	34-21 TASK 816
		34-29107	34-21 TASK 817
		34-29115	34-21 TASK 857
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29202	34-21 TASK 859
		34-29204	34-21 TASK 860
		34-29216	34-21 TASK 862
		34-29301	34-21 TASK 895
		34-29303	34-21 TASK 864
		34-29306	34-21 TASK 865
		34-29308	34-21 TASK 866
		34-29317	34-21 TASK 869
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-31601	34-21 TASK 821
		34-32601	34-21 TASK 822
		34-32803	34-21 TASK 822
		34-33800	34-21 TASK 886
		34-34603	34-21 TASK 887
		34-35603	34-21 TASK 888
		34-36800	34-21 TASK 890
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39103	34-21 TASK 826
		34-39106	34-21 TASK 827

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.21
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		34-39111	34-21 TASK 828
		34-39118	34-21 TASK 829
		34-39201	34-21 TASK 871
		34-39204	34-21 TASK 876
		34-39207	34-21 TASK 877
		34-39301	34-21 TASK 879
		34-39305	34-21 TASK 880
		34-39308	34-21 TASK 881
		34-39312	34-21 TASK 882
		34-39318	34-21 TASK 884
		34-42011	34-33 TASK 801
		34-42012	34-33 TASK 801
		34-42013	34-33 TASK 801
		34-42021	34-33 TASK 802
		34-42022	34-33 TASK 812
		34-42023	34-33 TASK 813
		34-42031	34-33 TASK 814
		34-42032	34-33 TASK 815
		34-42033	34-33 TASK 816
		34-42801	34-33 TASK 801
		34-42802	34-33 TASK 801
		34-42803	34-33 TASK 801
		34-42891	34-33 TASK 803
		34-42892	34-33 TASK 804
		34-42893	34-33 TASK 805
		34-53011	34-31 TASK 846
		34-53012	34-31 TASK 847
		34-53013	34-31 TASK 848
		34-53801	34-31 TASK 855
		34-53802	34-31 TASK 856
		34-53803	34-31 TASK 857
		34-61001	34-61 TASK 818
		34-61002	34-61 TASK 818
		34-61003	34-61 TASK 818
		34-71011	34-61 TASK 905

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.22
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 032 00	NO LAND 3 (EICAS ADVISORY)	(continued)	
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
		34-72012	34-61 TASK 889
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	34-72032	34-61 TASK 906
		21-16205	21-25 TASK 823
		22-10210	22-11 TASK 802
		22-11305	34-31 TASK 868
		22-11315	34-31 TASK 869
		22-11325	34-31 TASK 870
		22-11330	34-31 TASK 871
		22-11345	34-31 TASK 872
		22-11355	34-31 TASK 869
		22-11365	34-31 TASK 870
		22-11375	34-31 TASK 872
		22-11385	34-31 TASK 872
		22-11395	34-31 TASK 869
		22-11465	34-31 TASK 880
		22-11475	34-31 TASK 881
		22-11485	34-31 TASK 882
		22-11520	22-11 TASK 803
		22-11530	22-11 TASK 804
		22-11540	22-11 TASK 805
		22-11555	34-31 TASK 873
		22-11565	34-31 TASK 874
		22-11575	34-31 TASK 875
		22-11585	34-31 TASK 873
		22-11595	34-31 TASK 873
		22-11605	34-31 TASK 875
		22-11615	34-31 TASK 873
		22-11625	34-31 TASK 874
		22-11635	34-31 TASK 875
		22-11640	34-31 TASK 876
		22-11651	34-31 TASK 841
		22-11652	34-31 TASK 841
		22-11653	34-31 TASK 841

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.23
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		22-11654	34-31 TASK 841
		22-11860	34-33 TASK 817
		22-11870	34-33 TASK 811
		22-11880	34-33 TASK 818
		22-11890	34-33 TASK 818
		22-11900	34-33 TASK 817
		22-11910	34-33 TASK 811
		22-11920	34-33 TASK 819
		22-11930	34-33 TASK 820
		22-11940	34-33 TASK 821
		22-12450	22-12 TASK 802
		22-12800	22-12 TASK 803
		22-12810	22-12 TASK 803
		22-12820	22-12 TASK 803
		22-12830	22-12 TASK 803
		22-13251	22-13 TASK 802
		22-13252	22-13 TASK 803
		22-13261	22-13 TASK 804
		22-13263	22-13 TASK 803
		22-13272	22-13 TASK 804
		22-13273	22-13 TASK 802
		22-13281	22-13 TASK 805
		22-13282	22-13 TASK 806
		22-13283	22-13 TASK 807
		22-13300	22-13 TASK 809
		22-13311	22-13 TASK 810
		22-13312	22-13 TASK 811
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813
		22-13331	22-13 TASK 814
		22-13332	22-13 TASK 840
		22-13333	22-13 TASK 841
		22-13341	22-13 TASK 809
		22-13342	22-13 TASK 809
		22-13343	22-13 TASK 809

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.24
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		22-13391	22-13 TASK 815
		22-13392	22-13 TASK 815
		22-13393	22-13 TASK 815
		22-13401	22-13 TASK 816
		22-13402	22-13 TASK 817
		22-13403	22-13 TASK 818
		22-13404	22-13 TASK 819
		22-13411	22-13 TASK 820
		22-13412	22-13 TASK 821
		22-13413	22-13 TASK 822
		22-13414	22-13 TASK 823
		22-13421	22-13 TASK 824
		22-13422	22-13 TASK 825
		22-13423	22-13 TASK 826
		22-13424	22-13 TASK 842
		22-13431	22-13 TASK 827
		22-13432	22-13 TASK 828
		22-13433	22-13 TASK 829
		22-13434	22-13 TASK 843
		22-13441	22-13 TASK 830
		22-13442	22-13 TASK 831
		22-13443	22-13 TASK 832
		22-13461	22-13 TASK 802
		22-13462	22-13 TASK 803
		22-13471	22-13 TASK 804
		22-13473	22-13 TASK 803
		22-13482	22-13 TASK 804
		22-13483	22-13 TASK 802
		22-13491	22-13 TASK 847
		22-13492	22-13 TASK 848
		22-13493	22-13 TASK 849
		22-13501	34-31 TASK 806
		22-13502	34-31 TASK 807
		22-13503	34-31 TASK 808
		22-13511	34-31 TASK 809

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.25
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		22-13512	34-31 TASK 810
		22-13513	34-31 TASK 811
		22-13536	34-31 TASK 877
		22-13537	34-31 TASK 878
		22-13538	34-31 TASK 879
		22-13560	22-13 TASK 834
		22-13570	22-13 TASK 835
		22-13580	22-13 TASK 836
		22-13590	22-13 TASK 846
		22-13600	22-13 TASK 837
		22-13610	22-13 TASK 838
		22-13620	22-13 TASK 839
		22-13631	34-31 TASK 806
		22-13632	34-31 TASK 807
		22-13633	34-31 TASK 808
		22-14090	22-14 TASK 801
		22-14100	22-14 TASK 802
		22-14110	22-14 TASK 803
		22-14280	22-14 TASK 826
		22-14351	22-14 TASK 828
		22-14362	22-14 TASK 828
		22-14373	22-14 TASK 828
		22-14380	22-14 TASK 828
		22-14390	22-14 TASK 828
		22-14400	22-14 TASK 828
		22-14851	22-14 TASK 812
		22-14853	22-14 TASK 825
		22-14861	22-14 TASK 813
		22-14863	22-14 TASK 814
		22-14871	22-14 TASK 813
		22-14873	22-14 TASK 814
		22-14881	22-14 TASK 813
		22-14883	22-14 TASK 814
		22-14901	22-14 TASK 815
		22-14903	22-14 TASK 816

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.26
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		22-14911	22-14 TASK 817
		22-14913	22-14 TASK 818
		22-14931	22-14 TASK 819
		22-14933	22-14 TASK 820
		22-14941	22-14 TASK 819
		22-14943	22-14 TASK 820
		22-14951	22-14 TASK 819
		22-14953	22-14 TASK 820
		22-14971	22-14 TASK 821
		22-14973	22-14 TASK 822
		22-14981	22-14 TASK 823
		22-14983	22-14 TASK 824
		22-15001	22-15 TASK 801
		22-15003	22-15 TASK 802
		22-15011	22-15 TASK 801
		22-15013	22-15 TASK 802
		22-15021	22-15 TASK 801
		22-15023	22-15 TASK 802
		22-15041	22-15 TASK 803
		22-15043	22-15 TASK 804
		22-15051	22-15 TASK 805
		22-15053	22-15 TASK 806
		22-15831	22-15 TASK 807
		22-15832	22-15 TASK 813
		22-15833	22-15 TASK 814
		22-15841	22-15 TASK 808
		22-15842	22-15 TASK 815
		22-15843	22-15 TASK 816
		22-16012	22-16 TASK 801
		22-16013	22-16 TASK 830
		22-16021	22-16 TASK 831
		22-16023	22-16 TASK 832
		22-16031	22-16 TASK 833
		22-16032	22-16 TASK 834
		22-16241	22-16 TASK 814

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.27
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		22-16243	22-16 TASK 815
		22-16270	22-16 TASK 817
		22-16291	22-16 TASK 818
		22-16293	22-16 TASK 819
		22-16320	22-16 TASK 821
		22-16370	22-16 TASK 825
		22-17201	22-17 TASK 801
		22-17202	22-17 TASK 801
		22-17203	22-17 TASK 801
		22-17515	22-16 TASK 814
		22-17525	22-16 TASK 818
		22-17545	22-16 TASK 815
		22-17555	22-16 TASK 819
		22-17600	22-17 TASK 808
		22-17605	22-11 TASK 814
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		22-18804	22-18 TASK 801
		22-18811	22-18 TASK 810
		22-18822	22-18 TASK 811
		22-18833	22-18 TASK 812
		22-18894	22-18 TASK 804
		22-18895	22-18 TASK 805
		22-19101	22-18 TASK 803
		22-19102	22-19 TASK 839
		22-19103	22-19 TASK 840
		22-19104	22-19 TASK 832
		22-19105	22-19 TASK 841
		22-19106	22-19 TASK 842
		22-19107	22-19 TASK 833
		22-19108	22-19 TASK 843
		22-19109	22-19 TASK 844
		22-19119	22-19 TASK 834
		22-19120	22-19 TASK 845

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.28
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		22-19121	22-19 TASK 846
		22-19122	22-19 TASK 835
		22-19123	22-19 TASK 847
		22-19124	22-19 TASK 848
		22-19201	22-19 TASK 849
		22-19202	22-18 TASK 806
		22-19203	22-19 TASK 850
		22-19210	22-19 TASK 851
		22-19211	22-19 TASK 852
		22-19212	22-19 TASK 853
		22-19216	22-19 TASK 854
		22-19217	22-19 TASK 801
		22-19218	22-19 TASK 855
		22-19225	22-19 TASK 856
		22-19226	22-19 TASK 802
		22-19227	22-19 TASK 857
		22-19301	22-19 TASK 858
		22-19302	22-19 TASK 859
		22-19303	22-18 TASK 807
		22-19304	22-19 TASK 860
		22-19305	22-19 TASK 861
		22-19306	22-19 TASK 862
		22-19313	22-19 TASK 863
		22-19314	22-19 TASK 864
		22-19315	22-19 TASK 865
		22-19328	22-19 TASK 866
		22-19329	22-19 TASK 867
		22-19330	22-19 TASK 803
		22-19422	22-19 TASK 807
		22-19440	22-19 TASK 809
		22-19446	22-19 TASK 810
		22-19449	22-19 TASK 870
		22-19541	22-19 TASK 880
		22-19544	22-19 TASK 881
		22-19624	22-19 TASK 886

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.29
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		22-19645	22-19 TASK 891
		22-19648	22-19 TASK 892
		22-19651	22-19 TASK 893
		22-19904	22-19 TASK 814
		22-19906	22-19 TASK 894
		22-19908	22-19 TASK 818
		22-19910	22-19 TASK 895
		22-19912	22-19 TASK 822
		22-19914	22-19 TASK 896
		22-19922	22-19 TASK 823
		22-19926	22-19 TASK 827
		22-19930	22-19 TASK 831
		22-89434	22-19 TASK 897
		22-89636	22-19 TASK 898
		23-41720	23-93 TASK 803
		23-42720	23-93 TASK 804
		23-43720	29-11 TASK 886
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		24-11780	24-53 TASK 805
		24-11781	24-51 TASK 837
		24-11784	24-51 TASK 836
		24-11786	24-51 TASK 833
		24-11787	24-32 TASK 817
		24-11790	24-08 TASK 833
		24-11793	24-08 TASK 834
		24-11795	24-08 TASK 804
		24-11796	24-08 TASK 804
		24-12056	24-32 TASK 820
		24-12057	24-08 TASK 836
		24-12122	24-08 TASK 835

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.30
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		24-12124	24-51 TASK 840
		24-12125	24-51 TASK 841
		24-12126	24-51 TASK 841
		24-12127	24-51 TASK 842
		24-12800	24-08 TASK 805
		24-12801	24-08 TASK 805
		24-13781	24-33 TASK 814
		24-13783	24-32 TASK 822
		24-13788	24-33 TASK 816
		24-13789	24-33 TASK 819
		24-13790	24-33 TASK 820
		24-13793	24-32 TASK 827
		24-13794	24-31 TASK 811
		24-13796	24-31 TASK 813
		24-13797	24-32 TASK 828
		24-13801	24-61 TASK 805
		24-13802	24-08 TASK 837
		24-13814	24-33 TASK 817
		24-13815	24-61 TASK 806
		24-13816	24-32 TASK 831
		24-13817	24-33 TASK 818
		24-13818	24-53 TASK 807
		24-13819	24-08 TASK 838
		24-13840	24-08 TASK 806
		24-13841	24-08 TASK 806
		24-13842	24-08 TASK 858
		24-13848	24-08 TASK 803
		24-13849	24-08 TASK 803
		24-18801	24-09 TASK 806
		24-18802	24-09 TASK 807
		24-18803	24-09 TASK 808
		24-31121	24-22 TASK 817
		24-31122	24-22 TASK 844
		24-31131	24-22 TASK 817
		24-31132	24-22 TASK 844

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.31
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		24-31181	24-23 TASK 825
		24-31182	24-23 TASK 826
		24-31201	24-22 TASK 818
		24-31202	24-22 TASK 818
		24-31231	24-22 TASK 813
		24-31232	24-22 TASK 833
		24-31241	24-22 TASK 820
		24-31242	24-22 TASK 820
		24-31251	24-22 TASK 822
		24-31252	24-22 TASK 835
		24-31261	24-22 TASK 836
		24-31262	24-22 TASK 837
		24-31651	24-23 TASK 803
		24-31652	24-23 TASK 803
		24-31811	24-23 TASK 803
		24-31812	24-23 TASK 803
		24-33391	24-23 TASK 809
		24-33392	24-23 TASK 809
		24-33401	24-23 TASK 809
		24-33402	24-23 TASK 809
		24-38801	24-23 TASK 808
		24-38802	24-23 TASK 808
		24-38841	24-23 TASK 809
		24-38842	24-23 TASK 809
		24-38861	24-23 TASK 809
		24-38862	24-23 TASK 809
		24-39401	24-23 TASK 809
		24-39402	24-23 TASK 809
		24-39601	24-23 TASK 809
		24-39602	24-23 TASK 809
		24-44020	24-25 TASK 826
		24-44030	24-25 TASK 826
		24-44040	24-25 TASK 816
		24-44050	24-25 TASK 827
		24-45000	24-25 TASK 802

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.32
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		24-48801	24-25 TASK 823
		24-48840	24-25 TASK 816
		24-48860	24-25 TASK 827
		24-49401	24-25 TASK 816
		24-49601	24-25 TASK 827
		24-78841	24-08 TASK 860
		24-78842	24-08 TASK 862
		24-78843	24-08 TASK 864
		24-78861	24-08 TASK 861
		24-78862	24-08 TASK 863
		24-78863	24-08 TASK 865
		27-10000	27-41 TASK 826
		27-10001	27-41 TASK 801
		27-10002	27-41 TASK 827
		27-10003	27-41 TASK 802
		27-10004	27-41 TASK 828
		27-10005	27-41 TASK 803
		27-10006	27-41 TASK 845
		27-10007	27-41 TASK 829
		27-10008	27-41 TASK 804
		27-10017	27-41 TASK 806
		27-10018	27-41 TASK 833
		27-10019	27-41 TASK 834
		27-10020	27-41 TASK 819
		27-10021	27-41 TASK 835
		27-10022	27-41 TASK 814
		27-10023	27-41 TASK 836
		27-10024	27-41 TASK 815
		27-10025	27-41 TASK 846
		27-10026	27-41 TASK 847
		27-10100	27-31 TASK 868
		27-10101	27-31 TASK 801
		27-10102	27-31 TASK 869
		27-10103	27-31 TASK 870
		27-10104	27-31 TASK 830

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.33
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		27-10105	27-31 TASK 820
		27-10106	27-31 TASK 837
		27-10107	27-31 TASK 838
		27-10200	27-11 TASK 801
		27-10201	27-11 TASK 802
		27-10202	27-11 TASK 803
		27-10203	27-11 TASK 804
		27-10208	27-11 TASK 860
		27-10209	27-11 TASK 828
		27-10210	27-11 TASK 861
		27-10211	27-11 TASK 862
		27-10300	27-11 TASK 814
		27-10301	27-11 TASK 815
		27-10302	27-11 TASK 816
		27-10303	27-11 TASK 817
		27-10304	27-11 TASK 882
		27-10305	27-11 TASK 845
		27-10306	27-11 TASK 906
		27-10307	27-11 TASK 883
		27-10400	27-21 TASK 854
		27-10401	27-21 TASK 855
		27-10402	27-21 TASK 801
		27-10403	27-21 TASK 848
		27-10404	27-21 TASK 849
		27-10405	27-21 TASK 829
		27-10500	27-61 TASK 801
		27-10501	27-61 TASK 802
		27-10502	27-61 TASK 803
		27-10503	27-61 TASK 841
		27-10504	27-61 TASK 804
		27-10505	27-61 TASK 805
		27-10506	27-61 TASK 806
		27-10507	27-61 TASK 807
		27-10508	27-61 TASK 808
		27-10509	27-61 TASK 809

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.34
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		27-10510	27-61 TASK 810
		27-10511	27-61 TASK 811
		27-10512	27-61 TASK 812
		27-10513	27-61 TASK 813
		27-10700	27-31 TASK 825
		27-10701	27-31 TASK 831
		27-10702	27-31 TASK 803
		27-10703	27-31 TASK 812
		27-10802	27-21 TASK 805
		27-11100	27-31 TASK 855
		27-11101	27-31 TASK 826
		27-11102	27-31 TASK 856
		27-11103	27-31 TASK 857
		27-11106	27-31 TASK 813
		27-11107	27-31 TASK 804
		27-11108	27-31 TASK 814
		27-11109	27-31 TASK 815
		27-11114	27-31 TASK 887
		27-11115	27-31 TASK 806
		27-11116	27-31 TASK 888
		27-11200	27-11 TASK 806
		27-11201	27-11 TASK 807
		27-11202	27-11 TASK 808
		27-11203	27-11 TASK 809
		27-11206	27-11 TASK 810
		27-11207	27-11 TASK 811
		27-11208	27-11 TASK 812
		27-11209	27-11 TASK 813
		27-11210	27-11 TASK 868
		27-11211	27-11 TASK 832
		27-11212	27-11 TASK 869
		27-11213	27-11 TASK 870
		27-11300	27-11 TASK 818
		27-11301	27-11 TASK 819
		27-11302	27-11 TASK 820

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.35
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		27-11303	27-11 TASK 821
		27-11306	27-11 TASK 822
		27-11307	27-11 TASK 823
		27-11308	27-11 TASK 824
		27-11309	27-11 TASK 825
		27-11314	27-11 TASK 871
		27-11315	27-11 TASK 833
		27-11316	27-11 TASK 872
		27-11317	27-11 TASK 873
		27-11400	27-21 TASK 818
		27-11401	27-21 TASK 819
		27-11402	27-21 TASK 807
		27-11403	27-21 TASK 820
		27-11404	27-21 TASK 821
		27-11405	27-21 TASK 808
		27-11406	27-21 TASK 809
		27-11407	27-21 TASK 822
		27-11408	27-21 TASK 823
		27-11409	27-21 TASK 810
		27-11413	27-21 TASK 824
		27-11414	27-21 TASK 825
		27-11415	27-21 TASK 812
		27-11416	27-21 TASK 840
		27-11500	27-61 TASK 814
		27-11501	27-61 TASK 819
		27-11502	27-61 TASK 820
		27-11504	27-61 TASK 822
		27-11505	27-61 TASK 823
		27-11506	27-61 TASK 824
		27-11507	27-61 TASK 825
		27-11508	27-61 TASK 826
		27-11509	27-61 TASK 827
		27-11511	27-61 TASK 832
		27-11512	27-61 TASK 833
		27-11513	27-61 TASK 834

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.36
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		27-13000	27-02 TASK 880
		27-13001	27-02 TASK 881
		27-13002	27-02 TASK 808
		27-13003	27-02 TASK 809
		27-13008	27-02 TASK 807
		27-13009	27-02 TASK 877
		27-13010	27-02 TASK 878
		27-13011	27-02 TASK 879
		27-13012	27-02 TASK 821
		27-13013	27-02 TASK 822
		27-13014	27-02 TASK 823
		27-13015	27-02 TASK 824
		27-13016	27-02 TASK 817
		27-13018	27-02 TASK 826
		27-13019	27-02 TASK 827
		27-13020	27-02 TASK 818
		27-13021	27-02 TASK 828
		27-13022	27-02 TASK 829
		27-13023	27-02 TASK 830
		27-13024	27-02 TASK 831
		27-13025	27-02 TASK 819
		27-13026	27-02 TASK 832
		27-13027	27-02 TASK 833
		27-13028	27-02 TASK 834
		27-13029	27-02 TASK 820
		27-13030	27-02 TASK 835
		27-13031	27-02 TASK 836
		27-13046	27-02 TASK 805
		27-13047	27-02 TASK 862
		27-13048	27-02 TASK 863
		27-13049	27-02 TASK 864
		27-13050	27-02 TASK 865
		27-13053	27-02 TASK 868
		27-13057	27-02 TASK 872
		27-13061	27-02 TASK 876

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.37
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		27-13066	27-02 TASK A22
		27-13067	27-02 TASK A23
		27-13068	27-02 TASK A24
		27-13069	27-02 TASK A25
		27-13070	27-31 TASK 899
		27-13071	27-31 TASK 900
		27-13072	27-31 TASK 901
		27-13073	27-31 TASK 902
		27-13074	27-31 TASK 903
		27-14018	27-02 TASK 813
		27-14019	27-02 TASK 941
		27-14020	27-02 TASK 942
		27-14024	27-02 TASK 806
		27-14025	27-02 TASK 943
		27-14026	27-02 TASK 944
		27-14027	27-02 TASK 945
		27-14030	27-02 TASK 905
		27-14031	27-02 TASK 906
		27-14032	27-02 TASK 907
		27-14033	27-02 TASK 908
		27-15009	27-02 TASK 802
		27-15010	27-02 TASK 849
		27-15011	27-02 TASK 850
		27-15012	27-02 TASK 851
		27-15013	27-41 TASK 843
		27-15014	27-41 TASK 817
		27-15015	27-41 TASK 844
		27-15016	27-41 TASK 818
		27-15021	27-11 TASK 885
		27-15022	27-11 TASK 836
		27-15023	27-11 TASK 892
		27-15024	27-11 TASK 893
		27-15025	27-11 TASK 894
		27-15026	27-11 TASK 837
		27-15027	27-11 TASK 895

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.38
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		27-15028	27-11 TASK 896
		27-15034	27-31 TASK 829
		27-15035	27-31 TASK 894
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		27-16048	27-31 TASK 883
		27-16049	27-31 TASK 884
		27-17022	27-02 TASK 816
		27-17023	27-02 TASK 891
		27-17900	27-02 TASK 916
		27-18010	27-02 TASK 962
		27-18811	27-02 TASK 901
		27-18814	27-02 TASK 805
		27-18815	27-02 TASK 862
		27-18822	27-02 TASK 919
		27-18826	27-02 TASK 863
		27-18833	27-02 TASK 920
		27-18837	27-02 TASK 864
		27-19050	27-02 TASK 900
		27-19101	27-02 TASK 974
		27-19116	27-02 TASK 977
		27-19201	27-02 TASK 979
		27-19219	27-02 TASK 980
		27-19301	27-02 TASK 983
		27-19322	27-02 TASK 986
		27-19670	34-33 TASK 822
		27-19710	34-33 TASK 823
		27-19730	27-02 TASK 960
		27-19750	27-02 TASK 963
		27-19790	27-02 TASK 964
		27-20251	27-51 TASK 863
		27-20252	27-52 TASK 809
		27-20261	27-51 TASK 809
		27-20262	27-52 TASK 810

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.39
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		27-20271	27-51 TASK 810
		27-20272	27-52 TASK 811
		27-20691	27-51 TASK 811
		27-20692	27-52 TASK 812
		27-20701	27-51 TASK 812
		27-20702	27-52 TASK 813
		27-20711	27-51 TASK 813
		27-20712	27-52 TASK 814
		27-21161	27-81 TASK 814
		27-21162	27-82 TASK 815
		27-21171	27-81 TASK 815
		27-21172	27-82 TASK 816
		27-21181	27-81 TASK 816
		27-21182	27-82 TASK 817
		27-21241	27-51 TASK 838
		27-21242	27-52 TASK 832
		27-28801	27-51 TASK 841
		27-28802	27-52 TASK 835
		27-28841	27-51 TASK 842
		27-28851	27-51 TASK 869
		27-28852	27-52 TASK 837
		27-28862	27-52 TASK 836
		29-10150	29-11 TASK 894
		29-10330	29-11 TASK 827
		29-10740	29-11 TASK 867
		30-36121	30-31 TASK 801
		30-36122	30-31 TASK 802
		30-36123	30-31 TASK 803
		30-36421	30-31 TASK 804
		30-36423	30-31 TASK 805
		30-36521	30-31 TASK 806
		30-36523	30-31 TASK 810
		30-36641	30-31 TASK 807
		30-36642	30-31 TASK 808
		30-36643	30-31 TASK 809

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.40
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51033	31-44 TASK 869
		31-51034	31-44 TASK 870
		31-51043	31-44 TASK 871
		31-51044	31-44 TASK 872
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-51531	31-44 TASK 837
		31-51532	31-44 TASK 838
		31-51533	31-44 TASK 839
		31-51534	31-44 TASK 840
		31-51731	31-44 TASK 841
		31-51732	31-44 TASK 842
		31-51733	31-44 TASK 843
		31-51734	31-44 TASK 844
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52112	31-41 TASK 820
		31-53401	31-41 TASK 832
		31-53402	31-41 TASK 833
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.41
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		31-54102	31-41 TASK 835
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-54332	31-41 TASK 917
		31-54362	31-41 TASK 917
		31-54371	31-41 TASK 916
		31-54381	31-41 TASK 916
		31-54521	31-43 TASK 854
		31-54542	31-43 TASK 821
		31-54592	31-43 TASK 855
		31-55401	31-41 TASK 840
		31-55402	31-41 TASK 841
		31-55701	31-41 TASK 840
		31-55711	31-41 TASK 840
		31-55721	31-41 TASK 840
		31-55722	31-41 TASK 841
		31-55732	31-41 TASK 841
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56111	31-41 TASK 846
		31-56521	31-43 TASK 854
		31-56542	31-43 TASK 827
		31-56592	31-43 TASK 855
		31-57701	31-41 TASK 842
		31-57711	31-41 TASK 842
		31-57722	31-41 TASK 843
		31-57732	31-41 TASK 843
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-58331	31-41 TASK 921
		31-58442	31-41 TASK 922
		31-58521	31-43 TASK 854

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.42
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		31-58542	31-43 TASK 834
		31-58592	31-43 TASK 855
		31-59401	31-41 TASK 992
		31-59402	31-41 TASK 993
		31-59701	31-41 TASK 858
		31-59711	31-41 TASK 858
		31-59721	31-41 TASK 858
		31-59722	31-41 TASK 859
		31-59732	31-41 TASK 859
		31-61011	31-43 TASK 861
		31-61012	31-43 TASK 862
		31-61020	31-43 TASK 863
		31-61071	31-43 TASK 841
		31-61072	31-43 TASK 842
		31-68801	31-43 TASK 892
		31-68802	31-43 TASK 893
		31-68811	31-42 TASK 908
		31-68832	31-42 TASK 908
		31-69101	31-42 TASK 801
		31-69302	31-42 TASK 817
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69496	31-42 TASK 915
		31-69497	31-42 TASK 915
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-69973	31-42 TASK 899
		31-69974	31-42 TASK 899
		31-69975	31-42 TASK 899
		31-69976	31-42 TASK 899
		31-69977	31-42 TASK 899
		31-69978	31-42 TASK 899
		31-89417	31-42 TASK 915
		31-89418	31-42 TASK 915
		31-89617	31-42 TASK 916

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.43
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		31-89618	31-42 TASK 916
		31-89619	31-42 TASK 916
		31-89620	31-42 TASK 916
		34-20000	34-21 TASK 802
		34-25101	34-11 TASK 801
		34-25102	34-11 TASK 802
		34-25103	34-11 TASK 803
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-25601	34-21 TASK 808
		34-25603	34-21 TASK 885
		34-25800	34-21 TASK 809
		34-26101	34-21 TASK 810
		34-26102	34-21 TASK 839
		34-26103	34-21 TASK 840
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28813	34-21 TASK 813
		34-28816	34-21 TASK 814
		34-28824	34-21 TASK 850
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28835	34-21 TASK 853
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29102	34-21 TASK 815
		34-29105	34-21 TASK 816
		34-29107	34-21 TASK 817
		34-29115	34-21 TASK 857
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.44
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		34-29202	34-21 TASK 859
		34-29204	34-21 TASK 860
		34-29216	34-21 TASK 862
		34-29301	34-21 TASK 895
		34-29303	34-21 TASK 864
		34-29306	34-21 TASK 865
		34-29308	34-21 TASK 866
		34-29317	34-21 TASK 869
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-31601	34-21 TASK 821
		34-32601	34-21 TASK 822
		34-32803	34-21 TASK 822
		34-33800	34-21 TASK 886
		34-34603	34-21 TASK 887
		34-35603	34-21 TASK 888
		34-36800	34-21 TASK 890
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39103	34-21 TASK 826
		34-39106	34-21 TASK 827
		34-39111	34-21 TASK 828
		34-39118	34-21 TASK 829
		34-39201	34-21 TASK 871
		34-39204	34-21 TASK 876
		34-39207	34-21 TASK 877
		34-39301	34-21 TASK 879
		34-39305	34-21 TASK 880
		34-39308	34-21 TASK 881
		34-39312	34-21 TASK 882

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.45
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 033 00	NO LAND 3, >200 ft (EICAS STATUS)	(continued)	
		34-39318	34-21 TASK 884
		34-42011	34-33 TASK 801
		34-42012	34-33 TASK 801
		34-42013	34-33 TASK 801
		34-42021	34-33 TASK 802
		34-42022	34-33 TASK 812
		34-42023	34-33 TASK 813
		34-42031	34-33 TASK 814
		34-42032	34-33 TASK 815
		34-42033	34-33 TASK 816
		34-42801	34-33 TASK 801
		34-42802	34-33 TASK 801
		34-42803	34-33 TASK 801
		34-42891	34-33 TASK 803
		34-42892	34-33 TASK 804
		34-42893	34-33 TASK 805
		34-53011	34-31 TASK 846
		34-53012	34-31 TASK 847
		34-53013	34-31 TASK 848
		34-53801	34-31 TASK 855
		34-53802	34-31 TASK 856
		34-53803	34-31 TASK 857
		34-61001	34-61 TASK 818
		34-61002	34-61 TASK 818
		34-61003	34-61 TASK 818
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
		34-72012	34-61 TASK 889
		34-72032	34-61 TASK 906

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.46
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.		
		21-16205	21-25 TASK 823
		22-10210	22-11 TASK 802
		22-11305	34-31 TASK 868
		22-11315	34-31 TASK 869
		22-11325	34-31 TASK 870
		22-11330	34-31 TASK 871
		22-11345	34-31 TASK 872
		22-11355	34-31 TASK 869
		22-11365	34-31 TASK 870
		22-11375	34-31 TASK 872
		22-11385	34-31 TASK 872
		22-11395	34-31 TASK 869
		22-11465	34-31 TASK 880
		22-11475	34-31 TASK 881
		22-11485	34-31 TASK 882
		22-11520	22-11 TASK 803
		22-11530	22-11 TASK 804
		22-11540	22-11 TASK 805
		22-11555	34-31 TASK 873
		22-11565	34-31 TASK 874
		22-11575	34-31 TASK 875
		22-11585	34-31 TASK 873
		22-11595	34-31 TASK 873
		22-11605	34-31 TASK 875
		22-11615	34-31 TASK 873
		22-11625	34-31 TASK 874
		22-11635	34-31 TASK 875
		22-11640	34-31 TASK 876
		22-11651	34-31 TASK 841
		22-11652	34-31 TASK 841
		22-11653	34-31 TASK 841
		22-11654	34-31 TASK 841

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.47
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		22-11860	34-33 TASK 817
		22-11870	34-33 TASK 811
		22-11880	34-33 TASK 818
		22-11890	34-33 TASK 818
		22-11900	34-33 TASK 817
		22-11910	34-33 TASK 811
		22-11920	34-33 TASK 819
		22-11930	34-33 TASK 820
		22-11940	34-33 TASK 821
		22-12450	22-12 TASK 802
		22-12800	22-12 TASK 803
		22-12810	22-12 TASK 803
		22-12820	22-12 TASK 803
		22-12830	22-12 TASK 803
		22-13251	22-13 TASK 802
		22-13252	22-13 TASK 803
		22-13261	22-13 TASK 804
		22-13263	22-13 TASK 803
		22-13272	22-13 TASK 804
		22-13273	22-13 TASK 802
		22-13281	22-13 TASK 805
		22-13282	22-13 TASK 806
		22-13283	22-13 TASK 807
		22-13300	22-13 TASK 809
		22-13311	22-13 TASK 810
		22-13312	22-13 TASK 811
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813
		22-13331	22-13 TASK 814
		22-13332	22-13 TASK 840
		22-13333	22-13 TASK 841

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.48
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		22-13341	22-13 TASK 809
		22-13342	22-13 TASK 809
		22-13343	22-13 TASK 809
		22-13391	22-13 TASK 815
		22-13392	22-13 TASK 815
		22-13393	22-13 TASK 815
		22-13401	22-13 TASK 816
		22-13402	22-13 TASK 817
		22-13403	22-13 TASK 818
		22-13404	22-13 TASK 819
		22-13411	22-13 TASK 820
		22-13412	22-13 TASK 821
		22-13413	22-13 TASK 822
		22-13414	22-13 TASK 823
		22-13421	22-13 TASK 824
		22-13422	22-13 TASK 825
		22-13423	22-13 TASK 826
		22-13424	22-13 TASK 842
		22-13431	22-13 TASK 827
		22-13432	22-13 TASK 828
		22-13433	22-13 TASK 829
		22-13434	22-13 TASK 843
		22-13441	22-13 TASK 830
		22-13442	22-13 TASK 831
		22-13443	22-13 TASK 832
		22-13461	22-13 TASK 802
		22-13462	22-13 TASK 803
		22-13471	22-13 TASK 804
		22-13473	22-13 TASK 803
		22-13482	22-13 TASK 804
		22-13483	22-13 TASK 802

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.49
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		22-13491	22-13 TASK 847
		22-13492	22-13 TASK 848
		22-13493	22-13 TASK 849
		22-13501	34-31 TASK 806
		22-13502	34-31 TASK 807
		22-13503	34-31 TASK 808
		22-13511	34-31 TASK 809
		22-13512	34-31 TASK 810
		22-13513	34-31 TASK 811
		22-13536	34-31 TASK 877
		22-13537	34-31 TASK 878
		22-13538	34-31 TASK 879
		22-13560	22-13 TASK 834
		22-13570	22-13 TASK 835
		22-13580	22-13 TASK 836
		22-13590	22-13 TASK 846
		22-13600	22-13 TASK 837
		22-13610	22-13 TASK 838
		22-13620	22-13 TASK 839
		22-13631	34-31 TASK 806
		22-13632	34-31 TASK 807
		22-13633	34-31 TASK 808
		22-14090	22-14 TASK 801
		22-14100	22-14 TASK 802
		22-14110	22-14 TASK 803
		22-14280	22-14 TASK 826
		22-14351	22-14 TASK 828
		22-14362	22-14 TASK 828
		22-14373	22-14 TASK 828
		22-14380	22-14 TASK 828
		22-14390	22-14 TASK 828

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.50
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		22-14400	22-14 TASK 828
		22-14851	22-14 TASK 812
		22-14853	22-14 TASK 825
		22-14861	22-14 TASK 813
		22-14863	22-14 TASK 814
		22-14871	22-14 TASK 813
		22-14873	22-14 TASK 814
		22-14881	22-14 TASK 813
		22-14883	22-14 TASK 814
		22-14901	22-14 TASK 815
		22-14903	22-14 TASK 816
		22-14911	22-14 TASK 817
		22-14913	22-14 TASK 818
		22-14931	22-14 TASK 819
		22-14933	22-14 TASK 820
		22-14941	22-14 TASK 819
		22-14943	22-14 TASK 820
		22-14951	22-14 TASK 819
		22-14953	22-14 TASK 820
		22-14971	22-14 TASK 821
		22-14973	22-14 TASK 822
		22-14981	22-14 TASK 823
		22-14983	22-14 TASK 824
		22-15001	22-15 TASK 801
		22-15003	22-15 TASK 802
		22-15011	22-15 TASK 801
		22-15013	22-15 TASK 802
		22-15021	22-15 TASK 801
		22-15023	22-15 TASK 802
		22-15041	22-15 TASK 803
		22-15043	22-15 TASK 804

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.51
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		22-15051	22-15 TASK 805
		22-15053	22-15 TASK 806
		22-15831	22-15 TASK 807
		22-15832	22-15 TASK 813
		22-15833	22-15 TASK 814
		22-15841	22-15 TASK 808
		22-15842	22-15 TASK 815
		22-15843	22-15 TASK 816
		22-16012	22-16 TASK 801
		22-16013	22-16 TASK 830
		22-16021	22-16 TASK 831
		22-16023	22-16 TASK 832
		22-16031	22-16 TASK 833
		22-16032	22-16 TASK 834
		22-16241	22-16 TASK 814
		22-16243	22-16 TASK 815
		22-16270	22-16 TASK 817
		22-16291	22-16 TASK 818
		22-16293	22-16 TASK 819
		22-16320	22-16 TASK 821
		22-16370	22-16 TASK 825
		22-17201	22-17 TASK 801
		22-17202	22-17 TASK 801
		22-17203	22-17 TASK 801
		22-17515	22-16 TASK 814
		22-17525	22-16 TASK 818
		22-17545	22-16 TASK 815
		22-17555	22-16 TASK 819
		22-17600	22-17 TASK 808
		22-17605	22-11 TASK 814
		22-18801	22-13 TASK 815

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.52
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		22-18804	22-18 TASK 801
		22-18811	22-18 TASK 810
		22-18822	22-18 TASK 811
		22-18833	22-18 TASK 812
		22-18894	22-18 TASK 804
		22-18895	22-18 TASK 805
		22-19101	22-18 TASK 803
		22-19102	22-19 TASK 839
		22-19103	22-19 TASK 840
		22-19104	22-19 TASK 832
		22-19105	22-19 TASK 841
		22-19106	22-19 TASK 842
		22-19107	22-19 TASK 833
		22-19108	22-19 TASK 843
		22-19109	22-19 TASK 844
		22-19119	22-19 TASK 834
		22-19120	22-19 TASK 845
		22-19121	22-19 TASK 846
		22-19122	22-19 TASK 835
		22-19123	22-19 TASK 847
		22-19124	22-19 TASK 848
		22-19201	22-19 TASK 849
		22-19202	22-18 TASK 806
		22-19203	22-19 TASK 850
		22-19210	22-19 TASK 851
		22-19211	22-19 TASK 852
		22-19212	22-19 TASK 853
		22-19216	22-19 TASK 854
		22-19217	22-19 TASK 801

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.53
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		22-19218	22-19 TASK 855
		22-19225	22-19 TASK 856
		22-19226	22-19 TASK 802
		22-19227	22-19 TASK 857
		22-19301	22-19 TASK 858
		22-19302	22-19 TASK 859
		22-19303	22-18 TASK 807
		22-19304	22-19 TASK 860
		22-19305	22-19 TASK 861
		22-19306	22-19 TASK 862
		22-19313	22-19 TASK 863
		22-19314	22-19 TASK 864
		22-19315	22-19 TASK 865
		22-19328	22-19 TASK 866
		22-19329	22-19 TASK 867
		22-19330	22-19 TASK 803
		22-19422	22-19 TASK 807
		22-19440	22-19 TASK 809
		22-19446	22-19 TASK 810
		22-19449	22-19 TASK 870
		22-19541	22-19 TASK 880
		22-19544	22-19 TASK 881
		22-19624	22-19 TASK 886
		22-19645	22-19 TASK 891
		22-19648	22-19 TASK 892
		22-19651	22-19 TASK 893
		22-19904	22-19 TASK 814
		22-19906	22-19 TASK 894
		22-19908	22-19 TASK 818
		22-19910	22-19 TASK 895
		22-19912	22-19 TASK 822

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.54
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		22-19914	22-19 TASK 896
		22-19922	22-19 TASK 823
		22-19926	22-19 TASK 827
		22-19930	22-19 TASK 831
		22-89434	22-19 TASK 897
		22-89636	22-19 TASK 898
		23-41720	23-93 TASK 803
		23-42720	23-93 TASK 804
		23-43720	29-11 TASK 886
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		24-11780	24-53 TASK 805
		24-11781	24-51 TASK 837
		24-11784	24-51 TASK 836
		24-11786	24-51 TASK 833
		24-11787	24-32 TASK 817
		24-11790	24-08 TASK 833
		24-11793	24-08 TASK 834
		24-11795	24-08 TASK 804
		24-11796	24-08 TASK 804
		24-12056	24-32 TASK 820
		24-12057	24-08 TASK 836
		24-12122	24-08 TASK 835
		24-12124	24-51 TASK 840
		24-12125	24-51 TASK 841
		24-12126	24-51 TASK 841
		24-12127	24-51 TASK 842

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.55
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		24-12800	24-08 TASK 805
		24-12801	24-08 TASK 805
		24-13781	24-33 TASK 814
		24-13783	24-32 TASK 822
		24-13788	24-33 TASK 816
		24-13789	24-33 TASK 819
		24-13790	24-33 TASK 820
		24-13793	24-32 TASK 827
		24-13794	24-31 TASK 811
		24-13796	24-31 TASK 813
		24-13797	24-32 TASK 828
		24-13801	24-61 TASK 805
		24-13802	24-08 TASK 837
		24-13814	24-33 TASK 817
		24-13815	24-61 TASK 806
		24-13816	24-32 TASK 831
		24-13817	24-33 TASK 818
		24-13818	24-53 TASK 807
		24-13819	24-08 TASK 838
		24-13840	24-08 TASK 806
		24-13841	24-08 TASK 806
		24-13842	24-08 TASK 858
		24-13848	24-08 TASK 803
		24-13849	24-08 TASK 803
		24-18801	24-09 TASK 806
		24-18802	24-09 TASK 807
		24-18803	24-09 TASK 808
		24-31121	24-22 TASK 817
		24-31122	24-22 TASK 844
		24-31131	24-22 TASK 817
		24-31132	24-22 TASK 844

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.56
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		24-31181	24-23 TASK 825
		24-31182	24-23 TASK 826
		24-31201	24-22 TASK 818
		24-31202	24-22 TASK 818
		24-31231	24-22 TASK 813
		24-31232	24-22 TASK 833
		24-31241	24-22 TASK 820
		24-31242	24-22 TASK 820
		24-31251	24-22 TASK 822
		24-31252	24-22 TASK 835
		24-31261	24-22 TASK 836
		24-31262	24-22 TASK 837
		24-31651	24-23 TASK 803
		24-31652	24-23 TASK 803
		24-31811	24-23 TASK 803
		24-31812	24-23 TASK 803
		24-33391	24-23 TASK 809
		24-33392	24-23 TASK 809
		24-33401	24-23 TASK 809
		24-33402	24-23 TASK 809
		24-38801	24-23 TASK 808
		24-38802	24-23 TASK 808
		24-38841	24-23 TASK 809
		24-38842	24-23 TASK 809
		24-38861	24-23 TASK 809
		24-38862	24-23 TASK 809
		24-39401	24-23 TASK 809
		24-39402	24-23 TASK 809
		24-39601	24-23 TASK 809
		24-39602	24-23 TASK 809
		24-44020	24-25 TASK 826

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.57
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		24-44030	24-25 TASK 826
		24-44040	24-25 TASK 816
		24-44050	24-25 TASK 827
		24-45000	24-25 TASK 802
		24-48801	24-25 TASK 823
		24-48840	24-25 TASK 816
		24-48860	24-25 TASK 827
		24-49401	24-25 TASK 816
		24-49601	24-25 TASK 827
		24-78841	24-08 TASK 860
		24-78842	24-08 TASK 862
		24-78843	24-08 TASK 864
		24-78861	24-08 TASK 861
		24-78862	24-08 TASK 863
		24-78863	24-08 TASK 865
		27-10000	27-41 TASK 826
		27-10001	27-41 TASK 801
		27-10002	27-41 TASK 827
		27-10003	27-41 TASK 802
		27-10004	27-41 TASK 828
		27-10005	27-41 TASK 803
		27-10006	27-41 TASK 845
		27-10007	27-41 TASK 829
		27-10008	27-41 TASK 804
		27-10017	27-41 TASK 806
		27-10018	27-41 TASK 833
		27-10019	27-41 TASK 834
		27-10020	27-41 TASK 819
		27-10021	27-41 TASK 835
		27-10022	27-41 TASK 814
		27-10023	27-41 TASK 836

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.58
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		27-10024	27-41 TASK 815
		27-10025	27-41 TASK 846
		27-10026	27-41 TASK 847
		27-10100	27-31 TASK 868
		27-10101	27-31 TASK 801
		27-10102	27-31 TASK 869
		27-10103	27-31 TASK 870
		27-10104	27-31 TASK 830
		27-10105	27-31 TASK 820
		27-10106	27-31 TASK 837
		27-10107	27-31 TASK 838
		27-10200	27-11 TASK 801
		27-10201	27-11 TASK 802
		27-10202	27-11 TASK 803
		27-10203	27-11 TASK 804
		27-10208	27-11 TASK 860
		27-10209	27-11 TASK 828
		27-10210	27-11 TASK 861
		27-10211	27-11 TASK 862
		27-10300	27-11 TASK 814
		27-10301	27-11 TASK 815
		27-10302	27-11 TASK 816
		27-10303	27-11 TASK 817
		27-10304	27-11 TASK 882
		27-10305	27-11 TASK 845
		27-10306	27-11 TASK 906
		27-10307	27-11 TASK 883
		27-10400	27-21 TASK 854
		27-10401	27-21 TASK 855
		27-10402	27-21 TASK 801
		27-10403	27-21 TASK 848

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.59
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		27-10404	27-21 TASK 849
		27-10405	27-21 TASK 829
		27-10500	27-61 TASK 801
		27-10501	27-61 TASK 802
		27-10502	27-61 TASK 803
		27-10503	27-61 TASK 841
		27-10504	27-61 TASK 804
		27-10505	27-61 TASK 805
		27-10506	27-61 TASK 806
		27-10507	27-61 TASK 807
		27-10508	27-61 TASK 808
		27-10509	27-61 TASK 809
		27-10510	27-61 TASK 810
		27-10511	27-61 TASK 811
		27-10512	27-61 TASK 812
		27-10513	27-61 TASK 813
		27-10700	27-31 TASK 825
		27-10701	27-31 TASK 831
		27-10702	27-31 TASK 803
		27-10703	27-31 TASK 812
		27-10802	27-21 TASK 805
		27-11100	27-31 TASK 855
		27-11101	27-31 TASK 826
		27-11102	27-31 TASK 856
		27-11103	27-31 TASK 857
		27-11106	27-31 TASK 813
		27-11107	27-31 TASK 804
		27-11108	27-31 TASK 814
		27-11109	27-31 TASK 815
		27-11114	27-31 TASK 887
		27-11115	27-31 TASK 806

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.60
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		27-11116	27-31 TASK 888
		27-11200	27-11 TASK 806
		27-11201	27-11 TASK 807
		27-11202	27-11 TASK 808
		27-11203	27-11 TASK 809
		27-11206	27-11 TASK 810
		27-11207	27-11 TASK 811
		27-11208	27-11 TASK 812
		27-11209	27-11 TASK 813
		27-11210	27-11 TASK 868
		27-11211	27-11 TASK 832
		27-11212	27-11 TASK 869
		27-11213	27-11 TASK 870
		27-11300	27-11 TASK 818
		27-11301	27-11 TASK 819
		27-11302	27-11 TASK 820
		27-11303	27-11 TASK 821
		27-11306	27-11 TASK 822
		27-11307	27-11 TASK 823
		27-11308	27-11 TASK 824
		27-11309	27-11 TASK 825
		27-11314	27-11 TASK 871
		27-11315	27-11 TASK 833
		27-11316	27-11 TASK 872
		27-11317	27-11 TASK 873
		27-11400	27-21 TASK 818
		27-11401	27-21 TASK 819
		27-11402	27-21 TASK 807
		27-11403	27-21 TASK 820
		27-11404	27-21 TASK 821
		27-11405	27-21 TASK 808

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.61
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		27-11406	27-21 TASK 809
		27-11407	27-21 TASK 822
		27-11408	27-21 TASK 823
		27-11409	27-21 TASK 810
		27-11413	27-21 TASK 824
		27-11414	27-21 TASK 825
		27-11415	27-21 TASK 812
		27-11416	27-21 TASK 840
		27-11500	27-61 TASK 814
		27-11501	27-61 TASK 819
		27-11502	27-61 TASK 820
		27-11504	27-61 TASK 822
		27-11505	27-61 TASK 823
		27-11506	27-61 TASK 824
		27-11507	27-61 TASK 825
		27-11508	27-61 TASK 826
		27-11509	27-61 TASK 827
		27-11511	27-61 TASK 832
		27-11512	27-61 TASK 833
		27-11513	27-61 TASK 834
		27-13000	27-02 TASK 880
		27-13001	27-02 TASK 881
		27-13002	27-02 TASK 808
		27-13003	27-02 TASK 809
		27-13008	27-02 TASK 807
		27-13009	27-02 TASK 877
		27-13010	27-02 TASK 878
		27-13011	27-02 TASK 879
		27-13012	27-02 TASK 821
		27-13013	27-02 TASK 822
		27-13014	27-02 TASK 823

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.62
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		27-13015	27-02 TASK 824
		27-13016	27-02 TASK 817
		27-13018	27-02 TASK 826
		27-13019	27-02 TASK 827
		27-13020	27-02 TASK 818
		27-13021	27-02 TASK 828
		27-13022	27-02 TASK 829
		27-13023	27-02 TASK 830
		27-13024	27-02 TASK 831
		27-13025	27-02 TASK 819
		27-13026	27-02 TASK 832
		27-13027	27-02 TASK 833
		27-13028	27-02 TASK 834
		27-13029	27-02 TASK 820
		27-13030	27-02 TASK 835
		27-13031	27-02 TASK 836
		27-13046	27-02 TASK 805
		27-13047	27-02 TASK 862
		27-13048	27-02 TASK 863
		27-13049	27-02 TASK 864
		27-13050	27-02 TASK 865
		27-13053	27-02 TASK 868
		27-13057	27-02 TASK 872
		27-13061	27-02 TASK 876
		27-13066	27-02 TASK A22
		27-13067	27-02 TASK A23
		27-13068	27-02 TASK A24
		27-13069	27-02 TASK A25
		27-13070	27-31 TASK 899
		27-13071	27-31 TASK 900
		27-13072	27-31 TASK 901

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.63
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		27-13073	27-31 TASK 902
		27-13074	27-31 TASK 903
		27-14018	27-02 TASK 813
		27-14019	27-02 TASK 941
		27-14020	27-02 TASK 942
		27-14024	27-02 TASK 806
		27-14025	27-02 TASK 943
		27-14026	27-02 TASK 944
		27-14027	27-02 TASK 945
		27-14030	27-02 TASK 905
		27-14031	27-02 TASK 906
		27-14032	27-02 TASK 907
		27-14033	27-02 TASK 908
		27-15009	27-02 TASK 802
		27-15010	27-02 TASK 849
		27-15011	27-02 TASK 850
		27-15012	27-02 TASK 851
		27-15013	27-41 TASK 843
		27-15014	27-41 TASK 817
		27-15015	27-41 TASK 844
		27-15016	27-41 TASK 818
		27-15021	27-11 TASK 885
		27-15022	27-11 TASK 836
		27-15023	27-11 TASK 892
		27-15024	27-11 TASK 893
		27-15025	27-11 TASK 894
		27-15026	27-11 TASK 837
		27-15027	27-11 TASK 895
		27-15028	27-11 TASK 896
		27-15034	27-31 TASK 829
		27-15035	27-31 TASK 894

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.64
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		27-16048	27-31 TASK 883
		27-16049	27-31 TASK 884
		27-17022	27-02 TASK 816
		27-17023	27-02 TASK 891
		27-17900	27-02 TASK 916
		27-18010	27-02 TASK 962
		27-18811	27-02 TASK 901
		27-18814	27-02 TASK 805
		27-18815	27-02 TASK 862
		27-18822	27-02 TASK 919
		27-18826	27-02 TASK 863
		27-18833	27-02 TASK 920
		27-18837	27-02 TASK 864
		27-19050	27-02 TASK 900
		27-19101	27-02 TASK 974
		27-19116	27-02 TASK 977
		27-19201	27-02 TASK 979
		27-19219	27-02 TASK 980
		27-19301	27-02 TASK 983
		27-19322	27-02 TASK 986
		27-19670	34-33 TASK 822
		27-19710	34-33 TASK 823
		27-19730	27-02 TASK 960
		27-19750	27-02 TASK 963
		27-19790	27-02 TASK 964
		27-20251	27-51 TASK 863
		27-20252	27-52 TASK 809
		27-20261	27-51 TASK 809

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.65
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		27-20262	27-52 TASK 810
		27-20271	27-51 TASK 810
		27-20272	27-52 TASK 811
		27-20691	27-51 TASK 811
		27-20692	27-52 TASK 812
		27-20701	27-51 TASK 812
		27-20702	27-52 TASK 813
		27-20711	27-51 TASK 813
		27-20712	27-52 TASK 814
		27-21161	27-81 TASK 814
		27-21162	27-82 TASK 815
		27-21171	27-81 TASK 815
		27-21172	27-82 TASK 816
		27-21181	27-81 TASK 816
		27-21182	27-82 TASK 817
		27-21241	27-51 TASK 838
		27-21242	27-52 TASK 832
		27-28801	27-51 TASK 841
		27-28802	27-52 TASK 835
		27-28841	27-51 TASK 842
		27-28851	27-51 TASK 869
		27-28852	27-52 TASK 837
		27-28862	27-52 TASK 836
		29-10150	29-11 TASK 894
		29-10330	29-11 TASK 827
		29-10740	29-11 TASK 867
		30-36121	30-31 TASK 801
		30-36122	30-31 TASK 802
		30-36123	30-31 TASK 803
		30-36421	30-31 TASK 804
		30-36423	30-31 TASK 805

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.66
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		30-36521	30-31 TASK 806
		30-36523	30-31 TASK 810
		30-36641	30-31 TASK 807
		30-36642	30-31 TASK 808
		30-36643	30-31 TASK 809
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51033	31-44 TASK 869
		31-51034	31-44 TASK 870
		31-51043	31-44 TASK 871
		31-51044	31-44 TASK 872
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-51531	31-44 TASK 837
		31-51532	31-44 TASK 838
		31-51533	31-44 TASK 839
		31-51534	31-44 TASK 840
		31-51731	31-44 TASK 841
		31-51732	31-44 TASK 842

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.67
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		31-51733	31-44 TASK 843
		31-51734	31-44 TASK 844
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52112	31-41 TASK 820
		31-53401	31-41 TASK 832
		31-53402	31-41 TASK 833
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54102	31-41 TASK 835
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-54332	31-41 TASK 917
		31-54362	31-41 TASK 917
		31-54371	31-41 TASK 916
		31-54381	31-41 TASK 916
		31-54521	31-43 TASK 854
		31-54542	31-43 TASK 821
		31-54592	31-43 TASK 855
		31-55401	31-41 TASK 840
		31-55402	31-41 TASK 841
		31-55701	31-41 TASK 840
		31-55711	31-41 TASK 840
		31-55721	31-41 TASK 840
		31-55722	31-41 TASK 841
		31-55732	31-41 TASK 841
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56111	31-41 TASK 846
		31-56521	31-43 TASK 854
		31-56542	31-43 TASK 827

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.68
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		31-56592	31-43 TASK 855
		31-57701	31-41 TASK 842
		31-57711	31-41 TASK 842
		31-57722	31-41 TASK 843
		31-57732	31-41 TASK 843
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-58331	31-41 TASK 921
		31-58442	31-41 TASK 922
		31-58521	31-43 TASK 854
		31-58542	31-43 TASK 834
		31-58592	31-43 TASK 855
		31-59401	31-41 TASK 992
		31-59402	31-41 TASK 993
		31-59701	31-41 TASK 858
		31-59711	31-41 TASK 858
		31-59721	31-41 TASK 858
		31-59722	31-41 TASK 859
		31-59732	31-41 TASK 859
		31-61011	31-43 TASK 861
		31-61012	31-43 TASK 862
		31-61020	31-43 TASK 863
		31-61071	31-43 TASK 841
		31-61072	31-43 TASK 842
		31-68801	31-43 TASK 892
		31-68802	31-43 TASK 893
		31-68811	31-42 TASK 908
		31-68832	31-42 TASK 908

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.69
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		31-69101	31-42 TASK 801
		31-69302	31-42 TASK 817
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69496	31-42 TASK 915
		31-69497	31-42 TASK 915
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-69973	31-42 TASK 899
		31-69974	31-42 TASK 899
		31-69975	31-42 TASK 899
		31-69976	31-42 TASK 899
		31-69977	31-42 TASK 899
		31-69978	31-42 TASK 899
		31-89417	31-42 TASK 915
		31-89418	31-42 TASK 915
		31-89617	31-42 TASK 916
		31-89618	31-42 TASK 916
		31-89619	31-42 TASK 916
		31-89620	31-42 TASK 916
		34-20000	34-21 TASK 802
		34-25101	34-11 TASK 801
		34-25102	34-11 TASK 802
		34-25103	34-11 TASK 803
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-25601	34-21 TASK 808
		34-25603	34-21 TASK 885
		34-25800	34-21 TASK 809
		34-26101	34-21 TASK 810

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.70
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		34-26102	34-21 TASK 839
		34-26103	34-21 TASK 840
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28813	34-21 TASK 813
		34-28816	34-21 TASK 814
		34-28824	34-21 TASK 850
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28835	34-21 TASK 853
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29102	34-21 TASK 815
		34-29105	34-21 TASK 816
		34-29107	34-21 TASK 817
		34-29115	34-21 TASK 857
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29202	34-21 TASK 859
		34-29204	34-21 TASK 860
		34-29216	34-21 TASK 862
		34-29301	34-21 TASK 895
		34-29303	34-21 TASK 864
		34-29306	34-21 TASK 865
		34-29308	34-21 TASK 866
		34-29317	34-21 TASK 869
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.71
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		34-30711	34-21 TASK 818
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-31601	34-21 TASK 821
		34-32601	34-21 TASK 822
		34-32803	34-21 TASK 822
		34-33800	34-21 TASK 886
		34-34603	34-21 TASK 887
		34-35603	34-21 TASK 888
		34-36800	34-21 TASK 890
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39103	34-21 TASK 826
		34-39106	34-21 TASK 827
		34-39111	34-21 TASK 828
		34-39118	34-21 TASK 829
		34-39201	34-21 TASK 871
		34-39204	34-21 TASK 876
		34-39207	34-21 TASK 877
		34-39301	34-21 TASK 879
		34-39305	34-21 TASK 880
		34-39308	34-21 TASK 881
		34-39312	34-21 TASK 882
		34-39318	34-21 TASK 884
		34-42011	34-33 TASK 801
		34-42012	34-33 TASK 801
		34-42013	34-33 TASK 801
		34-42021	34-33 TASK 802
		34-42022	34-33 TASK 812

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.72
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 034 00	NO LAND 3, <200 ft (EICAS STATUS) Before you do any task listed here, see FIM 22-98 TASK 804. NOTE: AIMS CAN LATCH THIS MESSAGE.	(continued)	
		34-42023	34-33 TASK 813
		34-42031	34-33 TASK 814
		34-42032	34-33 TASK 815
		34-42033	34-33 TASK 816
		34-42801	34-33 TASK 801
		34-42802	34-33 TASK 801
		34-42803	34-33 TASK 801
		34-42891	34-33 TASK 803
		34-42892	34-33 TASK 804
		34-42893	34-33 TASK 805
		34-53011	34-31 TASK 846
		34-53012	34-31 TASK 847
		34-53013	34-31 TASK 848
		34-53801	34-31 TASK 855
		34-53802	34-31 TASK 856
		34-53803	34-31 TASK 857
		34-61001	34-61 TASK 818
		34-61002	34-61 TASK 818
		34-61003	34-61 TASK 818
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
		34-72012	34-61 TASK 889
		34-72032	34-61 TASK 906
221 041 41	AFDC L (EICAS STATUS)	22-11305	34-31 TASK 868
		22-11315	34-31 TASK 869
		22-11325	34-31 TASK 870
		22-11330	34-31 TASK 871
		22-11345	34-31 TASK 872
		22-11355	34-31 TASK 869
		22-11365	34-31 TASK 870

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.73
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 041 41	AFDC L (EICAS STATUS)	(continued)	
		22-11375	34-31 TASK 872
		22-11385	34-31 TASK 872
		22-11395	34-31 TASK 869
		22-11555	34-31 TASK 873
		22-11565	34-31 TASK 874
		22-11575	34-31 TASK 875
		22-11585	34-31 TASK 873
		22-11595	34-31 TASK 873
		22-11605	34-31 TASK 875
		22-11615	34-31 TASK 873
		22-11625	34-31 TASK 874
		22-11635	34-31 TASK 875
		22-11640	34-31 TASK 876
		22-11651	34-31 TASK 841
		22-11652	34-31 TASK 841
		22-11653	34-31 TASK 841
		22-11654	34-31 TASK 841
		22-11860	34-33 TASK 817
		22-11870	34-33 TASK 811
		22-11880	34-33 TASK 818
		22-11890	34-33 TASK 818
		22-11900	34-33 TASK 817
		22-11910	34-33 TASK 811
		22-11920	34-33 TASK 819
		22-11930	34-33 TASK 820
		22-11940	34-33 TASK 821
		22-13251	22-13 TASK 802
		22-13261	22-13 TASK 804
		22-13281	22-13 TASK 805
		22-13300	22-13 TASK 809
		22-13311	22-13 TASK 810
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813
		22-13331	22-13 TASK 814
		22-13341	22-13 TASK 809

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.74
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 041 41	AFDC L (EICAS STATUS)	(continued)	
		22-13391	22-13 TASK 815
		22-13401	22-13 TASK 816
		22-13404	22-13 TASK 819
		22-13451	22-13 TASK 833
		22-13461	22-13 TASK 802
		22-13462	22-13 TASK 803
		22-13471	22-13 TASK 804
		22-13473	22-13 TASK 803
		22-13482	22-13 TASK 804
		22-13483	22-13 TASK 802
		22-17201	22-17 TASK 801
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		22-18804	22-18 TASK 801
		22-18811	22-18 TASK 810
		22-18841	22-18 TASK 802
		22-18894	22-18 TASK 804
		22-19101	22-18 TASK 803
		23-81001	23-91 TASK 801
		23-81004	23-91 TASK 804
		24-11784	24-51 TASK 836
		24-11787	24-32 TASK 817
		24-12056	24-32 TASK 820
		24-13816	24-32 TASK 831
		27-18010	27-02 TASK 962
		27-19116	27-02 TASK 977
		27-19730	27-02 TASK 960
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69407	31-42 TASK 827

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.75
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 041 41	AFDC L (EICAS STATUS)	(continued)	
		31-69408	31-42 TASK 827
		34-42011	34-33 TASK 801
		34-42012	34-33 TASK 801
		34-42013	34-33 TASK 801
		34-42021	34-33 TASK 802
		34-42022	34-33 TASK 812
		34-42023	34-33 TASK 813
		34-42031	34-33 TASK 814
		34-42032	34-33 TASK 815
		34-42033	34-33 TASK 816
221 041 42	AFDC R (EICAS STATUS)	22-11305	34-31 TASK 868
		22-11315	34-31 TASK 869
		22-11325	34-31 TASK 870
		22-11330	34-31 TASK 871
		22-11345	34-31 TASK 872
		22-11355	34-31 TASK 869
		22-11365	34-31 TASK 870
		22-11375	34-31 TASK 872
		22-11385	34-31 TASK 872
		22-11395	34-31 TASK 869
		22-11555	34-31 TASK 873
		22-11565	34-31 TASK 874
		22-11575	34-31 TASK 875
		22-11585	34-31 TASK 873
		22-11595	34-31 TASK 873
		22-11605	34-31 TASK 875
		22-11615	34-31 TASK 873
		22-11625	34-31 TASK 874
		22-11635	34-31 TASK 875
		22-11640	34-31 TASK 876
		22-11651	34-31 TASK 841
		22-11652	34-31 TASK 841
		22-11653	34-31 TASK 841
		22-11654	34-31 TASK 841
		22-11860	34-33 TASK 817

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.76
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 041 42	AFDC R (EICAS STATUS)	(continued)	
		22-11870	34-33 TASK 811
		22-11880	34-33 TASK 818
		22-11890	34-33 TASK 818
		22-11900	34-33 TASK 817
		22-11910	34-33 TASK 811
		22-11920	34-33 TASK 819
		22-11930	34-33 TASK 820
		22-11940	34-33 TASK 821
		22-13263	22-13 TASK 803
		22-13273	22-13 TASK 802
		22-13283	22-13 TASK 807
		22-13300	22-13 TASK 809
		22-13311	22-13 TASK 810
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813
		22-13333	22-13 TASK 841
		22-13343	22-13 TASK 809
		22-13393	22-13 TASK 815
		22-13403	22-13 TASK 818
		22-13404	22-13 TASK 819
		22-13453	22-13 TASK 845
		22-13461	22-13 TASK 802
		22-13462	22-13 TASK 803
		22-13471	22-13 TASK 804
		22-13473	22-13 TASK 803
		22-13482	22-13 TASK 804
		22-13483	22-13 TASK 802
		22-17203	22-17 TASK 801
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		22-18804	22-18 TASK 801
		22-18833	22-18 TASK 812
		22-18863	22-18 TASK 809
		22-18895	22-18 TASK 805

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.77
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 041 42	AFDC R (EICAS STATUS)	(continued)	
		22-19303	22-18 TASK 807
		23-81003	23-91 TASK 803
		23-81006	23-91 TASK 806
		24-11787	24-32 TASK 817
		24-12056	24-32 TASK 820
		24-12126	24-51 TASK 841
		24-13816	24-32 TASK 831
		27-19322	27-02 TASK 986
		27-19730	27-02 TASK 960
		27-19790	27-02 TASK 964
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-69607	31-42 TASK 859
		31-69608	31-42 TASK 859
		34-42011	34-33 TASK 801
		34-42012	34-33 TASK 801
		34-42013	34-33 TASK 801
		34-42021	34-33 TASK 802
		34-42022	34-33 TASK 812
		34-42023	34-33 TASK 813
		34-42031	34-33 TASK 814
		34-42032	34-33 TASK 815
		34-42033	34-33 TASK 816
221 041 43	AFDC C (EICAS STATUS)	22-11305	34-31 TASK 868
		22-11315	34-31 TASK 869
		22-11325	34-31 TASK 870
		22-11330	34-31 TASK 871
		22-11345	34-31 TASK 872
		22-11355	34-31 TASK 869
		22-11365	34-31 TASK 870
		22-11375	34-31 TASK 872

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.78
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 041 43	AFDC C (EICAS STATUS)	(continued)	
		22-11385	34-31 TASK 872
		22-11395	34-31 TASK 869
		22-11555	34-31 TASK 873
		22-11565	34-31 TASK 874
		22-11575	34-31 TASK 875
		22-11585	34-31 TASK 873
		22-11595	34-31 TASK 873
		22-11605	34-31 TASK 875
		22-11615	34-31 TASK 873
		22-11625	34-31 TASK 874
		22-11635	34-31 TASK 875
		22-11640	34-31 TASK 876
		22-11651	34-31 TASK 841
		22-11652	34-31 TASK 841
		22-11653	34-31 TASK 841
		22-11654	34-31 TASK 841
		22-11860	34-33 TASK 817
		22-11870	34-33 TASK 811
		22-11880	34-33 TASK 818
		22-11890	34-33 TASK 818
		22-11900	34-33 TASK 817
		22-11910	34-33 TASK 811
		22-11920	34-33 TASK 819
		22-11930	34-33 TASK 820
		22-11940	34-33 TASK 821
		22-13252	22-13 TASK 803
		22-13272	22-13 TASK 804
		22-13282	22-13 TASK 806
		22-13300	22-13 TASK 809
		22-13311	22-13 TASK 810
		22-13312	22-13 TASK 811
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813
		22-13332	22-13 TASK 840
		22-13342	22-13 TASK 809

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.79
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 041 43	AFDC C (EICAS STATUS)	(continued)	
		22-13392	22-13 TASK 815
		22-13402	22-13 TASK 817
		22-13404	22-13 TASK 819
		22-13452	22-13 TASK 844
		22-13461	22-13 TASK 802
		22-13462	22-13 TASK 803
		22-13471	22-13 TASK 804
		22-13473	22-13 TASK 803
		22-13482	22-13 TASK 804
		22-13483	22-13 TASK 802
		22-17202	22-17 TASK 801
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		22-18804	22-18 TASK 801
		22-18822	22-18 TASK 811
		22-18852	22-18 TASK 808
		22-18894	22-18 TASK 804
		22-19202	22-18 TASK 806
		23-81002	23-91 TASK 802
		23-81005	23-91 TASK 805
		24-11787	24-32 TASK 817
		24-12056	24-32 TASK 820
		24-13816	24-32 TASK 831
		24-13817	24-33 TASK 818
		27-15101	27-02 TASK 947
		27-19219	27-02 TASK 980
		27-19730	27-02 TASK 960
		27-19750	27-02 TASK 963
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56121	31-41 TASK 848
		31-56122	31-41 TASK 849
		31-69501	31-42 TASK 852
		31-69502	31-42 TASK 852

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.80
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 041 43	AFDC C (EICAS STATUS)	(continued)	
		31-69507	31-42 TASK 853
		31-69508	31-42 TASK 853
		34-42011	34-33 TASK 801
		34-42012	34-33 TASK 801
		34-42013	34-33 TASK 801
		34-42021	34-33 TASK 802
		34-42022	34-33 TASK 812
		34-42023	34-33 TASK 813
		34-42031	34-33 TASK 814
		34-42032	34-33 TASK 815
		34-42033	34-33 TASK 816
221 051 00	MODE CTRL PANEL LANE (EICAS STATUS)	22-13281	22-13 TASK 805
		22-13282	22-13 TASK 806
		22-13283	22-13 TASK 807
		22-13311	22-13 TASK 810
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813
		22-13451	22-13 TASK 833
		22-13452	22-13 TASK 844
		22-13453	22-13 TASK 845
		22-14700	22-14 TASK 806
		22-14710	22-14 TASK 807
		22-14720	22-14 TASK 808
		22-14730	22-14 TASK 809
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		22-18804	22-18 TASK 801
		22-18894	22-18 TASK 804
		22-18895	22-18 TASK 805
		24-11787	24-32 TASK 817
221 061 41	AUTOPILOT BACKDRV L (EICAS STATUS)	22-14851	22-14 TASK 812
		22-14861	22-14 TASK 813

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.81
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 061 41	AUTOPILOT BACKDRV L (EICAS STATUS)	(continued)	
		22-14871	22-14 TASK 813
		22-14881	22-14 TASK 813
		22-14901	22-14 TASK 815
		22-14911	22-14 TASK 817
		22-14931	22-14 TASK 819
		22-14941	22-14 TASK 819
		22-14951	22-14 TASK 819
		22-14971	22-14 TASK 821
		22-14981	22-14 TASK 823
		22-15001	22-15 TASK 801
		22-15011	22-15 TASK 801
		22-15021	22-15 TASK 801
		22-15041	22-15 TASK 803
		22-15051	22-15 TASK 805
		22-16241	22-16 TASK 814
		22-16243	22-16 TASK 815
		22-16270	22-16 TASK 817
		22-16291	22-16 TASK 818
		22-16293	22-16 TASK 819
		22-16320	22-16 TASK 821
		22-16370	22-16 TASK 825
		22-17515	22-16 TASK 814
		22-17525	22-16 TASK 818
		22-17545	22-16 TASK 815
		22-17555	22-16 TASK 819
		24-11787	24-32 TASK 817
221 061 42	AUTOPILOT BACKDRV R (EICAS STATUS)	22-14853	22-14 TASK 825
		22-14863	22-14 TASK 814
		22-14873	22-14 TASK 814
		22-14883	22-14 TASK 814
		22-14903	22-14 TASK 816
		22-14913	22-14 TASK 818
		22-14933	22-14 TASK 820
		22-14943	22-14 TASK 820
		22-14953	22-14 TASK 820

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.82
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 061 42	AUTOPILOT BACKDRV R (EICAS STATUS)	(continued)	
		22-14973	22-14 TASK 822
		22-14983	22-14 TASK 824
		22-15003	22-15 TASK 802
		22-15013	22-15 TASK 802
		22-15023	22-15 TASK 802
		22-15043	22-15 TASK 804
		22-15053	22-15 TASK 806
		22-16241	22-16 TASK 814
		22-16243	22-16 TASK 815
		22-16270	22-16 TASK 817
		22-16291	22-16 TASK 818
		22-16293	22-16 TASK 819
		22-16320	22-16 TASK 821
		22-16370	22-16 TASK 825
		22-17515	22-16 TASK 814
		22-17525	22-16 TASK 818
		22-17545	22-16 TASK 815
		22-17555	22-16 TASK 819
		24-12056	24-32 TASK 820
221 123 00	NO AUTOLAND (EICAS STATUS)	21-16205	21-25 TASK 823
		22-10210	22-11 TASK 802
		22-11305	34-31 TASK 868
		22-11315	34-31 TASK 869
		22-11325	34-31 TASK 870
		22-11330	34-31 TASK 871
		22-11345	34-31 TASK 872
		22-11355	34-31 TASK 869
		22-11365	34-31 TASK 870
		22-11375	34-31 TASK 872
		22-11385	34-31 TASK 872
		22-11395	34-31 TASK 869
		22-11465	34-31 TASK 880
		22-11475	34-31 TASK 881
		22-11485	34-31 TASK 882
		22-11520	22-11 TASK 803

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.83
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		22-11530	22-11 TASK 804
		22-11540	22-11 TASK 805
		22-11555	34-31 TASK 873
		22-11565	34-31 TASK 874
		22-11575	34-31 TASK 875
		22-11585	34-31 TASK 873
		22-11595	34-31 TASK 873
		22-11605	34-31 TASK 875
		22-11615	34-31 TASK 873
		22-11625	34-31 TASK 874
		22-11635	34-31 TASK 875
		22-11640	34-31 TASK 876
		22-11651	34-31 TASK 841
		22-11652	34-31 TASK 841
		22-11653	34-31 TASK 841
		22-11654	34-31 TASK 841
		22-11860	34-33 TASK 817
		22-11870	34-33 TASK 811
		22-11880	34-33 TASK 818
		22-11890	34-33 TASK 818
		22-11900	34-33 TASK 817
		22-11910	34-33 TASK 811
		22-11920	34-33 TASK 819
		22-11930	34-33 TASK 820
		22-11940	34-33 TASK 821
		22-12450	22-12 TASK 802
		22-12800	22-12 TASK 803
		22-12810	22-12 TASK 803
		22-12820	22-12 TASK 803
		22-12830	22-12 TASK 803
		22-13251	22-13 TASK 802
		22-13252	22-13 TASK 803
		22-13261	22-13 TASK 804
		22-13263	22-13 TASK 803
		22-13272	22-13 TASK 804

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.84
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		22-13273	22-13 TASK 802
		22-13281	22-13 TASK 805
		22-13282	22-13 TASK 806
		22-13283	22-13 TASK 807
		22-13300	22-13 TASK 809
		22-13311	22-13 TASK 810
		22-13312	22-13 TASK 811
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813
		22-13331	22-13 TASK 814
		22-13332	22-13 TASK 840
		22-13333	22-13 TASK 841
		22-13341	22-13 TASK 809
		22-13342	22-13 TASK 809
		22-13343	22-13 TASK 809
		22-13391	22-13 TASK 815
		22-13392	22-13 TASK 815
		22-13393	22-13 TASK 815
		22-13401	22-13 TASK 816
		22-13402	22-13 TASK 817
		22-13403	22-13 TASK 818
		22-13404	22-13 TASK 819
		22-13411	22-13 TASK 820
		22-13412	22-13 TASK 821
		22-13413	22-13 TASK 822
		22-13414	22-13 TASK 823
		22-13421	22-13 TASK 824
		22-13422	22-13 TASK 825
		22-13423	22-13 TASK 826
		22-13424	22-13 TASK 842
		22-13431	22-13 TASK 827
		22-13432	22-13 TASK 828
		22-13433	22-13 TASK 829
		22-13434	22-13 TASK 843
		22-13461	22-13 TASK 802

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.85
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		22-13462	22-13 TASK 803
		22-13471	22-13 TASK 804
		22-13473	22-13 TASK 803
		22-13482	22-13 TASK 804
		22-13483	22-13 TASK 802
		22-13491	22-13 TASK 847
		22-13492	22-13 TASK 848
		22-13493	22-13 TASK 849
		22-13501	34-31 TASK 806
		22-13502	34-31 TASK 807
		22-13503	34-31 TASK 808
		22-13511	34-31 TASK 809
		22-13512	34-31 TASK 810
		22-13513	34-31 TASK 811
		22-13631	34-31 TASK 806
		22-13632	34-31 TASK 807
		22-13633	34-31 TASK 808
		22-14280	22-14 TASK 826
		22-14351	22-14 TASK 828
		22-14362	22-14 TASK 828
		22-14373	22-14 TASK 828
		22-14380	22-14 TASK 828
		22-14390	22-14 TASK 828
		22-14400	22-14 TASK 828
		22-14851	22-14 TASK 812
		22-14853	22-14 TASK 825
		22-14861	22-14 TASK 813
		22-14863	22-14 TASK 814
		22-14871	22-14 TASK 813
		22-14873	22-14 TASK 814
		22-14881	22-14 TASK 813
		22-14883	22-14 TASK 814
		22-14901	22-14 TASK 815
		22-14903	22-14 TASK 816
		22-14911	22-14 TASK 817

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.86
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		22-14913	22-14 TASK 818
		22-14931	22-14 TASK 819
		22-14933	22-14 TASK 820
		22-14941	22-14 TASK 819
		22-14943	22-14 TASK 820
		22-14951	22-14 TASK 819
		22-14953	22-14 TASK 820
		22-14971	22-14 TASK 821
		22-14973	22-14 TASK 822
		22-14981	22-14 TASK 823
		22-14983	22-14 TASK 824
		22-15001	22-15 TASK 801
		22-15003	22-15 TASK 802
		22-15011	22-15 TASK 801
		22-15013	22-15 TASK 802
		22-15021	22-15 TASK 801
		22-15023	22-15 TASK 802
		22-15041	22-15 TASK 803
		22-15043	22-15 TASK 804
		22-15051	22-15 TASK 805
		22-15053	22-15 TASK 806
		22-15831	22-15 TASK 807
		22-15832	22-15 TASK 813
		22-15833	22-15 TASK 814
		22-15841	22-15 TASK 808
		22-15842	22-15 TASK 815
		22-15843	22-15 TASK 816
		22-16012	22-16 TASK 801
		22-16013	22-16 TASK 830
		22-16021	22-16 TASK 831
		22-16023	22-16 TASK 832
		22-16031	22-16 TASK 833
		22-16032	22-16 TASK 834
		22-16241	22-16 TASK 814
		22-16243	22-16 TASK 815

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.87
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		22-16270	22-16 TASK 817
		22-16291	22-16 TASK 818
		22-16293	22-16 TASK 819
		22-16320	22-16 TASK 821
		22-16370	22-16 TASK 825
		22-17201	22-17 TASK 801
		22-17202	22-17 TASK 801
		22-17203	22-17 TASK 801
		22-17515	22-16 TASK 814
		22-17525	22-16 TASK 818
		22-17545	22-16 TASK 815
		22-17555	22-16 TASK 819
		22-17600	22-17 TASK 808
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		22-18804	22-18 TASK 801
		22-18811	22-18 TASK 810
		22-18822	22-18 TASK 811
		22-18833	22-18 TASK 812
		22-18894	22-18 TASK 804
		22-18895	22-18 TASK 805
		22-19101	22-18 TASK 803
		22-19102	22-19 TASK 839
		22-19103	22-19 TASK 840
		22-19104	22-19 TASK 832
		22-19105	22-19 TASK 841
		22-19106	22-19 TASK 842
		22-19107	22-19 TASK 833
		22-19108	22-19 TASK 843
		22-19109	22-19 TASK 844
		22-19119	22-19 TASK 834
		22-19120	22-19 TASK 845
		22-19121	22-19 TASK 846
		22-19122	22-19 TASK 835

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.88
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		22-19123	22-19 TASK 847
		22-19124	22-19 TASK 848
		22-19201	22-19 TASK 849
		22-19202	22-18 TASK 806
		22-19203	22-19 TASK 850
		22-19210	22-19 TASK 851
		22-19211	22-19 TASK 852
		22-19212	22-19 TASK 853
		22-19216	22-19 TASK 854
		22-19217	22-19 TASK 801
		22-19218	22-19 TASK 855
		22-19225	22-19 TASK 856
		22-19226	22-19 TASK 802
		22-19227	22-19 TASK 857
		22-19301	22-19 TASK 858
		22-19302	22-19 TASK 859
		22-19303	22-18 TASK 807
		22-19304	22-19 TASK 860
		22-19305	22-19 TASK 861
		22-19306	22-19 TASK 862
		22-19313	22-19 TASK 863
		22-19314	22-19 TASK 864
		22-19315	22-19 TASK 865
		22-19328	22-19 TASK 866
		22-19329	22-19 TASK 867
		22-19330	22-19 TASK 803
		22-19440	22-19 TASK 809
		22-19541	22-19 TASK 880
		22-19544	22-19 TASK 881
		22-19645	22-19 TASK 891
		22-19904	22-19 TASK 814
		22-19906	22-19 TASK 894
		22-19908	22-19 TASK 818
		22-19910	22-19 TASK 895
		22-19912	22-19 TASK 822

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.89
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		22-19914	22-19 TASK 896
		22-19922	22-19 TASK 823
		22-19926	22-19 TASK 827
		22-19930	22-19 TASK 831
		23-41720	23-93 TASK 803
		23-42720	23-93 TASK 804
		23-43720	29-11 TASK 886
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		24-11780	24-53 TASK 805
		24-11781	24-51 TASK 837
		24-11784	24-51 TASK 836
		24-11786	24-51 TASK 833
		24-11787	24-32 TASK 817
		24-11790	24-08 TASK 833
		24-11793	24-08 TASK 834
		24-11795	24-08 TASK 804
		24-11796	24-08 TASK 804
		24-12056	24-32 TASK 820
		24-12057	24-08 TASK 836
		24-12122	24-08 TASK 835
		24-12124	24-51 TASK 840
		24-12125	24-51 TASK 841
		24-12126	24-51 TASK 841
		24-12127	24-51 TASK 842
		24-12800	24-08 TASK 805
		24-12801	24-08 TASK 805
		24-13816	24-32 TASK 831
		24-13817	24-33 TASK 818
		24-13818	24-53 TASK 807
		24-18801	24-09 TASK 806

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.90
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		24-18802	24-09 TASK 807
		24-78841	24-08 TASK 860
		24-78842	24-08 TASK 862
		24-78861	24-08 TASK 861
		24-78862	24-08 TASK 863
		27-10000	27-41 TASK 826
		27-10001	27-41 TASK 801
		27-10002	27-41 TASK 827
		27-10003	27-41 TASK 802
		27-10004	27-41 TASK 828
		27-10005	27-41 TASK 803
		27-10006	27-41 TASK 845
		27-10007	27-41 TASK 829
		27-10008	27-41 TASK 804
		27-10017	27-41 TASK 806
		27-10018	27-41 TASK 833
		27-10019	27-41 TASK 834
		27-10020	27-41 TASK 819
		27-10021	27-41 TASK 835
		27-10022	27-41 TASK 814
		27-10023	27-41 TASK 836
		27-10024	27-41 TASK 815
		27-10025	27-41 TASK 846
		27-10026	27-41 TASK 847
		27-10100	27-31 TASK 868
		27-10101	27-31 TASK 801
		27-10102	27-31 TASK 869
		27-10103	27-31 TASK 870
		27-10104	27-31 TASK 830
		27-10105	27-31 TASK 820
		27-10106	27-31 TASK 837
		27-10107	27-31 TASK 838
		27-10200	27-11 TASK 801
		27-10201	27-11 TASK 802
		27-10202	27-11 TASK 803

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.91
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		27-10203	27-11 TASK 804
		27-10208	27-11 TASK 860
		27-10209	27-11 TASK 828
		27-10210	27-11 TASK 861
		27-10211	27-11 TASK 862
		27-10300	27-11 TASK 814
		27-10301	27-11 TASK 815
		27-10302	27-11 TASK 816
		27-10303	27-11 TASK 817
		27-10304	27-11 TASK 882
		27-10305	27-11 TASK 845
		27-10306	27-11 TASK 906
		27-10307	27-11 TASK 883
		27-10400	27-21 TASK 854
		27-10401	27-21 TASK 855
		27-10402	27-21 TASK 801
		27-10403	27-21 TASK 848
		27-10404	27-21 TASK 849
		27-10405	27-21 TASK 829
		27-10500	27-61 TASK 801
		27-10501	27-61 TASK 802
		27-10502	27-61 TASK 803
		27-10503	27-61 TASK 841
		27-10504	27-61 TASK 804
		27-10505	27-61 TASK 805
		27-10506	27-61 TASK 806
		27-10507	27-61 TASK 807
		27-10508	27-61 TASK 808
		27-10509	27-61 TASK 809
		27-10510	27-61 TASK 810
		27-10511	27-61 TASK 811
		27-10512	27-61 TASK 812
		27-10513	27-61 TASK 813
		27-10700	27-31 TASK 825
		27-10701	27-31 TASK 831

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.92
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		27-10702	27-31 TASK 803
		27-10703	27-31 TASK 812
		27-10802	27-21 TASK 805
		27-11100	27-31 TASK 855
		27-11101	27-31 TASK 826
		27-11102	27-31 TASK 856
		27-11103	27-31 TASK 857
		27-11106	27-31 TASK 813
		27-11107	27-31 TASK 804
		27-11108	27-31 TASK 814
		27-11109	27-31 TASK 815
		27-11114	27-31 TASK 887
		27-11115	27-31 TASK 806
		27-11116	27-31 TASK 888
		27-11200	27-11 TASK 806
		27-11201	27-11 TASK 807
		27-11202	27-11 TASK 808
		27-11203	27-11 TASK 809
		27-11206	27-11 TASK 810
		27-11207	27-11 TASK 811
		27-11208	27-11 TASK 812
		27-11209	27-11 TASK 813
		27-11210	27-11 TASK 868
		27-11211	27-11 TASK 832
		27-11212	27-11 TASK 869
		27-11213	27-11 TASK 870
		27-11300	27-11 TASK 818
		27-11301	27-11 TASK 819
		27-11302	27-11 TASK 820
		27-11303	27-11 TASK 821
		27-11306	27-11 TASK 822
		27-11307	27-11 TASK 823
		27-11308	27-11 TASK 824
		27-11309	27-11 TASK 825
		27-11314	27-11 TASK 871

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.93
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		27-11315	27-11 TASK 833
		27-11316	27-11 TASK 872
		27-11317	27-11 TASK 873
		27-11400	27-21 TASK 818
		27-11401	27-21 TASK 819
		27-11402	27-21 TASK 807
		27-11403	27-21 TASK 820
		27-11404	27-21 TASK 821
		27-11405	27-21 TASK 808
		27-11406	27-21 TASK 809
		27-11407	27-21 TASK 822
		27-11408	27-21 TASK 823
		27-11409	27-21 TASK 810
		27-11413	27-21 TASK 824
		27-11414	27-21 TASK 825
		27-11415	27-21 TASK 812
		27-11416	27-21 TASK 840
		27-11500	27-61 TASK 814
		27-11501	27-61 TASK 819
		27-11502	27-61 TASK 820
		27-11504	27-61 TASK 822
		27-11505	27-61 TASK 823
		27-11506	27-61 TASK 824
		27-11507	27-61 TASK 825
		27-11508	27-61 TASK 826
		27-11509	27-61 TASK 827
		27-11511	27-61 TASK 832
		27-11512	27-61 TASK 833
		27-11513	27-61 TASK 834
		27-13000	27-02 TASK 880
		27-13001	27-02 TASK 881
		27-13002	27-02 TASK 808
		27-13003	27-02 TASK 809
		27-13008	27-02 TASK 807
		27-13009	27-02 TASK 877

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.94
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		27-13010	27-02 TASK 878
		27-13011	27-02 TASK 879
		27-13012	27-02 TASK 821
		27-13013	27-02 TASK 822
		27-13014	27-02 TASK 823
		27-13015	27-02 TASK 824
		27-13016	27-02 TASK 817
		27-13018	27-02 TASK 826
		27-13019	27-02 TASK 827
		27-13020	27-02 TASK 818
		27-13021	27-02 TASK 828
		27-13022	27-02 TASK 829
		27-13023	27-02 TASK 830
		27-13024	27-02 TASK 831
		27-13025	27-02 TASK 819
		27-13026	27-02 TASK 832
		27-13027	27-02 TASK 833
		27-13028	27-02 TASK 834
		27-13029	27-02 TASK 820
		27-13030	27-02 TASK 835
		27-13031	27-02 TASK 836
		27-13046	27-02 TASK 805
		27-13047	27-02 TASK 862
		27-13048	27-02 TASK 863
		27-13049	27-02 TASK 864
		27-13050	27-02 TASK 865
		27-13053	27-02 TASK 868
		27-13057	27-02 TASK 872
		27-13061	27-02 TASK 876
		27-13066	27-02 TASK A22
		27-13067	27-02 TASK A23
		27-13068	27-02 TASK A24
		27-13069	27-02 TASK A25
		27-13070	27-31 TASK 899
		27-13071	27-31 TASK 900

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.95
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		27-13072	27-31 TASK 901
		27-13073	27-31 TASK 902
		27-13074	27-31 TASK 903
		27-14018	27-02 TASK 813
		27-14019	27-02 TASK 941
		27-14020	27-02 TASK 942
		27-14024	27-02 TASK 806
		27-14025	27-02 TASK 943
		27-14026	27-02 TASK 944
		27-14027	27-02 TASK 945
		27-14030	27-02 TASK 905
		27-14031	27-02 TASK 906
		27-14032	27-02 TASK 907
		27-14033	27-02 TASK 908
		27-15009	27-02 TASK 802
		27-15010	27-02 TASK 849
		27-15011	27-02 TASK 850
		27-15012	27-02 TASK 851
		27-15013	27-41 TASK 843
		27-15014	27-41 TASK 817
		27-15015	27-41 TASK 844
		27-15016	27-41 TASK 818
		27-15021	27-11 TASK 885
		27-15022	27-11 TASK 836
		27-15023	27-11 TASK 892
		27-15024	27-11 TASK 893
		27-15025	27-11 TASK 894
		27-15026	27-11 TASK 837
		27-15027	27-11 TASK 895
		27-15028	27-11 TASK 896
		27-15034	27-31 TASK 829
		27-15035	27-31 TASK 894
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.96
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		27-16048	27-31 TASK 883
		27-16049	27-31 TASK 884
		27-17022	27-02 TASK 816
		27-17023	27-02 TASK 891
		27-17900	27-02 TASK 916
		27-18010	27-02 TASK 962
		27-18811	27-02 TASK 901
		27-18814	27-02 TASK 805
		27-18815	27-02 TASK 862
		27-18822	27-02 TASK 919
		27-18826	27-02 TASK 863
		27-18833	27-02 TASK 920
		27-18837	27-02 TASK 864
		27-19050	27-02 TASK 900
		27-19101	27-02 TASK 974
		27-19116	27-02 TASK 977
		27-19201	27-02 TASK 979
		27-19219	27-02 TASK 980
		27-19301	27-02 TASK 983
		27-19322	27-02 TASK 986
		27-19670	34-33 TASK 822
		27-19710	34-33 TASK 823
		27-19730	27-02 TASK 960
		27-19750	27-02 TASK 963
		27-19790	27-02 TASK 964
		27-20251	27-51 TASK 863
		27-20252	27-52 TASK 809
		27-20261	27-51 TASK 809
		27-20262	27-52 TASK 810
		27-20271	27-51 TASK 810
		27-20272	27-52 TASK 811
		27-20691	27-51 TASK 811
		27-20692	27-52 TASK 812
		27-20701	27-51 TASK 812
		27-20702	27-52 TASK 813

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.97
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		27-20711	27-51 TASK 813
		27-20712	27-52 TASK 814
		27-21161	27-81 TASK 814
		27-21162	27-82 TASK 815
		27-21171	27-81 TASK 815
		27-21172	27-82 TASK 816
		27-21181	27-81 TASK 816
		27-21182	27-82 TASK 817
		27-21241	27-51 TASK 838
		27-21242	27-52 TASK 832
		27-28801	27-51 TASK 841
		27-28802	27-52 TASK 835
		27-28841	27-51 TASK 842
		27-28851	27-51 TASK 869
		27-28852	27-52 TASK 837
		27-28862	27-52 TASK 836
		29-10150	29-11 TASK 894
		29-10330	29-11 TASK 827
		29-10740	29-11 TASK 867
		30-36121	30-31 TASK 801
		30-36122	30-31 TASK 802
		30-36123	30-31 TASK 803
		30-36421	30-31 TASK 804
		30-36423	30-31 TASK 805
		30-36521	30-31 TASK 806
		30-36523	30-31 TASK 810
		30-36641	30-31 TASK 807
		30-36642	30-31 TASK 808
		30-36643	30-31 TASK 809
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.98
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51033	31-44 TASK 869
		31-51034	31-44 TASK 870
		31-51043	31-44 TASK 871
		31-51044	31-44 TASK 872
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-51531	31-44 TASK 837
		31-51532	31-44 TASK 838
		31-51533	31-44 TASK 839
		31-51534	31-44 TASK 840
		31-51731	31-44 TASK 841
		31-51732	31-44 TASK 842
		31-51733	31-44 TASK 843
		31-51734	31-44 TASK 844
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52112	31-41 TASK 820
		31-53401	31-41 TASK 832
		31-53402	31-41 TASK 833
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54102	31-41 TASK 835
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-54332	31-41 TASK 917
		31-54362	31-41 TASK 917
		31-54371	31-41 TASK 916

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.99
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		31-54381	31-41 TASK 916
		31-54521	31-43 TASK 854
		31-54542	31-43 TASK 821
		31-54592	31-43 TASK 855
		31-55401	31-41 TASK 840
		31-55402	31-41 TASK 841
		31-55701	31-41 TASK 840
		31-55711	31-41 TASK 840
		31-55721	31-41 TASK 840
		31-55722	31-41 TASK 841
		31-55732	31-41 TASK 841
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56111	31-41 TASK 846
		31-56521	31-43 TASK 854
		31-56542	31-43 TASK 827
		31-56592	31-43 TASK 855
		31-57701	31-41 TASK 842
		31-57711	31-41 TASK 842
		31-57722	31-41 TASK 843
		31-57732	31-41 TASK 843
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-58331	31-41 TASK 921
		31-58442	31-41 TASK 922
		31-58521	31-43 TASK 854
		31-58542	31-43 TASK 834
		31-58592	31-43 TASK 855
		31-59401	31-41 TASK 992
		31-59402	31-41 TASK 993
		31-59701	31-41 TASK 858
		31-59711	31-41 TASK 858

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.100
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		31-59721	31-41 TASK 858
		31-59722	31-41 TASK 859
		31-59732	31-41 TASK 859
		31-61011	31-43 TASK 861
		31-61012	31-43 TASK 862
		31-61020	31-43 TASK 863
		31-61071	31-43 TASK 841
		31-61072	31-43 TASK 842
		31-68801	31-43 TASK 892
		31-68802	31-43 TASK 893
		31-68811	31-42 TASK 908
		31-68832	31-42 TASK 908
		31-69101	31-42 TASK 801
		31-69302	31-42 TASK 817
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69496	31-42 TASK 915
		31-69497	31-42 TASK 915
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-69973	31-42 TASK 899
		31-69974	31-42 TASK 899
		31-69975	31-42 TASK 899
		31-69976	31-42 TASK 899
		31-69977	31-42 TASK 899
		31-69978	31-42 TASK 899
		31-89417	31-42 TASK 915
		31-89418	31-42 TASK 915
		31-89617	31-42 TASK 916
		31-89618	31-42 TASK 916
		31-89619	31-42 TASK 916
		31-89620	31-42 TASK 916
		34-20000	34-21 TASK 802
		34-25101	34-11 TASK 801
		34-25102	34-11 TASK 802

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.101
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		34-25103	34-11 TASK 803
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-25601	34-21 TASK 808
		34-25603	34-21 TASK 885
		34-25800	34-21 TASK 809
		34-26101	34-21 TASK 810
		34-26102	34-21 TASK 839
		34-26103	34-21 TASK 840
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28813	34-21 TASK 813
		34-28816	34-21 TASK 814
		34-28824	34-21 TASK 850
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28835	34-21 TASK 853
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29102	34-21 TASK 815
		34-29105	34-21 TASK 816
		34-29107	34-21 TASK 817
		34-29115	34-21 TASK 857
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29202	34-21 TASK 859
		34-29204	34-21 TASK 860
		34-29216	34-21 TASK 862
		34-29301	34-21 TASK 895
		34-29303	34-21 TASK 864
		34-29306	34-21 TASK 865

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.102
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		34-29308	34-21 TASK 866
		34-29317	34-21 TASK 869
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-31601	34-21 TASK 821
		34-32601	34-21 TASK 822
		34-32803	34-21 TASK 822
		34-33800	34-21 TASK 886
		34-34603	34-21 TASK 887
		34-35603	34-21 TASK 888
		34-36800	34-21 TASK 890
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39103	34-21 TASK 826
		34-39106	34-21 TASK 827
		34-39111	34-21 TASK 828
		34-39118	34-21 TASK 829
		34-39201	34-21 TASK 871
		34-39204	34-21 TASK 876
		34-39207	34-21 TASK 877
		34-39301	34-21 TASK 879
		34-39305	34-21 TASK 880
		34-39308	34-21 TASK 881
		34-39312	34-21 TASK 882
		34-39318	34-21 TASK 884
		34-42011	34-33 TASK 801
		34-42012	34-33 TASK 801
		34-42013	34-33 TASK 801
		34-42021	34-33 TASK 802
		34-42022	34-33 TASK 812

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.103
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 123 00	NO AUTOLAND (EICAS STATUS)	(continued)	
		34-42023	34-33 TASK 813
		34-42031	34-33 TASK 814
		34-42032	34-33 TASK 815
		34-42033	34-33 TASK 816
		34-42801	34-33 TASK 801
		34-42802	34-33 TASK 801
		34-42803	34-33 TASK 801
		34-42891	34-33 TASK 803
		34-42892	34-33 TASK 804
		34-42893	34-33 TASK 805
		34-53011	34-31 TASK 846
		34-53012	34-31 TASK 847
		34-53013	34-31 TASK 848
		34-53801	34-31 TASK 855
		34-53802	34-31 TASK 856
		34-53803	34-31 TASK 857
		34-61001	34-61 TASK 818
		34-61002	34-61 TASK 818
		34-61003	34-61 TASK 818
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
		34-72012	34-61 TASK 889
		34-72032	34-61 TASK 906
221 301 31	Flight director flag shows on PFD - captain's.	21-16205	21-25 TASK 823
		22-10200	34-31 TASK 840
		22-10210	22-11 TASK 802
		22-10220	22-11 TASK 802
		22-10700	22-11 TASK 809
		22-11305	34-31 TASK 868
		22-11315	34-31 TASK 869
		22-11325	34-31 TASK 870
		22-11330	34-31 TASK 871
		22-11345	34-31 TASK 872
		22-11355	34-31 TASK 869

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.104
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 31	Flight director flag shows on PFD - captain's.	(continued)	
		22-11365	34-31 TASK 870
		22-11375	34-31 TASK 872
		22-11385	34-31 TASK 872
		22-11395	34-31 TASK 869
		22-11555	34-31 TASK 873
		22-11565	34-31 TASK 874
		22-11575	34-31 TASK 875
		22-11585	34-31 TASK 873
		22-11595	34-31 TASK 873
		22-11605	34-31 TASK 875
		22-11615	34-31 TASK 873
		22-11625	34-31 TASK 874
		22-11635	34-31 TASK 875
		22-11640	34-31 TASK 876
		22-11651	34-31 TASK 841
		22-11652	34-31 TASK 841
		22-11653	34-31 TASK 841
		22-11654	34-31 TASK 841
		22-11860	34-33 TASK 817
		22-11870	34-33 TASK 811
		22-11880	34-33 TASK 818
		22-11890	34-33 TASK 818
		22-11900	34-33 TASK 817
		22-11910	34-33 TASK 811
		22-11920	34-33 TASK 819
		22-11930	34-33 TASK 820
		22-11940	34-33 TASK 821
		22-12000	34-61 TASK 937
		22-12010	34-61 TASK 937
		22-12450	22-12 TASK 802
		22-13251	22-13 TASK 802
		22-13252	22-13 TASK 803
		22-13261	22-13 TASK 804
		22-13263	22-13 TASK 803
		22-13272	22-13 TASK 804

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.105
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 31	Flight director flag shows on PFD - captain's.	(continued)	
		22-13273	22-13 TASK 802
		22-13281	22-13 TASK 805
		22-13282	22-13 TASK 806
		22-13283	22-13 TASK 807
		22-13300	22-13 TASK 809
		22-13311	22-13 TASK 810
		22-13312	22-13 TASK 811
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813
		22-13331	22-13 TASK 814
		22-13332	22-13 TASK 840
		22-13333	22-13 TASK 841
		22-13341	22-13 TASK 809
		22-13342	22-13 TASK 809
		22-13343	22-13 TASK 809
		22-13391	22-13 TASK 815
		22-13392	22-13 TASK 815
		22-13393	22-13 TASK 815
		22-13401	22-13 TASK 816
		22-13402	22-13 TASK 817
		22-13403	22-13 TASK 818
		22-13404	22-13 TASK 819
		22-13461	22-13 TASK 802
		22-13462	22-13 TASK 803
		22-13471	22-13 TASK 804
		22-13473	22-13 TASK 803
		22-13482	22-13 TASK 804
		22-13483	22-13 TASK 802
		22-14210	22-14 TASK 827
		22-14290	22-14 TASK 804
		22-14700	22-14 TASK 806
		22-14770	22-14 TASK 806
		22-17201	22-17 TASK 801
		22-17202	22-17 TASK 801
		22-17203	22-17 TASK 801

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.106
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 31	Flight director flag shows on PFD - captain's.	(continued)	
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		22-18804	22-18 TASK 801
		22-18811	22-18 TASK 810
		22-18822	22-18 TASK 811
		22-18833	22-18 TASK 812
		22-18841	22-18 TASK 802
		22-18852	22-18 TASK 808
		22-18863	22-18 TASK 809
		22-18894	22-18 TASK 804
		22-18895	22-18 TASK 805
		22-19101	22-18 TASK 803
		22-19104	22-19 TASK 832
		22-19105	22-19 TASK 841
		22-19106	22-19 TASK 842
		22-19202	22-18 TASK 806
		22-19216	22-19 TASK 854
		22-19217	22-19 TASK 801
		22-19218	22-19 TASK 855
		22-19303	22-18 TASK 807
		22-19304	22-19 TASK 860
		22-19305	22-19 TASK 861
		22-19306	22-19 TASK 862
		22-19440	22-19 TASK 809
		22-19541	22-19 TASK 880
		22-19544	22-19 TASK 881
		22-19645	22-19 TASK 891
		22-19904	22-19 TASK 814
		22-19906	22-19 TASK 894
		22-19908	22-19 TASK 818
		22-19910	22-19 TASK 895
		22-19912	22-19 TASK 822
		22-19914	22-19 TASK 896
		22-19922	22-19 TASK 823

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.107
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 31	Flight director flag shows on PFD - captain's.	(continued)	
		22-19926	22-19 TASK 827
		22-19930	22-19 TASK 831
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		24-11780	24-53 TASK 805
		24-11781	24-51 TASK 837
		24-11784	24-51 TASK 836
		24-11786	24-51 TASK 833
		24-11787	24-32 TASK 817
		24-11790	24-08 TASK 833
		24-11793	24-08 TASK 834
		24-11795	24-08 TASK 804
		24-11796	24-08 TASK 804
		24-12056	24-32 TASK 820
		24-12057	24-08 TASK 836
		24-12122	24-08 TASK 835
		24-12124	24-51 TASK 840
		24-12125	24-51 TASK 841
		24-12126	24-51 TASK 841
		24-12127	24-51 TASK 842
		24-12800	24-08 TASK 805
		24-12801	24-08 TASK 805
		24-13816	24-32 TASK 831
		24-13817	24-33 TASK 818
		24-13818	24-53 TASK 807
		24-18801	24-09 TASK 806
		24-18802	24-09 TASK 807
		24-78841	24-08 TASK 860
		24-78842	24-08 TASK 862
		24-78861	24-08 TASK 861
		24-78862	24-08 TASK 863

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.108
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 31	Flight director flag shows on PFD - captain's.	(continued)	
		27-14018	27-02 TASK 813
		27-14019	27-02 TASK 941
		27-14020	27-02 TASK 942
		27-14025	27-02 TASK 943
		27-14026	27-02 TASK 944
		27-14027	27-02 TASK 945
		27-14030	27-02 TASK 905
		27-14031	27-02 TASK 906
		27-14032	27-02 TASK 907
		27-14033	27-02 TASK 908
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		27-18010	27-02 TASK 962
		27-18811	27-02 TASK 901
		27-18822	27-02 TASK 919
		27-18833	27-02 TASK 920
		27-19101	27-02 TASK 974
		27-19116	27-02 TASK 977
		27-19201	27-02 TASK 979
		27-19219	27-02 TASK 980
		27-19301	27-02 TASK 983
		27-19322	27-02 TASK 986
		27-19730	27-02 TASK 960
		27-19750	27-02 TASK 963
		27-19790	27-02 TASK 964
		27-20251	27-51 TASK 863
		27-20252	27-52 TASK 809
		27-20261	27-51 TASK 809
		27-20262	27-52 TASK 810
		27-20271	27-51 TASK 810
		27-20272	27-52 TASK 811
		27-20691	27-51 TASK 811
		27-20692	27-52 TASK 812
		27-20701	27-51 TASK 812

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.109
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 31	Flight director flag shows on PFD - captain's.	(continued)	
		27-20702	27-52 TASK 813
		27-20711	27-51 TASK 813
		27-20712	27-52 TASK 814
		27-21161	27-81 TASK 814
		27-21162	27-82 TASK 815
		27-21171	27-81 TASK 815
		27-21172	27-82 TASK 816
		27-21181	27-81 TASK 816
		27-21182	27-82 TASK 817
		27-21241	27-51 TASK 838
		27-21242	27-52 TASK 832
		27-28801	27-51 TASK 841
		27-28802	27-52 TASK 835
		27-28841	27-51 TASK 842
		27-28851	27-51 TASK 869
		27-28852	27-52 TASK 837
		27-28862	27-52 TASK 836
		30-36121	30-31 TASK 801
		30-36122	30-31 TASK 802
		30-36123	30-31 TASK 803
		30-36421	30-31 TASK 804
		30-36423	30-31 TASK 805
		30-36521	30-31 TASK 806
		30-36523	30-31 TASK 810
		30-36641	30-31 TASK 807
		30-36642	30-31 TASK 808
		30-36643	30-31 TASK 809
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.110
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 31	Flight director flag shows on PFD - captain's.	(continued)	
		31-51033	31-44 TASK 869
		31-51034	31-44 TASK 870
		31-51043	31-44 TASK 871
		31-51044	31-44 TASK 872
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-51531	31-44 TASK 837
		31-51532	31-44 TASK 838
		31-51533	31-44 TASK 839
		31-51534	31-44 TASK 840
		31-51731	31-44 TASK 841
		31-51732	31-44 TASK 842
		31-51733	31-44 TASK 843
		31-51734	31-44 TASK 844
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52101	31-41 TASK 817
		31-52112	31-41 TASK 820
		31-53401	31-41 TASK 832
		31-53402	31-41 TASK 833
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54101	31-41 TASK 834
		31-54102	31-41 TASK 835
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-55401	31-41 TASK 840
		31-55402	31-41 TASK 841
		31-56013	31-43 TASK 870

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.111
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 31	Flight director flag shows on PFD - captain's.	(continued)	
		31-56014	31-43 TASK 871
		31-56102	31-41 TASK 845
		31-56104	31-45 TASK 811
		31-56111	31-41 TASK 846
		31-56121	31-41 TASK 848
		31-56122	31-41 TASK 849
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58102	31-41 TASK 853
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-59401	31-41 TASK 992
		31-59402	31-41 TASK 993
		31-61011	31-43 TASK 861
		31-61012	31-43 TASK 862
		31-61020	31-43 TASK 863
		31-61071	31-43 TASK 841
		31-61072	31-43 TASK 842
		31-68801	31-43 TASK 892
		31-68802	31-43 TASK 893
		31-68811	31-42 TASK 908
		31-68832	31-42 TASK 908
		31-69101	31-42 TASK 801
		31-69102	31-42 TASK 801
		31-69117	31-42 TASK 806
		31-69118	31-42 TASK 806
		31-69201	31-42 TASK 809
		31-69202	31-42 TASK 809
		31-69219	31-42 TASK 814
		31-69220	31-42 TASK 814
		31-69301	31-42 TASK 817
		31-69302	31-42 TASK 817
		31-69317	31-42 TASK 822
		31-69318	31-42 TASK 822

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.112
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 31	Flight director flag shows on PFD - captain's.	(continued)	
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69407	31-42 TASK 827
		31-69408	31-42 TASK 827
		31-69433	31-42 TASK 838
		31-69434	31-42 TASK 838
		31-69496	31-42 TASK 915
		31-69497	31-42 TASK 915
		31-69501	31-42 TASK 852
		31-69502	31-42 TASK 852
		31-69507	31-42 TASK 853
		31-69508	31-42 TASK 853
		31-69533	31-42 TASK 854
		31-69534	31-42 TASK 854
		31-69535	31-42 TASK 854
		31-69536	31-42 TASK 854
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-69607	31-42 TASK 859
		31-69608	31-42 TASK 859
		31-69635	31-42 TASK 868
		31-69636	31-42 TASK 868
		31-69903	31-42 TASK 881
		31-69904	31-42 TASK 881
		31-69905	31-42 TASK 881
		31-69906	31-42 TASK 881
		31-85107	31-98 TASK 801
		31-89417	31-42 TASK 915
		31-89418	31-42 TASK 915
		31-89617	31-42 TASK 916
		31-89618	31-42 TASK 916
		31-89619	31-42 TASK 916
		31-89620	31-42 TASK 916
		34-20000	34-21 TASK 802
		34-25101	34-11 TASK 801

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.113
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 31	Flight director flag shows on PFD - captain's.	(continued)	
		34-25102	34-11 TASK 802
		34-25103	34-11 TASK 803
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-25601	34-21 TASK 808
		34-25603	34-21 TASK 885
		34-25800	34-21 TASK 809
		34-26101	34-21 TASK 810
		34-26102	34-21 TASK 839
		34-26103	34-21 TASK 840
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28813	34-21 TASK 813
		34-28816	34-21 TASK 814
		34-28824	34-21 TASK 850
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28835	34-21 TASK 853
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29102	34-21 TASK 815
		34-29105	34-21 TASK 816
		34-29107	34-21 TASK 817
		34-29115	34-21 TASK 857
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29202	34-21 TASK 859
		34-29204	34-21 TASK 860
		34-29216	34-21 TASK 862
		34-29301	34-21 TASK 895
		34-29303	34-21 TASK 864

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.114
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 31	Flight director flag shows on PFD - captain's.	(continued)	
		34-29306	34-21 TASK 865
		34-29308	34-21 TASK 866
		34-29317	34-21 TASK 869
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30712	34-21 TASK 871
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-31601	34-21 TASK 821
		34-32601	34-21 TASK 822
		34-32803	34-21 TASK 822
		34-33800	34-21 TASK 886
		34-34603	34-21 TASK 887
		34-35603	34-21 TASK 888
		34-36800	34-21 TASK 890
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39103	34-21 TASK 826
		34-39106	34-21 TASK 827
		34-39111	34-21 TASK 828
		34-39118	34-21 TASK 829
		34-39201	34-21 TASK 871
		34-39204	34-21 TASK 876
		34-39207	34-21 TASK 877
		34-39301	34-21 TASK 879
		34-39305	34-21 TASK 880
		34-39308	34-21 TASK 881
		34-39312	34-21 TASK 882
		34-39318	34-21 TASK 884
		34-42011	34-33 TASK 801
		34-42012	34-33 TASK 801
		34-42013	34-33 TASK 801

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.115
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 31	Flight director flag shows on PFD - captain's.	(continued)	
		34-42021	34-33 TASK 802
		34-42022	34-33 TASK 812
		34-42023	34-33 TASK 813
		34-42031	34-33 TASK 814
		34-42032	34-33 TASK 815
		34-42033	34-33 TASK 816
		34-42801	34-33 TASK 801
		34-42802	34-33 TASK 801
		34-42803	34-33 TASK 801
		34-42891	34-33 TASK 803
		34-42892	34-33 TASK 804
		34-42893	34-33 TASK 805
		34-53801	34-31 TASK 855
		34-53802	34-31 TASK 856
		34-53803	34-31 TASK 857
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
221 301 32	Flight director flag shows on PFD - first officer's.	21-16205	21-25 TASK 823
		22-10200	34-31 TASK 840
		22-10210	22-11 TASK 802
		22-10220	22-11 TASK 802
		22-10700	22-11 TASK 809
		22-11305	34-31 TASK 868
		22-11315	34-31 TASK 869
		22-11325	34-31 TASK 870
		22-11330	34-31 TASK 871
		22-11345	34-31 TASK 872
		22-11355	34-31 TASK 869
		22-11365	34-31 TASK 870
		22-11375	34-31 TASK 872
		22-11385	34-31 TASK 872
		22-11395	34-31 TASK 869
		22-11555	34-31 TASK 873

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.116
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 32	Flight director flag shows on PFD - first officer's.	(continued)	
		22-11565	34-31 TASK 874
		22-11575	34-31 TASK 875
		22-11585	34-31 TASK 873
		22-11595	34-31 TASK 873
		22-11605	34-31 TASK 875
		22-11615	34-31 TASK 873
		22-11625	34-31 TASK 874
		22-11635	34-31 TASK 875
		22-11640	34-31 TASK 876
		22-11651	34-31 TASK 841
		22-11652	34-31 TASK 841
		22-11653	34-31 TASK 841
		22-11654	34-31 TASK 841
		22-11860	34-33 TASK 817
		22-11870	34-33 TASK 811
		22-11880	34-33 TASK 818
		22-11890	34-33 TASK 818
		22-11900	34-33 TASK 817
		22-11910	34-33 TASK 811
		22-11920	34-33 TASK 819
		22-11930	34-33 TASK 820
		22-11940	34-33 TASK 821
		22-12000	34-61 TASK 937
		22-12010	34-61 TASK 937
		22-12450	22-12 TASK 802
		22-13251	22-13 TASK 802
		22-13252	22-13 TASK 803
		22-13261	22-13 TASK 804
		22-13263	22-13 TASK 803
		22-13272	22-13 TASK 804
		22-13273	22-13 TASK 802
		22-13281	22-13 TASK 805
		22-13282	22-13 TASK 806
		22-13283	22-13 TASK 807

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.117
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 32	Flight director flag shows on PFD - first officer's.	(continued)	
		22-13300	22-13 TASK 809
		22-13311	22-13 TASK 810
		22-13312	22-13 TASK 811
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813
		22-13331	22-13 TASK 814
		22-13332	22-13 TASK 840
		22-13333	22-13 TASK 841
		22-13341	22-13 TASK 809
		22-13342	22-13 TASK 809
		22-13343	22-13 TASK 809
		22-13391	22-13 TASK 815
		22-13392	22-13 TASK 815
		22-13393	22-13 TASK 815
		22-13401	22-13 TASK 816
		22-13402	22-13 TASK 817
		22-13403	22-13 TASK 818
		22-13404	22-13 TASK 819
		22-13461	22-13 TASK 802
		22-13462	22-13 TASK 803
		22-13471	22-13 TASK 804
		22-13473	22-13 TASK 803
		22-13482	22-13 TASK 804
		22-13483	22-13 TASK 802
		22-14210	22-14 TASK 827
		22-14290	22-14 TASK 804
		22-14700	22-14 TASK 806
		22-14770	22-14 TASK 806
		22-17201	22-17 TASK 801
		22-17202	22-17 TASK 801
		22-17203	22-17 TASK 801
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.118
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 32	Flight director flag shows on PFD - first officer's.	(continued)	
		22-18804	22-18 TASK 801
		22-18811	22-18 TASK 810
		22-18822	22-18 TASK 811
		22-18833	22-18 TASK 812
		22-18841	22-18 TASK 802
		22-18852	22-18 TASK 808
		22-18863	22-18 TASK 809
		22-18894	22-18 TASK 804
		22-18895	22-18 TASK 805
		22-19101	22-18 TASK 803
		22-19104	22-19 TASK 832
		22-19105	22-19 TASK 841
		22-19106	22-19 TASK 842
		22-19202	22-18 TASK 806
		22-19216	22-19 TASK 854
		22-19217	22-19 TASK 801
		22-19218	22-19 TASK 855
		22-19303	22-18 TASK 807
		22-19304	22-19 TASK 860
		22-19305	22-19 TASK 861
		22-19306	22-19 TASK 862
		22-19440	22-19 TASK 809
		22-19541	22-19 TASK 880
		22-19544	22-19 TASK 881
		22-19645	22-19 TASK 891
		22-19904	22-19 TASK 814
		22-19906	22-19 TASK 894
		22-19908	22-19 TASK 818
		22-19910	22-19 TASK 895
		22-19912	22-19 TASK 822
		22-19914	22-19 TASK 896
		22-19922	22-19 TASK 823
		22-19926	22-19 TASK 827
		22-19930	22-19 TASK 831

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.119
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 32	Flight director flag shows on PFD - first officer's.	(continued)	
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		24-11780	24-53 TASK 805
		24-11781	24-51 TASK 837
		24-11784	24-51 TASK 836
		24-11786	24-51 TASK 833
		24-11787	24-32 TASK 817
		24-11790	24-08 TASK 833
		24-11793	24-08 TASK 834
		24-11795	24-08 TASK 804
		24-11796	24-08 TASK 804
		24-12056	24-32 TASK 820
		24-12057	24-08 TASK 836
		24-12122	24-08 TASK 835
		24-12124	24-51 TASK 840
		24-12125	24-51 TASK 841
		24-12126	24-51 TASK 841
		24-12127	24-51 TASK 842
		24-12800	24-08 TASK 805
		24-12801	24-08 TASK 805
		24-13816	24-32 TASK 831
		24-13817	24-33 TASK 818
		24-13818	24-53 TASK 807
		24-18801	24-09 TASK 806
		24-18802	24-09 TASK 807
		24-78841	24-08 TASK 860
		24-78842	24-08 TASK 862
		24-78861	24-08 TASK 861
		24-78862	24-08 TASK 863
		27-14018	27-02 TASK 813

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.120
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 32	Flight director flag shows on PFD - first officer's.	(continued)	
		27-14019	27-02 TASK 941
		27-14020	27-02 TASK 942
		27-14025	27-02 TASK 943
		27-14026	27-02 TASK 944
		27-14027	27-02 TASK 945
		27-14030	27-02 TASK 905
		27-14031	27-02 TASK 906
		27-14032	27-02 TASK 907
		27-14033	27-02 TASK 908
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		27-18010	27-02 TASK 962
		27-18811	27-02 TASK 901
		27-18822	27-02 TASK 919
		27-18833	27-02 TASK 920
		27-19101	27-02 TASK 974
		27-19116	27-02 TASK 977
		27-19201	27-02 TASK 979
		27-19219	27-02 TASK 980
		27-19301	27-02 TASK 983
		27-19322	27-02 TASK 986
		27-19730	27-02 TASK 960
		27-19750	27-02 TASK 963
		27-19790	27-02 TASK 964
		27-20251	27-51 TASK 863
		27-20252	27-52 TASK 809
		27-20261	27-51 TASK 809
		27-20262	27-52 TASK 810
		27-20271	27-51 TASK 810
		27-20272	27-52 TASK 811
		27-20691	27-51 TASK 811
		27-20692	27-52 TASK 812
		27-20701	27-51 TASK 812

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.121
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 32	Flight director flag shows on PFD - first officer's.	(continued)	
		27-20702	27-52 TASK 813
		27-20711	27-51 TASK 813
		27-20712	27-52 TASK 814
		27-21161	27-81 TASK 814
		27-21162	27-82 TASK 815
		27-21171	27-81 TASK 815
		27-21172	27-82 TASK 816
		27-21181	27-81 TASK 816
		27-21182	27-82 TASK 817
		27-21241	27-51 TASK 838
		27-21242	27-52 TASK 832
		27-28801	27-51 TASK 841
		27-28802	27-52 TASK 835
		27-28841	27-51 TASK 842
		27-28851	27-51 TASK 869
		27-28852	27-52 TASK 837
		27-28862	27-52 TASK 836
		30-36121	30-31 TASK 801
		30-36122	30-31 TASK 802
		30-36123	30-31 TASK 803
		30-36421	30-31 TASK 804
		30-36423	30-31 TASK 805
		30-36521	30-31 TASK 806
		30-36523	30-31 TASK 810
		30-36641	30-31 TASK 807
		30-36642	30-31 TASK 808
		30-36643	30-31 TASK 809
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.122
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 32	Flight director flag shows on PFD - first officer's.	(continued)	
		31-51026	31-43 TASK 804
		31-51033	31-44 TASK 869
		31-51034	31-44 TASK 870
		31-51043	31-44 TASK 871
		31-51044	31-44 TASK 872
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-51531	31-44 TASK 837
		31-51532	31-44 TASK 838
		31-51533	31-44 TASK 839
		31-51534	31-44 TASK 840
		31-51731	31-44 TASK 841
		31-51732	31-44 TASK 842
		31-51733	31-44 TASK 843
		31-51734	31-44 TASK 844
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52101	31-41 TASK 817
		31-52112	31-41 TASK 820
		31-53401	31-41 TASK 832
		31-53402	31-41 TASK 833
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54101	31-41 TASK 834
		31-54102	31-41 TASK 835
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-55401	31-41 TASK 840

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.123
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 32	Flight director flag shows on PFD - first officer's.	(continued)	
		31-55402	31-41 TASK 841
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56102	31-41 TASK 845
		31-56104	31-45 TASK 811
		31-56111	31-41 TASK 846
		31-56121	31-41 TASK 848
		31-56122	31-41 TASK 849
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58102	31-41 TASK 853
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-59401	31-41 TASK 992
		31-59402	31-41 TASK 993
		31-61011	31-43 TASK 861
		31-61012	31-43 TASK 862
		31-61020	31-43 TASK 863
		31-61071	31-43 TASK 841
		31-61072	31-43 TASK 842
		31-68801	31-43 TASK 892
		31-68802	31-43 TASK 893
		31-68811	31-42 TASK 908
		31-68832	31-42 TASK 908
		31-69101	31-42 TASK 801
		31-69102	31-42 TASK 801
		31-69117	31-42 TASK 806
		31-69118	31-42 TASK 806
		31-69201	31-42 TASK 809
		31-69202	31-42 TASK 809
		31-69219	31-42 TASK 814
		31-69220	31-42 TASK 814
		31-69301	31-42 TASK 817

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.124
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 32	Flight director flag shows on PFD - first officer's.	(continued)	
		31-69302	31-42 TASK 817
		31-69317	31-42 TASK 822
		31-69318	31-42 TASK 822
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69407	31-42 TASK 827
		31-69408	31-42 TASK 827
		31-69433	31-42 TASK 838
		31-69434	31-42 TASK 838
		31-69496	31-42 TASK 915
		31-69497	31-42 TASK 915
		31-69501	31-42 TASK 852
		31-69502	31-42 TASK 852
		31-69507	31-42 TASK 853
		31-69508	31-42 TASK 853
		31-69533	31-42 TASK 854
		31-69534	31-42 TASK 854
		31-69535	31-42 TASK 854
		31-69536	31-42 TASK 854
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-69607	31-42 TASK 859
		31-69608	31-42 TASK 859
		31-69635	31-42 TASK 868
		31-69636	31-42 TASK 868
		31-69903	31-42 TASK 881
		31-69904	31-42 TASK 881
		31-69905	31-42 TASK 881
		31-69906	31-42 TASK 881
		31-85108	31-98 TASK 801
		31-89417	31-42 TASK 915
		31-89418	31-42 TASK 915
		31-89617	31-42 TASK 916
		31-89618	31-42 TASK 916

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.125
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 32	Flight director flag shows on PFD - first officer's.	(continued)	
		31-89619	31-42 TASK 916
		31-89620	31-42 TASK 916
		34-20000	34-21 TASK 802
		34-25101	34-11 TASK 801
		34-25102	34-11 TASK 802
		34-25103	34-11 TASK 803
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-25601	34-21 TASK 808
		34-25603	34-21 TASK 885
		34-25800	34-21 TASK 809
		34-26101	34-21 TASK 810
		34-26102	34-21 TASK 839
		34-26103	34-21 TASK 840
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28813	34-21 TASK 813
		34-28816	34-21 TASK 814
		34-28824	34-21 TASK 850
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28835	34-21 TASK 853
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29102	34-21 TASK 815
		34-29105	34-21 TASK 816
		34-29107	34-21 TASK 817
		34-29115	34-21 TASK 857
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.126
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 32	Flight director flag shows on PFD - first officer's.	(continued)	
		34-29202	34-21 TASK 859
		34-29204	34-21 TASK 860
		34-29216	34-21 TASK 862
		34-29301	34-21 TASK 895
		34-29303	34-21 TASK 864
		34-29306	34-21 TASK 865
		34-29308	34-21 TASK 866
		34-29317	34-21 TASK 869
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30712	34-21 TASK 871
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-31601	34-21 TASK 821
		34-32601	34-21 TASK 822
		34-32803	34-21 TASK 822
		34-33800	34-21 TASK 886
		34-34603	34-21 TASK 887
		34-35603	34-21 TASK 888
		34-36800	34-21 TASK 890
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39103	34-21 TASK 826
		34-39106	34-21 TASK 827
		34-39111	34-21 TASK 828
		34-39118	34-21 TASK 829
		34-39201	34-21 TASK 871
		34-39204	34-21 TASK 876
		34-39207	34-21 TASK 877
		34-39301	34-21 TASK 879
		34-39305	34-21 TASK 880

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.127
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 301 32	Flight director flag shows on PFD - first officer's.	(continued)	
		34-39308	34-21 TASK 881
		34-39312	34-21 TASK 882
		34-39318	34-21 TASK 884
		34-42011	34-33 TASK 801
		34-42012	34-33 TASK 801
		34-42013	34-33 TASK 801
		34-42021	34-33 TASK 802
		34-42022	34-33 TASK 812
		34-42023	34-33 TASK 813
		34-42031	34-33 TASK 814
		34-42032	34-33 TASK 815
		34-42033	34-33 TASK 816
		34-42801	34-33 TASK 801
		34-42802	34-33 TASK 801
		34-42803	34-33 TASK 801
		34-42891	34-33 TASK 803
		34-42892	34-33 TASK 804
		34-42893	34-33 TASK 805
		34-53801	34-31 TASK 855
		34-53802	34-31 TASK 856
		34-53803	34-31 TASK 857
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	21-16205	21-25 TASK 823
		22-10200	34-31 TASK 840
		22-10210	22-11 TASK 802
		22-10220	22-11 TASK 802
		22-10700	22-11 TASK 809
		22-11305	34-31 TASK 868
		22-11315	34-31 TASK 869
		22-11325	34-31 TASK 870

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.128
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	(continued)	
		22-11330	34-31 TASK 871
		22-11345	34-31 TASK 872
		22-11355	34-31 TASK 869
		22-11365	34-31 TASK 870
		22-11375	34-31 TASK 872
		22-11385	34-31 TASK 872
		22-11395	34-31 TASK 869
		22-11555	34-31 TASK 873
		22-11565	34-31 TASK 874
		22-11575	34-31 TASK 875
		22-11585	34-31 TASK 873
		22-11595	34-31 TASK 873
		22-11605	34-31 TASK 875
		22-11615	34-31 TASK 873
		22-11625	34-31 TASK 874
		22-11635	34-31 TASK 875
		22-11640	34-31 TASK 876
		22-11651	34-31 TASK 841
		22-11652	34-31 TASK 841
		22-11653	34-31 TASK 841
		22-11654	34-31 TASK 841
		22-11860	34-33 TASK 817
		22-11870	34-33 TASK 811
		22-11880	34-33 TASK 818
		22-11890	34-33 TASK 818
		22-11900	34-33 TASK 817
		22-11910	34-33 TASK 811
		22-11920	34-33 TASK 819
		22-11930	34-33 TASK 820
		22-11940	34-33 TASK 821
		22-12000	34-61 TASK 937
		22-12010	34-61 TASK 937
		22-12450	22-12 TASK 802

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.129
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	(continued)	
		22-13251	22-13 TASK 802
		22-13252	22-13 TASK 803
		22-13261	22-13 TASK 804
		22-13263	22-13 TASK 803
		22-13272	22-13 TASK 804
		22-13273	22-13 TASK 802
		22-13281	22-13 TASK 805
		22-13282	22-13 TASK 806
		22-13283	22-13 TASK 807
		22-13300	22-13 TASK 809
		22-13311	22-13 TASK 810
		22-13312	22-13 TASK 811
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813
		22-13331	22-13 TASK 814
		22-13332	22-13 TASK 840
		22-13333	22-13 TASK 841
		22-13341	22-13 TASK 809
		22-13342	22-13 TASK 809
		22-13343	22-13 TASK 809
		22-13391	22-13 TASK 815
		22-13392	22-13 TASK 815
		22-13393	22-13 TASK 815
		22-13401	22-13 TASK 816
		22-13402	22-13 TASK 817
		22-13403	22-13 TASK 818
		22-13404	22-13 TASK 819
		22-13461	22-13 TASK 802
		22-13462	22-13 TASK 803
		22-13471	22-13 TASK 804
		22-13473	22-13 TASK 803
		22-13482	22-13 TASK 804
		22-13483	22-13 TASK 802

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.130
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	(continued)	
		22-14210	22-14 TASK 827
		22-14290	22-14 TASK 804
		22-14700	22-14 TASK 806
		22-14770	22-14 TASK 806
		22-17040	22-17 TASK 802
		22-17050	22-17 TASK 802
		22-17201	22-17 TASK 801
		22-17202	22-17 TASK 801
		22-17203	22-17 TASK 801
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		22-18804	22-18 TASK 801
		22-18811	22-18 TASK 810
		22-18822	22-18 TASK 811
		22-18833	22-18 TASK 812
		22-18841	22-18 TASK 802
		22-18852	22-18 TASK 808
		22-18863	22-18 TASK 809
		22-18894	22-18 TASK 804
		22-18895	22-18 TASK 805
		22-19101	22-18 TASK 803
		22-19104	22-19 TASK 832
		22-19105	22-19 TASK 841
		22-19106	22-19 TASK 842
		22-19202	22-18 TASK 806
		22-19216	22-19 TASK 854
		22-19217	22-19 TASK 801
		22-19218	22-19 TASK 855
		22-19303	22-18 TASK 807
		22-19304	22-19 TASK 860
		22-19305	22-19 TASK 861
		22-19306	22-19 TASK 862

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.131
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	(continued)	
		22-19416	22-19 TASK 868
		22-19419	22-19 TASK 869
		22-19425	22-19 TASK 836
		22-19428	22-19 TASK 837
		22-19431	22-19 TASK 838
		22-19440	22-19 TASK 809
		22-19464	22-19 TASK 813
		22-19517	22-19 TASK 878
		22-19520	22-19 TASK 879
		22-19541	22-19 TASK 880
		22-19544	22-19 TASK 881
		22-19565	22-19 TASK 882
		22-19568	22-19 TASK 883
		22-19618	22-19 TASK 884
		22-19621	22-19 TASK 885
		22-19627	22-19 TASK 887
		22-19630	22-19 TASK 888
		22-19633	22-19 TASK 889
		22-19645	22-19 TASK 891
		22-19669	22-19 TASK 877
		22-19904	22-19 TASK 814
		22-19906	22-19 TASK 894
		22-19908	22-19 TASK 818
		22-19910	22-19 TASK 895
		22-19912	22-19 TASK 822
		22-19914	22-19 TASK 896
		22-19922	22-19 TASK 823
		22-19926	22-19 TASK 827
		22-19930	22-19 TASK 831
		22-20010	22-31 TASK 957
		22-20011	22-31 TASK 851
		22-20012	22-31 TASK 802
		22-20031	22-31 TASK 839

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.132
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	(continued)	
		22-20032	22-31 TASK 840
		23-41001	23-93 TASK 819
		23-71021	23-27 TASK 816
		23-71022	23-27 TASK 817
		23-71040	23-27 TASK 803
		23-71051	23-27 TASK 804
		23-71052	23-27 TASK 805
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		24-11780	24-53 TASK 805
		24-11781	24-51 TASK 837
		24-11784	24-51 TASK 836
		24-11786	24-51 TASK 833
		24-11787	24-32 TASK 817
		24-11790	24-08 TASK 833
		24-11793	24-08 TASK 834
		24-11795	24-08 TASK 804
		24-11796	24-08 TASK 804
		24-12056	24-32 TASK 820
		24-12057	24-08 TASK 836
		24-12122	24-08 TASK 835
		24-12124	24-51 TASK 840
		24-12125	24-51 TASK 841
		24-12126	24-51 TASK 841
		24-12127	24-51 TASK 842
		24-12800	24-08 TASK 805
		24-12801	24-08 TASK 805
		24-13814	24-33 TASK 817
		24-13815	24-61 TASK 806

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.133
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	(continued)	
		24-13816	24-32 TASK 831
		24-13817	24-33 TASK 818
		24-13818	24-53 TASK 807
		24-18801	24-09 TASK 806
		24-18802	24-09 TASK 807
		24-78841	24-08 TASK 860
		24-78842	24-08 TASK 862
		24-78861	24-08 TASK 861
		24-78862	24-08 TASK 863
		27-14018	27-02 TASK 813
		27-14019	27-02 TASK 941
		27-14020	27-02 TASK 942
		27-14025	27-02 TASK 943
		27-14026	27-02 TASK 944
		27-14027	27-02 TASK 945
		27-14030	27-02 TASK 905
		27-14031	27-02 TASK 906
		27-14032	27-02 TASK 907
		27-14033	27-02 TASK 908
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		27-18010	27-02 TASK 962
		27-18811	27-02 TASK 901
		27-18822	27-02 TASK 919
		27-18833	27-02 TASK 920
		27-19101	27-02 TASK 974
		27-19116	27-02 TASK 977
		27-19201	27-02 TASK 979
		27-19219	27-02 TASK 980
		27-19301	27-02 TASK 983
		27-19322	27-02 TASK 986
		27-19730	27-02 TASK 960

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.134
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	(continued)	
		27-19750	27-02 TASK 963
		27-19790	27-02 TASK 964
		27-20251	27-51 TASK 863
		27-20252	27-52 TASK 809
		27-20261	27-51 TASK 809
		27-20262	27-52 TASK 810
		27-20271	27-51 TASK 810
		27-20272	27-52 TASK 811
		27-20691	27-51 TASK 811
		27-20692	27-52 TASK 812
		27-20701	27-51 TASK 812
		27-20702	27-52 TASK 813
		27-20711	27-51 TASK 813
		27-20712	27-52 TASK 814
		27-20891	27-51 TASK 823
		27-20892	27-52 TASK 826
		27-21161	27-81 TASK 814
		27-21162	27-82 TASK 815
		27-21171	27-81 TASK 815
		27-21172	27-82 TASK 816
		27-21181	27-81 TASK 816
		27-21182	27-82 TASK 817
		27-21241	27-51 TASK 838
		27-21242	27-52 TASK 832
		27-28801	27-51 TASK 841
		27-28802	27-52 TASK 835
		27-28841	27-51 TASK 842
		27-28851	27-51 TASK 869
		27-28852	27-52 TASK 837
		27-28862	27-52 TASK 836
		30-36121	30-31 TASK 801
		30-36122	30-31 TASK 802
		30-36123	30-31 TASK 803

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.135
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	(continued)	
		30-36421	30-31 TASK 804
		30-36423	30-31 TASK 805
		30-36521	30-31 TASK 806
		30-36523	30-31 TASK 810
		30-36641	30-31 TASK 807
		30-36642	30-31 TASK 808
		30-36643	30-31 TASK 809
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51013	31-44 TASK 863
		31-51014	31-44 TASK 864
		31-51015	31-43 TASK 801
		31-51016	31-43 TASK 802
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51033	31-44 TASK 869
		31-51034	31-44 TASK 870
		31-51043	31-44 TASK 871
		31-51044	31-44 TASK 872
		31-51121	23-27 TASK 801
		31-51122	23-27 TASK 802
		31-51123	23-27 TASK 898
		31-51124	23-27 TASK 899
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.136
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	(continued)	
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-51441	22-31 TASK 858
		31-51442	22-31 TASK 812
		31-51443	22-31 TASK 813
		31-51444	22-31 TASK 814
		31-51531	31-44 TASK 837
		31-51532	31-44 TASK 838
		31-51533	31-44 TASK 839
		31-51534	31-44 TASK 840
		31-51561	31-61 TASK 940
		31-51562	31-61 TASK 802
		31-51563	31-61 TASK 803
		31-51564	31-61 TASK 804
		31-51571	31-61 TASK 940
		31-51572	31-61 TASK 802
		31-51573	31-61 TASK 803
		31-51574	31-61 TASK 804
		31-51731	31-44 TASK 841
		31-51732	31-44 TASK 842
		31-51733	31-44 TASK 843
		31-51734	31-44 TASK 844
		31-51761	31-61 TASK 805
		31-51762	31-61 TASK 806
		31-51763	31-61 TASK 807
		31-51764	31-61 TASK 808
		31-51771	31-61 TASK 805
		31-51772	31-61 TASK 806
		31-51773	31-61 TASK 807
		31-51774	31-61 TASK 808
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52101	31-41 TASK 817

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.137
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	(continued)	
		31-52112	31-41 TASK 820
		31-53401	31-41 TASK 832
		31-53402	31-41 TASK 833
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54101	31-41 TASK 834
		31-54102	31-41 TASK 835
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-55401	31-41 TASK 840
		31-55402	31-41 TASK 841
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56102	31-41 TASK 845
		31-56104	31-45 TASK 811
		31-56111	31-41 TASK 846
		31-56121	31-41 TASK 848
		31-56122	31-41 TASK 849
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58102	31-41 TASK 853
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-59401	31-41 TASK 992
		31-59402	31-41 TASK 993
		31-61011	31-43 TASK 861
		31-61012	31-43 TASK 862
		31-61020	31-43 TASK 863
		31-61071	31-43 TASK 841
		31-61072	31-43 TASK 842
		31-68801	31-43 TASK 892
		31-68802	31-43 TASK 893

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.138
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	(continued)	
		31-68811	31-42 TASK 908
		31-68832	31-42 TASK 908
		31-68841	31-42 TASK 909
		31-68842	31-42 TASK 909
		31-68851	31-42 TASK 909
		31-68852	31-42 TASK 909
		31-68861	31-42 TASK 909
		31-68862	31-42 TASK 909
		31-69101	31-42 TASK 801
		31-69102	31-42 TASK 801
		31-69117	31-42 TASK 806
		31-69118	31-42 TASK 806
		31-69201	31-42 TASK 809
		31-69202	31-42 TASK 809
		31-69219	31-42 TASK 814
		31-69220	31-42 TASK 814
		31-69301	31-42 TASK 817
		31-69302	31-42 TASK 817
		31-69317	31-42 TASK 822
		31-69318	31-42 TASK 822
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69407	31-42 TASK 827
		31-69408	31-42 TASK 827
		31-69433	31-42 TASK 838
		31-69434	31-42 TASK 838
		31-69496	31-42 TASK 915
		31-69497	31-42 TASK 915
		31-69501	31-42 TASK 852
		31-69502	31-42 TASK 852
		31-69507	31-42 TASK 853
		31-69508	31-42 TASK 853
		31-69533	31-42 TASK 854

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.139
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	(continued)	
		31-69534	31-42 TASK 854
		31-69535	31-42 TASK 854
		31-69536	31-42 TASK 854
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-69607	31-42 TASK 859
		31-69608	31-42 TASK 859
		31-69635	31-42 TASK 868
		31-69636	31-42 TASK 868
		31-69903	31-42 TASK 881
		31-69904	31-42 TASK 881
		31-69905	31-42 TASK 881
		31-69906	31-42 TASK 881
		31-70011	31-51 TASK 801
		31-70012	31-51 TASK 821
		31-70021	31-51 TASK 802
		31-70022	31-51 TASK 822
		31-78801	31-51 TASK 801
		31-78802	31-51 TASK 821
		31-78841	31-51 TASK 825
		31-78851	31-51 TASK 826
		31-78852	31-51 TASK 898
		31-78862	31-51 TASK 827
		31-79401	31-51 TASK 804
		31-79402	31-51 TASK 805
		31-79437	31-51 TASK 815
		31-79439	31-51 TASK 816
		31-79501	31-51 TASK 836
		31-79502	31-51 TASK 837
		31-79503	31-51 TASK 838
		31-79504	31-51 TASK 839
		31-79537	31-51 TASK 852
		31-79539	31-51 TASK 854

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.140
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	(continued)	
		31-79542	31-51 TASK 857
		31-79544	31-51 TASK 859
		31-79603	31-51 TASK 860
		31-79604	31-51 TASK 861
		31-79642	31-51 TASK 872
		31-79644	31-51 TASK 873
		31-80020	31-61 TASK 829
		31-81011	31-61 TASK 811
		31-81012	31-61 TASK 812
		31-81041	31-61 TASK 803
		31-81042	31-61 TASK 804
		31-82011	31-61 TASK 814
		31-82012	31-61 TASK 831
		31-82041	31-61 TASK 807
		31-82042	31-61 TASK 808
		31-85117	31-98 TASK 801
		31-85118	31-98 TASK 801
		31-85131	31-98 TASK 801
		31-85132	31-98 TASK 801
		31-89417	31-42 TASK 915
		31-89418	31-42 TASK 915
		31-89617	31-42 TASK 916
		31-89618	31-42 TASK 916
		31-89619	31-42 TASK 916
		31-89620	31-42 TASK 916
		34-20000	34-21 TASK 802
		34-25101	34-11 TASK 801
		34-25102	34-11 TASK 802
		34-25103	34-11 TASK 803
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-25601	34-21 TASK 808

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.141
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	(continued)	
		34-25603	34-21 TASK 885
		34-25800	34-21 TASK 809
		34-26101	34-21 TASK 810
		34-26102	34-21 TASK 839
		34-26103	34-21 TASK 840
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28813	34-21 TASK 813
		34-28816	34-21 TASK 814
		34-28824	34-21 TASK 850
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28835	34-21 TASK 853
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29102	34-21 TASK 815
		34-29105	34-21 TASK 816
		34-29107	34-21 TASK 817
		34-29115	34-21 TASK 857
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29202	34-21 TASK 859
		34-29204	34-21 TASK 860
		34-29216	34-21 TASK 862
		34-29301	34-21 TASK 895
		34-29303	34-21 TASK 864
		34-29306	34-21 TASK 865
		34-29308	34-21 TASK 866
		34-29317	34-21 TASK 869
		34-29320	34-21 TASK 896

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.142
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	(continued)	
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30712	34-21 TASK 871
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-31601	34-21 TASK 821
		34-32601	34-21 TASK 822
		34-32803	34-21 TASK 822
		34-33800	34-21 TASK 886
		34-34603	34-21 TASK 887
		34-35603	34-21 TASK 888
		34-36800	34-21 TASK 890
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39103	34-21 TASK 826
		34-39106	34-21 TASK 827
		34-39111	34-21 TASK 828
		34-39118	34-21 TASK 829
		34-39201	34-21 TASK 871
		34-39204	34-21 TASK 876
		34-39207	34-21 TASK 877
		34-39301	34-21 TASK 879
		34-39305	34-21 TASK 880
		34-39308	34-21 TASK 881
		34-39312	34-21 TASK 882
		34-39318	34-21 TASK 884
		34-42011	34-33 TASK 801
		34-42012	34-33 TASK 801
		34-42013	34-33 TASK 801
		34-42021	34-33 TASK 802
		34-42022	34-33 TASK 812

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.143
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	(continued)	
		34-42023	34-33 TASK 813
		34-42031	34-33 TASK 814
		34-42032	34-33 TASK 815
		34-42033	34-33 TASK 816
		34-42801	34-33 TASK 801
		34-42802	34-33 TASK 801
		34-42803	34-33 TASK 801
		34-42891	34-33 TASK 803
		34-42892	34-33 TASK 804
		34-42893	34-33 TASK 805
		34-53801	34-31 TASK 855
		34-53802	34-31 TASK 856
		34-53803	34-31 TASK 857
		34-61031	34-61 TASK 917
		34-61032	34-61 TASK 918
		34-61033	34-61 TASK 919
		34-61041	34-61 TASK 847
		34-61042	34-61 TASK 848
		34-61043	34-61 TASK 849
		34-68801	34-61 TASK 819
		34-68802	34-61 TASK 819
		34-68803	34-61 TASK 819
		34-68841	34-61 TASK 917
		34-68842	34-61 TASK 919
		34-68843	34-61 TASK 918
		34-68861	34-61 TASK 820
		34-68862	34-61 TASK 821
		34-68863	34-61 TASK 822
		34-69401	34-61 TASK 917
		34-69402	34-61 TASK 918
		34-69403	34-61 TASK 919
		34-69601	34-61 TASK 847
		34-69602	34-61 TASK 848

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.144
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 313 00	Flight director bar (pitch or roll) removed from view on captain's or first officer's PFD, or amber line shows through pitch or roll mode annunciation on captain's or first officer's PFD.	(continued)	
		34-69603	34-61 TASK 849
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
		34-72011	34-61 TASK 815
		34-72012	34-61 TASK 889
		34-72031	34-61 TASK 905
		34-72032	34-61 TASK 906
221 321 31	SEL SPD flag shows on PFD - captain's.	73-09401	73-27 TASK 808
		22-14770	22-14 TASK 806
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		22-18804	22-18 TASK 801
		22-18841	22-18 TASK 802
		22-18852	22-18 TASK 808
		22-18863	22-18 TASK 809
		22-18894	22-18 TASK 804
		22-18895	22-18 TASK 805
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		24-11787	24-32 TASK 817
		24-12056	24-32 TASK 820
		24-13816	24-32 TASK 831
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56121	31-41 TASK 848
		31-56122	31-41 TASK 849

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.145
May 05/2016



777-200/300
FAULT ISOLATION MANUAL

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 321 31	SEL SPD flag shows on PFD - captain's.	(continued)	
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69407	31-42 TASK 827
		31-69408	31-42 TASK 827
		31-69501	31-42 TASK 852
		31-69502	31-42 TASK 852
		31-69507	31-42 TASK 853
		31-69508	31-42 TASK 853
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-69607	31-42 TASK 859
		31-69608	31-42 TASK 859
		31-69903	31-42 TASK 881
		31-69904	31-42 TASK 881
		31-69905	31-42 TASK 881
		31-69906	31-42 TASK 881
		31-85123	31-98 TASK 801
221 321 32	SEL SPD flag shows on PFD - first officer's.	22-14770	22-14 TASK 806
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		22-18804	22-18 TASK 801
		22-18841	22-18 TASK 802
		22-18852	22-18 TASK 808
		22-18863	22-18 TASK 809
		22-18894	22-18 TASK 804
		22-18895	22-18 TASK 805
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		24-11787	24-32 TASK 817

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.146
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 321 32	SEL SPD flag shows on PFD - first officer's.	(continued)	
		24-12056	24-32 TASK 820
		24-13816	24-32 TASK 831
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56121	31-41 TASK 848
		31-56122	31-41 TASK 849
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69407	31-42 TASK 827
		31-69408	31-42 TASK 827
		31-69501	31-42 TASK 852
		31-69502	31-42 TASK 852
		31-69507	31-42 TASK 853
		31-69508	31-42 TASK 853
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-69607	31-42 TASK 859
		31-69608	31-42 TASK 859
		31-69903	31-42 TASK 881
		31-69904	31-42 TASK 881
		31-69905	31-42 TASK 881
		31-69906	31-42 TASK 881
		31-85124	31-98 TASK 801
221 480 41	Maintenance memo shows on the MAT: AFDS (AFDC L).	22-13311	22-13 TASK 810
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.147
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 480 41	Maintenance memo shows on the MAT: AFDS (AFDC L).	(continued)	
		22-13451	22-13 TASK 833
		22-13452	22-13 TASK 844
		22-13453	22-13 TASK 845
		22-14700	22-14 TASK 806
		22-14710	22-14 TASK 807
		22-14720	22-14 TASK 808
		22-14730	22-14 TASK 809
		22-14740	22-14 TASK 810
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		24-11787	24-32 TASK 817
		24-12056	24-32 TASK 820
		24-13816	24-32 TASK 831
221 480 42	Maintenance memo shows on the MAT: AFDS (AFDC R).	22-13311	22-13 TASK 810
		22-13313	22-13 TASK 812
		22-13321	22-13 TASK 813
		22-13451	22-13 TASK 833
		22-13452	22-13 TASK 844
		22-13453	22-13 TASK 845
		22-14700	22-14 TASK 806
		22-14710	22-14 TASK 807
		22-14720	22-14 TASK 808
		22-14730	22-14 TASK 809
		22-14740	22-14 TASK 810
		22-18801	22-13 TASK 815
		22-18802	22-13 TASK 815
		22-18803	22-13 TASK 815
		24-11787	24-32 TASK 817
221 480 43	Maintenance memo shows on the MAT: AFDS (AFDC C).	22-13311	22-13 TASK 810
		22-13313	22-13 TASK 812

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.148
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 480 43	Maintenance memo shows on the MAT: AFDS (AFDC C).	(continued) 22-13321 22-13451 22-13452 22-13453 22-14700 22-14710 22-14720 22-14730 22-14740 22-18801 22-18802 22-18803 24-11787 24-12056 24-13816	 22-13 TASK 813 22-13 TASK 833 22-13 TASK 844 22-13 TASK 845 22-14 TASK 806 22-14 TASK 807 22-14 TASK 808 22-14 TASK 809 22-14 TASK 810 22-13 TASK 815 22-13 TASK 815 22-13 TASK 815 24-32 TASK 817 24-32 TASK 820 24-32 TASK 831
221 611 31	Flight director: does not operate - captain's.		22-11 TASK 806
221 611 32	Flight director: does not operate - first officer's.		22-11 TASK 806
221 612 31	TO/GA indication: does not show on PFD with airplane on ground and F/D switch on - captain's.		22-11 TASK 806
221 612 32	TO/GA indication: does not show on PFD with airplane on ground and F/D switch on - first officer's.		22-11 TASK 806
221 613 31	A/P indication: does not show on PFD, and A/P lights on mode control panel stay off when A/P engage switch is pushed - captain's.		22-11 TASK 806
221 613 32	A/P indication: does not show on PFD, and A/P lights on mode control panel stay off when A/P engage switch is pushed - first officer's.		22-11 TASK 806
221 614 00	Autopilot mode indication: does not show on PFD when switch on mode control panel is pushed.		22-11 TASK 806
221 616 00	VS/FPA window problem on mode control panel.		22-11 TASK 806
221 617 00	Mode control panel: Word (legend) on any pushbutton switch is not on (or is dim).		22-11 TASK 811

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.149
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
221 618 00	Mode control panel: light bar on any pushbutton switch does not come on when switch is pushed.		22-11 TASK 806
221 619 00	Mode control panel: knob damaged.		22-11 TASK 813
221 621 00	Autopilot: unusual noise below flight deck when autopilot disconnected on approach.		22-14 TASK 829
221 631 31	TO/GA switch: does not put flight director in TO/GA pitch/roll mode - captain's.		22-11 TASK 807
221 631 32	TO/GA switch: does not put flight director in TO/GA pitch/roll mode - first officer's.		22-11 TASK 807
221 632 00	ALTITUDE window problem on mode control panel.		22-11 TASK 806
221 633 00	HDG/TRK window problem on mode control panel.		22-11 TASK 806
221 634 00	IAS/MACH selector or reference switch problem on mode control panel.		22-11 TASK 806
221 635 00	IAS/MACH window problem on mode control panel.		22-11 TASK 806
221 636 00	HDG/TRK selector, reference switch, or BANK LIMIT selector problem on mode control panel.		22-11 TASK 806
221 637 00	VS/FPA reference switch or selector problem on mode control panel.		22-11 TASK 806
221 660 00	ALTITUDE selector or increment selector problem on mode control panel.		22-11 TASK 806
221 671 00	Autoland: Airplane does not align correctly with runway during approach.		22-98 TASK 805
223 001 00	AUTOTHROTTLE DISC (EICAS CAUTION) Before you do any task listed here, see FIM 22-31 TASK 895.	22-13391 22-13392 22-13393 22-21081 22-21082 22-21091 22-21092 22-21120 22-22081 22-22082 22-22091 22-22092	22-13 TASK 815 22-13 TASK 815 22-13 TASK 815 22-31 TASK 807 22-31 TASK 841 22-31 TASK 822 22-31 TASK 842 22-31 TASK 823 22-31 TASK 830 22-31 TASK 843 22-31 TASK 831 22-31 TASK 844

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.150
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
223 001 00	AUTOTHROTTLE DISC (EICAS CAUTION) Before you do any task listed here, see FIM 22-31 TASK 895.	(continued)	
		22-22120	22-31 TASK 832
		22-23011	22-31 TASK 918
		22-23012	22-31 TASK 919
		22-23013	22-31 TASK 920
		22-23014	22-31 TASK 921
		22-23015	22-31 TASK 922
		22-23016	22-31 TASK 923
		22-23017	22-31 TASK 924
		22-23018	22-31 TASK 925
		22-23031	22-31 TASK 926
		22-23032	22-31 TASK 927
		22-23033	22-31 TASK 928
		22-23034	22-31 TASK 929
		22-28893	22-31 TASK 808
		22-28894	22-31 TASK 809
		22-29103	22-31 TASK 932
		22-29104	22-31 TASK 932
		22-29105	22-31 TASK 933
		22-29106	22-31 TASK 933
		22-29111	22-31 TASK 934
		22-29112	22-31 TASK 934
		22-29113	22-31 TASK 935
		22-29114	22-31 TASK 935
		22-29115	22-31 TASK 936
		22-29116	22-31 TASK 936
		22-29121	22-31 TASK 937
		22-29122	22-31 TASK 937
		22-29123	22-31 TASK 937
		22-29124	22-31 TASK 937
		22-29125	22-31 TASK 939
		22-29126	22-31 TASK 939
		22-29127	22-31 TASK 939
		22-29128	22-31 TASK 939

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.151
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
223 001 00	AUTOTHROTTLE DISC (EICAS CAUTION) Before you do any task listed here, see FIM 22-31 TASK 895.	(continued)	
		22-29131	22-31 TASK 938
		22-29132	22-31 TASK 938
		22-29133	22-31 TASK 938
		22-29134	22-31 TASK 938
		22-29135	22-31 TASK 937
		22-29136	22-31 TASK 937
		22-29137	22-31 TASK 937
		22-29138	22-31 TASK 937
		22-29141	22-31 TASK 939
		22-29142	22-31 TASK 939
		22-29143	22-31 TASK 939
		22-29144	22-31 TASK 939
		22-29145	22-31 TASK 940
		22-29146	22-31 TASK 940
		22-29147	22-31 TASK 940
		22-29148	22-31 TASK 940
		22-29151	22-31 TASK 941
		22-29152	22-31 TASK 941
		22-29153	22-31 TASK 942
		22-29154	22-31 TASK 942
		22-29155	22-31 TASK 941
		22-29156	22-31 TASK 941
		22-29157	22-31 TASK 943
		22-29158	22-31 TASK 943
		22-29161	22-31 TASK 944
		22-29162	22-31 TASK 944
		22-29171	22-31 TASK 945
		22-29172	22-31 TASK 945
		22-29173	22-31 TASK 946
		22-29174	22-31 TASK 946
		22-29175	22-31 TASK 947
		22-29176	22-31 TASK 947
		22-29177	22-31 TASK 946

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.152
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
223 001 00	AUTOTHROTTLE DISC (EICAS CAUTION) Before you do any task listed here, see FIM 22-31 TASK 895.	(continued)	
		22-29178	22-31 TASK 946
		22-29181	22-31 TASK 948
		22-29182	22-31 TASK 949
		22-29183	22-31 TASK 950
		22-29184	22-31 TASK 951
		22-29191	22-31 TASK 952
		22-29192	22-31 TASK 952
		22-29193	22-31 TASK 952
		22-29194	22-31 TASK 952
		22-29220	22-31 TASK 953
		22-29230	22-31 TASK 953
		22-29240	22-31 TASK 953
		22-29270	22-31 TASK 953
		22-29280	22-31 TASK 953
		22-29290	22-31 TASK 953
		22-29300	22-31 TASK 953
		22-29310	22-31 TASK 875
		22-29320	22-31 TASK 875
		22-29330	22-31 TASK 876
		22-29340	22-31 TASK 876
		22-29350	22-31 TASK 877
		22-29360	22-31 TASK 877
		22-29370	22-31 TASK 956
		22-29380	22-31 TASK 953
		22-29390	22-31 TASK 953
		22-29400	22-31 TASK 953
		22-29410	22-31 TASK 953
		22-29530	22-31 TASK 954
		22-29540	22-31 TASK 955
		22-29610	22-31 TASK 878
		22-29710	22-31 TASK 896
		22-29711	22-31 TASK 897
		22-29712	22-31 TASK 898

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.153
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
223 001 00	AUTOTHROTTLE DISC (EICAS CAUTION) Before you do any task listed here, see FIM 22-31 TASK 895.	(continued)	
		22-29720	22-31 TASK 899
		22-29721	22-31 TASK 900
		22-29722	22-31 TASK 901
		22-29730	22-31 TASK 902
		22-29731	22-31 TASK 903
		22-29732	22-31 TASK 904
		22-29740	22-31 TASK 916
		22-29750	22-31 TASK 916
		22-29760	22-31 TASK 916
		22-29770	22-31 TASK 916
		22-29810	22-31 TASK 917
		22-29820	22-31 TASK 917
		22-29830	22-31 TASK 917
		22-29840	22-31 TASK 917
		31-70011	31-51 TASK 801
		31-70012	31-51 TASK 821
		31-70021	31-51 TASK 802
		31-70022	31-51 TASK 822
		NONE	22-31 TASK 895
223 011 41	AUTOTHROTTLE L (EICAS ADVISORY)	22-21081	22-31 TASK 807
		22-21082	22-31 TASK 841
		22-21091	22-31 TASK 822
		22-21092	22-31 TASK 842
		22-21120	22-31 TASK 823
		22-28893	22-31 TASK 808
		22-29181	22-31 TASK 948
		22-29182	22-31 TASK 949
223 011 42	AUTOTHROTTLE R (EICAS ADVISORY)	22-22081	22-31 TASK 830
		22-22082	22-31 TASK 843
		22-22091	22-31 TASK 831
		22-22092	22-31 TASK 844
		22-22120	22-31 TASK 832
		22-28894	22-31 TASK 809

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.154
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
223 011 42	AUTOTHROTTLE R (EICAS ADVISORY)	(continued) 22-29183 22-29184	22-31 TASK 950 22-31 TASK 951
223 021 41	AUTOTHROTTLE SERVO L (EICAS STATUS)	22-21081 22-21082 22-21091 22-21092 22-21120 22-28893 22-29181 22-29182	22-31 TASK 807 22-31 TASK 841 22-31 TASK 822 22-31 TASK 842 22-31 TASK 823 22-31 TASK 808 22-31 TASK 948 22-31 TASK 949
223 021 42	AUTOTHROTTLE SERVO R (EICAS STATUS)	22-22081 22-22082 22-22091 22-22092 22-22120 22-28894 22-29183 22-29184	22-31 TASK 830 22-31 TASK 843 22-31 TASK 831 22-31 TASK 844 22-31 TASK 832 22-31 TASK 809 22-31 TASK 950 22-31 TASK 951
223 031 00	AUTOTHROTTLE SYS (EICAS STATUS)	22-20010 22-20011 22-20012 22-20020 22-20031 22-20032 23-81001 23-81002 23-81003 23-81004 23-81005 23-81006 23-81007 24-13801 31-50007 31-50008 31-50011	22-31 TASK 957 22-31 TASK 851 22-31 TASK 802 22-31 TASK 803 22-31 TASK 839 22-31 TASK 840 23-91 TASK 801 23-91 TASK 802 23-91 TASK 803 23-91 TASK 804 23-91 TASK 805 23-91 TASK 806 23-91 TASK 807 24-61 TASK 805 31-44 TASK 821 31-44 TASK 822 31-44 TASK 801

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.155
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
223 031 00	AUTOTHROTTLE SYS (EICAS STATUS)	(continued)	
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51307	31-44 TASK 853
		31-51308	31-44 TASK 854
		31-51441	22-31 TASK 858
		31-51442	22-31 TASK 812
		31-51443	22-31 TASK 813
		31-51444	22-31 TASK 814
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52101	31-41 TASK 817
		31-52102	31-41 TASK 818
		31-52110	31-41 TASK 989
		31-52111	31-41 TASK 819
		31-52112	31-41 TASK 820
		31-52114	31-45 TASK 809
		31-52121	31-41 TASK 821
		31-52122	31-41 TASK 822
		31-52331	31-41 TASK 914
		31-52332	31-41 TASK 915
		31-52342	31-41 TASK 915
		31-52362	31-41 TASK 915
		31-52371	31-41 TASK 914
		31-52381	31-41 TASK 914
		31-52401	31-41 TASK 914
		31-52402	31-41 TASK 915
		31-52531	31-43 TASK 813
		31-52532	31-43 TASK 814
		31-52601	31-41 TASK 832
		31-52602	31-41 TASK 833

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.156
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
223 031 00	AUTOTHROTTLE SYS (EICAS STATUS)	(continued)	
		31-53401	31-41 TASK 832
		31-53402	31-41 TASK 833
		31-53721	31-41 TASK 832
		31-53722	31-41 TASK 833
		31-53731	31-41 TASK 832
		31-53732	31-41 TASK 833
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54101	31-41 TASK 834
		31-54102	31-41 TASK 835
		31-54111	31-41 TASK 836
		31-54112	31-41 TASK 837
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-54331	31-41 TASK 916
		31-54332	31-41 TASK 917
		31-54342	31-41 TASK 917
		31-54362	31-41 TASK 917
		31-54371	31-41 TASK 916
		31-54381	31-41 TASK 916
		31-54401	31-41 TASK 916
		31-54402	31-41 TASK 917
		31-54501	31-43 TASK 854
		31-54502	31-43 TASK 854
		31-54601	31-41 TASK 840
		31-54602	31-41 TASK 841
		31-55401	31-41 TASK 840
		31-55402	31-41 TASK 841
		31-55701	31-41 TASK 840
		31-55702	31-41 TASK 841
		31-55711	31-41 TASK 840
		31-55712	31-41 TASK 841
		31-55721	31-41 TASK 840
		31-55722	31-41 TASK 841
		31-55731	31-41 TASK 840

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.157
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
223 031 00	AUTOTHROTTLE SYS (EICAS STATUS)	(continued)	
		31-55732	31-41 TASK 841
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56101	31-41 TASK 844
		31-56102	31-41 TASK 845
		31-56103	31-41 TASK 990
		31-56104	31-45 TASK 811
		31-56111	31-41 TASK 846
		31-56112	31-41 TASK 847
		31-56113	31-41 TASK 991
		31-56114	31-45 TASK 810
		31-56121	31-41 TASK 848
		31-56122	31-41 TASK 849
		31-56331	31-41 TASK 919
		31-56342	31-41 TASK 920
		31-56361	31-41 TASK 919
		31-56401	31-41 TASK 919
		31-56402	31-41 TASK 920
		31-56442	31-41 TASK 920
		31-56601	31-41 TASK 842
		31-56602	31-41 TASK 843
		31-57401	31-41 TASK 842
		31-57402	31-41 TASK 843
		31-57721	31-41 TASK 842
		31-57722	31-41 TASK 843
		31-57731	31-41 TASK 842
		31-57732	31-41 TASK 843
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58102	31-41 TASK 853
		31-58111	31-41 TASK 854
		31-58112	31-41 TASK 855
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.158
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
223 031 00	AUTOTHROTTLE SYS (EICAS STATUS)	(continued)	
		31-58331	31-41 TASK 921
		31-58342	31-41 TASK 922
		31-58361	31-41 TASK 921
		31-58401	31-41 TASK 921
		31-58402	31-41 TASK 922
		31-58442	31-41 TASK 922
		31-58601	31-41 TASK 992
		31-58602	31-41 TASK 993
		31-59401	31-41 TASK 992
		31-59402	31-41 TASK 993
		31-59721	31-41 TASK 858
		31-59722	31-41 TASK 859
		31-59731	31-41 TASK 858
		31-59732	31-41 TASK 859
		31-68801	31-43 TASK 892
		31-68802	31-43 TASK 893
		31-83191	31-61 TASK 874
		31-83192	31-61 TASK 875
		31-83193	31-61 TASK 876
		31-83194	31-61 TASK 877
		31-83201	31-61 TASK 917
		31-83202	31-61 TASK 918
		31-83203	31-61 TASK 919
		31-83204	31-61 TASK 920
223 480 41	Maintenance memo shows on the MAT: TMCF IN LEFT AIMS.	22-20010	22-31 TASK 957
		22-20012	22-31 TASK 802
		22-20032	22-31 TASK 840
		22-23041	22-31 TASK 930
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.159
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
223 480 41	Maintenance memo shows on the MAT: TMCF IN LEFT AIMS.	(continued)	
		23-81007	23-91 TASK 807
		24-13801	24-61 TASK 805
		31-50007	31-44 TASK 821
		31-50012	31-44 TASK 802
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51026	31-43 TASK 804
		31-51307	31-44 TASK 853
		31-51442	22-31 TASK 812
		31-51444	22-31 TASK 814
		31-52013	31-43 TASK 866
		31-52101	31-41 TASK 817
		31-52111	31-41 TASK 819
		31-52121	31-41 TASK 821
		31-52331	31-41 TASK 914
		31-52371	31-41 TASK 914
		31-52381	31-41 TASK 914
		31-52401	31-41 TASK 914
		31-52531	31-43 TASK 813
		31-52601	31-41 TASK 832
		31-53401	31-41 TASK 832
		31-53721	31-41 TASK 832
		31-53731	31-41 TASK 832
		31-54013	31-43 TASK 868
		31-54101	31-41 TASK 834
		31-54111	31-41 TASK 836
		31-54121	31-41 TASK 838
		31-54331	31-41 TASK 916
		31-54371	31-41 TASK 916
		31-54381	31-41 TASK 916
		31-54401	31-41 TASK 916
		31-54501	31-43 TASK 854
		31-54601	31-41 TASK 840

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.160
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
223 480 41	Maintenance memo shows on the MAT: TCMF IN LEFT AIMS.	(continued)	
		31-55401	31-41 TASK 840
		31-55701	31-41 TASK 840
		31-55711	31-41 TASK 840
		31-55721	31-41 TASK 840
		31-55731	31-41 TASK 840
		31-56013	31-43 TASK 870
		31-56101	31-41 TASK 844
		31-56103	31-41 TASK 990
		31-56111	31-41 TASK 846
		31-56113	31-41 TASK 991
		31-56121	31-41 TASK 848
		31-56331	31-41 TASK 919
		31-56361	31-41 TASK 919
		31-56401	31-41 TASK 919
		31-56601	31-41 TASK 842
		31-57401	31-41 TASK 842
		31-57721	31-41 TASK 842
		31-57731	31-41 TASK 842
		31-58013	31-43 TASK 872
		31-58101	31-41 TASK 852
		31-58111	31-41 TASK 854
		31-58121	31-41 TASK 856
		31-58331	31-41 TASK 921
		31-58361	31-41 TASK 921
		31-58401	31-41 TASK 921
		31-58601	31-41 TASK 992
		31-59401	31-41 TASK 992
		31-59721	31-41 TASK 858
		31-59731	31-41 TASK 858
		31-68802	31-43 TASK 893
223 480 42	Maintenance memo shows on the MAT: TCMF IN RIGHT AIMS.	22-20010	22-31 TASK 957
		22-20011	22-31 TASK 851
		22-20031	22-31 TASK 839

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.161
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
223 480 42	Maintenance memo shows on the MAT: TCMF IN RIGHT AIMS.	(continued)	
		22-23042	22-31 TASK 931
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		23-81007	23-91 TASK 807
		24-13801	24-61 TASK 805
		31-50008	31-44 TASK 822
		31-50011	31-44 TASK 801
		31-50091	31-44 TASK 819
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51308	31-44 TASK 854
		31-51441	22-31 TASK 858
		31-51443	22-31 TASK 813
		31-52014	31-43 TASK 867
		31-52102	31-41 TASK 818
		31-52110	31-41 TASK 989
		31-52112	31-41 TASK 820
		31-52114	31-45 TASK 809
		31-52122	31-41 TASK 822
		31-52332	31-41 TASK 915
		31-52342	31-41 TASK 915
		31-52362	31-41 TASK 915
		31-52402	31-41 TASK 915
		31-52532	31-43 TASK 814
		31-52602	31-41 TASK 833
		31-53402	31-41 TASK 833
		31-53722	31-41 TASK 833
		31-53732	31-41 TASK 833
		31-54014	31-43 TASK 869

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.162
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
223 480 42	Maintenance memo shows on the MAT: TMCF IN RIGHT AIMS.	(continued)	
		31-54102	31-41 TASK 835
		31-54112	31-41 TASK 837
		31-54122	31-41 TASK 839
		31-54332	31-41 TASK 917
		31-54342	31-41 TASK 917
		31-54362	31-41 TASK 917
		31-54402	31-41 TASK 917
		31-54502	31-43 TASK 854
		31-54602	31-41 TASK 841
		31-55402	31-41 TASK 841
		31-55702	31-41 TASK 841
		31-55712	31-41 TASK 841
		31-55722	31-41 TASK 841
		31-55732	31-41 TASK 841
		31-56014	31-43 TASK 871
		31-56102	31-41 TASK 845
		31-56104	31-45 TASK 811
		31-56112	31-41 TASK 847
		31-56114	31-45 TASK 810
		31-56122	31-41 TASK 849
		31-56342	31-41 TASK 920
		31-56402	31-41 TASK 920
		31-56442	31-41 TASK 920
		31-56602	31-41 TASK 843
		31-57402	31-41 TASK 843
		31-57722	31-41 TASK 843
		31-57732	31-41 TASK 843
		31-58014	31-43 TASK 873
		31-58102	31-41 TASK 853
		31-58112	31-41 TASK 855
		31-58122	31-41 TASK 857
		31-58342	31-41 TASK 922
		31-58402	31-41 TASK 922
		31-58442	31-41 TASK 922

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.163
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
223 480 42	Maintenance memo shows on the MAT: TMCF IN RIGHT AIMS.	(continued) 31-58602 31-59402 31-59722 31-59732 31-68801	 31-41 TASK 993 31-41 TASK 993 31-41 TASK 859 31-41 TASK 859 31-43 TASK 892
223 611 00	Autothrottle: mode does not transition automatically.		22-31 TASK 905
223 612 00	Autothrottle: Does not maintain airspeed.		22-31 TASK 906
223 613 00	Autothrottle: Does not engage; mode does not show on PFD.		22-31 TASK 907
223 614 00	Autothrottle: reacts slowly to speed change with A/T mode engaged.		22-31 TASK 908
223 615 00	Autothrottle: over-controls with A/T mode engaged.		22-31 TASK 909
223 616 00	Autothrottle: does not maintain reference thrust setting with CLB LIM, VNAV, or FLCH mode engaged.		22-31 TASK 910
223 617 41	Thrust levers: do not move together during autothrottle operation - left thrust lever moves more slowly than right.		22-31 TASK 911
223 617 42	Thrust levers: do not move together during autothrottle operation - right thrust lever moves more slowly than left.		22-31 TASK 912
223 618 00	Autothrottle: Target N1 or EPR on FMC CDU higher than target on EICAS display.		22-31 TASK 906
223 631 00	Thrust reference mode: does not show on EICAS display when autothrottle is engaged.		22-31 TASK 895

EFFECTIVITY
ARO ALL

22-FAULT CODE INDEX

D633W103-ARO

Page 198.164
May 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-10200	ILS signal has beam error.	34-31 TASK 840
22-10210*	Airspeed is too low for autopilot mode.	22-11 TASK 802
22-10220	Airspeed is too high for autopilot mode.	22-11 TASK 802
22-10700	Autopilot Flight Director System speed control mode (using elevator) is engaged while speed control mode in TMCF is engaged.	22-11 TASK 809
22-11305*	Multi-Mode Receiver (left) glideslope signal is invalid in approach.	34-31 TASK 868
22-11315*	Multi-Mode Receiver (center) glideslope signal is invalid in approach.	34-31 TASK 869
22-11325*	Multi-Mode Receiver (right) glideslope signal is invalid in approach.	34-31 TASK 870
22-11330*	Glideslope signals from multiple receivers are invalid during approach.	34-31 TASK 871
22-11345*	Multi-Mode Receiver (left) glideslope signal does not agree with glideslope signals from Multi-Mode Receiver (center) and Multi-Mode Receiver(right).	34-31 TASK 872
22-11355*	Multi-Mode Receiver (center) glideslope signal does not agree with glideslope signals from Multi-Mode Receiver (left) and Multi-Mode Receiver (right).	34-31 TASK 869
22-11365*	Multi-Mode Receiver (right) glideslope signal does not agree with glideslope signals from Multi-Mode Receiver (left) and Multi-Mode Receiver (center).	34-31 TASK 870
22-11375*	Glideslope signals from Multi-Mode Receiver (left) and Multi-Mode Receiver (right) do not agree.	34-31 TASK 872
22-11385*	Glideslope signals from Multi-Mode Receiver (left) and Multi-Mode Receiver (center) do not agree.	34-31 TASK 872
22-11395*	Glideslope signals from Multi-Mode Receiver (right) and Multi-Mode Receiver (center) do not agree.	34-31 TASK 869
22-11465*	Multi-Mode Receiver (left) selected runway heading is failed.	34-31 TASK 880
22-11475*	Multi-Mode Receiver (center) selected runway heading is failed.	34-31 TASK 881
22-11485*	Multi-Mode Receiver (right) selected runway heading is failed.	34-31 TASK 882
22-11520*	Left and right runway heading signals do not agree.	22-11 TASK 803
22-11530*	Left and center runway heading signals do not agree.	22-11 TASK 804
22-11540*	Right and center runway heading signals do not agree.	22-11 TASK 805
22-11555*	Multi-Mode Receiver (left) localizer signal does not agree with localizer signals from Multi-Mode Receiver (center) and Multi-Mode Receiver (right).	34-31 TASK 873

*If the MAT shows LATCHED for the correlated EICAS message, then you must erase the EICAS message after you complete the FIM task.

EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 101
Jan 05/2017



777-200/300 FAULT ISOLATION MANUAL

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-11565*	Multi-Mode Receiver (center) localizer signal does not agree with localizer signals from Multi-Mode Receiver (left) and Multi-Mode Receiver (right).	34-31 TASK 874
22-11575*	Multi-Mode Receiver (right) localizer signal does not agree with localizer signals from Multi-Mode Receiver (left) and Multi-Mode Receiver (center).	34-31 TASK 875
22-11585*	Localizer signals from Multi-Mode Receiver (left) and Multi-Mode Receiver (right) do not agree.	34-31 TASK 873
22-11595*	Localizer signals from Multi-Mode Receiver (left) and Multi-Mode Receiver (center) do not agree.	34-31 TASK 873
22-11605*	Localizer signals from Multi-Mode Receiver (right) and Multi-Mode Receiver (center) do not agree.	34-31 TASK 875
22-11615*	Multi-Mode Receiver (left) localizer signal is invalid in approach.	34-31 TASK 873
22-11625*	Multi-Mode Receiver (center) localizer signal is invalid in approach.	34-31 TASK 874
22-11635*	Multi-Mode Receiver (right) localizer signal is invalid in approach.	34-31 TASK 875
22-11640*	Localizer signals from multiple receivers are invalid during approach.	34-31 TASK 876
22-11651*	ILS frequency changed after LOC or G/S capture.	34-31 TASK 841
22-11652*	ILS frequency changed after LOC or G/S capture.	34-31 TASK 841
22-11653*	ILS frequency changed after LOC or G/S capture.	34-31 TASK 841
22-11654*	ILS frequency changed after LOC or G/S capture.	34-31 TASK 841
22-11860*	Radio Altimeter Transceiver (left) altitude signal does not agree with altitude signals from Radio Altimeter Transceiver (center) and Radio Altimeter Transceiver (right).	34-33 TASK 817
22-11870*	Radio Altimeter Transceiver (center) altitude signal does not agree with altitude signals from Radio Altimeter Transceiver (left) and Radio Altimeter Transceiver (right).	34-33 TASK 811
22-11880*	Radio Altimeter Transceiver (right) altitude signal does not agree with altitude signals from Radio Altimeter Transceiver (left) and Radio Altimeter Transceiver (center).	34-33 TASK 818
22-11890*	Altitude signals from Radio Altimeter Transceiver (left) and Radio Altimeter Transceiver (right) do not agree.	34-33 TASK 818
22-11900*	Altitude signals from Radio Altimeter Transceiver (left) and Radio Altimeter Transceiver (center) do not agree.	34-33 TASK 817
22-11910*	Altitude signals from Radio Altimeter Transceiver (right) and Radio Altimeter Transceiver (center) do not agree.	34-33 TASK 811
22-11920*	Radio Altimeter Transceiver (left) altitude signal is invalid in approach.	34-33 TASK 819

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 102
Jan 05/2017



777-200/300
FAULT ISOLATION MANUAL

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-11930*	Radio Altimeter Transceiver (center) altitude signal is invalid in approach.	34-33 TASK 820
22-11940*	Radio Altimeter Transceiver (right) altitude signal is invalid in approach.	34-33 TASK 821
22-12000	FMCF in Left AIMS has invalid data.	34-61 TASK 937
22-12010	FMCF in Right AIMS has invalid data.	34-61 TASK 937
22-12450*	Flap or slat position signals from Flap/Slat Electronics Unit (1) and Flap/Slat Electronics Unit (2) do not agree.	22-12 TASK 802
22-12800*	Autopilot Flight Director Computer (Left) TO/GA switch signal does not agree with TO/GA switch signal from Autopilot Flight Director Computer (Center) and Autopilot Flight Director Computer (Right).	22-12 TASK 803
22-12810*	Autopilot Flight Director Computer (Center) TO/GA switch signal does not agree with TO/GA switch signal from Autopilot Flight Director Computer (Left) and Autopilot Flight Director Computer (Right).	22-12 TASK 803
22-12820*	Autopilot Flight Director Computer (Right) TO/GA switch signal does not agree with TO/GA switch signal from Autopilot Flight Director Computer (Left) and Autopilot Flight Director Computer (Center).	22-12 TASK 803
22-12830*	TO/GA switch signals do not agree.	22-12 TASK 803
22-13030	HDG REF switch signals from Overhead Panel Bus Controller (L) and Overhead Panel Bus Controller (R) do not agree.	22-13 TASK 801
22-13251*	Autopilot Flight Director Computer (Left) has no input from Autopilot Flight Director Computer (Right) on ARINC 429 cross channel bus.	22-13 TASK 802
22-13252*	Autopilot Flight Director Computer (Center) has no input from Autopilot Flight Director Computer (Right) on ARINC 429 cross channel bus.	22-13 TASK 803
22-13261*	Autopilot Flight Director Computer (Left) has no input from Autopilot Flight Director Computer (Center) on ARINC 429 cross channel bus.	22-13 TASK 804
22-13263*	Autopilot Flight Director Computer (Right) has no input from Autopilot Flight Director Computer (Center) on ARINC 429 cross channel bus.	22-13 TASK 803
22-13272*	Autopilot Flight Director Computer (Center) has no input from Autopilot Flight Director Computer (Left) on ARINC 429 cross channel bus.	22-13 TASK 804
22-13273*	Autopilot Flight Director Computer (Right) has no input from Autopilot Flight Director Computer (Left) on ARINC 429 cross channel bus.	22-13 TASK 802

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 103
Jan 05/2017



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-13281*	Autopilot Flight Director Computer (Left) has no input from Mode Control Panel on ARINC 429 bus.	22-13 TASK 805
22-13282*	Autopilot Flight Director Computer (Center) has no input from Mode Control Panel on MCP A Input Bus (429).	22-13 TASK 806
22-13283*	Autopilot Flight Director Computer (Right) has no input from Mode Control Panel on MCP B Input Bus (429).	22-13 TASK 807
22-13300*	Autopilot Flight Director Computers have incorrect software configuration.	22-13 TASK 809
22-13311*	Autopilot Flight Director Computer (Left) program pins are incorrect.	22-13 TASK 810
22-13312*	Autopilot Flight Director Computer (Center) program pins are incorrect.	22-13 TASK 811
22-13313*	Autopilot Flight Director Computer (Right) program pins are incorrect.	22-13 TASK 812
22-13321*	Autopilot Flight Director Computers have incompatible program pin configurations.	22-13 TASK 813
22-13331*	Autopilot Flight Director Computer (Left) software or hardware is not compatible with program pins.	22-13 TASK 814
22-13332*	Autopilot Flight Director Computer (Center) software or hardware is not compatible with program pins.	22-13 TASK 840
22-13333*	Autopilot Flight Director Computer (Right) software or hardware is not compatible with program pins.	22-13 TASK 841
22-13341*	Autopilot Flight Director Computer (Left) has incorrect software configuration.	22-13 TASK 809
22-13342*	Autopilot Flight Director Computer (Center) has incorrect software configuration.	22-13 TASK 809
22-13343*	Autopilot Flight Director Computer (Right) has incorrect software configuration.	22-13 TASK 809
22-13391*	Autopilot Flight Director Computer (Left) has an internal fault.	22-13 TASK 815
22-13392*	Autopilot Flight Director Computer (Center) has an internal fault.	22-13 TASK 815
22-13393*	Autopilot Flight Director Computer (Right) has an internal fault.	22-13 TASK 815
22-13401*	Autopilot Flight Director Computer (Left) disengage bar circuit is open or shorted.	22-13 TASK 816
22-13402*	Autopilot Flight Director Computer (Center) disengage bar circuit is open or shorted.	22-13 TASK 817
22-13403*	Autopilot Flight Director Computer (Right) disengage bar circuit is open or shorted.	22-13 TASK 818
22-13404*	Mode Control Panel disengage bar circuit is open.	22-13 TASK 819

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 104
Jan 05/2017



777-200/300 FAULT ISOLATION MANUAL

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-13411*	Autopilot Flight Director Computer (Left) battery 2 autopilot disconnect warning circuit is open or shorted.	22-13 TASK 820
22-13412*	Autopilot Flight Director Computer (Center) battery 2 autopilot disconnect warning circuit is open or shorted.	22-13 TASK 821
22-13413*	Autopilot Flight Director Computer (Right) battery 2 autopilot disconnect warning circuit is open or shorted.	22-13 TASK 822
22-13414*	Battery 2 autopilot disconnect warning circuit is open or shorted.	22-13 TASK 823
22-13421*	Autopilot Flight Director Computer (Left) normal autopilot disconnect warning circuit is open or shorted.	22-13 TASK 824
22-13422*	Autopilot Flight Director Computer (Center) normal autopilot disconnect warning circuit is open or shorted.	22-13 TASK 825
22-13423*	Autopilot Flight Director Computer (Right) normal autopilot disconnect warning circuit is open or shorted.	22-13 TASK 826
22-13424*	Autopilot normal disconnect warning circuit is open or shorted.	22-13 TASK 842
22-13431*	Autopilot Flight Director Computer (Left) battery 1 autopilot disconnect warning circuit is open or shorted.	22-13 TASK 827
22-13432*	Autopilot Flight Director Computer (Center) battery 1 autopilot disconnect warning circuit is open or shorted.	22-13 TASK 828
22-13433*	Autopilot Flight Director Computer (Right) battery 1 autopilot disconnect warning circuit is open or shorted.	22-13 TASK 829
22-13434*	Autopilot battery 1 disconnect warning circuit is open or shorted.	22-13 TASK 843
22-13441*	Autopilot Flight Director Computer (Left) battery power or ground circuit is open.	22-13 TASK 830
22-13442*	Autopilot Flight Director Computer (Center) battery power or ground circuit is open.	22-13 TASK 831
22-13443*	Autopilot Flight Director Computer (Right) battery power or ground circuit is open.	22-13 TASK 832
22-13451	Autopilot Flight Director Computer (Left) has no output on MCP ARINC 429 Bus.	22-13 TASK 833
22-13452	Autopilot Flight Director Computer (Center) has no output on MCP ARINC 429 Bus.	22-13 TASK 844
22-13453	Autopilot Flight Director Computer (Right) has no output on MCP ARINC 429 Bus.	22-13 TASK 845
22-13461*	Autopilot Flight Director Computer (Left) has no output on Cross-channel ARINC 429 Bus.	22-13 TASK 802
22-13462*	Autopilot Flight Director Computer (Center) has no output on Cross-channel ARINC 429 Bus.	22-13 TASK 803

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 105
Jan 05/2017



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-13471*	Autopilot Flight Director Computer (Left) has no output on Cross-channel ARINC 429 Bus.	22-13 TASK 804
22-13473*	Autopilot Flight Director Computer (Right) has no output on Cross-channel ARINC 429 Bus.	22-13 TASK 803
22-13482*	Autopilot Flight Director Computer (Center) has no output on Cross-channel ARINC 429 Bus.	22-13 TASK 804
22-13483*	Autopilot Flight Director Computer (Right) has no output on Cross-channel ARINC 429 Bus.	22-13 TASK 802
22-13491*	Autopilot Flight Director Computer (Left) alive circuit is shorted.	22-13 TASK 847
22-13492*	Autopilot Flight Director Computer (Center) alive circuit is shorted.	22-13 TASK 848
22-13493*	Autopilot Flight Director Computer (Right) alive circuit is shorted.	22-13 TASK 849
22-13501*	ILS Glideslope Antenna Switch (Left) is not in commanded position.	34-31 TASK 806
22-13502*	ILS Glideslope Antenna Switch (Center) is not in commanded position.	34-31 TASK 807
22-13503*	ILS Glideslope Antenna Switch (Right) is not in commanded position.	34-31 TASK 808
22-13511*	ILS Localizer Antenna Switch (Left) is not in commanded position.	34-31 TASK 809
22-13512*	ILS Localizer Antenna Switch (Center) is not in commanded position.	34-31 TASK 810
22-13513*	AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11; AIMS-2, CMCF LDI 3111-BCG-00W-13; AIMS-2, CMCF LDI 3116-BCG-00W-14; AIMS-2, CMCF LDI 3117-BCG-00W-15; ILS Localizer Antenna Switch (Right) is not in commanded position. AIMS-2, CMCF LDI 3114-BCG-00W-16; ILS Localizer Antenna Switch (right) is not in commanded position.	34-31 TASK 811
22-13536*	Multi-Mode Receiver (left) tune inhibit signal does not agree with command.	34-31 TASK 877
22-13537*	Multi-Mode Receiver (center) tune inhibit signal does not agree with command.	34-31 TASK 878
22-13538*	Multi-Mode Receiver (right) tune inhibit signal does not agree with command.	34-31 TASK 879
22-13560*	Transfer buses are isolated without approach selected.	22-13 TASK 834
22-13570*	ELMS P310 Electronics Unit isolates electrical buses without approach selected.	22-13 TASK 835

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 106
Jan 05/2017



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-13580*	Left main buses are isolated without approach selected.	22-13 TASK 836
22-13590*	Right main buses are isolated without approach selected.	22-13 TASK 846
22-13600*	AC electrical buses do not isolate for autoland.	22-13 TASK 837
22-13610*	DC electrical buses do not isolate for autoland.	22-13 TASK 838
22-13620*	Bus isolation is not available.	22-13 TASK 839
22-13631*	ILS G/S Antenna Switch (left) is not in Track position during approach.	34-31 TASK 806
22-13632*	ILS G/S Antenna Switch (Center) is not in Track position during approach.	34-31 TASK 807
22-13633*	ILS G/S Antenna Switch (Right) is not in Track position during approach.	34-31 TASK 808
22-14090*	Control column position does not agree with commanded position.	22-14 TASK 801
22-14100*	Control wheel position does not agree with commanded position.	22-14 TASK 802
22-14110*	Rudder pedal position does not agree with commanded position.	22-14 TASK 803
22-14210	Autopilot pitch commands are limited by the Primary Flight Computers.	22-14 TASK 827
22-14280*	Primary Flight Control System is not in normal mode.	22-14 TASK 826
22-14290	Bank angle limit is exceeded.	22-14 TASK 804
22-14310	Primary Flight Control System stall, overspeed, or bank angle protection prevents autopilot engagement.	22-14 TASK 805
22-14351*	Primary Flight Computer (left) pitch rate transducer signal does not agree with pitch rate transducer signals from Primary Flight Computer (center) and Primary Flight Computer (right).	22-14 TASK 828
22-14362*	Primary Flight Computer (center) pitch rate transducer signal does not agree with pitch rate transducer signals from Primary Flight Computer (left) and Primary Flight Computer (right).	22-14 TASK 828
22-14373*	Primary Flight Computer (right) pitch rate transducer signal does not agree with pitch rate transducer signals from Primary Flight Computer (left) and Primary Flight Computer (center).	22-14 TASK 828
22-14380*	Pitch rate transducer signals from Primary Flight Computer (center) and Primary Flight Computer (right) do not agree.	22-14 TASK 828
22-14390*	Pitch rate transducer signals from Primary Flight Computer (left) and Primary Flight Computer (right) do not agree.	22-14 TASK 828
22-14400*	Pitch rate transducer signals from Primary Flight Computer (left) and Primary Flight Computer (center) do not agree.	22-14 TASK 828
22-14700	Mode Control Panel has an internal fault.	22-14 TASK 806

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 107
Jan 05/2017



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-14710	Mode Control Panel has no input from Autopilot Flight Director Computer (Left) on ARINC 429 bus.	22-14 TASK 807
22-14720	Mode Control Panel has no input from Autopilot Flight Director Computer (Center) on ARINC 429 bus.	22-14 TASK 808
22-14730	Mode Control Panel has no input from Autopilot Flight Director Computer (Right) on ARINC 429 bus.	22-14 TASK 809
22-14740	Mode Control Panel fluorescent light is degraded.	22-14 TASK 810
22-14770	Mode Control Panel selected data is invalid.	22-14 TASK 806
22-14851*	Autopilot Flight Director Computer (Left) backdrive power or ground circuit is open.	22-14 TASK 812
22-14853*	Autopilot Flight Director Computer (Right) backdrive power or ground circuit is open.	22-14 TASK 825
22-14861*	Control Wheel Backdrive Actuator (Left) tachometers A and B do not agree.	22-14 TASK 813
22-14863*	Control Wheel Backdrive Actuator (Right) tachometers A and B do not agree.	22-14 TASK 814
22-14871*	Control Wheel Backdrive Actuator (Left) tachometer A does not operate during motor test.	22-14 TASK 813
22-14873*	Control Wheel Backdrive Actuator (Right) tachometer A does not operate during motor test.	22-14 TASK 814
22-14881*	Control Wheel Backdrive Actuator (Left) tachometer B does not operate during motor test.	22-14 TASK 813
22-14883*	Control Wheel Backdrive Actuator (Right) tachometer B does not operate during motor test.	22-14 TASK 814
22-14901*	Control Wheel Backdrive Actuator (Left) clutch circuit is open or shorted.	22-14 TASK 815
22-14903*	Control Wheel Backdrive Actuator (Right) clutch circuit is open or shorted.	22-14 TASK 816
22-14911*	Control Wheel Backdrive Actuator (Left) motor drive circuit is open or shorted.	22-14 TASK 817
22-14913*	Control Wheel Backdrive Actuator (Right) motor drive circuit is open or shorted.	22-14 TASK 818
22-14931*	Control Column Backdrive Actuator (Left) tachometers A and B do not agree.	22-14 TASK 819
22-14933*	Control Column Backdrive Actuator (Right) tachometers A and B do not agree.	22-14 TASK 820
22-14941*	Control Column Backdrive Actuator (Left) tachometer A does not operate during motor test.	22-14 TASK 819
22-14943*	Control Column Backdrive Actuator (Right) tachometer A does not operate during motor test.	22-14 TASK 820

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 108
Jan 05/2017



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-14951*	Control Column Backdrive Actuator (Left) tachometer B does not operate during motor test.	22-14 TASK 819
22-14953*	Control Column Backdrive Actuator (Right) tachometer B does not operate during motor test.	22-14 TASK 820
22-14971*	Control Column Backdrive Actuator (Left) clutch circuit is open or shorted.	22-14 TASK 821
22-14973*	Control Column Backdrive Actuator (Right) clutch circuit is open or shorted.	22-14 TASK 822
22-14981*	Control Column Backdrive Actuator (Left) motor drive circuit is open or shorted.	22-14 TASK 823
22-14983*	Control Column Backdrive Actuator (Right) motor drive circuit is open or shorted.	22-14 TASK 824
22-15001*	Rudder Pedal Backdrive Actuator (Left) tachometers A and B do not agree.	22-15 TASK 801
22-15003*	Rudder Pedal Backdrive Actuator (Right) tachometers A and B do not agree.	22-15 TASK 802
22-15011*	Rudder Pedal Backdrive Actuator (Left) tachometer A does not operate during motor test.	22-15 TASK 801
22-15013*	Rudder Pedal Backdrive Actuator (Right) tachometer A does not operate during motor test.	22-15 TASK 802
22-15021*	Rudder Pedal Backdrive Actuator (Left) tachometer B does not operate during motor test.	22-15 TASK 801
22-15023*	Rudder Pedal Backdrive Actuator (Right) tachometer B does not operate during motor test.	22-15 TASK 802
22-15041*	Rudder Pedal Backdrive Actuator (Left) clutch circuit is open or shorted.	22-15 TASK 803
22-15043*	Rudder Pedal Backdrive Actuator (Right) clutch circuit is open or shorted.	22-15 TASK 804
22-15051*	Rudder Pedal Backdrive Actuator (Left) motor drive circuit is open or shorted.	22-15 TASK 805
22-15053*	Rudder Pedal Backdrive Actuator (Right) motor drive circuit is open or shorted.	22-15 TASK 806
22-15831*	Autopilot Flight Director Computer (Left) glideslope antenna request circuit is open or shorted.	22-15 TASK 807
22-15832*	Autopilot Flight Director Computer (Center) glideslope antenna request circuit is open or shorted.	22-15 TASK 813
22-15833*	Autopilot Flight Director Computer (Right) glideslope antenna request circuit is open or shorted.	22-15 TASK 814
22-15841*	Autopilot Flight Director Computer (Left) localizer antenna request circuit is open or shorted.	22-15 TASK 808

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 109
Jan 05/2017



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-15842*	Autopilot Flight Director Computer (Center) localizer antenna request circuit is open or shorted.	22-15 TASK 815
22-15843*	Autopilot Flight Director Computer (Right) localizer antenna request circuit is open or shorted.	22-15 TASK 816
22-15851	Autopilot Flight Director Computer (Left) ILS tune inhibit circuit is open or shorted.	22-15 TASK 809
22-15852	Autopilot Flight Director Computer (Center) ILS tune inhibit circuit is open or shorted.	22-15 TASK 817
22-15853	Autopilot Flight Director Computer (Right) ILS tune inhibit circuit is open or shorted.	22-15 TASK 818
22-15856	Autopilot Flight Director Computer (Left) ILS tune inhibit circuit is open or shorted.	22-15 TASK 832
22-15857	Autopilot Flight Director Computer (Center) ILS tune inhibit circuit is open or shorted.	22-15 TASK 833
22-15858	Autopilot Flight Director Computer (Right) ILS tune inhibit circuit is open or shorted.	22-15 TASK 834
22-15860	Autopilot Flight Director Computer (Left) autopilot disconnect switch circuit is shorted.	22-15 TASK 810
22-15870	Autopilot Flight Director Computer (Center) autopilot disconnect switch circuit is shorted.	22-15 TASK 819
22-15880	Autopilot Flight Director Computer (Right) autopilot disconnect switch circuit is shorted.	22-15 TASK 820
22-15890	Autopilot Flight Director Computer (Left) autopilot warn reset circuit is open.	22-15 TASK 811
22-15900	Autopilot Flight Director Computer (Center) autopilot warn reset circuit is open.	22-15 TASK 824
22-15910	Autopilot Flight Director Computer (Right) autopilot warn reset circuit is open.	22-15 TASK 825
22-15920	Autopilot Flight Director Computer (Left) autopilot disconnect switch circuit is shorted.	22-15 TASK 810
22-15930	Autopilot Flight Director Computer (Center) autopilot disconnect switch circuit is shorted.	22-15 TASK 822
22-15940	Autopilot Flight Director Computer (Right) autopilot disconnect switch circuit is shorted.	22-15 TASK 823
22-15950	Autopilot Flight Director Computer (Left) autopilot warn reset circuit is open.	22-15 TASK 826
22-15960	Autopilot Flight Director Computer (Center) autopilot warn reset circuit is open.	22-15 TASK 827
22-15970	Autopilot Flight Director Computer (Right) autopilot warn reset circuit is open.	22-15 TASK 828

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 110
Jan 05/2017



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-15981	Autopilot Flight Director Computer (Left) autopilot disconnect switch circuit is open.	22-15 TASK 812
22-15982	Autopilot Flight Director Computer (Center) autopilot disconnect switch circuit is open.	22-15 TASK 829
22-15983	Autopilot Flight Director Computer (Right) autopilot disconnect switch circuit is open.	22-15 TASK 830
22-15990	Aural Warning and Master Warning lights do not come on.	22-15 TASK 831
22-16000	AUTOPILOT DISC message does not show on EICAS display.	22-16 TASK 829
22-16012*	Autopilot Flight Director Computer (Left) alive circuit is open or shorted.	22-16 TASK 801
22-16013*	Autopilot Flight Director Computer (Left) alive circuit is open or shorted.	22-16 TASK 830
22-16021*	Autopilot Flight Director Computer (Center) alive circuit is open or shorted.	22-16 TASK 831
22-16023*	Autopilot Flight Director Computer (Center) alive circuit is open or shorted.	22-16 TASK 832
22-16031*	Autopilot Flight Director Computer (Right) alive circuit is open or shorted.	22-16 TASK 833
22-16032*	Autopilot Flight Director Computer (Right) alive circuit is open or shorted.	22-16 TASK 834
22-16050	Autopilot Flight Director Computer (Left) autopilot disengage bar circuit is open or shorted.	22-16 TASK 826
22-16060	Autopilot Flight Director Computer (Center) autopilot disengage bar circuit is open or shorted.	22-16 TASK 827
22-16070	Autopilot Flight Director Computer (Right) autopilot disengage bar circuit is open or shorted.	22-16 TASK 828
22-16080	Autopilot Flight Director Computer (Left) did not start ground test.	22-16 TASK 802
22-16090	Autopilot Flight Director Computer (Center) did not start ground test.	22-16 TASK 803
22-16100	Autopilot Flight Director Computer (Right) did not start ground test.	22-16 TASK 804
22-16110	Autopilot Flight Director Computer (Left) TO/GA switch circuit is shorted.	22-16 TASK 805
22-16120	Autopilot Flight Director Computer (Center) TO/GA switch circuit is shorted.	22-16 TASK 806
22-16130	Autopilot Flight Director Computer (Right) TO/GA switch circuit is shorted.	22-16 TASK 807
22-16140	Autopilot Flight Director Computer (Left) TO/GA switch circuit is shorted.	22-16 TASK 808

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 111
Jan 05/2017



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-16150	Autopilot Flight Director Computer (Center) TO/GA switch circuit is shorted.	22-16 TASK 809
22-16160	Autopilot Flight Director Computer (Right) TO/GA switch circuit is shorted.	22-16 TASK 810
22-16191	Autopilot Flight Director Computer (Left) TO/GA switch circuit is open.	22-16 TASK 811
22-16192	Autopilot Flight Director Computer (Center) TO/GA switch circuit is open.	22-16 TASK 812
22-16193	Autopilot Flight Director Computer (Right) TO/GA switch circuit is open.	22-16 TASK 813
22-16210	Hydraulics are pressurized during backdrive ground test.	22-16 TASK 835
22-16231	Control Wheel Backdrive Actuator (Left) does not move at commanded rate.	22-16 TASK 814
22-16233	Control Wheel Backdrive Actuator (Right) does not move at commanded rate.	22-16 TASK 815
22-16241*	Control Wheel Backdrive Actuator (Left) does not move to full travel position.	22-16 TASK 814
22-16243*	Control Wheel Backdrive Actuator (Right) does not move to full travel position.	22-16 TASK 815
22-16250	Control Wheel backdrive system does not move at commanded rate.	22-16 TASK 816
22-16260	Control Wheel backdrive system does not move to full travel position.	22-16 TASK 816
22-16270*	Control Wheel backdrive system torque test failed.	22-16 TASK 817
22-16281	Rudder Pedal Backdrive Actuator (Left) does not move at commanded rate.	22-16 TASK 818
22-16283	Rudder Pedal Backdrive Actuator (Right) does not move at commanded rate.	22-16 TASK 819
22-16291*	Rudder Pedal Backdrive Actuator (Left) does not move to full travel position.	22-16 TASK 818
22-16293*	Rudder Pedal Backdrive Actuator (Right) does not move to full travel position.	22-16 TASK 819
22-16300	Rudder Pedal backdrive system does not move at commanded rate.	22-16 TASK 820
22-16310	Rudder Pedal backdrive system does not move to full travel position.	22-16 TASK 820
22-16320*	Rudder Pedal backdrive system torque test failed.	22-16 TASK 821
22-16331	Control Column Backdrive Actuator (Left) does not move at commanded rate.	22-16 TASK 822

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 112
Jan 05/2017



777-200/300
FAULT ISOLATION MANUAL

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-16333	Control Column Backdrive Actuator (Right) does not move at commanded rate.	22-16 TASK 823
22-16341	Control Column Backdrive Actuator (Left) does not move to full travel position.	22-16 TASK 822
22-16343	Control Column Backdrive Actuator (Right) does not move to full travel position.	22-16 TASK 823
22-16350	Control Column backdrive system does not move at commanded rate.	22-16 TASK 824
22-16360	Control Column backdrive system does not move to full travel position.	22-16 TASK 824
22-16370*	Control Column backdrive system torque test failed.	22-16 TASK 825
22-17040	AOA signals from Warning Electronic Unit (left) and Warning Electronic Unit (right) do not agree.	22-17 TASK 802
22-17050	Stick Shaker Speed signals from Warning Electronic Unit (left) and Warning Electronic Unit (right) do not agree.	22-17 TASK 802
22-17201*	Autopilot Flight Director Computer (Left) autopilot disconnect switch signal does not agree with autopilot disconnect switch signal from Autopilot Flight Director Computer (Center) and Autopilot Flight Director Computer (Right).	22-17 TASK 801
22-17202*	Autopilot Flight Director Computer (Center) autopilot disconnect switch signal does not agree with autopilot disconnect switch signal from Autopilot Flight Director Computer (Left) and Autopilot Flight Director Computer (Right).	22-17 TASK 801
22-17203*	Autopilot Flight Director Computer (Right) autopilot disconnect switch signal does not agree with autopilot disconnect switch signal from Autopilot Flight Director Computer (Center) and Autopilot Flight Director Computer (Left).	22-17 TASK 801
22-17505	Control Column Backdrive Actuator (Left) does not follow command.	22-16 TASK 822
22-17515*	Control Wheel Backdrive Actuator (Left) does not follow command.	22-16 TASK 814
22-17525*	Rudder Pedal Backdrive Actuator (Left) does not follow command.	22-16 TASK 818
22-17535	Control Column Backdrive Actuator (Right) does not follow command.	22-16 TASK 823
22-17545*	Control Wheel Backdrive Actuator (Right) does not follow command.	22-16 TASK 815
22-17555*	Rudder Pedal Backdrive Actuator (Right) does not follow command.	22-16 TASK 819
22-17600*	Autopilot rudder control is not engaged during approach.	22-17 TASK 808
22-17605*	Autopilot function disengaged.	22-11 TASK 814

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 113
Jan 05/2017



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-18801*	Autopilot Flight Director Computer (Left) has no output on any bus.	22-13 TASK 815
22-18802*	Autopilot Flight Director Computer (Center) has no output on any bus.	22-13 TASK 815
22-18803*	Autopilot Flight Director Computer (Right) has no output on any bus.	22-13 TASK 815
22-18804*	Mode Control Panel has no output on any bus.	22-18 TASK 801
22-18811*	Autopilot Flight Director Computer (Left) has no output on Flight Controls ARINC 629 Bus (left).	22-18 TASK 810
22-18822*	Autopilot Flight Director Computer (Center) has no output on Flight Controls ARINC 629 Bus (center).	22-18 TASK 811
22-18833*	Autopilot Flight Director Computer (Right) has no output on Flight Controls ARINC 629 Bus (right).	22-18 TASK 812
22-18841	Autopilot Flight Director Computer (Left) has no output on System ARINC 629 Bus (left).	22-18 TASK 802
22-18852	Autopilot Flight Director Computer (Center) has no output on System ARINC 629 Bus (center 1).	22-18 TASK 808
22-18863	Autopilot Flight Director Computer (Right) has no output on System ARINC 629 Bus (right).	22-18 TASK 809
22-18894*	Mode Control Panel has no output on MCP A Bus Out.	22-18 TASK 804
22-18895*	Mode Control Panel has no output on MCP B Bus Out.	22-18 TASK 805
22-19101*	Autopilot Flight Director Computer (Left) has no input from any LRU on Flight Controls ARINC 629 Bus (left).	22-18 TASK 803
22-19102*	Autopilot Flight Director Computer (Center) has no input from any LRU on Flight Controls ARINC 629 Bus (left).	22-19 TASK 839
22-19103*	Autopilot Flight Director Computer (Right) has no input from any LRU on Flight Controls ARINC 629 Bus (left).	22-19 TASK 840
22-19104*	Autopilot Flight Director Computer (Left) has no input from Air Data Inertial Reference Unit on Flight Controls ARINC 629 Bus (left).	22-19 TASK 832
22-19105*	Autopilot Flight Director Computer (Center) has no input from Air Data Inertial Reference Unit on Flight Controls ARINC 629 Bus (left).	22-19 TASK 841
22-19106*	Autopilot Flight Director Computer (Right) has no input from Air Data Inertial Reference Unit on Flight Controls ARINC 629 Bus (left).	22-19 TASK 842
22-19107*	Autopilot Flight Director Computer (Left) has no input from Primary Flight Computer (left) on Flight Controls ARINC 629 Bus (left).	22-19 TASK 833

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 114
Jan 05/2017



777-200/300
FAULT ISOLATION MANUAL

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-19108*	Autopilot Flight Director Computer (Center) has no input from Primary Flight Computer (left) on Flight Controls ARINC 629 Bus (left).	22-19 TASK 843
22-19109*	Autopilot Flight Director Computer (Right) has no input from Primary Flight Computer (left) on Flight Controls ARINC 629 Bus (left).	22-19 TASK 844
22-19119*	Autopilot Flight Director Computer (Left) has no input from Actuator Control Electronics (left 1) on Flight Controls ARINC 629 Bus (left).	22-19 TASK 834
22-19120*	Autopilot Flight Director Computer (Center) has no input from Actuator Control Electronics (left 1) on Flight Controls ARINC 629 Bus (left).	22-19 TASK 845
22-19121*	Autopilot Flight Director Computer (Right) has no input from Actuator Control Electronics (left 1) on Flight Controls ARINC 629 Bus (left).	22-19 TASK 846
22-19122*	Autopilot Flight Director Computer (Left) has no input from Actuator Control Electronics (left 2) on Flight Controls ARINC 629 Bus (left).	22-19 TASK 835
22-19123*	Autopilot Flight Director Computer (Center) has no input from Actuator Control Electronics (left 2) on Flight Controls ARINC 629 Bus (left).	22-19 TASK 847
22-19124*	Autopilot Flight Director Computer (Right) has no input from Actuator Control Electronics (left 2) on Flight Controls ARINC 629 Bus (left).	22-19 TASK 848
22-19201*	Autopilot Flight Director Computer (Left) has no input from any LRU on Flight Controls ARINC 629 Bus (center).	22-19 TASK 849
22-19202*	Autopilot Flight Director Computer (Center) has no input from any LRU on Flight Controls ARINC 629 Bus (center).	22-18 TASK 806
22-19203*	Autopilot Flight Director Computer (Right) has no input from any LRU on Flight Controls ARINC 629 Bus (center).	22-19 TASK 850
22-19210*	Autopilot Flight Director Computer (Left) has no input from Primary Flight Computer (center) on Flight Controls ARINC 629 Bus (center).	22-19 TASK 851
22-19211*	Autopilot Flight Director Computer (Center) has no input from Primary Flight Computer (center) on Flight Controls ARINC 629 Bus (center).	22-19 TASK 852
22-19212*	Autopilot Flight Director Computer (Right) has no input from Primary Flight Computer (center) on Flight Controls ARINC 629 Bus (center).	22-19 TASK 853
22-19216*	Autopilot Flight Director Computer (Left) has no input from Secondary Attitude Air Data Reference Unit on Flight Controls ARINC 629 Bus (center).	22-19 TASK 854

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 115
Jan 05/2017



777-200/300
FAULT ISOLATION MANUAL

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-19217*	Autopilot Flight Director Computer (Center) has no input from Secondary Attitude Air Data Reference Unit on Flight Controls ARINC 629 Bus (center).	22-19 TASK 801
22-19218*	Autopilot Flight Director Computer (Right) has no input from Secondary Attitude Air Data Reference Unit on Flight Controls ARINC 629 Bus (center).	22-19 TASK 855
22-19225*	Autopilot Flight Director Computer (Left) has no input from Actuator Control Electronics (center) on Flight Controls ARINC 629 Bus (center).	22-19 TASK 856
22-19226*	Autopilot Flight Director Computer (Center) has no input from Actuator Control Electronics (center) on Flight Controls ARINC 629 Bus (center).	22-19 TASK 802
22-19227*	Autopilot Flight Director Computer (Right) has no input from Actuator Control Electronics (center) on Flight Controls ARINC 629 Bus (center).	22-19 TASK 857
22-19301*	Autopilot Flight Director Computer (Left) has no input from any LRU on Flight Controls ARINC 629 Bus (right).	22-19 TASK 858
22-19302*	Autopilot Flight Director Computer (Center) has no input from any LRU on Flight Controls ARINC 629 Bus (right).	22-19 TASK 859
22-19303*	Autopilot Flight Director Computer (Right) has no input from any LRU on Flight Controls ARINC 629 Bus (right).	22-18 TASK 807
22-19304*	Autopilot Flight Director Computer (Left) has no input from Air Data Inertial Reference Unit on Flight Controls ARINC 629 Bus (right).	22-19 TASK 860
22-19305*	Autopilot Flight Director Computer (Center) has no input from Air Data Inertial Reference Unit on Flight Controls ARINC 629 Bus (right).	22-19 TASK 861
22-19306*	Autopilot Flight Director Computer (Right) has no input from Air Data Inertial Reference Unit on Flight Controls ARINC 629 Bus (right).	22-19 TASK 862
22-19313*	Autopilot Flight Director Computer (Left) has no input from Primary Flight Computer (right) on Flight Controls ARINC 629 Bus (right).	22-19 TASK 863
22-19314*	Autopilot Flight Director Computer (Center) has no input from Primary Flight Computer (right) on Flight Controls ARINC 629 Bus (right).	22-19 TASK 864
22-19315*	Autopilot Flight Director Computer (Right) has no input from Primary Flight Computer (right) on Flight Controls ARINC 629 Bus (right).	22-19 TASK 865
22-19328*	Autopilot Flight Director Computer (Left) has no input from Actuator Control Electronics (right) on Flight Controls ARINC 629 Bus (right).	22-19 TASK 866

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 116
Jan 05/2017



777-200/300
FAULT ISOLATION MANUAL

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-19329*	Autopilot Flight Director Computer (Center) has no input from Actuator Control Electronics (right) on Flight Controls ARINC 629 Bus (right).	22-19 TASK 867
22-19330*	Autopilot Flight Director Computer (Right) has no input from Actuator Control Electronics (right) on Flight Controls ARINC 629 Bus (right).	22-19 TASK 803
22-19416	Autopilot Flight Director Computer (Left) has no input from Left AIMS on System ARINC 629 Bus (left).	22-19 TASK 868
22-19419	Autopilot Flight Director Computer (Left) has no input from Right AIMS on System ARINC 629 Bus (left).	22-19 TASK 869
22-19422*	Autopilot Flight Director Computer (Left) has no input from Converter on System ARINC 629 Bus (left).	22-19 TASK 807
22-19425	Autopilot Flight Director Computer (Left) has no input from Control Display Unit (Left) on System ARINC 629 Bus (left).	22-19 TASK 836
22-19428	Autopilot Flight Director Computer (Left) has no input from Control Display Unit (Center) on System ARINC 629 Bus (left).	22-19 TASK 837
22-19431	Autopilot Flight Director Computer (Left) has no input from Control Display Unit (Right) on System ARINC 629 Bus (left).	22-19 TASK 838
22-19440*	Autopilot Flight Director Computer (Left) has no input from FSEU 1 on System ARINC 629 Bus (left).	22-19 TASK 809
22-19446*	Autopilot Flight Director Computer (Left) has no input from Generator Control Unit (L) on System ARINC 629 Bus (left).	22-19 TASK 810
22-19449*	Autopilot Flight Director Computer (Left) has no input from Generator Control Unit (R) on System ARINC 629 Bus (left).	22-19 TASK 870
22-19452	Autopilot Flight Director Computer (Left) has no input from Overhead Panel Bus Controller (L) on System ARINC 629 Bus (left).	22-19 TASK 811
22-19455	Autopilot Flight Director Computer (Left) has no input from Overhead Panel Bus Controller (R) on System ARINC 629 Bus (left).	22-19 TASK 872
22-19458	Autopilot Flight Director Computer (Left) has no input from PSEU 1 (L1) on System ARINC 629 Bus (left).	22-19 TASK 812
22-19461	Autopilot Flight Director Computer (Left) has no input from PSEU 2 (L2) on System ARINC 629 Bus (left).	22-19 TASK 874
22-19464	Autopilot Flight Director Computer (Left) has no input from Warning Electronic Unit (left) on System ARINC 629 Bus (left).	22-19 TASK 813
22-19517	Autopilot Flight Director Computer (Center) has no input from Left AIMS on System ARINC 629 Bus (center 1).	22-19 TASK 878
22-19520	Autopilot Flight Director Computer (Center) has no input from Right AIMS on System ARINC 629 Bus (center 1).	22-19 TASK 879

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 117
Jan 05/2017



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-19541*	Autopilot Flight Director Computer (Center) has no input from FSEU 1 Monitor Channel on System ARINC 629 Bus (center 1).	22-19 TASK 880
22-19544*	Autopilot Flight Director Computer (Center) has no input from FSEU 2 Monitor Channel on System ARINC 629 Bus (center 1).	22-19 TASK 881
22-19565	Autopilot Flight Director Computer (Center) has no input from Warning Electronic Unit (left) on System ARINC 629 Bus (center 1).	22-19 TASK 882
22-19568	Autopilot Flight Director Computer (Center) has no input from Warning Electronic Unit (right) on System ARINC 629 Bus (center 1).	22-19 TASK 883
22-19618	Autopilot Flight Director Computer (Right) has no input from Left AIMS on System ARINC 629 Bus (right).	22-19 TASK 884
22-19621	Autopilot Flight Director Computer (Right) has no input from Right AIMS on System ARINC 629 Bus (right).	22-19 TASK 885
22-19624*	Autopilot Flight Director Computer (Right) has no input from Converter on System ARINC 629 Bus (right).	22-19 TASK 886
22-19627	Autopilot Flight Director Computer (Right) has no input from Control Display Unit (Left) on System ARINC 629 Bus (right).	22-19 TASK 887
22-19630	Autopilot Flight Director Computer (Right) has no input from Control Display Unit (Center) on System ARINC 629 Bus (right).	22-19 TASK 888
22-19633	Autopilot Flight Director Computer (Right) has no input from Control Display Unit (Right) on System ARINC 629 Bus (right).	22-19 TASK 889
22-19645*	Autopilot Flight Director Computer (Right) has no input from FSEU 2 on System ARINC 629 Bus (right).	22-19 TASK 891
22-19648*	Autopilot Flight Director Computer (Right) has no input from Generator Control Unit (L) on System ARINC 629 Bus (right).	22-19 TASK 892
22-19651*	Autopilot Flight Director Computer (Right) has no input from Generator Control Unit (R) on System ARINC 629 Bus (right).	22-19 TASK 893
22-19654	Autopilot Flight Director Computer (Right) has no input from Overhead Panel Bus Controller (L) on System ARINC 629 Bus (right).	22-19 TASK 871
22-19657	Autopilot Flight Director Computer (Right) has no input from Overhead Panel Bus Controller (R) on System ARINC 629 Bus (right).	22-19 TASK 873
22-19660	Autopilot Flight Director Computer (Right) has no input from PSEU 1 (R1) on System ARINC 629 Bus (right).	22-19 TASK 875
22-19663	Autopilot Flight Director Computer (Right) has no input from PSEU 2 (R2) on System ARINC 629 Bus (right).	22-19 TASK 876

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 118
Jan 05/2017



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-19669	Autopilot Flight Director Computer (Right) has no input from Warning Electronic Unit (right) on System ARINC 629 Bus (right).	22-19 TASK 877
22-19904*	Autopilot Flight Director Computer (Left) has no input from ILS Receiver (left) on ILS Output #1 Bus.	22-19 TASK 814
22-19906*	Autopilot Flight Director Computer (Left) has no input from Multi-Mode Receiver (left) on ILS Output #1 Bus.	22-19 TASK 894
22-19908*	Autopilot Flight Director Computer (Center) has no input from ILS Receiver (center) on ILS Output #1 Bus.	22-19 TASK 818
22-19910*	Autopilot Flight Director Computer (Center) has no input from Multi-Mode Receiver (center) on ILS Output #1 Bus.	22-19 TASK 895
22-19912*	Autopilot Flight Director Computer (Right) has no input from ILS Receiver (right) on ILS Output #1 Bus.	22-19 TASK 822
22-19914*	Autopilot Flight Director Computer (Right) has no input from Multi-Mode Receiver (right) on ILS Output #1 Bus.	22-19 TASK 896
22-19922*	Autopilot Flight Director Computer (Left) has no input from Radio Altimeter Transceiver (left) on Altitude #1 Bus (429).	22-19 TASK 823
22-19926*	Autopilot Flight Director Computer (Center) has no input from Radio Altimeter Transceiver (center) on Altitude #1 Bus (429).	22-19 TASK 827
22-19930*	Autopilot Flight Director Computer (Right) has no input from Radio Altimeter Transceiver (right) on Altitude #1 Bus (429).	22-19 TASK 831
22-20010	Engine ratings from Electronic Engine Control (L Eng) and Electronic Engine Control (R Eng) do not agree or are not compatible with TMCf.	22-31 TASK 957
22-20011	TMCf in Left AIMS has incorrect software configuration.	22-31 TASK 851
22-20012	TMCf in Right AIMS has incorrect software configuration.	22-31 TASK 802
22-20020	TMCf in Left AIMS and in Right AIMS have incorrect software configuration.	22-31 TASK 803
22-20031	TMCf in Left AIMS has an internal software fault.	22-31 TASK 839
22-20032	TMCf in Right AIMS has an internal software fault.	22-31 TASK 840
22-21051	A/T Arm Switch (Left) has no output or was not in correct position for test.	22-31 TASK 804
22-21052	A/T Arm Switch (Left) has no output or was not in correct position for test.	22-31 TASK 819
22-21061	A/T Disconnect Switch (Left) has no output.	22-31 TASK 805
22-21062	A/T Disconnect Switch (Left) has no output.	22-31 TASK 820
22-21071	Takeoff/Go-Around Switch (Left) has no output.	22-31 TASK 806
22-21072	Takeoff/Go-Around Switch (Left) has no output.	22-31 TASK 821
22-21081	A/T Servo Motor (Left) does not follow command.	22-31 TASK 807

*If the MAT shows LATCHED for the correlated EICAS message, then you must erase the EICAS message after you complete the FIM task.

EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 119
Jan 05/2017



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-21082	A/T Servo Motor (Left) does not follow command.	22-31 TASK 841
22-21091	A/T Servo Motor (Left) power does not follow command.	22-31 TASK 822
22-21092	A/T Servo Motor (Left) power does not follow command.	22-31 TASK 842
22-21120	A/T Servo Motor (Left) has an internal fault.	22-31 TASK 823
22-22051	A/T Arm Switch (Right) has no output or was not in correct position for test.	22-31 TASK 824
22-22052	A/T Arm Switch (Right) has no output or was not in correct position for test.	22-31 TASK 825
22-22061	A/T Disconnect Switch (Right) has no output.	22-31 TASK 826
22-22062	A/T Disconnect Switch (Right) has no output.	22-31 TASK 827
22-22071	Takeoff/Go-Around Switch (Right) has no output.	22-31 TASK 828
22-22072	Takeoff/Go-Around Switch (Right) has no output.	22-31 TASK 829
22-22081	A/T Servo Motor (Right) does not follow command.	22-31 TASK 830
22-22082	A/T Servo Motor (Right) does not follow command.	22-31 TASK 843
22-22091	A/T Servo Motor (Right) power does not follow command.	22-31 TASK 831
22-22092	A/T Servo Motor (Right) power does not follow command.	22-31 TASK 844
22-22120	A/T Servo Motor (Right) has an internal fault.	22-31 TASK 832
22-23001	TMCF in Left AIMS has no input from CMCF in Left AIMS on the AIMS Backplane.	22-31 TASK 852
22-23002	TMCF in Right AIMS has no input from CMCF in Left AIMS on AIMS Intercabinet Buses (3) and (4).	22-31 TASK 879
22-23003	TMCF in Left AIMS has no input from CMCF in Right AIMS on AIMS Intercabinet Buses (3) and (4).	22-31 TASK 880
22-23004	TMCF in Right AIMS has no input from CMCF in Right AIMS on the AIMS Backplane.	22-31 TASK 853
22-23011	TMCF in Left AIMS has no input from Display Function in Right AIMS on System ARINC 629 Bus (center 1).	22-31 TASK 918
22-23012	TMCF in Right AIMS has no input from Display Function in Left AIMS on System ARINC 629 Bus (center 1).	22-31 TASK 919
22-23013	TMCF in Left AIMS has no input from Display Function in Right AIMS on System ARINC 629 Bus (left).	22-31 TASK 920
22-23014	TMCF in Right AIMS has no input from Display Function in Left AIMS on System ARINC 629 Bus (left).	22-31 TASK 921
22-23015	TMCF in Left AIMS has no input from Display Function in Right AIMS on System ARINC 629 Bus (right).	22-31 TASK 922
22-23016	TMCF in Right AIMS has no input from Display Function in Left AIMS on System ARINC 629 Bus (right).	22-31 TASK 923

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 120
Jan 05/2017



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-23017	TMCF in Left AIMS has no input from Display Function in Left AIMS on the AIMS Backplane.	22-31 TASK 924
22-23018	TMCF in Right AIMS has no input from Display Function in Right AIMS on the AIMS Backplane.	22-31 TASK 925
22-23023	TMCF in Left AIMS has no input from Display Function in Right AIMS on System ARINC 629 Bus (center 2).	22-31 TASK 887
22-23024	TMCF in Right AIMS has no input from Display Function in Left AIMS on System ARINC 629 Bus (center 2).	22-31 TASK 888
22-23031	TMCF in Left AIMS has no input from FMCF in Left AIMS on the AIMS Backplane.	22-31 TASK 926
22-23032	TMCF in Right AIMS has no input from FMCF in Left AIMS on AIMS Intercabinet Buses (1) and (2).	22-31 TASK 927
22-23033	TMCF in Left AIMS has no input from FMCF in Right AIMS on AIMS Intercabinet Buses (3) and (4).	22-31 TASK 928
22-23034	TMCF in Right AIMS has no input from FMCF in Right AIMS on the AIMS Backplane.	22-31 TASK 929
22-23041	TMCF in Left AIMS has no input from TMCF in Right AIMS on AIMS Intercabinet Buses (1) and (2).	22-31 TASK 930
22-23042	TMCF in Right AIMS has no input from TMCF in Left AIMS on AIMS Intercabinet Buses (3) and (4).	22-31 TASK 931
22-28893	A/T Servo Motor (Left) has no output on Autothrottle Servo Motor-L Bus (429).	22-31 TASK 808
22-28894	A/T Servo Motor (Right) has no output on Autothrottle Servo Motor-R Bus (429).	22-31 TASK 809
22-29103	TMCF in Left AIMS has no input from Air Data Inertial Reference Unit on Flight Controls ARINC 629 Bus (left).	22-31 TASK 932
22-29104	TMCF in Right AIMS has no input from Air Data Inertial Reference Unit on Flight Controls ARINC 629 Bus (left).	22-31 TASK 932
22-29105	TMCF in Left AIMS has no input from Air Data Inertial Reference Unit on Flight Controls ARINC 629 Bus (right).	22-31 TASK 933
22-29106	TMCF in Right AIMS has no input from Air Data Inertial Reference Unit on Flight Controls ARINC 629 Bus (right).	22-31 TASK 933
22-29111	TMCF in Left AIMS has no input from Autopilot Flight Director Computer (Center) on System ARINC 629 Bus (center 1).	22-31 TASK 934
22-29112	TMCF in Right AIMS has no input from Autopilot Flight Director Computer (Center) on System ARINC 629 Bus (center 1).	22-31 TASK 934
22-29113	TMCF in Left AIMS has no input from Autopilot Flight Director Computer (Left) on System ARINC 629 Bus (left).	22-31 TASK 935
22-29114	TMCF in Right AIMS has no input from Autopilot Flight Director Computer (Left) on System ARINC 629 Bus (left).	22-31 TASK 935

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 121
Jan 05/2017



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-29115	TMCF in Left AIMS has no input from Autopilot Flight Director Computer (Right) on System ARINC 629 Bus (right).	22-31 TASK 936
22-29116	TMCF in Right AIMS has no input from Autopilot Flight Director Computer (Right) on System ARINC 629 Bus (right).	22-31 TASK 936
22-29121	TMCF in Left AIMS has no input from Engine Data Interface Unit (L Eng,ch A) on System ARINC 629 Bus (center 1).	22-31 TASK 937
22-29122	TMCF in Right AIMS has no input from Engine Data Interface Unit (L Eng,ch A) on System ARINC 629 Bus (center 1).	22-31 TASK 937
22-29123	TMCF in Left AIMS has no input from Engine Data Interface Unit (L Eng,ch C) on System ARINC 629 Bus (center 1).	22-31 TASK 937
22-29124	TMCF in Right AIMS has no input from Engine Data Interface Unit (L Eng,ch C) on System ARINC 629 Bus (center 1).	22-31 TASK 937
22-29125	TMCF in Left AIMS has no input from Engine Data Interface Unit (L Eng,ch B) on System ARINC 629 Bus (center 2).	22-31 TASK 939
22-29126	TMCF in Right AIMS has no input from Engine Data Interface Unit (L Eng,ch B) on System ARINC 629 Bus (center 2).	22-31 TASK 939
22-29127	TMCF in Left AIMS has no input from Engine Data Interface Unit (L Eng,ch C) on System ARINC 629 Bus (center 2).	22-31 TASK 939
22-29128	TMCF in Right AIMS has no input from Engine Data Interface Unit (L Eng,ch C) on System ARINC 629 Bus (center 2).	22-31 TASK 939
22-29131	TMCF in Left AIMS has no input from Engine Data Interface Unit (L Eng,ch A) on System ARINC 629 Bus (left).	22-31 TASK 938
22-29132	TMCF in Right AIMS has no input from Engine Data Interface Unit (L Eng,ch A) on System ARINC 629 Bus (left).	22-31 TASK 938
22-29133	TMCF in Left AIMS has no input from Engine Data Interface Unit (L Eng,ch B) on System ARINC 629 Bus (left).	22-31 TASK 938
22-29134	TMCF in Right AIMS has no input from Engine Data Interface Unit (L Eng,ch B) on System ARINC 629 Bus (left).	22-31 TASK 938
22-29135	TMCF in Left AIMS has no input from Engine Data Interface Unit (R Eng,ch B) on System ARINC 629 Bus (center 1).	22-31 TASK 937
22-29136	TMCF in Right AIMS has no input from Engine Data Interface Unit (R Eng,ch B) on System ARINC 629 Bus (center 1).	22-31 TASK 937
22-29137	TMCF in Left AIMS has no input from Engine Data Interface Unit (R Eng,ch C) on System ARINC 629 Bus (center 1).	22-31 TASK 937
22-29138	TMCF in Right AIMS has no input from Engine Data Interface Unit (R Eng,ch C) on System ARINC 629 Bus (center 1).	22-31 TASK 937
22-29141	TMCF in Left AIMS has no input from Engine Data Interface Unit (R Eng,ch A) on System ARINC 629 Bus (center 2).	22-31 TASK 939
22-29142	TMCF in Right AIMS has no input from Engine Data Interface Unit (R Eng,ch A) on System ARINC 629 Bus (center 2).	22-31 TASK 939

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 122
Jan 05/2017



777-200/300
FAULT ISOLATION MANUAL

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-29143	TMCF in Left AIMS has no input from Engine Data Interface Unit (R Eng,ch C) on System ARINC 629 Bus (center 2).	22-31 TASK 939
22-29144	TMCF in Right AIMS has no input from Engine Data Interface Unit (R Eng,ch C) on System ARINC 629 Bus (center 2).	22-31 TASK 939
22-29145	TMCF in Left AIMS has no input from Engine Data Interface Unit (R Eng,ch A) on System ARINC 629 Bus (right).	22-31 TASK 940
22-29146	TMCF in Right AIMS has no input from Engine Data Interface Unit (R Eng,ch A) on System ARINC 629 Bus (right).	22-31 TASK 940
22-29147	TMCF in Left AIMS has no input from Engine Data Interface Unit (R Eng,ch B) on System ARINC 629 Bus (right).	22-31 TASK 940
22-29148	TMCF in Right AIMS has no input from Engine Data Interface Unit (R Eng,ch B) on System ARINC 629 Bus (right).	22-31 TASK 940
22-29151	TMCF in Left AIMS has no input from FSEU 1 on System ARINC 629 Bus (center 1).	22-31 TASK 941
22-29152	TMCF in Right AIMS has no input from FSEU 1 on System ARINC 629 Bus (center 1).	22-31 TASK 941
22-29153	TMCF in Left AIMS has no input from FSEU 1 on System ARINC 629 Bus (left).	22-31 TASK 942
22-29154	TMCF in Right AIMS has no input from FSEU 1 on System ARINC 629 Bus (left).	22-31 TASK 942
22-29155	TMCF in Left AIMS has no input from FSEU 2 on System ARINC 629 Bus (center 1).	22-31 TASK 941
22-29156	TMCF in Right AIMS has no input from FSEU 2 on System ARINC 629 Bus (center 1).	22-31 TASK 941
22-29157	TMCF in Left AIMS has no input from FSEU 2 on System ARINC 629 Bus (right).	22-31 TASK 943
22-29158	TMCF in Right AIMS has no input from FSEU 2 on System ARINC 629 Bus (right).	22-31 TASK 943
22-29161	TMCF in Left AIMS has no input from Secondary Attitude Air Data Reference Unit on Flight Controls ARINC 629 Bus (center).	22-31 TASK 944
22-29162	TMCF in Right AIMS has no input from Secondary Attitude Air Data Reference Unit on Flight Controls ARINC 629 Bus (center).	22-31 TASK 944
22-29171	TMCF in Left AIMS has no input from Warning Electronic Unit (left channel 1) on System ARINC 629 Bus (left).	22-31 TASK 945
22-29172	TMCF in Right AIMS has no input from Warning Electronic Unit (left channel 1) on System ARINC 629 Bus (left).	22-31 TASK 945
22-29173	TMCF in Left AIMS has no input from Warning Electronic Unit (left channel 2) on System ARINC 629 Bus (center 1).	22-31 TASK 946

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 123
Jan 05/2017



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-29174	TMCF in Right AIMS has no input from Warning Electronic Unit (left channel 2) on System ARINC 629 Bus (center 1).	22-31 TASK 946
22-29175	TMCF in Left AIMS has no input from Warning Electronic Unit (right channel 1) on System ARINC 629 Bus (right).	22-31 TASK 947
22-29176	TMCF in Right AIMS has no input from Warning Electronic Unit (right channel 1) on System ARINC 629 Bus (right).	22-31 TASK 947
22-29177	TMCF in Left AIMS has no input from Warning Electronic Unit (right channel 2) on System ARINC 629 Bus (center 1).	22-31 TASK 946
22-29178	TMCF in Right AIMS has no input from Warning Electronic Unit (right channel 2) on System ARINC 629 Bus (center 1).	22-31 TASK 946
22-29181	TMCF in Left AIMS has no input from A/T Servo Motor (Left) on Autothrottle Servo Motor-L Bus (429).	22-31 TASK 948
22-29182	TMCF in Right AIMS has no input from A/T Servo Motor (Left) on Autothrottle Servo Motor-L Bus (429).	22-31 TASK 949
22-29183	TMCF in Left AIMS has no input from A/T Servo Motor (Right) on Autothrottle Servo Motor-R Bus (429).	22-31 TASK 950
22-29184	TMCF in Right AIMS has no input from A/T Servo Motor (Right) on Autothrottle Servo Motor-R Bus (429).	22-31 TASK 951
22-29191	TMCF in Left AIMS has no input from Mode Control Panel on MCP A Input Bus (429).	22-31 TASK 952
22-29192	TMCF in Right AIMS has no input from Mode Control Panel on MCP A Input Bus (429).	22-31 TASK 952
22-29193	TMCF in Left AIMS has no input from Mode Control Panel on MCP B Input Bus (429).	22-31 TASK 952
22-29194	TMCF in Right AIMS has no input from Mode Control Panel on MCP B Input Bus (429).	22-31 TASK 952
22-29220	Autopilot Flight Director Computer (Center) signals are invalid.	22-31 TASK 953
22-29230	Autopilot Flight Director Computer (Left) signals are invalid.	22-31 TASK 953
22-29240	Autopilot Flight Director Computer (Right) signals are invalid.	22-31 TASK 953
22-29270	Electronic Engine Control (L Eng, ch A) signals are invalid.	22-31 TASK 953
22-29280	Electronic Engine Control (L Eng, ch B) signals are invalid.	22-31 TASK 953
22-29290	Electronic Engine Control (R Eng, ch A) signals are invalid.	22-31 TASK 953
22-29300	Electronic Engine Control (R Eng, ch B) signals are invalid.	22-31 TASK 953
22-29310	FSEU 1 Monitor Channel signals are invalid.	22-31 TASK 875
22-29320	FSEU 1 Control Channel signals are invalid.	22-31 TASK 875
22-29330	FSEU 2 Monitor Channel signals are invalid.	22-31 TASK 876
22-29340	FSEU 2 Control Channel signals are invalid.	22-31 TASK 876
22-29350	Mode Control Panel signals are invalid.	22-31 TASK 877

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 124
Jan 05/2017



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-29360	Mode Control Panel signals are invalid.	22-31 TASK 877
22-29370	Secondary Attitude Air Data Reference Unit signals are invalid.	22-31 TASK 956
22-29380	Warning Electronic Unit (left channel 1) signals are invalid.	22-31 TASK 953
22-29390	Warning Electronic Unit (left channel 2) signals are invalid.	22-31 TASK 953
22-29400	Warning Electronic Unit (right channel 1) signals are invalid.	22-31 TASK 953
22-29410	Warning Electronic Unit (right channel 2) signals are invalid.	22-31 TASK 953
22-29530	Display Function in Left AIMS signals are invalid.	22-31 TASK 954
22-29540	Display Function in Right AIMS signals are invalid.	22-31 TASK 955
22-29610	Total Air Temperature signals from Air Data Inertial Reference System and Electronic Engine Control do not agree.	22-31 TASK 878
22-29710	Autopilot mode signals from Autopilot Flight Director Computer (Left) and Autopilot Flight Director Computer (Right) do not agree.	22-31 TASK 896
22-29711	Autopilot mode signals from Autopilot Flight Director Computer (Left) and Autopilot Flight Director Computer (Right) do not agree.	22-31 TASK 897
22-29712	Autopilot mode signals from Autopilot Flight Director Computer (Left) and Autopilot Flight Director Computer (Right) do not agree.	22-31 TASK 898
22-29720	Autopilot mode signals from Autopilot Flight Director Computer (Left) and Autopilot Flight Director Computer (Center) do not agree.	22-31 TASK 899
22-29721	Autopilot mode signals from Autopilot Flight Director Computer (Left) and Autopilot Flight Director Computer (Center) do not agree.	22-31 TASK 900
22-29722	Autopilot mode signals from Autopilot Flight Director Computer (Left) and Autopilot Flight Director Computer (Center) do not agree.	22-31 TASK 901
22-29730	Autopilot mode signals from Autopilot Flight Director Computer (Center) and Autopilot Flight Director Computer (Right) do not agree.	22-31 TASK 902
22-29731	Autopilot mode signals from Autopilot Flight Director Computer (Center) and Autopilot Flight Director Computer (Right) do not agree.	22-31 TASK 903
22-29732	Autopilot mode signals from Autopilot Flight Director Computer (Center) and Autopilot Flight Director Computer (Right) do not agree.	22-31 TASK 904
22-29740	Warning Electronic Unit (left channel 1) signals do not agree with signals from other Warning Electronic Unit channels.	22-31 TASK 916
22-29750	Warning Electronic Unit (left channel 2) signals do not agree with signals from other Warning Electronic Unit channels.	22-31 TASK 916

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 125
Jan 05/2017



**777-200/300
FAULT ISOLATION MANUAL**

MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
22-29760	Warning Electronic Unit (right channel 1) signals do not agree with signals from other Warning Electronic Unit channels.	22-31 TASK 916
22-29770	Warning Electronic Unit (right channel 2) signals do not agree with signals from other Warning Electronic Unit channels.	22-31 TASK 916
22-29810	FSEU 1 Control Channel signals do not agree with signals from other FSEU channels.	22-31 TASK 917
22-29820	FSEU 1 Monitor Channel signals do not agree with signals from other FSEU channels.	22-31 TASK 917
22-29830	FSEU 2 Control Channel signals do not agree with signals from other FSEU channels.	22-31 TASK 917
22-29840	FSEU 2 Monitor Channel signals do not agree with signals from other FSEU channels.	22-31 TASK 917
22-89434*	Autopilot Flight Director Computer (Left) has no input from ELMS P310 Electronics Unit on System ARINC 629 Bus (left).	22-19 TASK 897
22-89636*	Autopilot Flight Director Computer (Right) has no input from ELMS P310 Electronics Unit on System ARINC 629 Bus (right).	22-19 TASK 898

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EFFECTIVITY
ARO ALL

22-MAINT MSG INDEX

D633W103-ARO

Page 126
Jan 05/2017



777-200/300 FAULT ISOLATION MANUAL

801. ILS Signal Has Beam Error - Fault Isolation

A. Initial Evaluation

- (1) No maintenance action is necessary. This message will show when there is a localizer or glideslope beam disturbance.

————— END OF TASK —————

802. Airspeed (Autopilot Mode) Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-10210, 22-10220.

B. Initial Evaluation

- (1) No maintenance action is necessary. The captain or first officer made an operational error of the airplane during the flight.

————— END OF TASK —————

803. Left and Right Runway Heading Signals Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-11520.

B. Initial Evaluation

NOTE: This maintenance message shows when these three conditions occur together: 1) The CDUs were in the alternate NAV mode; 2) One of the three selected runway heading signals from the ILS receivers was invalid; 3) you put different values for the runway heading in the left and right CDUs.

- (1) Look at the Extended Maintenance, Existing Faults display on the MAT for these maintenance messages:

22-11460

22-11470

22-11480

- (a) If one or more of the maintenance messages given above show, then do these steps:

- 1) Find each message in the Maintenance Message Index.
- 2) Do the specified fault isolation task.

- (b) If none of the maintenance messages given above show, then no maintenance action is necessary.

————— END OF TASK —————

804. Left and Center Runway Heading Signals Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-11530.

B. Initial Evaluation

NOTE: This maintenance message shows when these three conditions occur together: 1) The CDUs were in the alternate NAV mode; 2) One of the three selected runway heading signals from the ILS receivers was invalid; 3) you put different values for the runway heading in the left and center CDUs.

- (1) Look at the Extended Maintenance, Existing Faults display on the MAT for these maintenance messages:

EFFECTIVITY
ARO ALL

22-11 TASKS 801-804

D633W103-ARO

Page 201
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

22-11460

22-11470

22-11480

- (a) If one or more of the maintenance messages given above show, then do these steps:
 - 1) Find each message in the Maintenance Message Index.
 - 2) Do the specified fault isolation task.
- (b) If none of the maintenance messages given above show, then no maintenance action is necessary.

————— END OF TASK —————

805. Right and Center Runway Heading Signals Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-11540.

B. Initial Evaluation

NOTE: This maintenance message shows when these three conditions occur together: 1) The CDUs were in the alternate NAV mode; 2) One of the three selected runway heading signals from the ILS receivers was invalid; 3) you put different values for the runway heading in the right and center CDUs.

- (1) Look at the Extended Maintenance, Existing Faults display on the MAT for these maintenance messages:

22-11460

22-11470

22-11480

- (a) If one or more of the maintenance messages given above show, then do these steps:
 - 1) Find each message in the Maintenance Message Index.
 - 2) Do the specified fault isolation task.
- (b) If none of the maintenance messages given above show, then no maintenance action is necessary.

————— END OF TASK —————

806. Mode Control Panel Problems - Fault Isolation

A. Initial Evaluation

- (1) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Mode Control Panel.
 - (a) If one or more maintenance message show on the ground test display, then do these steps:
 - 1) Find each message in the Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - (b) If no maintenance message shows on the ground test display, then there was an intermittent fault.

————— END OF TASK —————

EFFECTIVITY
ARO ALL

22-11 TASKS 804-806

D633W103-ARO

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Page 202
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

807. TO/GA Switch Problems - Fault Isolation

A. Initial Evaluation

- (1) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (a) If FAILED shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If PASSED shows on the ground test display, then there was an intermittent fault.

B. Fault Isolation Procedure

- (1) Look at the ground test display for these maintenance messages:

22-16110	22-16120	22-16130
22-16140	22-16150	22-16160
22-16191	22-16192	22-16193

- (a) Find the message in the FIM Maintenance Message Index.
- (b) Do the specified fault isolation task.
- (c) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA switch.
- (d) If PASSED shows on the ground test display, you corrected the fault.

————— **END OF TASK** —————

809. AFDS and TMCF Speed Control Mode Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-10700.

B. Initial Evaluation

NOTE: This maintenance message can only occur during flight. When the airplane is on the ground, it is not possible to simulate the conditions which cause this message.

- (1) Look at the Line Maintenance, Existing Flight Deck Effects on the MAT for these EICAS status messages:

AFDC L	AFDC C	AFDC R

- (a) If one or more of the specified EICAS status messages show, then do these steps:
 - 1) Look for the maintenance messages that are correlated to the EICAS status messages.
 - 2) Find each message in the applicable FIM Maintenance Message Index.
 - 3) Do the specified fault isolation task.
- (b) If none of the specified EICAS status messages show, then there was an intermittent fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-11 TASKS 807-809

D633W103-ARO

Page 203
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

810. EICAS Message AUTOPILOT DISC - Fault Isolation

A. Initial Evaluation

- (1) No maintenance action is necessary. This message shows when the autopilot was manually disengaged.

————— END OF TASK —————

811. MCP - Word (Legend) on Any Pushbutton Switch Is Not On (or Is Dim) - Fault Isolation

A. Fault Isolation Procedure

- (1) Replace the lamp(s) for the applicable switch on the MCP.

These are the tasks:

Mode Select Switch and Lamp Removal, AMM TASK 22-11-02-000-802,

Mode Select Switch and Lamp Installation, AMM TASK 22-11-02-400-802.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Mode Control Panel.

- 1) If PASSED shows on the ground test display, you corrected the fault.
- 2) If PASSED does not show on the ground test display, then continue.

- (2) Replace the mode control panel, M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Mode Control Panel.

- 1) If PASSED shows on the ground test display, you corrected the fault.

————— END OF TASK —————

812. PFD Flight Director Bars or Flight Mode Annunciator Problems - Fault Isolation

A. Initial Evaluation

- (1) If there are maintenance messages, then do these steps:

- (a) Find the fault code to the right of the fault description in the Observed Faults List (at the front of the FIM).

- 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 maintenance message to the right of the fault code.
- 3) Find the task number on the same line as the maintenance message number.
- 4) Go to the task in the FIM and do the steps in the task.

- (2) If there are no maintenance messages, then no maintenance action is necessary.

EFFECTIVITY
ARO ALL

22-11 TASKS 810-812

D633W103-ARO

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Page 204
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

The note that follows is for the condition where the autopilot is not engaged, but the flight director is engaged:

NOTE: The flight director bars can be removed from view without a maintenance message. There are two different causes for this condition. The first cause is a beam disturbance of the glideslope or localizer during approach. The second cause is when the flight crew does not follow the flight director commands.

————— **END OF TASK** —————

813. MCP - HDG, ALT, SPD Knob is Not Working Properly - Fault Isolation

A. Description

- (1) This task is for HDG, ALT, SPD knob not working properly.

B. Initial Evaluation

- (1) The knob is broken or become sticky.

C. Fault Isolation Procedure

- (1) Do these Tasks to replace the broken knob: Mode Control Panel Speed Knob, Heading Knob, Altitude Knob Removal, AMM TASK 22-11-02-000-803 Mode Control Panel Speed Knob, Heading Knob, Altitude Knob Installation, AMM TASK 22-11-02-400-803

D. Repair Confirmation

- (1) Make sure the knob function properly.

————— **END OF TASK** —————

814. A/P Take Off Engage Inhibit - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-17605.

B. Description

- (1) This task is for airplane that does not engage on ground. This message will show if the autopilot engaged on ground and flaps extended.

C. Initial Evaluation

- (1) Make sure the flaps are retracted when you engage the autopilot.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-11 TASKS 812-814

D633W103-ARO

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Page 205
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

801. Flap Position Less Than 20 During Approach - Fault Isolation

A. Initial Evaluation

- (1) Do this ground test on the MAT: 27 High Lift System, System Test, Primary System Test - FSEU 1.
 - (a) If the ground test display shows chapter 27 maintenance messages, then do these steps:
 - 1) Find each maintenance message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task for each maintenance message.
 - (b) If the ground test display does not show chapter 27 maintenance messages, then continue.
- (2) Do this ground test on the MAT: 27 High Lift System, System Test, Primary System Test - FSEU 2.
 - (a) If the ground test display shows chapter 27 maintenance messages, then do these steps:
 - 1) Find each maintenance message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task for each maintenance message.
 - (b) If the ground test display does not show chapter 27 maintenance messages, then there was a pilot error or an intermittent fault.

————— **END OF TASK** —————

802. FSEU-1 and FSEU-2 Signals Do Not Agree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-12450.

B. Initial Evaluation

- (1) Look at the Line Maintenance, Inbound Flight Deck Effects display on the MAT for maintenance messages that are correlated to the NO AUTOLAND and AUTOPILOT EICAS messages, or maintenance messages that are correlated to CAPT F/D BAR BIAS, or F/O F/D BAR BIAS flight deck effect.

NOTE: The possible maintenance messages are FSEU system faults, 629 interface faults between the FSEUs and AFDCs, and cross-channel AFDC faults.

 - (a) Find each maintenance message in the applicable Maintenance Message Index.
 - (b) Do the specified fault isolation task for each maintenance message.
- (2) Open this circuit breaker and install safety tag:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	24	C22604	AFDC-C

- NOTE: Open the center AFDC circuit breaker will cause the left and right AFDCs to lose data from the monitor channel of each FSEU, thus it causes the comparison monitor to operate.
- (a) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
 - (b) If the MAT shows NOT ACTIVE for the maintenance message, then continue.

EFFECTIVITY
ARO ALL

22-12 TASKS 801-802

D633W103-ARO

Page 201
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (3) Supply hydraulic pressure to the center hydraulic system. To supply it, do this task: Main Hydraulic System Pressurization, AMM TASK 29-11-00-860-801.
 - (a) Set the flaps to "5" and then back to up.
 - (b) If the MAT shows ACTIVE for the maintenance message, then do these steps:
 - 1) Remove hydraulic power from the center hydraulic system. To remove it, do this task: Main Hydraulic System Power Removal, AMM TASK 29-11-00-860-808.
 - 2) Do the Fault Isolation Procedure below.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message, then continue.
- (4) Open these circuit breakers and install safety tags:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	10	C22603	AFDC-L
F	24	C22602	AFDC-R

NOTE: Open the left and right AFDC circuit breakers will cause the center AFDC to lose data from the monitor channel of each FSEU, thus it causes the comparison monitor to operate.

- (a) If the MAT shows ACTIVE for the maintenance message, then do these steps:
 - 1) Remove hydraulic power from the center hydraulic system. To remove it, do this task: Main Hydraulic System Power Removal, AMM TASK 29-11-00-860-808.
 - 2) Do the Fault Isolation Procedure below.
 - (b) If the MAT shows NOT ACTIVE for the maintenance message, then continue.
- (5) Supply hydraulic pressure to the center hydraulic system. To supply it, do this task: Main Hydraulic System Pressurization, AMM TASK 29-11-00-860-801.
 - (a) Set the flaps to "5" and then back to up.
 - (b) If the MAT shows ACTIVE for the maintenance message, then do these steps:
 - 1) Remove hydraulic power from the center hydraulic system. To remove it, do this task: Main Hydraulic System Power Removal, AMM TASK 29-11-00-860-808.
 - 2) Do the Fault Isolation Procedure below.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.
 - 1) Remove hydraulic power from the center hydraulic system. To remove it, do this task: Main Hydraulic System Power Removal, AMM TASK 29-11-00-860-808.

C. Fault Isolation Procedure

- (1) Replace the flap slat electronics unit (FSEU) 1, M27001.

These are the tasks:

Flap/Slat Electronics Unit (FSEU) Removal, AMM TASK 27-51-01-000-801,

Flap/Slat Electronics Unit (FSEU) Installation, AMM TASK 27-51-01-400-801.

 - (a) If the MAT shows NOT ACTIVE for the maintenance message, then do these steps:
 - 1) Supply hydraulic pressure to the center hydraulic system. To supply it, do this task: Main Hydraulic System Pressurization, AMM TASK 29-11-00-860-801.
 - 2) Set the flaps to "5" and then back to up.

EFFECTIVITY
ARO ALL

22-12 TASK 802

D633W103-ARO

Page 202
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - a) Remove hydraulic power from the center hydraulic system. To remove it, do this task: Main Hydraulic System Power Removal, AMM TASK 29-11-00-860-808.
 - b) Remove the safety tags and close these circuit breakers:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	24	C22604	AFDC-C
F	10	C22603	AFDC-L
F	24	C22602	AFDC-R

- 4) If the MAT shows ACTIVE for the maintenance message, then do these steps:
 - 5) Remove hydraulic power from the center hydraulic system. To remove it, do this task: Main Hydraulic System Power Removal, AMM TASK 29-11-00-860-808.
 - 6) Continue to do the fault isolation below to replace the FSEU-2.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the FSEU-2, M27002.

These are the tasks:

Flap/Slat Electronics Unit (FSEU) Removal, AMM TASK 27-51-01-000-801,

Flap/Slat Electronics Unit (FSEU) Installation, AMM TASK 27-51-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message, then do these steps:
- 1) Supply hydraulic pressure to the center hydraulic system. To supply it, do this task: Main Hydraulic System Pressurization, AMM TASK 29-11-00-860-801.
 - 2) Set the flaps to "5" and then back to up.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - a) Remove hydraulic power from the center hydraulic system. To remove it, do this task: Main Hydraulic System Power Removal, AMM TASK 29-11-00-860-808.
 - b) Remove the safety tags and close these circuit breakers:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	24	C22604	AFDC-C
F	10	C22603	AFDC-L
F	24	C22602	AFDC-R

————— END OF TASK —————

803. TO/GA Switch Signals Do Not Agree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-12800, 22-12810, 22-12820, 22-12830.

EFFECTIVITY
ARO ALL

22-12 TASKS 802-803

D633W103-ARO

Page 203
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) Do this ground test on the MAT: 22-Autopilot Flight Director System, System Test, TO/GA Switch.

(a) Look for these maintenance messages on the ground test display:

22-16110	22-16120	22-16130
22-16140	22-16150	22-16160
22-16191	22-16192	22-16193

- 1) If one or more of the maintenance messages given above show, then do these steps:
 - a) Find the message in the FIM Maintenance Message Index.
 - b) Do the specified fault isolation task.
- 2) If none of the maintenance messages given above show, then there was an intermittent fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-12 TASK 803

D633W103-ARO

Page 204
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

801. HDG REF Switch Signals Do Not Agree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13030.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do these steps:
 - (a) Look at the Line Maintenance, Existing Flight Deck Effects display on the MAT for the PDCU L and PDCU R status messages.
 - (b) If the PDCU L or PDCU R EICAS message shows, then do these steps:
 - 1) Find each chapter 23 maintenance message that is correlated to the EICAS message in the applicable Maintenance Message Index.
 - 2) Do the specified fault isolation task for each maintenance message.
 - 3) Continue to do the Fault Isolation Procedure below.
 - (c) If the PDCU L or PDCU R EICAS message does not show, then do the Fault Isolation below.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Do this ground test on the MAT: 23 Communications, System Test, Left Overhead Panel ARINC 629 System.
 - (a) If one or more maintenance message show on the ground test display, then do these steps:
 - 1) Find each message in the Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Do this ground test on the MAT one more time: 23 Communications, System Test, Left Overhead Panel ARINC 629 System.
 - (b) If no maintenance message shows on the ground test display, then continue.
- (2) Do this ground test on the MAT: 23 Communications, System Test, Right Overhead Panel ARINC 629 System.
 - (a) If one or more maintenance message show on the ground test display, then do these steps:
 - 1) Find each message in the Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Do this ground test on the MAT one more time: 23 Communications, System Test, Right Overhead Panel ARINC 629 System.
 - (b) If no maintenance message shows on the ground test display, then continue.
- (3) Do the input monitoring check from the general input screen on the MAT for the left and right PDCU systems buses:
 - (a) Put L/629/SYS L/DFE/1/5-5 in the first line of the MAT.

EFFECTIVITY
ARO ALL

22-13 TASK 801

D633W103-ARO

Page 201
May 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (b) Put L/629/SYS R/DFE/2/5-5 in the second line of the MAT.
 - (c) Make sure that bits 12 and 13 have the same values for bits 12 and 13 on the left and right systems buses.
 - (d) If the values agree and bits 12 and 13 are 0 and 1, or 1 and 0, then you corrected the fault.
 - (e) If the values do not agree and bits 12 and 13 are the same, then continue.
- (4) Replace the heading reference switch, M31001.

These are the tasks:

Display Switching Panel Removal, AMM TASK 31-61-06-000-801,

Display Switching Panel Installation, AMM TASK 31-61-06-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring for the heading reference switch and the Left PDCU:
- (a) Remove the heading reference switch, M31001. To remove it, do this task: Display Switching Panel Removal, AMM TASK 31-61-06-000-801.
 - (b) Remove the left Panel Data Concentrator Unit (PDCU), M23197. To remove it, do this task: Panel Data Concentrator Unit (PDCU) Removal, AMM TASK 23-93-03-000-801.
 - (c) Do a wiring check between these pins of connector DM31001A at the P1-2 panel and connector DM23197C at STA 144, WL 221, LBL 21 (WDM 31-41-53):

DM31001A

pin 9 pin 44
pin 7 pin 43

DM23197C

- (d) If you find a problem with the wiring for the heading reference switch and the left PDCU, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left PDCU, M23197. To install it, do this task: Panel Data Concentrator Unit (PDCU) Installation, AMM TASK 23-93-03-400-801.
 - 3) Re-install the heading reference switch, M31001. To install it, do this task: Display Switching Panel Installation, AMM TASK 31-61-06-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring for the heading reference switch and the left PDCU, then continue.
 - (f) Re-install the left PDCU, M23197. To install it, do this task: Panel Data Concentrator Unit (PDCU) Installation, AMM TASK 23-93-03-400-801.
- (6) Do this check of the wiring for the heading reference switch and the right PDCU:
- (a) Remove the right PDCU, M23297. To remove it, do this task: Panel Data Concentrator Unit (PDCU) Removal, AMM TASK 23-93-03-000-801.
 - (b) Do a wiring check between these pins of connector DM31001B at the P1-2 panel and connector DM23297C at STA 144, WL 221, RBL 21 (WDM 31-41-53):

EFFECTIVITY
ARO ALL

22-13 TASK 801

D633W103-ARO

Page 202
May 05/2013



777-200/300 FAULT ISOLATION MANUAL

DM31001B

pin 7 pin 44
pin 9 pin 43

DM23297C

- (c) If you find a problem with the wiring for the heading reference switch and the right PDCU, then do these steps:
- 1) Repair the wiring.
 - 2) Re-install the right PDCU, M23297. To install it, do this task: Panel Data Concentrator Unit (PDCU) Installation, AMM TASK 23-93-03-400-801.
 - 3) Re-install the heading reference switch, M31001. To install it, do this task: Display Switching Panel Installation, AMM TASK 31-61-06-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

802. AFDC-L and AFDC-R Problems on Cross Channel 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-13251, 22-13273, 22-13461, 22-13483.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the left autopilot flight director computer (AFDC), M22101.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right AFDC, M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:

EFFECTIVITY
ARO ALL

22-13 TASKS 801-802

D633W103-ARO

Page 203
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801
- (c) Do a wiring check between these pins of connector DM22101AA at the E1-3 shelf and connector DM22201AC at the E2-5 shelf (WDM 22-11-43):

DM22101AA

pin J1 pin J4
pin K1 pin K4

DM22201AC

- (d) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector DM22201AC at the E2-5 shelf (WDM 22-11-43):

DM22101AC

pin H1 pin A2
pin J1 pin B2

DM22201AC

- (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

803. AFDC-C AFDC-R Problems on Cross Channel 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-13252, 22-13263, 22-13462, 22-13473.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-13 TASKS 802-803

D633W103-ARO

Page 204
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right AFDC, M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector DM22201AC at the E2-5 shelf (WDM 22-11-43):

DM22301AC

pin A2 pin H1
pin B2 pin J1

DM22201AC

- (d) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector DM22201AA at the E2-5 shelf (WDM 22-11-43):

DM22301AC

pin J4 pin J1
pin K4 pin K1

DM22201AA

- (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

804. AFDC-L and AFDC-C Problems on Cross Channel 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-13261, 22-13272, 22-13471, 22-13482.

EFFECTIVITY
ARO ALL

22-13 TASKS 803-804

D633W103-ARO

Page 205
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center AFDC, M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector DM22301AC at the E4-1 shelf (WDM 22-11-43):

DM22101AC

pin A2 pin H1
pin B2 pin J1

DM22301AC

- (d) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector DM22301AA at the E4-1 shelf (WDM 22-11-43):

DM22101AC

pin J4 pin J1
pin K4 pin K1

DM22301AA

- (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.

EFFECTIVITY
ARO ALL

22-13 TASK 804

D633W103-ARO

Page 206
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 2) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

805. AFDC-L No Input from MCP on 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13281.

B. Description

- (1) The Left Autopilot Flight Director Computer has no input from the Mode Control Panel on ARINC 429 Bus.

C. Possible Causes

- (1) Left Autopilot Flight Director Computer (AFDC-L), M22101
- (2) Mode Control Panel (MCP), M22016
- (3) Wiring

D. Related Data

- (1) WDM 22-11-15

E. Initial Evaluation

- (1) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent problem.
- (2) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.

F. Fault Isolation Procedure

NOTE: If you use a Megohmmeter to do wiring checks on an ARINC 429 Bus (or if you need the exact Resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the Left Autopilot Flight Director Computer (AFDC-L), M22101. These are the tasks:
 - Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801
 - Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801
 - (a) Do the Repair Confirmation at the end of this task.
- (2) Replace the Mode Control Panel (MCP), M22016. These are the tasks:
 - Mode Control Panel Removal, AMM TASK 22-11-02-000-801
 - Mode Control Panel Installation, AMM TASK 22-11-02-400-801
 - (a) Do the Repair Confirmation at the end of this task.
- (3) Do this check of the wiring (WDM 22-11-15):
 - (a) Remove the Left AFDC, M22101. This is the task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.

EFFECTIVITY
ARO ALL

22-13 TASKS 804-805

D633W103-ARO

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Page 207
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) Remove the MCP, M22016. This is the task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
- (c) Do a wiring check between the Left AFDC, at the E1-3 Shelf, and Glareshield Center Panel (GCP), at P55, as follows (WDM 22-11-15):

AFDC-L	GCP
DM22101AA	DM22016A
pin B3	pin 28
pin C3	pin 29

- 1) If you find a problem with the wiring, then do these steps:
- 2) Repair the wiring.
- 3) Re-install the Left AFDC, M22101. This is the task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) Re-install the MCP, M22016. This is the task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
- 5) Do the Repair Confirmation at the end of this task.

G. Repair Confirmation

- (1) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the problem.
- (2) If the MAT shows ACTIVE for the maintenance message, then continue the Fault Isolation Procedure at the subsequent step.

————— **END OF TASK** —————

806. AFDC-C No Input from MCP on 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13282.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the center autopilot flight Director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the mode control panel (MCP), M22016.

EFFECTIVITY
ARO ALL

22-13 TASKS 805-806

D633W103-ARO

Page 208
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
 - (c) Do a wiring check between these pins of connector DM22301AA at the E4-1 shelf and connector DM22016A at the glareshield center panel (P55) (WDM 22-11-15):

DM22301AA	DM22016A
pin B3	pin 28
pin C3	pin 29
- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

807. AFDC-R No Input from MCP on 429 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13283.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

EFFECTIVITY
ARO ALL

22-13 TASKS 806-807

D633W103-ARO

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Page 209
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the mode control panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:
- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
 - (c) Do a wiring check between these pins of connector DM22201AA at the E2-5 shelf and connector DM22016B at the glareshield center panel (P55) (WDM 22-11-15):

DM22201AA

pin B3

pin C3

DM22016B

pin 28

pin 29

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

808. Mode Control Panel Has No Output On ARINC 429 Bus A - Fault Isolation

A. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

B. Fault Isolation Procedure

- (1) Replace the Mode Control Panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

EFFECTIVITY
ARO ALL

22-13 TASKS 807-808

D633W103-ARO

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Page 210
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Do this check of the wiring:
 - (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
 - (b) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22016A at the glareshield center panel (P55) and DM22101AA at the E1-3 shelf (WDM 22-11-15):

DM22016A	DM22101AA
pin 28	pin B3
pin 29	pin C3

- (3) If you find a problem with the wiring, do these steps:
 - (a) Repair the wiring.
 - (b) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - (c) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (d) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (4) If you do not find a problem with the wiring, then do this check of the wiring:
 - (a) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - (b) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22301AA at the E4-1 shelf and DM22101AA at the E1-3 shelf (WDM 22-11-15):

DM22301AA	M22101AA
pin B3	pin B3
pin C3	pin C3

- (5) If you find a problem with the wiring, do these steps:
 - (a) Repair the wiring.
 - (b) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (c) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (d) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (6) If you do not find a problem with the wiring, then do this check of the wiring:
 - (a) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-13 TASK 808

D633W103-ARO

Page 211
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) Remove the left AIMS Input/Output 1 module, M009. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
- (c) Remove the left AIMS Input/Output 2 module, M008. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
- (d) Do a wiring check between these pins of connectors P8-B and P9-B at the E3-1 shelf and connector DM22101AA at the E1-3 shelf (WDM 22-11-15):

P8-B		DM22101AA
pin D2	.....	pin B3
pin D3	.....	pin C3

P9-B		DM22101AA
pin D2	.....	pin B3
pin D3	.....	pin C3

- (7) If you find a problem with the wiring, do these steps:
 - (a) Repair the wiring.
 - (b) Re-install the left AIMS Input/Output 1 module, M009. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (c) Re-install the left AIMS Input/Output 2 module, M008. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (d) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (e) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (8) If you do not find a problem with the wiring, then do this check of the wiring:
 - (a) Re-install the left AIMS Input/Output 1 module, M009. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (b) Re-install the left AIMS Input/Output 2 module, M008. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (c) Remove the right AIMS Input/Output 1 module, M009. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (d) Remove the right AIMS Input/Output 2 module, M008. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (e) Do a wiring check between these pins of connectors P8-B and P9-B at the E2-1 shelf and DM22101AA at the E1-3 shelf (WDM 22-11-15):

P8-B		DM22101AA
pin D2	.....	pin B3
pin D3	.....	pin C3

P9-B		DM22101AA
pin D2	.....	pin B3
pin D3	.....	pin C3

- (9) If you find a problem with the wiring, do these steps:

EFFECTIVITY
ARO ALL

22-13 TASK 808

D633W103-ARO

Page 212
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Repair the wiring.
- (b) Re-install the right AIMS Input/Output 1 module, M009. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (c) Re-install the right AIMS Input/Output 2 module, M008. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (d) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (e) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

END OF TASK

809. AFDC Incorrect Software Configuration - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-13300, 22-13341, 22-13342, 22-13343.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do this configuration check on the MAT: System Configuration, 22 Autopilot Flight Director System.
 - (a) Find the AFDC which has the incorrect OPS and OPC software part numbers.
 - (b) Install the correct OPS and OPC software part numbers for the left (center, or right) AFDC. To install it, (AMM TASK 22-11-01-400-803).
 - (c) Make sure that all the AFDCs have the correct OPS and OPC software part numbers.
 - (d) Open these AFDC circuit breakers below for one second and then close them:
Open and close these circuit breakers:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	24	C22604	AFDC-C
F	10	C22603	AFDC-L
F	24	C22602	AFDC-R

- (e) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

END OF TASK

810. AFDC-L Program Pins Incorrect - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13311.

EFFECTIVITY
ARO ALL

22-13 TASKS 808-810

D633W103-ARO

Page 213
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do this configuration check on the MAT: System Configuration, 22 Autopilot Flight Director System.
 - (a) Make sure that all the left AFDC program pins which are connected to barrier grounds on the wiring diagram show on the MAT (WDM 22-11-47).

NOTE: The program pin names that show on the MAT are the same names that show on the wiring diagram.
 - (b) Make sure that the MAT does not show any left AFDC program pins that are not shown connected to barrier ground on the wiring diagram (WDM 22-11-47)
 - (c) If you find a problem with the correct program pins, then do these steps:
 - 1) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - 2) Repair the wiring for the left AFDC program pins of connectors DM22101AC and DM22101AA at the E1-3 shelf (WDM 22-11-47).
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

811. AFDC-C Program Pins Incorrect - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13312.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do this configuration check on the MAT: System Configuration, 22 Autopilot Flight Director System.
 - (a) Make sure that all the center AFDC program pins which are connected to barrier grounds on the wiring diagram show on the MAT (WDM 22-11-47).

NOTE: The program pin names that show on the MAT are the same names that show on the wiring diagram.
 - (b) Make sure that the MAT does not show any center AFDC program pins that are not shown connected to barrier ground on the wiring diagram (WDM 22-11-47)
 - (c) If you find a problem with the correct program pins, then do these steps:

EFFECTIVITY
ARO ALL

22-13 TASKS 810-811

D633W103-ARO

Page 214
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 1) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- 2) Repair the wiring for the center AFDC program pins of connectors DM22301AC and DM22301AA at the E4-1 shelf (WDM 22-11-47).
- 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

812. AFDC-R Program Pins Incorrect - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13313.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do this configuration check on the MAT: System Configuration, 22 Autopilot Flight Director System.
 - (a) Make sure that all the right AFDC program pins which are connected to barrier grounds on the wiring diagram show on the MAT (WDM 22-11-47).

NOTE: The program pin names that show on the MAT are the same names that show on the wiring diagram.
 - (b) Make sure that the MAT does not show any right AFDC program pins that are not shown connected to barrier ground on the wiring diagram (WDM 22-11-47)
 - (c) If you find a problem with the correct program pins, then do these steps:
 - 1) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - 2) Repair the wiring for the right AFDC program pins of connectors DM22201AC and DM22201AA at the E2-5 shelf (WDM 22-11-47).
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

813. AFDCs Program Pin Configurations Incompatible - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13321.

EFFECTIVITY
ARO ALL

22-13 TASKS 811-813

D633W103-ARO

Page 215
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do this configuration check on the MAT: System Configuration, 22 Autopilot Flight Director System.
 - (a) Make sure that all the program pins which are connected to barrier grounds on the wiring diagram show on the MAT (WDM 22-11-47).

NOTE: The program pin names that show on the MAT are the same names that show on the wiring diagram.
 - (b) Make sure that the MAT does not show any program pins that are not shown connected to barrier ground on the wiring diagram (WDM 22-11-47)
 - (c) If you find a problem with the correct program pins for the left AFDC, then do these steps:
 - 1) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - 2) Repair the wiring for the left AFDC program pins of connectors DM22101AC and DM22101AA at the E1-3 shelf (WDM 22-11-47).
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (d) If you find a problem with the correct program pins for the center AFDC, then do these steps:
 - 1) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - 2) Repair the wiring for the center AFDC program pins of connectors DM22301AC and DM22301AA at the E4-1 shelf (WDM 22-11-47).
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you find a problem with the correct program pins for the right AFDC, then do these steps:
 - 1) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - 2) Repair the wiring for the right AFDC program pins of connectors DM22201AC and DM22201AA at the E2-5 shelf (WDM 22-11-47).
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-13 TASK 813

D633W103-ARO

Page 216
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

814. AFDC-L Software or Hardware Incompatible with Program Pins - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13331.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do this configuration check on the MAT: System Configuration, 22 Autopilot Flight Director System.
 - (a) Make sure that the left autopilot flight director computer (AFDC) has the correct OPS software part number.
 - (b) Make sure that the left AFDC has the correct hardware part number.
 - (c) Make sure that all the left AFDC program pins which are connected to barrier grounds on the wiring diagram show on the MAT (WDM 22-11-47).

NOTE: The program pin names that show on the MAT are the same names that show on the wiring diagram.

- (d) Make sure that the MAT does not show any left AFDC program pins that are not shown connected to barrier ground on the wiring diagram (WDM 22-11-47)
- (e) If you find a problem with the correct OPS software part number, then do these steps:
 - 1) Install the correct OPS software part number for the left AFDC. To install it, (AMM TASK 22-11-01-400-803).
 - 2) Open and close this circuit breaker:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
F	10	C22603	AFDC-L

- 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (f) If you find a problem with the hardware part number, then do these steps:
 - 1) Replace the left AFDC with the correct hardware part number, M22101.

These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (g) If you find a problem with the correct program pins, then do these steps:
 - 1) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - 2) Repair the wiring for the left AFDC program pins of connectors DM22101AC and DM22101AA at the E1-3 shelf (WDM 22-11-47).

EFFECTIVITY
ARO ALL

22-13 TASK 814

D633W103-ARO

Page 217
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (of if the message does not show), you corrected the fault.

————— **END OF TASK** —————

815. Autopilot Flight Director Computer (AFDC) Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-13391, 22-13392, 22-13393, 22-18801, 22-18802, 22-18803.

B. Initial Evaluation

- (1) If you have the maintenance message 22-18801, 22-18802, or 22-18803, then do these steps:
 - (a) Open the applicable AFDC circuit breakers below for one second and then close them:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	24	C22604	AFDC-C
F	10	C22603	AFDC-L
F	24	C22602	AFDC-R

- (b) If the maintenance message does not show, then no corrective action is necessary.
 - (c) If the maintenance message shows, then reload the AFDS OPS Software per AMM TASK 22-11-01-400-803..
 - (d) If the maintenance message does not show, then you corrected the fault.
 - (e) If the maintenance message shows, then do the fault isolation procedure below.
 - (2) If you have the maintenance message 22-13391, 22-13392, or 22-13393, then do these steps:
 - (a) If the maintenance message with the EICAS status messages AFDC L/C/R and NO LAND 3 show upon initial power-up test of the AFDCs, then do these steps:
 - 1) Open the applicable AFDC circuit breaker below for one second and then close them:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	24	C22604	AFDC-C
F	10	C22603	AFDC-L
F	24	C22602	AFDC-R

- 2) If the EICAS messages given above do not show, then no corrective action is necessary.
 - 3) If the EICAS messages given above show, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message with the EICAS status messages AFDC L/C/R and NO LAND 3 do not show upon initial power-up test of the AFDCs, then do the Fault Isolation Procedure below.

EFFECTIVITY
ARO ALL

22-13 TASKS 814-815

D633W103-ARO

Page 218
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

C. Fault Isolation Procedure

- (1) Replace the applicable left (center, or right) Autopilot Flight Director Computer (AFDC), M22101, (M22301, or M22201).

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

D. AIRPLANES WITH OPS SOFTWARE PART NUMBER S241W001-504 or -505; Do this check of the backdrive actuators:

- (1) If the power is not removed from the left, center, and right hydraulic systems, do this task: Main Hydraulic System Power Removal, AMM TASK 29-11-00-860-808



WARNING

KEEP ALL PERSONS AND EQUIPMENT CLEAR OF THE CAPTAIN'S AND FIRST OFFICER'S CONTROL COLUMNS. THIS TEST WILL MOVE THE CONTROL COLUMNS THROUGH THEIR FULL RANGE OF TRAVEL. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Use a maintenance access terminal (MAT) to do the LRU replacement test of the left (right) Control Column Backdrive Actuator:
 - (a) Make these selections on the MAT:
 - 1) ONBOARD MAINTENANCE
 - 2) LINE MAINTENANCE
 - 3) GROUND TEST
 - 4) 22 Autopilot Flight Director System
 - 5) LRU REPLACEMENT TEST
 - 6) Control Column Backdrive Actuator (left, right)
 - 7) CONTINUE
 - (b) Do the instructions that show on the MAT and then make these selections:
 - 1) CONTINUE
 - 2) START TEST
 - (c) When the test is completed, make sure that PASSED shows adjacent to TEST CONDITION on the MAT.
 - (d) If FAILED shows, refer to the applicable Maintenance Message Index.
 - (e) Do the FIM Task for the Maintenance Message.



WARNING

KEEP ALL PERSONS AND EQUIPMENT CLEAR OF THE CAPTAIN'S AND FIRST OFFICER'S CONTROL WHEELS. THIS TEST WILL MOVE THE CONTROL WHEELS THROUGH THEIR FULL RANGE OF TRAVEL. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (3) Use a maintenance access terminal (MAT) to do the LRU replacement test of the left (right) Control Wheel Backdrive Actuator:
 - (a) Make these selections on the MAT:

EFFECTIVITY
ARO ALL

22-13 TASK 815

D633W103-ARO

Page 219
Sep 05/2017



777-200/300 FAULT ISOLATION MANUAL

- 1) ONBOARD MAINTENANCE
 - 2) LINE MAINTENANCE
 - 3) GROUND TEST
 - 4) 22 Autopilot Flight Director System
 - 5) LRU REPLACEMENT TEST
 - 6) Control Wheel Backdrive Actuator (left, right)
 - 7) CONTINUE
- (b) Do the instructions that show on the MAT and then make these selections:
- 1) CONTINUE
 - 2) START TEST
- (c) When the test is completed, make sure that PASSED shows adjacent to TEST CONDITION on the MAT.
- (d) If FAILED shows, refer to the applicable Maintenance Message Index.
- (e) Do the FIM Task for the Maintenance Message.



KEEP ALL PERSONS AND EQUIPMENT CLEAR OF THE CAPTAIN'S AND FIRST OFFICER'S RUDDER PEDALS. THIS TEST WILL MOVE THE RUDDER PEDALS THROUGH THEIR FULL RANGE OF TRAVEL. THIS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (4) Use a maintenance access terminal (MAT) to do the LRU replacement test of the left (right) Rudder Pedal Backdrive Actuator:
- (a) Make these selections on the MAT:
- 1) ONBOARD MAINTENANCE
 - 2) LINE MAINTENANCE
 - 3) GROUND TESTS
 - 4) 22 Autopilot Flight Director System
 - 5) LRU REPLACEMENT TEST
 - 6) Rudder Pedal Backdrive Actuator (left, right)
 - 7) CONTINUE
- (b) Do the instructions that show on the MAT and then make these selections:
- 1) CONTINUE
 - 2) START TEST
- (c) When the test is completed, make sure that PASSED shows adjacent to TEST CONDITION on the MAT.
- (d) If FAILED shows, refer to the applicable Maintenance Message Index.
- (e) Do the FIM Task for the Maintenance Message.

————— **END OF TASK** —————

816. AFDC-L Disengage Bar Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13401.

EFFECTIVITY
ARO ALL

22-13 TASKS 815-816

D633W103-ARO

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Page 220
Sep 05/2017



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the mode control panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,
Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring for the MCP and AFDC-L :
- (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
 - (b) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22016A at the glareshield center panel (P55) and connector DM22101AC at the E1-3 shelf (WDM 22-11-21):

DM22016A

pin 7
pin 30

DM22101AC

pin H15
pin K14

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - 1) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

EFFECTIVITY
ARO ALL

22-13 TASK 816

D633W103-ARO

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Page 221
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- (4) Do this check of the wiring for the left control column backdrive actuator and the AFDC-L:
- (a) Disconnect connector DM22102 for the left control column backdrive actuator at the disconnect bracket AE0175.
 - (b) Do a wiring check between these pins of connector DM22102 at the disconnect bracket AE0175 and connectors DM22101AC and DM22101AA at the E1-3 shelf (WDM 22-11-30):

DM22102	DM22101AA
pin 13	pin A10

DM22102	DM22101AC
pin 19	pin A15

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22102.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (d) If you do not find a problem with the wiring, then continue.
 - 1) Re-connect DM22102.
- (5) Do this check of the wiring for the left control wheel backdrive actuator and the AFDC-L
- (a) Disconnect connector DM22103 for the left control wheel backdrive actuator at the disconnect bracket AE0225.
 - (b) Do a wiring check between these pins of connector DM22103 at the disconnect bracket AE0225 and connectors DM22101AC and DM22101AA at the E1-3 shelf (WDM 22-11-33):

DM22103	DM22101AC
pin 13	pin C15

DM22103	DM22101AA
pin 19	pin C10

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22103.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (d) If you do not find a problem with the wiring, then continue.
 - 1) Re-connect DM22103.
- (6) Do this check of the wiring for the left rudder pedal backdrive actuator and the AFDC-L:

EFFECTIVITY
ARO ALL

22-13 TASK 816

D633W103-ARO

Page 222
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Disconnect connector DM22104 for the left rudder pedal backdrive actuator at the disconnect bracket AE0199.
- (b) Do a wiring check between these pins of connector DM22104 at the disconnect bracket AE0199 and connectors DM22101AC and DM22101AA at the E1-3 shelf (WDM 22-11-36):

DM22104	DM22101AC
pin 13	pin B15

DM22104	DM22101AA
pin 19	pin B10

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

817. AFDC-C Disengage Bar Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13402.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center autopilot flight director computer (AFDC), M2230.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the mode control panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,
Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.

EFFECTIVITY
ARO ALL

22-13 TASKS 816-817

D633W103-ARO

Page 223
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (3) Do this check of the wiring:
- (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
 - (b) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22016C at the glareshield center panel (P55) and connector DM22301AC at the E4-1 shelf (WDM 22-11-21):

DM22016C	DM22301AC
pin 7	pin H15
pin 30	pin K14

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

———— END OF TASK ————

818. AFDC-R Disengage Bar Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13403.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the mode control panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,
Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

EFFECTIVITY
ARO ALL

22-13 TASKS 817-818

D633W103-ARO

Page 224
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring for the MCP and AFDC-R:
- (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
 - (b) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22016B at the glareshield center panel (P55) and connector DM22201AC at the E2-5 shelf (WDM 22-11-21):

DM22016B	DM22201AC
pin 7	pin H15
pin 30	pin K14

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - 1) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
- (4) Do this check of the wiring for the right control column backdrive actuator and the AFDC-R:
- (a) Disconnect connector DM22202 for the right control column backdrive actuator at the disconnect bracket AE0176.
 - (b) Do a wiring check between these pins of connector DM22202 at the disconnect bracket AE0176 and connectors DM22101AC and DM22101AA at the E1-3 shelf (WDM 22-11-30):

DM22202	DM22101AA
pin 13	pin A10

DM22202	DM22101AC
pin 19	pin A15

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22202.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If you do not find a problem with the wiring, then continue.

EFFECTIVITY
ARO ALL

22-13 TASK 818

D633W103-ARO

Page 225
Sep 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

- 1) Re-connect DM22202.
- (5) Do this check of the wiring for the right control wheel backdrive actuator and the AFDC-R
 - (a) Disconnect connector DM22203 for the right control wheel backdrive actuator at the disconnect bracket AE0226.
 - (b) Do a wiring check between these pins of connector DM22203 at the disconnect bracket AE0226 and connectors DM22101AC and DM22101AA at the E1-3 shelf (WDM 22-11-33):

DM22203	DM22101AC
pin 13	pin C15

DM22203	DM22101AA
pin 19	pin C10

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22203.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If you do not find a problem with the wiring, then continue.
 - 1) Re-connect DM22203.
- (6) Do this check of the wiring for the right rudder pedal backdrive actuator and the AFDC-R:
 - (a) Disconnect connector DM22204 for the right rudder pedal backdrive actuator at the disconnect bracket AE0200.
 - (b) Do a wiring check between these pins of connector DM22204 at the disconnect bracket AE0200 and connectors DM22101AC and DM22101AA at the E1-3 shelf (WDM 22-11-36):

DM22204	DM22101AA
pin 13	pin B10

DM22204	DM22101AC
pin 19	pin B15

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22202.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-13 TASK 818

D633W103-ARO

Page 226
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

819. Mode Control Panel Disengage Bar Circuit Open - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13404.

B. Fault Isolation Procedure

- (1) Make sure that the autopilot disengage bar (on the MCP) is in the up position.
- (2) If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.

————— **END OF TASK** —————

820. AFDC-L Battery 2 A/P Disc. Warn. Circuit Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13411.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the left autopilot flight director computer (AFDC), M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (2) Do a check for 15 VDC from pin E3 of connector DM22101AA to the structure ground (WDM 22-11-39).
 - (a) If there is not 15 VDC, then do these steps:
 - 1) Repair the wiring between pin E3 of DM22101AA and terminal UB45 of terminal block TB4004 (WDM 22-11-39).
 - 2) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (of if the message does not show), you corrected the fault.
 - (b) If there is 15 VDC, then do these steps:
 - 1) Install a new left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (of if the message does not show), you corrected the fault.

————— **END OF TASK** —————

821. AFDC-C Battery 2 A/P Disc. Warn. Circuit Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13412.

EFFECTIVITY
ARO ALL

22-13 TASKS 819-821

D633W103-ARO

Page 227
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the center autopilot flight director computer (AFDC), M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (2) Do a check for 15 VDC from pin E3 of connector DM22301AA to the structure ground (WDM 22-11-39).
 - (a) If there is not 15 VDC, then do these steps:
 - 1) Repair the wiring between pin E3 of DM22301AA and terminal UB45 of terminal block TB4004 (WDM 22-11-39).
 - 2) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (of if the message does not show), you corrected the fault.
 - (b) If there is 15 VDC, then do these steps:
 - 1) Install a new center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (of if the message does not show), you corrected the fault.

————— END OF TASK —————

822. AFDC-R Battery 2 A/P Disc. Warn. Circuit Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13413.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the right autopilot flight director computer (AFDC), M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (2) Do a check for 15 VDC from pin E3 of connector DM22201AA to the structure ground (WDM 22-11-39).
 - (a) If there is not 15 VDC, then do these steps:
 - 1) Repair the wiring between pin E3 of DM22201AA and terminal UB45 of terminal block TB4004 (WDM 22-11-39).
 - 2) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (of if the message does not show), you corrected the fault.

EFFECTIVITY
ARO ALL

22-13 TASKS 821-822

D633W103-ARO

Page 228
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If there is 15 VDC, then do these steps:
 - 1) Install a new right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (of if the message does not show), you corrected the fault.

————— END OF TASK —————

823. Battery 2 A/P Disc. Warn. Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13414.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do this check of the wiring:
 - (a) Do a wiring check at terminal UB45 of terminal block TB4004 at the right Integration Panel, P205 (WDM 22-11-39).

NOTE: The maintenance message only shows when two or more AFDCs receive no pull-up voltage from the left WEU, right WEU, left AIMS and right AIMS. The wiring of the above LRUs all come to one point at terminal UB45 of terminal block TB4004, if this point is open the message will show.
- (b) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.

————— END OF TASK —————

824. AFDC-L Normal A/P Disc. Warn. Circuit Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13421.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the left autopilot flight director computer (AFDC), M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (2) Do a check for 15 VDC from pin A2 of connector DM22101AA to the structure ground (WDM 22-11-39).
 - (a) If there is not 15 VDC, then do these steps:

EFFECTIVITY
ARO ALL

22-13 TASKS 822-824

D633W103-ARO

Page 229
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 1) Repair the wiring between pin A2 of DM22101AA and terminal QA29 of terminal block TB4004 (WDM 22-11-39).
 - 2) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (of if the message does not show), you corrected the fault.
- (b) If there is 15 VDC, then do these steps:
- 1) Install a new left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (of if the message does not show), you corrected the fault.

————— END OF TASK —————

825. AFDC-C Normal A/P Disc. Warn. Circuit Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13422.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the center autopilot flight director computer (AFDC), M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (2) Do a check for 15 VDC from pin A2 of connector DM22301AA to the structure ground (WDM 22-11-39).
 - (a) If there is not 15 VDC, then do these steps:
 - 1) Repair the wiring between pin A2 of DM22301AA and terminal QA29 of terminal block TB4004 (WDM 22-11-39).
 - 2) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (of if the message does not show), you corrected the fault.
 - (b) If there is 15 VDC, then do these steps:
 - 1) Install a new center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (of if the message does not show), you corrected the fault.

————— END OF TASK —————

826. AFDC-R Normal A/P Disc. Warn. Circuit Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13423.

EFFECTIVITY
ARO ALL

22-13 TASKS 824-826

D633W103-ARO

Page 230
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the right autopilot flight director computer (AFDC), M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (2) Do a check for 15 VDC from pin A2 of connector DM22201AA to the structure ground (WDM 22-11-39).
 - (a) If there is not 15 VDC, then do these steps:
 - 1) Repair the wiring between pin A2 of DM22201AA and terminal QA29 of terminal block TB4004 (WDM 22-11-39).
 - 2) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (of if the message does not show), you corrected the fault.
 - (b) If there is 15 VDC, then do these steps:
 - 1) Install a new right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (of if the message does not show), you corrected the fault.

————— END OF TASK —————

827. AFDC-L Battery 1 A/P Disc. Warn. Circuit Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13431.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the left autopilot flight director computer (AFDC), M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (2) Do a check for 15 VDC from pin F1 of connector DM22101AA to the structure ground (WDM 22-11-39).
 - (a) If there is not 15 VDC, then do these steps:
 - 1) Repair the wiring between pin F1 of DM22101AA and terminal UA45 of terminal block TB4004 (WDM 22-11-39).
 - 2) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (of if the message does not show), you corrected the fault.

EFFECTIVITY
ARO ALL

22-13 TASKS 826-827

D633W103-ARO

Page 231
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If there is 15 VDC, then do these steps:
 - 1) Install a new left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (of if the message does not show), you corrected the fault.

————— END OF TASK —————

828. AFDC-C Battery 1 A/P Disc. Warn. Circuit Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13432.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the center autopilot flight director computer (AFDC), M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (2) Do a check for 15 VDC from pin F1 of connector DM22301AA to the structure ground (WDM 22-11-39).
 - (a) If there is not 15 VDC, then do these steps:
 - 1) Repair the wiring between pin F1 of DM22301AA and terminal UA45 of terminal block TB4004 (WDM 22-11-39).
 - 2) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (of if the message does not show), you corrected the fault.
 - (b) If there is 15 VDC, then do these steps:
 - 1) Install a new center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (of if the message does not show), you corrected the fault.

————— END OF TASK —————

829. AFDC-R Battery 1 A/P Disc. Warn. Circuit Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13433.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

EFFECTIVITY
ARO ALL

22-13 TASKS 827-829

D633W103-ARO

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Page 232
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

C. Fault Isolation Procedure

- (1) Remove the right autopilot flight director computer (AFDC), M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (2) Do a check for 15 VDC from pin F1 of connector DM22201AA to the structure ground (WDM 22-11-39).
 - (a) If there is not 15 VDC, then do these steps:
 - 1) Repair the wiring between pin F1 of DM22201AA and terminal UA45 of terminal block TB4004 (WDM 22-11-39).
 - 2) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If there is 15 VDC, then do these steps:
 - 1) Install a new right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

830. L AFDC Battery Power/Ground Circuit Open - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13441.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the left Autopilot Flight Director Computer (AFDC), M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (2) Remove the safety tag and close this circuit breaker:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	21	C22606	AFDC WARN

- (3) Do a check for 28 VDC from pin E2 to pin H2 of connector DM22101AA at the E1-3 shelf (WDM 22-11-13).
 - (a) If there is not 28 VDC, then do these steps:
 - 1) Open this circuit breaker and install safety tag:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	21	C22606	AFDC WARN

EFFECTIVITY
ARO ALL

22-13 TASKS 829-830

D633W103-ARO

Page 233
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 2) Disconnect connector D5673P at the disconnect bracket AF0202 (Overhead Circuit Breaker Panel, P11).
 - 3) Repair the wiring between pin E2 of DM22101AA at the E1-3 shelf and pin 1 of connector D5673P at the disconnect bracket AF0202 (WDM 22-11-13).
 - 4) Make sure that pin H2 of DM22101AA is connected to ground.
 - 5) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 6) Re-connect D5673P.
 - 7) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If there is 28 VDC, then do these steps:
- 1) Open this circuit breaker and install safety tag:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	21	C22606	AFDC WARN

- 2) Install a new left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

END OF TASK

831. C AFDC Battery Power/Ground Circuit Open - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13442.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the center Autopilot Flight Director Computer (AFDC), M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (2) Remove the safety tag and close this circuit breaker:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	21	C22606	AFDC WARN

- (3) Do a check for 28 VDC from pin E2 to pin H2 of connector DM22301AA at the E4-1 shelf (WDM 22-11-13).
- (a) If there is not 28 VDC, then do these steps:

EFFECTIVITY
ARO ALL

22-13 TASKS 830-831

D633W103-ARO

Page 234
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 1) Open this circuit breaker and install safety tag:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	21	C22606	AFDC WARN

- 2) Disconnect connector D5673P at the disconnect bracket AF0202 (Overhead Circuit Breaker Panel, P11).
 - 3) Repair the wiring between pin E2 of DM22301AA at the E4-1 shelf and pin 1 of connector D5673P at the disconnect bracket AF0202 (WDM 22-11-13).
 - 4) Make sure that pin H2 of DM22301AA is connected to ground.
 - 5) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 6) Re-connect D5673P.
 - 7) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If there is 28 VDC, then do these steps:
- 1) Open this circuit breaker and install safety tag:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	21	C22606	AFDC WARN

- 2) Install a new center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

832. R AFDC Battery Power/Ground Circuit Open - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13443.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the right Autopilot Flight Director Computer (AFDC), M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (2) Remove the safety tag and close this circuit breaker:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	21	C22606	AFDC WARN

EFFECTIVITY
ARO ALL

22-13 TASKS 831-832

D633W103-ARO

Page 235
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (3) Do a check for 28 VDC from pin E2 to pin H2 of connector DM22201AA at the E2-5 shelf (WDM 22-11-13).

- (a) If there is not 28 VDC, then do these steps:

- 1) Open this circuit breaker and install safety tag:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	21	C22606	AFDC WARN

- 2) Disconnect connector D5673P at the disconnect bracket AF0202 (Overhead Circuit Breaker Panel, P11).
- 3) Repair the wiring between pin E2 of DM22201AA at the E2-5 shelf and pin 1 of connector D5673P at the disconnect bracket AF0202 (WDM 22-11-13).
- 4) Make sure that pin H2 of DM22201AA is connected to ground.
- 5) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 6) Re-connect D5673P.
- 7) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

- (b) If there is 28 VDC, then do these steps:

- 1) Open this circuit breaker and install safety tag:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	21	C22606	AFDC WARN

- 2) Install a new right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

833. AFDC-L No Output on MCP 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13451.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the left Autopilot Flight Director Computer (AFDC), M22101.

EFFECTIVITY
ARO ALL

22-13 TASKS 832-833

D633W103-ARO

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Page 236
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the Mode Control Panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,
Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:
- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
 - (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector DM22016A at the glareshield center panel (P55) (WDM 22-11-16):

DM22101AC	DM22016A
pin J2	pin 20
pin K2	pin 21

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

834. Transfer Buses Isolated Without Approach Selected - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13560.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure - Message Active below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do these steps:
 - (a) Start the airplane engines for normal operation. To start the engines, do this task: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.

EFFECTIVITY
ARO ALL

22-13 TASKS 833-834

D633W103-ARO

Page 237
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) Do this task: Air Data Inertial Reference Unit - Alignment, AMM TASK 34-21-00-820-801.
- (c) Push the autopilot (A/P) engage switch on the mode control panel to engage the autopilot.
- (d) Push the approach (APP) switch.
- (e) If the NO LAND 3 advisory message shows on the EICAS display, then do the Fault Isolation Procedure - Approach Simulated below.
- (f) If the NO LAND 3 advisory message does not show on the EICAS display, then do these steps:
 - 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
 - 3) Stop for 20 seconds. If the NO LAND 3 advisory shows on the EICAS display, then do the Fault Isolation Procedure - Message Active below.
 - 4) If the NO LAND 3 advisory message does not show on the EICAS display, then there was an intermittent fault.
 - 5) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - 6) Push the ADIRU switch on the Overhead Panel (P5) to OFF.

C. Fault Isolation Procedure - Message Active

- (1) Select the maintenance message and select MAINTENANCE MESSAGE DATA to see which AFDC finds the fault.
 - (a) If only one AFDC finds the fault, then do these steps:
 - 1) Replace the applicable AFDC.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - 3) Stop the airplane engines if it is necessary. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - 4) Push the ADIRU switch on the Overhead Panel (P5) to OFF if it is necessary. .
 - (b) If more than one AFDC finds the fault, then continue.
- (2) Replace the backup (VSCF) generator converter, M24004.
These are the tasks:
Backup Generator Converter Removal, AMM TASK 24-25-09-000-801,
Backup Generator Converter Installation, AMM TASK 24-25-09-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - 1) Stop the airplane engines if it is necessary. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - 2) Push the ADIRU switch on the Overhead Panel (P5) to OFF if it is necessary. .

EFFECTIVITY
ARO ALL

22-13 TASK 834

D633W103-ARO

Page 238
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

D. Fault Isolation Procedure - Approach Simulated

- (1) Look at the Line Maintenance, Existing Flight Deck Effects display on the MAT for the EICAS advisory message NO LAND 3.
 - (a) Find each chapter 22 or 24 maintenance message that is correlated to the EICAS message in the applicable Maintenance Message Index.
 - 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
 - 3) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - (b) Do the specified fault isolation task for each maintenance message.
 - 1) Start the airplane engines for normal operation. To start the engines, do this task: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.
 - 2) Make sure that the ADIRU switch is in the ON position.
 - 3) Push the autopilot engage switch.
 - 4) Push the APP switch.
 - (c) If the NO LAND 3 advisory message does not show on the EICAS display, you corrected the fault.
 - 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
 - 3) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - 4) Push the ADIRU switch on the Overhead Panel (P5) to OFF.

————— END OF TASK —————

835. ELMS P310 Isolates Buses Without Approach Selected - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13570.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure - Message Active below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do these steps:
 - (a) Start the airplane engines for normal operation. To start the engines, do this task: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.
 - (b) Do this task: Air Data Inertial Reference Unit - Alignment, AMM TASK 34-21-00-820-801.
 - (c) Push the autopilot (A/P) engage switch on the mode control panel to engage the autopilot.
 - (d) Push the approach (APP) switch.
 - (e) If the NO LAND 3 advisory message shows on the EICAS display, then do the Fault Isolation Procedure - Approach Simulated below.

EFFECTIVITY
ARO ALL

22-13 TASKS 834-835

D633W103-ARO

Page 239
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (f) If the NO LAND 3 advisory message does not show on the EICAS display, then there was an intermittent fault.
 - 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
 - 3) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - 4) Push the ADIRU switch on the Overhead Panel (P5) to OFF.

C. Fault Isolation Procedure - Message Active

- (1) Look at the Line Maintenance, Existing Flight Deck Effects display on the MAT for the EICAS message ELEC STANDBY SYS.
 - (a) If there are chapter 24 maintenance messages correlated to the EICAS message, then do these steps:
 - 1) Find each maintenance message in the Maintenance Message Index.
 - 2) Do the specified fault isolation task for each maintenance message.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If there are no chapter 24 maintenance messages correlated to the EICAS message, then continue.
- (2) Select the maintenance message and select MAINTENANCE MESSAGE DATA to see which Autopilot Flight Director Computer (AFDC) finds the fault.
 - (a) If only one AFDC finds the fault, then do these steps:
 - 1) Replace the applicable (left, center or right) AFDC, (M22101, M22301 or M22201).
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If more than one AFDC find the fault, then do these steps:
 - 1) Look at the Extended Maintenance, Existing Faults display on the MAT for the EICAS advisory message NO LAND 3.
 - 2) Find each chapter 22 or 24 maintenance message that is correlated to the EICAS message in the applicable FIM Maintenance Message Index.
 - 3) Do the specified fault isolation task for each maintenance message.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

D. Fault Isolation Procedure - Approach Simulated

- (1) Look at the Line Maintenance, Existing Flight Deck Effects display on the MAT for the NO LAND 3 EICAS advisory message.
 - (a) Find each chapter 22 or 24 maintenance message that is correlated to the EICAS message in the applicable FIM Maintenance Message Index.

EFFECTIVITY
ARO ALL

22-13 TASK 835

D633W103-ARO

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Page 240
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
 - 3) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
- (b) Do the specified fault isolation task for each maintenance message.
- 1) Start the airplane engines for normal operation. To start the engines, do this task: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.
 - 2) Make sure that the ADIRU is in the ON position.
 - 3) Push the autopilot (A/P) engage switch on the mode control panel to engage the autopilot.
 - 4) Push the approach (APP) switch.
- (c) If the NO LAND 3 advisory message does not show on the EICAS display, you corrected the fault.
- 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
 - 3) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - 4) Push the ADIRU switch on the Overhead Panel (P5) to OFF.

————— **END OF TASK** —————

836. Left Main Buses Isolated Without Approach Selected - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13580.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure - Message Active below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do these steps:
 - (a) Start the airplane engines for normal operation. To start the engines, do this task: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.
 - (b) Do this task: Air Data Inertial Reference Unit - Alignment, AMM TASK 34-21-00-820-801.
 - (c) Push the autopilot (A/P) engage switch on the mode control panel to engage the autopilot.
 - (d) Push the approach (APP) switch.
 - (e) If the NO LAND 3 advisory message shows on the EICAS display, then do the Fault Isolation Procedure - Approach Simulated below.
 - (f) If the NO LAND 3 advisory message does not show on the EICAS display, then do these steps:
 - 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.

EFFECTIVITY
ARO ALL

22-13 TASKS 835-836

D633W103-ARO

Page 241
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
- 3) Stop for 20 seconds. If the NO LAND 3 advisory message shows on the EICAS display, then do the Fault Isolation Procedure - Message Active below.
- 4) If the NO LAND 3 advisory message does not show on the EICAS display, then there was an intermittent fault.
- 5) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
- 6) Push the ADIRU switch on the Overhead Panel (P5) to OFF.

C. Fault Isolation Procedure - Message Active

- (1) Select the maintenance message and select MAINTENANCE MESSAGE DATA to see which autopilot flight director computer (AFDC) finds the fault.
 - (a) If only one AFDC finds the fault, then do these steps:
 - 1) Replace the applicable (left, center or right) AFDC, (M22101, M22301 or M22201).
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) Do these steps if it is necessary:
 - 1) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - 2) Push the ADIRU switch on the Overhead Panel (P5) to OFF.
 - (c) If more than one AFDC find the fault, then continue.
- (2) Replace the left generator control unit (GCU), M24105.
These are the tasks:
Generator Control Unit Removal, AMM TASK 24-22-02-000-801,
Generator Control Unit Installation, AMM TASK 24-22-02-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) Do these steps if it is necessary:
 - 1) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - 2) Push the ADIRU switch on the Overhead Panel (P5) to OFF.

D. Fault Isolation Procedure - Approach Simulated

- (1) Look at the Line Maintenance, Existing Flight Deck Effects display on the MAT for the NO LAND 3 advisory message.
 - (a) Find each chapter 22 or 24 maintenance message that is correlated to the EICAS message in the applicable FIM Maintenance Message Index.
 - 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.

EFFECTIVITY
ARO ALL

22-13 TASK 836

D633W103-ARO

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Page 242
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
- 3) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
- (b) Do the specified fault isolation task for each maintenance message.
- (c) Do these step:
 - 1) Start the airplane engines for normal operation. To start the engines, do this task: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.
 - 2) Make sure that the ADIRU switch is in the ON position.
 - 3) Push the autopilot (A/P) engage switch on the mode control panel to engage the autopilot.
 - 4) Push the approach (APP) switch.
- (d) If the NO LAND 3 advisory message does not show on the EICAS display, you corrected the fault.
 - 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
 - 3) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - 4) Push the ADIRU switch on the Overhead Panel (P5) to OFF.

————— **END OF TASK** —————

837. AC Electrical Buses Do Not Isolate For Autoland - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13600.

B. Initial Evaluation

- (1) Do these steps:
 - (a) Start the airplane engines for normal operation. To start the engines, do this task: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.
 - (b) Do this task: Air Data Inertial Reference Unit - Alignment, AMM TASK 34-21-00-820-801.
 - (c) Push the autopilot (A/P) engage switch on the mode control panel to engage the autopilot.
 - (d) Push the approach (APP) switch.
 - (e) If the NO LAND 3 advisory message shows on the EICAS display, then do the Fault Isolation Procedure below.
 - (f) If the NO LAND 3 advisory message does not show on the EICAS display, then there was an intermittent fault.
 - 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.

EFFECTIVITY
ARO ALL

22-13 TASKS 836-837

D633W103-ARO

Page 243
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 3) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
- 4) Push the ADIRU switch on the Overhead Panel (P5) to OFF.

C. Fault Isolation Procedure

- (1) Select the maintenance message and select MAINTENANCE MESSAGE DATA to see which Autopilot Flight Director Computer AFDC (left, center or right) finds the fault.

- (a) If only one AFDC finds the fault, then do these steps:

- 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
- 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
- 3) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
- 4) Replace the applicable (left, center or right) AFDC, (M22101, M22301 or M22201).

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- a) Start the airplane engines for normal operation. To start the engines, do this task: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.
 - b) Make sure that the ADIRU is in the ON position.
 - c) Push the autopilot (A/P) engage switch on the mode control panel to engage the autopilot.
 - d) Push the approach (APP) switch.
- 5) If the NO LAND 3 advisory message does not show on the EICAS display, you corrected the fault.
 - a) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - b) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
 - c) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - d) Push the ADIRU switch on the Overhead Panel (P5) to OFF.

- (b) If more than one AFDC find the fault, then do these steps:

- 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
- 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
- 3) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
- 4) Look at the Line Maintenance, Existing Flight Deck Effects display on the MAT for the ELEC BACKUP SYS EICAS message.
- 5) Find each chapter 24 maintenance message that is correlated to the EICAS message in the applicable Maintenance Message Index.

EFFECTIVITY
ARO ALL

22-13 TASK 837

D633W103-ARO

Page 244
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 6) Do the specified fault isolation task for each maintenance message.
- 7) Look at the Line Maintenance, Existing Flight Deck Effects display on the MAT for the L or R ELEC GEN SYS EICAS message.
- 8) Find each chapter 24 maintenance message that is correlated to the EICAS message in the applicable Maintenance Message Index.
- 9) Do the specified fault isolation task for each maintenance message.
 - a) Start the airplane engines for normal operation. To start the engines, do this task: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.
 - b) Make sure that the ADIRU is in the ON position.
 - c) Push the autopilot (A/P) engage switch on the mode control panel to engage the autopilot.
 - d) Push the approach (APP) switch.
- 10) If the NO LAND 3 advisory message does not show on the EICAS display, you corrected the fault.
 - a) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - b) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
 - c) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - d) Push the ADIRU switch on the Overhead Panel (P5) to OFF.

————— **END OF TASK** —————

838. DC Electrical Buses Do Not Isolate For Autoland - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13610.

B. Initial Evaluation

- (1) Make sure that the BATTERY switch on the P5 panel is in the ON position.
- (2) Set the STANDBY POWER switch on the P61 panel to the BAT position and then release it.
- (3) Look at the Extended Maintenance, Existing Faults display on the MAT for these maintenance messages:

24-13035

24-13036

24-13042

- (a) If one or more of the maintenance messages given above show, then do these steps:
 - 1) Find the message in the FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
- (b) If none of the maintenance messages given above show, then there was an intermittent fault.

NOTE: If maintenance message 22-13610 occurs on more than two flights, you can replace the right IDG AMM PAGEBLOCK 24-11-01/401 Config 1. This could correct the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-13 TASKS 837-838

D633W103-ARO

Page 245
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

839. Bus Isolation Not Available - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13620.

B. Initial Evaluation

- (1) Do these steps:
 - (a) Do this task: DC/Standby Power System - Operational Test, AMM TASK 24-30-00-700-801.
 - 1) If the DC/Standby Power System test fails, troubleshoot the associated fault before proceeding with this FIM procedure.
 - (b) Start the airplane engines for normal operation. To start the engines, do this task: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.
 - (c) Do this task: Air Data Inertial Reference Unit - Alignment, AMM TASK 34-21-00-820-801.
 - (d) Push the autopilot (A/P) engage switch on the mode control panel to engage the autopilot.
 - (e) Push the approach (APP) switch.
 - (f) If the NO LAND 3 advisory message shows on the EICAS display, then do the Fault Isolation Procedure below.
 - (g) If the NO LAND 3 advisory message does not show on the EICAS display, then there was an intermittent fault.
 - 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
 - 3) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - 4) Push the ADIRU switch on the Overhead Panel (P5) to OFF.

C. Fault Isolation Procedure

- (1) Select the maintenance message and select MAINTENANCE MESSAGE DATA to see which Autopilot Flight Director Computer AFDC (left, center or right) finds the fault.
 - (a) If only one AFDC finds the fault, then do these steps:
 - 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
 - 3) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - 4) Replace the applicable (left, center or right) AFDC, (M22101, M22301 or M22201).

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

 - a) Start the airplane engines for normal operation. To start the engines, do this task: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.

EFFECTIVITY
ARO ALL

22-13 TASK 839

D633W103-ARO

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Page 246
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- b) Make sure that the ADIRU is in the ON position.
 - c) Push the autopilot (A/P) engage switch on the mode control panel to engage the autopilot.
 - d) Push the approach (APP) switch.
- 5) If the NO LAND 3 advisory message does not show on the EICAS display, you corrected the fault.
- a) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - b) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
 - c) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - d) Push the ADIRU switch on the Overhead Panel (P5) to OFF.
- (b) If more than one AFDC finds the fault, then do these steps:
- 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
 - 3) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - 4) Look at the Line Maintenance, Existing Flight Deck Effects display on the MAT for the NO LAND 3 EICAS message.
 - 5) Find each chapter 22 or 24 maintenance message that is correlated to the EICAS message in the applicable Maintenance Message Index.
 - 6) Do the specified fault isolation task for each maintenance message.
 - a) Start the airplane engines for normal operation. To start the engines, do this task: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.
 - b) Make sure that the ADIRU is in the ON position.
 - c) Push the autopilot (A/P) engage switch on the mode control panel to engage the autopilot.
 - d) Push the approach (APP) switch.
 - 7) If the NO LAND 3 advisory message does not show on the EICAS display, you corrected the fault.
 - a) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - b) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
 - c) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - d) Push the ADIRU switch on the Overhead Panel (P5) to OFF.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-13 TASK 839

D633W103-ARO

Page 247
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

840. AFDC-C Software or Hardware Incompatible with Program Pins - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13332.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do this configuration check on the MAT: System Configuration, 22 Autopilot Flight Director System.
 - (a) Make sure that the center autopilot flight director computer (AFDC) has the correct OPS software part number.
 - (b) Make sure that the center autopilot flight director computer (AFDC) has the correct hardware part number.
 - (c) Make sure that all the center AFDC program pins which are connected to barrier grounds on the wiring diagram show on the MAT (WDM 22-11-47).

NOTE: The program pin names that show on the MAT are the same names that show on the wiring diagram.

- (d) Make sure that the MAT does not show any center AFDC program pins that are not shown connected to barrier ground on the wiring diagram (WDM 22-11-47)
- (e) If you find a problem with the correct OPS software part number, then do these steps:
 - 1) Install the correct OPS software part number for the center AFDC. To install it, (AMM TASK 22-11-01-400-803).
 - 2) Open this circuit breaker below for one second and then close it:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	24	C22604	AFDC-C

- 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (f) If you find a problem with the hardware part number, then do these steps:
 - 1) Replace the center AFDC with the correct hardware part number, M22301.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (g) If you find a problem with the correct program pins, then do these steps:
 - 1) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - 2) Repair the wiring for the center AFDC program pins of connectors DM22301AC and DM22301AA at the E4-1 shelf (WDM 22-11-47).

EFFECTIVITY
ARO ALL

22-13 TASK 840

D633W103-ARO

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Page 248
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

END OF TASK

841. AFDC-R Software or Hardware Incompatible with Program Pins - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13333.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do this configuration check on the MAT: System Configuration, 22 Autopilot Flight Director System.
 - (a) Make sure that the right autopilot flight director computer (AFDC) has the correct OPS software part number. c
 - (b) Make sure that the right autopilot flight director computer (AFDC) has the correct hardware part number. c
 - (c) Make sure that all the right AFDC program pins which are connected to barrier grounds on the wiring diagram show on the MAT (WDM 22-11-47).
NOTE: The program pin names that show on the MAT are the same names that show on the wiring diagram.
- (d) Make sure that the MAT does not show any right AFDC program pins that are not shown connected to barrier ground on the wiring diagram (WDM 22-11-47)
- (e) If you find a problem with the correct OPS software part number, then do these steps:
 - 1) Install the correct OPS software part number for the right AFDC. To install it, (AMM TASK 22-11-01-400-803).
 - 2) Open the circuit breaker below for one second and then close it:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
F	24	C22602	AFDC-R

- 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (f) If you find a problem with the hardware part number, then do these steps:
 - 1) Replace the right AFDC with the correct hardware part number, M22201.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

EFFECTIVITY
ARO ALL

22-13 TASKS 840-841



777-200/300 FAULT ISOLATION MANUAL

- (g) If you find a problem with the correct program pins, then do these steps:
- 1) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - 2) Repair the wiring for the right AFDC program pins of connectors DM22201AC and DM22201AA at the E2-5 shelf (WDM 22-11-47).
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

842. A/P Normal Disc. Warn. Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13424.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do this check of the wiring:
- (a) Do a wiring check at terminal QA29 of terminal block TB4004 at the right Integration Panel, P205 (WDM 22-11-39).
NOTE: The maintenance message only shows when two or more AFDCs receive no pull-up voltage from the left WEU and right WEU. The wiring of the above LRUs all come to one point at terminal QA29 of terminal block TB4004, if this point is open the message will show.
 - (b) Do a wiring check at terminal QA15 of terminal block TB1301 at the E1-3 shelf (WDM 22-11-39).
NOTE: The left AFDC and right AFDC also come to one point at terminal QA15 of terminal block TB1301, if this point is open the message can also show.
 - (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.
 - 3) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left WEU, M31107.
- These are the tasks:
- Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801,
Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.

EFFECTIVITY
ARO ALL

22-13 TASKS 841-842

D633W103-ARO

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Page 250
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (3) Replace the right WEU, M31207.

These are the tasks:

Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801,

Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

843. A/P Battery 1 Disc. Warn. Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13434.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do this check of the wiring:

- (a) Do a wiring check at terminal UA45 of terminal block TB4004 at the right Integration Panel, P205 (WDM 22-11-39).

NOTE: The maintenance message only shows when two or more AFDCs receive no pull-up voltage from the left WEU and right WEU. The wiring of the above LRUs all come to one point at terminal UA45 of terminal block TB4004, if this point is open the message will show.

- (b) If you find a problem with the wiring, then do these steps:

- 1) Repair the wiring.
- 2) If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.
- 3) If the MAT shows ACTIVE for the maintenance message, then continue.

- (2) Replace the left WEU, M31107.

These are the tasks:

Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801,

Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (3) Replace the right WEU, M31207.

These are the tasks:

Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801,

Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.

EFFECTIVITY
ARO ALL

22-13 TASKS 842-843

D633W103-ARO

Page 251
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

END OF TASK

844. AFDC-C No Output on MCP 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13452.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (2) Replace the mode control panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (3) Do this check of the wiring:

- (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.

- (b) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.

- (c) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector DM22016C at the glareshield center panel (P55) (WDM 22-11-16):

DM22301AC

pin J2 pin 20
pin K2 pin 21

DM22016C

pin 20
pin 21

- (d) If you find a problem with the wiring, then do these steps:

EFFECTIVITY
ARO ALL

22-13 TASKS 843-844

D633W103-ARO

Page 252
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 1) Repair the wiring.
 - 2) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (e) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

845. AFDC-R No Output on MCP 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13453.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the right autopilot flight director computer (AFDC), M22201.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the mode control panel (MCP), M22016.
These are the tasks:
Mode Control Panel Removal, AMM TASK 22-11-02-000-801,
Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
 - (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connector DM22016B at the glareshield center panel (P55) (WDM 22-11-16):

EFFECTIVITY
ARO ALL

22-13 TASKS 844-845

D633W103-ARO

Page 253
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM22201AC

pin J2 pin 20
pin K2 pin 21

DM22016B

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (e) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

846. Right Main Buses Isolated Without Approach Selected - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13590.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure - Message Active below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do these steps:
 - (a) Start the airplane engines for normal operation. To start the engines, do this task: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.
 - (b) Do this task: Air Data Inertial Reference Unit - Alignment, AMM TASK 34-21-00-820-801.
 - (c) Push the autopilot (A/P) engage switch on the mode control panel to engage the autopilot.
 - (d) Push the approach (APP) switch.
 - (e) If the NO LAND 3 advisory message shows on the EICAS display, then do the Fault Isolation Procedure - Approach Simulated below.
 - (f) If the NO LAND 3 advisory message does not show on the EICAS display, then do these steps:
 - 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
 - 3) Stop for 20 seconds. If the NO LAND 3 advisory message shows on the EICAS display, then do the Fault Isolation Procedure - Message Active below.
 - 4) If the NO LAND 3 advisory message does not show on the EICAS display, then there was an intermittent fault.
 - 5) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - 6) Push the ADIRU switch on the Overhead Panel (P5) to OFF.

EFFECTIVITY
ARO ALL

22-13 TASKS 845-846

D633W103-ARO

Page 254
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

C. Fault Isolation Procedure - Message Active

- (1) Select the maintenance message and select MAINTENANCE MESSAGE DATA to see which autopilot flight director computer (AFDC) finds the fault.
 - (a) If only one AFDC finds the fault, then do these steps:
 - 1) Replace the applicable (left, center or right) AFDC, (M22101, M22301 or M22201).
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) Do these steps if it is necessary:
 - 1) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - 2) Push the ADIRU switch on the Overhead Panel (P5) to OFF.
 - (c) If more than one AFDC find the fault, then continue.
- (2) Replace the right generator control unit (GCU), M24205.
These are the tasks:
Generator Control Unit Removal, AMM TASK 24-22-02-000-801,
Generator Control Unit Installation, AMM TASK 24-22-02-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) Do these steps if it is necessary:
 - 1) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - 2) Push the ADIRU switch on the Overhead Panel (P5) to OFF.

D. Fault Isolation Procedure - Approach Simulated

- (1) Look at the Line Maintenance, Existing Flight Deck Effects display on the MAT for the NO LAND 3 advisory message.
 - (a) Find each chapter 22 or 24 maintenance message that is correlated to the EICAS message in the applicable FIM Maintenance Message Index.
 - 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
 - 3) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - (b) Do the specified fault isolation task for each maintenance message.
 - (c) Do these step:
 - 1) Start the airplane engines for normal operation. To start the engines, do this task: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.
 - 2) Make sure that the ADIRU switch is in the ON position.

EFFECTIVITY
ARO ALL

22-13 TASK 846

D633W103-ARO

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Page 255
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 3) Push the autopilot (A/P) engage switch on the mode control panel to engage the autopilot.
- 4) Push the approach (APP) switch.
- (d) If the NO LAND 3 advisory message does not show on the EICAS display, you corrected the fault.
 - 1) Push the captain's or first officer's autopilot disconnect switch to disengage the autopilot.
 - 2) Push the captain's or first officer's autopilot disconnect switch again to stop the autopilot disconnect aural warning.
 - 3) Stop the airplane engines. To stop the engines, do this task: Usual Engine Stop, AMM TASK 71-00-00-800-837-H00.
 - 4) Push the ADIRU switch on the Overhead Panel (P5) to OFF.

————— **END OF TASK** —————

847. AFDC-L Alive Circuit Shorted - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13491.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (3) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-13 TASKS 846-847

D633W103-ARO

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Page 256
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Do this check of the wiring:

NOTE: You do a wiring check between the AFDC-L and AFDC-C first and then AFDC-L and AFDC-R.

- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector DM22301AA at the E4-1 shelf (WDM 22-11-43)

DM22101AC

DM22301AA

pin J10 pin J2

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (e) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector DM22201AA at the E2-5 shelf (WDM 22-11-43)

DM22101AC

DM22201AA

pin J10 pin A1

- 1) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 2) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

848. **AFDC-C Alive Circuit Shorted - Fault Isolation**

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13492.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

EFFECTIVITY
ARO ALL

22-13 TASKS 847-848

D633W103-ARO

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Page 257
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

C. Fault Isolation Procedure

- (1) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (2) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (3) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (4) Do this check of the wiring:

NOTE: You do a wiring check between the AFDC-C and AFDC-R first and then AFDC-C and AFDC-L.

- (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector DM22201AA at the E2-5 shelf (WDM 22-11-43)

DM22301AC

DM22201AA

pin J10 pin J2

- (d) If you find a problem with the wiring, then do these steps:

- 1) Repair the wiring.
- 2) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 3) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.

- (e) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector DM22101AA at the E1-3 shelf (WDM 22-11-43)

EFFECTIVITY
ARO ALL

22-13 TASK 848

D633W103-ARO

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Page 258
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM22301AC

pin J10

DM22101AA

pin A1

- 1) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 2) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

849. AFDC-R Alive Circuit Shorted - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-13493.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

EFFECTIVITY
ARO ALL

22-13 TASKS 848-849

D633W103-ARO

Page 259
Sep 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

- (4) Do this check of the wiring:

NOTE: You do a wiring check between the AFDC-R and AFDC-L first and then AFDC-R and AFDC-C.

- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connector DM22101AA at the E1-3 shelf (WDM 22-11-43)

DM22201AC

DM22101AA

pin J10 pin J2

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (e) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connector DM22301AA at the E4-1 shelf (WDM 22-11-43)

DM22201AC

DM22301AA

pin J10 pin A1

- 1) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 2) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

———— **END OF TASK** ————

EFFECTIVITY
ARO ALL

22-13 TASK 849

D633W103-ARO

Page 260
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

801. Control Column Position Disagrees With Commanded Position - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14090.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.

- (a) Look for these maintenance messages on the ground test display:

NOTE: Maintenance message 22-14090 is not detectable during the ground test.

22-16331	22-16333	22-16341
22-16343	22-16350	22-16360
22-17505	22-17535	

- (b) If one or more of the maintenance messages given above show, then do the Fault Isolation Procedure below.
- (c) If none of the maintenance messages given above show, then there was a pilot override or an intermittent fault.

C. Fault Isolation Procedure

- (1) Do this task: Control Column Adjustment (Rigging), AMM TASK 27-31-00-800-802.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.

- (b) Look for these maintenance messages on the ground test display:

NOTE: Maintenance message 22-14090 is not detectable during the ground test.

22-16331	22-16333	22-16341
22-16343	22-16350	22-16360
22-17505	22-17535	

- (c) If one or more of the maintenance messages given above show, then do these steps:
- 1) Find the message in the FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
- (d) If none of the maintenance messages given above show, you corrected the fault.

————— **END OF TASK** —————

802. Control Wheel Position Disagrees With Commanded Position - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14100.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.

EFFECTIVITY
ARO ALL

22-14 TASKS 801-802

D633W103-ARO

Page 201
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (a) Look for these maintenance messages on the ground test display:

NOTE: Maintenance message 22-14100 is not detectable during the ground test.

22-16231	22-16233	22-16241
22-16243	22-16250	22-16260
22-17515	22-17545	

- (b) If one or more of the maintenance messages given above show, then do the Fault Isolation Procedure below.
- (c) If none of the maintenance messages given above show, then there was a pilot override or an intermittent fault.

C. Fault Isolation Procedure

- (1) Do this task: Control Wheel and Cable Adjustment (Rigging), AMM TASK 27-11-00-700-802.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.

- (b) Look for these maintenance messages on the ground test display:

NOTE: Maintenance message 22-14100 is not detectable during the ground test.

22-16231	22-16233	22-16241
22-16243	22-16250	22-16260
22-17515	22-17545	

- (c) If one or more of the maintenance messages given above show, then do these steps:
- 1) Find the message in the FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
- (d) If none of the maintenance messages given above show, you corrected the fault.

————— **END OF TASK** —————

803. Rudder Pedal Position Disagrees With Commanded Position - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14110.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.

- (a) Look for these maintenance messages on the ground test display:

NOTE: Maintenance message 22-14110 is not detectable during the ground test.

22-16281	22-16283	22-16291
22-16293	22-16300	22-16310
22-17525	22-17555	

- (b) If one or more of the maintenance messages given above show, then do the Fault Isolation Procedure below.

EFFECTIVITY
ARO ALL

22-14 TASKS 802-803

D633W103-ARO

Page 202
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (c) If none of the maintenance messages given above show, then there was a pilot override or an intermittent fault.

C. Fault Isolation Procedure

- (1) Do this task: Rudder Adjustment (Rigging), AMM TASK 27-21-00-800-801.
- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
- (b) Look for these maintenance messages on the ground test display:
- NOTE: Maintenance message 22-14110 is not detectable during the ground test.

22-16281	22-16283	22-16291
22-16293	22-16300	22-16310
22-17525	22-17555	

- (c) If one or more of the maintenance messages given above show, then do these steps:
- 1) Find the message in the FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
- (d) If none of the maintenance messages given above show, you corrected the fault.

————— **END OF TASK** —————

804. Bank Angle Limit Is Exceeded - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14290.

B. Initial Evaluation

NOTE: The autopilot does not send a command greater than 30 degrees of bank angle. The only possible cause for this maintenance message to show is an undetected AFDC failure. The best way to do a check on the AFDC is to open and close the AFDC circuit breakers.

- (1) Open and close these circuit breakers.

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	24	C22604	AFDC-C
F	10	C22603	AFDC-L
F	24	C22602	AFDC-R

- (2) Look at the Extended Maintenance, Existing Faults display on the MAT for the maintenance messages.
- (a) If there are 22-13391, 22-13392 or 22-13393 maintenance messages, then do these steps:
- 1) Find each maintenance message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task for each maintenance message.
- (b) If there are no 22-13391, 22-13392 or 22-13393 maintenance messages, then there was an intermittent fault or the pilot turned the control wheel or pushed the rudder pedals so that the bank angle of the airplane was greater than 35 degrees while the autopilot was engaged. No Maintenance action is necessary.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-14 TASKS 803-804

D633W103-ARO

Page 203
Jan 05/2013



777-200/300
FAULT ISOLATION MANUAL

805. Stall/Overspeed/B/A Protection Prevents A/P Engagement - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14310.

B. Initial Evaluation

- (1) When the Primary Flight control System (PFCS) is in stall protection, overspeed protection or bank angle protection mode, it will not permit autopilot to engage. If the pilot tries to engage the autopilot, this message will show. No maintenance action is necessary.

————— **END OF TASK** —————

806. Mode Control Panel Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-14700, 22-14770.

B. Fault Isolation Procedure

- (1) Replace the Mode Control Panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) Do this ground test on the MAT: 22-Autopilot Flight Director System, System Test, Mode Control Panel.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

807. Left AFDC/MCP Activity Fault - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14710.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the Mode Control Panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

EFFECTIVITY
ARO ALL

22-14 TASKS 805-807

D633W103-ARO

Page 204
Sep 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (2) Do this check of the wiring:
- Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
 - Remove the left Autopilot Flight Director Computer (AFDC), M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - Do a wiring check between these pins of connector DM22016A at the glareshield center panel (P55) and connector DM22101AC at the E1-3 shelf (WDM 22-11-16):

DM22016A	DM22101AC
pin 20	pin J2
pin 21	pin K2

- If you find a problem with the wiring, then do these steps:
 - Repair the wiring.
 - Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - If you do not find a problem with the wiring, then continue.
 - Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
- (3) Replace the left AFDC, M22101.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

808. Center AFDC/MCP Activity Fault - Fault Isolation

A. Maintenance Messages

- This task is for maintenance message: 22-14720.

B. Initial Evaluation

- If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

EFFECTIVITY
ARO ALL

22-14 TASKS 807-808

D633W103-ARO

Page 205
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (1) Replace the Mode Control Panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (2) Do this check of the wiring:

- (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
- (b) Remove the center Autopilot Flight Director Computer (AFDC). To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22016C at the glareshield center panel (P55) and connector DM22301AC at the E4-1 shelf (WDM 22-11-16):

DM22016C

pin 20 pin J2
pin 21 pin K2

DM22301AC

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (3) Replace the center AFDC, M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

809. Right AFDC/MCP Activity Fault - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14730.

EFFECTIVITY
ARO ALL

22-14 TASKS 808-809

D633W103-ARO

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Page 206
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the Mode Control Panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Do this check of the wiring:
 - (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
 - (b) Remove the right Autopilot Flight Director Computer (AFDC), M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22016B at the glareshield center panel (P55) and connector DM22201AC at the E2-5 shelf (WDM 22-11-16):

DM22016B	DM22201AC
pin 20	pin J2
pin 21	pin K2
- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
- (3) Replace the right AFDC, M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-14 TASK 809

D633W103-ARO

Page 207
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

810. Mode Control Panel Fluorescent Lighting Degraded - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14740.

B. Fault Isolation Procedure

- (1) Replace the Mode Control Panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

811. Mode Control Panel No Input on ARINC 429 Bus A - Fault Isolation

A. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

B. Fault Isolation Procedure

- (1) Replace the Mode Control Panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Do this check of the wiring from the MCP to the left AFDC:
- (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
- (b) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22016A at the glareshield center panel (P55) and DM22101AA at the E1-3 shelf (WDM 22-11-15):

DM22016A

pin 28 pin B3
pin 29 pin C3

DM22101AA

- (d) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.

EFFECTIVITY
ARO ALL

22-14 TASKS 809-811

D633W103-ARO

Page 208
Jan 05/2013



777-200/300
FAULT ISOLATION MANUAL

- 2) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (3) Do this check of the wiring from the center AFDC to the left AFDC:
- (a) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - (b) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (d) Do a wiring check between these pins of connector DM22301AA at the E4-1 shelf and DM22101AA at the E1-3 shelf (WDM 22-11-15):

DM22301AA	M22101AA
pin B3	pin B3
pin C3	pin C3

- (e) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- (4) Do this check of the wiring from the left AIMS to the left AFDC:
- (a) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (b) Remove the left AIMS Input/Output 1 module, M009. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (c) Remove the left AIMS Input/Output 2 module, M008. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (d) Do a wiring check between these pins of connectors P8-B and P9-B at the E3-1 shelf and connector DM22101AA at the E1-3 shelf (WDM 22-11-15):

P8-B	DM22101AA
pin D2	pin B3
pin D3	pin C3

EFFECTIVITY
ARO ALL

22-14 TASK 811



777-200/300 FAULT ISOLATION MANUAL

P9-B	DM22101AA
pin D2	pin B3
pin D3	pin C3

- (e) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Re-install the left AIMS Input/Output 1 module, M009. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 3) Re-install the left AIMS Input/Output 2 module, M008. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 5) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- (5) Do this check of the wiring from the right AIMS to the left AFDC:
- (a) Re-install the left AIMS Input/Output 1 module, M009. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (b) Re-install the left AIMS Input/Output 2 module, M008. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (c) Remove the right AIMS Input/Output 1 module, M009. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (d) Remove the right AIMS Input/Output 2 module, M008. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (e) Do a wiring check between these pins of connectors P8-B and P9-B at the E2-1 shelf and DM22101AA at the E1-3 shelf (WDM 22-11-15):

P8-B	DM22101AA
pin D2	pin B3
pin D3	pin C3

P9-B	DM22101AA
pin D2	pin B3
pin D3	pin C3

- (f) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Re-install the right AIMS Input/Output 1 module, M009. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 3) Re-install the right AIMS Input/Output 2 module, M008. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-14 TASK 811

D633W103-ARO

Page 210
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 5) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

812. Left AFDC Backdrive Power/Ground Circuit Open - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14851.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Do this voltage check at the P11 overhead circuit panel:
- (a) Open the P11 overhead circuit breaker panel.
- (b) Do a check for 28V DC at the load terminal of the circuit breaker C22607.
- (c) If there is not 28V DC at the circuit breaker, then do these steps (WDM 22-11-13):
- 1) Replace this circuit breaker:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
F	11	C22607	AFDC BACK DRIVE L

- 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If there is 28V DC at the circuit breaker, then continue.
- (3) Do this check of the wiring:
- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector D5651P at the disconnect bracket AF0201 (Overhead Circuit Breaker Panel, P11).
- (c) Do a wiring check between these pins of connector DM22101AA at the E1-3 shelf and connector D5651P at the disconnect bracket AF0201 (WDM 22-11-13):

DM22101AA	D5651P
pin 107	pin 6

- (d) Make sure that pin 106 of DM22101AA is connected to ground.

EFFECTIVITY
ARO ALL

22-14 TASKS 811-812

D633W103-ARO

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Page 211
Sep 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

- (e) Make sure that pin 101 of DM22101AA is connected to ground.
- (f) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect D5651P.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

813. Left Control Wheel Backdrive Actuator Tachometer Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-14861, 22-14871, 22-14881.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do this check of the wiring:
 - (a) Disconnect connector DM22103 for the left Control Wheel Backdrive Actuator at the disconnect bracket AE0225.
 - (b) Remove the left Autopilot Flight Director Computer (AFDC), M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22103 at the disconnect bracket AE0225 and connectors DM22101AA and DM22101AC at the E1-3 shelf (WDM 22-11-33):

DM22103	DM22101AA
pin 5	pin C7
pin 15	pin D7

DM22103	DM22101AC
pin 21	pin H5
pin 9	pin H6

- (d) Make sure that pin 2 of DM22103 is connected to ground.
- (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22103.

EFFECTIVITY
ARO ALL

22-14 TASKS 812-813

D633W103-ARO

Page 212
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
- 5) If the maintenance message does not show on the MAT, you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (2) Replace the left Autopilot Flight Director Computer, M22101.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Replace the left Control Wheel Backdrive Actuator, M22103.
These are the tasks:
Control Wheel Backdrive Actuator - Removal, AMM TASK 22-11-06-000-801,
Control Wheel Backdrive Actuator - Installation, AMM TASK 22-11-06-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

814. Right Control Wheel Backdrive Actuator Tachometer Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-14863, 22-14873, 22-14883.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do this check of the wiring:
 - (a) Disconnect connector DM22203 for the right Control Wheel Backdrive Actuator at the disconnect bracket AE0226.

EFFECTIVITY
ARO ALL

22-14 TASKS 813-814

D633W103-ARO

Page 213
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) Remove the right Autopilot Flight Director Computer (AFDC), M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22203 at the disconnect bracket AE0226 and connectors DM22201AA and DM22201AC at the E2-5 shelf (WDM 22-11-33):

DM22203	DM22201AA
pin 5	pin C7
pin 15	pin D7

DM22203	DM22201AC
pin 21	pin H5
pin 9	pin H6

- (d) Make sure that pin 2 of DM22203 is connected to ground.
 - (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22203.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - 5) If the maintenance message does not show on the MAT, you corrected the fault.
 - (f) If you do not find a problem with the wiring, then continue.
 - (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (2) Replace the right Autopilot Flight Director Computer, M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Replace the right Control Wheel Backdrive Actuator, M22203.
- These are the tasks:
- Control Wheel Backdrive Actuator - Removal, AMM TASK 22-11-06-000-801,
Control Wheel Backdrive Actuator - Installation, AMM TASK 22-11-06-400-801.
- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-14 TASK 814

D633W103-ARO

Page 214
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

815. Left Control Wheel Backdrive Actuator Clutch Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14901.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left Autopilot Flight Director Computer, M22101.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Do this check of the wiring:
 - (a) Disconnect connector DM22103 for the left Control Wheel Backdrive Actuator at the disconnect bracket AE0225.
 - (b) Remove the left Autopilot Flight Director Computer (AFDC), M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22103 at the disconnect bracket AE0225 and connectors DM22101AC and DM22101AA at the E1-3 shelf (WDM 22-11-33):

DM22103	DM22101AC
pin 13	pin C15

DM22103	DM22101AA
pin 19	pin C10

- (d) Make sure that pin 2 of DM22103 is connected to ground.
- (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22103.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-14 TASK 815

D633W103-ARO

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Page 215
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
- 5) If the maintenance message does not show on the MAT, you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Replace the left Control Wheel Backdrive Actuator, M22103.
These are the tasks:
Control Wheel Backdrive Actuator - Removal, AMM TASK 22-11-06-000-801,
Control Wheel Backdrive Actuator - Installation, AMM TASK 22-11-06-400-801.
- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

816. Right Control Wheel Backdrive Actuator Clutch Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14903.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right Autopilot Flight Director Computer, M22201.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Do this check of the wiring:
 - (a) Disconnect connector DM22203 for the right Control Wheel Backdrive Actuator at the disconnect bracket AE0226.
 - (b) Remove the right Autopilot Flight Director Computer (AFDC), M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.

EFFECTIVITY
ARO ALL

22-14 TASKS 815-816

D633W103-ARO

Page 216
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM22203 at the disconnect bracket AE0226 and connectors DM22201AC and DM22201AA at the E2-5 shelf (WDM 22-11-33):

DM22203	DM22201AC
pin 13	pin C15

DM22203	DM22201AA
pin 19	pin C10

- (d) Make sure that pin 2 of DM22203 is connected to ground.
- (e) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Re-connect DM22203.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - 5) If the maintenance message does not show on the MAT, you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Replace the right Control Wheel Backdrive Actuator, M22203.
- These are the tasks:
- Control Wheel Backdrive Actuator - Removal, AMM TASK 22-11-06-000-801,
Control Wheel Backdrive Actuator - Installation, AMM TASK 22-11-06-400-801.
- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

— END OF TASK —

817. Left Control Wheel Backdrive Actuator Motor Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14911.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
- (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
- (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

EFFECTIVITY
ARO ALL

22-14 TASKS 816-817

D633W103-ARO

Page 217
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

C. Fault Isolation Procedure

- (1) Replace the left Autopilot Flight Director Computer, M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Do this check of the wiring:
- (a) Disconnect connector DM22103 for the left Control Wheel Backdrive Actuator at the disconnect bracket AE0225.
- (b) Remove the left Autopilot Flight Director Computer (AFDC), M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22103 at the disconnect bracket AE0225 and connectors DM22101AC and DM22101AA at the E1-3 shelf (WDM 22-11-33):

DM22103	DM22101AC
pin 23	pin F15

DM22103	DM22101AA
pin 17	pin C9

- (d) Make sure that pin 2 of DM22103 is connected to ground.
- (e) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Re-connect DM22103.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - 5) If the maintenance message does not show on the MAT, you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Replace the left Control Wheel Backdrive Actuator, M22103.

These are the tasks:

Control Wheel Backdrive Actuator - Removal, AMM TASK 22-11-06-000-801,
Control Wheel Backdrive Actuator - Installation, AMM TASK 22-11-06-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.

EFFECTIVITY
ARO ALL

22-14 TASK 817

D633W103-ARO

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Page 218
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

818. Right Control Wheel Backdrive Actuator Motor Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14913.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
- (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
- (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right Autopilot Flight Director Computer, M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Do this check of the wiring:
- (a) Disconnect connector DM22203 for the right Control Wheel Backdrive Actuator at the disconnect bracket AE0226.
- (b) Remove the right Autopilot Flight Director Computer (AFDC), M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22203 at the disconnect bracket AE0226 and connectors DM22201AC and DM22201AA at the E2-5 shelf (WDM 22-11-33):

DM22203

DM22201AC

pin 23 pin F15

DM22203

DM22201AA

pin 17 pin C9

- (d) Make sure that pin 2 of DM22203 is connected to ground.
- (e) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.

EFFECTIVITY
ARO ALL

22-14 TASKS 817-818

D633W103-ARO

Page 219
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 2) Re-connect DM22203.
- 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
- 5) If the maintenance message does not show on the MAT, you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Replace the right Control Wheel Backdrive Actuator, M22203.
These are the tasks:
Control Wheel Backdrive Actuator - Removal, AMM TASK 22-11-06-000-801,
Control Wheel Backdrive Actuator - Installation, AMM TASK 22-11-06-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

819. Left Control Column Backdrive Actuator Tachometer Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-14931, 22-14941, 22-14951.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left Autopilot Flight Director Computer, M22101.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Do this check of the wiring:

EFFECTIVITY
ARO ALL

22-14 TASKS 818-819

D633W103-ARO

Page 220
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Disconnect connector DM22102 for the left Control Column Backdrive Actuator at the disconnect bracket AE0175.
- (b) Remove the left Autopilot Flight Director Computer (AFDC), M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22102 at the disconnect bracket AE0175 and connectors DM22101AC and DM22101AA at the E1-3 shelf (WDM 22-11-30):

DM22102	DM22101AC
pin 5	pin J6
pin 15	pin K6

DM22102	DM22101AA
pin 21	pin A7
pin 9	pin B7

- (d) Make sure that pin 2 of DM22102 is connected to ground.
 - (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22102.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - 5) If the maintenance message does not show on the MAT, you corrected the fault.
 - (f) If you do not find a problem with the wiring, then continue.
 - (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Replace the left Control Column Backdrive Actuator, M22102.
- These are the tasks:
- Control Column Backdrive Actuator Removal, AMM TASK 22-11-05-000-801,
Control Column Backdrive Actuator Installation, AMM TASK 22-11-05-400-801.
- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

820. Right Control Column Backdrive Actuator Tachometer Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-14933, 22-14943, 22-14953.

EFFECTIVITY
ARO ALL

22-14 TASKS 819-820

D633W103-ARO

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Page 221
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right Autopilot Flight Director Computer, M22201.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Do this check of the wiring:
 - (a) Disconnect connector DM22202 for the right Control Column Backdrive Actuator at the disconnect bracket AE0176.
 - (b) Remove the right Autopilot Flight Director Computer (AFDC), M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22202 at the disconnect bracket AE0176 and connectors DM22201AC and DM22201AA at the E2-5 shelf (WDM 22-11-30):

DM22202	DM22201AA
pin 5	pin A7
pin 15	pin B7
 DM22202	 DM22201AC
pin 21	pin J6
pin 9	pin K6
- (d) Make sure that pin 2 of DM22202 is connected to ground.
- (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22202.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.

EFFECTIVITY
ARO ALL

22-14 TASK 820

D633W103-ARO

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Page 222
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 5) If the maintenance message does not show on the MAT, you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Replace the right Control Column Backdrive Actuator, M22202.
These are the tasks:
Control Column Backdrive Actuator Removal, AMM TASK 22-11-05-000-801,
Control Column Backdrive Actuator Installation, AMM TASK 22-11-05-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

———— END OF TASK ————

821. Left Control Column Backdrive Actuator Clutch Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14971.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left Autopilot Flight Director Computer, M22101.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Do this check of the wiring:
 - (a) Disconnect connector DM22102 for the left Control Column Backdrive Actuator at the disconnect bracket AE0175.
 - (b) Remove the left Autopilot Flight Director Computer (AFDC), M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.

EFFECTIVITY
ARO ALL

22-14 TASKS 820-821

D633W103-ARO

Page 223
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM22102 at the disconnect bracket AE0175 and connectors DM22101AC and DM22101AA at the E1-3 shelf (WDM 22-11-30):

DM22102	DM22101AA
pin 13	pin A10

DM22102	DM22101AC
pin 19	pin A15

- (d) Make sure that pin 2 of DM22102 is connected to ground.
- (e) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Re-connect DM22102.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - 5) If the maintenance message does not show on the MAT, you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Replace the left Control Column Backdrive Actuator, M22102.
- These are the tasks:
- Control Column Backdrive Actuator Removal, AMM TASK 22-11-05-000-801,
Control Column Backdrive Actuator Installation, AMM TASK 22-11-05-400-801.
- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

822. Right Control Column Backdrive Actuator Clutch Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14973.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
- (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
- (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

EFFECTIVITY
ARO ALL

22-14 TASKS 821-822

D633W103-ARO

Page 224
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

C. Fault Isolation Procedure

- (1) Replace the right Autopilot Flight Director Computer, M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Do this check of the wiring:
- (a) Disconnect connector DM22202 for the right Control Column Backdrive Actuator at the disconnect bracket AE0176.
- (b) Remove the right Autopilot Flight Director Computer (AFDC), M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22202 at the disconnect bracket AE0176 and connectors DM22201AC and DM22201AA at the E2-5 shelf (WDM 22-11-30):

DM22202

pin 19

DM22201AA

pin A10

DM22202

pin 13

DM22201AC

pin A15

- (d) Make sure that pin 2 of DM22202 is connected to ground.
- (e) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
- 2) Re-connect DM22202.
- 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
- 5) If the maintenance message does not show on the MAT, you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Replace the right Control Column Backdrive Actuator, M22202.

These are the tasks:

Control Column Backdrive Actuator Removal, AMM TASK 22-11-05-000-801,

Control Column Backdrive Actuator Installation, AMM TASK 22-11-05-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.

EFFECTIVITY
ARO ALL

22-14 TASK 822

D633W103-ARO

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Page 225
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

823. Left Control Column Backdrive Actuator Motor Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14981.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
- (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
- (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left Autopilot Flight Director Computer, M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Do this check of the wiring:
- (a) Disconnect connector DM22102 for the left Control Column Backdrive Actuator at the disconnect bracket AE0175.
- (b) Remove the left Autopilot Flight Director Computer (AFDC), M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22102 at the disconnect bracket AE0175 and connectors DM22101AC and DM22101AA at the E1-3 shelf (WDM 22-11-30):

DM22102

DM22101AC

pin 17 pin D15

DM22102

DM22101AA

pin 23 pin A9

- (d) Make sure that pin 2 of DM22102 is connected to ground.
- (e) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.

EFFECTIVITY
ARO ALL

22-14 TASKS 822-823

D633W103-ARO

Page 226
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 2) Re-connect DM22102.
- 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
- 5) If the maintenance message does not show on the MAT, you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Replace the left Control Column Backdrive Actuator, M22102.
These are the tasks:
Control Column Backdrive Actuator Removal, AMM TASK 22-11-05-000-801,
Control Column Backdrive Actuator Installation, AMM TASK 22-11-05-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

824. Right Control Column Backdrive Actuator Motor Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14983.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right Autopilot Flight Director Computer, M22201.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Do this check of the wiring:

EFFECTIVITY
ARO ALL

22-14 TASKS 823-824

D633W103-ARO

Page 227
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Disconnect connector DM22202 for the right Control Column Backdrive Actuator at the disconnect bracket AE0176.
- (b) Remove the right Autopilot Flight Director Computer (AFDC), M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22202 at the disconnect bracket AE0176 and connectors DM22201AC and DM22201AA at the E2-5 shelf (WDM 22-11-30):

DM22202	DM22201AA
pin 17	pin A9

DM22202	DM22201AC
pin 23	pin D15

- (d) Make sure that pin 2 of DM22202 is connected to ground.
 - (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22202.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - 5) If the maintenance message does not show on the MAT, you corrected the fault.
 - (f) If you do not find a problem with the wiring, then continue.
 - (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Replace the right Control Column Backdrive Actuator, M22202.
- These are the tasks:
- Control Column Backdrive Actuator Removal, AMM TASK 22-11-05-000-801,
Control Column Backdrive Actuator Installation, AMM TASK 22-11-05-400-801.
- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

825. Right AFDC Backdrive Power/Ground Circuit Open - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14853.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

EFFECTIVITY
ARO ALL

22-14 TASKS 824-825

D633W103-ARO

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Page 228
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

C. Fault Isolation Procedure

- (1) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Do this voltage check at the P11 overhead circuit panel:
- (a) Open the P11 overhead circuit breaker panel.
- (b) Do a check for 28V DC at the load terminal of the circuit breaker C22608.
- (c) If there is not 28V DC at the circuit breaker, then do these steps (WDM 22-11-13):
- 1) Replace this circuit breaker:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
F	25	C22608	AFDC BACK DRIVE R

- 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If there is 28V DC at the circuit breaker, then continue.
- (3) Do this check of the wiring:
- (a) Remove the right AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector D5655P at the disconnect bracket AF0202 (Overhead Circuit Breaker Panel, P11).
- (c) Do a wiring check between these pins of connector DM22201AA at the E2-5 shelf and connector D5655P at the disconnect bracket AF0202 (WDM 22-11-13):

DM22101AA	D5655P
pin 107	pin 1

- (d) Make sure that pin 106 of DM22201AA is connected to ground.
- (e) Make sure that pin 101 of DM22201AA is connected to ground.
- (f) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
- 2) Re-connect D5655P.
- 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-14 TASK 825

D633W103-ARO

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Page 229
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

826. Primary Flight Control System Not in Normal Mode - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14280.

B. Fault Isolation Procedure

- (1) Make sure that the PRIMARY FLIGHT COMPUTERS switch on the overhead panel P5 is in the AUTO position.

NOTE: The autopilot only engages or stays engaged when the primary flight control system is in the normal mode. Thus, if the PRIMARY FLIGHT COMPUTERS switch is not in the AUTO position, this message can show.

- (a) If the PRIMARY FLIGHT COMPUTERS switch is not in the AUTO position, then do these steps:
 - 1) Set the PRIMARY FLIGHT COMPUTERS switch to the AUTO position.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the PRIMARY FLIGHT COMPUTERS switch is in the AUTO position, then continue.
- (2) Look at the Line Maintenance, Inbound Flight Deck Effects display on the MAT for the FLIGHT CONTROL MODE or PRI FLIGHT COMPUTERS caution EICAS message.
 - (a) Find each maintenance message that is correlated to the EICAS message in the applicable Maintenance Message Index.
 - (b) Do the specified fault isolation task for each maintenance message.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

827. Autopilot Pitch Commands Limited by PFC - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-14210.

B. Initial Evaluation

- (1) No maintenance action is necessary. This message shows when the primary flight computers keep the pitch commands from the autopilot to a limit during a stall protection condition or windshear.

————— END OF TASK —————

828. Pitch Rate Transducer Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-14351, 22-14362, 22-14373, 22-14380, 22-14390, 22-14400.

B. Initial Evaluation

- (1) Do this ground test on the MAT: 27 Primary Flight Controls, System Test, Pitch Rate Transducer.
 - (a) If one or more maintenance messages show on the ground test display, then do these steps:
 - 1) Find each message in the Maintenance Message Index.

EFFECTIVITY
ARO ALL

22-14 TASKS 826-828

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 230
Sep 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

- 2) Do the specified fault isolation task.
- (b) If no maintenance message shows on the ground test display, then there was an intermittent fault.

———— **END OF TASK** ————

829. Unusual Noise with Autopilot Disconnect on Approach - Fault Isolation

A. Initial Evaluation

- (1) This noise can occur when all the autopilot backdrive actuators (DISENGAGE or DISCONNECT) at the same time. The noise is normal. No maintenance action is necessary.

———— **END OF TASK** ————

EFFECTIVITY
ARO ALL

22-14 TASKS 828-829

D633W103-ARO

Page 231
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

801. Left Rudder Pedal Backdrive Actuator Tachometer Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-15001, 22-15011, 22-15021.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left Autopilot Flight Director Computer, M22101.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Do this check of the wiring:
 - (a) Disconnect connector DM22104 for the left Rudder Pedal Backdrive Actuator at the disconnect bracket AE0199.
 - (b) Remove the left Autopilot Flight Director Computer (AFDC), M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22104 at the disconnect bracket AE0199 and connectors DM22101AA and DM22101AC at the E1-3 shelf (WDM 22-11-36):

DM22104	DM22101AA
pin 5	pin E7
pin 15	pin F7
 DM22104	 DM22101AC
pin 21	pin J5
pin 9	pin K5
- (d) Make sure that pin 2 of DM22104 is connected to ground.
- (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22104.

EFFECTIVITY
ARO ALL

22-15 TASK 801

D633W103-ARO

Page 201
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
- 5) If the maintenance message does not show on the MAT, you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Replace the left Rudder Pedal Backdrive Actuator, M22104.
These are the tasks:
Rudder Pedal Backdrive Actuator Removal, AMM TASK 22-11-07-000-801,
Rudder Pedal Backdrive Actuator Installation, AMM TASK 22-11-07-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

802. Right Rudder Pedal Backdrive Actuator Tachometer Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-15003, 22-15013, 22-15023.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right Autopilot Flight Director Computer, M22201.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Do this check of the wiring:
 - (a) Disconnect connector DM22204 for the right Rudder Pedal Backdrive Actuator at the disconnect bracket AE0200.

EFFECTIVITY
ARO ALL

22-15 TASKS 801-802

D633W103-ARO

Page 202
Sep 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (b) Remove the right Autopilot Flight Director Computer (AFDC), M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22204 at the disconnect bracket AE0200 and connectors DM22201AC and DM22201AA at the E2-5 shelf (WDM 22-11-36):

DM22204	DM22201AC
pin 5	pin J5
pin 15	pin K5

DM22204	DM22201AA
pin 21	pin E7
pin 9	pin F7

- (d) Make sure that pin 2 of DM22204 is connected to ground.
 - (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - 5) If the maintenance message does not show on the MAT, you corrected the fault.
 - (f) If you do not find a problem with the wiring, then continue.
 - (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Replace the right Rudder Pedal Backdrive Actuator, M22204.
- These are the tasks:
- Rudder Pedal Backdrive Actuator Removal, AMM TASK 22-11-07-000-801,
Rudder Pedal Backdrive Actuator Installation, AMM TASK 22-11-07-400-801.
- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

— END OF TASK —

803. Left Rudder Pedal Backdrive Actuator Clutch Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15041.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.

EFFECTIVITY
ARO ALL

22-15 TASKS 802-803

D633W103-ARO

Page 203
Sep 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
- (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left Autopilot Flight Director Computer, M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Do this check of the wiring:
 - (a) Disconnect connector DM22104 for the left Rudder Pedal Backdrive Actuator at the disconnect bracket AE0199.
 - (b) Remove the left Autopilot Flight Director Computer (AFDC), M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22104 at the disconnect bracket AE0199 and connectors DM22101AC and DM22101AA at the E1-3 shelf (WDM 22-11-36):

DM22104	DM22101AC
pin 13	pin B15

DM22104	DM22101AA
pin 19	pin B10

- (d) Make sure that pin 2 of DM22104 is connected to ground.
 - (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - 5) If the maintenance message does not show on the MAT, you corrected the fault.
 - (f) If you do not find a problem with the wiring, then continue.
 - (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Replace the left Rudder Pedal Backdrive Actuator, M22104.

These are the tasks:

Rudder Pedal Backdrive Actuator Removal, AMM TASK 22-11-07-000-801,

EFFECTIVITY
ARO ALL

22-15 TASK 803

D633W103-ARO

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Page 204
Sep 05/2013



777-200/300 FAULT ISOLATION MANUAL

Rudder Pedal Backdrive Actuator Installation, AMM TASK 22-11-07-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

804. Right Rudder Pedal Backdrive Actuator Clutch Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15043.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right Autopilot Flight Director Computer, M22201.

These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Do this check of the wiring:
 - (a) Disconnect connector DM22204 for the right Rudder Pedal Backdrive Actuator at the disconnect bracket AE0200.
 - (b) Remove the right Autopilot Flight Director Computer (AFDC), M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22204 at the disconnect bracket AE0200 and connectors DM22201AC and DM22201AA at the E2-5 shelf (WDM 22-11-36):

DM22204	DM22201AC
pin 19	pin B15

DM22204	DM22201AA
pin 13	pin B10

EFFECTIVITY
ARO ALL

22-15 TASKS 803-804

D633W103-ARO

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Page 205
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (d) Make sure that pin 2 of DM22204 is connected to ground.
 - (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - 5) If the maintenance message does not show on the MAT, you corrected the fault.
 - (f) If you do not find a problem with the wiring, then continue.
 - (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Replace the right Rudder Pedal Backdrive Actuator, M22204.
- These are the tasks:
- Rudder Pedal Backdrive Actuator Removal, AMM TASK 22-11-07-000-801,
Rudder Pedal Backdrive Actuator Installation, AMM TASK 22-11-07-400-801.
- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

805. Left Rudder Pedal Backdrive Actuator Motor Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15051.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left Autopilot Flight Director Computer, M22101.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.

EFFECTIVITY
ARO ALL

22-15 TASKS 804-805

D633W103-ARO

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Page 206
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Do this check of the wiring:
 - (a) Disconnect connector DM22104 for the left Rudder Pedal Backdrive Actuator at the disconnect bracket AE0199.
 - (b) Remove the left Autopilot Flight Director Computer (AFDC), M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22104 at the disconnect bracket AE0199 and connectors DM22101AC and DM22101AA at the E1-3 shelf (WDM 22-11-36):

DM22104	DM22101AC
pin 23	pin E15

DM22104	DM22101AA
pin 17	pin B9

- (d) Make sure that pin 2 of DM22104 is connected to ground.
- (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - 5) If the maintenance message does not show on the MAT, you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Replace the left Rudder Pedal Backdrive Actuator, M22104.
These are the tasks:
Rudder Pedal Backdrive Actuator Removal, AMM TASK 22-11-07-000-801,
Rudder Pedal Backdrive Actuator Installation, AMM TASK 22-11-07-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

806. Right Rudder Pedal Backdrive Actuator Motor Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15053.

EFFECTIVITY
ARO ALL

22-15 TASKS 805-806

D633W103-ARO

Page 207
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right Autopilot Flight Director Computer, M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Do this check of the wiring:
 - (a) Disconnect connector DM22204 for the right Rudder Pedal Backdrive Actuator at the disconnect bracket AE0200.
 - (b) Remove the right Autopilot Flight Director Computer (AFDC), M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22204 at the disconnect bracket AE0200 and connectors DM22201AC and DM22201AA at the E2-5 shelf (WDM 22-11-36):

DM22204	DM22201AC
pin 17	pin E15

DM22204	DM22201AA
pin 23	pin B9
 - (d) Make sure that pin 2 of DM22204 is connected to ground.
 - (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect DM22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - 5) If the maintenance message does not show on the MAT, you corrected the fault.
 - (f) If you do not find a problem with the wiring, then continue.

EFFECTIVITY
ARO ALL

22-15 TASK 806

D633W103-ARO

Page 208
Sep 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Replace the right Rudder Pedal Backdrive Actuator, M22204.
These are the tasks:
Rudder Pedal Backdrive Actuator Removal, AMM TASK 22-11-07-000-801,
Rudder Pedal Backdrive Actuator Installation, AMM TASK 22-11-07-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

807. AFDC-L ILS G/S Antenna Request Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15831.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left ILS G/S antenna switch, S34101.

These are the tasks:

ILS G/S Antenna Switch Removal, AMM TASK 34-31-06-000-801,
ILS G/S Antenna Switch Installation, AMM TASK 34-31-06-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this voltage check at the P11 overhead circuit breaker panel:
 - (a) Open the P11 overhead circuit breaker panel.
 - (b) Do a check for 28V DC at the load terminal of circuit breaker C34629 (WDM 34-31-12).
 - (c) If there is not 28V DC at the circuit breaker, then do these steps (WDM 34-31-12):

EFFECTIVITY
ARO ALL

22-15 TASKS 806-807

D633W103-ARO

Page 209
Sep 05/2013



**777-200/300
FAULT ISOLATION MANUAL**

- 1) Replace this circuit breaker:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
F	8	C34629	ILS ANT SWITCH L

- 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If there is not 28V DC at the circuit breaker, then continue.
- (4) Do this check of the wiring for the AFDC-L and the left ILS G/S antenna switch:
- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Remove the left ILS G/S antenna switch, S34101. To remove it, do this task: ILS G/S Antenna Switch Removal, AMM TASK 34-31-06-000-801.
- (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector DS34101D at STA 287, WL 135, BL 32L (WDM 22-11-24):

DM22101AC	DS34101D
pin C6	pin A
pin F11	pin E

- (d) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
- 2) Re-install the left ILS G/S antenna switch, S34101. To install it, do this task: ILS G/S Antenna Switch Installation, AMM TASK 34-31-06-400-801.
- 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- 1) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (5) Do this check of the wiring for the left G/L antenna switch and the connector at the P11 overhead circuit breaker panel:
- (a) Disconnect connector D5651P.
- (b) Do a wiring check between these pins of connector D5651P at the P11 overhead circuit breaker panel and connector DS34101D at STA 286, WL 135, LBL 32 (WDM 34-31-12):

D5651P	DS34101D
pin 30	pin D

- (c) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
- 2) Re-connect D5651P.
- 3) Re-install the left G/L antenna switch, S34101. To install it, do this task: ILS G/S Antenna Switch Installation, AMM TASK 34-31-06-400-801.

EFFECTIVITY
ARO ALL

22-15 TASK 807

D633W103-ARO

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Page 210
Sep 05/2013



777-200/300 FAULT ISOLATION MANUAL

- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

808. **AFDC-L ILS Localizer Antenna Request Circuit Problems - Fault Isolation**

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15841.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left ILS localizer antenna switch, S34102.

These are the tasks:

ILS Localizer Antenna Switch Removal, AMM TASK 34-31-05-000-801,

ILS Localizer Antenna Switch Installation, AMM TASK 34-31-05-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
 - (3) Do this voltage check at the P11 overhead circuit breaker panel:
 - (a) Open the P11 overhead circuit breaker panel.
 - (b) Do a check for 28V DC at the load terminal of circuit breaker C34629 (WDM 34-31-12).
 - (c) If there is not 28V DC at the circuit breaker, then do these steps(WDM 34-31-12):
 - 1) Replace this circuit breaker:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
F	8	C34629	ILS ANT SWITCH L

- 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (d) If there is 28V DC at the circuit breaker, then continue.
- (4) Do this check of the wiring for the AFDC-L and the left ILS localizer antenna switch:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.

EFFECTIVITY
ARO ALL

22-15 TASKS 807-808

D633W103-ARO

Page 211
Jan 05/2013



**777-200/300
FAULT ISOLATION MANUAL**

- (b) Remove the left ILS localizer antenna switch, S34102. To remove it, do this task: ILS Localizer Antenna Switch Removal, AMM TASK 34-31-05-000-801.
- (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector DS34102D at STA 401, WL 176, BL 49L (WDM 22-11-24):

DM22101AC	DS34102D
pin A5	pin A
pin G10	pin E

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left ILS localizer antenna switch, S34102. To install it, do this task: ILS Localizer Antenna Switch Installation, AMM TASK 34-31-05-400-801.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
 - 1) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (5) Do this check of the wiring for the left ILS localizer antenna switch and the connector at the P11 overhead circuit breader panel:
 - (a) Disconnect connector D5651P.
 - (b) Do a wiring check between these pins of connector D5651P at the P11 overhead circuit breader panel and connector DS34102D at STA 402, WL 177, LBL 47 (WDM 34-31-12):

D5651P	DS34102D
pin 30	pin D

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect D5651P.
 - 3) Re-install the left ILS localizer antenna switch, S34102. To install it, do this task: ILS Localizer Antenna Switch Installation, AMM TASK 34-31-05-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

———— **END OF TASK** ————

809. AFDC-L ILS Tune Inhibit Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15851.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

EFFECTIVITY
ARO ALL

22-15 TASKS 808-809

D633W103-ARO

Page 212
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

C. Fault Isolation Procedure

- (1) Replace the left ILS receiver, M34110.

These are the tasks:

Receiver for ILS - Removal, AMM TASK 34-31-01-000-801,

Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (2) Replace the left Autopilot Flight Director Computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (3) Do this check of the wiring:

- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.

- (b) Remove the left ILS receiver, M34110. To remove it, do this task: Receiver for ILS - Removal, AMM TASK 34-31-01-000-801.

- (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector DM34110AB at the E1-2 shelf (WDM 22-11-24):

DM22101AC

DM34110AB

pin D10 pin C1

- (d) If you find a problem with the wiring, then do these steps:

- 1) Repair the wiring.

- 2) Re-install the left ILS receiver, M34110. To install it, do this task: Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.

- 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

810. AFDC-L Captain's A/P Disconnect Switch Circuit Shorted During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-15860, 22-15920.

B. Fault Isolation Procedure

- (1) Replace the captain's autopilot disconnect switch, S22001.

These are the tasks:

Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,

EFFECTIVITY
ARO ALL

22-15 TASKS 809-810

D633W103-ARO

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Page 213
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.

NOTE: Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the left Autopilot Flight Director Computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:
- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector D2102J for the captain's autopilot disconnect switch at the disconnect bracket AE0175.

NOTE: The captain and first officer autopilot disconnect switches are connected in series.

- (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector D2102J at the disconnect bracket AE0175 (WDM 22-11-21):

DM22101AC	D2102J
pin A11	pin 2

- (d) Make sure that pin 3 of D2102J is connected to ground.
- (e) Do a wiring check between the mating pins (on the switch side) of pins 2 and 3 of D2102J (WDM 22-11-21).

NOTE: There are instructions to get access to the connectors in the Autopilot Disconnect Switch Removal/Installation procedure (AMM TASK 22-11-03-000-801).

- (f) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect D2102J.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.

EFFECTIVITY
ARO ALL

22-15 TASK 810

D633W103-ARO

Page 214
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

811. AFDC-L Captain's A/P Warn Reset Circuit Open During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15890.

B. Fault Isolation Procedure

- (1) Replace the captain's autopilot disconnect switch, S22001.

These are the tasks:

Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,

Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.

NOTE: Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the left Autopilot Flight Director Computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) DO this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:
- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector D2102J for the captain's autopilot disconnect switch at the disconnect bracket AE0175.
- (c) Do a wiring check between these pins of connector DM22101AA at the E1-3 shelf and connector D2102J at the disconnect bracket AE0175 (WDM 22-11-21):

DM22101AA

D2102J

pin B2 pin 4

- (d) Make sure that pin 1 of D2102J is connected to ground.
- (e) Get access to the wire connectors of the captain's autopilot disconnect switch in the center of the captain's control wheel.

NOTE: There are instructions to get access to the connectors in the Autopilot Disconnect Switch Removal/Installation procedure (AMM TASK 22-11-03-000-801).

EFFECTIVITY
ARO ALL

22-15 TASKS 810-811

D633W103-ARO

Page 215
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (f) Disconnect QD17 and QD16 quick-disconnects in the center of the captain's control wheel.
- (g) Do a wiring check between the QD16 quick-disconnect and pin 4 of D2102J (WDM 22-11-21).
- (h) Do a wiring check between the QD17 quick-disconnect and pin 1 of D2102J (WDM 22-11-21).
- (i) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect D2102J.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

812. AFDC-L Autopilot Disconnect Switch Circuit Open During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15981.

B. Fault Isolation Procedure

- (1) Replace the captain's autopilot disconnect switch, S22001.

These are the tasks:

Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,

Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.

NOTE: Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the first officer's autopilot disconnect switch, S22002.

These are the tasks:

Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,

Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.

NOTE: Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.

EFFECTIVITY
ARO ALL

22-15 TASKS 811-812

D633W103-ARO

Page 216
Sep 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (3) Replace the left Autopilot Flight Director Computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (4) Do this check of the wiring:
- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector D2102J for the captain's autopilot disconnect switch at the disconnect bracket AE0175.

NOTE: The captain and first officer autopilot disconnect switches are connected in series.

- (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector D2102J at the disconnect bracket AE0175 (WDM 22-11-21):

DM22101AC	D2102J
pin A11	pin 2

- (d) Make sure that pin 3 of D2102J is connected to ground.
- (e) Do a wiring check between the mating pins (on the switch side) of pins 2 and 3 of D2102J (WDM 22-11-21).

NOTE: There are instructions to get access to the connectors in the Autopilot Disconnect Switch Removal/Installation procedure (AMM TASK 22-11-03-000-801).

- (f) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect D2102J.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

813. AFDC-C ILS G/S Antenna Request Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15832.

EFFECTIVITY
ARO ALL

22-15 TASKS 812-813

D633W103-ARO

Page 217
Sep 05/2013



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center ILS G/S antenna switch, S34301.

These are the tasks:

ILS G/S Antenna Switch Removal, AMM TASK 34-31-06-000-801,

ILS G/S Antenna Switch Installation, AMM TASK 34-31-06-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this voltage check at the P11 overhead circuit breaker panel:
 - (a) Open the P11 overhead circuit breaker panel.
 - (b) Do a check for 28V DC at the load terminal of circuit breaker C34630 (WDM 34-31-32).
 - (c) If there is not 28V DC at the circuit breaker, then do these steps(WDM 34-31-32):
 - 1) Replace this circuit breaker:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	10	C34630	ILS ANT SWITCH C

- 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (d) If there is 28V DC at the circuit breaker, then continue.
- (4) Do this check of the wiring for the AFDC-C and the center ILS G/L antenna switch:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the center ILS G/S antenna switch, S34301. To remove it, do this task: ILS G/S Antenna Switch Removal, AMM TASK 34-31-06-000-801.
 - (c) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector DS34301D at STA 288.5, WL 136.6, LBL 32.5 (WDM 22-11-24):

EFFECTIVITY
ARO ALL

22-15 TASK 813

D633W103-ARO

Page 218
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM22301AC

pin C6 pin A
pin F11 pin E

DS34301D

- (d) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Re-install the center ILS G/S antenna switch, S34301. To install it, do this task: ILS G/S Antenna Switch Installation, AMM TASK 34-31-06-400-801.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- 1) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (5) Do this check of the wiring for the center G/L antenna switch and the connector at the P11 overhead circuit breader panel:
- (a) Disconnect connector D5660P.
 - (b) Do a wiring check between these pins of connector D5660P at the P11 overhead circuit breader panel and connector DS34301D at STA 289, WL 135, LBL 32 (WDM 34-31-32):

D5660P

pin 5 pin D

DS34301D

- (c) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Re-connect D5660P.
 - 3) Re-install the center G/L antenna switch, S34301. To install it, do this task: ILS G/S Antenna Switch Installation, AMM TASK 34-31-06-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

814. AFDC-R ILS G/S Antenna Request Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15833.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right ILS G/S antenna switch, S34201.

These are the tasks:

EFFECTIVITY
ARO ALL

22-15 TASKS 813-814

D633W103-ARO

Page 219
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ILS G/S Antenna Switch Removal, AMM TASK 34-31-06-000-801,

ILS G/S Antenna Switch Installation, AMM TASK 34-31-06-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this voltage check at the P11 overhead circuit breaker panel:
- (a) Open the P11 overhead circuit breaker panel.
 - (b) Do a check for 28V DC at the load terminal of circuit breaker C34628 (WDM 34-31-22).
 - (c) If there is not 28V DC at the circuit breaker, then do these steps(WDM 34-31-22):
 - 1) Replace this circuit breaker:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
F	21	C34628	ILS ANT SWITCH R

- 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (d) If there is 28V DC at the circuit breaker, then continue.
- (4) Do this check of the wiring for the AFDC-R and the right ILS G/S antenna switch:
- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the right ILS G/S antenna switch, S34201. To remove it, do this task: ILS G/S Antenna Switch Removal, AMM TASK 34-31-06-000-801.
 - (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connector DS34201D at STA 286, WL 130.9, RBL 32.5 (WDM 22-11-24):

DM22201AC	DS34201D
pin C6	pin A
pin F11	pin E

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the right ILS G/S antenna switch, S34201. To install it, do this task: ILS G/S Antenna Switch Installation, AMM TASK 34-31-06-400-801.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

EFFECTIVITY
ARO ALL

22-15 TASK 814

D633W103-ARO

Page 220
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (e) If you do not find a problem with the wiring, then continue.
 - 1) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (5) Do this check of the wiring for the right G/L antenna switch and the connector at the P11 overhead circuit breaker panel:
 - (a) Disconnect connector D5655P.
 - (b) Do a wiring check between these pins of connector D5655P at the P11 overhead circuit breaker panel and connector DS34201D at STA 286, WL 130, RBL 32 (WDM 34-31-22):

D5655P	DS34201D
pin 25	pin D

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect D5655P.
 - 3) Re-install the right G/L antenna switch, S34201. To install it, do this task: ILS G/S Antenna Switch Installation, AMM TASK 34-31-06-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

815. AFDC-C ILS Localizer Antenna Request Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15842.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center ILS localizer antenna switch, S34302.
These are the tasks:
ILS Localizer Antenna Switch Removal, AMM TASK 34-31-05-000-801,
ILS Localizer Antenna Switch Installation, AMM TASK 34-31-05-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

EFFECTIVITY
ARO ALL

22-15 TASKS 814-815

D633W103-ARO

Page 221
Sep 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this voltage check at the P11 overhead circuit breaker panel:
 - (a) Open the P11 overhead circuit breaker panel.
 - (b) Do a check for 28V DC at the load terminal of circuit breaker C34630 (WDM 34-31-32).
 - (c) If there is not 28V DC at the circuit breaker, then do these steps (WDM 34-31-32):
 - 1) Replace this circuit breaker:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
A	10	C34630	ILS ANT SWITCH C

- 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (d) If there is 28V DC at the circuit breaker, then continue.
- (4) Do this check of the wiring for the AFDC-C and the center ILS localizer antenna switch:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the center ILS localizer antenna switch, S34302. To remove it, do this task: ILS Localizer Antenna Switch Removal, AMM TASK 34-31-05-000-801.
 - (c) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector DS34302D at the E1-3 shelf (WDM 22-11-24):

DM22301AC	DS34302D
pin A5	pin A
pin G10	pin E

- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - 1) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the center ILS localizer antenna switch, S34302. To install it, do this task: ILS Localizer Antenna Switch Installation, AMM TASK 34-31-05-400-801.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (5) Do this check of the wiring for the center ILS localizer antenna switch and the connector at the P11 overhead circuit breaker panel:
 - (a) Disconnect connector D5660P.
 - (b) Do a wiring check between these pins of connector D5660P at the P11 overhead circuit breaker panel and connector DS34302D at the E1-3 shelf (WDM 34-31-32):

D5660P	DS34302D
pin 5	pin D

EFFECTIVITY
ARO ALL

22-15 TASK 815

D633W103-ARO

Page 222
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Re-connect D5660P.
 - 3) Re-install the center ILS localizer antenna switch, S34302. To install it, do this task: ILS Localizer Antenna Switch Removal, AMM TASK 34-31-05-000-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

END OF TASK

816. AFDC-R ILS Localizer Antenna Request Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15843.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right ILS localizer antenna switch, S34202.

These are the tasks:

ILS Localizer Antenna Switch Removal, AMM TASK 34-31-05-000-801,

ILS Localizer Antenna Switch Installation, AMM TASK 34-31-05-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
- Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this voltage check at the P11 overhead circuit breaker panel:
- (a) Open the P11 overhead circuit breaker panel.
- (b) Do a check for 28V DC at the load terminal of circuit breaker C34628 (WDM 34-31-22).
- (c) If there is not 28V DC at the circuit breaker, then do these steps (WDM 34-31-22):
- 1) Replace this circuit breaker:

Overhead Circuit Breaker Panel, P11

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
F	21	C34628	ILS ANT SWITCH R

EFFECTIVITY
ARO ALL

22-15 TASKS 815-816

D633W103-ARO

Page 223
Sep 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

- 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If there is 28V DC at the circuit breaker, then do these steps:
- (4) Do this check of the wiring for the AFDC-R and the right ILS localizer antenna switch:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the right ILS localizer antenna switch, S34202. To remove it, do this task: ILS Localizer Antenna Switch Removal, AMM TASK 34-31-05-000-801.
 - (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connector DS34202D at the E2-3 shelf (WDM 22-11-24):

DM22201AC	DS34202D
pin A5	pin A
pin G10	pin E

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the right ILS localizer antenna switch, S34202. To install it, do this task: ILS Localizer Antenna Switch Installation, AMM TASK 34-31-05-400-801.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
 - 1) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (5) Do this check of the wiring for the right ILS localizer antenna switch and the connector at the P11 overhead circuit breader panel:
 - (a) Disconnect connector D5655P.
 - (b) Do a wiring check between these pins of connector D5655P at the P11 overhead circuit breader panel and connector DS34202D at the E2-3 shelf (WDM 34-31-22):

D5655P	DS34202D
pin 25	pin D

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect D5655P.
 - 3) Re-install the right ILS localizer antenna switch, S34202. To install it, do this task: ILS Localizer Antenna Switch Removal, AMM TASK 34-31-05-000-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

———— **END OF TASK** ————

EFFECTIVITY
ARO ALL

22-15 TASK 816

D633W103-ARO

Page 224
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

817. AFDC-C ILS Tune Inhibit Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15852.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center ILS receiver, M34310.

These are the tasks:

Receiver for ILS - Removal, AMM TASK 34-31-01-000-801,

Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center Autopilot Flight Director Computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the center ILS receiver, M34310. To remove it, do this task: Receiver for ILS - Removal, AMM TASK 34-31-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector DM34310AB at the E1-3 shelf (WDM 22-11-24):

DM22301AC

DM34310AB

pin D10 pin C1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the center ILS receiver, M34310. To install it, do this task: Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-15 TASK 817

D633W103-ARO

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Page 225
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

818. AFDC-R ILS Tune Inhibit Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15853.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right ILS receiver, M34210.

These are the tasks:

Receiver for ILS - Removal, AMM TASK 34-31-01-000-801,

Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right Autopilot Flight Director Computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the right ILS receiver, M34210. To remove it, do this task: Receiver for ILS - Removal, AMM TASK 34-31-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connector DM34210AB at the E2-3 shelf (WDM 22-11-24):

DM22201AC

DM34210AB

pin D10 pin C1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the right ILS receiver, M34210. To install it, do this task: Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-15 TASK 818

D633W103-ARO

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Page 226
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

819. AFDC-C Captain's A/P Disconnect Switch Circuit Shorted During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15870.

B. Fault Isolation Procedure

- (1) Replace the captain's autopilot disconnect switch, S22001.

These are the tasks:

Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,

Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.

NOTE: Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the center Autopilot Flight Director Computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector D2101J for the captain's autopilot disconnect switch at the disconnect bracket AE0175.

NOTE: The captain and first officer autopilot disconnect switches are connected in series.

- (c) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector D2101J at the disconnect bracket AE0175 (WDM 22-11-21):

DM22301AC	D2101J
pin A11	pin 2

- (d) Make sure that pin 1 of D2101J is connected to ground.
 - (e) Do a wiring check between the mating pins (on the switch side) of pins 2 and 1 of D2101J (WDM 22-11-21).

NOTE: There are instructions to get access to the connectors in the Autopilot Disconnect Switch Removal/Installation procedure (AMM TASK 22-11-03-000-801).

- (f) If you find a problem with the wiring, then do these steps:

EFFECTIVITY
ARO ALL

22-15 TASK 819

D633W103-ARO

Page 227
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- 1) Repair the wiring.
- 2) Re-connect D2101J.
- 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
- 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

820. AFDC-R Captain's A/P Disconnect Switch Circuit Shorted During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15880.

B. Fault Isolation Procedure

- (1) Replace the captain's autopilot disconnect switch, S22001.

These are the tasks:

Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,

Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.

NOTE: Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the right Autopilot Flight Director Computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector D2104J for the captain's autopilot disconnect switch at the disconnect bracket AE0175.

NOTE: The captain and first officer autopilot disconnect switches are connected in series.

- (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connector D2104J at the disconnect bracket AE0175 (WDM 22-11-21):

EFFECTIVITY
ARO ALL

22-15 TASKS 819-820

D633W103-ARO

Page 228
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM22201AC

D2104J

pin A11 pin 3

- (d) Make sure that pin 4 of D2104J is connected to ground.
- (e) Do a wiring check between the mating pins (on the switch side) of pins 3 and 4 of D2104J (WDM 22-11-21).

NOTE: There are instructions to get access to the connectors in the Autopilot Disconnect Switch Removal/Installation procedure (AMM TASK 22-11-03-000-801).

- (f) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect D2104J.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

———— **END OF TASK** ————

821. AFDC-L F/O's A/P Disconnect Switch Circuit Shorted During Ground Test - Fault Isolation

A. Fault Isolation Procedure

- (1) Replace the first officer's autopilot disconnect switch, S22002.

These are the tasks:

Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,

Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.

NOTE: Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the left Autopilot Flight Director Computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:

EFFECTIVITY
ARO ALL

22-15 TASKS 820-821

D633W103-ARO

Page 229
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.

- (b) Disconnect connector D2102J for the captain's autopilot disconnect switch at the disconnect bracket AE0175.

NOTE: The captain and first officer autopilot disconnect switches are connected in series.

- (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector D2102J at the disconnect bracket AE0175 (WDM 22-11-21):

DM22101AC	D2102J
pin A11	pin 2

- (d) Make sure that pin 3 of D2102J is connected to ground.

- (e) Do a wiring check between the mating pins (on the switch side) of pins 2 and 3 of D2102J (WDM 22-11-21).

NOTE: There are instructions to get access to the connectors in the Autopilot Disconnect Switch Removal/Installation procedure (AMM TASK 22-11-03-000-801).

- (f) If you find a problem with the wiring, then do these steps:

- 1) Repair the wiring.
- 2) Re-connect D2102J.
- 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
- 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

822. AFDC-C F/O's A/P Disconnect Switch Circuit Shorted During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15930.

B. Fault Isolation Procedure

- (1) Replace the first officer's autopilot disconnect switch, S22002.

These are the tasks:

Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,

Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.

NOTE: Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the center Autopilot Flight Director Computer (AFDC), M22301.

EFFECTIVITY
ARO ALL

22-15 TASKS 821-822

D633W103-ARO

Page 230
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:
- (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector D2101J for the captain's autopilot disconnect switch at the disconnect bracket AE0175.
NOTE: The captain and first officer autopilot disconnect switches are connected in series.
 - (c) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector D2101J at the disconnect bracket AE0175 (WDM 22-11-21):
- | | |
|-------------------|---------------|
| DM22301AC | D2101J |
| pin A11 | pin 2 |
- (d) Make sure that pin 1 of D2101J is connected to ground.
 - (e) Do a wiring check between the mating pins (on the switch side) of pins 2 and 1 of D2101J (WDM 22-11-21).
NOTE: There are instructions to get access to the connectors in the Autopilot Disconnect Switch Removal/Installation procedure (AMM TASK 22-11-03-000-801).
 - (f) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect D2101J.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

823. AFDC-R F/O's A/P Disconnect Switch Circuit Shorted During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15940.

B. Fault Isolation Procedure

- (1) Replace the first officer's autopilot disconnect switch, S22002.

These are the tasks:

Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,

EFFECTIVITY
ARO ALL

22-15 TASKS 822-823

D633W103-ARO

Page 231
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.

NOTE: Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the right Autopilot Flight Director Computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:
- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector D2104J for the captain's autopilot disconnect switch at the disconnect bracket AE0175.

NOTE: The captain and first officer autopilot disconnect switches are connected in series.

- (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connector D2104J at the disconnect bracket AE0175 (WDM 22-11-21):

DM22201AC	D2104J
pin A11	pin 3

- (d) Make sure that pin 4 of D2104J is connected to ground.
- (e) Do a wiring check between the mating pins (on the switch side) of pins 3 and 4 of D2104J (WDM 22-11-21).

NOTE: There are instructions to get access to the connectors in the Autopilot Disconnect Switch Removal/Installation procedure (AMM TASK 22-11-03-000-801).

- (f) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect D2104J.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.

EFFECTIVITY
ARO ALL

22-15 TASK 823

D633W103-ARO

Page 232
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

824. AFDC-C Captain's A/P Warn Reset Circuit Open During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15900.

B. Fault Isolation Procedure

- (1) Replace the captain's autopilot disconnect switch, S22001.

These are the tasks:

Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,

Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.

NOTE: Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the center Autopilot Flight Director Computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) DO this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector D2102J for the captain's autopilot disconnect switch at the disconnect bracket AE0175.
 - (c) Do a wiring check between these pins of connector DM22301AA at the E4-1 shelf and connector D2102J at the disconnect bracket AE0175 (WDM 22-11-21):

DM22301AA

D2102J

pin B2 pin 4

- (d) Make sure that pin 1 of D2102J is connected to ground.
- (e) Get access to the wire connectors of the captain's autopilot disconnect switch in the center of the captain's control wheel.

NOTE: There are instructions to get access to the connectors in the Autopilot Disconnect Switch Removal/Installation procedure (AMM TASK 22-11-03-000-801).

EFFECTIVITY
ARO ALL

22-15 TASKS 823-824

D633W103-ARO

Page 233
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (f) Disconnect QD17 and QD16 quick-disconnects in the center of the captain's control wheel.
- (g) Do a wiring check between the QD16 quick-disconnect and pin 4 of D2102J (WDM 22-11-21).
- (h) Do a wiring check between the QD17 quick-disconnect and pin 1 of D2102J (WDM 22-11-21).
- (i) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect D2102J.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

825. AFDC-R Captain's A/P Warn Reset Circuit Open During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15910.

B. Fault Isolation Procedure

- (1) Replace the captain's autopilot disconnect switch, S22001.

These are the tasks:

Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,

Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.

NOTE: Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the right Autopilot Flight Director Computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

 - (a) DO this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:

EFFECTIVITY
ARO ALL

22-15 TASKS 824-825

D633W103-ARO

Page 234
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector D2102J for the captain's autopilot disconnect switch at the disconnect bracket AE0175.
- (c) Do a wiring check between these pins of connector DM22301AA at the E2-5 shelf and connector D2102J at the disconnect bracket AE0175 (WDM 22-11-21):

DM22201AA	D2102J
pin B2	pin 4

- (d) Make sure that pin 1 of D2102J is connected to ground.
- (e) Get access to the wire connectors of the captain's autopilot disconnect switch in the center of the captain's control wheel.

NOTE: There are instructions to get access to the connectors in the Autopilot Disconnect Switch Removal/Installation procedure (AMM TASK 22-11-03-000-801).

- (f) Disconnect QD17 and QD16 quick-disconnects in the center of the captain's control wheel.
- (g) Do a wiring check between the QD16 quick-disconnect and pin 4 of D2102J (WDM 22-11-21).
- (h) Do a wiring check between the QD17 quick-disconnect and pin 1 of D2102J (WDM 22-11-21).
- (i) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect D2102J.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

826. AFDC-L F/O's A/P Warn Reset Circuit Open During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15950.

B. Fault Isolation Procedure

- (1) Replace the first Officer's autopilot disconnect switch, S22002.

These are the tasks:

Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,

Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.

NOTE: Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.

EFFECTIVITY
ARO ALL

22-15 TASKS 825-826

D633W103-ARO

Page 235
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the left Autopilot Flight Director Computer (AFDC), M22101.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) DO this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector D2110J for the first officer's autopilot disconnect switch at the disconnect bracket AE0176.
 - (c) Do a wiring check between these pins of connector DM22101AA at the E1-3 shelf and connector D2110J at the disconnect bracket AE0176 (WDM 22-11-21):

DM22101AA	D2110J
pin B2	pin 4
 - (d) Make sure that pin 1 of D2110J is connected to ground.
 - (e) Get access to the wire connectors of the first officer's autopilot disconnect switch in the center of the first officer's control wheel.

NOTE: There are instructions to get access to the connectors in the Autopilot Disconnect Switch Removal/Installation procedure (AMM TASK 22-11-03-000-801).
 - (f) Disconnect QD35 and QD34 quick-disconnects in the center of the first officer's control wheel.
 - (g) Do a wiring check between the QD34 quick-disconnect and pin 4 of D2110J (WDM 22-11-21).
 - (h) Do a wiring check between the QD35 quick-disconnect and pin 1 of D2110J (WDM 22-11-21).
 - (i) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect D2110J.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

— END OF TASK —

EFFECTIVITY
ARO ALL

22-15 TASK 826

D633W103-ARO

Page 236
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

827. AFDC-C F/O's A/P Warn Reset Circuit Open During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15960.

B. Fault Isolation Procedure

- (1) Replace the first Officer's autopilot disconnect switch, S22002.

These are the tasks:

Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,

Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.

NOTE: Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the center Autopilot Flight Director Computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) DO this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:
- (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector D2110J for the first officer's autopilot disconnect switch at the disconnect bracket AE0176.
- (c) Do a wiring check between these pins of connector DM22301AA at the E4-1 shelf and connector D2110J at the disconnect bracket AE0176 (WDM 22-11-21):

DM22301AA	D2110J
pin B2	pin 4

- (d) Make sure that pin 1 of D2110J is connected to ground.
- (e) Get access to the wire connectors of the first officer's autopilot disconnect switch in the center of the first officer's control wheel.

NOTE: There are instructions to get access to the connectors in the Autopilot Disconnect Switch Removal/Installation procedure (AMM TASK 22-11-03-000-801).

- (f) Disconnect QD35 and QD34 quick-disconnects in the center of the first officer's control wheel.

EFFECTIVITY
ARO ALL

22-15 TASK 827

D633W103-ARO

Page 237
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (g) Do a wiring check between the QD34 quick-disconnect and pin 4 of D2110J (WDM 22-11-21).
- (h) Do a wiring check between the QD35 quick-disconnect and pin 1 of D2110J (WDM 22-11-21).
- (i) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect D2110J.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

828. AFDC-R F/O's A/P Warn Reset Circuit Open During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15970.

B. Fault Isolation Procedure

- (1) Replace the first Officer's autopilot disconnect switch, S22002.

These are the tasks:

Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,

Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.

NOTE: Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the right Autopilot Flight Director Computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.

EFFECTIVITY
ARO ALL

22-15 TASKS 827-828

D633W103-ARO

Page 238
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) Disconnect connector D2110J for the first officer's autopilot disconnect switch at the disconnect bracket AE0176.
- (c) Do a wiring check between these pins of connector DM22201AA at the E2-5 shelf and connector D2110J at the disconnect bracket AE0176 (WDM 22-11-21):

DM22201AA	D2110J
pin B2	pin 4

- (d) Make sure that pin 1 of D2110J is connected to ground.
- (e) Get access to the wire connectors of the first officer's autopilot disconnect switch in the center of the first officer's control wheel.

NOTE: There are instructions to get access to the connectors in the Autopilot Disconnect Switch Removal/Installation procedure (AMM TASK 22-11-03-000-801).

- (f) Disconnect QD35 and QD34 quick-disconnects in the center of the first officer's control wheel.
- (g) Do a wiring check between the QD34 quick-disconnect and the mating pin (on the switch side) of pin 4 of D2110J (WDM 22-11-21).
- (h) Do a wiring check between the QD35 quick-disconnect and the mating pin (on the switch side) of pin 1 of D2110J (WDM 22-11-21).
- (i) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect D2110J.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

829. AFDC-C Autopilot Disconnect Switch Circuit Open During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15982.

B. Fault Isolation Procedure

- (1) Replace the captain's autopilot disconnect switch, S22001.

These are the tasks:

Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,

Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.

NOTE: Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

EFFECTIVITY
ARO ALL

22-15 TASKS 828-829

D633W103-ARO

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Page 239
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the first officer's autopilot disconnect switch, S22002.
- These are the tasks:
- Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,
Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.
- NOTE:** Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.
- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (3) Replace the center Autopilot Flight Director Computer (AFDC), M22301.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (4) Do this check of the wiring:
- (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector D2101J for the captain's autopilot disconnect switch at the disconnect bracket AE0175.
- NOTE:** The captain and first officer autopilot disconnect switches are connected in series.
- (c) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector D2101J at the disconnect bracket AE0175 (WDM 22-11-21):
- | DM22301AC | D2101J |
|-------------------|---------------|
| pin A11 | pin 2 |
- (d) Make sure that pin 1 of D2101J is connected to ground.
- (e) Do a wiring check between the mating pins (on the switch side) of pins 2 and 1 of D2101J (WDM 22-11-21).
- NOTE:** There are instructions to get access to the connectors in the Autopilot Disconnect Switch Removal/Installation procedure (AMM TASK 22-11-03-000-801).
- (f) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Re-connect D2101J.

EFFECTIVITY
ARO ALL

22-15 TASK 829

D633W103-ARO

Page 240
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
- 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

830. AFDC-R Autopilot Disconnect Switch Circuit Open During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15983.

B. Fault Isolation Procedure

- (1) Replace the captain's autopilot disconnect switch, S22001.

These are the tasks:

Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,

Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.

NOTE: Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the first officer's autopilot disconnect switch, S22002.

These are the tasks:

Autopilot Disconnect Switch Removal, AMM TASK 22-11-03-000-801,

Autopilot Disconnect Switch Installation, AMM TASK 22-11-03-400-801.

NOTE: Do not install the medallion and the wire guard assembly until you know that you have corrected the fault.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Replace the right Autopilot Flight Director Computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

(a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.

(b) If the maintenance message does not show on the ground test display, you corrected the fault.

EFFECTIVITY
ARO ALL

22-15 TASKS 829-830

D633W103-ARO

Page 241
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) If the maintenance message shows on the ground test display, then continue.
- (4) Do this check of the wiring:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector D2104J for the captain's autopilot disconnect switch at the disconnect bracket AE0175.

NOTE: The captain and first officer autopilot disconnect switches are connected in series.
 - (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connector D2104J at the disconnect bracket AE0175 (WDM 22-11-21):

DM22201AC	D2104J
pin A11	pin 3
 - (d) Make sure that pin 4 of D2104J is connected to ground.
 - (e) Do a wiring check between the mating pins (on the switch side) of pins 3 and 4 of D2104J (WDM 22-11-21).

NOTE: There are instructions to get access to the connectors in the Autopilot Disconnect Switch Removal/Installation procedure (AMM TASK 22-11-03-000-801).
 - (f) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect D2104J.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

831. Aural Warning and Master Warning Lights Problems During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15990.

B. Fault Isolation Procedure

- (1) Do this ground test on the MAT: 31 Warning Electronic System, System Test, Warning Electronic System.
 - (a) If one or more maintenance messages that are related to the aural warning and the master warning lights show on the ground test display, then do these steps:
 - 1) Find the message in the FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
 - 4) If the maintenance message does not show on the ground test, you corrected the fault.

EFFECTIVITY
ARO ALL

22-15 TASKS 830-831

D633W103-ARO

Page 242
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If no maintenance messages that are related to the aural warning and the master warning lights show on the ground test display, then continue.
- (2) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.

NOTE: It is not necessary to do the ground test again, if you just did the ground test and still have access to all the faults (maintenance messages) which cause the ground test failure.

- (a) Look at the ground test display for these maintenance messages:

22-15890

22-15900

22-15910

- 1) Find each message in the Maintenance Message Index.
- 2) Do the specified fault isolation task.
- 3) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
- 4) If the maintenance message does not show on the ground test, you corrected the fault.

— END OF TASK —

832. AFDC-L MMR Tune Inhibit Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15856.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left MMR, M34410.

These are the tasks:

Receiver for ILS - Removal, AMM TASK 34-31-01-000-801,

Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
 - (2) Replace the left Autopilot Flight Director Computer (AFDC), M22101.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
 - (3) Do this check of the wiring:

EFFECTIVITY
ARO ALL

22-15 TASKS 831-832

D633W103-ARO

Page 243
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Remove the left MMR, M34410. To remove it, do this task: Receiver for ILS - Removal, AMM TASK 34-31-01-000-801.
- (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector DM34410AB at the E1-2 shelf (WDM 22-11-24):

DM22101AC**DM34410AB**

pin D10 pin F15

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left MMR, M34410. To install it, do this task: Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

833. AFDC-C MMR Tune Inhibit Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15857.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center MMR, M34610.

These are the tasks:

Receiver for ILS - Removal, AMM TASK 34-31-01-000-801,

Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center Autopilot Flight Director Computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.

EFFECTIVITY
ARO ALL

22-15 TASKS 832-833

D633W103-ARO

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Page 244
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (3) Do this check of the wiring:
- (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the center MMR, M34610. To remove it, do this task: Receiver for ILS - Removal, AMM TASK 34-31-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector DM34610AB at the E1-3 shelf (WDM 22-11-24):

DM22301AC

DM34610AB

pin D10 pin F15

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the center MMR, M34610. To install it, do this task: Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

834. AFDC-R MMR Tune Inhibit Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-15858.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right MMR, M34510.

These are the tasks:

Receiver for ILS - Removal, AMM TASK 34-31-01-000-801,

Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right Autopilot Flight Director Computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

EFFECTIVITY
ARO ALL

22-15 TASKS 833-834

D633W103-ARO

Page 245
Sep 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the right MMR, M34510. To remove it, do this task: Receiver for ILS - Removal, AMM TASK 34-31-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connector DM34510AB at the E2-3 shelf (WDM 22-11-24):

DM22201AC

DM34510AB

pin D10 pin F15

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the right MMR, M34510. To install it, do this task: Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

———— **END OF TASK** ————

EFFECTIVITY
ARO ALL

22-15 TASK 834

D633W103-ARO

Page 246
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

801. AFDC-L (Left and Center) Alive Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16012.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) If the MAT shows any of the reference messages, cycle power to the affected AFDC.
- (2) If after cycling power the only ATA 22 maintenance message shown is 22-1880X (1, 2, or 3), then do these steps:
 - (a) Reload the OPS Software Autopilot Flight Director Computer Software Installation, AMM TASK 22-11-01-400-803.
 - (b) After the data load is complete, check the MAT for maintenance message 22-1880X.
 - 1) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - 2) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the left Autopilot Flight Director Computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the center AFDC, M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector DM22301AA at the E4-1 shelf (WDM 22-11-43):

DM22101AC

pin J10

DM22301AA

pin J2

EFFECTIVITY
ARO ALL

22-16 TASK 801



777-200/300
FAULT ISOLATION MANUAL

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

802. AFDC-L Did Not Start Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16080.

B. Fault Isolation Procedure

- (1) Replace the left Autopilot Flight Director Computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Flight Director Computers.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

803. AFDC-C Did Not Start Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16090.

B. Fault Isolation Procedure

- (1) Replace the center Autopilot Flight Director Computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Flight Director Computers.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

804. AFDC-R Did Not Start Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16100.

B. Fault Isolation Procedure

- (1) Replace the right Autopilot Flight Director Computer (AFDC), M22201.

EFFECTIVITY
ARO ALL

22-16 TASKS 801-804

D633W103-ARO

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777-200/300 FAULT ISOLATION MANUAL

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Flight Director Computers.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

805. AFDC-L TO/GA Switch (S22003) Circuit Shorted During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16110.

B. Fault Isolation Procedure

- (1) Replace the left 1 TO/GA switch on the left thrust lever, S22003.

These are the tasks:

Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00,
Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the left Autopilot Flight Director Computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the left 1 TO/GA switch, S22003. To remove it, do this task: Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00.
 - (b) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector D103J at the control stand (P10) and connector DM22101AC at the E1-3 shelf (WDM 22-11-28):

D103J

DM22101AC

pin 1 pin G6

- (d) If you find a problem with the wiring, do these steps:

EFFECTIVITY
ARO ALL

22-16 TASKS 804-805

D633W103-ARO

Page 203
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- 1) Repair the wiring.
- 2) Re-install the left 1 TO/GA switch, S22003. To install it, do this task: Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
- 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
- 5) If the maintenance message does not show on the ground test display, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-install the left 1 TO/GA switch, S22003. To install it, do this task: Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
- (4) Do this check of the wiring:
 - (a) Remove the left AIMS Input/Output 1 module, M009. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Remove the left AIMS Input/Output 2 module, M008. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connectors P8-B and P9-B at the E3-1 shelf (WDM 22-11-28):

P8-B	DM22101AC
pin E9	pin G6

P9-B	DM22101AC
pin E9	pin G6

- (d) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left AIMS Input/Output 1 module, M009. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 3) Re-install the left AIMS Input/Output 2 module, M008. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 5) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - 6) If the maintenance message does not show on the ground test display you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-install the left AIMS Input/Output 1 module, M009. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (g) Re-install the left AIMS Input/Output 2 module, M008. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (5) Do this check of the wiring:

EFFECTIVITY
ARO ALL

22-16 TASK 805

D633W103-ARO

Page 204
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Remove the right AIMS Input/Output 1 module, M009. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
- (b) Remove the right AIMS Input/Output 2 module, M008. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
- (c) Do a wiring check between these pins of connectors P8-B and P9-B at the E2-1 and connector DM22101AC at the E1-3 shelf (WDM 22-11-28):

P8-B	DM22101AC
pin E9	pin G6

P9-B	DM22101AC
pin E9	pin G6

- (d) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring problems that you find.
 - 2) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the right AIMS Input/Output 1 module, M009. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Re-install the right AIMS Input/Output 2 module, M008. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 5) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - 6) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

806. AFDC-C TO/GA Switch (S22007) Circuit Shorted During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16120.

B. Fault Isolation Procedure

- (1) Do this check of the center 1 TO/GA switch:
 - (a) Disconnect connector D102J at the control stand (P10) (WDM 22-11-28).
 - (b) Push and hold the center 1 TO/GA switch, S22007 on the left thrust lever.
 - (c) Do a continuity check between connector D102P, pin 1 and pin 2 while you push the center 1 TO/GA switch on the left thrust lever.
 - (d) Release the center TO/GA 1 switch.
- (2) If there is continuity between pin 1 and pin 2 while you push the center 1 TO/GA switch, then do these steps:
 - (a) Replace the center 1 TO/GA switch on the left thrust lever, S22007.
These are the tasks:
Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00,
Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
 - (b) Re-connect connector D102J at the control stand (P10).

EFFECTIVITY
ARO ALL

22-16 TASKS 805-806

D633W103-ARO

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Page 205
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
- (d) If the maintenance message does not show on the ground test display, you corrected the fault.
- (3) If there is not continuity between pin 1 and pin 2 while you push the center 1 TO/GA switch, then do these steps:
 - (a) Replace the center Autopilot Flight Director Computer (AFDC), M22301.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (b) Re-connect connector D102J at the control stand (P10).
 - (c) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (d) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (e) If the maintenance message shows on the ground test display, then continue.
- (4) Do this check of the wiring:
 - (a) Disconnect connector D102J at the control stand (P10) (WDM 22-11-28).
 - (b) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector D102J at the control stand (P10) and connector DM22301AC at the E4-1 shelf (WDM 22-11-28):

D102J	DM22301AC
pin 2	pin G6
- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect connector D102J at the control stand (P10).
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

——— END OF TASK ———

807. AFDC-R TO/GA Switch (S22005) Circuit Shorted During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16130.

B. Fault Isolation Procedure

- (1) Do this check of the right 1 TO/GA switch:
 - (a) Disconnect connector D101J at the control stand (P10) (WDM 22-11-28).
 - (b) Push and hold the right 1 TO/GA switch, S22005 on the left thrust lever.

EFFECTIVITY
ARO ALL

22-16 TASKS 806-807

D633W103-ARO

Page 206
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a continuity check between connector D101P, pin 1 and pin 2 while you push the right 1 TO/GA switch on the left thrust lever.
- (d) Release the right TO/GA 1 switch.
- (2) If there is continuity between pin 1 and pin 2 while the right TO/GA switch is pushed, then do these steps:
 - (a) Replace the right 1 TO/GA switch on the left thrust lever, S22005.
These are the tasks:
Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00,
Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
 - (b) Re-connect connector D101J at the control stand (P10).
 - (c) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (d) If the maintenance message does not show on the ground test display, you corrected the fault.
- (3) If there is not continuity between pin 1 and pin 2 while the right TO/GA switch is pushed, then do these steps:
 - (a) Replace the right Autopilot Flight Director Computer (AFDC), M22201.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (b) Re-connect connector D101J at the control stand (P10).
 - (c) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (d) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (e) If the maintenance message shows on the ground test display, then continue.
- (4) Do this check of the wiring:
 - (a) Disconnect connector D101J at the control stand (P10) (WDM 22-11-28).
 - (b) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector D101J at the control stand (P10) and connector DM22201AC at the E4-1 shelf (WDM 22-11-28):

D101J	DM22201AC
pin 2	pin G6
- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect connector D101J at the control stand (P10).
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.

EFFECTIVITY
ARO ALL

22-16 TASK 807

D633W103-ARO

Page 207
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

808. AFDC-L TO/GA Switch (S22004) Circuit Shorted During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16140.

B. Fault Isolation Procedure

- (1) Do this check of the left 2 TO/GA switch:
- (a) Disconnect connector D107J at the control stand (P10) (WDM 22-11-28).
 - (b) Push and hold the left 2 TO/GA switch, S22004 on the right thrust lever.
 - (c) Do a continuity check between connector D107P, pin 1 and pin 2 while you push the left 2 TO/GA switch on the right thrust lever.
 - (d) Release the left 2 TO/GA switch.
- (2) If there is continuity between pin 1 and pin 2 while you push the left TO/GA switch, then do these steps:
- (a) Replace the left 2 TO/GA Switch on the right thrust lever, S22004.
These are the tasks:
Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00,
Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
 - (b) Re-connect connector D107J at the control stand (P10).
 - (c) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (d) If the maintenance message does not show on the ground test display, you corrected the fault.
- (3) If there is not continuity between pin 1 and pin 2 while you push the left TO/GA switch, then do these steps:
- (a) Replace the left Autopilot Flight Director Computer (AFDC), M22101.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (b) Re-connect connector D107J at the control stand (P10).
 - (c) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (d) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (e) If the maintenance message shows on the ground test display, then continue.
- (4) Do this check of the wiring:
- (a) Disconnect connector D103J at the control stand (P10) (WDM 22-11-28).
 - (b) Disconnect connector D107J at the control stand (P10) (WDM 22-11-28).
 - (c) Do a wiring check between these pins of connector D107J at the glareshield center panel (P55) and connector D103J at the glareshield center panel (P55) (WDM 22-11-28):

EFFECTIVITY
ARO ALL

22-16 TASKS 807-808

D633W103-ARO

Page 208
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

D107J

pin 2 pin 1

D103J

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect connector D103J at the control stand (P10).
 - 3) Re-connect connector D107J at the control stand (P10).
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector D107J at the control stand (P10).
- (5) Do this check of the wiring:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Do a wiring check between these pins of connector D103J at the glareshield center panel (P55) and connector DM22101AC at the E1-3 shelf (WDM 22-11-28):

D103J

pin 2 pin G6

DM22101AC

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect connector D103J at the control stand (P10).
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.
- (d) If you do not find a problem with the wiring, then continue.
- (e) Re-install the left 1 TO/GA Switch on the left thrust lever, S22003. To install it, do this task: Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
- (6) Do this check of the wiring:
 - (a) Remove the left AIMS Input/Output 1 module, M009. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Remove the left AIMS Input/Output 2 module, M008. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connectors P8-B and P9-B at the E3-1 shelf (WDM 22-11-28):

DM22101AC

pin G6 pin E9

P8-B

EFFECTIVITY
ARO ALL

22-16 TASK 808

D633W103-ARO

Page 209
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM22101AC

P9-B

pin G6 pin E9

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left AIMS Input/Output 1 module, M009. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 3) Re-install the left AIMS Input/Output 2 module, M008. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 5) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - 6) If the maintenance message does not show on the ground test display, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-install the left AIMS Input/Output 1 module, M009. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (g) Re-install the left AIMS Input/Output 2 module, M008. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (7) Do this check of the wiring:
 - (a) Remove the right AIMS Input/Output 1 module, M009. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Remove the right AIMS Input/Output 2 module, M008. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connectors P8-B and P9-B at the E2-1 shelf (WDM 22-11-28):

DM22101AC

P8-B

pin G6 pin E9

DM22101AC

P9-B

pin G6 pin E9

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the right AIMS Input/Output 1 module, M009. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 3) Re-install the right AIMS Input/Output 2 module, M008. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 5) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.

EFFECTIVITY
ARO ALL

22-16 TASK 808

D633W103-ARO

Page 210
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 6) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

809. AFDC-C TO/GA Switch (S22008) Circuit Shorted During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16150.

B. Fault Isolation Procedure

- (1) Do this check of the center 2 TO/GA switch:
 - (a) Disconnect connector D106J at the control stand (P10) (WDM 22-11-28).
 - (b) Push and hold the center 2 TO/GA switch, S22008 on the right thrust lever.
 - (c) Do a continuity check between connector D106P, pin 1 and pin 2 while you push the center 2 TO/GA switch on the right thrust lever.
 - (d) Release the center 2 TO/GA switch.
- (2) If there is continuity between pin 1 and pin 2 when you push the center 2 TO/GA switch, then do these steps:
 - (a) Replace the center 2 TO/GA Switch on the right thrust lever, S22008.
These are the tasks:
Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00,
Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
 - (b) Re-connect connector D106J at the control stand (P10).
 - (c) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (d) If the maintenance message does not show on the ground test display, you corrected the fault.
- (3) If there is not continuity between pin 1 and pin 2 when you push the center 2 TO/GA switch, then do these steps:
 - (a) Replace the center Autopilot Flight Director Computer (AFDC), M22301.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (b) Re-connect connector D106J at the control stand (P10).
 - (c) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (d) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (e) If the maintenance message shows on the ground test display, then continue.
- (4) Do this check of the wiring:
 - (a) Disconnect connector D102J at the control stand (P10) (WDM 22-11-28).
 - (b) Disconnect connector D106J at the control stand (P10) (WDM 22-11-28).
 - (c) Do a wiring check between these pins of connector D106J at the glareshield center panel (P55) and connector D102J at the glareshield center panel (P55) (WDM 22-11-28):

EFFECTIVITY
ARO ALL

22-16 TASKS 808-809

D633W103-ARO

Page 211
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

D106J

pin 2 pin 1

D102J

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect connector D102J at the control stand (P10).
 - 3) Re-connect connector D106J at the control stand (P10).
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector D106J at the control stand (P10).
- (5) Do this check of the wiring:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Do a wiring check between these pins of connector D102J at the glareshield center panel (P55) and connector DM22301AC at the E4-1 shelf (WDM 22-11-28):

D102J

pin 2 pin G6

DM22301AC

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect connector D102J at the control stand (P10).
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

810. AFDC-R TO/GA Switch (S22006) Circuit Shorted During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16160.

B. Fault Isolation Procedure

- (1) Do this check of the right 2 TO/GA switch:
 - (a) Disconnect connector D105J at the control stand (P10) (WDM 22-11-28).
 - (b) Push and hold the right 2 TO/GA switch, S22006 on the right thrust lever.
 - (c) Do a continuity check between connector D105P, pin 1 and pin 2 while you push the right 2 TO/GA switch on the right thrust lever.
 - (d) Release the right 2 TO/GA switch.

EFFECTIVITY
ARO ALL

22-16 TASKS 809-810

D633W103-ARO

Page 212
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (2) If there is continuity between pin 1 and pin 2 when you push the right 2 TO/GA switch.
- (a) Replace the right 2 TO/GA Switch on the right thrust lever, S22006.
- These are the tasks:
- Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00,
Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
- (b) Re-connect connector D105J at the control stand (P10). (
- (c) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
- (d) If the maintenance message does not show on the ground test display, you corrected the fault.
- (3) If there is not continuity between pin 1 and pin 2 when you push the right 2 TO/GA switch.
- (a) Replace the right Autopilot Flight Director Computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (b) Re-connect connector D105J at the control stand (P10).
- (c) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
- (d) If the maintenance message does not show on the ground test display, you corrected the fault.
- (e) If the maintenance message shows on the ground test display, then continue.
- (4) Do this check of the wiring:
- (a) Disconnect connector D101J at the control stand (P10) (WDM 22-11-28).
- (b) Disconnect connector D105J at the control stand (P10) (WDM 22-11-28).
- (c) Do a wiring check between these pins of connector D105J at the glareshield center panel (P55) and connector D101J at the glareshield center panel (P55) (WDM 22-11-28):
- | D105J | D101J |
|-----------------|--------------|
| pin 2 | pin 1 |
- (d) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
- 2) Re-connect connector D101J at the control stand (P10). .
- 3) Re-connect connector D105J at the control stand (P10).
- 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
- 5) If the maintenance message does not show on the ground test display, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector D105J at the control stand (P10).
- (5) Do this check of the wiring:

EFFECTIVITY
ARO ALL

22-16 TASK 810

D633W103-ARO

Page 213
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Do a wiring check between these pins of connector D101J at the glareshield center panel (P55) and connector DM22201AC at the E2-5 shelf (WDM 22-11-28):

D101J	DM22201AC
pin 2	pin G6

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-connect connector D101J at the control stand (P10).
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

811. AFDC-L TO/GA Switch Circuit Open During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16191.

B. Fault Isolation Procedure

- (1) Do this check of the left 1 TO/GA switch:
 - (a) Disconnect connector D103J at the control stand (P10) (WDM 22-11-28).
 - (b) Do a continuity check between connector D103P, pin 1 and pin 2.
 - (c) Re-connect connector D103J at the control stand (P10).
- (2) If there is not continuity between pin 1 and pin 2, then do these steps:
 - (a) Replace the left 1 TO/GA Switch on the left thrust lever, S22003.
These are the tasks:
Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00,
Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
 - (b) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (c) If the maintenance message does not show on the ground test display, you corrected the fault.
- (3) If there is continuity between pin 1 and pin 2, then do this check of the left 2 TO/GA switch:
 - (a) Disconnect connector D107J at the control stand (P10) (WDM 22-11-28).
 - (b) Do a continuity check between connector D107P, pin 1 and pin 2.
 - (c) Re-connect connector D107J at the control stand (P10).
- (4) If there is not continuity between pin 1 and pin 2, then do these steps:
 - (a) Replace the left 2 TO/GA Switch on the right thrust lever, S22004.
These are the tasks:

EFFECTIVITY
ARO ALL

22-16 TASKS 810-811

D633W103-ARO

Page 214
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00,
Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.

- (b) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
- (c) If the maintenance message does not show on the ground test display, you corrected the fault.
- (5) If there is continuity between pin 1 and pin 2, then do these steps:
 - (a) Replace the left Autopilot Flight Director Computer (AFDC), M22101.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (b) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (c) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (d) If the maintenance message shows on the ground test display, then continue.
- (6) Do this check of the wiring:
 - (a) Disconnect connector D107J at the control stand (P10) (WDM 22-11-28).
 - (b) Do a continuity check between pin 1 of connector D107J at the glareshield center panel (P55) and structure ground (WDM 22-11-28).
- (7) If there is not continuity, then do these steps:
 - (a) Repair the wiring.
 - (b) Re-connect connector D107J at the control stand (P10).
 - (c) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (d) If the maintenance message does not show on the ground test display, you corrected the fault.
- (8) If there is continuity between pin 1 and pin 2, then do this check of the wiring:
 - (a) Disconnect connector D103J at the control stand (P10) (WDM 22-11-28).
 - (b) Do a wiring check between these pins of connector D107J at the glareshield center panel (P55) and connector D103J at the glareshield center panel (P55) (WDM 22-11-28):

D107J	D103J
pin 2	pin 1
- (9) If you find a problem with the wiring, then do these steps:
 - (a) Repair the wiring.
 - (b) Re-connect connector D103J at the control stand (P10).
 - (c) Re-connect connector D107J at the control stand (P10).
 - (d) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (e) If the maintenance message does not show on the ground test display, you corrected the fault.

EFFECTIVITY
ARO ALL

22-16 TASK 811

D633W103-ARO

Page 215
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (10) If you do not find a problem with the wiring, then do this check of the wiring:
- (a) Re-connect connector D107J at the control stand (P10).
 - (b) Remove the left AFDC M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector D103J at the glareshield center panel (P55) and connector DM22101AC at the E1-3 shelf (WDM 22-11-28):

D103J	DM22101AC
pin 2	pin G6

- (11) If you find a problem with the wiring, then do these steps:
- (a) Repair the wiring.
 - (b) Re-connect connector D103J at the control stand (P10).
 - (c) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (d) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (e) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

812. AFDC-C TO/GA Switch Circuit Open During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16192.

B. Fault Isolation Procedure

- (1) Do this check of the center 1 TO/GA switch:
- (a) Disconnect connector D102J at the control stand (P10) (WDM 22-11-28).
 - (b) Do a continuity check between connector D102P, pin 1 and pin 2.
 - (c) Re-connect connector D102J at the control stand (P10).
- (2) If there is not continuity between pin 1 and pin 2, then do these steps:
- (a) Replace the center 1 TO/GA Switch on the left thrust lever, S22007.
These are the tasks:
Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00,
Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
 - (b) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (c) If the maintenance message does not show on the ground test display, you corrected the fault.
- (3) If there is continuity between pin 1 and pin 2, then do this check of the center 2 TO/GA switch:
- (a) Disconnect connector D106J at the control stand (P10) (WDM 22-11-28).
 - (b) Do a continuity check between connector D106P, pin 1 and pin 2.
 - (c) Re-connect connector D106J at the control stand (P10).
- (4) If there is not continuity between pin 1 and pin 2, then do these steps:

EFFECTIVITY
ARO ALL

22-16 TASKS 811-812

D633W103-ARO

Page 216
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Replace the center 2 TO/GA Switch on the right thrust lever, S22008.
These are the tasks:
Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00,
Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
- (b) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
- (c) If the maintenance message does not show on the ground test display, you corrected the fault.
- (5) If there is continuity between pin 1 and pin 2, then do these steps:
 - (a) Replace the center Autopilot Flight Director Computer (AFDC), M22301.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (b) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (c) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (d) If the maintenance message shows on the ground test display, then continue.
- (6) Do this check of the wiring:
 - (a) Disconnect connector D106J at the control stand (P10) (WDM 22-11-28).
 - (b) Do a continuity check between pin 1 of connector D106J at the glareshield center panel (P55) and structure ground (WDM 22-11-28).
- (7) If there is not continuity between 1 and structure ground, do these steps:
 - (a) Repair the wiring.
 - (b) Re-connect connector D106J at the control stand (P10).
 - (c) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (d) If the maintenance message does not show on the ground test display, you corrected the fault.
- (8) If there is continuity between pin 1 and structure ground, then do this check of the wiring:
 - (a) Disconnect connector D102J at the control stand (P10) (WDM 22-11-28).
 - (b) Do a wiring check between these pins of connector D106J at the glareshield center panel (P55) and connector D102J at the glareshield center panel (P55) (WDM 22-11-28):

D106J	D102J
pin 2	pin 1
- (9) If you find a problem with the wiring, then do these steps:
 - (a) Repair the wiring.
 - (b) Re-connect connector D102J at the control stand (P10).
 - (c) Re-connect connector D106J at the control stand (P10).
 - (d) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.

EFFECTIVITY
ARO ALL

22-16 TASK 812

D633W103-ARO

Page 217
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (e) If the maintenance message does not show on the ground test display, you corrected the fault.
- (10) If you do not find a problem with the wiring, then do this check of the wiring:
 - (a) Re-connect connector D106J at the control stand (P10).
 - (b) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector D102J at the glareshield center panel (P55) and connector DM22301AC at the E4-1 shelf (WDM 22-11-28):

D102J	DM22301AC
pin 2	pin G6

- (11) If you find a problem with the wiring, then do these steps:
 - (a) Repair the wiring.
 - (b) Re-connect connector D102J at the control stand (P10).
 - (c) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (d) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (e) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

813. **AFDC-R TO/GA Switch Circuit Open During Ground Test - Fault Isolation**

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16193.

B. Fault Isolation Procedure

- (1) Replace the right 1 TO/GA Switch on the left thrust lever, S22005.
These are the tasks:
Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00,
Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the right 2 TO/GA Switch on the right thrust lever, S22006.
These are the tasks:
Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00,
Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

EFFECTIVITY
ARO ALL

22-16 TASKS 812-813

D633W103-ARO

Page 218
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) If the maintenance message shows on the ground test display, then continue.
- (3) Replace the right Autopilot Flight Director Computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (4) Do this check of the wiring:
- (a) Remove the right 2 TO/GA Switch on the right thrust lever, S22006. To remove it, do this task: Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00.
- (b) Do a continuity check between pin 1 of connector D105J at the glareshield center panel (P55) and structure ground (WDM 22-11-28).
- (5) If there is not continuity, do these steps:
- (a) Repair the wiring.
- (b) Re-install the right 2 TO/GA Switch on the right thrust lever, S22006. To install it, do this task: Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
- (c) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
- (d) If the maintenance message does not show on the ground test display, you corrected the fault.
- (6) If you do not find a problem with the wiring, then do this check of the wiring:
- (a) Remove the right 1 TO/GA Switch on the left thrust lever, S22005. To remove it, do this task: Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00.
- (b) Do a wiring check between these pins of connector D105J at the glareshield center panel (P55) and connector D101J at the glareshield center panel (P55) (WDM 22-11-28):
- | | |
|-----------------|--------------|
| D105J | D101J |
| pin 2 | pin 1 |
- (7) If you find a problem with the wiring, then do these steps:
- (a) Repair the wiring.
- (b) Re-install the right 1 TO/GA Switch on the left thrust lever, S22005. To install it, do this task: Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
- (c) Re-install the right 2 TO/GA Switch on the right thrust lever, S22006. To install it, do this task: Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
- (d) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
- (e) If the maintenance message does not show on the ground test display, you corrected the fault.
- (8) If you do not find a problem with the wiring, then do this check of the wiring:

EFFECTIVITY
ARO ALL

22-16 TASK 813

D633W103-ARO

Page 219
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Re-install the right 2 TO/GA Switch on the right thrust lever, S22006. To install it, do this task: Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
- (b) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector D101J at the glareshield center panel (P55) and connector DM22201AC at the E2-5 shelf (WDM 22-11-28):

D101J

DM22201AC

pin 2 pin G6

- (9) If you find a problem with the wiring, then do these steps:
 - (a) Repair the wiring.
 - (b) Re-install the right 1 TO/GA Switch on the left thrust lever, S22005. To install it, do this task: Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
 - (c) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (d) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, TO/GA Switch.
 - (e) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

814. Left Control Wheel Backdrive Command Problems During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-16231, 22-16241, 22-17515.

B. Fault Isolation Procedure

- (1) Replace the left control wheel backdrive actuator, M22103.

These are the tasks:

Control Wheel Backdrive Actuator - Removal, AMM TASK 22-11-06-000-801,

Control Wheel Backdrive Actuator - Installation, AMM TASK 22-11-06-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.

EFFECTIVITY
ARO ALL

22-16 TASKS 813-814

D633W103-ARO

Page 220
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (3) Do this check of the wiring:
- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the left wheel backdrive actuator, M22103. To remove it, do this task: Control Wheel Backdrive Actuator - Removal, AMM TASK 22-11-06-000-801.
 - (c) Do a wiring check between these pins of connectors DM22101AA and DM22101AC at the E1-3 shelf and connector DM22103 at the disconnect bracket AE0225 (WDM 22-11-33):

DM22101AA	DM22103
pin C7	pin 5
pin C9	pin 17
pin C10	pin 19
pin D7	pin 15

DM22101AC	DM22103
pin C15	pin 13
pin F15	pin 23
pin H5	pin 21
pin H6	pin 9

- (d) Make sure that pin 2 of DM22103 is connected to ground.
- (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the left control wheel backdrive actuator, M22104. To install it, do this task: Control Wheel Backdrive Actuator - Installation, AMM TASK 22-11-06-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

815. Right Control Wheel Backdrive Command Problems During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-16233, 22-16243, 22-17545.

B. Fault Isolation Procedure

- (1) Replace the right control wheel backdrive actuator, M22203.

These are the tasks:

Control Wheel Backdrive Actuator - Removal, AMM TASK 22-11-06-000-801,

Control Wheel Backdrive Actuator - Installation, AMM TASK 22-11-06-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.

EFFECTIVITY
ARO ALL

22-16 TASKS 814-815

D633W103-ARO

Page 221
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the right AFDC M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the right control wheel backdrive actuator, M22203. To remove it, do this task: Control Wheel Backdrive Actuator - Removal, AMM TASK 22-11-06-000-801.
 - (c) Do a wiring check between these pins of connectors DM22201AA and DM22201AC at the E2-5 shelf and connector DM22203 at the disconnect bracket AE0226 (WDM 22-11-33):

DM22201AA	DM22203
pin C7	pin 5
pin C9	pin 17
pin C10	pin 19
pin D7	pin 15

DM22201AC	DM22203
pin C15	pin 13
pin F15	pin 23
pin H5	pin 21
pin H6	pin 9
- (d) Make sure that pin 2 of DM22203 is connected to ground.
- (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the right control wheel backdrive actuator, M22203. To install it, do this task: Control Wheel Backdrive Actuator - Installation, AMM TASK 22-11-06-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-16 TASK 815

D633W103-ARO

Page 222
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

816. Dual Engaged Wheel Backdrive Problems During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-16250, 22-16260.

B. Fault Isolation Procedure

- (1) Replace the left Control Wheel Backdrive Actuator, M22103.

These are the tasks:

Control Wheel Backdrive Actuator - Removal, AMM TASK 22-11-06-000-801,

Control Wheel Backdrive Actuator - Installation, AMM TASK 22-11-06-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the right Control Wheel Backdrive Actuator, M22203.

These are the tasks:

Control Wheel Backdrive Actuator - Removal, AMM TASK 22-11-06-000-801,

Control Wheel Backdrive Actuator - Installation, AMM TASK 22-11-06-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Replace the left Autopilot Flight Director Computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (4) Replace the right Autopilot Flight Director Computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801 .

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-16 TASK 816

D633W103-ARO

Page 223
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

817. Wheel Backdrive Torque Fight Test Fail Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16270.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left Control Wheel Backdrive Actuator, M22103.
These are the tasks:
Control Wheel Backdrive Actuator - Removal, AMM TASK 22-11-06-000-801,
Control Wheel Backdrive Actuator - Installation, AMM TASK 22-11-06-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the right Control Wheel Backdrive Actuator, M22203.
These are the tasks:
Control Wheel Backdrive Actuator - Removal, AMM TASK 22-11-06-000-801,
Control Wheel Backdrive Actuator - Installation, AMM TASK 22-11-06-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Replace the left Autopilot Flight Director Computer (AFDC), M22101.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (4) Replace the right Autopilot Flight Director Computer (AFDC), M22201.

EFFECTIVITY
ARO ALL

22-16 TASK 817

D633W103-ARO

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Page 224
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Wheel Backdrive.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

818. Left Rudder Pedal Backdrive Command Problems During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-16281, 22-16291, 22-17525.

B. Fault Isolation Procedure

- (1) Replace the left rudder pedal backdrive actuator, M22104.

These are the tasks:

Rudder Pedal Backdrive Actuator Removal, AMM TASK 22-11-07-000-801,
Rudder Pedal Backdrive Actuator Installation, AMM TASK 22-11-07-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.

- (2) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.

- (3) Do this check of the wiring:

- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Remove the left rudder pedal backdrive actuator, M22104. To remove it, do this task: Rudder Pedal Backdrive Actuator Removal, AMM TASK 22-11-07-000-801.
- (c) Do a wiring check between these pins of connectors DM22101AA and DM22101AC at the E1-3 shelf and connector DM22104 at the disconnect bracket AE0199 (WDM 22-11-36):

EFFECTIVITY
ARO ALL

22-16 TASKS 817-818

D633W103-ARO

Page 225
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM22101AA	DM22104
pin B9	pin 17
pin B10	pin 19
pin E7	pin 5
pin F7	pin 15

DM22101AC	DM22104
pin B15	pin 13
pin E15	pin 23
pin J5	pin 21
pin K5	pin 9

- (d) Make sure that pin 2 of DM22104 is connected to ground.
- (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the left rudder pedal backdrive actuator, M22104. To install it, do this task: Rudder Pedal Backdrive Actuator Installation, AMM TASK 22-11-07-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

819. Right Rudder Pedal Backdrive Command Problems During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-16283, 22-16293, 22-17555.

B. Fault Isolation Procedure

- (1) Replace the right rudder pedal backdrive actuator, M22204.

These are the tasks:

Rudder Pedal Backdrive Actuator Removal, AMM TASK 22-11-07-000-801,

Rudder Pedal Backdrive Actuator Installation, AMM TASK 22-11-07-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-16 TASKS 818-819

D633W103-ARO

Page 226
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:
- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the right rudder pedal backdrive actuator, M22204. To remove it, do this task: Rudder Pedal Backdrive Actuator Removal, AMM TASK 22-11-07-000-801.
 - (c) Do a wiring check between these pins of connectors DM22201AA and DM22201AC at the E2-5 shelf and connector DM22204 at the disconnect bracket AE0200 (WDM 22-11-36):

DM22201AA	DM22204
pin B9	pin 23
pin B10	pin 13
pin E7	pin 21
pin F7	pin 9

DM22201AC	DM22204
pin B15	pin 19
pin E15	pin 17
pin J5	pin 5
pin K5	pin 15

- (d) Make sure that pin 2 of DM22204 is connected to ground.
- (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the right rudder pedal backdrive actuator, M22204. To install it, do this task: Rudder Pedal Backdrive Actuator Installation, AMM TASK 22-11-07-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

820. Dual Engaged Rudder Pedal Backdrive Problems During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-16300, 22-16310.

B. Fault Isolation Procedure

- (1) Replace the left Rudder Pedal Backdrive Actuator, M22104.

These are the tasks:

EFFECTIVITY
ARO ALL

22-16 TASKS 819-820

D633W103-ARO

Page 227
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Rudder Pedal Backdrive Actuator Removal, AMM TASK 22-11-07-000-801,

Rudder Pedal Backdrive Actuator Installation, AMM TASK 22-11-07-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the right Rudder Pedal Backdrive Actuator, M22204.

These are the tasks:

Rudder Pedal Backdrive Actuator Removal, AMM TASK 22-11-07-000-801,

Rudder Pedal Backdrive Actuator Installation, AMM TASK 22-11-07-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Replace the left Autopilot Flight Director Computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (4) Replace the right Autopilot Flight Director Computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

821. Pedal Backdrive Torque Test Fail Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16320.

EFFECTIVITY
ARO ALL

22-16 TASKS 820-821

D633W103-ARO

Page 228
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left Rudder Pedal Backdrive Actuator, M22104.
These are the tasks:
Rudder Pedal Backdrive Actuator Removal, AMM TASK 22-11-07-000-801,
Rudder Pedal Backdrive Actuator Installation, AMM TASK 22-11-07-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the right Rudder Pedal Backdrive Actuator, M22204.
These are the tasks:
Rudder Pedal Backdrive Actuator Removal, AMM TASK 22-11-07-000-801,
Rudder Pedal Backdrive Actuator Installation, AMM TASK 22-11-07-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Replace the left Autopilot Flight Director Computer (AFDC), M22101.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (4) Replace the right Autopilot Flight Director Computer (AFDC), M22201.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-16 TASK 821

D633W103-ARO

Page 229
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Rudder Pedal Backdrive.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

822. Left Control Column Backdrive Command Problems During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-16331, 22-16341, 22-17505.

B. Fault Isolation Procedure

- (1) Replace the left control column backdrive actuator, M22102.

These are the tasks:

Control Column Backdrive Actuator Removal, AMM TASK 22-11-05-000-801,

Control Column Backdrive Actuator Installation, AMM TASK 22-11-05-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the left control column backdrive actuator, M22102. To remove it, do this task: Control Column Backdrive Actuator Removal, AMM TASK 22-11-05-000-801.
 - (c) Do a wiring check between these pins of connectors DM22101AA and DM22101AC at the E1-3 shelf and connector DM22102 at the disconnect bracket AE0175 (WDM 22-11-30):

DM22101AA

pin A7
pin A9
pin A10
pin B7

DM22102

pin 21
pin 23
pin 13
pin 9

EFFECTIVITY
ARO ALL

22-16 TASKS 821-822

D633W103-ARO

Page 230
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM22101AC	DM22102
pin A15	pin 19
pin D15	pin 17
pin J6	pin 5
pin K6	pin 15

- (d) Make sure that pin 2 of DM22102 is connected to ground.
- (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the left control column backdrive actuator, M22102. To install it, do this task: Control Column Backdrive Actuator Installation, AMM TASK 22-11-05-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

823. Right Control Column Backdrive Command Problems During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-16333, 22-16343, 22-17535.

B. Fault Isolation Procedure

- (1) Replace the right control column backdrive actuator, M22202.

These are the tasks:

Control Column Backdrive Actuator Removal, AMM TASK 22-11-05-000-801,

Control Column Backdrive Actuator Installation, AMM TASK 22-11-05-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:

EFFECTIVITY
ARO ALL

22-16 TASKS 822-823

D633W103-ARO

Page 231
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Remove the right control column backdrive actuator, M22202. To remove it, do this task: Control Column Backdrive Actuator Removal, AMM TASK 22-11-05-000-801.
- (c) Do a wiring check between these pins of connectors DM22201AA and DM22201AC at the E2-5 shelf and connector DM22202 at the disconnect bracket AE0176 (WDM 22-11-30):

DM22201AA	DM22202
pin A7	pin 5
pin A9	pin 17
pin A10	pin 19
pin B7	pin 15

DM22201AC	DM22202
pin A15	pin 13
pin D15	pin 23
pin J6	pin 21
pin K6	pin 9

- (d) Make sure that pin 2 of DM22202 is connected to ground.
- (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the right control column backdrive actuator, M22202. To install it, do this task: Control Column Backdrive Actuator Installation, AMM TASK 22-11-05-400-801.
 - 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

824. Dual Engaged Control Column Backdrive Problems During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-16350, 22-16360.

B. Fault Isolation Procedure

- (1) Replace the left Control Column Backdrive Actuator, M22102.

These are the tasks:

Control Column Backdrive Actuator Removal, AMM TASK 22-11-05-000-801,

Control Column Backdrive Actuator Installation, AMM TASK 22-11-05-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

EFFECTIVITY
ARO ALL

22-16 TASKS 823-824

D633W103-ARO

Page 232
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the right Control Column Backdrive Actuator, M22202.
These are the tasks:
Control Column Backdrive Actuator Removal, AMM TASK 22-11-05-000-801,
Control Column Backdrive Actuator Installation, AMM TASK 22-11-05-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Replace the left Autopilot Flight Director Computer (AFDC), M22101.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (4) Replace the right Autopilot Flight Director Computer (AFDC), M22201.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

825. Column Backdrive Torque Test Fail Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16370.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

EFFECTIVITY
ARO ALL

22-16 TASKS 824-825

D633W103-ARO

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Page 233
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

C. Fault Isolation Procedure

- (1) Replace the left Control Column Backdrive Actuator, M22102.

These are the tasks:

Control Column Backdrive Actuator Removal, AMM TASK 22-11-05-000-801,
Control Column Backdrive Actuator Installation, AMM TASK 22-11-05-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the right Control Column Backdrive Actuator, M22202.

These are the tasks:

Control Column Backdrive Actuator Removal, AMM TASK 22-11-05-000-801,
Control Column Backdrive Actuator Installation, AMM TASK 22-11-05-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Replace the left Autopilot Flight Director Computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (4) Replace the right Autopilot Flight Director Computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Control Column Backdrive.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

826. AFDC-L Disengage Bar Circuit Shorted During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16050.

EFFECTIVITY
ARO ALL

22-16 TASKS 825-826

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 234
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Fault Isolation Procedure

- (1) Replace the left Autopilot Flight Director Computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Mode Control Panel.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the Mode Control Panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Mode Control Panel.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:
- (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
- (b) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22016A at the glareshield center panel (P55) and connector DM22101AC at the E1-3 shelf (WDM 22-11-21):

DM22016A

pin 7

pin 30

DM22101AC

pin H15

pin K14

- (d) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
- 2) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
- 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Mode Control Panel.
- 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-16 TASK 826

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 235
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

827. AFDC-C Disengage Bar Circuit Shorted During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16060.

B. Fault Isolation Procedure

- (1) Replace the center Autopilot Flight Director Computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Mode Control Panel.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the Mode Control Panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Mode Control Panel.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:
- (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
- (b) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22016C at the glareshield center panel (P55) and connector DM22301AC at the E4-1 shelf (WDM 22-11-21):

DM22016C

pin 7 pin H15
pin 30 pin K14

DM22301AC

- (d) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
- 2) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
- 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Mode Control Panel.

EFFECTIVITY
ARO ALL

22-16 TASK 827

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 236
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

828. AFDC-R Disengage Bar Circuit Shorted During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16070.

B. Fault Isolation Procedure

- (1) Replace the right Autopilot Flight Director Computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Mode Control Panel.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (2) Replace the Mode Control Panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Mode Control Panel.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the maintenance message shows on the ground test display, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
 - (b) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22016B at the glareshield center panel (P55) and connector DM22201AC at the E2-5 shelf (WDM 22-11-21):

DM22016B

pin 7 pin H15

pin 30 pin K14

DM22201AC

- (d) If you find a problem with the wiring, then do these steps:

- 1) Repair the wiring.
- 2) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
- 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-16 TASKS 827-828

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 237
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 4) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Mode Control Panel.
- 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

829. A/P Disconnect EICAS Message Not Shown During Ground Test - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16000.

B. Fault Isolation Procedure

- (1) Do this ground test on the MAT: 22 Autopilot flight Director System, System Test, Autopilot Disconnect Warning.

NOTE: It is not necessary to do the ground test again, if you just did the ground test and still have access to all the faults (maintenance messages) which cause the ground test failure.

- (a) Look at the ground test display for these maintenance messages:

22-15890

22-15900

22-15910

- 1) Find each message in the Maintenance Message Index.
- 2) Do the specified fault isolation task.
- 3) Do this ground test on the MAT: 22 Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.
- 4) If the maintenance message does not show on the ground test, you corrected the fault.

————— END OF TASK —————

830. AFDC-L (Left and Right) Alive Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16013.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) If the MAT shows any of the reference messages, cycle power to the affected AFDC.
- (2) If after cycling power the only ATA 22 maintenance message shown is 22-1880X (1, 2, or 3), then do these steps:
 - (a) Reload the OPS Software Autopilot Flight Director Computer Software Installation, AMM TASK 22-11-01-400-803.
 - (b) After the data load is complete, check the MAT for maintenance message 22-1880X.
 - 1) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - 2) If the MAT shows ACTIVE for the maintenance message, then continue.

EFFECTIVITY
ARO ALL

22-16 TASKS 828-830

D633W103-ARO

Page 238
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (3) Replace the left Autopilot Flight Director Computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (4) Replace the right AFDC, M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (5) Do this check of the wiring:

- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector DM22201AC at the E2-5 shelf (WDM 22-11-43):

DM22101AC

DM22201AC

pin J10 pin A1

- (d) If you find a problem with the wiring, then do these steps:

- 1) Repair the wiring.
- 2) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

831. **AFDC-C (Center and Left) Alive Circuit Problems - Fault Isolation**

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16021.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

EFFECTIVITY
ARO ALL

22-16 TASKS 830-831

D633W103-ARO

Page 239
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

C. Fault Isolation Procedure

- (1) If the MAT shows any of the reference messages, cycle power to the affected AFDC.
- (2) If after cycling power the only ATA 22 maintenance message shown is 22-1880X (1, 2, or 3), then do these steps:
 - (a) Reload the OPS Software Autopilot Flight Director Computer Software Installation, AMM TASK 22-11-01-400-803.
 - (b) After the data load is complete, check the MAT for maintenance message 22-1880X.
 - 1) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - 2) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the center Autopilot Flight Director Computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the left AFDC, M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector DM22101AC at the E1-3 shelf (WDM 22-11-43):

DM22301AC

DM22101AC

pin J10 pin A1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-16 TASK 831

D633W103-ARO

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Page 240
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

832. AFDC-C (Center and Right) Alive Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16023.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) If the MAT shows any of the reference messages, cycle power to the affected AFDC.
- (2) If after cycling power the only ATA 22 maintenance message shown is 22-1880X (1, 2, or 3), then do these steps:
 - (a) Reload the OPS Software Autopilot Flight Director Computer Software Installation, AMM TASK 22-11-01-400-803.
 - (b) After the data load is complete, check the MAT for maintenance message 22-1880X.
 - 1) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - 2) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the center Autopilot Flight Director Computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the right AFDC, M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.

EFFECTIVITY
ARO ALL

22-16 TASKS 831-832

D633W103-ARO

Page 241
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector DM22201AA at the E2-5 shelf (WDM 22-11-43):

DM22301AC	DM22201AA
pin J10	pin J2

- (d) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

END OF TASK

833. AFDC-R (Right and Left) Alive Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16031.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) If the MAT shows any of the reference messages, cycle power to the affected AFDC.
- (2) If after cycling power the only ATA 22 maintenance message shown is 22-1880X (1, 2, or 3), then do these steps:
- (a) Reload the OPS Software Autopilot Flight Director Computer Software Installation, AMM TASK 22-11-01-400-803.
 - (b) After the data load is complete, check the MAT for maintenance message 22-1880X.
 - 1) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - 2) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the right Autopilot Flight Director Computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the left AFDC, M22201.

These are the tasks:

EFFECTIVITY
ARO ALL

22-16 TASKS 832-833

D633W103-ARO

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Page 242
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connector DM22101AA at the E1-3 shelf (WDM 22-11-43):

DM22201AC	DM22101AA
pin J10	pin J2
- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

834. AFDC-R (Right and Center) Alive Circuit Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16032.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) If the MAT shows any of the reference messages, cycle power to the affected AFDC.
- (2) If after cycling power the only ATA 22 maintenance message shown is 22-1880X (1, 2, or 3), then do these steps:
 - (a) Reload the OPS Software Autopilot Flight Director Computer Software Installation, AMM TASK 22-11-01-400-803.
 - (b) After the data load is complete, check the MAT for maintenance message 22-1880X.
 - 1) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - 2) If the MAT shows ACTIVE for the maintenance message, then continue.

EFFECTIVITY
ARO ALL

22-16 TASKS 833-834

D633W103-ARO

Page 243
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (3) Replace the right Autopilot Flight Director Computer (AFDC), M22201.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the center AFDC, M22301.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring:
- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connector DM22301AC at the E4-1 shelf (WDM 22-11-43):
- | DM22201AC | DM22301AC |
|-------------------|------------------|
| pin J10 | pin A1 |
- (d) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

———— **END OF TASK** ————

835. Ground Test Failed Because of Hydraulic Power On - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-16210.

B. Initial Evaluation

- (1) This message can only occur when you do a ground test on the MAT. It occurred because of a selection you made on the MAT during the ground test. For example, if the MAT told you to remove hydraulic power from all hydraulic systems and you forgot to remove hydraulic power and selected CONTINUE, this message would show on the ground test display.

EFFECTIVITY
ARO ALL

22-16 TASKS 834-835

D633W103-ARO

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Page 244
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

C. Fault Isolation Procedure

- (1) No repairs are necessary for this maintenance message. This maintenance message erases automatically when you exit the ground test. If you want, you can do the ground test again (make sure you complete all of the steps of the ground test) to make sure there are no problems.

———— **END OF TASK** ————

EFFECTIVITY
ARO ALL

22-16 TASK 835

D633W103-ARO

Page 245
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

801. Autopilot Disconnect Switch Signals Do Not Agree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-17201, 22-17202, 22-17203.

B. Initial Evaluation

- (1) Do this ground test on the MAT: 22-Autopilot Flight Director System, System Test, Autopilot Disconnect Warning.

- (a) Look for these maintenance messages on the ground test display:

22-15860	22-15870	22-15880
22-15890	22-15900	22-15910
22-15920	22-15930	22-15940
22-15950	22-15960	22-15970
22-15981	22-15982	22-15983

- 1) If one or more of the maintenance messages given above show, then do these steps:
 - a) Find the message in the FIM Maintenance Message Index.
 - b) Do the specified fault isolation task.
- 2) If none of the maintenance messages given above show, then there was an intermittent fault.

————— **END OF TASK** —————

802. Signals from WES Disagree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-17040, 22-17050.

B. Initial Evaluation

- (1) This maintenance message can only occur during flight. When the airplane is on the ground, it is not possible to simulate the conditions which cause this message.

C. Fault Isolation Procedure

- (1) Look at the Extended Maintenance, Present Leg Faults display on the MAT for the maintenance messages that are related to the flap slat electronics unit (FSEU), air data inertial reference unit (ADIRU) and secondary attitude air data reference unit (SAARU).
 - (a) If one or more of the maintenance messages that are related to the FSEU, ADIRU and SAARU show, then do these steps:
 - 1) Find the message in the FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) If the maintenance message does not show on the subsequent flights, then you corrected the fault.
 - (b) If no maintenance messages that are related to the FSEU, ADIRU and SAARU show, then continue.
- (2) Select the maintenance message and select MAINTENANCE MESSAGE DATA to see which autopilot flight director computer (left, center or right AFDC) finds the fault.
 - (a) If only one AFDC finds the fault, then do these steps:

EFFECTIVITY
ARO ALL

22-17 TASKS 801-802

D633W103-ARO

Page 201
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 1) Replace the applicable (left, center or right) AFDC, (M22101, M22301 or M22201).
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 2) If the the maintenance message does not show on the subsequent flights, then you corrected the fault.
 - (b) If more than one AFDC find the fault, then continue.
- (3) Replace the left warning electronic unit (WEU), M31107.
These are the tasks:
Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801,
Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.
 - (a) If the the maintenance message shows on the subsequent flights, then continue.
- (4) Replace the right warning electronic unit (WEU), M31207.
These are the tasks:
Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801,
Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.
 - (a) If the the maintenance message does not show on the subsequent flights, then you corrected the fault.

————— END OF TASK —————

808. Autopilot Rudder Control Not Engaged During Approach - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-17600.

B. Initial Evaluation

- (1) No maintenance action is necessary. This message can show if one of these conditions occurs:
 - (a) The airplane did not capture and track the localizer beam by 600 feet radio altitude.
 - (b) The airplane did not capture and track the glideslope beam by 600 feet radio altitude.
 - (c) Selected runway heading disagrees with the actual runway heading by more than 2 degrees at 600 feet radio altitude. .

————— END OF TASK —————

EFFECTIVITY
ARO ALL

22-17 TASKS 802-808

D633W103-ARO

Page 202
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

801. Mode Control Panel No Output on any Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-18804.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the Mode Control Panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

————— END OF TASK —————

802. AFDC-L No Output on Systems 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-18841.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the ARINC 629 coupler, B22104, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

EFFECTIVITY
ARO ALL

22-18 TASKS 801-802

D633W103-ARO

Page 201
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22104 from the coupler, B22104.
 - (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

803. AFDC-L No Input on Flt Ctrl ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19101.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the ARINC 629 coupler, B22101, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

EFFECTIVITY
ARO ALL

22-18 TASKS 802-803

D633W103-ARO

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Page 202
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Flt Ctrl 629 Bus-L

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22101 from the coupler, B22101.
 - (c) Do a wiring check between these pins of connector DM22101AB at the E1-3 shelf and connector DB22101 at the P112 panel (WDM 22-11-18):

DM22101AB	DB22101
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22101.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

804. MCP No Output On MCP-A Bus Out - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-18894.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

NOTE: The maintenance message can show if there is a short or open circuit between the MCP and any of these LRUs: AFDC-L, AFDC-C, AIMS-L, or AIMS-R.

- (1) Replace the mode control panel (MCP), M22016.

These are the tasks:

EFFECTIVITY
ARO ALL

22-18 TASKS 803-804

D633W103-ARO

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Page 203
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Do this check of the wiring for the AFDC-L:
 - (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
 - (b) Remove the left Autopilot Flight Director Computer (AFDC), M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22016A at the glareshield center panel (P55) and connector DM22101AA at the E2-5 shelf (WDM 22-11-15):

DM22016A

pin 28 pin B3
pin 29 pin C3

DM22101AA

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
 - 1) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Do this check of the wiring for the AFDC-C:
 - (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
 - (b) Remove the center Autopilot Flight Director Computer (AFDC), M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22016A at the glareshield center panel (P55) and connector DM22301AA at the E4-1 shelf (WDM 22-11-15):

DM22016A

pin 28 pin B3
pin 29 pin C3

DM22301AA

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

EFFECTIVITY
ARO ALL

22-18 TASK 804

D633W103-ARO

Page 204
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 3) Re-install the right AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
 - 1) Re-install the right AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (4) Do this check of the wiring for the left AIMS:
 - (a) Remove the IOM(M008) from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Remove the IOM(M009) from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.

ARO ALL; AIRPLANES WITH AIMS-2 AND ELMS-2

- (c) Do a wiring check between these pins of connector DM22016A at the glareshield center panel (P55) and connectors J410-A and J420-A (31-61 TASK SUPPORT Figure 301) of the IOM modules at the E3-1 shelf (WDM 22-11-15):

DM22016	J410-A
pin 28	pin A14
pin 29	pin B14

DM22016A	J420-A
pin 28	pin A14
pin 29	pin B14

ARO ALL

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the IOM(M009) module into the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 3) Re-install the IOM(M008) module into the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 5) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
 - 1) Re-install the IOM(M009) module into the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 2) Re-install the IOM(M008) module into the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (5) Do this check of the wiring for the right AIMS:
 - (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.

EFFECTIVITY
ARO ALL

22-18 TASK 804

D633W103-ARO

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Page 205
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) Remove the IOM(M008) from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
- (c) Remove the IOM(M009) from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.

ARO ALL; AIRPLANES WITH AIMS-2 AND ELMS-2

- (d) Do a wiring check between these pins of connector DM22016A at the glareshield center panel (P55) and connectors J410-A and J420-A of the IOM modules at the E2-1 shelf (WDM 22-11-15)

DM22016A	J410-A
pin 28	pin A14
pin 29	pin B14

DM22016A	J420-A
pin 28	pin A14
pin 29	pin B14

ARO ALL

- (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the IOM(M009) module into the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 3) Re-install the IOM(M008) module into the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 5) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

805. MCP No Output On MCP-B Bus Out - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-18895.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

NOTE: The maintenance message can show if there is a short or open circuit between the MCP and any of these LRUs: AFDC-R, AIMS-L, or AIMS-R.

EFFECTIVITY
ARO ALL

22-18 TASKS 804-805

D633W103-ARO

Page 206
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (1) Replace the mode control panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Do this check of the wiring for the AFDC-R:
- (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
- (b) Remove the right Autopilot Flight Director Computer (AFDC), M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector DM22016B at the glareshield center panel (P55) and connector DM22201AA at the E2-5 shelf (WDM 22-11-15):
- | DM22016B | DM22201AA |
|------------------|------------------|
| pin 28 | pin B3 |
| pin 29 | pin C3 |
- (d) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
- 2) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
- 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- 1) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (3) Do this check of the wiring for the left AIMS:
- (a) Remove the IOM(M003) from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
- (b) Remove the IOM(M004) from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
- ARO ALL; AIRPLANES WITH AIMS-2 AND ELMS-2**
- (c) Do a wiring check between these pins of connector DM22016B at the glareshield center panel (P55) and connectors J240-B and J250-B of the IOM modules at the E3-1 shelf (WDM 22-11-15)

EFFECTIVITY
ARO ALL

22-18 TASK 805

D633W103-ARO

Page 207
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARO ALL; AIRPLANES WITH AIMS-2 AND ELMS-2 (Continued)

DM22016B	J240-B
pin 28	pin A14
pin 29	pin B14

DM22016B	J250-B
pin 28	pin A14
pin 29	pin B14

ARO ALL

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the IOM(M004) module into the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 3) Re-install the IOM(M003) module into the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 5) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
 - 1) Re-install the IOM(M004) module into the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 2) Re-install the IOM(M003) module into the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (4) Do this check of the wiring for the right AIMS:
 - (a) Remove the IOM(M003) from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Remove the IOM(M004) from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.

ARO ALL; AIRPLANES WITH AIMS-2 AND ELMS-2

- (c) Do a wiring check between these pins of connector DM22016B at the glareshield center panel (P55) and connectors J240-A and J250-A (31-61 TASK SUPPORT Figure 301) of the IOM modules at the E2-1 shelf (WDM 22-11-15):

DM22016B	J240-A
pin 28	pin A14
pin 29	pin B14

DM22016B	J250-A
pin 28	pin A14
pin 29	pin B14

ARO ALL

EFFECTIVITY
ARO ALL

22-18 TASK 805

D633W103-ARO

Page 208
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (d) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Re-install the IOM(M004) module into the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 3) Re-install the IOM(M003) module into the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 5) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

806. AFDC-C No Input on Flt Ctrl ARINC 629 Bus-C - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19202.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the ARINC 629 coupler, B22303, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Flt Ctrl 629 Bus-C

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring from the center AFDC to the coupler:
- (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector DB22303 from the coupler, B22303.
- (c) Do a wiring check between these pins of connector DM22301AB at the E4-1 shelf and connector DB22303 at the P312 panel (WDM 22-11-18):

EFFECTIVITY
ARO ALL

22-18 TASKS 805-806

D633W103-ARO

Page 209
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM22301AB

pin 3T pin 5
pin 3TR pin 4
pin 6T pin 2
pin 6TR pin 1

DB22303

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22303.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

807. AFDC-R No Input on Flt Ctrl ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19303.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right autopilot flight director computer (AFDC), M22201 .
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the ARINC 629 coupler, B22202, in the P212 panel.
- These are the tasks:
- ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
- NOTE: This coupler connects the right AFDC to the Flt Ctrl 629 Bus-R.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring from the right AFDC to the coupler:
- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.

EFFECTIVITY
ARO ALL

22-18 TASKS 806-807

D633W103-ARO

Page 210
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) Disconnect connector DB22202 from the coupler, B22202.
- (c) Do a wiring check between these pins of connector DM22201AB at the E2-5 shelf and connector DB22202 at the P212 panel (WDM 22-11-18):

DM22201AB	DB22202
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22202.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

808. AFDC-C No Output on Systems 629 Bus-C1 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-18852.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the ARINC 629 coupler, B22304, in the P311 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Systems 629 Bus-C1.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

EFFECTIVITY
ARO ALL

22-18 TASKS 807-808

D633W103-ARO

Page 211
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (3) Do this check of the wiring from the center AFDC to the coupler:
- (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22304 from the coupler, B22304.
 - (c) Do a wiring check between these pins of connector DM22301AD at the E4-1 shelf and connector DB22304 at the P311 panel (WDM 22-11-18):

DM22301AD	DB22304
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22304.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

END OF TASK

809. AFDC-R No Output on Systems 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-18863.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the ARINC 629 coupler, B22204, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Systems 629 Bus-R

EFFECTIVITY
ARO ALL

22-18 TASKS 808-809

D633W103-ARO

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Page 212
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

810. **AFDC-L No Output on Flt Ctrl ARINC 629 Bus-L - Fault Isolation**

A. Maintenance Messages

- (1) This task is for maintenance message: 22-18811.

B. Initial Evaluation

- (1) Do this ground test on the MAT: 27 Primary Flight Controls, System Test, Transmitter Reset Test.

NOTE: This ground test unlatches the fault, but does not do a test of the system. The test will show FAILED, ignore the failure.

- (a) After 1.5 minutes, look at the Extended Maintenance, Existing Faults display on the MAT for the maintenance message.
- (b) If the maintenance message shows on the MAT, then do the fault Isolation Procedure below.
- (c) If the maintenance message does not show on the MAT, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-18 TASKS 809-810

D633W103-ARO

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777-200/300 FAULT ISOLATION MANUAL

- (a) Do this ground test on the MAT: 27 Primary Flight Controls, System Test, Transmitter Reset Test.
 - (b) After 1.5 minutes, look at the Extended Maintenance, Existing Faults display on the MAT for the maintenance message.
 - (c) If the maintenance message does not show on the MAT, you corrected the fault.
 - (d) If the maintenance message shows on the MAT, then continue.
- (2) Replace the ARINC 629 coupler, B22101, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Flt Ctrl 629 Bus-L

- (a) Do this ground test on the MAT: 27 Primary Flight Controls, System Test, Transmitter Reset Test.
 - (b) After 1.5 minutes, look at the Extended Maintenance, Existing Faults display on the MAT for the maintenance message.
 - (c) If the maintenance message does not show on the MAT, you corrected the fault.
 - (d) If the maintenance message shows on the MAT, then continue.
- (3) Do this check of the wiring from the left AFDC to the coupler:
- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22101 from the coupler, B22101.
 - (c) Do a wiring check between these pins of connector DM22101AB at the E1-3 shelf and connector DB22101 at the P112 panel (WDM 22-11-18):

DM22101AB	DB22101
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22101.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 27 Primary Flight Controls, System Test, Transmitter Reset Test.
 - 5) After 1.5 minutes, look at the Extended Maintenance, Existing Faults display on the MAT for the maintenance message.
 - 6) If the maintenance message does not show on the MAT, you corrected the fault.

———— **END OF TASK** ————

EFFECTIVITY
ARO ALL

22-18 TASK 810

D633W103-ARO

Page 214
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

811. AFDC-C No Output on Flt Ctrl ARINC 629 Bus-C - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-18822.

B. Initial Evaluation

- (1) Do this ground test on the MAT: 27 Primary Flight Controls, System Test, Transmitter Reset Test.

NOTE: This ground test unlatches the fault, but does not do a test of the system. The test will show FAILED, ignore the failure.

- (a) After 1.5 minutes, look at the Extended Maintenance, Existing Faults display on the MAT for the maintenance message.
- (b) If the maintenance message shows on the MAT, then do the fault Isolation Procedure below.
- (c) If the maintenance message does not show on the MAT, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 27 Primary Flight Controls, System Test, Transmitter Reset Test.
 - (b) After 1.5 minutes, look at the Extended Maintenance, Existing Faults display on the MAT for the maintenance message.
 - (c) If the maintenance message does not show on the MAT, you corrected the fault.
 - (d) If the maintenance message shows on the MAT, then continue.
- (2) Replace the ARINC 629 coupler, B22303, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Flt Ctrl 629 Bus-C

- (a) Do this ground test on the MAT: 27 Primary Flight Controls, System Test, Transmitter Reset Test.
 - (b) After 1.5 minutes, look at the Extended Maintenance, Existing Faults display on the MAT for the maintenance message.
 - (c) If the maintenance message does not show on the MAT, you corrected the fault.
 - (d) If the maintenance message shows on the MAT, then continue.
- (3) Do this check of the wiring from the center AFDC to the coupler:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22303 from the coupler, B22303.
 - (c) Do a wiring check between these pins of connector DM22301AB at the E4-1 shelf and connector DB22303 at the P312 panel (WDM 22-11-18):

EFFECTIVITY
ARO ALL

22-18 TASK 811

D633W103-ARO

Page 215
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM22301AB

pin 3T	.....	pin 5
pin 3TR	.....	pin 4
pin 6T	.....	pin 2
pin 6TR	.....	pin 1

DB22303

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22303.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 27 Primary Flight Controls, System Test, Transmitter Reset Test.
 - 5) After 1.5 minutes, look at the Extended Maintenance, Existing Faults display on the MAT for the maintenance message.
 - 6) If the maintenance message does not show on the MAT, you corrected the fault.

————— **END OF TASK** —————

812. **AFDC-R No Output on Flt Ctrl ARINC 629 Bus-R - Fault Isolation**

A. **Maintenance Messages**

- (1) This task is for maintenance message: 22-18833.

B. **Initial Evaluation**

- (1) Do this ground test on the MAT: 27 Primary Flight Controls, System Test, Transmitter Reset Test.

NOTE: This ground test unlatches the fault, but does not do a test of the system. The test will show FAILED, ignore the failure.

- (a) After 1.5 minutes, look at the Extended Maintenance, Existing Faults display on the MAT for the maintenance message.
- (b) If the maintenance message shows on the MAT, then do the fault Isolation Procedure below.
- (c) If the maintenance message does not show on the MAT, then there was an intermittent fault.

C. **Fault Isolation Procedure**

- (1) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Do this ground test on the MAT: 27 Primary Flight Controls, System Test, Transmitter Reset Test.
- (b) After 1.5 minutes, look at the Extended Maintenance, Existing Faults display on the MAT for the maintenance message.
- (c) If the maintenance message does not show on the MAT, you corrected the fault.
- (d) If the maintenance message shows on the MAT, then continue.

EFFECTIVITY
ARO ALL

22-18 TASKS 811-812

D633W103-ARO

Page 216
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- (2) Replace the ARINC 629 coupler, B22202, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Flt Ctrl 629 Bus-R.

- (a) Do this ground test on the MAT: 27 Primary Flight Controls, System Test, Transmitter Reset Test.
 - (b) After 1.5 minutes, look at the Extended Maintenance, Existing Faults display on the MAT for the maintenance message.
 - (c) If the maintenance message does not show on the MAT, you corrected the fault.
 - (d) If the maintenance message shows on the MAT, then continue.
- (3) Do this check of the wiring from the right AFDC to the coupler:
- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22202 from the coupler, B22202.
 - (c) Do a wiring check between these pins of connector DM22201AB at the E2-5 shelf and connector DB22202 at the P212 panel (WDM 22-11-18):

DM22201AB	DB22202
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22202.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 27 Primary Flight Controls, System Test, Transmitter Reset Test.
 - 5) After 1.5 minutes, look at the Extended Maintenance, Existing Faults display on the MAT for the maintenance message.
 - 6) If the maintenance message does not show on the MAT, you corrected the fault.

———— **END OF TASK** ————

EFFECTIVITY
ARO ALL

22-18 TASK 812

D633W103-ARO

Page 217
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

801. AFDC-C No Input from SAARU on Flt Ctrl ARINC 629 Bus-C - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19217.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the secondary attitude air data reference unit (SAARU), M34002.

These are the tasks:

Secondary Attitude Air Data Reference Unit Removal, AMM TASK 34-21-02-000-801,

Secondary Attitude Air Data Reference Unit Installation, AMM TASK 34-21-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22303, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B34303, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the SAARU to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the center AFDC to the coupler:

EFFECTIVITY
ARO ALL

22-19 TASK 801

D633W103-ARO

Page 201
May 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector DB22303 from the coupler, B22303.
- (c) Do a wiring check between these pins of connector DM22301AB at the E4-1 shelf and connector DB22303 at the P312 panel (WDM 22-11-18):

DM22301AB	DB22303
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22303.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22303.
- (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the SAARU to the coupler:
 - (a) Remove the SAARU, M34002. To remove it, do this task: Secondary Attitude Air Data Reference Unit Removal, AMM TASK 34-21-02-000-801.
 - (b) Disconnect connector DB34303 from the coupler, B34303.
 - (c) Do a wiring check between these pins of connector DM34002AA at the E2-7 shelf and connector DB34303 at the P312 panel (WDM 34-21-21):

DM34002AA	DB34303
pin 9T	pin 5
pin 9TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB34303.
 - 3) Re-install the SAARU, M34002. To install it, do this task: Secondary Attitude Air Data Reference Unit Installation, AMM TASK 34-21-02-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

EFFECTIVITY
ARO ALL

22-19 TASK 801

D633W103-ARO

Page 202
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

802. AFDC-C No Input from ACE-C on ARINC 629 Bus-C - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19226.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center actuator control electronics (ACE), M27321.

These are the tasks:

Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801,

Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22303, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27143, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center ACE to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the center AFDC to the coupler:

EFFECTIVITY
ARO ALL

22-19 TASK 802

D633W103-ARO

Page 203
May 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector DB22303 from the coupler, B22303.
- (c) Do a wiring check between these pins of connector DM22301AB at the E4-1 shelf and connector DB22303 at the P312 panel (WDM 22-11-18):

DM22301AB	DB22303
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22303.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22303.
- (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the center ACE to the coupler:
 - (a) Remove the center ACE, M27321. To remove it, do this task: Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801.
 - (b) Disconnect connector DB27143 from the coupler, B27143.
 - (c) Do a wiring check between these pins of connector DM27321AD at the E2-5 shelf and connector DB27143 at the P312 panel (WDM 27-02-46):

DM27321AD	DB27143
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27143.
 - 3) Re-install the center ACE, M27321. To install it, do this task: Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-19 TASK 802

D633W103-ARO

Page 204
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

803. AFDC-R No Input from ACE-R on Flt Ctrl ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19330.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right actuator control electronics (ACE), M27221.

These are the tasks:

Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801,

Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22202, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27132, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right ACE to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:

EFFECTIVITY
ARO ALL

22-19 TASK 803

D633W103-ARO

Page 205
May 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector DB22202 from the coupler, B22202.
- (c) Do a wiring check between these pins of connector DM22201AB at the E2-5 shelf and connector DB22202 at the P212 panel (WDM 22-11-18):

DM22201AB	DB22202
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22202.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22202.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the right ACE to the coupler:
 - (a) Remove the right ACE, M27221. To remove it, do this task: Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801.
 - (b) Disconnect connector DB27132 from the coupler, B27132, in the P212 panel.
 - (c) Do a wiring check between these pins of connector DM27221AD at the E5-2 shelf and connector DB27132 at the P212 panel (WDM 27-02-44):

DM27221AD	DB27132
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27132.
 - 3) Re-install the right ACE, M27221. To install it, do this task: Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-19 TASK 803

D633W103-ARO

Page 206
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

804. Left AFDC No Input from Left ARINC Signal Gateway of the LSCF on Left System ARINC 629 Bus - Fault Isolation

A. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

B. Fault Isolation Procedure

- (1) Replace the left Autopilot Flight Director Computer (AFDC), M22101.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left System bus ARINC 629 Coupler, B22104, in the P111 panel.
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the left ARINC Signal Gateway in the Left System Card File (LSCF), P085A12.
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the left System bus ARINC 629 Coupler, B31101, in the P111 panel.
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring:
 - (a) Disconnect connector DB22104 from the left System bus ARINC 629 Coupler, B22104 on the P111 panel.
 - (b) Remove the left Autopilot Flight Director Computer (AFDC), M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.

EFFECTIVITY
ARO ALL

22-19 TASK 804

D633W103-ARO

Page 207
Jan 05/2013



777-200/300
FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (6) If you find a problem with the wiring, do these steps:
- (a) Repair the wiring.
 - (b) Re-connect DB22104.
 - (c) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (d) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect DB22104.
 - (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (7) Do this check of the wiring:
- (a) Disconnect connector DB31101 from the left System bus ARINC 629 Coupler, B31101, in the P111 panel.
 - (b) Remove the left ARINC Signal Gateway in the LSCF, P085A12. To remove it, do this task: ARINC Signal Gateway (ASG) Card Removal, AMM TASK 31-09-02-000-801.
 - (c) Do a wiring check between these pins of connector DP8504 at the P85 panel and connector DB31101 at the P111 panel (WDM 31-09-12):

DP8504	DB31101
pin 5	pin 5
pin 4	pin 4
pin 2	pin 2
pin 1	pin 1

- (8) If you find a problem with the wiring, do these steps:
- (a) Repair the wiring.
 - (b) Re-connect DB31101.
 - (c) Re-install the left ARINC Signal Gateway in the LSCF, P085A12. To install it, do this task: ARINC Signal Gateway (ASG) Card Installation, AMM TASK 31-09-02-400-802.
 - (d) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-19 TASK 804

D633W103-ARO

Page 208
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

805. Left AFDC No Input from Left ARINC Signal Gateway of the RSCF on Left System ARINC 629 Bus - Fault Isolation

A. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

B. Fault Isolation Procedure

- (1) Replace the left Autopilot Flight Director Computer (AFDC), M22101 .
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left System bus ARINC 629 Coupler, B22104, in the P111 panel.
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the left ARINC Signal Gateway in the Right System Card File (RSCF), P084A12.
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the left System bus ARINC 629 Coupler, B31202, in the P211 panel.
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring:
 - (a) Disconnect connector DB22104 from the left System bus ARINC 629 Coupler, B22104 on the P111 panel.
 - (b) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.

EFFECTIVITY
ARO ALL

22-19 TASK 805

D633W103-ARO

Page 209
Jan 05/2013



777-200/300
FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (6) If you find a problem with the wiring, do these steps:
- (a) Repair the wiring.
 - (b) Re-connect DB22104.
 - (c) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (d) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect DB22104.
 - (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (7) Do this check of the wiring:
- (a) Disconnect connector DB31202 from the left System bus ARINC 629 Coupler, B31202, in the P211 panel.
 - (b) Remove the left ARINC Signal Gateway in the RSCF, P084A12. To remove it, do this task: ARINC Signal Gateway (ASG) Card Removal, AMM TASK 31-09-02-000-801.
 - (c) Do a wiring check between these pins of connector DP8406 at the P84 panel and connector DB31202 at the P211 panel (WDM 31-09-22):

DP8406	DB31202
pin 5	pin 5
pin 4	pin 4
pin 2	pin 2
pin 1	pin 1

- (8) If you find a problem with the wiring, do these steps:
- (a) Repair the wiring.
 - (b) Re-install the left ARINC Signal Gateway in the RSCF, P084A12. To install it, do this task: ARINC Signal Gateway (ASG) Card Installation, AMM TASK 31-09-02-400-802.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

———— **END OF TASK** ————

EFFECTIVITY
ARO ALL

22-19 TASK 805

D633W103-ARO

Page 210
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

806. AFDC-L No Input from AIMS-L on Systems 629 Bus-L - Fault Isolation

A. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

B. Fault Isolation Procedure

- (1) Replace the left autopilot flight director computer (AFDC), M22101.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the IOM(M009) module in the left AIMS cabinet.
These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the coupler, B22104, in the P111 panel.
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
NOTE: This coupler connects the left AFDC to the Systems 629 Bus-L.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the coupler, B31112, in the P111 panel.
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
NOTE: This coupler connects the left AIMS cabinet to the Systems 629 Bus-L.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22104 from the coupler, B22104.

EFFECTIVITY
ARO ALL

22-19 TASK 806

D633W103-ARO

Page 211
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect DB22104.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the AMIS-L cabinet to the coupler:
- (a) Remove the IOM(M009) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
- (b) Disconnect connector DB31112 from the coupler, B31112.
- (c) Do a wiring check between these pins of connector D6607 at the E3-1 shelf and connector DB31112 at the P111 panel (WDM 31-41-25):

D6607	DB31112
pin 9T	pin 5
pin 9TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-install the IOM(M009) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

807. AFDC-L No Input from Converter on Systems 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19422.

EFFECTIVITY
ARO ALL

22-19 TASKS 806-807

D633W103-ARO

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Page 212
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the backup converter, M24008.

These are the tasks:

Backup Generator Converter Removal, AMM TASK 24-25-09-000-801,

Backup Generator Converter Installation, AMM TASK 24-25-09-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22104, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B24102, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the backup converter to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22104 from the coupler, B22104.



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22104.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the backup converter to the coupler:
- (a) Remove the backup converter, M24008. To remove it, do this task: Backup Generator Converter Removal, AMM TASK 24-25-09-000-801.
- (b) Disconnect connector DB24102 from the coupler, B24102.
- (c) Do a wiring check between these pins of connector DM24008A at the E4-4 shelf and connector DB24102 at the P111 panel (WDM 24-25-33):

DM24008A	DB24102
pin 5	pin 5
pin 4	pin 4
pin 2	pin 2
pin 1	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB24102.
 - 3) Re-install the backup converter, M24008. To install it, do this task: Backup Generator Converter Installation, AMM TASK 24-25-09-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

809. AFDC-L No Input from FSEU-1 ont Systems 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19440.

EFFECTIVITY
ARO ALL

22-19 TASKS 807-809

D633W103-ARO

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Page 214
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the flap slat electronic unit (FSEU)1, M27001.

These are the tasks:

Flap/Slat Electronics Unit (FSEU) Removal, AMM TASK 27-51-01-000-801,

Flap/Slat Electronics Unit (FSEU) Installation, AMM TASK 27-51-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22104, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27101, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the FSEU-1 to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22104 from the coupler, B22104.



777-200/300
FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22104.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the FSEU-1 to the coupler:
- (a) Remove the FSEU-1, M27001. To remove it, do this task: Flap/Slat Electronics Unit (FSEU) Removal, AMM TASK 27-51-01-000-801.
- (b) Disconnect connector DB27101 from the coupler, B27101.
- (c) Do a wiring check between these pins of connector DM27001AB at the E1-6 shelf and connector DB27101 at the P111 panel (WDM 27-51-11):

DM27001AB	DB27101
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27101.
 - 3) Re-install the FSEU-1, M27001. To install it, do this task: Flap/Slat Electronics Unit (FSEU) Installation, AMM TASK 27-51-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

———— **END OF TASK** ————

810. AFDC-L No Input from GCU-L on Systems 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19446.

EFFECTIVITY
ARO ALL

22-19 TASKS 809-810

D633W103-ARO

Page 216
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left generator control unit (GCU), M24105.

These are the tasks:

Generator Control Unit Removal, AMM TASK 24-22-02-000-801,
Generator Control Unit Installation, AMM TASK 24-22-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22104, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B24103, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left GCU to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22104 from the coupler, B22104.



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22104.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the left GCU to the coupler:
- (a) Remove the left GCU, M24105. To remove it, do this task: Generator Control Unit Removal, AMM TASK 24-22-02-000-801.
- (b) Disconnect connector DB24103 from the coupler, B24103.
- (c) Do a wiring check between these pins of connector DM24105AC at the E1-1 shelf and connector DB24103 at the P111 panel (WDM 24-28-11):

DM24105AC	DB24103
pin 3T	pin 2
pin 3TR	pin 1
pin 6T	pin 5
pin 6TR	pin 4

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB24103.
 - 3) Re-install the left GCU, M24105. To install it, do this task: Generator Control Unit Installation, AMM TASK 24-22-02-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

811. **AFDC-L No Input from OPBC-L on Systems 629 Bus-L - Fault Isolation**

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19452.

EFFECTIVITY
ARO ALL

22-19 TASKS 810-811

D633W103-ARO

Page 218
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left overhead panel bus controller (OPBC), M23112.

These are the tasks:

Left Overhead Panel Bus Controller (OPBC) Removal, AMM TASK 23-93-01-000-801,

Left Overhead Panel Bus Controller (OPBC) Installation, AMM TASK 23-93-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22104, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B23126, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left OPBC to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22104 from the coupler, B22104.



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22104.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the left OPBC to the coupler:
- (a) Remove the left OPBC, M23112. To remove it, do this task: Left Overhead Panel Bus Controller (OPBC) Removal, AMM TASK 23-93-01-000-801.
- (b) Disconnect connector DB23126 from the coupler, B23126.
- (c) Do a wiring check between these pins of connector DM23112B at the left OPBC and connector DB23126 at the P111 panel (WDM 23-93-11):

DM23112B	DB23126
pin 5	pin 5
pin 4	pin 4
pin 2	pin 2
pin 1	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB23126.
 - 3) Re-install the left OPBC, M23112. To install it, do this task: Left Overhead Panel Bus Controller (OPBC) Installation, AMM TASK 23-93-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

812. **AFDC-L No Input from PSEU-1 on Systems 629 Bus-L - Fault Isolation**

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19458.

EFFECTIVITY
ARO ALL

22-19 TASKS 811-812

D633W103-ARO

Page 220
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the circuit card assembly CCA, Coummunication, A2 in the proximity sensor electronic Unit (PSEU)1, M32021.

These are the tasks:

PSEU Circuit Card Removal, AMM TASK 32-08-02-000-801,

PSEU Circuit Card Installation, AMM TASK 32-08-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22104, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B32115, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the PSEU-1 to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22104 from the coupler, B22104.



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22104.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the PSEU-1 to the coupler:
- (a) Remove the PSEU-1, M32021. To remove it, do this task: Proximity Sensor Electronics Unit Removal, AMM TASK 32-08-01-000-801.
- (b) Disconnect connector DB32115 from the coupler, B32115.
- (c) Do a wiring check between these pins of connector DM32021AD at the E1-5 shelf and connector DB32115 at the P111 panel (WDM 32-08-11):

DM32021AD	DB32115
pin 2T	pin 5
pin 2TR	pin 4
pin 1T	pin 2
pin 1TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB32115.
 - 3) Re-install the PSEU-1, M32021. To install it, do this task: Proximity Sensor Electronics Unit Installation, AMM TASK 32-08-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

813. AFDC-L No Input from WEU-L on Systems 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19464.

EFFECTIVITY
ARO ALL

22-19 TASKS 812-813

D633W103-ARO

Page 222
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left warning electronic unit (WEU), M31107.

These are the tasks:

Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801,

Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22104, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B31122, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left WEU to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22104 from the coupler, B22104.



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22104.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the left WEU to the coupler:
- (a) Remove the left WEU, M31107. To remove it, do this task: Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801.
- (b) Disconnect connector DB31122 from the coupler, B31122.
- (c) Do a wiring check between these pins of connector DM31107AB at the E1-5 shelf and connector DB31122 at the P111 panel (WDM 31-51-13):

DM31107AB	DB31122
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31122.
 - 3) Re-install the left WEU, M31107. To install it, do this task: Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

814. Left AFDC No Input from Left ILS OUTPUT #1 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19904.

EFFECTIVITY
ARO ALL

22-19 TASKS 813-814

D633W103-ARO

Page 224
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the left Instrument Landing System (ILS) Receiver, M34110.

These are the tasks:

Receiver for ILS - Removal, AMM TASK 34-31-01-000-801,

Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left Autopilot Flight Director Computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the left ILS Receiver, M34110. To remove it, do this task: Receiver for ILS - Removal, AMM TASK 34-31-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector DM34110AB at the E1-2 shelf (WDM 34-31-13):

DM22101AC

pin G2

pin H2

DM34110AB

pin B7

pin C7

- (d) If you find a problem in the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the left ILS Receiver, M34110. To install it, do this task: Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.

EFFECTIVITY
ARO ALL

22-19 TASK 814

D633W103-ARO

Page 225
May 05/2013



777-200/300 FAULT ISOLATION MANUAL

- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

818. Center AFDC No Input from Center ILS OUTPUT #1 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19908.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the center Instrument Landing System (ILS) Receiver, M34310.

These are the tasks:

Receiver for ILS - Removal, AMM TASK 34-31-01-000-801,

Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center Autopilot Flight Director Computer (AFDC), M22301.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the center ILS Receiver, M34310. To remove it, do this task: Receiver for ILS - Removal, AMM TASK 34-31-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector DM34310AB at the E1-3 shelf (WDM 34-31-33):

DM22301AC		DM34310AB
pin G2	.....	pin B7
pin H2	.....	pin C7
- (d) If you find a problem in the wiring, do these steps:

EFFECTIVITY
ARO ALL

22-19 TASKS 814-818

D633W103-ARO

Page 226
May 05/2013



777-200/300 FAULT ISOLATION MANUAL

- 1) Repair the wiring.
- 2) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 3) Re-install the center ILS Receiver, M34310. To install it, do this task: Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

822. Right AFDC No Input from Right ILS OUTPUT #1 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19912.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the right Instrument Landing System (ILS) Receiver, M34210.
These are the tasks:
Receiver for ILS - Removal, AMM TASK 34-31-01-000-801,
Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right Autopilot Flight Director Computer (AFDC), M22201.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the right ILS Receiver, M34210. To remove it, do this task: Receiver for ILS - Removal, AMM TASK 34-31-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connector DM34210AB at the E2-3 shelf (WDM 34-31-23):

EFFECTIVITY
ARO ALL

22-19 TASKS 818-822

D633W103-ARO

Page 227
May 05/2013



777-200/300 FAULT ISOLATION MANUAL

DM22201AC

pin G2 pin B7
pin H2 pin C7

DM34210AB

- (d) If you find a problem in the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the right ILS Receiver, M34210. To install it, do this task: Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

823. AFDC-L No Input from RA Transceiver-L on Altitude-1 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19922.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the left radio altimeter (RA) transceiver, M34112.
- These are the tasks:
- Radio Altimeter Transceiver Removal, AMM TASK 34-33-01-000-801,
Radio Altimeter Transceiver Installation, AMM TASK 34-33-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:

EFFECTIVITY
ARO ALL

22-19 TASKS 822-823

D633W103-ARO

Page 228
May 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Remove the left RA transceiver, M34112. To remove it, do this task: Radio Altimeter Transceiver Removal, AMM TASK 34-33-01-000-801.
- (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector DM34112AB at the E5-4 shelf (WDM 34-33-12):

DM22101AC	DM34112AB
pin F1	B2
pin G1	B3

- (d) If you find a problem in the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left RA transceiver, M34112. To install it, do this task: Radio Altimeter Transceiver Installation, AMM TASK 34-33-01-400-801.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

827. AFDC-C No Input from RA Transceiver-C on Altitude-1 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19926.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the center radio altimeter (RA) transceiver, M34312.

These are the tasks:

Radio Altimeter Transceiver Removal, AMM TASK 34-33-01-000-801,

Radio Altimeter Transceiver Installation, AMM TASK 34-33-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

EFFECTIVITY
ARO ALL

22-19 TASKS 823-827

D633W103-ARO

Page 229
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the center RA transceiver, M34312. To remove it, do this task: Radio Altimeter Transceiver Removal, AMM TASK 34-33-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector DM34312AB at the E5-3 shelf (WDM 34-33-32):

DM22301AC	DM34312AB
pin F1	B2
pin G1	B3

- (d) If you find a problem in the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the center RA transceiver, M34312. To install it, do this task: Radio Altimeter Transceiver Installation, AMM TASK 34-33-01-400-801.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

831. AFDC-R No Input from RA Transceiver-R on Altitude-1 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19930.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the right radio altimeter (RA) transceiver, M34212.

These are the tasks:

Radio Altimeter Transceiver Removal, AMM TASK 34-33-01-000-801,

Radio Altimeter Transceiver Installation, AMM TASK 34-33-01-400-801.

EFFECTIVITY
ARO ALL

22-19 TASKS 827-831

D633W103-ARO

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Page 230
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the right RA transceiver, M34212. To remove it, do this task: Radio Altimeter Transceiver Removal, AMM TASK 34-33-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connector DM34212AB at the E5-2 shelf (WDM 34-33-22):

DM22201AC	DM34212AB
pin F1	B2
pin G1	B3

- (d) If you find a problem in the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the RA transceiver, M34212. To install it, do this task: Radio Altimeter Transceiver Installation, AMM TASK 34-33-01-400-801.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

832. AFDC-L No Input from ADIRU on Flt Ctrl ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19104.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the air data inertial reference unit (ADIRU), M34001.

These are the tasks:

Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801,

EFFECTIVITY
ARO ALL

22-19 TASKS 831-832

D633W103-ARO

Page 231
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22101, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Flt Ctrl 629 Bus-L

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B34105, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ADIRU to the Flt Ctrl 629 Bus-L

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Replace the ARINC 629 coupler, B34106, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ADIRU to the Flt Ctrl 629 Bus-L

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (6) Do this check of the wiring from the left AFDC to the coupler:
- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22101 from the coupler, B22101.
 - (c) Do a wiring check between these pins of connector DM22101AB at the E1-3 shelf and connector DB22101 at the P112 panel (WDM 22-11-18):

EFFECTIVITY
ARO ALL

22-19 TASK 832

D633W103-ARO

Page 232
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM22101AB	DB22101
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22101.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22101.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (7) Do this check of the wiring from the ADIRU to the coupler (B34105):
 - (a) Remove the ADIRU, M34001. To remove it, do this task: Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801.
 - (b) Disconnect connector DB34105 from the coupler, B34105.
 - (c) Do a wiring check between these pins of connector DM34001A at the E3-3 shelf and connector DB34105 at the P112 panel (WDM 34-21-11):

DM34001A	DB34105
pin 6	pin 2
pin 5	pin 1
pin 8	pin 5
pin 9	pin 4

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB34105.
 - 3) Re-install the ADIRU, M34001. To install it, do this task: Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB34105.
- (8) Do this check of the wiring from the ADIRU to the coupler (B34106):
 - (a) Disconnect connector DB34106 from the coupler, B34106.
 - (b) Do a wiring check between these pins of connector DM34001A at the E3-3 shelf and connector DB34106 at the P112 panel (WDM 34-21-11):

EFFECTIVITY
ARO ALL

22-19 TASK 832

D633W103-ARO

Page 233
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

DM34001A	DB34106
pin 12	pin 2
pin 11	pin 1
pin 14	pin 5
pin 3	pin 4

- (c) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB34106.
 - 3) Re-install the ADIRU, M34001. To install it, do this task: Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

833. AFDC-L No Input from PFC-L on Flt Ctrl ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19107.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left primary flight computer (PFC), M27106.
- These are the tasks:
- Primary Flight Computer (PFC) Removal, AMM TASK 27-02-01-000-801,
Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22101, in the P112 panel.
- These are the tasks:
- ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

EFFECTIVITY
ARO ALL

22-19 TASKS 832-833

D633W103-ARO

Page 234
May 05/2013



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27011, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left PFC to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Replace the ARINC 629 coupler, B27021, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left PFC to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (6) Replace the ARINC 629 coupler, B27031, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left PFC to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (7) Do this check of the wiring from the left AFDC to the coupler:
- (a) Remove the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (b) Disconnect connector DB22101 from the coupler, B22101.
 - (c) Do a wiring check between these pins of connector DM22101AB at the E1-3 shelf and connector DB22101 at the P112 panel (WDM 22-11-18):

DM22101AB

DB22101

pin 3T	.....	pin 5
pin 3TR	.....	pin 4
pin 6T	.....	pin 2
pin 6TR	.....	pin 1

- (d) If you find a problem with the wiring, then do these steps:

EFFECTIVITY
ARO ALL

22-19 TASK 833

D633W103-ARO

Page 235
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
- 2) Re-connect connector DB22101.
- 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22101.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (8) Do this check of the wiring from the left PFC to the coupler (B27011):
 - (a) Remove the left PFC, M27106. To remove it, do this task: Primary Flight Computer (PFC) Removal, AMM TASK 27-02-01-000-801.
 - (b) Disconnect connector DB27011 from the coupler, B27011.
 - (c) Do a wiring check between these pins of connector DM27106AA at the E1-6 shelf and connector DB27011 at the P112 panel (WDM 27-02-41):

DM27106AA	DB27011
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27011.
 - 3) Re-install the left PFC, M27106. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB27011.
- (9) Do this check of the wiring from the left PFC to the coupler (B27021):
 - (a) Disconnect connector DB27021 from the coupler, B27021.
 - (b) Do a wiring check between these pins of connector DM27106AA at the E1-6 shelf and connector DB27021 at the P112 panel (WDM 27-02-41):

DM27106AA	DB27021
pin 9T	pin 5
pin 9TR	pin 4
pin 10T	pin 2
pin 10TR	pin 1

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).

EFFECTIVITY
ARO ALL

22-19 TASK 833

D633W103-ARO

Page 236
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 2) Re-connect connector DB27021.
- 3) Re-install the left PFC, M27106. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If you do not find a problem with the wiring, then continue.
 - 1) Re-connect connector DB27021.
- (10) Do this check of the wiring from the left PFC to the coupler (B27031):
 - (a) Disconnect connector DB27031 from the coupler, B27031.
 - (b) Do a wiring check between these pins of connector DM27106AA at the E1-6 shelf and connector DB27031 at the P112 panel (WDM 27-02-41):

DM27106AA	DB27031
pin 8T	pin 5
pin 8TR	pin 4
pin 7T	pin 2
pin 7TR	pin 1
- (c) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27031.
 - 3) Re-install the left PFC, M27106. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

834. AFDC-L No Input from ACE-L1 on Flt Ctrl ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19119.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left 1 actuator control electronics (ACE-L1), M27121.

These are the tasks:

Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801,

Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.

EFFECTIVITY
ARO ALL

22-19 TASKS 833-834

D633W103-ARO

Page 237
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22101, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27111, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ACE-L1 to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22101 from the coupler, B22101.
 - (c) Do a wiring check between these pins of connector DM22101AB at the E1-3 shelf and connector DB22101 at the P112 panel (WDM 22-11-18):

DM22101AB	DB22101
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22101.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.

EFFECTIVITY
ARO ALL

22-19 TASK 834

D633W103-ARO

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Page 238
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (f) Re-connect connector DB22101.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the ACE-L1 to the coupler:
 - (a) Remove the ACE-L1, M27121. To remove it, do this task: Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801.
 - (b) Disconnect connector DB27111 from the coupler, B27111.
 - (c) Do a wiring check between these pins of connector DM27121AD at the E1-5 shelf and connector DB27111 at the P112 panel (WDM 27-02-42):

DM27121AD	DB27111
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27111.
 - 3) Re-install the ACE-L1, M27121. To install it, do this task: Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

835. **AFDC-L No Input from ACE-L2 on Flt Ctrl ARINC 629 Bus-L - Fault Isolation**

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19122.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left 2 actuator control electronics (ACE-L2), M27122.

These are the tasks:

Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801,
Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

EFFECTIVITY
ARO ALL

22-19 TASKS 834-835

D633W103-ARO

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Page 239
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22101, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27121, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ACE-L2 to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22101 from the coupler, B22101.
 - (c) Do a wiring check between these pins of connector DM22101AB at the E1-3 shelf and connector DB22101 at the P112 panel (WDM 22-11-18):

DM22101AB	DB22101
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22101.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22101.

EFFECTIVITY
ARO ALL

22-19 TASK 835

D633W103-ARO

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Page 240
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the ACE-L2 to the coupler:
 - (a) Remove the ACE-L2, M27122. To remove it, do this task: Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801.
 - (b) Disconnect connector DB27121 from the coupler, B27121.
 - (c) Do a wiring check between these pins of connector DM27122AD at the E1-1 shelf and connector DB27121 at the P112 panel (WDM 27-02-42):

DM27122AD	DB27121
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27121.
 - 3) Re-install the ACE-L2, M27122. To install it, do this task: Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

836. AFDC-L No Input from CDU-L on Systems 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19425.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left control display unit (CDU), N34103.

These are the tasks:

Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801,

Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director Computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-19 TASKS 835-836

D633W103-ARO

Page 241
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 Coupler, B22104, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 Coupler, B31113, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left CDU to the systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22104 from the coupler, B22104.
 - (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22104.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-19 TASK 836

D633W103-ARO

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Page 242
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (6) Do this check of the wiring from the left CDU to the coupler:
- (a) Remove the left CDU, N34103. To remove it, do this task: Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801.
 - (b) Disconnect connector DB31113 from the coupler, B31113.
 - (c) Do a wiring check between these pins of connector DN34103B at the P9 Forward Aisle Stand Panel and connector DB31113 at the P111 panel (WDM 34-41-28):

DN34103B	DB31113
pin 24	pin 5
pin 25	pin 4
pin 22	pin 2
pin 23	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31113.
 - 3) Re-install the left CDU, N34103. To install it, do this task: Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

END OF TASK

837. AFDC-L No Input from CDU-C on Systems 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19428.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center control display Unit (CDU), N34303.
These are the tasks:
Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801,
Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight Director computer (AFDC), M22101.
These are the tasks:
Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

EFFECTIVITY
ARO ALL

22-19 TASKS 836-837

D633W103-ARO

Page 243
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 Coupler, B22104, in the P111 panel.
- These are the tasks:
- ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
- NOTE:** This coupler connects the left AFDC to the systems 629 Bus-L.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 Coupler, B31114, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center CDU to the systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector DB22104 from the coupler, B22104.
- (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22104.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the center CDU to the coupler:

EFFECTIVITY
ARO ALL

22-19 TASK 837

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 244
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Remove the center CDU, N34303. To remove it, do this task: Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801.
- (b) Disconnect connector DB31114 from the coupler, B31114.
- (c) Do a wiring check between these pins of connector DN34303B at the P9 Aft Aisle Stand Panel and connector DB31114 at the P111 panel (WDM 34-41-28):

DN34303B	DB31114
pin 24	pin 5
pin 25	pin 4
pin 22	pin 2
pin 23	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31114.
 - 3) Re-install the center CDU, N34303. To install it, do this task: Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

838. AFDC-L No Input from CDU-R on Systems 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19431.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right control display unit (CDU), N34203.

These are the tasks:

Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801,
Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director Computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

EFFECTIVITY
ARO ALL

22-19 TASKS 837-838

D633W103-ARO

Page 245
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (3) Replace the ARINC 629 Coupler, B22104, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 Coupler, B31115, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right CDU to the systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector DB22104 from the coupler, B22104.
- (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22104.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the right CDU to the coupler:
- (a) Remove the right CDU, N34203. To remove it, do this task: Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801.

EFFECTIVITY
ARO ALL

22-19 TASK 838

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 246
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) Disconnect connector DB31115 from the coupler, B31115.
- (c) Do a wiring check between these pins of connector DN34203B at the P9 Forward Aisle Stand Panel and connector DB31115 at the P111 panel (WDM 34-41-28):

DN34203B	DB31115
pin 24	pin 5
pin 25	pin 4
pin 22	pin 2
pin 23	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31115.
 - 3) Re-install the right CDU, N34203. To install it, do this task: Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

839. AFDC-C No Input on Flt Ctrl ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19102.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the ARINC 629 coupler, B22301, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Flt Ctrl 629 Bus-L

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

EFFECTIVITY
ARO ALL

22-19 TASKS 838-839

D633W103-ARO

Page 247
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (3) Do this check of the wiring from the center AFDC to the coupler:
- (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22301 from the coupler, B22301.
 - (c) Do a wiring check between these pins of connector DM22301AD at the E4-1 shelf and connector DB22301 at the P112 panel (WDM 22-11-18):

DM22301AD	DB22301
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22301.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

END OF TASK

840. AFDC-R No Input on Flt Ctrl ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19103.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the ARINC 629 coupler, B22201, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Flt Ctrl 629 Bus-L

EFFECTIVITY
ARO ALL

22-19 TASKS 839-840

D633W103-ARO

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Page 248
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22201 from the coupler, B22201.
 - (c) Do a wiring check between these pins of connector DM22201AB at the E2-5 shelf and connector DB22201 at the P112 panel (WDM 22-11-18):

DM22201AB	DB22201
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22201.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

841. **AFDC-C No Input from ADIRU on Flt Ctrl ARINC 629 Bus-L - Fault Isolation**

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19105.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the air data inertial reference unit (ADIRU), M34001.

These are the tasks:

Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801,

Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

EFFECTIVITY
ARO ALL

22-19 TASKS 840-841

D633W103-ARO

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777-200/300 FAULT ISOLATION MANUAL

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22301, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Flt Ctrl 629 Bus-L

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B34105, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ADIRU to the Flt Ctrl 629 Bus-L

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Replace the ARINC 629 coupler, B34106, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ADIRU to the Flt Ctrl 629 Bus-L

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (6) Do this check of the wiring from the center AFDC to the coupler:
- (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22301 from the coupler, B22301.
 - (c) Do a wiring check between these pins of connector DM22301AD at the E4-1 shelf and connector DB22301 at the P112 panel (WDM 22-11-18):

DM22301AD	DB22301
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).

EFFECTIVITY
ARO ALL

22-19 TASK 841

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 250
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 2) Re-connect connector DB22301.
- 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22301.
- (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (7) Do this check of the wiring from the ADIRU to the coupler (B34105):
 - (a) Remove the ADIRU, M34001. To remove it, do this task: Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801.
 - (b) Disconnect connector DB34105 from the coupler, B34105.
 - (c) Do a wiring check between these pins of connector DM34001A at the E3-3 shelf and connector DB34105 at the P112 panel (WDM 34-21-11):

DM34001A	DB34105
pin 6	pin 2
pin 5	pin 1
pin 8	pin 5
pin 9	pin 4

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB34105.
 - 3) Re-install the ADIRU, M34001. To install it, do this task: Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB34105.
- (8) Do this check of the wiring from the ADIRU to the coupler (B34106):
 - (a) Disconnect connector DB34106 from the coupler, B34106.
 - (b) Do a wiring check between these pins of connector DM34001A at the E3-3 shelf and connector DB34106 at the P112 panel (WDM 34-21-11):

DM34001A	DB34106
pin 12	pin 2
pin 11	pin 1
pin 14	pin 5
pin 3	pin 4

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB34106.

EFFECTIVITY
ARO ALL

22-19 TASK 841

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 251
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 3) Re-install the ADIRU, M34001. To install it, do this task: Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

842. AFDC-R No Input from ADIRU on Flt Ctrl ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19106.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the air data inertial reference unit (ADIRU), M34001.

These are the tasks:

Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801,

Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22201, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

EFFECTIVITY
ARO ALL

22-19 TASKS 841-842

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 252
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ADIRU to the Flt Ctrl 629 Bus-L

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Replace the ARINC 629 coupler, B34106, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ADIRU to the Flt Ctrl 629 Bus-L

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (6) Do this check of the wiring from the right AFDC to the coupler:
- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22201 from the coupler, B22201.
 - (c) Do a wiring check between these pins of connector DM22201AB at the E2-5 shelf and connector DB22201 at the P112 panel (WDM 22-11-18):
- | DM22201AB | DB22201 |
|-------------------|----------------|
| pin 2T | pin 5 |
| pin 2TR | pin 4 |
| pin 5T | pin 2 |
| pin 5TR | pin 1 |
- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22201.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB22201.
 - (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (7) Do this check of the wiring from the ADIRU to the coupler (B34105):
- (a) Remove the ADIRU, M34001. To remove it, do this task: Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801.
 - (b) Disconnect connector DB34105 from the coupler, B34105.
 - (c) Do a wiring check between these pins of connector DM34001A at the E3-3 shelf and connector DB34105 at the P112 panel (WDM 34-21-11):

EFFECTIVITY
ARO ALL

22-19 TASK 842

D633W103-ARO

Page 253
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM34001A	DB34105
pin 6	pin 2
pin 5	pin 1
pin 8	pin 5
pin 9	pin 4

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB34105.
 - 3) Re-install the ADIRU, M34001. To install it, do this task: Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB34105.
- (8) Do this check of the wiring from the ADIRU to the coupler (B34106):
- (a) Disconnect connector DB34106 from the coupler, B34106.
- (b) Do a wiring check between these pins of connector DM34001A at the E3-3 shelf and connector DB34106 at the P112 panel (WDM 34-21-11):

DM34001A	DB34106
pin 12	pin 2
pin 11	pin 1
pin 14	pin 5
pin 3	pin 4

- (c) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB34106.
 - 3) Re-install the ADIRU, M34001. To install it, do this task: Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

843. AFDC-C No Input from PFC-L on Flt Ctrl ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19108.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

EFFECTIVITY
ARO ALL

22-19 TASKS 842-843

D633W103-ARO

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Page 254
Sep 05/2013



777-200/300 FAULT ISOLATION MANUAL

C. Fault Isolation Procedure

- (1) Replace the left primary flight computer (PFC), M27106.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (2) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (3) Replace the ARINC 629 coupler, B22301, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (4) Replace the ARINC 629 coupler, B27011, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left PFC to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (5) Replace the ARINC 629 coupler, B27021, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left PFC to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (6) Replace the ARINC 629 coupler, B27031, in the P112 panel.

EFFECTIVITY
ARO ALL

22-19 TASK 843

D633W103-ARO

Page 255
Sep 05/2013



777-200/300 FAULT ISOLATION MANUAL

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left PFC to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (7) Do this check of the wiring from the center AFDC to the coupler:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22301 from the coupler, B22301.
 - (c) Do a wiring check between these pins of connector DM22301AD at the E4-1 shelf and connector DB22301 at the P112 panel (WDM 22-11-18):

DM22301AD	DB22301
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1
- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22301.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22301.
- (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (8) Do this check of the wiring from the left PFC to the coupler (B27011):
 - (a) Remove the left PFC, M27106. To remove it, do this task: Primary Flight Computer (PFC) Removal, AMM TASK 27-02-01-000-801.
 - (b) Disconnect connector DB27011 from the coupler, B27011.
 - (c) Do a wiring check between these pins of connector DM27106AA at the E1-6 shelf and connector DB27011 at the P112 panel (WDM 27-02-41):

DM27106AA	DB27011
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:

EFFECTIVITY
ARO ALL

22-19 TASK 843

D633W103-ARO

Page 256
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
- 2) Re-connect connector DB27011.
- 3) Re-install the left PFC, M27106. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB27011.
- (9) Do this check of the wiring from the left PFC to the coupler (B27021):
 - (a) Disconnect connector DB27021 from the coupler, B27021.
 - (b) Do a wiring check between these pins of connector DM27106AA at the E1-6 shelf and connector DB27021 at the P112 panel (WDM 27-02-41):

DM27106AA	DB27021
pin 9T	pin 5
pin 9TR	pin 4
pin 10T	pin 2
pin 10TR	pin 1

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27021.
 - 3) Re-install the left PFC, M27106. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If you do not find a problem with the wiring, then continue.
- (e) Re-connect connector DB27021.
- (10) Do this check of the wiring from the left PFC to the coupler (B27031):
 - (a) Disconnect connector DB27031 from the coupler, B27031.
 - (b) Do a wiring check between these pins of connector DM27106AA at the E1-6 shelf and connector DB27031 at the P112 panel (WDM 27-02-41):

DM27106AA	DB27031
pin 8T	pin 5
pin 8TR	pin 4
pin 7T	pin 2
pin 7TR	pin 1

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27031.
 - 3) Re-install the left PFC, M27106. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.

EFFECTIVITY
ARO ALL

22-19 TASK 843

D633W103-ARO

Page 257
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

844. AFDC-R No Input from PFC-L on Flt Ctrl ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19109.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left primary flight computer (PFC), M27106.

These are the tasks:

Primary Flight Computer (PFC) Removal, AMM TASK 27-02-01-000-801,

Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22201, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27011, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left PFC to the Flt Ctrl 629 Bus-L.

EFFECTIVITY
ARO ALL

22-19 TASKS 843-844

D633W103-ARO

Page 258
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Replace the ARINC 629 coupler, B27021, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left PFC to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (6) Replace the ARINC 629 coupler, B27031, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left PFC to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (7) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22201 from the coupler, B22201.
 - (c) Do a wiring check between these pins of connector DM22201AB at the E2-5 shelf and connector DB22201 at the P112 panel (WDM 22-11-18):

DM22201AB	DB22201
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22201.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22201.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-19 TASK 844

D633W103-ARO

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Page 259
Sep 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

- (8) Do this check of the wiring from the left PFC to the coupler (B27011):
- (a) Remove the left PFC, M27106. To remove it, do this task: Primary Flight Computer (PFC) Removal, AMM TASK 27-02-01-000-801.
 - (b) Disconnect connector DB27011 from the coupler, B27011.
 - (c) Do a wiring check between these pins of connector DM27106AA at the E1-6 shelf and connector DB27011 at the P112 panel (WDM 27-02-41):

DM27106AA	DB27011
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27011.
 - 3) Re-install the left PFC, M27106. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB27011.
- (9) Do this check of the wiring from the left PFC to the coupler (B27021):
- (a) Disconnect connector DB27021 from the coupler, B27021.
 - (b) Do a wiring check between these pins of connector DM27106AA at the E1-6 shelf and connector DB27021 at the P112 panel (WDM 27-02-41):

DM27106AA	DB27021
pin 9T	pin 5
pin 9TR	pin 4
pin 10T	pin 2
pin 10TR	pin 1

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27021.
 - 3) Re-install the left PFC, M27106. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (d) If you do not find a problem with the wiring, then continue.
 - (e) Re-connect connector DB27021.
- (10) Do this check of the wiring from the left PFC to the coupler (B27031):
- (a) Disconnect connector DB27031 from the coupler, B27031.

EFFECTIVITY
ARO ALL

22-19 TASK 844

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 260
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) Do a wiring check between these pins of connector DM27106AA at the E1-6 shelf and connector DB27031 at the P112 panel (WDM 27-02-41):

DM27106AA	DB27031
pin 8T	pin 5
pin 8TR	pin 4
pin 7T	pin 2
pin 7TR	pin 1

- (c) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27031.
 - 3) Re-install the left PFC, M27106. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

845. AFDC-C No Input from ACE-L1 on Flt Ctrl ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19120.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left 1 actuator control electronics (ACE-L1), M27121.
- These are the tasks:
- Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801,
Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22301, in the P112 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 844-845

D633W103-ARO

Page 261
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27111, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ACE-L1 to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the center AFDC to the coupler:
- (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22301 from the coupler, B22301.
 - (c) Do a wiring check between these pins of connector DM22301AD at the E4-1 shelf and connector DB22301 at the P112 panel (WDM 22-11-18):

DM22301AD	DB22301
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22301.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB22301.
 - (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the ACE-L1 to the coupler:
- (a) Remove the ACE-L1, M27121. To remove it, do this task: Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801.
 - (b) Disconnect connector DB27111 from the coupler, B27111.

EFFECTIVITY
ARO ALL

22-19 TASK 845

D633W103-ARO

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Page 262
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM27121AD at the E1-5 shelf and connector DB27111 at the P112 panel (WDM 27-02-42):

DM27121AD	DB27111
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27111.
 - 3) Re-install the ACE-L1, M27121. To install it, do this task: Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

846. AFDC-R No Input from ACE-L1 on Flt Ctrl ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19121.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left 1 actuator control electronics (ACE-L1), M27121.
- These are the tasks:
- Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801,
Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22201, in the P112 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 845-846

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 263
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27111, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ACE-L1 to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22201 from the coupler, B22201.
 - (c) Do a wiring check between these pins of connector DM22201AB at the E2-5 shelf and connector DB22201 at the P112 panel (WDM 22-11-18):

DM22201AB	DB22201
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22201.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22201.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the ACE-L1 to the coupler:
 - (a) Remove the ACE-L1, M27121. To remove it, do this task: Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801.
 - (b) Disconnect connector DB27111 from the coupler, B27111.

EFFECTIVITY
ARO ALL

22-19 TASK 846

D633W103-ARO

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Page 264
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM27121AD at the E1-5 shelf and connector DB27111 at the P112 panel (WDM 27-02-42):

DM27121AD	DB27111
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27111.
 - 3) Re-install the ACE-L1, M27121. To install it, do this task: Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

847. AFDC-C No Input from ACE-L2 on Flt Ctrl ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19123.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left 2 actuator control electronics (ACE-L2), M27122.
- These are the tasks:
- Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801,
Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22301, in the P112 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 846-847

D633W103-ARO

Page 265
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27121, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ACE-L2 to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the center AFDC to the coupler:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22301 from the coupler, B22301.
 - (c) Do a wiring check between these pins of connector DM22301AD at the E4-1 shelf and connector DB22301 at the P112 panel (WDM 22-11-18):

DM22301AD	DB22301
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22301.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22301.
- (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the ACE-L2 to the coupler:
 - (a) Remove the ACE-L2, M27122. To remove it, do this task: Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801.
 - (b) Disconnect connector DB27121 from the coupler, B27121.

EFFECTIVITY
ARO ALL

22-19 TASK 847

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 266
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM27122AD at the E1-1 shelf and connector DB27121 at the P112 panel (WDM 27-02-42):

DM27122AD	DB27121
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27121.
 - 3) Re-install the ACE-L2, M27122. To install it, do this task: Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

848. AFDC-R No Input from ACE-L2 on Flt Ctrl ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19124.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left 2 actuator control electronics (ACE-L2), M27122.
- These are the tasks:
- Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801,
Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22201, in the P112 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 847-848

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 267
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27121, in the P112 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ACE-L2 to the Flt Ctrl 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22201 from the coupler, B22201.
 - (c) Do a wiring check between these pins of connector DM22201AB at the E2-5 shelf and connector DB22201 at the P112 panel (WDM 22-11-18):

DM22201AB	DB22201
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22201.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22201.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the ACE-L2 to the coupler:
 - (a) Remove the ACE-L2, M27122. To remove it, do this task: Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801.
 - (b) Disconnect connector DB27121 from the coupler, B27121.

EFFECTIVITY
ARO ALL

22-19 TASK 848

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 268
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM27122AD at the E1-1 shelf and connector DB27121 at the P112 panel (WDM 27-02-42):

DM27122AD	DB27121
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27121.
 - 3) Re-install the ACE-L2, M27122. To install it, do this task: Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

849. AFDC-L No Input on Flt Ctrl ARINC 629 Bus-C - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19201.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left autopilot flight director computer (AFDC), M22101.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the ARINC 629 coupler, B22103, in the P312 panel.
- These are the tasks:
- ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
- NOTE: This coupler connects the left AFDC to the Flt Ctrl 629 Bus-C.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring from the left AFDC to the coupler:

EFFECTIVITY
ARO ALL

22-19 TASKS 848-849

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 269
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector DB22103 from the coupler, B22103.
- (c) Do a wiring check between these pins of connector DM22101AB at the E1-3 shelf and connector DB22103 at the P312 panel (WDM 22-11-18):

DM22101AB	DB22103
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22103.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

850. AFDC-R No Input on Flt Ctrl ARINC 629 Bus-C - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19203.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the ARINC 629 coupler, B22203, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

EFFECTIVITY
ARO ALL

22-19 TASKS 849-850

D633W103-ARO

Page 270
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22203 from the coupler, B22203.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22203 at the P312 panel (WDM 22-11-18):

DM22201AD	DB22203
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22203.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

851. AFDC-L No Input from PFC-C on Flt Ctrl ARINC 629 Bus-C - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19210.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center primary flight computer (PFC), M27306.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-19 TASKS 850-851

D633W103-ARO

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777-200/300 FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22103, in the P312 panel.
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
NOTE: This coupler connects the left AFDC to the Flt Ctrl 629 Bus-C.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27073, in the P312 panel.
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
NOTE: This coupler connects the center PFC to the Flt Ctrl 629 Bus-C.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Replace the ARINC 629 coupler, B27083, in the P312 panel.
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
NOTE: This coupler connects the center PFC to the Flt Ctrl 629 Bus-C.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (6) Replace the ARINC 629 coupler, B27093, in the P312 panel.
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
NOTE: This coupler connects the center PFC to the Flt Ctrl 629 Bus-C.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (7) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22103 from the coupler, B22103.
 - (c) Do a wiring check between these pins of connector DM22101AB at the E1-3 shelf and connector DB22103 at the P312 panel (WDM 22-11-18):

EFFECTIVITY
ARO ALL

22-19 TASK 851

D633W103-ARO

Page 272
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM22101AB

pin 2T	.....	pin 5
pin 2TR	.....	pin 4
pin 5T	.....	pin 2
pin 5TR	.....	pin 1

DB22103

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22103.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22103.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (8) Do this check of the wiring from the center PFC to the coupler (B27073):
 - (a) Remove the center PFC, M27306. To remove it, do this task: Primary Flight Computer (PFC) Removal, AMM TASK 27-02-01-000-801.
 - (b) Disconnect connector DB27073 from the coupler, B27073.
 - (c) Do a wiring check between these pins of connector DM27306AA at the E2-6 shelf and connector DB27073 at the P312 panel (WDM 27-02-45):

DM27306AA

pin 3T	.....	pin 5
pin 3TR	.....	pin 4
pin 6T	.....	pin 2
pin 6TR	.....	pin 1

DB27073

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27073.
 - 3) Re-install the center PFC, M27306. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB27073.
- (9) Do this check of the wiring from the center PFC to the coupler (B27083):
 - (a) Disconnect connector DB27083 from the coupler, B27083.
 - (b) Do a wiring check between these pins of connector DM27306AA at the E2-6 shelf and connector DB27083 at the P312 panel (WDM 27-02-45):

EFFECTIVITY
ARO ALL

22-19 TASK 851

D633W103-ARO

Page 273
May 05/2013



777-200/300 FAULT ISOLATION MANUAL

DM27306AA

pin 9T	.....	pin 5
pin 9TR	.....	pin 4
pin 10T	.....	pin 2
pin 10TR	.....	pin 1

DB27083

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27083.
 - 3) Re-install the center PFC, M27306. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If you do not find a problem with the wiring, then continue.
- (e) Re-connect connector DB27083.
- (10) Do this check of the wiring from the center PFC to the coupler (B27093):
 - (a) Disconnect connector DB27093 from the coupler, B27093.
 - (b) Do a wiring check between these pins of connector DM27306AA at the E2-6 shelf and connector DB27093 at the P312 panel (WDM 27-02-45):

DM27306AA

pin 8T	.....	pin 5
pin 8TR	.....	pin 4
pin 7T	.....	pin 2
pin 7TR	.....	pin 1

DB27093

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27093.
 - 3) Re-install the center PFC, M27306. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

852. AFDC-C No Input from PFC-C on Flt Ctrl ARINC 629 Bus-C - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19211.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

EFFECTIVITY
ARO ALL

22-19 TASKS 851-852

D633W103-ARO

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Page 274
Sep 05/2013



777-200/300 FAULT ISOLATION MANUAL

C. Fault Isolation Procedure

- (1) Replace the center primary flight computer (PFC), M27306.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22303, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27073, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center PFC to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Replace the ARINC 629 coupler, B27083, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center PFC to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (6) Replace the ARINC 629 coupler, B27093, in the P312 panel.

EFFECTIVITY
ARO ALL

22-19 TASK 852

D633W103-ARO

Page 275
Sep 05/2013



777-200/300 FAULT ISOLATION MANUAL

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center PFC to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (7) Do this check of the wiring from the center AFDC to the coupler:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22303 from the coupler, B22303.
 - (c) Do a wiring check between these pins of connector DM22301AB at the E4-1 shelf and connector DB22303 at the P312 panel (WDM 22-11-18):

DM22301AB	DB22303
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22303.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB22303.
 - (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (8) Do this check of the wiring from the center PFC to the coupler (B27073):
 - (a) Remove the center PFC, M27306. To remove it, do this task: Primary Flight Computer (PFC) Removal, AMM TASK 27-02-01-000-801.
 - (b) Disconnect connector DB27073 from the coupler, B27073.
 - (c) Do a wiring check between these pins of connector DM27306AA at the E2-6 shelf and connector DB27073 at the P312 panel (WDM 27-02-45):

DM27306AA	DB27073
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:

EFFECTIVITY
ARO ALL

22-19 TASK 852

D633W103-ARO

Page 276
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27073.
 - 3) Re-install the center PFC, M27306. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB27073.
- (9) Do this check of the wiring from the center PFC to the coupler (B27083):
- (a) Disconnect connector DB27083 from the coupler, B27083.
 - (b) Do a wiring check between these pins of connector DM27306AA at the E2-6 shelf and connector DB27083 at the P312 panel (WDM 27-02-45):

DM27306AA	DB27083
pin 9T	pin 5
pin 9TR	pin 4
pin 10T	pin 2
pin 10TR	pin 1

- (c) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27083.
 - 3) Re-install the center PFC, M27306. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If you do not find a problem with the wiring, then continue.
- (e) Re-connect connector DB27083.
- (10) Do this check of the wiring from the center PFC to the coupler (B27093):
- (a) Disconnect connector DB27093 from the coupler, B27093.
 - (b) Do a wiring check between these pins of connector DM27306AA at the E2-6 shelf and connector DB27093 at the P312 panel (WDM 27-02-45):

DM27306AA	DB27093
pin 8T	pin 5
pin 8TR	pin 4
pin 7T	pin 2
pin 7TR	pin 1

- (c) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27093.
 - 3) Re-install the center PFC, M27306. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.

EFFECTIVITY
ARO ALL

22-19 TASK 852

D633W103-ARO

Page 277
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

853. AFDC-R No Input from PFC-C on Flt Ctrl ARINC 629 Bus-C - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19212.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center primary flight computer (PFC), M27306.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22203, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27073, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center PFC to the Flt Ctrl 629 Bus-C.

EFFECTIVITY
ARO ALL

22-19 TASKS 852-853

D633W103-ARO

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Page 278
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Replace the ARINC 629 coupler, B27083, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center PFC to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (6) Replace the ARINC 629 coupler, B27093, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center PFC to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (7) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22203 from the coupler, B22203.
 - (c) Do a wiring check between these pins of connector DM2201AD at the E2-5 shelf and connector DB22203 at the P312 panel (WDM 22-11-18):

DM22201AD	DB22203
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22203.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22203.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-19 TASK 853

D633W103-ARO

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Page 279
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (8) Do this check of the wiring from the center PFC to the coupler (B27073):
- (a) Remove the center PFC, M27306. To remove it, do this task: Primary Flight Computer (PFC) Removal, AMM TASK 27-02-01-000-801.
 - (b) Disconnect connector DB27073 from the coupler, B27073.
 - (c) Do a wiring check between these pins of connector DM27306AA at the E2-6 shelf and connector DB27073 at the P312 panel (WDM 27-02-45):

DM27306AA	DB27073
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27073.
 - 3) Re-install the center PFC, M27306. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB27073.
- (9) Do this check of the wiring from the center PFC to the coupler (B27083):
- (a) Disconnect connector DB27083 from the coupler, B27083.
 - (b) Do a wiring check between these pins of connector DM27306AA at the E2-6 shelf and connector DB27083 at the P312 panel (WDM 27-02-45):

DM27306AA	DB27083
pin 9T	pin 5
pin 9TR	pin 4
pin 10T	pin 2
pin 10TR	pin 1

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27083.
 - 3) Re-install the center PFC, M27306. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (d) If you do not find a problem with the wiring, then continue.
 - (e) Re-connect connector DB27083.
- (10) Do this check of the wiring from the center PFC to the coupler (B27093):
- (a) Disconnect connector DB27093 from the coupler, B27093.

EFFECTIVITY
ARO ALL

22-19 TASK 853

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 280
Sep 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

- (b) Do a wiring check between these pins of connector DM27306AA at the E2-6 shelf and connector DB27093 at the P312 panel (WDM 27-02-45):

DM27306AA	DB27093
pin 8T	pin 5
pin 8TR	pin 4
pin 7T	pin 2
pin 7TR	pin 1

- (c) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27093.
 - 3) Re-install the center PFC, M27306. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

END OF TASK

854. AFDC-L No Input from SAARU on Flt Ctrl ARINC 629 Bus-C - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19216.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the secondary attitude air data reference unit (SAARU), M34002.
- These are the tasks:
- Secondary Attitude Air Data Reference Unit Removal, AMM TASK 34-21-02-000-801,
Secondary Attitude Air Data Reference Unit Installation, AMM TASK 34-21-02-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22103, in the P312 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 853-854

D633W103-ARO

Page 281
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B34303, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the SAARU to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22103 from the coupler, B22103.
 - (c) Do a wiring check between these pins of connector DM22101AB at the E1-3 shelf and connector DB22103 at the P312 panel (WDM 22-11-18):

DM22101AB	DB22103
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22103.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22103.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the SAARU to the coupler:
 - (a) Remove the SAARU, M34002. To remove it, do this task: Secondary Attitude Air Data Reference Unit Removal, AMM TASK 34-21-02-000-801.
 - (b) Disconnect connector DB34303 from the coupler, B34303.

EFFECTIVITY
ARO ALL

22-19 TASK 854

D633W103-ARO

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Page 282
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM34002AA at the E2-7 shelf and connector DB34303 at the P312 panel (WDM 34-21-21):

DM34002AA	DB34303
pin 9T	pin 5
pin 9TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB34303.
 - 3) Re-install the SAARU, M34002. To install it, do this task: Secondary Attitude Air Data Reference Unit Installation, AMM TASK 34-21-02-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

855. AFDC-R No Input from SAARU on Flt Ctrl ARINC 629 Bus-C - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19218.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the secondary attitude air data reference unit (SAARU), M34002.
- These are the tasks:
- Secondary Attitude Air Data Reference Unit Removal, AMM TASK 34-21-02-000-801,
Secondary Attitude Air Data Reference Unit Installation, AMM TASK 34-21-02-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22203, in the P312 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 854-855

D633W103-ARO

Page 283
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B34303, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the SAARU to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22203 from the coupler, B22203.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22203 at the P312 panel (WDM 22-11-18):

DM22201AD	DB22203
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22203.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22203.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the SAARU to the coupler:
 - (a) Remove the SAARU, M34002. To remove it, do this task: Secondary Attitude Air Data Reference Unit Removal, AMM TASK 34-21-02-000-801.
 - (b) Disconnect connector DB34303 from the coupler, B34303.

EFFECTIVITY
ARO ALL

22-19 TASK 855

D633W103-ARO

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Page 284
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM34002AA at the E2-7 shelf and connector DB34303 at the P312 panel (WDM 34-21-21):

DM34002AA	DB34303
pin 9T	pin 5
pin 9TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB34303.
 - 3) Re-install the SAARU, M34002. To install it, do this task: Secondary Attitude Air Data Reference Unit Installation, AMM TASK 34-21-02-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

856. AFDC-L No Input from ACE-C on ARINC 629 Bus-C - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19225.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center actuator control electronics (ACE), M27321.
- These are the tasks:
- Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801,
Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22103, in the P312 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 855-856

D633W103-ARO

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Page 285
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27143, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center ACE to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22103 from the coupler, B22103.
 - (c) Do a wiring check between these pins of connector DM22101AB at the E1-3 shelf and connector DB22103 at the P312 panel (WDM 22-11-18):

DM22101AB	DB22103
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22103.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22103.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the center ACE to the coupler:
 - (a) Remove the center ACE, M27321. To remove it, do this task: Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801.
 - (b) Disconnect connector DB27143 from the coupler, B27143.

EFFECTIVITY
ARO ALL

22-19 TASK 856

D633W103-ARO

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Page 286
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM27321AD at the E2-5 shelf and connector DB27143 at the P312 panel (WDM 27-02-46):

DM27321AD	DB27143
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27143.
 - 3) Re-install the center ACE, M27321. To install it, do this task: Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

857. AFDC-R No Input from ACE-C on ARINC 629 Bus-C - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19227.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center actuator control electronics (ACE), M27321.
- These are the tasks:
- Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801,
Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22203, in the P312 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 856-857

D633W103-ARO

Page 287
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27143, in the P312 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center ACE to the Flt Ctrl 629 Bus-C.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22203 from the coupler, B22203.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22203 at the P312 panel (WDM 22-11-18):

DM22201AD	DB22203
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22203.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22203.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the center ACE to the coupler:
 - (a) Remove the center ACE, M27321. To remove it, do this task: Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801.
 - (b) Disconnect connector DB27143 from the coupler, B27143.

EFFECTIVITY
ARO ALL

22-19 TASK 857

D633W103-ARO

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Page 288
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM27321AD at the E2-5 shelf and connector DB27143 at the P312 panel (WDM 27-02-46):

DM27321AD	DB27143
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27143.
 - 3) Re-install the center ACE, M27321. To install it, do this task: Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

858. AFDC-L No Input on Flt Ctrl ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19301.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left autopilot flight director computer (AFDC), M22101 .
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the ARINC 629 coupler, B22102, in the P212 panel.
- These are the tasks:
- ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
- NOTE: This coupler connects the left AFDC to the Flt Ctrl 629 Bus-R.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring from the left AFDC to the coupler:

EFFECTIVITY
ARO ALL

22-19 TASKS 857-858

D633W103-ARO

Page 289
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector DB22102 from the coupler, B22102.
- (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22102 at the P212 panel (WDM 22-11-18):

DM22101AD	DB22102
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22102.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

859. AFDC-C No Input on Flt Ctrl ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19302.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center autopilot flight director computer (AFDC), M22301 .

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the ARINC 629 coupler, B22302, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

EFFECTIVITY
ARO ALL

22-19 TASKS 858-859

D633W103-ARO

Page 290
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring from the center AFDC to the coupler:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22302 from the coupler, B22302.
 - (c) Do a wiring check between these pins of connector DM22301AB at the E4-1 shelf and connector DB22302 at the P212 panel (WDM 22-11-18):

DM22301AB	DB22302
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22302.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

860. AFDC-L No Input from ADIRU on Flt Ctrl ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19304.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the air data inertial reference unit (ADIRU), M34001.

These are the tasks:

Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801,

Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-19 TASKS 859-860

D633W103-ARO

Page 291
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22102, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B34205, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ADIRU to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Replace the ARINC 629 coupler, B34206, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ADIRU to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (6) Do this check of the wiring from the left AFDC to the coupler:

- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector DB22102 from the coupler, B22102.
- (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22102 at the P212 panel (WDM 22-11-18):

DM22101AD	DB22102
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22102.

EFFECTIVITY
ARO ALL

22-19 TASK 860

D633W103-ARO

Page 292
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22102.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (7) Do this check of the wiring from the ADIRU to the coupler (B34205):
 - (a) Remove the ADIRU, M34001. To remove it, do this task: Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801.
 - (b) Disconnect connector DB34205 from the coupler, B34205.
 - (c) Do a wiring check between these pins of connector DM34001C at the E3-3 shelf and connector DB34205 at the P212 panel (WDM 34-21-11):

DM34001C	DB34205
pin 6	pin 2
pin 5	pin 1
pin 8	pin 5
pin 9	pin 4

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB34205.
 - 3) Re-install the ADIRU, M34001. To install it, do this task: Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB34205.
- (8) Do this check of the wiring from the ADIRU to the coupler (B34206):
 - (a) Disconnect connector DB34206 from the coupler, B34206.
 - (b) Do a wiring check between these pins of connector DM34001C at the E3-3 shelf and connector DB34206 at the P212 panel (WDM 34-21-11):

DM34001C	DB34206
pin 12	pin 2
pin 11	pin 1
pin 14	pin 5
pin 3	pin 4

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB34206.

EFFECTIVITY
ARO ALL

22-19 TASK 860

D633W103-ARO

Page 293
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 3) Re-install the ADIRU, M34001. To install it, do this task: Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

861. AFDC-C No Input from ADIRU on Flt Ctrl ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19305.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the air data inertial reference unit (ADIRU), M34001.

These are the tasks:

Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801,

Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22302, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

EFFECTIVITY
ARO ALL

22-19 TASKS 860-861

D633W103-ARO

Page 294
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ADIRU to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Replace the ARINC 629 coupler, B34206, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ADIRU to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (6) Do this check of the wiring from the center AFDC to the coupler:
- (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22302 from the coupler, B22302.
 - (c) Do a wiring check between these pins of connector DM22301AB at the E4-1 shelf and connector DB22302 at the P212 panel (WDM 22-11-18):

DM22301AB	DB22302
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22302.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB22302.
 - (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (7) Do this check of the wiring from the ADIRU to the coupler (B34205):
- (a) Remove the ADIRU, M34001. To remove it, do this task: Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801.
 - (b) Disconnect connector DB34205 from the coupler, B34205.
 - (c) Do a wiring check between these pins of connector DM34001C at the E3-3 shelf and connector DB34205 at the P212 panel (WDM 34-21-11):

EFFECTIVITY
ARO ALL

22-19 TASK 861

D633W103-ARO

Page 295
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM34001C	DB34205
pin 6	pin 2
pin 5	pin 1
pin 8	pin 5
pin 9	pin 4

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB34205.
 - 3) Re-install the ADIRU, M34001. To install it, do this task: Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB34205.
- (8) Do this check of the wiring from the ADIRU to the coupler (B34206):
- (a) Disconnect connector DB34206 from the coupler, B34206.
- (b) Do a wiring check between these pins of connector DM34001C at the E3-3 shelf and connector DB34206 at the P212 panel (WDM 34-21-11):

DM34001C	DB34206
pin 12	pin 2
pin 11	pin 1
pin 14	pin 5
pin 3	pin 4

- (c) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB34206.
 - 3) Re-install the ADIRU, M34001. To install it, do this task: Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

862. AFDC-R No Input from ADIRU on Flt Ctrl ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19306.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

EFFECTIVITY
ARO ALL

22-19 TASKS 861-862

D633W103-ARO

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Page 296
Sep 05/2013



777-200/300 FAULT ISOLATION MANUAL

C. Fault Isolation Procedure

- (1) Replace the air data inertial reference unit (ADIRU), M34001.

These are the tasks:

Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801,

Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (2) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (3) Replace the ARINC 629 coupler, B22202, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (4) Replace the ARINC 629 coupler, B34205, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ADIRU to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (5) Replace the ARINC 629 coupler, B34206, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ADIRU to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (6) Do this check of the wiring from the right AFDC to the coupler:

EFFECTIVITY
ARO ALL

22-19 TASK 862

D633W103-ARO

Page 297
Sep 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector DB22202 from the coupler, B22202.
- (c) Do a wiring check between these pins of connector DM22201AB at the E2-5 shelf and connector DB22202 at the P212 panel (WDM 22-11-18):

DM22201AB	DB22202
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22202.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB22202.
 - (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (7) Do this check of the wiring from the ADIRU to the coupler (B34205):
- (a) Remove the ADIRU, M34001. To remove it, do this task: Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801.
 - (b) Disconnect connector DB34205 from the coupler, B34205.
 - (c) Do a wiring check between these pins of connector DM34001C at the E3-3 shelf and connector DB34205 at the P212 panel (WDM 34-21-11):

DM34001C	DB34205
pin 6	pin 2
pin 5	pin 1
pin 8	pin 5
pin 9	pin 4

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB34205.
 - 3) Re-install the ADIRU, M34001. To install it, do this task: Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB34205.

EFFECTIVITY
ARO ALL

22-19 TASK 862

D633W103-ARO

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Page 298
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (8) Do this check of the wiring from the ADIRU to the coupler (B34206):
- (a) Disconnect connector DB34206 from the coupler, B34206.
 - (b) Do a wiring check between these pins of connector DM34001C at the E3-3 shelf and connector DB34206 at the P212 panel (WDM 34-21-11):

DM34001C	DB34206
pin 12	pin 2
pin 11	pin 1
pin 14	pin 5
pin 3	pin 4

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB34206.
 - 3) Re-install the ADIRU, M34001. To install it, do this task: Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

863. **AFDC-L No Input from PFC-R on Flt Ctrl ARINC 629 Bus-R - Fault Isolation**

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19313.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right primary flight computer (PFC), M27206.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

EFFECTIVITY
ARO ALL

22-19 TASKS 862-863

D633W103-ARO

Page 298.1
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (3) Replace the ARINC 629 coupler, B22102, in the P212 panel.
- These are the tasks:
- ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
- NOTE: This coupler connects the left AFDC to the Flt Ctrl 629 Bus-R.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27042, in the P212 panel.
- These are the tasks:
- ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
- NOTE: This coupler connects the right PFC to the Flt Ctrl 629 Bus-R.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Replace the ARINC 629 coupler, B27052, in the P212 panel.
- These are the tasks:
- ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
- NOTE: This coupler connects the right PFC to the Flt Ctrl 629 Bus-R.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (6) Replace the ARINC 629 coupler, B27062, in the P212 panel.
- These are the tasks:
- ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
- NOTE: This coupler connects the right PFC to the Flt Ctrl 629 Bus-R.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (7) Do this check of the wiring from the left AFDC to the coupler:
- (a) Remove the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (b) Disconnect connector DB22102 from the coupler, B22102.
- (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22102 at the P212 panel (WDM 22-11-18):

EFFECTIVITY
ARO ALL

22-19 TASK 863

D633W103-ARO

Page 298.2
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM22101AD

pin 3T	.....	pin 5
pin 3TR	.....	pin 4
pin 6T	.....	pin 2
pin 6TR	.....	pin 1

DB22102

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22102.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22102.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (8) Do this check of the wiring from the right PFC to the coupler (B27042):
 - (a) Remove the right PFC, M27206. To remove it, do this task: Primary Flight Computer (PFC) Removal, AMM TASK 27-02-01-000-801.
 - (b) Disconnect connector DB27042 from the coupler, B27042.
 - (c) Do a wiring check between these pins of connector DM27206AA at the E16-1 shelf and connector DB27042 at the P212 panel (WDM 27-02-43):

DM27206AA

pin 3T	.....	pin 5
pin 3TR	.....	pin 4
pin 6T	.....	pin 2
pin 6TR	.....	pin 1

DB27042

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27042.
 - 3) Re-install the right PFC, M27206. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB27042.
- (9) Do this check of the wiring from the right PFC to the coupler (B27052):
 - (a) Disconnect connector DB27052 from the coupler, B27052.
 - (b) Do a wiring check between these pins of connector DM27206AA at the E16-1 shelf and connector DB27052 at the P212 panel (WDM 27-02-43):

EFFECTIVITY
ARO ALL

22-19 TASK 863

D633W103-ARO

Page 298.3
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM27206AA	DB27052
pin 9T	pin 5
pin 9TR	pin 4
pin 10T	pin 2
pin 10TR	pin 1

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27052.
 - 3) Re-install the right PFC, M27206. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If you do not find a problem with the wiring, then continue.
- (e) Re-connect connector DB27052.
- (10) Do this check of the wiring from the right PFC to the coupler (B27062):
 - (a) Disconnect connector DB27062 from the coupler, B27062.
 - (b) Do a wiring check between these pins of connector DM27206AA at the E16-1 shelf and connector DB27062 at the P212 panel (WDM 27-02-43):

DM27206AA	DB27062
pin 8T	pin 5
pin 8TR	pin 4
pin 7T	pin 2
pin 7TR	pin 1

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27062.
 - 3) Re-install the right PFC, M27206. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

864. AFDC-C No Input from PFC-R on Flt Ctrl ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19314.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

EFFECTIVITY
ARO ALL

22-19 TASKS 863-864

D633W103-ARO

Page 298.4
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

C. Fault Isolation Procedure

- (1) Replace the right primary flight computer (PFC), M27206.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (2) Replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (3) Replace the ARINC 629 coupler, B22302, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (4) Replace the ARINC 629 coupler, B27042, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right PFC to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (5) Replace the ARINC 629 coupler, B27052, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right PFC to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

- (6) Replace the ARINC 629 coupler, B27062, in the P212 panel.

EFFECTIVITY
ARO ALL

22-19 TASK 864

D633W103-ARO

Page 298.5
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right PFC to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (7) Do this check of the wiring from the center AFDC to the coupler:
 - (a) Remove the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (b) Disconnect connector DB22302 from the coupler, B22302.
 - (c) Do a wiring check between these pins of connector DM22301AB at the E4-1 shelf and connector DB22302 at the P212 panel (WDM 22-11-18):

DM22301AB	DB22302
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1
- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22302.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22302.
- (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (8) Do this check of the wiring from the right PFC to the coupler (B27042):
 - (a) Remove the right PFC, M27206. To remove it, do this task: Primary Flight Computer (PFC) Removal, AMM TASK 27-02-01-000-801.
 - (b) Disconnect connector DB27042 from the coupler, B27042.
 - (c) Do a wiring check between these pins of connector DM27206AA at the E16-1 shelf and connector DB27042 at the P212 panel (WDM 27-02-43):

DM27206AA	DB27042
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:

EFFECTIVITY
ARO ALL

22-19 TASK 864

D633W103-ARO

Page 298.6
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27042.
 - 3) Re-install the right PFC, M27206. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB27042.
- (9) Do this check of the wiring from the right PFC to the coupler (B27052):
- (a) Disconnect connector DB27052 from the coupler, B27052.
 - (b) Do a wiring check between these pins of connector DM27206AA at the E16-1 shelf and connector DB27052 at the P212 panel (WDM 27-02-43):

DM27206AA	DB27052
pin 9T	pin 5
pin 9TR	pin 4
pin 10T	pin 2
pin 10TR	pin 1

- (c) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27052.
 - 3) Re-install the right PFC, M27206. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If you do not find a problem with the wiring, then continue.
- (e) Re-connect connector DB27052.
- (10) Do this check of the wiring from the right PFC to the coupler (B27062):
- (a) Disconnect connector DB27062 from the coupler, B27062.
 - (b) Do a wiring check between these pins of connector DM27206AA at the E16-1 shelf and connector DB27062 at the P212 panel (WDM 27-02-43):

DM27206AA	DB27062
pin 8T	pin 5
pin 8TR	pin 4
pin 7T	pin 2
pin 7TR	pin 1

- (c) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27062.
 - 3) Re-install the right PFC, M27206. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.

EFFECTIVITY
ARO ALL

22-19 TASK 864

D633W103-ARO

Page 298.7
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

865. AFDC-R No Input from PFC-R on Flt Ctrl ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19315.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right primary flight computer (PFC), M27206.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22202, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27042, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right PFC to the Flt Ctrl 629 Bus-R.

EFFECTIVITY
ARO ALL

22-19 TASKS 864-865

D633W103-ARO

Page 298.8
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Replace the ARINC 629 coupler, B27052, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right PFC to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (6) Replace the ARINC 629 coupler, B27062, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right PFC to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (7) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - (b) Disconnect connector DB22202 from the coupler, B22202.
 - (c) Do a wiring check between these pins of connector DM22201AB at the E2-5 shelf and connector DB22202 at the P212 panel (WDM 22-11-18):

DM22201AB	DB22202
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22202.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22202.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-19 TASK 865

D633W103-ARO

Page 298.9
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (8) Do this check of the wiring from the right PFC to the coupler (B27042):
- (a) Remove the right PFC, M27206. To remove it, do this task: Primary Flight Computer (PFC) Removal, AMM TASK 27-02-01-000-801.
 - (b) Disconnect connector DB27042 from the coupler, B27042.
 - (c) Do a wiring check between these pins of connector DM27206AA at the E16-1 shelf and connector DB27042 at the P212 panel (WDM 27-02-43):

DM27206AA	DB27042
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27042.
 - 3) Re-install the right PFC, M27206. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB27042.
- (9) Do this check of the wiring from the right PFC to the coupler (B27052):
- (a) Disconnect connector DB27052 from the coupler, B27052.
 - (b) Do a wiring check between these pins of connector DM27206AA at the E16-1 shelf and connector DB27052 at the P212 panel (WDM 27-02-43):

DM27206AA	DB27052
pin 9T	pin 5
pin 9TR	pin 4
pin 10T	pin 2
pin 10TR	pin 1

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27052.
 - 3) Re-install the right PFC, M27206. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (d) If you do not find a problem with the wiring, then continue.
 - (e) Re-connect connector DB27052.
- (10) Do this check of the wiring from the right PFC to the coupler (B27062):
- (a) Disconnect connector DB27062 from the coupler, B27062.



777-200/300 FAULT ISOLATION MANUAL

- (b) Do a wiring check between these pins of connector DM27206AA at the E16-1 shelf and connector DB27062 at the P212 panel (WDM 27-02-43):

DM27206AA	DB27062
pin 8T	pin 5
pin 8TR	pin 4
pin 7T	pin 2
pin 7TR	pin 1

- (c) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27062.
 - 3) Re-install the right PFC, M27206. To install it, do this task: Primary Flight Computer (PFC) Installation, AMM TASK 27-02-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

866. AFDC-L No Input from ACE-R on Flt Ctrl ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19328.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right actuator control electronics (ACE), M27221.
- These are the tasks:
- Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801,
Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22102, in the P212 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 865-866

D633W103-ARO

Page 298.11
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27132, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right ACE to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22102 from the coupler, B22102.
 - (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22102 at the P212 panel (WDM 22-11-18):

DM22101AD	DB22102
pin 3T	pin 5
pin 3TR	pin 4
pin 6T	pin 2
pin 6TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22102.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22102.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the right ACE to the coupler:
 - (a) Remove the right ACE, M27221. To remove it, do this task: Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801.
 - (b) Disconnect connector DB27132 from the coupler, B27132, in the P212 panel.

EFFECTIVITY
ARO ALL

22-19 TASK 866

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.12
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM27221AD at the E5-2 shelf and connector DB27132 at the P212 panel (WDM 27-02-44):

DM27221AD	DB27132
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27132.
 - 3) Re-install the right ACE, M27221. To install it, do this task: Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

867. AFDC-C No Input from ACE-R on Flt Ctrl ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19329.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right actuator control electronics (ACE), M27221.
- These are the tasks:
- Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801,
Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22302, in the P212 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 866-867

D633W103-ARO

Page 298.13
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27132, in the P212 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right ACE to the Flt Ctrl 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the center AFDC to the coupler:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22302 from the coupler, B22302.
 - (c) Do a wiring check between these pins of connector DM22301AB at the E4-1 shelf and connector DB22302 at the P212 panel (WDM 22-11-18):

DM22301AB	DB22302
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22302.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22302.
- (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the right ACE to the coupler:
 - (a) Remove the right ACE, M27221. To remove it, do this task: Actuator Control Electronics (ACE) Removal, AMM TASK 27-02-02-000-801.
 - (b) Disconnect connector DB27132 from the coupler, B27132, in the P212 panel.

EFFECTIVITY
ARO ALL

22-19 TASK 867

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.14
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM27221AD at the E5-2 shelf and connector DB27132 at the P212 panel (WDM 27-02-44):

DM27221AD	DB27132
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27132.
 - 3) Re-install the right ACE, M27221. To install it, do this task: Actuator Control Electronics (ACE) Installation, AMM TASK 27-02-02-400-803.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

868. AFDC-L No Input from AIMS-L on Systems 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19416.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the IOM(M009) module in the left AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22104, in the P111 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 867-868

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.15
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B31112, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AIMS cabinet to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22104 from the coupler, B22104.
 - (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB22104.
 - (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the AMIS-L cabinet to the coupler:
- (a) Remove the IOM(M009) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31112 from the coupler, B31112.

EFFECTIVITY
ARO ALL

22-19 TASK 868

D633W103-ARO

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Page 298.16
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector P9-A (D6607) at the E3-1 shelf and connector DB31112 at the P111 panel (WDM 31-41-25):

P9-A	DB31112
pin E5	pin 5
pin E6	pin 4
pin E2	pin 2
pin E3	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31112.
 - 3) Re-install the IOM(M009) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

869. AFDC-L No Input from AIMS-R on Systems 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19419.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the IOM(M009) module in the right AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22104, in the P111 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 868-869

D633W103-ARO

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Page 298.17
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B31116, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AIMS cabinet to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22104 from the coupler, B22104.
 - (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB22104.
 - (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the AMIS-R cabinet to the coupler:
- (a) Remove the IOM(M009) module from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31116 from the coupler, B31116.

EFFECTIVITY
ARO ALL

22-19 TASK 869

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.18
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector P9-A (D6707) at the E2-1 shelf and connector DB31116 at the P111 panel (WDM 31-41-26):

P9-A	DB31116
pin E5	pin 5
pin E6	pin 4
pin E2	pin 2
pin E3	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31116.
 - 3) Re-install the IOM(M009) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

870. AFDC-L No Input from GCU-R on Systems 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19449.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right generator control unit (GCU), M24205.
- These are the tasks:
- Generator Control Unit Removal, AMM TASK 24-22-02-000-801,
Generator Control Unit Installation, AMM TASK 24-22-02-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22104, in the P111 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 869-870

D633W103-ARO

Page 298.19
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B24104, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right GCU to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22104 from the coupler, B22104.
 - (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22104.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the right GCU to the coupler:
 - (a) Remove the right GCU, M24205. To remove it, do this task: Generator Control Unit Removal, AMM TASK 24-22-02-000-801.
 - (b) Disconnect connector DB24104 from the coupler, B24104.

EFFECTIVITY
ARO ALL

22-19 TASK 870

D633W103-ARO

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Page 298.20
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM24205AC at the E2-2 shelf and connector DB24104 at the P111 panel (WDM 24-28-21):

DM24205AC	DB24104
pin 3T	pin 2
pin 3TR	pin 1
pin 6T	pin 5
pin 6TR	pin 4

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB24104.
 - 3) Re-install the right GCU, M24205. To install it, do this task: Generator Control Unit Installation, AMM TASK 24-22-02-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

871. AFDC-R No Input from OPBC-L on Systems 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19654.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left overhead panel bus controller (OPBC), M23112.
- These are the tasks:
- Left Overhead Panel Bus Controller (OPBC) Removal, AMM TASK 23-93-01-000-801,
Left Overhead Panel Bus Controller (OPBC) Installation, AMM TASK 23-93-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22204, in the P211 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 870-871

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.21
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B23226, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left OPBC to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22204.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the left OPBC to the coupler:
 - (a) Remove the left OPBC, M23112. To remove it, do this task: Left Overhead Panel Bus Controller (OPBC) Removal, AMM TASK 23-93-01-000-801.
 - (b) Disconnect connector DB23226 from the coupler, B23226.

EFFECTIVITY
ARO ALL

22-19 TASK 871

D633W103-ARO

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Page 298.22
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM23112C at the left OPBC and connector DB23226 at the P211 panel (WDM 23-93-11):

DM23112C	DB23226
pin 5	pin 5
pin 4	pin 4
pin 2	pin 2
pin 1	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB23226.
 - 3) Re-install the left OPBC, M23112. To install it, do this task: Left Overhead Panel Bus Controller (OPBC) Installation, AMM TASK 23-93-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

872. AFDC-L No Input from OPBC-R on Systems 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19455.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right overhead panel bus controller (OPBC), M23212.
- These are the tasks:
- Right Overhead Panel Bus Controller (OPBC) Removal, AMM TASK 23-93-01-000-802,
Right Overhead Panel Bus Controller (OPBC) Installation, AMM TASK 23-93-01-400-802.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22104, in the P111 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 871-872

D633W103-ARO

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Page 298.23
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B23127, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right OPBC to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22104 from the coupler, B22104.
 - (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22104.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the right OPBC to the coupler:
 - (a) Remove the right OPBC, M23212. To remove it, do this task: Right Overhead Panel Bus Controller (OPBC) Removal, AMM TASK 23-93-01-000-802.
 - (b) Disconnect connector DB23127 from the coupler, B23127.

EFFECTIVITY
ARO ALL

22-19 TASK 872

D633W103-ARO

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Page 298.24
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM23212B at the right OPBC and connector DB23127 at the P111 panel (WDM 23-93-21):

DM23212B	DB23127
pin 5	pin 5
pin 4	pin 4
pin 2	pin 2
pin 1	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB23127.
 - 3) Re-install the right OPBC, M23212. To install it, do this task: Right Overhead Panel Bus Controller (OPBC) Installation, AMM TASK 23-93-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

873. AFDC-R No Input from OPBC-R on Systems 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19657.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right overhead panel bus controller (OPBC), M23212.
- These are the tasks:
- Right Overhead Panel Bus Controller (OPBC) Removal, AMM TASK 23-93-01-000-802,
Right Overhead Panel Bus Controller (OPBC) Installation, AMM TASK 23-93-01-400-802.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22204, in the P211 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 872-873

D633W103-ARO

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Page 298.25
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B23227, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right OPBC to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22204.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the right OPBC to the coupler:
 - (a) Remove the right OPBC, M23212. To remove it, do this task: Right Overhead Panel Bus Controller (OPBC) Removal, AMM TASK 23-93-01-000-802.
 - (b) Disconnect connector DB23227 from the coupler, B23227.

EFFECTIVITY
ARO ALL

22-19 TASK 873

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.26
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM23212C at the right OPBC and connector DB23227 at the P211 panel (WDM 23-93-21):

DM23212C	DB23227
pin 5	pin 5
pin 4	pin 4
pin 2	pin 2
pin 1	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB23227.
 - 3) Re-install the right OPBC, M23212. To install it, do this task: Right Overhead Panel Bus Controller (OPBC) Installation, AMM TASK 23-93-01-400-802.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

874. AFDC-L No Input from PSEU-2 on Systems 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19461.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the circuit card assembly CCA, Communication, A17 in the proximity sensor electronic Unit (PSEU)2, M32025.

These are the tasks:

PSEU Circuit Card Removal, AMM TASK 32-08-02-000-801,

PSEU Circuit Card Installation, AMM TASK 32-08-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22104, in the P111 panel.

These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 873-874

D633W103-ARO

Page 298.27
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B32215, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the PSEU-2 to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the left AFDC to the coupler:
- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22104 from the coupler, B22104.
 - (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB22104.
 - (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the PSEU-2 to the coupler:
- (a) Remove the PSEU-2, M32025. To remove it, do this task: Proximity Sensor Electronics Unit Removal, AMM TASK 32-08-01-000-801.
 - (b) Disconnect connector DB32215 from the coupler, B32215.

EFFECTIVITY
ARO ALL

22-19 TASK 874

D633W103-ARO

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Page 298.28
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM32025AA at the E4-1 shelf and connector DB32215 at the P111 panel (WDM 32-08-21):

DM32025AA	DB32215
pin 2T	pin 5
pin 2TR	pin 4
pin 1T	pin 2
pin 1TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB32215.
 - 3) Re-install the PSEU-2, M32025. To install it, do this task: Proximity Sensor Electronics Unit Installation, AMM TASK 32-08-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

875. AFDC-R No Input from PSEU-1 on Systems 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19660.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the circuit card assembly CCA, Coummunication, A17 in the proximity sensor electronic Unit (PSEU)1, M32021.

These are the tasks:

PSEU Circuit Card Removal, AMM TASK 32-08-02-000-801,

PSEU Circuit Card Installation, AMM TASK 32-08-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
- Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22204, in the P211 panel.

These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 874-875

D633W103-ARO

Page 298.29
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B32301, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the PSEU-1 to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB22204.
 - (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the PSEU-1 to the coupler:
- (a) Remove the PSEU-1, M32021. To remove it, do this task: Proximity Sensor Electronics Unit Removal, AMM TASK 32-08-01-000-801.
 - (b) Disconnect connector DB32301 from the coupler, B32301.

EFFECTIVITY
ARO ALL

22-19 TASK 875

D633W103-ARO

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Page 298.30
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM32021AA at the E1-5 shelf and connector DB32301 at the P211 panel (WDM 32-08-11):

DM32021AA	DB32301
pin 2T	pin 5
pin 2TR	pin 4
pin 1T	pin 2
pin 1TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB32301.
 - 3) Re-install the PSEU-1, M32021. To install it, do this task: Proximity Sensor Electronics Unit Installation, AMM TASK 32-08-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

876. AFDC-R No Input from PSEU-2 on Systems 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19663.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the circuit card assembly CCA, Communication, A2 in the proximity sensor electronic Unit (PSEU)2, M32025.

These are the tasks:

PSEU Circuit Card Removal, AMM TASK 32-08-02-000-801,

PSEU Circuit Card Installation, AMM TASK 32-08-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
- Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22204, in the P211 panel.

These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 875-876

D633W103-ARO

Page 298.31
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B32302, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the PSEU-2 to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22204.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the PSEU-2 to the coupler:
 - (a) Remove the PSEU-2, M32025. To remove it, do this task: Proximity Sensor Electronics Unit Removal, AMM TASK 32-08-01-000-801.
 - (b) Disconnect connector DB32302 from the coupler, B32302.

EFFECTIVITY
ARO ALL

22-19 TASK 876

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.32
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM32025AD at the E4-1 shelf and connector DB32302 at the P211 panel (WDM 32-08-21):

DM32025AD	DB32302
pin 2T	pin 5
pin 2TR	pin 4
pin 1T	pin 2
pin 1TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB32302.
 - 3) Re-install the PSEU-2, M32025. To install it, do this task: Proximity Sensor Electronics Unit Installation, AMM TASK 32-08-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

877. AFDC-R No Input from WEU-R on Systems 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19669.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right warning electronicUnit (WEU), M31207.
- These are the tasks:
- Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801,
Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22204, in the P211 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 876-877

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.33
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B31222, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right WEU to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB22204.
 - (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the right WEU to the coupler:
- (a) Remove the right WEU, M31207. To remove it, do this task: Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801.
 - (b) Disconnect connector DB31222 from the coupler, B31222.

EFFECTIVITY
ARO ALL

22-19 TASK 877

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.34
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM31207AB at the E4-2 shelf and connector DB31222 at the P211 panel (WDM 31-51-23):

DM31207AB	DB31222
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31222.
 - 3) Re-install the right WEU, M31207. To install it, do this task: Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

878. AFDC-C No Input from AIMS-L on Systems 629 Bus-C1 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19517.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the IOM(M008) module in the left AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22304, in the P311 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 877-878

D633W103-ARO

Page 298.35
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Systems 629 Bus-C1.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B31312, in the P311 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AIMS cabinet to the Systems 629 Bus-C1.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the center AFDC to the coupler:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22304 from the coupler, B22304.
 - (c) Do a wiring check between these pins of connector DM22301AD at the E4-1 shelf and connector DB22304 at the P311 panel (WDM 22-11-18):

DM22301AD	DB22304
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22304.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22304.
- (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the AMIS-L cabinet to the coupler:
 - (a) Remove the IOM(M008) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31312 from the coupler, B31312.

EFFECTIVITY
ARO ALL

22-19 TASK 878

D633W103-ARO

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Page 298.36
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector P8-A (D6609) at the E3-1 shelf and connector DB31312 at the P311 panel (WDM 31-41-25):

P8-A	DB31312
pin E5	pin 5
pin E6	pin 4
pin E2	pin 2
pin E3	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31312.
 - 3) Re-install the IOM(M008) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

879. AFDC-C No Input from AIMS-R on Systems 629 Bus-C1 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19520.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the IOM(M008) module in the right AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22304, in the P311 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 878-879

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.37
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Systems 629 Bus-C1.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B31317, in the P311 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AIMS cabinet to the Systems 629 Bus-C1.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the center AFDC to the coupler:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22304 from the coupler, B22304.
 - (c) Do a wiring check between these pins of connector DM22301AD at the E4-1 shelf and connector DB22304 at the P311 panel (WDM 22-11-18):

DM22301AD	DB22304
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22304.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22304.
- (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the AMIS-C cabinet to the coupler:
 - (a) Remove the IOM(M008) module from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31317 from the coupler, B31317.

EFFECTIVITY
ARO ALL

22-19 TASK 879

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.38
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector P8-A (D6709) at the E2-1 shelf and connector DB31317 at the P311 panel (WDM 31-41-26):

P8-A	DB31312
pin E5	pin 5
pin E6	pin 4
pin E2	pin 2
pin E3	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31317.
 - 3) Re-install the IOM(M008) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

880. AFDC-C No Input from PSEU-1 on Systems 629 Bus-C1 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19541.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the flap slat electronics unit (FSEU)1, M27001.
- These are the tasks:
- Flap/Slat Electronics Unit (FSEU) Removal, AMM TASK 27-51-01-000-801,
Flap/Slat Electronics Unit (FSEU) Installation, AMM TASK 27-51-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22304, in the P311 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 879-880

D633W103-ARO

Page 298.39
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Systems 629 Bus-C1.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27302, in the P311 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the FSEU-1 to the Systems 629 Bus-C1.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the center AFDC to the coupler:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22304 from the coupler, B22304.
 - (c) Do a wiring check between these pins of connector DM22301AD at the E4-1 shelf and connector DB22304 at the P311 panel (WDM 22-11-18):

DM22301AD	DB22304
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22304.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22304.
- (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the FSEU-1 to the coupler:
 - (a) Remove the FSEU-1, M27001. To remove it, do this task: Flap/Slat Electronics Unit (FSEU) Removal, AMM TASK 27-51-01-000-801.
 - (b) Disconnect connector DB27302 from the coupler, B27302.

EFFECTIVITY
ARO ALL

22-19 TASK 880

D633W103-ARO

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Page 298.40
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM27001AD at the E1-6 shelf and connector DB27302 at the P311 panel (WDM 27-51-11):

DM27001AD	DB27302
pin 6T	pin 5
pin 6TR	pin 4
pin 3T	pin 2
pin 3TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27302.
 - 3) Re-install the FSEU-1, M27001. To install it, do this task: Flap/Slat Electronics Unit (FSEU) Installation, AMM TASK 27-51-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

881. AFDC-C No Input from PSEU-2 on Systems 629 Bus-C1 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19544.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the flap slat electronics unit (FSEU)2, M27002.
- These are the tasks:
- Flap/Slat Electronics Unit (FSEU) Removal, AMM TASK 27-51-01-000-801,
Flap/Slat Electronics Unit (FSEU) Installation, AMM TASK 27-51-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22304, in the P311 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 880-881

D633W103-ARO

Page 298.41
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Systems 629 Bus-C1.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27304, in the P311 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the FSEU-2 to the Systems 629 Bus-C1.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the center AFDC to the coupler:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22304 from the coupler, B22304.
 - (c) Do a wiring check between these pins of connector DM22301AD at the E4-1 shelf and connector DB22304 at the P311 panel (WDM 22-11-18):

DM22301AD	DB22304
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22304.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22304.
- (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the FSEU-2 to the coupler:
 - (a) Remove the FSEU-2, M27002. To remove it, do this task: Flap/Slat Electronics Unit (FSEU) Removal, AMM TASK 27-51-01-000-801.
 - (b) Disconnect connector DB27304 from the coupler, B27304.

EFFECTIVITY
ARO ALL

22-19 TASK 881

D633W103-ARO

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Page 298.42
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM27002AD at the E4-1 shelf and connector DB27304 at the P311 panel (WDM 27-51-12):

DM27002AD	DB27304
pin 6T	pin 5
pin 6TR	pin 4
pin 3T	pin 2
pin 3TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27304.
 - 3) Re-install the FSEU-2, M27002. To install it, do this task: Flap/Slat Electronics Unit (FSEU) Installation, AMM TASK 27-51-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

882. AFDC-C No Input from WEU-L on Systems 629 Bus-C1 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19565.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left warning electronicUnit (WEU), M31107.
- These are the tasks:
- Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801,
Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22304, in the P311 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 881-882

D633W103-ARO

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Page 298.43
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Systems 629 Bus-C1.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B31323, in the P311 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left WEU to the Systems 629 Bus-C1.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the center AFDC to the coupler:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22304 from the coupler, B22304.
 - (c) Do a wiring check between these pins of connector DM22301AD at the E4-1 shelf and connector DB22304 at the P311 panel (WDM 22-11-18):

DM22301AD	DB22304
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22304.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22304.
- (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the left WEU to the coupler:
 - (a) Remove the left WEU, M31107. To remove it, do this task: Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801.
 - (b) Disconnect connector DB31323 from the coupler, B31323.

EFFECTIVITY
ARO ALL

22-19 TASK 882

D633W103-ARO

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Page 298.44
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM31107AD at the E1-5 shelf and connector DB31323 at the P311 panel (WDM 31-51-13):

DM31107AD	DB31323
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31323.
 - 3) Re-install the left WEU, M31107. To install it, do this task: Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

883. AFDC-C No Input from WEU-R on Systems 629 Bus-C1 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19568.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right Warning Electronic Unit (WEU), M31207.
- These are the tasks:
- Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801,
Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center autopilot flight director computer (AFDC), M22301.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22304, in the P311 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 882-883

D633W103-ARO

Page 298.45
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Systems 629 Bus-C1.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B31307, in the P311 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right WEU to the Systems 629 Bus-C1.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the center AFDC to the coupler:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22304 from the coupler, B22304.
 - (c) Do a wiring check between these pins of connector DM22301AD at the E4-1 shelf and connector DB22304 at the P311 panel (WDM 22-11-18):

DM22301AD	DB22304
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22304.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22304.
- (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the right WEU to the coupler:
 - (a) Remove the right WEU, M31207. To remove it, do this task: Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801.
 - (b) Disconnect connector DB31307 from the coupler, B31307.

EFFECTIVITY
ARO ALL

22-19 TASK 883

D633W103-ARO

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Page 298.46
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM31207AD at the E4-2 shelf and connector DB31307 at the P311 panel (WDM 31-51-23):

DM31207AD	DB31307
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31307.
 - 3) Re-install the right WEU, M31207. To install it, do this task: Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

884. AFDC-R No Input from AIMS-L on Systems 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19618.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the IOM(M004) module in the left AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22204, in the P211 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 883-884

D633W103-ARO

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Page 298.47
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B31211, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AIMS cabinet to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB22204.
 - (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the AMIS-L cabinet to the coupler:
- (a) Remove the IOM(M004) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31211 from the coupler, B31211.

EFFECTIVITY
ARO ALL

22-19 TASK 884

D633W103-ARO

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Page 298.48
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector P4-A (D6619) at the E3-1 shelf and connector DB31211 at the P211 panel (WDM 31-41-25):

P4-A	DB31211
pin A5	pin 5
pin A6	pin 4
pin E2	pin 2
pin E3	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31211.
 - 3) Re-install the IOM(M004) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

885. AFDC-R No Input from AIMS-R on Systems 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19621.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the IOM(M004) module in the right AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22204, in the P211 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 884-885

D633W103-ARO

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Page 298.49
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B3121, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AIMS cabinet to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22204.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the AMIS-R cabinet to the coupler:
 - (a) Remove the IOM(M004) module from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31214 from the coupler, B31214.

EFFECTIVITY
ARO ALL

22-19 TASK 885

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.50
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector P4-A (D6719) at the E2-1 shelf and connector DB31214 at the P211 panel (WDM 31-41-26):

P4-A	DB31214
pin A5	pin 5
pin A6	pin 4
pin E2	pin 2
pin E3	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31214.
 - 3) Re-install the IOM(M004) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

886. AFDC-R No Input from Converter on Systems 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19624.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the backup converter, M24008.
- These are the tasks:
- Backup Generator Converter Removal, AMM TASK 24-25-09-000-801,
Backup Generator Converter Installation, AMM TASK 24-25-09-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22204, in the P211 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 885-886

D633W103-ARO

Page 298.51
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B24202, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the backup converter to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22204.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the backup converter to the coupler:
 - (a) Remove the backup converter, M24008. To remove it, do this task: Backup Generator Converter Removal, AMM TASK 24-25-09-000-801.
 - (b) Disconnect connector DB24202 from the coupler, B24202.

EFFECTIVITY
ARO ALL

22-19 TASK 886

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.52
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM24008B at the E4-4 shelf and connector DB24202 at the P211 panel (WDM 24-25-33):

DM24008B	DB24202
pin 5	pin 5
pin 4	pin 4
pin 2	pin 2
pin 1	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB24202.
 - 3) Re-install the backup converter, M24008. To install it, do this task: Backup Generator Converter Installation, AMM TASK 24-25-09-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

887. AFDC-R No Input from CDU-L on Systems 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19627.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left control display unit (CDU), N34103.
- These are the tasks:
- Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801,
Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director Computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 Coupler, B22204, in the P211 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 886-887

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.53
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 Coupler, B31210, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left CDU to the systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22204.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the left CDU to the coupler:
 - (a) Remove the left CDU, N34103. To remove it, do this task: Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801.
 - (b) Disconnect connector DB31210 from the coupler, B31210.

EFFECTIVITY
ARO ALL

22-19 TASK 887

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.54
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DN34103B at the P9 Forward Aisle Stand Panel and connector DB31210 at the P211 panel (WDM 34-41-28):

DN34103B	DB31210
pin 20	pin 5
pin 21	pin 4
pin 30	pin 2
pin 31	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31210.
 - 3) Re-install the left CDU, N34103. To install it, do this task: Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

888. AFDC-R No Input from CDU-C on Systems 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19630.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center control display unit (CDU), N34303.
- These are the tasks:
- Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801,
Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director Computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 Coupler, B22204, in the P211 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 887-888

D633W103-ARO

Page 298.55
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 Coupler, B31212, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center CDU to the systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22204.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the center CDU to the coupler:
 - (a) Remove the center CDU, N34303. To remove it, do this task: Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801.
 - (b) Disconnect connector DB31212 from the coupler, B31212.

EFFECTIVITY
ARO ALL

22-19 TASK 888

D633W103-ARO

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Page 298.56
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DN34303B at the P8 Aft Aisle Stand Panel and connector DB31212 at the P211 panel (WDM 34-41-28):

DN34303B	DB31212
pin 20	pin 5
pin 21	pin 4
pin 30	pin 2
pin 31	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31212.
 - 3) Re-install the center CDU, N34303. To install it, do this task: Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

889. AFDC-R No Input from CDU-R on Systems 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19633.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right control display unit (CDU), N34203.
- These are the tasks:
- Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801,
Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director Computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 Coupler, B22204, in the P211 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 888-889

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.57
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 Coupler, B31213, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right CDU to the systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB22204.
 - (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the right CDU to the coupler:
- (a) Remove the right CDU, N34203. To remove it, do this task: Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801.
 - (b) Disconnect connector DB31213 from the coupler, B31213.

EFFECTIVITY
ARO ALL

22-19 TASK 889

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.58
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DN34203B at the P9 Forward Aisle Stand Panel and connector DB31213 at the P211 panel (WDM 34-41-28):

DN34203B	DB31213
pin 20	pin 5
pin 21	pin 4
pin 30	pin 2
pin 31	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31213.
 - 3) Re-install the right CDU, N34203. To install it, do this task: Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

891. AFDC-R No Input from FSEU-2 ont Systems 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19645.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the flap slat electronic unit (FSEU)2, M27002.
- These are the tasks:
- Flap/Slat Electronics Unit (FSEU) Removal, AMM TASK 27-51-01-000-801,
Flap/Slat Electronics Unit (FSEU) Installation, AMM TASK 27-51-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left autopilot flight director computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22204, in the P211 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 889-891

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.59
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B27201, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the FSEU-2 to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22204.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the FSEU-2 to the coupler:
 - (a) Remove the FSEU-2, M27002. To remove it, do this task: Flap/Slat Electronics Unit (FSEU) Removal, AMM TASK 27-51-01-000-801.
 - (b) Disconnect connector DB27201 from the coupler, B27201.

EFFECTIVITY
ARO ALL

22-19 TASK 891

D633W103-ARO

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Page 298.60
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM27002AB at the E4-1 shelf and connector DB27201 at the P211 panel (WDM 27-51-11):

DM27002AB	DB27201
pin 5T	pin 5
pin 5TR	pin 4
pin 2T	pin 2
pin 2TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB27201.
 - 3) Re-install the FSEU-2, M27002. To install it, do this task: Flap/Slat Electronics Unit (FSEU) Installation, AMM TASK 27-51-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

892. AFDC-R No Input from GCU-L on Systems 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19648.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left generator control unit (GCU), M24105.
- These are the tasks:
- Generator Control Unit Removal, AMM TASK 24-22-02-000-801,
Generator Control Unit Installation, AMM TASK 24-22-02-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22204, in the P211 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 891-892

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.61
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B24203, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left GCU to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB22204.
 - (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the left GCU to the coupler:
- (a) Remove the left GCU, M24105. To remove it, do this task: Generator Control Unit Removal, AMM TASK 24-22-02-000-801.
 - (b) Disconnect connector DB24203 from the coupler, B24203.

EFFECTIVITY
ARO ALL

22-19 TASK 892

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.62
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM24105AC at the E1-1 shelf and connector DB24203 at the P211 panel (WDM 24-28-11):

DM24105AC	DB24203
pin 2T	pin 2
pin 2TR	pin 1
pin 5T	pin 5
pin 5TR	pin 4

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB24203.
 - 3) Re-install the left GCU, M24105. To install it, do this task: Generator Control Unit Installation, AMM TASK 24-22-02-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

893. AFDC-R No Input from GCU-R on Systems 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19651.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right generator control unit (GCU), M24205.
- These are the tasks:
- Generator Control Unit Removal, AMM TASK 24-22-02-000-801,
Generator Control Unit Installation, AMM TASK 24-22-02-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right autopilot flight director computer (AFDC), M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22204, in the P211 panel.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 892-893

D633W103-ARO

Page 298.63
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B24204, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right GCU to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do this check of the wiring from the right AFDC to the coupler:
- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB22204.
 - (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (6) Do this check of the wiring from the right GCU to the coupler:
- (a) Remove the right GCU, M24205. To remove it, do this task: Generator Control Unit Removal, AMM TASK 24-22-02-000-801.
 - (b) Disconnect connector DB24204 from the coupler, B24204.

EFFECTIVITY
ARO ALL

22-19 TASK 893

D633W103-ARO

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Page 298.64
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM24205AC at the E2-2 shelf and connector DB24204 at the P211 panel (WDM 24-28-21):

DM24205AC	DB24204
pin 2T	pin 2
pin 2TR	pin 1
pin 5T	pin 5
pin 5TR	pin 4

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB24204.
 - 3) Re-install the right GCU, M24205. To install it, do this task: Generator Control Unit Installation, AMM TASK 24-22-02-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

— END OF TASK —

894. Left AFDC No Input from MMR-L DEV OUT 1 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19906.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the left Autopilot Flight Director Computer (AFDC), M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the left MMR, M34410.

These are the tasks:

Receiver for ILS - Removal, AMM TASK 34-31-01-000-801,
Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

EFFECTIVITY
ARO ALL

22-19 TASKS 893-894

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.65
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the left MMR, M34410. To remove it, do this task: Receiver for ILS - Removal, AMM TASK 34-31-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector DM34410AB at the E1-2 shelf (WDM 34-31-13):

DM22101AC

pin G2
pin H2

DM34110AB

pin A1
pin B1

- (d) If you find a problem in the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the left MMR, M34410. To install it, do this task: Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

895. Center AFDC No Input from MMR-C DEV OUT 1 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19910.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the center Autopilot Flight Director Computer (AFDC), M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the center MMR, M34610.

EFFECTIVITY
ARO ALL

22-19 TASKS 894-895

D633W103-ARO



777-200/300 FAULT ISOLATION MANUAL

These are the tasks:

Receiver for ILS - Removal, AMM TASK 34-31-01-000-801,

Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the center MMR, M34610. To remove it, do this task: Receiver for ILS - Removal, AMM TASK 34-31-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector DM34610AB at the E1-3 shelf (WDM 34-31-33):

DM22301AC	DM34610AB
pin G2	pin A1
pin H2	pin B1
- (d) If you find a problem in the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the center MMR, M34610. To install it, do this task: Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

896. Right AFDC No Input from MMR-R DEV OUT 1 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-19914.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the right Autopilot Flight Director Computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

EFFECTIVITY
ARO ALL

22-19 TASKS 895-896

D633W103-ARO

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Page 298.67
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Replace the right MMR, M34510.
These are the tasks:
Receiver for ILS - Removal, AMM TASK 34-31-01-000-801,
Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do this check of the wiring:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the right MMR, M34510. To remove it, do this task: Receiver for ILS - Removal, AMM TASK 34-31-01-000-801.
 - (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connector DM34510AB at the E2-3 shelf (WDM 34-31-23):

DM22201AC	DM34510AB
pin G2	pin A1
pin H2	pin B1
- (d) If you find a problem in the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 3) Re-install the right MMR, M34510. To install it, do this task: Receiver for ILS - Installation, AMM TASK 34-31-01-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

897. **AFDC-L No Input from ELMS P310 Electronics Unit on Systems 629 Bus-L - Fault Isolation**

A. Maintenance Messages

- (1) This task is for maintenance message: 22-89434.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left autopilot flight director computer (AFDC), M22101.

These are the tasks:

EFFECTIVITY
ARO ALL

22-19 TASKS 896-897

D633W103-ARO

Page 298.68
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Do a check of the P310 CCU, M24510.

This is the tasks:

Computing and Communication Unit - Exchange Check, AMM TASK 24-09-00-700-802-002

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22104, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Systems 629 Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B24109, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ELMS P310 electronics unit to the Systems Bus-L.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

— END OF TASK —

898. AFDC-R No Input from ELMS P310 Electronics Unit on Systems 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-89636.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

EFFECTIVITY
ARO ALL

22-19 TASKS 897-898

D633W103-ARO

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Page 298.69
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Do a check of the P310 CCU, M24510.

This is the tasks:

Computing and Communication Unit - Exchange Check, AMM TASK 24-09-00-700-802-002

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B22204, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Systems 629 Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (4) Replace the ARINC 629 coupler, B24209, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the ELMS P310 electronics unit to the Systems Bus-R.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-19 TASK 898

D633W103-ARO

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Page 298.70
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

802. TMCF in Right AIMS Software Configuration Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-20012.

B. Fault Isolation Procedure

- (1) Do a check of the system configuration for this system on the MAT: 31 AIMS - Right AIMS.
 - (a) Find CPM/STANDARD(M002) in Right AIMS on the display and make sure that the software part numbers are correct.
 - (b) If a part number is incorrect, install software in the CPM/STANDARD module (M002) in the right AIMS cabinet, do this task: Core Processor Module/Standard Software Installation, AMM TASK 31-41-05-420-801.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

803. TMCF in L/R AIMS Software Configuration Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-20020.

B. Fault Isolation Procedure

- (1) If Maintenance Messages 22-20020 displays on the MAT and/or "AUTOTHROTTLE SYS" EICAS status message on the EICAS display, do these steps.
 - (a) Use a portable maintenance access terminal (PMAT) to do the system test of the left CPM/STD and use a maintenance access terminal (MAT) to do the system test of the right CPM/STD:
 - 1) Make these selections on the PMAT or MAT:
 - a) ONBOARD MAINTENANCE
 - b) LINE MAINTENANCE
 - c) GROUND TESTS
 - d) 31 AIMS - Left AIMS or 31 AIMS - Right AIMS
 - e) SYSTEM TEST
 - f) CPM/STD(M002) in AIMS Module Reset
 - g) Select CONTINUE
 - 2) Do the instructions that show on the PMAT or MAT and then make these selections:
 - a) CONTINUE
 - b) START TEST
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.
 - 4) If the MAT shows ACTIVE for the maintenance message, then continue.
 - (2) Do a check of the system configuration for this system on the MAT: 31 AIMS - Left AIMS.
 - (a) Find CPM/STANDARD(M002) in Left AIMS on the display and make sure that the software part numbers are correct.

EFFECTIVITY
ARO ALL

22-31 TASKS 802-803

D633W103-ARO

Page 201
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (b) If a part number is incorrect, install software in the CPM/STANDARD(M002) module in the left AIMS cabinet, do this task: Core Processor Module/Standard Software Installation, AMM TASK 31-41-05-420-801.
- (c) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (3) Do a check of the system configuration for this system on the MAT: 31 AIMS - Right AIMS.
 - (a) Find CPM/STANDARD(M002) in Right AIMS on the display and make sure that the software part numbers are correct.
 - (b) If a part number is incorrect, install software in the CMP/STANDARD module (M002) in the right AIMS cabinet, do this task: Core Processor Module/Standard Software Installation, AMM TASK 31-41-05-420-801.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

804. Left A/T Arm Switch Has No Output - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-21051.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the Mode Control Panel (MCP), M22016.

These are the tasks:
Mode Control Panel Removal, AMM TASK 22-11-02-000-801,
Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

 - (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M009) module in the left AIMS cabinet.

These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

EFFECTIVITY
ARO ALL

22-31 TASKS 803-804

D633W103-ARO

Page 202
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the left autothrottle servo motor, M22105.
- These are the tasks:
- Autothrottle Servomotor (ASM) and Gearbox Removal, AMM TASK 76-12-01-000-805-H00,
Autothrottle Servomotor (ASM) and Gearbox Installation, AMM TASK 76-12-01-400-804-H00.
- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCF - Autothrottle Servo Loop.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Replace the IOM(M008) module in the left AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (5) Do this check of the wiring:
- (a) Disconnect connector DM22105 at the left autothrottle servo motor (WDM 22-31-11).
- (b) Do a wiring check between these pins of connector DM22105 at the left autothrottle servo motor and terminal block TB3001 at the left Integration Panel, P105 (WDM 22-31-11):
- | DM22105 | TB3001 |
|------------------|---------------|
| pin 20 | pin QA27 |
| pin 8 | pin QB27 |
- (c) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Reconnect DM22105 at the left autothrottle servo motor (WDM 22-31-11).
 - 3) Do this ground test on the MAT: 22 Thrust Management, System Test, TMF Left Cabinet Servo Loop Test.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If you do not find a problem with the wiring, then continue.
- (6) Do this check of the wiring:
- (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
- (b) Disconnect connector DM22105 at the left autothrottle servo motor (WDM 22-31-11).
- (c) Do a wiring check between these pins of connector DM22016A at the glareshield center panel (P55) and connector DM22105 at the left autothrottle servo motor (WDM 22-11-27):

DM22016A	DM22105
pin 25	pin 18

EFFECTIVITY
ARO ALL

22-31 TASK 804



777-200/300 FAULT ISOLATION MANUAL

- (d) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Reconnect DM22105 at the left autothrottle servo motor (WDM 22-31-11).
 - 3) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 4) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TCMF - Autothrottle Switches.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

805. Left A/T Disconnect Switch Has No Output - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-21061.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test - Left TCMF - Autothrottle Switches.
- (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
- (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left A/T disconnect switch, S22009.
- These are the tasks:
- Autothrottle Disconnect Switch Removal, AMM TASK 76-12-02-000-807-H00,
Autothrottle Disconnect Switch Installation, AMM TASK 76-12-02-400-804-H00.
- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TCMF - Autothrottle Switches.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M004) module in the left AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M003) module in the left AIMS cabinet.
- These are the tasks:

EFFECTIVITY
ARO ALL

22-31 TASKS 804-805

D633W103-ARO

Page 204
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Do this check of the wiring:
- (5) Remove the left A/T disconnect switch, S22009. To remove it, do this task: Autothrottle Disconnect Switch Removal, AMM TASK 76-12-02-000-807-H00.
 - (a) Do a wiring check between these pins of connector D104J at the control stand (P10) and terminal block TB4002 at the right integration panel, P205 (WDM 22-31-21):

D104J	TB4002
pin 2	pin QA01
pin 5	pin QB01
 - (b) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left A/T disconnect switch, S22009. To install it, do this task: Autothrottle Disconnect Switch Installation, AMM TASK 76-12-02-400-804-H00.
 - 3) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.
 - 4) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

806. Left Takeoff/Go-Around Switch Has No Output - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-21071.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left 1 TO/GA switch, S22003 on the left thrust lever

These are the tasks:

Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00,

Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.

- (a) If the maintenance message does not show on the ground test display, you corrected the fault.

EFFECTIVITY
ARO ALL

22-31 TASKS 805-806

D633W103-ARO

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Page 205
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M009) module in the left AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M008) module in the left AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Do this check of the wiring from the TO/GA switch to the left AFDC:
- (a) Remove the left 1 TO/GA switch, S22003. To remove it, do this task: Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00.
- (b) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector D103J at the control stand (P10) and connector DM22101AC at the E1-3 shelf (WDM 22-11-28):
- | D103J | DM22101AC |
|-----------------|------------------|
| pin 2 | pin G6 |
- (d) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Re-install the left 1 TO/GA switch, S22003. To install it, do this task: Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCf - Autothrottle Switches.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-install the left 1 TO/GA switch, S22003. To install it, do this task: Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
- (5) Do this check of the wiring from the AIMS-L cabinet to the left AFDC:
- (a) Remove the IOM(M009) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.

EFFECTIVITY
ARO ALL

22-31 TASK 806

D633W103-ARO

Page 206
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) Remove the IOM(M008) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
- (c) Do a wiring check between these pins of connectors J410-A and J420-A at the right AIMS cabinet and connector DM22101AC at the E1-3 shelf (WDM 22-11-28):
- (d) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connectors P8-B and P9-B at the left AIMS cabinet (WDM 22-11-28):

P8-B	DM22101AC
pin E9	pin G6

J410-A	DM22101AC
pin E6	pin G6

P9-B	DM22101AC
pin E9	pin G6

J420-A	DM22101AC
pin E6	pin G6

- (e) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the IOM(M009) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 3) Re-install the IOM(M008) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 5) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMC - Autothrottle Switches.
 - 6) If the maintenance message does not show on the ground test display you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- (g) Re-install the IOM(M008) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (h) Re-install the IOM(M009) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (6) Do this check of the wiring from the AIMS-R cabinet to the left AFDC:
 - (a) Remove the IOM(M009) module from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Remove the IOM(M008) module from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (c) Do a wiring check between these pins of connectors J410-A and J420-A at the right AIMS cabinet and connector DM22101AC at the E1-3 shelf (WDM 22-11-28):
 - (d) Do a wiring check between these pins of connectors P8-B and P9-B at the right AIMS cabinet and connector DM22101AC at the E1-3 shelf (WDM 22-11-28):

EFFECTIVITY
ARO ALL

22-31 TASK 806

D633W103-ARO

Page 207
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

P8-B **DM22101AC**
pin E9 pin G6

J410-A **DM22101AC**
pin E6 pin G6

P9-B **DM22101AC**
pin E9 pin G6

J420-A **DM22101AC**
pin E6 pin G6

(e) If you find a problem with the wiring, do these steps:

- 1) Repair the wiring.
- 2) Re-install the IOM(M009) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- 3) Re-install the IOM(M008) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- 4) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 5) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.
- 6) If the maintenance message does not show on the ground test display you corrected the fault.

————— **END OF TASK** —————

807. Left A/T Servo Motor No Output on ARINC 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-21081.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCF - Autothrottle Servo Loop.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the left autothrottle servo motor, M22105.

EFFECTIVITY
ARO ALL

22-31 TASKS 806-807

D633W103-ARO

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Page 208
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

These are the tasks:

Autothrottle Servomotor (ASM) and Gearbox Removal, AMM TASK 76-12-01-000-805-H00,
Autothrottle Servomotor (ASM) and Gearbox Installation, AMM TASK 76-12-01-400-804-H00.

- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCf, Autothrottle Servo Loop.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M004) module in the left AIMS cabinet.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M003) module in the left AIMS cabinet.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Do this check of the wiring:
- (a) Disconnect connector DM22105 at the left autothrottle servo motor (WDM 22-31-11).
 - (b) Do a wiring check between these pins of connector DM22105 at the left autothrottle servo motor and terminal block TB3001 at the left Integration Panel, P105 (WDM 22-31-11):

DM22105	TB3001
pin 20	pin QA27
pin 8	pin QB27

- (c) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Reconnect DM22105 at the left autothrottle servo motor (WDM 22-31-11).
 - 3) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCf - Autothrottle Servo Loop.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

808. L-A/T Servo Motor no Output on A/T SERVO MOTOR-A1 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-28893.

EFFECTIVITY
ARO ALL

22-31 TASKS 807-808

D633W103-ARO

Page 209
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do these ground tests on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCF - Autothrottle Servo Loop, and Right TMCF - Autothrottle Servo Loop.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the left autothrottle servo motor, M22105.

These are the tasks:

Autothrottle Servomotor (ASM) and Gearbox Removal, AMM TASK 76-12-01-000-805-H00,
Autothrottle Servomotor (ASM) and Gearbox Installation, AMM TASK 76-12-01-400-804-H00.

 - (a) Do these ground tests on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCF - Autothrottle Servo Loop, and Right TMCF - Autothrottle Servo Loop.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Do this check of the wiring:
 - (a) Disconnect connector DM22105 at the left autothrottle servo motor (WDM 22-31-11).
 - (b) Do a wiring check between these pins of connector DM22105 at the left autothrottle servo motor and terminal block TB3001 on the left integration panel, P105 (WDM 22-31-11):

DM22105	TB3001
pin 20	pin QA27
pin 8	pin QB27
 - (c) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Connect connector DM22105 at the left autothrottle servo motor (WDM 22-31-12).
 - 3) Do these ground tests on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCF - Autothrottle Servo Loop, and Right TMCF - Autothrottle Servo Loop.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

809. R-A/T Servo Motor no Output on A/T Servo Motor-A1 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-28894.

EFFECTIVITY
ARO ALL

22-31 TASKS 808-809

D633W103-ARO

Page 210
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for maintenance message 22-28894, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for maintenance message 22-28894, then do these Ground Tests on the Maintenance Access Terminal (MAT):
 - (a) 22 AIMS - Autothrottle, System Test
 - Left TMCF - Autothrottle Servo Loop
 - Right TMCF - Autothrottle Servo Loop
 - 1) If maintenance message 22-28894 shows on the Ground test Display, then do the Fault Isolation Procedure below.
 - 2) If maintenance message 22-28894 does not show on the Ground test Display, then there was an intermittent problem.

C. Fault Isolation Procedure

NOTE: If you use a Megohmmeter to do wiring checks on an ARINC 429 Bus (or if you need the exact Resistance of the Bus Wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the Right Autothrottle Servo Motor, M22205. These are the tasks:
 - Autothrottle Servomotor (ASM) and Gearbox Removal, AMM TASK 76-12-01-000-805-H00.
 - Autothrottle Servomotor (ASM) and Gearbox Installation, AMM TASK 76-12-01-400-804-H00.
- (a) Do these Ground Tests on the MAT:
 - 1) 22 AIMS - Autothrottle, System Test
 - Left TMCF - Autothrottle Servo Loop
 - Right TMCF - Autothrottle Servo Loop
 - (b) If maintenance message 22-28894 does not show on the Ground Test Display, you corrected the problem.
 - (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Do this check of the wiring:
 - (a) Disconnect connector DM22205 at the Right Autothrottle Servo Motor (WDM 22-31-12).
 - (b) Do a wiring check between these pins of connector DM22205 at the Right Autothrottle Servo Motor and terminal block TB4001 at the Right Integration Panel, P205 (WDM 22-31-12):

DM22205	TB4001
pin 20	pin QA41
pin 8	pin QB41
 - (c) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Connect connector DM22205 at the Right Autothrottle Servo Motor (WDM 22-31-12).
 - 3) Do these Ground Tests on the MAT:
 - a) 22 AIMS - Autothrottle, System Test

EFFECTIVITY
ARO ALL

22-31 TASK 809

D633W103-ARO

Page 211
Sep 05/2015



777-200/300 FAULT ISOLATION MANUAL

- Left TMCF - Autothrottle Servo Loop
 - Right TMCF - Autothrottle Servo Loop
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the problem.

————— END OF TASK —————

810. TMCF in AIMS-L CPM/Comm Internal Software Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 31-51243.

B. Fault Isolation Procedure

- (1) Do this ground test on the MAT: 31 AIMS - Left AIMS, System Test, CMP/Comm(M001) in Left AIMS Module Reset.

————— END OF TASK —————

811. TMCF in AIMS-R CPM/Comm Internal Software Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 31-51244.

B. Fault Isolation Procedure

- (1) Do this ground test on the MAT: 31 AIMS - Right AIMS, System Test, CPM/Comm(M001) in Right AIMS Module Reset

————— END OF TASK —————

812. TMCF in Right AIMS Internal Fault - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 31-51442.

B. Fault Isolation Procedure

- (1) Replace the right AIMS CPM/STANDARD module (M002).

These are the tasks:

Core Processor Module/STD Removal, AMM TASK 31-41-05-000-801,

Core Processor Module/STD Installation, AMM TASK 31-41-05-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M003) module in the right AIMS cabinet.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M004) module in the right AIMS cabinet.

These are the tasks:

EFFECTIVITY
ARO ALL

22-31 TASKS 809-812

D633W103-ARO

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Page 212
Sep 05/2015



777-200/300 FAULT ISOLATION MANUAL

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

813. TMCF in AIMS-L CPM/ACMF Internal Software Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 31-51443.

B. Fault Isolation Procedure

- (1) Do this ground test on the MAT: 31 AIMS - Left AIMS, System Test, CPM/STANDARD(M002) in Left AIMS Module Reset

————— END OF TASK —————

814. TMCF in AIMS-R CPM/Basic Internal Software Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 31-51444.

B. Fault Isolation Procedure

- (1) Do this ground test on the MAT: 31 AIMS - Right AIMS, System Test, CPM/STANDARD(M002) in Right AIMS Module Reset

————— END OF TASK —————

815. TMCF in AIMS-L CPM/GG (M010) Software Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 31-51643.

B. Fault Isolation Procedure

- (1) Do this ground test on the MAT: 31 AIMS - Left AIMS, System Test, CPM/GG(M010) in Left AIMS Module Reset

————— END OF TASK —————

816. TMCF in AIMS-R CPM/GG (M010) Software Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 31-51644.

B. Fault Isolation Procedure

- (1) Do this ground test on the MAT: 31 AIMS - Right AIMS, System Test, CPM/GG(M010) in Right AIMS Module Reset

————— END OF TASK —————

817. TCMF in AIMS-L CPM/GG (M011) Software Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 31-51843.

EFFECTIVITY
ARO ALL

22-31 TASKS 812-817

D633W103-ARO

Page 213
Sep 05/2015



777-200/300 FAULT ISOLATION MANUAL

B. Fault Isolation Procedure

- (1) Do this ground test on the MAT: 31 AIMS - Left AIMS, System Test, CPM/GG(M011) in Left AIMS Module Reset

————— END OF TASK —————

818. TCMF in AIMS-R CPM/GG (M011) Software Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 31-51844.

B. Fault Isolation Procedure

- (1) Do this ground test on the MAT: 31 AIMS - Right AIMS, System Test, CPM/GG(M011) in Right AIMS Module Reset

————— END OF TASK —————

819. Left A/T Arm Switch Has No Output - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-21052.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the Mode Control Panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the left autothrottle servo motor, M22105.

These are the tasks:

Autothrottle Servomotor (ASM) and Gearbox Removal, AMM TASK 76-12-01-000-805-H00,

Autothrottle Servomotor (ASM) and Gearbox Installation, AMM TASK 76-12-01-400-804-H00.

- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCF - Autothrottle Servo Loop.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

EFFECTIVITY
ARO ALL

22-31 TASKS 817-819

D633W103-ARO

Page 214
Sep 05/2015



777-200/300 FAULT ISOLATION MANUAL

- (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M009) module in the right AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Replace the IOM(M008) module in the right AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (5) Do this check of the wiring:
- (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
- (b) Disconnect connector DM22105 at the left autothrottle servo motor (WDM 22-31-11).
- (c) Do a wiring check between these pins of connector DM22016A at the glareshield center panel (P55) and connector DM22105 at the left autothrottle servo motor (WDM 22-11-27).
- | DM22016A | DM22105 |
|------------------|----------------|
| pin 25 | pin 18 |
- (d) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Reconnect DM22105 at the left autothrottle servo motor (WDM 22-31-11).
 - 3) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 4) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

820. Left A/T Disconnect Switch Has No Output - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-21062.

EFFECTIVITY
ARO ALL

22-31 TASKS 819-820

D633W103-ARO

Page 215
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test - Right TMCF - Autothrottle Switches.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left A/T disconnect switch, S22009.
These are the tasks:
Autothrottle Disconnect Switch Removal, AMM TASK 76-12-02-000-807-H00,
Autothrottle Disconnect Switch Installation, AMM TASK 76-12-02-400-804-H00.
 - (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M004) module in the right AIMS cabinet.
These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M003) module in the right AIMS cabinet.
These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Do this check of the wiring:
 - (a) Remove the left A/T disconnect switch, S22009. To remove it, do this task: Autothrottle Disconnect Switch Removal, AMM TASK 76-12-02-000-807-H00.
 - (b) Do a wiring check between these pins of connector D104J at the control stand (P10) and terminal block TB4002 at the right integration panel, P205 (WDM 22-31-21):

D104J	TB4002
pin 2	pin QA01
pin 5	pin QB01

EFFECTIVITY
ARO ALL

22-31 TASK 820

D633W103-ARO

Page 216
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left A/T disconnect switch, S22009. To install it, do this task: Autothrottle Disconnect Switch Installation, AMM TASK 76-12-02-400-804-H00.
 - 3) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - 4) If the maintenance message does not show on the ground test display, you corrected the fault.

———— END OF TASK ————

821. Left Takeoff/Go-Around Switch Has No Output - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-21072.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left 1 TO/GA switch, S22003 on the left thrust lever.

These are the tasks:
Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00,
Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.

 - (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M009) module in the right AIMS cabinet.

These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M008) module in the right AIMS cabinet.

These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,

EFFECTIVITY
ARO ALL

22-31 TASKS 820-821

D633W103-ARO

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Page 217
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Do this check of the wiring from the TO/GA switch to the left AFDC:
 - (a) Remove the left 1 TO/GA switch, S22003. To remove it, do this task: Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00.
 - (b) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector D103J at the control stand (P10) and connector DM22101AC at the E1-3 shelf (WDM 22-11-28):

D103J

DM22101AC

pin 2 pin G6

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the left 1 TO/GA switch, S22003. To install it, do this task: Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-install the left 1 TO/GA switch, S22003. To install it, do this task: Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
- (5) Do this check of the wiring from the AIMS-L cabinet to the left AFDC:
 - (a) Remove the IOM(M009) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Remove the IOM(M008) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (c) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connectors J410-A and J420-A at the left AIMS cabinet (WDM 22-11-28)
 - (d) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connectors P8-B and P9-B at the left AIMS cabinet (WDM 22-11-28):

P8-B

DM22101AC

pin E9 pin G6

J410-A

DM22101AC

pin E6 pin G6

EFFECTIVITY
ARO ALL

22-31 TASK 821

D633W103-ARO

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Page 218
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

P9-B	DM22101AC
pin E9	pin G6

J420-A	DM22101AC
pin E6	pin G6

- (e) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Re-install the IOM(M009) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 3) Re-install the IOM(M008) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 5) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - 6) If the maintenance message does not show on the ground test display you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- (g) Re-install the IOM(M008) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (h) Re-install the IOM(M009) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (6) Do this check of the wiring from the AIMS-R cabinet to the left AFDC:
- (a) Remove the IOM(M009) module from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Remove the IOM(M008) module from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (c) Do a wiring check between these pins of connectors J410-A and J420-A at the right AIMS cabinet and connector DM22101AC at the E1-3 shelf (WDM 22-11-28)
 - (d) Do a wiring check between these pins of connectors P8-B and P9-B at the right AIMS cabinet and connector DM22101AC at the E1-3 shelf (WDM 22-11-28):

P8-B	DM22101AC
pin E9	pin G6

J410-A	DM22101AC
pin E6	pin G6

P9-B	DM22101AC
pin E9	pin G6

J420-A	DM22101AC
pin E6	pin G6

EFFECTIVITY
ARO ALL

22-31 TASK 821

D633W103-ARO

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Page 219
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (e) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the IOM(M009) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 3) Re-install the IOM(M008) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 5) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - 6) If the maintenance message does not show on the ground test display you corrected the fault.

————— **END OF TASK** —————

822. Left A/T Servo Motor Power is Incorrect - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-21091.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCF - Autothrottle Servo Loop.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left autothrottle servo motor, M22105.

These are the tasks:

Autothrottle Servomotor (ASM) and Gearbox Removal, AMM TASK 76-12-01-000-805-H00,
Autothrottle Servomotor (ASM) and Gearbox Installation, AMM TASK 76-12-01-400-804-H00.

- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCF - Autothrottle Servo Loop.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M004) module in the left AIMS cabinet.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.

EFFECTIVITY
ARO ALL

22-31 TASKS 821-822

D633W103-ARO

Page 220
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (3) Replace the IOM(M003) module in the left AIMS cabinet.
These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Do this check of the wiring:
- (a) Disconnect connector DM22105 at the left autothrottle servo motor (WDM 22-31-11).
- (b) Do a wiring check between these pins of connector DM22105 at the left autothrottle servo motor and terminal block TB3001 at the left Integration Panel, P105 (WDM 22-31-11):
- | DM22105 | TB3001 |
|------------------|----------|
| pin 20 | pin QA27 |
| pin 8 | pin QB27 |
- (c) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Reconnect DM22105 at the left autothrottle servo motor (WDM 22-31-11).
 - 3) Do this ground test on the MAT: 22 Thrust Management, System Test, TMF Left Cabinet Servo Loop Test.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (5) Replace the Mode Control Panel (MCP), M22016.
These are the tasks:
Mode Control Panel Removal, AMM TASK 22-11-02-000-801,
Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

823. Left A/T Servo Motor has an Internal - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-21120.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCF - Autothrottle Servo Loop.
- (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.

EFFECTIVITY
ARO ALL

22-31 TASKS 822-823

D633W103-ARO

Page 221
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left autothrottle servo motor, M22105.

These are the tasks:

Autothrottle Servomotor (ASM) and Gearbox Removal, AMM TASK 76-12-01-000-805-H00,
Autothrottle Servomotor (ASM) and Gearbox Installation, AMM TASK 76-12-01-400-804-H00.

- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCF - Autothrottle Servo Loop.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the MAT shows ACTIVE for the maintenance message then continue.

————— **END OF TASK** —————

824. Right A/T Arm Switch Has No Output - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-22051.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the Mode Control Panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,
Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the right autothrottle servo motor, M22205.

These are the tasks:

Autothrottle Servomotor (ASM) and Gearbox Removal, AMM TASK 76-12-01-000-805-H00,
Autothrottle Servomotor (ASM) and Gearbox Installation, AMM TASK 76-12-01-400-804-H00.

- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.

EFFECTIVITY
ARO ALL

22-31 TASKS 823-824

D633W103-ARO

Page 222
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M004) module in the left AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Replace the IOM(M003) module in the left AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (5) Do this check of the wiring:
- (a) Disconnect connector DM22205 at the right autothrottle servo motor (WDM 22-31-12).
- (b) Do a wiring check between these pins of connector DM22205 at the right autothrottle servo motor and terminal block TB4001 at the right Integration Panel, P205 (WDM 22-31-12):
- | DM22205 | TB4001 |
|------------------|---------------|
| pin 20 | pin QA41 |
| pin 8 | pin QB41 |
- (c) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Reconnect DM22205 at the right autothrottle servo motor (WDM 22-31-12).
 - 3) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If you do not find a problem with the wiring, then continue.
- (6) Do this check of the wiring:
- (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
- (b) Disconnect connector DM22205 at the right autothrottle servo motor (WDM 22-31-12).
- (c) Do a wiring check between these pins of connector DM22016B at the glareshield center panel (P55) and connector DM22205 at the right autothrottle servo motor (WDM 22-11-27):

EFFECTIVITY
ARO ALL

22-31 TASK 824

D633W103-ARO

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Page 223
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM22016B

pin 25

DM22205

pin 18

- (d) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Reconnect DM22205 at the right autothrottle servo motor (WDM 22-31-12).
 - 3) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801
 - 4) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

825. Right A/T Arm Switch Has No Output - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-22052.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
- (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
- (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the Mode Control Panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the right autothrottle servo motor, M22205.

These are the tasks:

Autothrottle Servomotor (ASM) and Gearbox Removal, AMM TASK 76-12-01-000-805-H00,

Autothrottle Servomotor (ASM) and Gearbox Installation, AMM TASK 76-12-01-400-804-H00.

- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.

EFFECTIVITY
ARO ALL

22-31 TASKS 824-825

D633W103-ARO

Page 224
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M004) module in the right AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Replace the IOM(M003) module in the right AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (5) Do this check of the wiring:
- (a) Disconnect connector DM22205 at the right autothrottle servo motor (WDM 22-31-12).
- (b) Do a wiring check between these pins of connector DM22205 at the right autothrottle servo motor and terminal block TB4001 at the right Integration Panel, P205 (WDM 22-31-12):
- | DM22205 | TB4001 |
|------------------|---------------|
| pin 20 | pin QA41 |
| pin 8 | pin QB41 |
- (c) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Reconnect DM22205 at the right autothrottle servo motor (WDM 22-31-12).
 - 3) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If you do not find a problem with the wiring, then continue.
- (6) Do this check of the wiring:
- (a) Remove the MCP, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801.
- (b) Disconnect connector DM22205 at the right autothrottle servo motor (WDM 22-31-12).
- (c) Do a wiring check between these pins of connector DM22016B at the glareshield center panel (P55) and connector DM22205 at the right autothrottle servo motor (WDM 22-11-27):

EFFECTIVITY
ARO ALL

22-31 TASK 825

D633W103-ARO

Page 225
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM22016B

pin 25

DM22205

pin 18

- (d) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Reconnect DM22205 at the right autothrottle servo motor (WDM 22-31-12).
 - 3) Re-install the MCP, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - 4) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

826. Right A/T Disconnect Switch Has No Output - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-22061.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.
- (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
- (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right A/T disconnect switch, S22010.

These are the tasks:

Autothrottle Disconnect Switch Removal, AMM TASK 76-12-02-000-807-H00,

Autothrottle Disconnect Switch Installation, AMM TASK 76-12-02-400-804-H00.

- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M004) module in the left AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
- Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

EFFECTIVITY
ARO ALL

22-31 TASKS 825-826

D633W103-ARO

Page 226
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M003) module in the left AIMS cabinet.
These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Do this check of the wiring:
 - (a) Remove the right A/T disconnect switch, S22010. To remove it, do this task: Autothrottle Disconnect Switch Removal, AMM TASK 76-12-02-000-807-H00.
 - (b) Do a wiring check between these pins of connector D108J at the control stand (P10) and terminal block TB4002 at the right integration panel, P205 (WDM 22-31-21):

D108J	TB4002
pin 1	pin QA01
pin 4	pin QB01
- (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the right A/T disconnect switch, S22010. To install it, do this task: Autothrottle Disconnect Switch Installation, AMM TASK 76-12-02-400-804-H00.
 - 3) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.
 - 4) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

827. Right A/T Disconnect Switch Has No Output - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-22062.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right A/T disconnect switch, S22010.

These are the tasks:

Autothrottle Disconnect Switch Removal, AMM TASK 76-12-02-000-807-H00,

EFFECTIVITY
ARO ALL

22-31 TASKS 826-827

D633W103-ARO

Page 227
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Autothrottle Disconnect Switch Installation, AMM TASK 76-12-02-400-804-H00.

- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M004) module in the right AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M003) module in the right AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Do this check of the wiring:
- (a) Remove the right A/T disconnect switch, S22010. To remove it, do this task: Autothrottle Disconnect Switch Removal, AMM TASK 76-12-02-000-807-H00.
 - (b) Do a wiring check between these pins of connector D108J at the control stand (P10) and terminal block TB4002 at the right integration panel, P205 (WDM 22-31-21):

D108J	TB4002
pin 1	pin QA01
pin 4	pin QB01

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the right A/T disconnect switch, S22010. To install it, do this task: Autothrottle Disconnect Switch Removal, AMM TASK 76-12-02-000-807-H00.
 - 3) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - 4) If the maintenance message does not show on the ground test display, you corrected the fault.

———— END OF TASK ————

828. Right Takeoff/Go-Around Switch Has No Output - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-22071.

EFFECTIVITY
ARO ALL

22-31 TASKS 827-828

D633W103-ARO

Page 228
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right 1 TO/GA switch, S22005 on the right thrust lever.
These are the tasks:
Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00,
Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
 - (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M009) module in the left AIMS cabinet.
These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M008) module in the left AIMS cabinet.
These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Do this check of the wiring from the TO/GA switch to the right AFDC:
 - (a) Remove the right 1 TO/GA switch, S22005. To remove it, do this task: Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00.
 - (b) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (c) Do a wiring check between these pins of connector D101J at the control stand (P10) and connector DM22201AC at the E2-5 shelf (WDM 22-11-28):



**777-200/300
FAULT ISOLATION MANUAL**

D101J

pin 2

DM22201AC

pin G6

- (d) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Re-install the right 1 TO/GA switch, S22005. To install it, do this task: Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-install the right 1 TO/GA switch, S22005. To install it, do this task: Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
- (5) Do this check of the wiring from the AIMS-L cabinet to the right AFDC:
- (a) Remove the IOM(M009) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Remove the IOM(M008) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connectors J410-A and J420-A at the left AIMS cabinet (WDM 22-11-28):
 - (d) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connectors P8-B and P9-B at the left AIMS cabinet (WDM 22-11-28):

P8-B

pin E9

DM22201AC

pin G6

J410-A

pin E6

DM22201AC

pin G6

P9-B

pin E9

DM22201AC

pin G6

J420-A

pin E6

DM22201AC

pin G6

- (e) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Re-install the IOM(M009) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 3) Re-install the IOM(M008) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

EFFECTIVITY
ARO ALL

22-31 TASK 828

D633W103-ARO

Page 230
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 4) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 5) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.
- 6) If the maintenance message does not show on the ground test display you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- (g) Re-install the IOM(M008) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (h) Re-install the IOM(M009) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (6) Do this check of the wiring from the AIMS-R cabinet to the right AFDC:
 - (a) Remove the IOM(M009) module from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Remove the IOM(M008) module from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (c) Do a wiring check between these pins of connectors P8-B and P9-B at the right AIMS cabinet and connector DM22201AC at the E2-5 shelf (WDM 22-11-28)
 - (d) Do a wiring check between these pins of connectors P8-B and P9-B at the right AIMS cabinet and connector DM22201AC at the E2-5 shelf (WDM 22-11-28):

P8-B	DM22201AC
pin E9	pin G6

J410-A	DM22201AC
pin E6	pin G6

P9-B	DM22201AC
pin E9	pin G6

J420-A	DM22201AC
pin E6	pin G6

- (e) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the IOM(M009) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 3) Re-install the IOM(M008) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 5) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.

EFFECTIVITY
ARO ALL

22-31 TASK 828

D633W103-ARO

Page 231
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- 6) If the maintenance message does not show on the ground test display you corrected the fault.

————— **END OF TASK** —————

829. Right Takeoff/Go-Around Switch Has No Output - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-22072.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
- (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
- (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right 1 TO/GA switch, S22005 on the right thrust lever
- These are the tasks:
- Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00,
Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M009) module in the right AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M008) module in the right AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Do this check of the wiring from the TO/GA switch to the right AFDC:

EFFECTIVITY
ARO ALL

22-31 TASKS 828-829

D633W103-ARO

Page 232
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- (a) Remove the right 1 TO/GA switch, S22005. To remove it, do this task: Takeoff and Go-Around Switch Removal, AMM TASK 76-12-03-000-804-H00.
- (b) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (c) Do a wiring check between these pins of connector D101J at the control stand (P10) and connector DM22201AC at the E2-5 shelf (WDM 22-11-28):

D101J	DM22201AC
pin 2	pin G6

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the right 1 TO/GA switch, S22005. To install it, do this task: Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches
 - 5) If the maintenance message does not show on the ground test display, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-install the right 1 TO/GA switch, S22005. To install it, do this task: Takeoff and Go-Around Switch Installation, AMM TASK 76-12-03-400-804-H00.
- (5) Do this check of the wiring from the AIMS-L cabinet to the right AFDC:
 - (a) Remove the IOM(M009) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Remove the IOM(M008) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connectors J410-A and J420-A at the left AIMS cabinet (WDM 22-11-28)
 - (d) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connectors P8-B and P9-B at the left AIMS cabinet (WDM 22-11-28):

P8-B	DM22201AC
pin E9	pin G6

J410-A	DM22201AC
pin E6	pin G6

P9-B	DM22201AC
pin E9	pin G6

J420-A	DM22201AC
pin E6	pin G6

- (e) If you find a problem with the wiring, do these steps:

EFFECTIVITY
ARO ALL

22-31 TASK 829

D633W103-ARO

Page 233
Sep 05/2016



**777-200/300
FAULT ISOLATION MANUAL**

- 1) Repair the wiring.
 - 2) Re-install the IOM(M009) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 3) Re-install the IOM(M008) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 5) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - 6) If the maintenance message does not show on the ground test display you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- (g) Re-install the IOM(M008) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (h) Re-install the IOM(M009) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (6) Do this check of the wiring from the AIMS-R cabinet to the right AFDC:
- (a) Remove the IOM(M009) module from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Remove the IOM(M008) module from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (c) Do a wiring check between these pins of connectors J410-A and J420-A at the right AIMS cabinet and connector DM22201AC at the E2-5 shelf (WDM 22-11-28)
 - (d) Do a wiring check between these pins of connectors P8-B and P9-B at the right AIMS cabinet and connector DM22201AC at the E2-5 shelf (WDM 22-11-28):

P8-B	DM22201AC
pin E9	pin G6

J410-A	DM22201AC
pin E6	pin G6

P9-B	DM22201AC
pin E9	pin G6

J420-A	DM22201AC
pin E6	pin G6

- (e) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Re-install the IOM(M009) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 3) Re-install the IOM(M008) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

EFFECTIVITY
ARO ALL

22-31 TASK 829

D633W103-ARO

Page 234
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 4) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 5) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
- 6) If the maintenance message does not show on the ground test display you corrected the fault.

————— END OF TASK —————

830. Right A/T Servo Motor No Output on ARINC 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-22081.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the right autothrottle servo motor, M22205.

These are the tasks:

Autothrottle Servomotor (ASM) and Gearbox Removal, AMM TASK 76-12-01-000-805-H00,
Autothrottle Servomotor (ASM) and Gearbox Installation, AMM TASK 76-12-01-400-804-H00.

- (a) Do this ground test on the MAT: 22 Thrust Management, System Test, TMF Right Cabinet Servo Loop Test.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M004) module in the left AIMS cabinet.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M003) module in the left AIMS cabinet.

These are the tasks:

EFFECTIVITY
ARO ALL

22-31 TASKS 829-830

D633W103-ARO

Page 235
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Do this check of the wiring:
 - (a) Disconnect connector DM22205 at the right autothrottle servo motor (WDM 22-31-12).
 - (b) Do a wiring check between these pins of connector DM22205 at the right autothrottle servo motor and terminal block TB4001 at the right Integration Panel, P205 (WDM 22-31-12):

DM22205	TB4001
pin 20	pin QA41
pin 8	pin QB41
- (c) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Reconnect DM22205 at the left autothrottle servo motor (WDM 22-31-12).
 - 3) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

831. Right A/T Servo Motor Power is Incorrect - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-22091.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right autothrottle servo motor, M22205.

These are the tasks:

Autothrottle Servomotor (ASM) and Gearbox Removal, AMM TASK 76-12-01-000-805-H00,
Autothrottle Servomotor (ASM) and Gearbox Installation, AMM TASK 76-12-01-400-804-H00.

- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.

EFFECTIVITY
ARO ALL

22-31 TASKS 830-831

D633W103-ARO

Page 236
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M004) module in the left AIMS cabinet.
These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M003) module in the left AIMS cabinet.
These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Do this check of the wiring:
 - (a) Disconnect connector DM22205 at the right autothrottle servo motor (WDM 22-31-12).
 - (b) Do a wiring check between these pins of connector DM22205 at the right autothrottle servo motor and terminal block TB4001 at the right Integration Panel, P205 (WDM 22-31-12):

DM22205	TB4001
pin 20	pin QA41
pin 8	pin QB41

- (c) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Reconnect DM22205 at the left autothrottle servo motor (WDM 22-31-12).
 - 3) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If you do not find a problem with the wiring, then continue.
- (e) Remove the connector D6710 (R AIMS) at the E2-1 shelf and connector D6610 (L AIMS) at the E3-1 shelf.
- (f) Do a wiring check between these pins (WDM 22-31-12):

NOTE: The most probable cause of the problem is at terminal blocks TB4001 and TB4003.

D6610	DM22205
pin 2	pin 2

EFFECTIVITY
ARO ALL

22-31 TASK 831

D633W103-ARO

Page 237
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

D6710

pin 2 pin 24

DM22205

- (g) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Reconnect DM22205 at the right autothrottle servo motor (WDM 22-31-11).
 - 3) Reconnect D6710 at the E2-1 shelf and connector D6610 at the E3-1 shelf (WDM 22-31-11).
 - 4) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.
 - 5) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (5) Replace the Mode Control Panel (MCP), M22016.
- These are the tasks:
- Mode Control Panel Removal, AMM TASK 22-11-02-000-801,
Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

832. Right A/T Servo Motor has an Internal Fault - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-22120.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right autothrottle servo motor, M22205.

These are the tasks:

Autothrottle Servomotor (ASM) and Gearbox Removal, AMM TASK 76-12-01-000-805-H00,
Autothrottle Servomotor (ASM) and Gearbox Installation, AMM TASK 76-12-01-400-804-H00.

- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.

EFFECTIVITY
ARO ALL

22-31 TASKS 831-832

D633W103-ARO

Page 238
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the MAT shows ACTIVE for the maintenance message then continue.

————— END OF TASK —————

833. TMCF in Left AIMS Internal Fault - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 31-51241.

B. Fault Isolation Procedure

- (1) Replace the left AIMS CPM/GG module (M011).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM
TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM
TASK 31-41-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

834. TMCF in Right AIMS Internal Fault - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 31-51242.

B. Fault Isolation Procedure

- (1) Replace the right AIMS CPM/GG module (M011).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM
TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM
TASK 31-41-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

835. TMCF in Left AIMS Internal Fault - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 31-51641.

B. Fault Isolation Procedure

- (1) Replace the left AIMS CPM/GG module (M010).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM
TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM
TASK 31-41-02-400-801.

EFFECTIVITY
ARO ALL

22-31 TASKS 832-835

D633W103-ARO

Page 239
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

836. TMCF in Right AIMS Internal Fault - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 31-51642.

B. Fault Isolation Procedure

- (1) Replace the right AIMS CPM/GG module (M002).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM
TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM
TASK 31-41-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

837. TMCF in Left AIMS Internal Fault - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 31-51841.

B. Fault Isolation Procedure

- (1) Replace the left AIMS CPM/GG module (M011).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM
TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM
TASK 31-41-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

838. TMCF in Right AIMS Internal Fault - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 31-51842.

B. Fault Isolation Procedure

- (1) Replace the right AIMS CPM/GG module (M011).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM
TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM
TASK 31-41-02-400-801.

EFFECTIVITY
ARO ALL

22-31 TASKS 835-838

D633W103-ARO

Page 240
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

839. TMCF in AIMS-L CPM/ACMF Internal Software Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-20031.

B. Fault Isolation Procedure

- (1) Do this ground test on the MAT: 31 AIMS - Left AIMS, System Test, CPM/STANDARD(M002) in Left AIMS Module Reset
- (2) Do this ground test on the MAT: 27 Primary Flight Control System, System Test, Actuator Confidence check.

————— END OF TASK —————

840. TMCF in AIMS-R CPM/Basic Internal Software Problem - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-20032.

B. Fault Isolation Procedure

- (1) Do this ground test on the MAT: 31 AIMS - Right AIMS, System Test, CPM/STANDARD(M002) in Right AIMS Module Reset

————— END OF TASK —————

841. Left A/T Servo Motor No Output on ARINC 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-21082.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Thrust Management, System Test, TMF Left Cabinet Servo Loop Test.
- (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
- (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the left autothrottle servo motor, M22105.

These are the tasks:

Autothrottle Servomotor (ASM) and Gearbox Removal, AMM TASK 76-12-01-000-805-H00,

Autothrottle Servomotor (ASM) and Gearbox Installation, AMM TASK 76-12-01-400-804-H00.

EFFECTIVITY
ARO ALL

22-31 TASKS 838-841

D633W103-ARO

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Page 241
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCF - Autothrottle Servo Loop.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M004) module in the right AIMS cabinet.
These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M003) module in the right AIMS cabinet.
These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Do this check of the wiring:
 - (a) Disconnect connector DM22105 at the left autothrottle servo motor (WDM 22-31-11).
 - (b) Do a wiring check between these pins of connector DM22105 at the left autothrottle servo motor and terminal block TB3001 at the left Integration Panel, P105 (WDM 22-31-11):

DM22105	TB3001
pin 20	pin QA27
pin 8	pin QB27
 - (c) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Reconnect DM22105 at the left autothrottle servo motor (WDM 22-31-11).
 - 3) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCF - Autothrottle Servo Loop.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

842. Left A/T Servo Motor Power is Incorrect - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-21092.

EFFECTIVITY
ARO ALL

22-31 TASKS 841-842

D633W103-ARO

Page 242
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCF - Autothrottle Servo Loop.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left autothrottle servo motor, M22105.

These are the tasks:

Autothrottle Servomotor (ASM) and Gearbox Removal, AMM TASK 76-12-01-000-805-H00,
Autothrottle Servomotor (ASM) and Gearbox Installation, AMM TASK 76-12-01-400-804-H00.

 - (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCF - Autothrottle Servo Loop.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M004) module in the right AIMS cabinet.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M003) module in the right AIMS cabinet.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Do this check of the wiring:
 - (a) Disconnect connector DM22105 at the left autothrottle servo motor (WDM 22-31-11).
 - (b) Do a wiring check between these pins of connector DM22105 at the left autothrottle servo motor and terminal block TB3001 at the left Integration Panel, P105 (WDM 22-31-11):

DM22105	TB3001
pin 20	pin QA27
pin 8	pin QB27
 - (c) If you find a problem with the wiring, do these steps:

EFFECTIVITY
ARO ALL

22-31 TASK 842

D633W103-ARO

Page 243
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 1) Repair the wiring.
- 2) Reconnect DM22105 at the left autothrottle servo motor (WDM 22-31-11).
- 3) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCF - Autothrottle Servo Loop.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If you do not find a problem with the wiring, then continue.
- (e) Remove the connector D6710 (R AIMS) at the E2-1 shelf and connector D6610 (L AIMS) at the E3-1 shelf.
- (f) Do a wiring check between these pins (WDM 22-31-11):

NOTE: The most probable cause of the problem is at terminal blocks TB3001 and TB3002.

D6610	DM22105
pin 2	pin 2

D6710	DM22105
pin 2	pin 24

- (g) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Reconnect DM22105 at the left autothrottle servo motor (WDM 22-31-11).
 - 3) Reconnect D6710 at the E2-1 shelf and connector D6610 at the E3-1 shelf (WDM 22-31-11).
 - 4) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCF - Autothrottle Servo Loop.
 - 5) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (5) Replace the Mode Control Panel (MCP), M22016.

These are the tasks:

Mode Control Panel Removal, AMM TASK 22-11-02-000-801,

Mode Control Panel Installation, AMM TASK 22-11-02-400-801.

 - (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Left TMCF - Autothrottle Switches.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

843. Right A/T Servo Motor No Output on ARINC 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-22082.

EFFECTIVITY
ARO ALL

22-31 TASKS 842-843

D633W103-ARO

Page 244
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 Thrust Management, System Test, TMF Right Cabinet Servo Loop Test.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

NOTE: If you use a megohmmeter to do wiring checks on an ARINC 429 bus (or if you need the exact resistance of the bus wiring), first remove all the LRUs that are connected to the bus (use the WDM to tell which LRUs are on the bus). Then re-install the LRUs when you are done.

- (1) Replace the right autothrottle servo motor, M22205.

These are the tasks:

Autothrottle Servomotor (ASM) and Gearbox Removal, AMM TASK 76-12-01-000-805-H00,
Autothrottle Servomotor (ASM) and Gearbox Installation, AMM TASK 76-12-01-400-804-H00.

- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M004) module in the right AIMS cabinet.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M003) module in the right AIMS cabinet.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Do this check of the wiring:
 - (a) Disconnect connector DM22205 at the right autothrottle servo motor (WDM 22-31-12).
 - (b) Do a wiring check between these pins of connector DM22205 at the right autothrottle servo motor and terminal block TB4001 at the right Integration Panel, P205 (WDM 22-31-12):

EFFECTIVITY
ARO ALL

22-31 TASK 843

D633W103-ARO

Page 245
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM22205

pin 20 pin QA41
pin 8 pin QB41

TB4001

- (c) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Reconnect DM22205 at the left autothrottle servo motor (WDM 22-31-12).
 - 3) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

END OF TASK

844. Right A/T Servo Motor Power is Incorrect - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-22092.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.
 - (a) If the maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.
 - (b) If the maintenance message does not show on the ground test display, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right autothrottle servo motor, M22205.

These are the tasks:

Autothrottle Servomotor (ASM) and Gearbox Removal, AMM TASK 76-12-01-000-805-H00,
Autothrottle Servomotor (ASM) and Gearbox Installation, AMM TASK 76-12-01-400-804-H00.

- (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M004) module in the right AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.

EFFECTIVITY
ARO ALL

22-31 TASKS 843-844

D633W103-ARO

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Page 246
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (3) Replace the IOM(M003) module in the right AIMS cabinet.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Do this check of the wiring:
- (a) Disconnect connector DM22205 at the right autothrottle servo motor (WDM 22-31-12).
- (b) Do a wiring check between these pins of connector DM22205 at the right autothrottle servo motor and terminal block TB4001 at the right Integration Panel, P205 (WDM 22-31-12):

DM22205	TB4001
pin 20	pin QA41
pin 8	pin QB41

- (c) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Reconnect DM22205 at the right autothrottle servo motor (WDM 22-31-12).
 - 3) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (d) If you do not find a problem with the wiring, then continue.
- (e) Remove the connector D6710 (R AIMS) at the E2-1 shelf and connector D6610 (L AIMS) at the E3-1 shelf.
- (f) Do a wiring check between these pins (WDM 22-31-11):

D6610	DM22205
pin 2	pin 2

D6710	DM22205
pin 2	pin 24

- (g) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Reconnect DM22205 at the right autothrottle servo motor (WDM 22-31-11).
 - 3) Reconnect D6710 at the E2-1 shelf and connector D6610 at the E3-1 shelf (WDM 22-31-11).
 - 4) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.

EFFECTIVITY
ARO ALL

22-31 TASK 844

D633W103-ARO

Page 247
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 5) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (5) Replace the Mode Control Panel (MCP), M22016.
These are the tasks:
Mode Control Panel Removal, AMM TASK 22-11-02-000-801,
Mode Control Panel Installation, AMM TASK 22-11-02-400-801.
 - (a) Do this ground test on the MAT: 22 AIMS - Autothrottle, LRU Replacement Test, Right TMCF - Autothrottle Switches.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

851. TMCF in Left AIMS Software Configuration Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-20011.

B. Fault Isolation Procedure

- (1) Do a check of the system configuration for this system on the MAT: 31 AIMS - Left AIMS.
 - (a) Find CPM/STANDARD(M002) in Left AIMS on the display and make sure that the software part numbers are correct.
 - (b) If a part number is incorrect, install software in the CPM/STANDARD(M002) module in the left AIMS cabinet, do this task: Core Processor Module/Standard Software Installation, AMM TASK 31-41-05-420-801.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

852. TMCF in Left AIMS no input from CMCF in AIMS backplane - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23001.

B. Fault Isolation Procedure

- (1) Replace the left AIMS CPM/COMM module (M001).
These are the tasks:
Core Processor Module/Communication (CPM/Comm) Removal, AMM TASK 31-41-04-000-802,
Core Processor Module/Communication (CPM/Comm) Installation, AMM TASK 31-41-04-400-802.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (2) Replace the left AIMS CPM/STANDARD module (M002).
These are the tasks:
Core Processor Module/STD Removal, AMM TASK 31-41-05-000-801,
Core Processor Module/STD Installation, AMM TASK 31-41-05-400-801.

EFFECTIVITY
ARO ALL

22-31 TASKS 844-852

D633W103-ARO

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Page 248
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (3) Check left AIMS chassis ground.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

853. TMCF in Right AIMS no input from CMCF in AIMS backplane - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23004.

B. Fault Isolation Procedure

- (1) Replace the right AIMS CPM/COMM module (M001).

These are the tasks:

Core Processor Module/Communication (CPM/Comm) Removal, AMM TASK 31-41-04-000-802,

Core Processor Module/Communication (CPM/Comm) Installation, AMM TASK 31-41-04-400-802.

 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (2) Replace the right AIMS CPM/STANDARD module (M002).

These are the tasks:

Core Processor Module/STD Removal, AMM TASK 31-41-05-000-801,

Core Processor Module/Standard Software Installation, AMM TASK 31-41-05-420-801.

 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (3) Check right AIMS chassis ground.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

854. TMCF in AIMS-L No Input from Display Function in AIMS-L on AIMS Backplane - Fault Isolation

A. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

B. Fault Isolation Procedure

- (1) Replace the left AIMS CPM/GG module (M010).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM TASK 31-41-02-400-801.

EFFECTIVITY
ARO ALL

22-31 TASKS 852-854

D633W103-ARO

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Page 249
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the left AIMS CPM/GG module (M011).
These are the tasks:
Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM TASK 31-41-02-000-801,
Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM TASK 31-41-02-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the left AIMS CPM/STANDARD module (M002).
These are the tasks:
Core Processor Module/STD Removal, AMM TASK 31-41-05-000-801,
Core Processor Module/STD Installation, AMM TASK 31-41-05-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Check left AIMS chassis ground.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

855. TMCF in AIMS-R No Input from Display Function in AIMS-R on AIMS Backplane - Fault Isolation

A. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

B. Fault Isolation Procedure

- (1) Replace the right AIMS CPM/GG module (M010).
These are the tasks:
Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM TASK 31-41-02-000-801,
Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM TASK 31-41-02-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the right AIMS CPM/GG module (M011).
These are the tasks:

EFFECTIVITY
ARO ALL

22-31 TASKS 854-855

D633W103-ARO

Page 250
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM TASK 31-41-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the right AIMS CPM/STANDARD module (M002).
These are the tasks:
Core Processor Module/STD Removal, AMM TASK 31-41-05-000-801,
Core Processor Module/STD Installation, AMM TASK 31-41-05-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Check right AIMS chassis ground.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

858. TMCF in Left AIMS Internal Fault - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 31-51441.

B. Fault Isolation Procedure

- (1) Replace the left AIMS CPM/STANDARD module (M002).
These are the tasks:
Core Processor Module/STD Removal, AMM TASK 31-41-05-000-801,
Core Processor Module/STD Installation, AMM TASK 31-41-05-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the IOM(M003) module in the left AIMS cabinet.
These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M004) module in the left AIMS cabinet.
These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

EFFECTIVITY
ARO ALL

22-31 TASKS 855-858

D633W103-ARO

Page 251
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

875. **FSEU 1 signals are invalid - Fault Isolation**

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29310, 22-29320.

B. General

- (1) It is possible that one or more of these maintenance messages are nuisance messages and that there is no fault on the airplane.

- (a) To determine if the maintenance messages are nuisance messages or if the fault isolation procedure is necessary, do the initial evaluation steps below.

C. Initial Evaluation

- (1) Do these two tasks:

Left TMCF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-802.

Right TMCF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-806.

- (a) If the MAT shows NOT ACTIVE for the maintenance message(s), or if the message(s) did not show, then you corrected the fault.

NOTE: If the fault is corrected with the Left and Right Servo Loop test, the maintenance message was a nuisance fault.

- (b) If the MAT shows ACTIVE for the maintenance message(s), then continue with the step that follows.

- (2) Monitor the Extended Maintenance, Existing Faults display on the MAT.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.

- (b) Release the autothrottle disconnect switch.

- (3) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:

- (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 23-81004, 24-13073, 24-13074, 24-13075, 27-20251, 27-20261, 27-20271, 27-20691, 27-20701, 27-20711, 27-21241.

- (b) If one or more of the messages above shows on the MAT, then do these steps for each message:

- 1) Find the message in the applicable FIM Maintenance Message Index.

- 2) Do the specified fault isolation task.

- 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.

- 4) Release the autothrottle disconnect switch.

- 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

- (c) If none of the messages above show on the MAT, then there was an intermittent fault.

EFFECTIVITY
ARO ALL

22-31 TASKS 858-875

D633W103-ARO

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Page 252
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (4) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

————— END OF TASK —————

876. FSEU 2 signals are invalid - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29330, 22-29340.

B. General

- (1) It is possible that one or more of these maintenance messages are nuisance messages and that there is no fault on the airplane.

- (a) To determine if the maintenance messages are nuisance messages or if the fault isolation procedure is necessary, do the initial evaluation steps below.

C. Initial Evaluation

- (1) Do these two tasks:

Left TMCF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-802.

Right TMCF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-806.

- (a) If the MAT shows NOT ACTIVE for the maintenance message(s), or if the message(s) did not show, then you corrected the fault.

NOTE: If the fault is corrected with the Left and Right Servo Loop test, the maintenance message was a nuisance fault.

- (b) If the MAT shows ACTIVE for the maintenance message(s), then continue with the step that follows.

- (2) Monitor the Extended Maintenance, Existing Faults display on the MAT.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.

- (b) Release the autothrottle disconnect switch.

- (3) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:

- (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 23-81004, 24-13073, 24-13074, 24-13075, 27-20251, 27-20261, 27-20271, 27-20691, 27-20701, 27-20711, 27-21241.

- (b) If one or more of the messages above shows on the MAT, then do these steps for each message:

- 1) Find the message in the applicable FIM Maintenance Message Index.
- 2) Do the specified fault isolation task.
- 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- 4) Release the autothrottle disconnect switch.
- 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

- (c) If none of the messages above show on the MAT, then there was an intermittent fault.

EFFECTIVITY
ARO ALL

22-31 TASKS 875-876

D633W103-ARO

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Page 253
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- (4) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

————— **END OF TASK** —————

877. Mode Control Panel signals are invalid - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29350, 22-29360.

B. Fault Isolation Procedure

- (1) This is an invalid message. No action is required.

————— **END OF TASK** —————

878. TAT signals from ADIRU and EEC do not agree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-29610.

B. Fault Isolation Procedure

- (1) Set the EEC MAINT switches on the P61, Overhead Maintenance Panel, to the TEST position.
- (2) Look at the Extended Maintenance, Existing Faults display on the MAT for these maintenance messages: 73-11621, 73-11622, 73-21621, 73-21622
- (a) If one or more of the maintenance messages given above show, then do these steps:
- 1) Find the message in the FIM Maintenance Messages Index.
 - 2) Do the specified fault isolation task.
- (b) If none of the maintenance messages given above show, then do these steps:
- 1) Do a visual inspection of the TAT probe for blockage or contamination.
 - a) If there is blockage or contamination in the TAT probe, clean or replace the TAT probe as necessary.
- (3) Set the EEC MAINT switches on the P61, Overhead Maintenance Panel, to the NORM position.

————— **END OF TASK** —————

879. TMCF in R - AIMS no input from CMCF in L-AIMS Intercabinet Buses 3 and 4 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23002.

B. Fault Isolation Procedure

- (1) Replace the left AIMS CPM/COMM module (M001).

These are the tasks:

Core Processor Module/Communication (CPM/Comm) Removal, AMM
TASK 31-41-04-000-802,

Core Processor Module/Communication (CPM/Comm) Installation, AMM
TASK 31-41-04-400-802.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (2) Replace the IOM(M004) module left AIMS .

These are the tasks:

EFFECTIVITY
ARO ALL

22-31 TASKS 876-879

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details



777-200/300 FAULT ISOLATION MANUAL

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

- (3) Replace the IOM(M004) module left AIMS .

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

- (4) Replace the IOM(M004) module left AIMS .

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

- (5) Replace the IOM(M004) module left AIMS .

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

- (6) Check AIMS intercabinet buses 3 and 4.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

880. TMCF in L - AIMS no input from CMCF in R - AIMS Intercabinet Buses 3 and 4 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23003.

B. Fault Isolation Procedure

- (1) Replace the left AIMS CPM/COMM module (M001).

These are the tasks:

Core Processor Module/Communication (CPM/Comm) Removal, AMM
TASK 31-41-04-000-802,

Core Processor Module/Communication (CPM/Comm) Installation, AMM
TASK 31-41-04-400-802.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

- (2) Replace the left AIMS CPM/STANDARD module (M002).

These are the tasks:

Core Processor Module/STD Removal, AMM TASK 31-41-05-000-801,

EFFECTIVITY
ARO ALL

22-31 TASKS 879-880

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 255
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Core Processor Module/STD Installation, AMM TASK 31-41-05-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (3) Check left AIMS chassis ground.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— END OF TASK —————

881. TMCF Left AIMS no input from Display Function in R - AIMS on 629 Bus (center 1) - Fault Isolation

A. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

B. Fault Isolation Procedure

- (1) Replace the left AIMS CPM/GG module (M010).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM TASK 31-41-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the left AIMS CPM/GG module (M011).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM TASK 31-41-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the left AIMS CPM/STANDARD module (M002).

These are the tasks:

Core Processor Module/STD Removal, AMM TASK 31-41-05-000-801,

Core Processor Module/STD Installation, AMM TASK 31-41-05-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Check left AIMS chassis ground.

EFFECTIVITY
ARO ALL

22-31 TASKS 880-881

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 256
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

882. TMCF in Right AIMS no input from Display Function in L-AIMS on System 629 (center 1) - Fault Isolation

A. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

B. Fault Isolation Procedure

- (1) Replace the left AIMS CPM/GG module (M010).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM TASK 31-41-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

- (b) If the MAT shows ACTIVE for the maintenance message then continue.

- (2) Replace the left AIMS CPM/GG module (M011).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM TASK 31-41-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

- (b) If the MAT shows ACTIVE for the maintenance message then continue.

- (3) Replace the left AIMS CPM/STANDARD module (M002).

These are the tasks:

Core Processor Module/STD Removal, AMM TASK 31-41-05-000-801,

Core Processor Module/STD Installation, AMM TASK 31-41-05-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

- (b) If the MAT shows ACTIVE for the maintenance message then continue.

- (4) Check left AIMS chassis ground.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-31 TASKS 881-882

D633W103-ARO

Page 257
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

**887. TMCF in Left AIMS no input from Display Function in R-AIMS on System 629 (Center 2) Bus -
Fault Isolation**

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23023.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right AIMS CPM/GG module (M010).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM
TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM
TASK 31-41-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the right AIMS CPM/GG module (M011).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM
TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM
TASK 31-41-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the left AIMS CPM/STANDARD module (M002).

These are the tasks:

Core Processor Module/STD Removal, AMM TASK 31-41-05-000-801,

Core Processor Module/STD Installation, AMM TASK 31-41-05-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Check left AIMS chassis ground.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-31 TASK 887

D633W103-ARO

Page 258
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

**888. TMCF in Right AIMS no input from Display Function in L-AIMS on System 629 (Center 2) Bus -
Fault Isolation**

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23024.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left AIMS CPM/GG module (M010).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM
TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM
TASK 31-41-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the left AIMS CPM/GG module (M011).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM
TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM
TASK 31-41-02-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the right AIMS CPM/STANDARD module (M002).

These are the tasks:

Core Processor Module/STD Removal, AMM TASK 31-41-05-000-801,

Core Processor Module/STD Installation, AMM TASK 31-41-05-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Check left AIMS chassis ground.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-31 TASK 888

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 259
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

895. EICAS Message AUTOTHROTTLE DISC - Fault Isolation

A. Initial Evaluation

NOTE: This message shows when the autothrottle is automatically or manually disengaged.

- (1) If this message appears during airplane power-up, attempt to clear it by pushing one of the autothrottle disconnect switches. If this does not clear the message, continue with the following steps.
- (2) To put the autothrottle back to the normal mode, re-engage the autothrottle or manually operate thrust levers to set desired thrust.
- (3) If a maintenance message shows on the ground test display, then do the Fault Isolation Procedure below.

B. Fault Isolation Procedure

- (1) If there is no correlated maintenance messages look for one or more of the following messages: 76-32201, 76-32202, 76-12211, 76-12222, 76-22221, 76-22222
 - (a) If one or more of the maintenance messages given above show, then do these steps:
 - 1) Find the message in the FIM Maintenance Messages Index.
 - 2) Do the specified fault isolation task.
 - (b) If none of the maintenance messages given above show, then there was an intermittent fault.

————— **END OF TASK** —————

896. Autopilot mode signals from AFDC-R and AFDC-L do not agree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-29710.

B. Initial Evaluation

NOTE: This message occurs when no fault is found in autopilot flight director system.

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do the Fault Isolation below.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left AFDC, M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.

EFFECTIVITY
ARO ALL

22-31 TASKS 895-896

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 260
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the right AFDC, M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Do this check of the wiring for the left AFDC:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the mode control panel, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801
 - (c) Do a wiring check between these pins of connector DM22101AA at the E1-3 shelf and connector DB22016A at the P55 glareshield center panel (WDM 22-11-15):

DM22101AA

pin B3	.....	pin 28
pin C3	.....	pin 29

DB22016A

- (d) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector DB22016A at the P55 glareshield center panel (WDM 22-11-16):

DM22101AC

pin J2	.....	pin 20
pin K2	.....	pin 21

DB22016A

- (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the mode control panel, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.

EFFECTIVITY
ARO ALL

22-31 TASK 896

D633W103-ARO

Page 261
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 1) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (4) Do this check of the wiring for the right AFDC:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Do a wiring check between these pins of connector DM22201AA at the E2-5 shelf and connector DB22016B at the P55 glareshield center panel (WDM 22-11-15):

DM22201AA	DB22016B
pin B3	pin 28
pin C3	pin 29

- (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connector DB22016B at the P55 glareshield center panel (WDM 22-11-16):

DM22201AC	DB22016B
pin J2	pin 20
pin K2	pin 21

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the mode control panel, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

————— **END OF TASK** —————

897. Autopilot mode signals from AFDC-R and AFDC-L do not agree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-29711.

B. Initial Evaluation

NOTE: This message occurs when no fault is found in autopilot flight director system

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do the Fault Isolation below.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

EFFECTIVITY
ARO ALL

22-31 TASKS 896-897

D633W103-ARO

Page 262
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

C. Fault Isolation Procedure

- (1) Replace the left AFDC, M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.

- (2) Replace the right AFDC, M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.

- (3) Replace the IOM(M004) module in the left AIMS cabinet.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.

- (4) Replace the IOM(M009) module in the left AIMS cabinet.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.

EFFECTIVITY
ARO ALL

22-31 TASK 897

D633W103-ARO

Page 263
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (5) Replace the ARINC 629 coupler, B22104, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Systems 629 Bus-L.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (6) Replace the ARINC 629 coupler, B22204, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Systems 629 Bus-R.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (7) Replace the ARINC 629 coupler, B31112, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AIMS cabinet to the Systems 629 Bus-L.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (8) Replace the ARINC 629 coupler, B31212, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AIMS cabinet to the Systems 629 Bus-R.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.

EFFECTIVITY
ARO ALL

22-31 TASK 897

D633W103-ARO

Page 264
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (9) Do this check of the wiring from the left AFDC to the coupler:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22104 from the coupler, B22104.
 - (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22104.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (10) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).

EFFECTIVITY
ARO ALL

22-31 TASK 897

D633W103-ARO

Page 265
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 2) Re-connect connector DB22204.
- 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- 5) Release the autothrottle disconnect switch.
- 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22204.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (11) Do this check of the wiring from the AMIS-L cabinet to the coupler:
 - (a) Remove the IOM(M004) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31211 from the coupler, B31211.
 - (c) Do a wiring check between these pins of connector P4-A (D6619) at the E3-1 shelf and connector DB31211 at the P211 panel (WDM 31-41-25):

P4-A	DB31211
pin A5	pin 5
pin A6	pin 4
pin E2	pin 2
pin E3	pin 1
- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31211.
 - 3) Re-install the IOM(M004) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
 - 1) Re-connect connector DB31211.
 - 2) Re-install the IOM(M004) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (12) Do this check of the wiring from the AMIS-L cabinet to the coupler:
 - (a) Remove the IOM(M009) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31112 from the coupler, B31112.

EFFECTIVITY
ARO ALL

22-31 TASK 897

D633W103-ARO

Page 266
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector P9-A (D6607) at the E3-1 shelf and connector DB31112 at the P111 panel (WDM 31-41-25):

P9-A	DB31112
pin E5	pin 5
pin E6	pin 4
pin E2	pin 2
pin E3	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31112.
 - 3) Re-install the IOM(M009) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

————— **END OF TASK** —————

898. **Autopilot mode signals from AFDC-R and AFDC-L do not agree - Fault Isolation**

A. Maintenance Messages

- (1) This task is for maintenance message: 22-29712.

B. Initial Evaluation

NOTE: This message occurs when no fault is found in autopilot flight director system.

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do the Fault Isolation below.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left AFDC, M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

EFFECTIVITY
ARO ALL

22-31 TASKS 897-898

D633W103-ARO

Page 267
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the right AFDC, M22201.
- These are the tasks:
- Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M004) module in the right AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Replace the IOM(M009) module in the right AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (5) Replace the ARINC 629 coupler, B22104, in the P111 panel.
- These are the tasks:
- ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
- NOTE:** This coupler connects the left AFDC to the Systems 629 Bus-L.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.



777-200/300 FAULT ISOLATION MANUAL

- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (6) Replace the ARINC 629 coupler, B22204, in the P211 panel.
- These are the tasks:
- ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
- NOTE: This coupler connects the right AFDC to the Systems 629 Bus-R.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (7) Replace the ARINC 629 coupler, B31116, in the P111 panel.
- These are the tasks:
- ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
- NOTE: This coupler connects the right AIMS cabinet to the Systems 629 Bus-L.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (8) Replace the ARINC 629 coupler, B31214, in the P211 panel.
- These are the tasks:
- ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
- NOTE: This coupler connects the right AIMS cabinet to the Systems 629 Bus-R.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (9) Do this check of the wiring from the left AFDC to the coupler:
- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector DB22104 from the coupler, B22104.
- (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):



777-200/300 FAULT ISOLATION MANUAL

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22104.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (10) Do this check of the wiring from the right AFDC to the coupler:
- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector DB22204 from the coupler, B22204.
- (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.

EFFECTIVITY
ARO ALL

22-31 TASK 898

D633W103-ARO

Page 270
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (f) Re-connect connector DB22204.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (11) Do this check of the wiring from the AMIS-R cabinet to the coupler:
 - (a) Remove the IOM(M004) module from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31214 from the coupler, B31214.
 - (c) Do a wiring check between these pins of connector P4-A (D6719) at the E2-1 shelf and connector DB31214 at the P211 panel (WDM 31-41-25):

P4-A	DB31214
pin A5	pin 5
pin A6	pin 4
pin E2	pin 2
pin E3	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31214.
 - 3) Re-install the IOM(M004) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
 - 1) Re-connect connector DB31214.
 - 2) Re-install the IOM(M004) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (12) Do this check of the wiring from the AMIS-R cabinet to the coupler:
 - (a) Remove the IOM(M009) module from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31116 from the coupler, B31116.
 - (c) Do a wiring check between these pins of connector P9-A (D6707) at the E2-1 shelf and connector DB31116 at the P111 panel (WDM 31-41-25):

P9-A	DB31116
pin E5	pin 5
pin E6	pin 4
pin E2	pin 2
pin E3	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).

EFFECTIVITY
ARO ALL

22-31 TASK 898

D633W103-ARO

Page 271
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- 2) Re-connect connector DB31116.
- 3) Re-install the IOM(M009) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- 5) Release the autothrottle disconnect switch.
- 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

END OF TASK

899. Autopilot mode signals from AFDC-L and AFDC-C do not agree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-29720.

B. Initial Evaluation

NOTE: This message occurs when no fault is found in autopilot flight director system.

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do the Fault Isolation below.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left AFDC, M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the center AFDC, M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.

EFFECTIVITY
ARO ALL

22-31 TASKS 898-899

D633W103-ARO

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Page 272
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Do this check of the wiring for the left AFDC:
 - (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the mode control panel, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801
 - (c) Do a wiring check between these pins of connector DM22101AA at the E1-3 shelf and connector DB22016A at the P55 glareshield center panel (WDM 22-11-15):

DM22101AA	DB22016A
pin B3	pin 28
pin C3	pin 29

- (d) Do a wiring check between these pins of connector DM22101AC at the E1-3 shelf and connector DB22016A at the P55 glareshield center panel (WDM 22-11-16):

DM22101AC	DB22016A
pin J2	pin 20
pin K2	pin 21

- (e) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the mode control panel, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
 - 1) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (4) Do this check of the wiring for the center AFDC:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Do a wiring check between these pins of connector DM22301AA at the E4-1 shelf and connector DB22016A at the P55 glareshield center panel (WDM 22-11-15):

DM22301AA	DB22016A
pin B3	pin 28
pin C3	pin 29

EFFECTIVITY
ARO ALL

22-31 TASK 899

D633W103-ARO

Page 273
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector DB22016C at the P55 glareshield center panel (WDM 22-11-16):

DM22301AC	DB22016C
pin J2	pin 20
pin K2	pin 21

- (d) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Re-install the mode control panel, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

— END OF TASK —

900. Autopilot mode signals from AFDC-L and AFDC-C do not agree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-29721.

B. Initial Evaluation

NOTE: This message occurs when no fault is found in autopilot flight director system.

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do the Fault Isolation below.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left AFDC, M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.

EFFECTIVITY
ARO ALL

22-31 TASKS 899-900

D633W103-ARO

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Page 274
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (2) Replace the center AFDC, M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,
Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.

- (3) Replace the IOM(M008) module in the left AIMS cabinet.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.

- (4) Replace the IOM(M009) module in the left AIMS cabinet.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.

- (5) Replace the ARINC 629 coupler, B22104, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AFDC to the Systems 629 Bus-L.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.

EFFECTIVITY
ARO ALL

22-31 TASK 900

D633W103-ARO

Page 275
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (6) Replace the ARINC 629 coupler, B22304, in the P311 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Systems 629 Bus-C1.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (7) Replace the ARINC 629 coupler, B31112, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AIMS cabinet to the Systems 629 Bus-L.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (8) Replace the ARINC 629 coupler, B31312, in the P311 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AIMS cabinet to the Systems 629 Bus-C1.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (9) Do this check of the wiring from the left AFDC to the coupler:
- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22104 from the coupler, B22104.
 - (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

EFFECTIVITY
ARO ALL

22-31 TASK 900

D633W103-ARO

Page 276
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM22101AD

pin 2T	.....	pin 5
pin 2TR	.....	pin 4
pin 5T	.....	pin 2
pin 5TR	.....	pin 1

DB22104

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.
 - 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22104.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (10) Do this check of the wiring from the center AFDC to the coupler:
- (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Disconnect connector DB22304 from the coupler, B22304.
- (c) Do a wiring check between these pins of connector DM22301AD at the E4-1 shelf and connector DB22304 at the P311 panel (WDM 22-11-18):

DM22301AD

pin 2T	.....	pin 5
pin 2TR	.....	pin 4
pin 5T	.....	pin 2
pin 5TR	.....	pin 1

DB22304

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22304.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.

EFFECTIVITY
ARO ALL

22-31 TASK 900

D633W103-ARO

Page 277
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (f) Re-connect connector DB22304.
- (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (11) Do this check of the wiring from the AMIS-L cabinet to the coupler:
 - (a) Remove the IOM(M008) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31312 from the coupler, B31312.
 - (c) Do a wiring check between these pins of connector P8-A (D6609) at the E3-1 shelf and connector DB31312 at the P311 panel (WDM 31-41-25):

P8-A	DB31312
pin E5	pin 5
pin E6	pin 4
pin E2	pin 2
pin E3	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31312.
 - 3) Re-install the IOM(M008) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
 - 1) Re-connect connector DB31312.
 - 2) Re-install the IOM(M008) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (12) Do this check of the wiring from the AMIS-L cabinet to the coupler:
 - (a) Remove the IOM(M009) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31112 from the coupler, B31112.
 - (c) Do a wiring check between these pins of connector P9-A (D6607) at the E3-1 shelf and connector DB31112 at the P111 panel (WDM 31-41-25):

P9-A	DB31112
pin E5	pin 5
pin E6	pin 4
pin E2	pin 2
pin E3	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).

EFFECTIVITY
ARO ALL

22-31 TASK 900

D633W103-ARO

Page 278
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 2) Re-connect connector DB31112.
- 3) Re-install the IOM(M009) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- 5) Release the autothrottle disconnect switch.
- 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

————— END OF TASK —————

901. Autopilot mode signals from AFDC-L and AFDC-C do not agree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-29722.

B. Initial Evaluation

NOTE: This message occurs when no fault is found in autopilot flight director system.

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do the Fault Isolation below.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left AFDC, M22101.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the center AFDC, M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.

EFFECTIVITY
ARO ALL

22-31 TASKS 900-901

D633W103-ARO

Page 279
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M008) module in the right AIMS cabinet.
These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Replace the IOM(M009) module in the right AIMS cabinet.
These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (5) Replace the ARINC 629 coupler, B22104, in the P111 panel.
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
NOTE: This coupler connects the left AFDC to the Systems 629 Bus-L.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (6) Replace the ARINC 629 coupler, B22304, in the P311 panel.
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
NOTE: This coupler connects the center AFDC to the Systems 629 Bus-C1.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.



777-200/300 FAULT ISOLATION MANUAL

- (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (7) Replace the ARINC 629 coupler, B31116, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AIMS cabinet to the Systems 629 Bus-L.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (8) Replace the ARINC 629 coupler, B31317, in the P311 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AIMS cabinet to the Systems 629 Bus-C1.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (9) Do this check of the wiring from the left AFDC to the coupler:
- (a) Remove the left AFDC, M22101. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22104 from the coupler, B22104.
 - (c) Do a wiring check between these pins of connector DM22101AD at the E1-3 shelf and connector DB22104 at the P111 panel (WDM 22-11-18):

DM22101AD	DB22104
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22104.

EFFECTIVITY
ARO ALL

22-31 TASK 901

D633W103-ARO

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Page 281
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 3) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- 5) Release the autothrottle disconnect switch.
- 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22104.
- (g) Re-install the left AFDC, M22101. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (10) Do this check of the wiring from the center AFDC to the coupler:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22304 from the coupler, B22304.
 - (c) Do a wiring check between these pins of connector DM22301AD at the E4-1 shelf and connector DB22304 at the P311 panel (WDM 22-11-18):

DM22301AD	DB22304
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22304.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22304.
- (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (11) Do this check of the wiring from the AMIS-R cabinet to the coupler:
 - (a) Remove the IOM(M008) module from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31317 from the coupler, B31317.
 - (c) Do a wiring check between these pins of connector P8-A (D6709) at the E2-1 shelf and connector DB31317 at the P311 panel (WDM 31-41-25):

EFFECTIVITY
ARO ALL

22-31 TASK 901

D633W103-ARO

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Page 282
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

P8-A	DB31317
pin E5	pin 5
pin E6	pin 4
pin E2	pin 2
pin E3	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31317.
 - 3) Re-install the IOM(M008) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- 1) Re-connect connector DB31317.
 - 2) Re-install the IOM(M008) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (12) Do this check of the wiring from the AMIS-R cabinet to the coupler:
- (a) Remove the IOM(M009) module from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31116 from the coupler, B31116.
 - (c) Do a wiring check between these pins of connector P9-A (D6707) at the E2-1 shelf and connector DB31116 at the P111 panel (WDM 31-41-25):

P9-A	DB31116
pin E5	pin 5
pin E6	pin 4
pin E2	pin 2
pin E3	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31116.
 - 3) Re-install the IOM(M009) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-31 TASK 901

D633W103-ARO

Page 283
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

902. Autopilot mode signals from AFDC-R and AFDC-C do not agree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-29730.

B. Initial Evaluation

NOTE: This message occurs when no fault is found in autopilot flight director system.

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do the Fault Isolation below.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center AFDC, M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the right AFDC, M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Do this check of the wiring for the center AFDC:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Remove the mode control panel, M22016. To remove it, do this task: Mode Control Panel Removal, AMM TASK 22-11-02-000-801
 - (c) Do a wiring check between these pins of connector DM22301AA at the E4-1 shelf and connector DB22016A at the P55 glareshield center panel (WDM 22-11-15):

EFFECTIVITY
ARO ALL

22-31 TASK 902

D633W103-ARO

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Page 284
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

DM22301AA	DB22016A
pin B3	pin 28
pin C3	pin 29

- (d) Do a wiring check between these pins of connector DM22301AC at the E4-1 shelf and connector DB22016C at the P55 glareshield center panel (WDM 22-11-16):

DM22301AC	DB22016C
pin J2	pin 20
pin K2	pin 21

- (e) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Re-install the mode control panel, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (f) If you do not find a problem with the wiring, then continue.
- 1) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (4) Do this check of the wiring for the right AFDC:
- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
- (b) Do a wiring check between these pins of connector DM22201AA at the E2-5 shelf and connector DB22016B at the P55 glareshield center panel (WDM 22-11-15):

DM22201AA	DB22016B
pin B3	pin 28
pin C3	pin 29

- (c) Do a wiring check between these pins of connector DM22201AC at the E2-5 shelf and connector DB22016B at the P55 glareshield center panel (WDM 22-11-16):

DM22201AC	DB22016B
pin J2	pin 20
pin K2	pin 21

- (d) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Re-install the mode control panel, M22016. To install it, do this task: Mode Control Panel Installation, AMM TASK 22-11-02-400-801

EFFECTIVITY
ARO ALL

22-31 TASK 902

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 285
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- 5) Release the autothrottle disconnect switch.
- 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

————— END OF TASK —————

903. Autopilot mode signals from AFDC-R and AFDC-C do not agree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-29731.

B. Initial Evaluation

NOTE: This message occurs when no fault is found in autopilot flight director system.

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do the Fault Isolation below.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center AFDC, M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the right AFDC, M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

EFFECTIVITY
ARO ALL

22-31 TASKS 902-903

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 286
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M004) module in the left AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Replace the IOM(M008) module in the left AIMS cabinet.
- These are the tasks:
- Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (5) Replace the ARINC 629 coupler, B22304, in the P311 panel.
- These are the tasks:
- ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
- NOTE:** This coupler connects the center AFDC to the Systems 629 Bus-C1.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (6) Replace the ARINC 629 coupler, B22204, in the P311 panel.
- These are the tasks:
- ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
- NOTE:** This coupler connects the right AFDC to the Systems 629 Bus-R.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.



777-200/300 FAULT ISOLATION MANUAL

- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (7) Replace the ARINC 629 coupler, B31312, in the P311 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AIMS cabinet to the Systems 629 Bus-C1.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (8) Replace the ARINC 629 coupler, B31211, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left AIMS cabinet to the Systems 629 Bus-R.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (9) Do this check of the wiring from the center AFDC to the coupler:
 - (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22304 from the coupler, B22304.
 - (c) Do a wiring check between these pins of connector DM22301AD at the E4-1 shelf and connector DB22304 at the P311 panel (WDM 22-11-18):

DM22301AD

DB22304

pin 2T	.....	pin 5
pin 2TR	.....	pin 4
pin 5T	.....	pin 2
pin 5TR	.....	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22304.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-31 TASK 903

D633W103-ARO

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Page 288
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- 5) Release the autothrottle disconnect switch.
- 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22304.
- (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (10) Do this check of the wiring from the right AFDC to the coupler:
 - (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1
- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22204.
- (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (11) Do this check of the wiring from the AMIS-L cabinet to the coupler:
 - (a) Remove the IOM(M004) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31211 from the coupler, B31211.
 - (c) Do a wiring check between these pins of connector P4-A (D6619) at the E3-1 shelf and connector DB31211 at the P211 panel (WDM 31-41-25):



777-200/300 FAULT ISOLATION MANUAL

P4-A	DB31211
pin A5	pin 5
pin A6	pin 4
pin E2	pin 2
pin E3	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31211.
 - 3) Re-install the IOM(M004) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- 1) Re-connect connector DB31211.
 - 2) Re-install the IOM(M004) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (12) Do this check of the wiring from the AMIS-L cabinet to the coupler:
- (a) Remove the IOM(M008) module from the left AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31312 from the coupler, B31312.
 - (c) Do a wiring check between these pins of connector P8-A (D6609) at the E3-1 shelf and connector DB31312 at the P311 panel (WDM 31-41-25):

P8-A	DB31312
pin E5	pin 5
pin E6	pin 4
pin E2	pin 2
pin E3	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31312.
 - 3) Re-install the IOM(M008) module in the left AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-31 TASK 903

D633W103-ARO

Page 290
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

904. Autopilot mode signals from AFDC-R and AFDC-C do not agree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-29732.

B. Initial Evaluation

NOTE: This message occurs when no fault is found in autopilot flight director system.

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do the Fault Isolation below.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the center AFDC, M22301.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the right AFDC, M22201.

These are the tasks:

Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801,

Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the IOM(M004) module in the right AIMS cabinet.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.

EFFECTIVITY
ARO ALL

22-31 TASK 904

D633W103-ARO

Page 291
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Replace the IOM(M008) module in the right AIMS cabinet.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (5) Replace the ARINC 629 coupler, B22304, in the P311 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the center AFDC to the Systems 629 Bus-C1.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (6) Replace the ARINC 629 coupler, B22204, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AFDC to the Systems 629 Bus-R.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (7) Replace the ARINC 629 coupler, B31317, in the P311 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AIMS cabinet to the Systems 629 Bus-C1.



777-200/300 FAULT ISOLATION MANUAL

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (8) Replace the ARINC 629 coupler, B31214, in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right AIMS cabinet to the Systems 629 Bus-R.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (9) Do this check of the wiring from the center AFDC to the coupler:
- (a) Remove the center AFDC, M22301. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22304 from the coupler, B22304.
 - (c) Do a wiring check between these pins of connector DM22301AD at the E4-1 shelf and connector DB22304 at the P311 panel (WDM 22-11-18):

DM22301AD

DB22304

pin 2T	.....	pin 5
pin 2TR	.....	pin 4
pin 5T	.....	pin 2
pin 5TR	.....	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22304.
 - 3) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- (f) Re-connect connector DB22304.
- (g) Re-install the center AFDC, M22301. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.

EFFECTIVITY
ARO ALL

22-31 TASK 904

D633W103-ARO

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Page 293
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (10) Do this check of the wiring from the right AFDC to the coupler:
- (a) Remove the right AFDC, M22201. To remove it, do this task: Autopilot Flight Director Computer Removal, AMM TASK 22-11-01-000-801.
 - (b) Disconnect connector DB22204 from the coupler, B22204.
 - (c) Do a wiring check between these pins of connector DM22201AD at the E2-5 shelf and connector DB22204 at the P211 panel (WDM 22-11-18):

DM22201AD	DB22204
pin 2T	pin 5
pin 2TR	pin 4
pin 5T	pin 2
pin 5TR	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB22204.
 - 3) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (e) If you do not find a problem with the wiring, then continue.
 - (f) Re-connect connector DB22204.
 - (g) Re-install the right AFDC, M22201. To install it, do this task: Autopilot Flight Director Computer Installation, AMM TASK 22-11-01-400-801.
- (11) Do this check of the wiring from the AMIS-R cabinet to the coupler:
- (a) Remove the IOM(M004) module from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31214 from the coupler, B31214.
 - (c) Do a wiring check between these pins of connector P4-A (D6719) at the E2-1 shelf and connector DB31214 at the P211 panel (WDM 31-41-25):

P4-A	DB31214
pin A5	pin 5
pin A6	pin 4
pin E2	pin 2
pin E3	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31214.
 - 3) Re-install the IOM(M004) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

EFFECTIVITY
ARO ALL

22-31 TASK 904

D633W103-ARO

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Page 294
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If you do not find a problem with the wiring, then continue.
- 1) Re-connect connector DB31214.
 - 2) Re-install the IOM(M004) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (12) Do this check of the wiring from the AMIS-R cabinet to the coupler:
- (a) Remove the IOM(M008) module from the right AIMS cabinet. To remove it, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (b) Disconnect connector DB31317 from the coupler, B31317.
 - (c) Do a wiring check between these pins of connector P8-A (D6709) at the E2-1 shelf and connector DB31317 at the P311 panel (WDM 31-41-25):

P8-A	DB31317
pin E5	pin 5
pin E6	pin 4
pin E2	pin 2
pin E3	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-13-00).
 - 2) Re-connect connector DB31317.
 - 3) Re-install the IOM(M008) module in the right AIMS cabinet. To install it, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

————— **END OF TASK** —————

905. Autothrottle mode does not transition automatically - Fault Isolation

A. Initial Evaluation

- (1) Look at the ground test display for these maintenance messages: 22-20011, 22-20012
- (2) If one or more of the maintenance messages given above show, then do these steps:
 - (a) Find the message in the FIM Maintenance Message Index.
 - (b) Do the specific fault isolation task.
- (3) If none of the maintenance messages given above show, then there was an intermittent fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-31 TASKS 904-905

D633W103-ARO

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Page 295
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

906. Autothrottle does not maintain airspeed - Fault Isolation

A. Initial Evaluation

- (1) Look at the ground test display for these maintenance messages: 22-21051, 22-21052, 22-21081, 22-21082, 22-21091, 22-21092, 22-21120, 22-22051, 22-22052, 22-22081, 22-22082, 22-22091, 22-22092, 22-22120, 22-28893, 22-28894, 22-29181, 22-29182, 22-29183, 22-29184
- (2) If one or more of the maintenance messages given above show, then do these steps:
 - (a) Find the message in the FIM Maintenance Message Index.

NOTE: For the Un-commanded throttle during cruising, examine the flap sensor output shown on the Engine Indications and Crew Alerting System (EICAS) Flap/Slat Maintenance page for output of indication drifting. If the output showed more than 11.03 degree with the flap handle and flaps in the UP position. Do the flap sensor re-rigging procedure AMM PAGEBLOCK 27-58-03/401 and replace the flap sensor if necessary

- (b) Do the specific fault isolation task.
- (3) If none of the maintenance messages given above show, then there was an intermittent fault.

————— **END OF TASK** —————

907. Autothrottle does not engage or show on PFD - Fault Isolation

A. Initial Evaluation

- (1) Look at the ground test display for these maintenance messages: 22-20017
- (2) If one or more of the maintenance messages given above show, then do these steps:
 - (a) Find the message in the FIM Maintenance Message Index.
 - (b) Do the specific fault isolation task.
- (3) If none of the maintenance messages given above show, then there was an intermittent fault.

————— **END OF TASK** —————

908. Autothrottle reacts slowly to speed change with A/T mode engaged - Fault Isolation

A. Initial Evaluation

- (1) Look at the ground test display for these maintenance messages: 22-20020
- (2) If one or more of the maintenance messages given above show, then do these steps:
 - (a) Find the message in the FIM Maintenance Message Index.
 - (b) Do the specific fault isolation task.
- (3) If none of the maintenance messages given above show, then there was an intermittent fault.

————— **END OF TASK** —————

909. Autothrottle over-controls with A/T mode engaged - Fault Isolation

A. Initial Evaluation

- (1) Look at the ground test display for these maintenance messages: 22-20031, 22-20032
- (2) If one or more of the maintenance messages given above show, then do these steps:
 - (a) Find the message in the FIM Maintenance Message Index.
 - (b) Do the specific fault isolation task.

EFFECTIVITY
ARO ALL

22-31 TASKS 906-909

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 296
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- (3) If none of the maintenance messages given above show, then there was an intermittent fault.

————— **END OF TASK** —————

910. Autothrottle does not maintain reference thrust setting with CLB LIM, VNAV OR FLCH mode engaged - Fault Isolation

A. Initial Evaluation

- (1) Look at the ground test display for these maintenance messages: 22-21051, 22-21052, 22-21081, 22-21082, 22-21091, 22-21092, 22-21120, 22-22051, 22-22052, 22-22081, 22-22082, 22-22091, 22-22092, 22-22120, 22-28893, 22-28894, 22-29181, 22-29182, 22-29183, 22-29184
- (2) If one or more of the maintenance messages given above show, then do these steps:
 - (a) Find the message in the FIM Maintenance Message Index.
 - (b) Do the specific fault isolation task.
- (3) If none of the maintenance messages given above show, then there was an intermittent fault.

————— **END OF TASK** —————

911. Left thrust lever moves more slowly than right - Fault Isolation

A. Initial Evaluation

- (1) Look at the ground test display for these maintenance messages: 22-21051, 22-21052, 22-21081, 22-21082, 22-21091, 22-21092, 22-21120, 22-28893, 22-29181, 22-29182
- (2) If one or more of the maintenance messages given above show, then do these steps:
 - (a) Find the message in the FIM Maintenance Message Index.
 - (b) Do the specific fault isolation task.
- (3) If none of the maintenance messages given above show, then there was an intermittent fault.

————— **END OF TASK** —————

912. Right thrust lever moves more slowly than left - Fault Isolation

A. Initial Evaluation

- (1) Look at the ground test display for these maintenance messages: 22-22051, 22-22052, 22-22081, 22-22082, 22-22091, 22-22092, 22-22120, 22-28894, 22-29183, 22-29184
- (2) If one or more of the maintenance messages given above show, then do these steps:
 - (a) Find the message in the FIM Maintenance Message Index.
 - (b) Do the specific fault isolation task.
- (3) If none of the maintenance messages given above show, then there was an intermittent fault.

————— **END OF TASK** —————

913. Invalid signals to TMCf in AIMS - Fault Isolation

A. Initial Evaluation

- (1) The maintenance messages are nuisance messages and no maintenance action is necessary.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-31 TASKS 909-913

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 297
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

914. Air Data Inertial Reference Unit signals are invalid - Fault Isolation

A. Initial Evaluation

- (1) Flight deck effects: NAV ADIRU, NAV AIR DATA, SAARU and TAT.

————— END OF TASK —————

915. Air Data Inertial Reference Unit signals are invalid - Fault Isolation

A. Initial Evaluation

- (1) Flight deck effects: NAV ADIRU, NAV AIR DATA, SAARU and TAT.

————— END OF TASK —————

916. Warning Electronic Unit signals do not agree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29740, 22-29750, 22-29760, 22-29770.

B. General

- (1) It is possible that one or more of these maintenance messages are nuisance messages and that there is no fault on the airplane.
 - (a) To determine if the maintenance messages are nuisance messages or if the fault isolation procedure is necessary, do the initial evaluation steps below.

C. Initial Evaluation

- (1) Do these two tasks:
Left TMCF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-802.
Right TMCF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-806.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message(s), or if the message(s) did not show, then you corrected the fault.
NOTE: If the fault is corrected with the Left and Right Servo Loop test, the maintenance message was a nuisance fault.
 - (b) If the MAT shows ACTIVE for the maintenance message(s), then continue with the step that follows.
- (2) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (3) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do the Fault Isolation below.
- (4) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

D. Fault Isolation Procedure

- (1) In the list below, find the AIMS Module, source LRU, and ARINC 629 couplers for the applicable maintenance message.

MAINT MESSAGE	AIMS MODULE	SOURCE LRU	SYSTEM 629 BUS	AIMS COUPLER	SOURCE LRU COUPLER

EFFECTIVITY
ARO ALL

22-31 TASKS 914-916

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

(Continued)

22-29173	IOM(M008) (AIMS-L)	WEU-L M31107	CENTER 1	B31312 P311	B31323 P311
22-29174	IOM(M008) (AIMS-R)	WEU-L M31107	CENTER 1	B31317 P311	B31323 P311
22-29177	IOM(M008) (AIMS-L)	WEU-R M31207	CENTER 1	B31312 P311	B31307 P311
22-29178	IOM(M008) (AIMS-R)	WEU-R M31207	CENTER 1	B31317 P311	B31307 P311

- (2) Replace the applicable AIMS Module.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.

- (3) Replace the applicable source LRU.

- (a) Warning Electronics Unit (left), M 31107 or Warning Electronics Unit (right), M 31207.

These are the tasks:

These are the tasks:

Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801,

Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.

- (b) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (c) Release the autothrottle disconnect switch.
- (d) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (e) If the MAT shows ACTIVE for the maintenance message then continue.

- (4) Replace the applicable ARINC 629 coupler for the AIMS Module. These are the tasks:

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If the MAT shows ACTIVE for the maintenance message then continue.

EFFECTIVITY
ARO ALL

22-31 TASK 916

D633W103-ARO

Page 298.1
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (5) Replace the applicable ARINC 629 coupler for the source LRU. These are the tasks:
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.

————— END OF TASK —————

917. FSEU 1 or 2 Monitor or Control Channel Signals do not agree- Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29810, 22-29820, 22-29830, 22-29840.

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do the Fault Isolation below.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) In the list below, find the AIMS Module, source LRU, and ARINC 629 couplers for the applicable maintenance message.

MAINT MESSAGE	AIMS MODULE	SOURCE LRU	SYSTEM 629 BUS	AIMS COUPLER	SOURCE LRU COUPLER
22-29151	IOM(M008) (AIMS-L)	FSEU 1 M27001	CENTER 1	B31312 P311	B27302 P311
22-29152	IOM(M008) (AIMS-R)	FSEU 1 M27001	CENTER 1	B31317 P311	B27302 P311
22-29155	IOM(M008) (AIMS-L)	FSEU 2 M27002	CENTER 1	B31312 P311	B27304 P311
22-29156	IOM(M008) (AIMS-R)	FSEU 2 M27002	CENTER 1	B31317 P311	B27304 P311

- (2) Replace the applicable AIMS Module.
- These are the tasks:
Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801,
Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

EFFECTIVITY
ARO ALL

22-31 TASKS 916-917

D633W103-ARO

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Page 298.2
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (3) Replace the applicable source LRU.
- (a) FSEU 1, M27001 or FSEU 2, M27002. These are the tasks:
These are the tasks:
Flap/Slat Electronics Unit (FSEU) Removal, AMM TASK 27-51-01-000-801,
Flap/Slat Electronics Unit (FSEU) Installation, AMM TASK 27-51-01-400-801.
 - (b) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (c) Release the autothrottle disconnect switch.
 - (d) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (e) If the MAT shows ACTIVE for the maintenance message then continue.
- (4) Replace the applicable ARINC 629 coupler for the AIMS Module. These are the tasks:
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (5) Replace the applicable ARINC 629 coupler for the source LRU. These are the tasks:
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,
ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

————— **END OF TASK** —————

918. TMCF in AIMS-L No Input from Display Function in AIMS-R on Center-1 629 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23011.

EFFECTIVITY
ARO ALL

22-31 TASKS 917-918

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.3
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

(1) Look at the Extended Maintenance, Existing Faults display on the MAT.

(a) Look for one or more of these maintenance messages:

23-81005	31-50012	31-50092	31-51034	31-51044	31-51562
31-51564	31-51762	31-51764	31-56013	31-56014	31-56121
31-56122	31-68802	31-69501	31-80020	31-81012	31-81042
31-82012	31-82042				

(2) If one or more of the messages above show on the MAT, then do these steps for each message:

(a) Find the message in the applicable FIM Maintenance Message Index.

(b) Do the specified fault isolation task.

(c) Look for the maintenance message again. If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.

(3) If none of the messages above show on the MAT, then there was an intermittent fault.

————— END OF TASK —————

919. TMCF in AIMS-R No Input from Display Function in AIMS-L on Center-1 629 Bus - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 22-23012.

B. Initial Evaluation

(1) Look at the Extended Maintenance, Existing Faults display on the MAT.

(a) Look for one or more of these maintenance messages: 23-81005, 31-50011, 31-50091, 31-51033, 31-51043, 31-51561, 31-51563, 31-51761, 31-51763, 31-56013, 31-56014, 31-56121, 31-56122, 31-68801, 31-69502, 31-80020, 31-81011, 31-81041, 31-82011, 31-82041

(2) If one or more of the messages above show on the MAT, then do these steps for each message:

(a) Find the message in the applicable FIM Maintenance Message Index.

(b) Do the specified fault isolation task.

(c) Look for the maintenance message again. If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.

(3) If none of the messages above show on the MAT, then there was an intermittent fault.

————— END OF TASK —————

920. TMCF in AIMS-L No Input from Display Function in AIMS-R on System 629 Bus-L - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 22-23013.

EFFECTIVITY
ARO ALL

22-31 TASKS 918-920

D633W103-ARO

Page 298.4
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) Look at the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Look for one or more of these maintenance messages: 23-81004, 31-50012, 31-50092, 31-51034, 31-51044, 31-51562, 31-51564, 31-51762, 31-51764, 31-58013, 31-58014, 31-58121, 31-58122, 31-68802, 31-69401, 31-80020, 31-81012, 31-81042, 31-82012, 31-82042.
- (2) If one or more of the messages above show on the MAT, then do these steps for each message:
 - (a) Find the message in the applicable FIM Maintenance Message Index.
 - (b) Do the specified fault isolation task.
 - (c) Look for the maintenance message again. If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.
- (3) If none of the messages above show on the MAT, then there was an intermittent fault.

————— END OF TASK —————

921. TMCF in AIMS-R No Input from Display Function in AIMS-L on System 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23014.

B. Initial Evaluation

- (1) Look at the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Look for one or more of these maintenance messages: 23-81004, 31-50011, 31-50091, 31-51033, 31-51043, 31-51561, 31-51563, 31-51761, 31-51763, 31-58013, 31-58014, 31-58121, 31-58122, 31-68801, 31-69402, 31-80020, 31-81011, 31-81041, 31-82011, 31-82041.
- (2) If one or more of the messages above show on the MAT, then do these steps for each message:
 - (a) Find the message in the applicable FIM Maintenance Message Index.
 - (b) Do the specified fault isolation task.
 - (c) Look for the maintenance message again. If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.
- (3) If none of the messages above show on the MAT, then there was an intermittent fault.

————— END OF TASK —————

922. TMCF in AIMS-L No Input from Display Function in AIMS-R on System 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23015.

B. Initial Evaluation

- (1) Look at the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Look for one or more of these maintenance messages: 23-81006, 31-50012, 31-50092, 31-51034, 31-51044, 31-51562, 31-51564, 31-51762, 31-51764, 31-54013, 31-54014, 31-54121, 31-54122, 31-68802, 31-69601, 31-80020, 31-81012, 31-81042, 31-82012, 31-82042.
- (2) If one or more of the messages above show on the MAT, then do these steps for each message:

EFFECTIVITY
ARO ALL

22-31 TASKS 920-922

D633W103-ARO

Page 298.5
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Find the message in the applicable FIM Maintenance Message Index.
 - (b) Do the specified fault isolation task.
 - (c) Look for the maintenance message again. If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.
- (3) If none of the messages above show on the MAT, then there was an intermittent fault.

————— **END OF TASK** —————

923. TMCF in AIMS-R No Input from Display Function in AIMS-L on System 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23016.

B. Initial Evaluation

- (1) Look at the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Look for one or more of these maintenance messages: 23-81006, 31-50011, 31-50091, 31-51033, 31-51043, 31-51561, 31-51563, 31-51761, 31-51763, 31-54013, 31-54014, 31-54121, 31-54122, 31-68801, 31-69602, 31-80020, 31-81011, 31-81041, 31-82011, 31-82041.
- (2) If one or more of the messages above show on the MAT, then do these steps for each message:
 - (a) Find the message in the applicable FIM Maintenance Message Index.
 - (b) Do the specified fault isolation task.
 - (c) Look for the maintenance message again. If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.
- (3) If none of the messages above show on the MAT, then there was an intermittent fault.

————— **END OF TASK** —————

924. TMCF in AIMS-L No Input from Display Function in AIMS-L on AIMS Backplane - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23017.

B. Initial Evaluation

- (1) Look at the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Look for one or more of these maintenance messages: 31-50011, 31-50091, 31-51033, 31-51043, 31-51561, 31-51563, 31-51761, 31-51763, 31-80020, 31-81011, 31-81041, 31-82011, 31-82041.
- (2) If one or more of the messages above show on the MAT, then do these steps for each message:
 - (a) Find the message in the applicable FIM Maintenance Message Index.
 - (b) Do the specified fault isolation task.
 - (c) Look for the maintenance message again. If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.
- (3) If none of the messages above show on the MAT, then there was an intermittent fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-31 TASKS 922-924

D633W103-ARO

Page 298.6
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

925. TMCF in AIMS-R No Input from Display Function in AIMS-R on AIMS Backplane - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23018.

B. Initial Evaluation

- (1) Look at the Extended Maintenance, Existing Faults display on the MAT.
- (a) Look for one or more of these maintenance messages: 31-82041, 31-50012, 31-50092, 31-51034, 31-51044, 31-51562, 31-51564, 31-51762, 31-51764, 31-80020, 31-81012, 31-81042, 31-82012, 31-82042.
- (2) If one or more of the messages above show on the MAT, then do these steps for each message:
- (a) Find the message in the applicable FIM Maintenance Message Index.
- (b) Do the specified fault isolation task.
- (c) Look for the maintenance message again. If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.
- (3) If none of the messages above show on the MAT, then there was an intermittent fault.

————— **END OF TASK** —————

926. TMCF in AIMS-L No Input from FMCF in AIMS-L on AIMS Backplane - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23031.

B. Initial Evaluation

- (1) Look at the Extended Maintenance, Existing Faults display on the MAT.
- (a) Look for one or more of these maintenance messages: 31-50011, 31-50091, 31-51023, 31-51025, 31-51411, 31-51413, 34-71011, 34-71020, 34-71031, 34-71060.
- (2) If one or more of the messages above show on the MAT, then do these steps for each message:
- (a) Find the message in the applicable FIM Maintenance Message Index.
- (b) Do the specified fault isolation task.
- (c) Look for the maintenance message again. If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.
- (3) If none of the messages above show on the MAT, then there was an intermittent fault.

————— **END OF TASK** —————

927. TMCF in AIMS-R No Input from FMCF in AIMS-L on AIMS Intercabinet System 629 Bus-1 and 2 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23032.

B. Initial Evaluation

- (1) Look at the Extended Maintenance, Existing Faults display on the MAT.
- (a) Look for one or more of these maintenance messages: 31-50011, 31-50091, 31-50101, 31-50102, 31-50111, 31-50112, 31-50191, 31-50192, 31-51023, 31-51025, 31-51411, 31-51413, 31-52013, 31-52111, 31-56014, 31-56112, 31-58013, 31-58014, 31-58111, 31-58112, 31-68801, 34-71011, 34-71020, 34-71031, 34-71060.

EFFECTIVITY
ARO ALL

22-31 TASKS 925-927

D633W103-ARO

Page 298.7
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (2) If one or more of the messages above show on the MAT, then do these steps for each message:
 - (a) Find the message in the applicable FIM Maintenance Message Index.
 - (b) Do the specified fault isolation task.
 - (c) Look for the maintenance message again. If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.
- (3) If none of the messages above show on the MAT, then there was an intermittent fault.

————— **END OF TASK** —————

928. TMCF in AIMS-L No Input from FMCF in AIMS-R on AIMS Intercabinet System 629 Bus-3 and 4 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23033.

B. Initial Evaluation

- (1) Look at the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Look for one or more of these maintenance messages: 31-50012, 31-50092, 31-50121, 31-50122, 31-50131, 31-50132, 31-50191, 31-50192, 31-51024, 31-51026, 31-51412, 31-51414, 31-52014, 31-52102, 31-54013, 31-54014, 31-54111, 31-54112, 31-56013, 31-56101, 31-68802, 34-71012, 34-71020, 34-71032, 34-71060.
- (2) If one or more of the messages above show on the MAT, then do these steps for each message:
 - (a) Find the message in the applicable FIM Maintenance Message Index.
 - (b) Do the specified fault isolation task.
 - (c) Look for the maintenance message again. If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.
- (3) If none of the messages above show on the MAT, then there was an intermittent fault.

————— **END OF TASK** —————

929. TMCF in AIMS-R No Input from FMCF in AIMS-R on AIMS Backplane - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23034.

B. Initial Evaluation

- (1) Look at the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Look for one or more of these maintenance messages: 31-50012, 31-50092, 31-51024, 31-51026, 31-51412, 31-51414, 34-71012, 34-71020, 34-71032, 34-71060.
- (2) If one or more of the messages above show on the MAT, then do these steps for each message:
 - (a) Find the message in the applicable FIM Maintenance Message Index.
 - (b) Do the specified fault isolation task.
 - (c) Look for the maintenance message again. If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.
- (3) If none of the messages above show on the MAT, then there was an intermittent fault.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-31 TASKS 927-929

D633W103-ARO

Page 298.8
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

930. TMCF in AIMS-L No Input from FMCF in AIMS-R on AIMS Intercabinet System 629 Buses 1 and 2 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23041.

B. Initial Evaluation

- (1) Look at the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Look for one or more of these maintenance messages: 22-20010, 22-20012, 22-20020, 22-20032, 31-50012, 31-50092, 31-50101, 31-50102, 31-50111, 31-50112, 31-50191, 31-50192, 31-51024, 31-51026, 31-51442, 31-51444, 31-52013, 31-52111, 31-56014, 31-56112, 31-58013, 31-58014, 31-58111, 31-58112, 31-68802.
- (2) If one or more of the messages above show on the MAT, then do these steps for each message:
 - (a) Find the message in the applicable FIM Maintenance Message Index.
 - (b) Do the specified fault isolation task.
 - (c) Look for the maintenance message again. If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.
- (3) If none of the messages above show on the MAT, then there was an intermittent fault.

————— END OF TASK —————

931. TMCF in AIMS-R No Input from FMCF in AIMS-L on AIMS Intercabinet System 629 Buses 3 and 4 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-23042.

B. Initial Evaluation

- (1) Look at the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Look for one or more of these maintenance messages: 22-20010, 22-20011, 22-20020, 22-20031, 31-50011, 31-50091, 31-50121, 31-50122, 31-50131, 31-50132, 31-50191, 31-50192, 31-51023, 31-51025, 31-51441, 31-51443, 31-52014, 31-52102, 31-54013, 31-54014, 31-54111, 31-54112, 31-56013, 31-56101, 31-68801.
- (2) If one or more of the messages above show on the MAT, then do these steps for each message:
 - (a) Find the message in the applicable FIM Maintenance Message Index.
 - (b) Do the specified fault isolation task.
 - (c) Look for the maintenance message again. If the MAT shows NOT ACTIVE for the maintenance message (or the message does not show), you corrected the fault.
- (3) If none of the messages above show on the MAT, then there was an intermittent fault.

————— END OF TASK —————

932. TMCF in AIMS-L No Input from ADIRU in AIMS-R on Flt Ctrl ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29103, 22-29104.

EFFECTIVITY
ARO ALL

22-31 TASKS 930-932

D633W103-ARO

Page 298.9
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
 - (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 23-81001, 31-56013, 31-56111, 31-58013, 31-58014, 31-58101, 31-58102, 31-69101, 31-69102, 31-69117, 31-69118, 34-28801, 31-28810, 34-29101.
 - (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 4) Release the autothrottle disconnect switch.
 - 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

———— END OF TASK ————

933. TMCF in AIMS No Input from ADIRU on Flt Ctrl ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29105, 22-29106.

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
 - (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 23-81003, 31-52014, 31-52112, 31-54013, 31-54014, 31-54101, 31-54102, 31-69301, 31-69302, 31-69317, 31-69318, 34-28801, 34-28830, 34-29301.
 - (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.

EFFECTIVITY
ARO ALL

22-31 TASKS 932-933

D633W103-ARO

Page 298.10
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 4) Release the autothrottle disconnect switch.
 - 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

END OF TASK

934. TMCF in AIMS No Input from AFDC-C on System ARINC 629 Bus-C1 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29111, 22-29112.

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
- (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
- (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 22-18802, 22-18852, 23-81005, 24-13073, 31-56013, 31-56014, 31-56121, 31-56122, 31-69501, 31-69502, 31-69507, 31-69508.
- (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
- 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 4) Release the autothrottle disconnect switch.
 - 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

END OF TASK

935. TMCF in AIMS No Input from AFDC-L on System ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29113, 22-29114.

EFFECTIVITY
ARO ALL

22-31 TASKS 933-935

D633W103-ARO

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Page 298.11
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
 - (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 22-18801, 22-18841, 23-81004, 24-11104, 31-58013, 31-58014, 31-58121, 31-58122, 31-69401, 31-69402, 31-69407, 31-69408.
 - (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 4) Release the autothrottle disconnect switch.
 - 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

————— END OF TASK —————

936. TMCF in AIMS No Input from AFDC-R on System ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29115, 22-29116.

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
 - (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 22-18803, 22-18863, 23-81006, 24-12055, 31-54013, 31-54014, 31-54121, 31-54122, 31-69601, 31-69602, 31-69607, 31-69608.
 - (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.

EFFECTIVITY
ARO ALL

22-31 TASKS 935-936

D633W103-ARO

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Page 298.12
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 4) Release the autothrottle disconnect switch.
- 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

————— **END OF TASK** —————

937. TMCF in AIMS No Input from EDIU on System ARINC 629 Bus-C1 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29121, 22-29122, 22-29123, 22-29124, 22-29135, 22-29136, 22-29137, 22-29138.

B. General

- (1) It is possible that one or more of these maintenance messages are nuisance messages and that there is no fault on the airplane.
 - (a) To determine if the maintenance messages are nuisance messages or if the fault isolation procedure is necessary, do the initial evaluation steps below.

C. Initial Evaluation

- (1) Do these two tasks:
Left TMCF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-802.
Right TMCF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-806.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message(s), or if the message(s) did not show, then you corrected the fault.
NOTE: If the fault is corrected with the Left and Right Servo Loop test, the maintenance message was a nuisance fault.
 - (b) If the MAT shows ACTIVE for the maintenance message(s), then continue with the step that follows.
- (2) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (3) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
 - (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 23-81005, 31-56013, 31-56014, 31-56121, 31-56122, 31-69501, 31-69502, 31-69569, 31-69570, 31-69573, 31-69574, 31-69577, 31-69578, 31-69579, 31-69580, 73-08801, 73-08802, 73-08803, 73-08806, 73-08807, 73-08851, 73-08854, 73-08855, 73-09501, 73-09504, 73-09505, 73-09506.
 - (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.

EFFECTIVITY
ARO ALL

22-31 TASKS 936-937

D633W103-ARO

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Page 298.13
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 4) Release the autothrottle disconnect switch.
- 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (4) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

————— **END OF TASK** —————

938. TMCF in AIMS No Input from EDIU on System ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29131, 22-29132, 22-29133, 22-29134.

B. General

- (1) It is possible that one or more of these maintenance messages are nuisance messages and that there is no fault on the airplane.
 - (a) To determine if the maintenance messages are nuisance messages or if the fault isolation procedure is necessary, do the initial evaluation steps below.

C. Initial Evaluation

- (1) Do these two tasks:
Left TMCF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-802.
Right TMCF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-806.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message(s), or if the message(s) did not show, then you corrected the fault.
NOTE: If the fault is corrected with the Left and Right Servo Loop test, the maintenance message was a nuisance fault.
 - (b) If the MAT shows ACTIVE for the maintenance message(s), then continue with the step that follows.
- (2) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (3) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
 - (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 23-81004, 31-58013, 31-58014, 31-58121, 31-58122, 31-69401, 31-69402, 31-69469, 31-69470, 31-69471, 31-69472, 73-08801, 73-08803, 73-08805, 73-08841, 73-08843, 73-09401, 73-09403.
 - (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 4) Release the autothrottle disconnect switch.

EFFECTIVITY
ARO ALL

22-31 TASKS 937-938

D633W103-ARO

Page 298.14
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (4) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

————— **END OF TASK** —————

939. TCMF in AIMS No Input from EDIU on System ARINC 629 Bus-C2 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29125, 22-29126, 22-29127, 22-29128, 22-29141, 22-29142, 22-29143, 22-29144.

B. General

- (1) It is possible that one or more of these maintenance messages are nuisance messages and that there is no fault on the airplane.
 - (a) To determine if the maintenance messages are nuisance messages or if the fault isolation procedure is necessary, do the initial evaluation steps below.

C. Initial Evaluation

- (1) Do these two tasks:
 - Left TCMF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-802.
 - Right TCMF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-806.
- (a) If the MAT shows NOT ACTIVE for the maintenance message(s), or if the message(s) did not show, then you corrected the fault.

NOTE: If the fault is corrected with the Left and Right Servo Loop test, the maintenance message was a nuisance fault.
- (b) If the MAT shows ACTIVE for the maintenance message(s), then continue with the step that follows.
- (2) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (3) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
 - (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 23-81007, 31-52013, 31-52014, 31-52121, 31-52122, 31-69701, 31-69702, 31-69771, 31-69772, 31-69773, 31-69774, 31-69775, 31-69776, 31-69779, 31-69780, 73-08801, 73-08802, 73-08804, 73-08805, 73-08807, 73-08808, 73-08872, 73-08873, 73-08875, 73-08876, 73-09702, 73-09703, 73-09705, 73-09706.
 - (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 4) Release the autothrottle disconnect switch.

EFFECTIVITY
ARO ALL

22-31 TASKS 938-939

D633W103-ARO

Page 298.15
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (4) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

————— END OF TASK —————

940. TCMF in AIMS No Input from EDIU on System ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29145, 22-29146, 22-29147, 22-29148.

B. General

- (1) It is possible that one or more of these maintenance messages are nuisance messages and that there is no fault on the airplane.
 - (a) To determine if the maintenance messages are nuisance messages or if the fault isolation procedure is necessary, do the initial evaluation steps below.

C. Initial Evaluation

- (1) Do these two tasks:
Left TCMF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-802.
Right TCMF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-806.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message(s), or if the message(s) did not show, then you corrected the fault.
NOTE: If the fault is corrected with the Left and Right Servo Loop test, the maintenance message was a nuisance fault.
 - (b) If the MAT shows ACTIVE for the maintenance message(s), then continue with the step that follows.
- (2) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (3) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
 - (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 23-81006, 31-54013, 31-54014, 31-54121, 31-54122, 31-69601, 31-69602, 31-69675, 31-69676, 31-69677, 31-69678, 73-08802, 73-08804, 73-08806, 73-08862, 73-08864, 73-09602, 73-09604.
 - (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 4) Release the autothrottle disconnect switch.

EFFECTIVITY
ARO ALL

22-31 TASKS 939-940

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.16
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (4) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

————— END OF TASK —————

941. TCMF in AIMS No Input from FSEU on System ARINC 629 Bus-C1 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29151, 22-29152, 22-29155, 22-29156.

B. General

- (1) It is possible that one or more of these maintenance messages are nuisance messages and that there is no fault on the airplane.
 - (a) To determine if the maintenance messages are nuisance messages or if the fault isolation procedure is necessary, do the initial evaluation steps below.

C. Initial Evaluation

- (1) Do these two tasks:
Left TCMF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-802.
Right TCMF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-806.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message(s), or if the message(s) did not show, then you corrected the fault.
NOTE: If the fault is corrected with the Left and Right Servo Loop test, the maintenance message was a nuisance fault.
 - (b) If the MAT shows ACTIVE for the maintenance message(s), then continue with the step that follows.
- (2) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (3) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
 - (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 23-81005, 24-12055, 24-13073, 27-28801, 27-28802, 27-28851, 27-28852, 31-56013, 31-56014, 31-56121, 31-56122, 31-69501, 31-69502, 31-69533, 31-69534, 31-69535, 31-69536.
 - (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 4) Release the autothrottle disconnect switch.

EFFECTIVITY
ARO ALL

22-31 TASKS 940-941

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.17
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (4) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

————— END OF TASK —————

942. TCMF in AIMS No Input from FSEU -1 on System ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29153, 22-29154.

B. General

- (1) It is possible that one or more of these maintenance messages are nuisance messages and that there is no fault on the airplane.
 - (a) To determine if the maintenance messages are nuisance messages or if the fault isolation procedure is necessary, do the initial evaluation steps below.

C. Initial Evaluation

- (1) Do these two tasks:
Left TCMF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-802.
Right TCMF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-806.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message(s), or if the message(s) did not show, then you corrected the fault.
NOTE: If the fault is corrected with the Left and Right Servo Loop test, the maintenance message was a nuisance fault.
 - (b) If the MAT shows ACTIVE for the maintenance message(s), then continue with the step that follows.
- (2) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (3) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
 - (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 23-81004, 24-13073, 27-28801, 27-28841, 31-58013, 31-58014, 31-58121, 31-58122, 31-69401, 31-69402, 31-69433, 31-69434.
 - (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 4) Release the autothrottle disconnect switch.
 - 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

EFFECTIVITY
ARO ALL

22-31 TASKS 941-942

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.18
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (4) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

END OF TASK

943. TMCF in AIMS No Input from FSEU-2 on System ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29157, 22-29158.

B. General

- (1) It is possible that one or more of these maintenance messages are nuisance messages and that there is no fault on the airplane.
 - (a) To determine if the maintenance messages are nuisance messages or if the fault isolation procedure is necessary, do the initial evaluation steps below.

C. Initial Evaluation

- (1) Do these two tasks:
 - Left TMCF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-802.
 - Right TMCF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-806.
- (a) If the MAT shows NOT ACTIVE for the maintenance message(s), or if the message(s) did not show, then you corrected the fault.

NOTE: If the fault is corrected with the Left and Right Servo Loop test, the maintenance message was a nuisance fault.
- (b) If the MAT shows ACTIVE for the maintenance message(s), then continue with the step that follows.
- (2) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (3) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
 - (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 23-81006, 24-12055, 27-28802, 27-28862, 31-54013, 31-54014, 31-54121, 31-54122, 31-69601, 31-69602, 31-69635, 31-69636.
 - (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 4) Release the autothrottle disconnect switch.
 - 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (c) If none of the messages above show on the MAT, then there was an intermittent fault.

EFFECTIVITY
ARO ALL

22-31 TASKS 942-943

D633W103-ARO

Page 298.19
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- (4) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

————— **END OF TASK** —————

944. TMCF in AIMS No Input from SAARU on Flt Ctrl 629 Bus-C - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29161, 22-29162.

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
- (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
- (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 23-81002, 27-15101, 31-52013, 31-52101, 31-56014, 31-56102, 31-69201, 31-69202, 31-69219, 31-69220, 34-30700, 34-30712, 34-38801, 34-38820, 34-39201.
- (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
- 1) Find the message in the applicable FIM Maintenance Message Index.
- 2) Do the specified fault isolation task.
- 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- 4) Release the autothrottle disconnect switch.
- 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

————— **END OF TASK** —————

945. TMCF in AIMS No Input from WEU-L on System ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29171, 22-29172.

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
- (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:

EFFECTIVITY
ARO ALL

22-31 TASKS 943-945

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.20
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 23-81004, 24-13070, 31-58013, 31-58014, 31-58121, 31-58122, 31-69401, 31-69402, 31-69439, 31-69440, 31-70011, 31-78801, 31-78841, 31-79401, 31-79402.
- (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 4) Release the autothrottle disconnect switch.
 - 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

————— **END OF TASK** —————

946. TMCF in AIMS No Input from WEU on System ARINC 629 Bus-C1 - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29173, 22-29174, 22-29177, 22-29178.

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
 - (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 23-81005, 24-12055, 24-13070, 31-56013, 31-56014, 31-56121, 31-56122, 31-69501, 31-69502, 31-69539, 31-69540, 31-69541, 31-69542, 31-70011, 31-70012, 31-78801, 31-78802, 31-78851, 31-78852, 31-79501, 31-79502, 31-79503, 31-79504.
 - (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 4) Release the autothrottle disconnect switch.
 - 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (c) If none of the messages above show on the MAT, then there was an intermittent fault.

EFFECTIVITY
ARO ALL

22-31 TASKS 945-946

D633W103-ARO

Page 298.21
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

————— **END OF TASK** —————

947. TMCF in AIMS No Input from WEU-R on System ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29175, 22-29176.

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
- (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
- (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 23-81006, 24-12055, 31-54013, 31-54014, 31-54121, 31-54122, 31-69601, 31-69602, 31-69641, 31-69642, 31-70012, 31-78802, 31-78862, 31-79603, 31-79604.
- (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
- 1) Find the message in the applicable FIM Maintenance Message Index.
- 2) Do the specified fault isolation task.
- 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- 4) Release the autothrottle disconnect switch.
- 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

————— **END OF TASK** —————

948. TMCF in AIMS-L No Input from ASM-L on ASM-L ARINC 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-29181.

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
- (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:

EFFECTIVITY
ARO ALL

22-31 TASKS 946-948

D633W103-ARO

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Page 298.22
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 31-56013, 31-56361, 31-57721, 31-58013, 31-58361, 31-59721.
 - (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Left TMCF - Autothrottle Servo Loop.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

————— **END OF TASK** —————

949. TMCF in AIMS-R No Input from ASM-L on ASM-L ARINC 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-29182.

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
 - (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 31-56014, 31-56342, 31-57722, 31-58014, 31-58342, 31-59722.
 - (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

EFFECTIVITY
ARO ALL

22-31 TASKS 948-949

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.23
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

———— **END OF TASK** ————

950. TCMF in AIMS-L No Input from ASM-R on ASM-R ARINC 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-29183.

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
 - (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 31-52013, 31-52401, 31-53731, 31-54013, 31-54401, 31-55731.
 - (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Left TCMF - Autothrottle Servo Loop.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

———— **END OF TASK** ————

951. TCMF in AIMS-R No Input from ASM-R on ASM-R ARINC 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-29184.

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.

EFFECTIVITY
ARO ALL

22-31 TASKS 949-951

D633W103-ARO

ECCN 9E991 BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

Page 298.24
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
 - (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 31-52014, 31-52342, 31-53722, 31-54014, 31-54342, 31-55722.
 - (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Do this ground test on the MAT: 22 AIMS - Autothrottle, System Test, Right TMCF - Autothrottle Servo Loop.
 - 4) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 5) Release the autothrottle disconnect switch.
 - 6) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

— END OF TASK —

952. TMCF in AIMS No Input from MCP on MCP A or B Input 429 Bus - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29191, 22-29192, 22-29193, 22-29194.

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
 - (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 22-18804, 22-18894, 22-18895, 24-11104, 24-12055, 31-52013, 31-52014, 31-52331, 31-52402, 31-53721, 31-53732, 31-54013, 31-54014, 31-54331, 31-54402, 31-55721, 31-55732, 31-56013, 31-56014, 31-56401, 31-56402, 31-57731, 31-57732, 31-58013, 31-58014, 31-58401, 31-58402, 31-59731, 31-59732, 31-69903, 31-69904, 31-69905, 31-69906.
 - (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 4) Release the autothrottle disconnect switch.

EFFECTIVITY
ARO ALL

22-31 TASKS 951-952

D633W103-ARO

Page 298.25
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

————— **END OF TASK** —————

953. Invalid Signals to TCMF - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 22-29220, 22-29230, 22-29240, 22-29270, 22-29280, 22-29290, 22-29300, 22-29380, 22-29390, 22-29400, 22-29410.

B. General

- (1) It is possible that one or more of these maintenance messages are nuisance messages and that there is no fault on the airplane.
 - (a) To determine if the maintenance messages are nuisance messages or if the fault isolation procedure is necessary, do the initial evaluation steps below.

C. Initial Evaluation

- (1) Do these two tasks:
Left TCMF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-802.
Right TCMF - Autothrottle Servo Loop - System Test, AMM TASK 22-31-00-730-806.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message(s), or if the message(s) did not show, then you corrected the fault.
NOTE: If the fault is corrected with the Left and Right Servo Loop test, the maintenance message was a nuisance fault.
 - (b) If the MAT shows ACTIVE for the maintenance message(s), then continue with the step that follows.
- (2) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (3) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
 - (a) Look for one or more of these maintenance messages on the Extended Maintenance, Existing Faults display on the MAT: 22-13392, 22-13391, 22-13393, 24-11099, 24-11101, 24-12090, 24-12091, 31-70011, 31-70012, 31-70021, 31-70022, 73-10111, 73-10112, 73-10692, 73-10691, 73-20111, 73-20112, 73-20691, 73-20692, 73-40061, 73-40062, 73-40981, 73-40982, 73-41281, 73-41282, 73-41591, 73-41592, 73-41601, 73-41602, 73-41761, 73-41762, 73-50061, 73-50062, 73-50151, 73-50152, 73-50981, 73-50982, 73-51281, 73-51282, 73-51591, 73-51592, 73-51601, 73-51602, 73-51761, 73-51762, 73-60041, 73-60042, 73-60051, 73-60052, 73-60981, 73-60982, 73-61011, 73-61012, 73-61271, 73-61272, 73-61281, 73-61282, 76-32211, 76-32212, 76-41151, 76-41152, 76-41181, 76-41182, 76-51182, 76-41182, 76-41251, 76-41252, 76-41261, 76-41262, 76-51151, 76-51152, 76-51181, 76-51182, 76-51251, 76-51252, 76-51252, 76-51261, 76-51262, 76-61201, 76-61202, 76-61241, 76-61242, 76-61251, 76-61252, 77-61031, 77-61032, 77-61111, 77-61112.

EFFECTIVITY
ARO ALL

22-31 TASKS 952-953

D633W103-ARO

Page 298.26
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

- (b) If one or more of the messages above shows on the MAT, then do these steps for each message:
 - 1) Find the message in the applicable FIM Maintenance Message Index.
 - 2) Do the specified fault isolation task.
 - 3) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 4) Release the autothrottle disconnect switch.
 - 5) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (c) If none of the messages above show on the MAT, then there was an intermittent fault.
- (4) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

———— END OF TASK ————

954. Display Function in AIMS-L Signals Invalid - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-29530.

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do the Fault Isolation below.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the left AIMS CPM/GG module (M010).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM
TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM
TASK 31-41-02-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the left AIMS CPM/GG module (M011).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM
TASK 31-41-02-000-801,

EFFECTIVITY
ARO ALL

22-31 TASKS 953-954

D633W103-ARO

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Page 298.27
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM
TASK 31-41-02-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
- (b) Release the autothrottle disconnect switch.
- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

————— **END OF TASK** —————

955. Display Function in AIMS-R Signals Invalid - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-29540.

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
 - (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
 - (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do the Fault Isolation below.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the right AIMS CPM/GG module (M010).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM
TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM
TASK 31-41-02-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.
 - (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message then continue.
- (2) Replace the right AIMS CPM/GG module (M011).

These are the tasks:

Core Processor Module/Graphics Generator (CPM/GG) Removal, AMM
TASK 31-41-02-000-801,

Core Processor Module/Graphics Generator (CPM/GG) Installation, AMM
TASK 31-41-02-400-801.

- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - (b) Release the autothrottle disconnect switch.

EFFECTIVITY
ARO ALL

22-31 TASKS 954-955

D633W103-ARO

Page 298.28
Sep 05/2016



777-200/300
FAULT ISOLATION MANUAL

- (c) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.

————— **END OF TASK** —————

956. Secondary Altitude Air Data Reference Unit Signals Invalid - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 22-29370.

B. Initial Evaluation

- (1) Monitor the Extended Maintenance, Existing Faults display on the MAT.
- (a) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT.
- (b) Release the autothrottle disconnect switch.
- (2) If the MAT showed ACTIVE for the maintenance message while you held the switch, then do these steps:
- (a) Look at the Line Maintenance, Existing Flight Deck Effects display on the MAT.
- (b) Look for one or more of these EICAS messages:
- 1) NAV ADIRU INERTIAL (CAUTION)
 - 2) NAV AIR DATA SYS (ADVISORY)
 - 3) SAARU (STATUS)
 - 4) TAT (STATUS)
- (c) If one or more of the EICAS messages above shows on the MAT, then do these steps for each EICAS message:
- 1) Find the correlated maintenance message(s) on the MAT that show with the EICAS message.
 - a) Find the message in the applicable FIM Maintenance Message Index.
 - b) Do the specified fault isolation task.
 - 2) Push and hold the autothrottle disconnect switch on one of the thrust levers while you look at the MAT Existing Faults display.
 - 3) Release the autothrottle disconnect switch.
 - 4) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, you corrected the fault.
- (d) If none of the EICAS messages above show on the MAT, then there was an intermittent fault.
- (3) If the MAT showed NOT ACTIVE for the maintenance message (or if the message did not show) while you held the switch, then there was an intermittent fault.

————— **END OF TASK** —————

957. TMCF Finds Engine Rating Difference Between R ENG EEC and L ENG EEC

A. Maintenance Messages

- (1) This task is for maintenance message: 22-20010.

EFFECTIVITY
ARO ALL

22-31 TASKS 955-957

D633W103-ARO

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Page 298.29
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

B. Fault Isolation Procedure

- (1) Do a check of the EEC rating configuration on the MAT:
 - (a) Set the L EEC MAINT ENG POWER and the R EEC MAINT ENG POWER switches on the P61 overhead maintenance panel to the TEST position.
 - (b) After 30 seconds, look at the MAT EEC configuration data page for engine rating data.
 - (c) Compare the ratings between the two engines and the engine records.
NOTE: The left and right engines must have the same rating.
 - (d) If the left and right engines do not have the same rating, install the correct engine rating plug.

These are the tasks:

Engine Rating Plug Removal, AMM TASK 73-21-19-000-801-H01,

Engine Rating Plug Installation, AMM TASK 73-21-19-400-801-H01.

————— **END OF TASK** —————

EFFECTIVITY
ARO ALL

22-31 TASK 957

D633W103-ARO

Page 298.30
Sep 05/2016



777-200/300 FAULT ISOLATION MANUAL

801. Procedure To Be Determined - Fault Isolation

A. Fault Isolation Procedure

- (1) At this time the FIM does not have a procedure for this fault. The FIM will contain a procedure for this fault in the future.

————— **END OF TASK** —————

802. Observed Fault with Correlated Maintenance Messages - Fault Isolation

A. Initial Evaluation

- (1) Find the fault code to the right of the fault description in the Observed Faults List (at the front of the FIM).
 - (a) 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.
 - (b) Find the maintenance message to the right of the fault code.
 - (c) Find the task number on the same line as the maintenance message number.
 - (d) Go to the task in the FIM and do the steps in the task.

————— **END OF TASK** —————

803. EICAS Message Latched by AIMS - Fault Isolation

A. Initial Evaluation

NOTE: AIMS can latch this EICAS message when it occurs. After you find the cause of the fault and correct it, it is possible that the EICAS message will continue to show.

- (1) Do not erase the EICAS message until you complete the task for the correlated maintenance message.
- (2) When this EICAS message occurs, do these steps:
 - (a) Make sure that you have the correlated maintenance message number that shows on the MAT with the EICAS message.
 - (b) Go back to the FIM Fault Code Index and find the fault code for the EICAS message.
 - (c) Find the correlated maintenance message number and the task number to the right of the fault code.
 - (d) Go to the specified task in the FIM and do the steps in the task.
 - (e) After you do the actions in the task to correct the fault, do these steps:
 - 1) Look at the MAT for the EICAS message.
 - 2) If the MAT shows LATCHED for the EICAS message, then you must erase it from the EICAS status display. To erase it, do this task: Erasing a EICAS Status Message Latched by AIMS, AMM TASK 31-61-00-800-802.

————— **END OF TASK** —————

804. EICAS Message NO LAND 3 (Status) - Fault Isolation

A. Initial Evaluation

NOTE: AIMS can latch this EICAS message when it occurs. After you find the cause of the fault and correct it, it is possible that the EICAS message will continue to show.

- (1) If the MAT does not show a correlated maintenance message for the EICAS message, then do these steps:

EFFECTIVITY
ARO ALL

22-98 TASKS 801-804

D633W103-ARO

Page 201
Jan 05/2013



777-200/300 FAULT ISOLATION MANUAL

- (a) Do this task: Autopilot Flight Director Computer Command Signals Do Not Agree - Fault Isolation, 27-02 TASK 960.
- (b) After you do the actions in the task, do these steps:
 - 1) Look at the MAT for the EICAS message.
 - 2) If the MAT shows LATCHED for the EICAS message, then you must erase it from the EICAS status display. To erase it, do this task: Erasing a EICAS Status Message Latched by AIMS, AMM TASK 31-61-00-800-802.
- (2) If the MAT shows a correlated maintenance message for the EICAS message, then do these steps:
 - (a) Do not erase the EICAS message until you complete the task for the correlated maintenance message.
 - (b) When this EICAS message occurs, do these steps:
 - 1) Go back to the FIM Fault Code Index and find the fault code for the EICAS message.
 - 2) Find the correlated maintenance message number and the task number to the right of the fault code.
 - 3) Go to the specified task in the FIM and do the steps in the task.
 - 4) After you do the actions in the task to correct the fault, do these steps:
 - a) Look at the MAT for the EICAS message.
 - b) If the MAT shows LATCHED for the EICAS message, then you must erase it from the EICAS status display. To erase it, do this task: Erasing a EICAS Status Message Latched by AIMS, AMM TASK 31-61-00-800-802.

————— **END OF TASK** —————

805. Airplane Alignment Problems During Autoland Approach-Fault Isolation

A. Description

- (1) This task is for fault code 221 671 00.
- (2) The airplane is not aligned properly with the runway during an autoland. The localizer pointer was not out of view and the autopilot did not disconnect.

B. Possible Causes

- (1) A line replaceable unit (LRU) that interfaces with the AFDS.
- (2) Conditions external to the aircraft.

C. Fault Isolation Procedure

- (1) Do this task: Autopilot Flight Director System (AFDS) - System Test, AMM TASK 22-11-00-730-801.
- (2) Do these steps:
 - (a) If a maintenance message shows, refer to the 22-Maintenance Message Index to find the applicable fault isolation task.
 - 1) Do the fault isolation task.
 - (b) If a maintenance message does not show, then there was one of these:
 - 1) An intermittent fault.
 - 2) An airplane alignment problem caused by conditions external to the airplane.

EFFECTIVITY
ARO ALL

22-98 TASKS 804-805

D633W103-ARO

Page 202
Jan 05/2013



777-200/300
FAULT ISOLATION MANUAL

D. Repair Confirmation

- (1) Do this task: Autopilot Flight Director System (AFDS) - System Test, AMM TASK 22-11-00-730-801.
- (2) If no maintenance messages show, then you corrected the fault.

———— **END OF TASK** ————

EFFECTIVITY
ARO ALL

22-98 TASK 805

D633W103-ARO

Page 203
Jan 05/2013