

CHAPTER

36

PNEUMATIC



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114	May 05/2015		212	Sep 05/2016		248	Sep 05/2016	
115	May 05/2015		213	Sep 05/2016		249	Sep 05/2016	
116	May 05/2015		214	Sep 05/2016		250	Sep 05/2016	
117	May 05/2015		215	Sep 05/2016		251	Sep 05/2016	
118	May 05/2015		216	Sep 05/2016		252	Sep 05/2016	
119	May 05/2015		217	Sep 05/2016		253	Sep 05/2016	
120	May 05/2015		218	Sep 05/2016		254	Sep 05/2016	
121	May 05/2015		219	Sep 05/2016		255	Sep 05/2016	
122	May 05/2015		220	Sep 05/2016		256	Sep 05/2016	
123	May 05/2015		221	Sep 05/2016		257	Sep 05/2016	
124	May 05/2016		222	Sep 05/2016		258	Sep 05/2016	
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301	Jan 05/2013		203	Sep 05/2016		203	Sep 05/2016	
302	Jan 05/2013		204	Sep 05/2016		204	Sep 05/2016	
303	Jan 05/2013		205	Sep 05/2016		205	Sep 05/2016	
304	Jan 05/2013		206	Sep 05/2016		206	Sep 05/2016	
305	Jan 05/2013		207	Sep 05/2016		207	Sep 05/2016	
306	BLANK		208	Sep 05/2015		208	Sep 05/2016	
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203	Sep 05/2016		212	Sep 05/2015		212	Sep 05/2016	
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205	Sep 05/2016		214	Sep 05/2015		214	Sep 05/2016	
206	Sep 05/2016		215	Sep 05/2016		215	Sep 05/2016	
207	Sep 05/2016		216	Sep 05/2016		216	BLANK	
208	Sep 05/2016		217	Sep 05/2016		36-21 TASKS		
209	Sep 05/2016		218	BLANK		201	Jan 05/2013	
210	Sep 05/2016		36-14 TASKS			202	Sep 05/2015	
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212	Sep 05/2016		202	Jan 05/2013		204	Jan 05/2015	
213	Sep 05/2016		203	Jan 05/2013		205	Sep 05/2015	
214	Sep 05/2016		204	Jan 05/2013		206	Jan 05/2015	
215	Sep 05/2016		205	Sep 05/2016		207	May 05/2016	
216	Sep 05/2016		206	Sep 05/2016		208	Jan 05/2015	
217	Sep 05/2016		207	Sep 05/2016		209	Sep 05/2015	
218	Sep 05/2016		208	Sep 05/2016		210	Jan 05/2015	
219	Sep 05/2016		209	Sep 05/2016		211	Jan 05/2015	
220	Sep 05/2016		210	Sep 05/2016		212	Sep 05/2015	
221	Sep 05/2016		211	Sep 05/2016		213	Jan 05/2015	
222	Sep 05/2016		212	Jan 05/2013		214	BLANK	
223	Sep 05/2016		213	Jan 05/2013		36-21 TASK SUPPORT		
224	Sep 05/2016		214	Sep 05/2016		301	Jan 05/2013	
225	Sep 05/2016		215	Sep 05/2016		302	BLANK	
226	BLANK		216	BLANK		36-22 TASKS		
36-13 TASKS			36-16 TASKS			201	May 05/2016	
201	Sep 05/2015		201	Jan 05/2013		202	Sep 05/2016	
202	Sep 05/2016		202	Jan 05/2013		203	Sep 05/2016	

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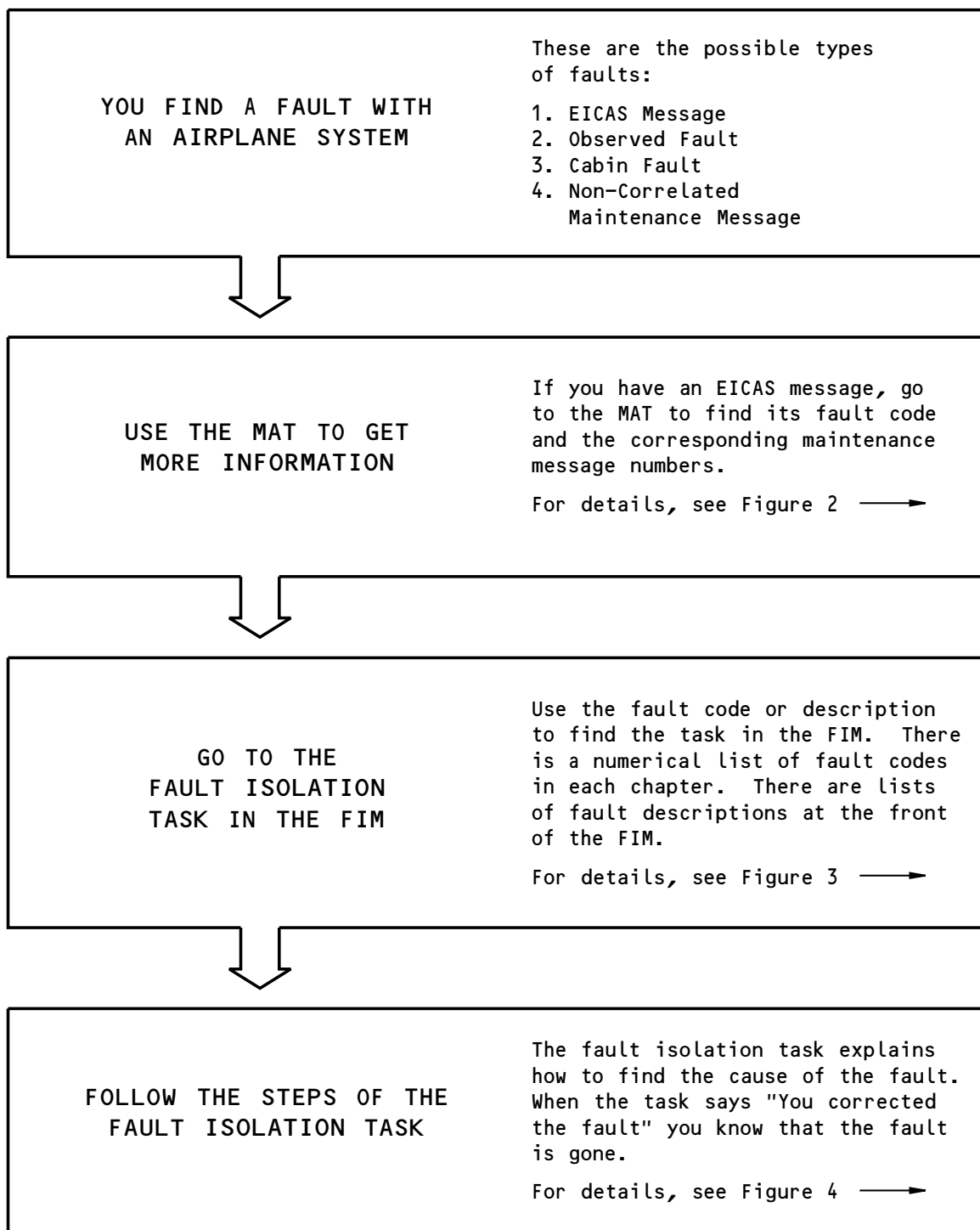
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36-22 TASKS (cont)								
204	Sep 05/2016							
205	Sep 05/2016							
206	Sep 05/2016							
207	Sep 05/2016							
208	BLANK							
36-23 TASKS								
201	Jan 05/2013							
202	Jan 05/2013							
203	Jan 05/2013							
204	Jan 05/2013							
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202	BLANK							

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E84424 S0000132469_V1

Basic Fault Isolation Process
Figure 1

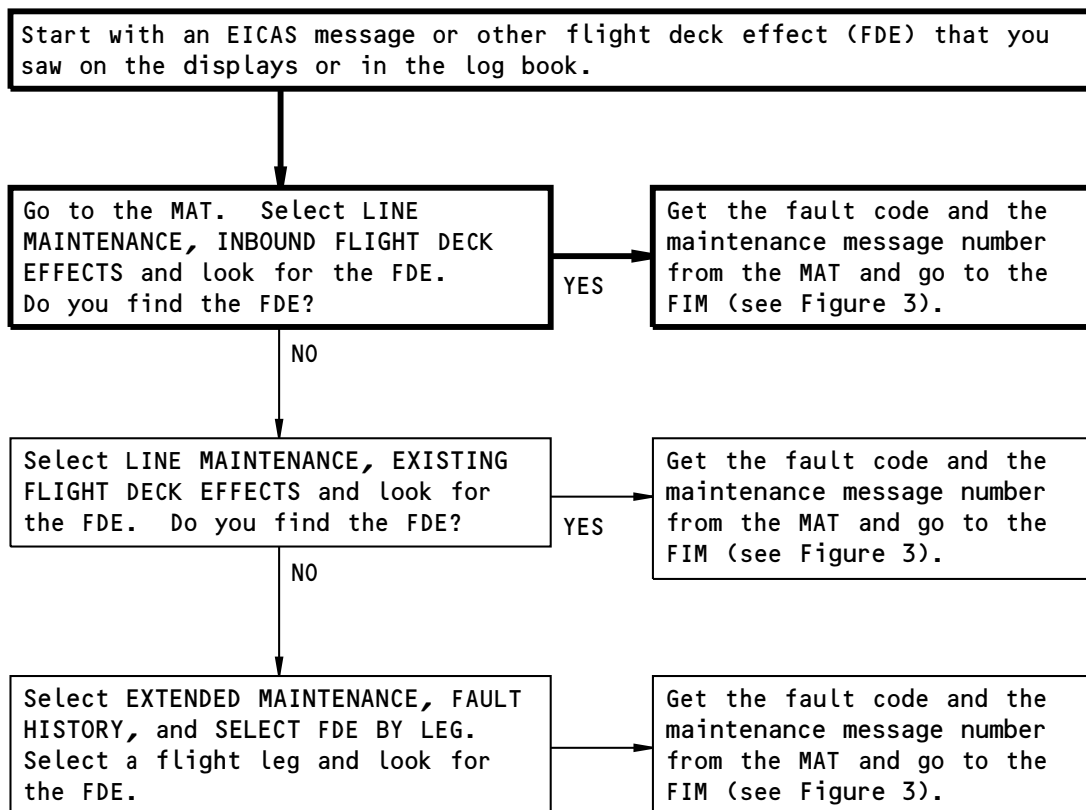
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NOTE: The bold lines show the most common path.

E84425 S0000132475_V1

Getting Fault Information from the MAT
Figure 2

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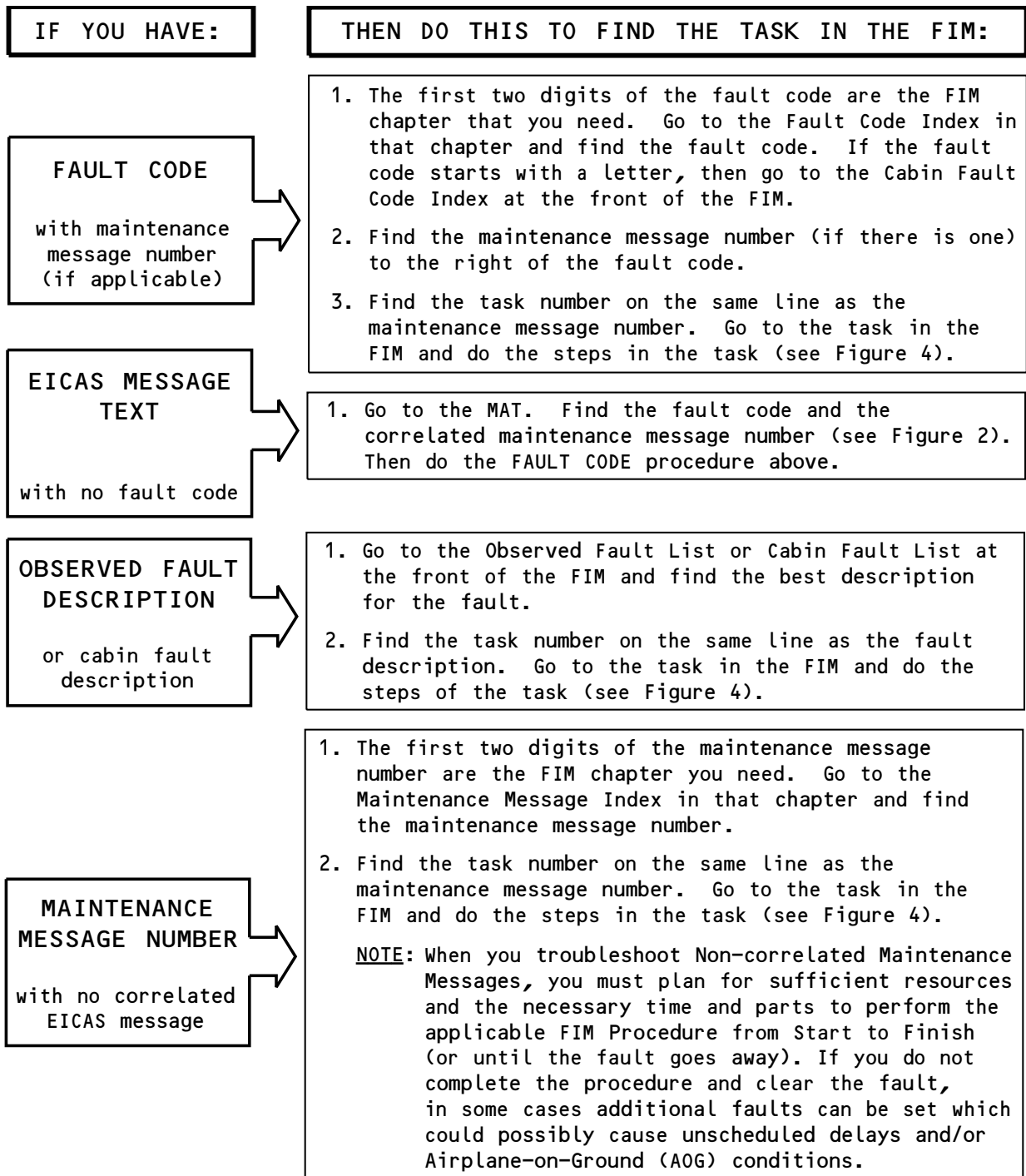
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E84427 S0000132476_V2

Finding the Fault Isolation Task in the FIM
Figure 3

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ASSUMED CONDITIONS AT START OF TASK

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

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

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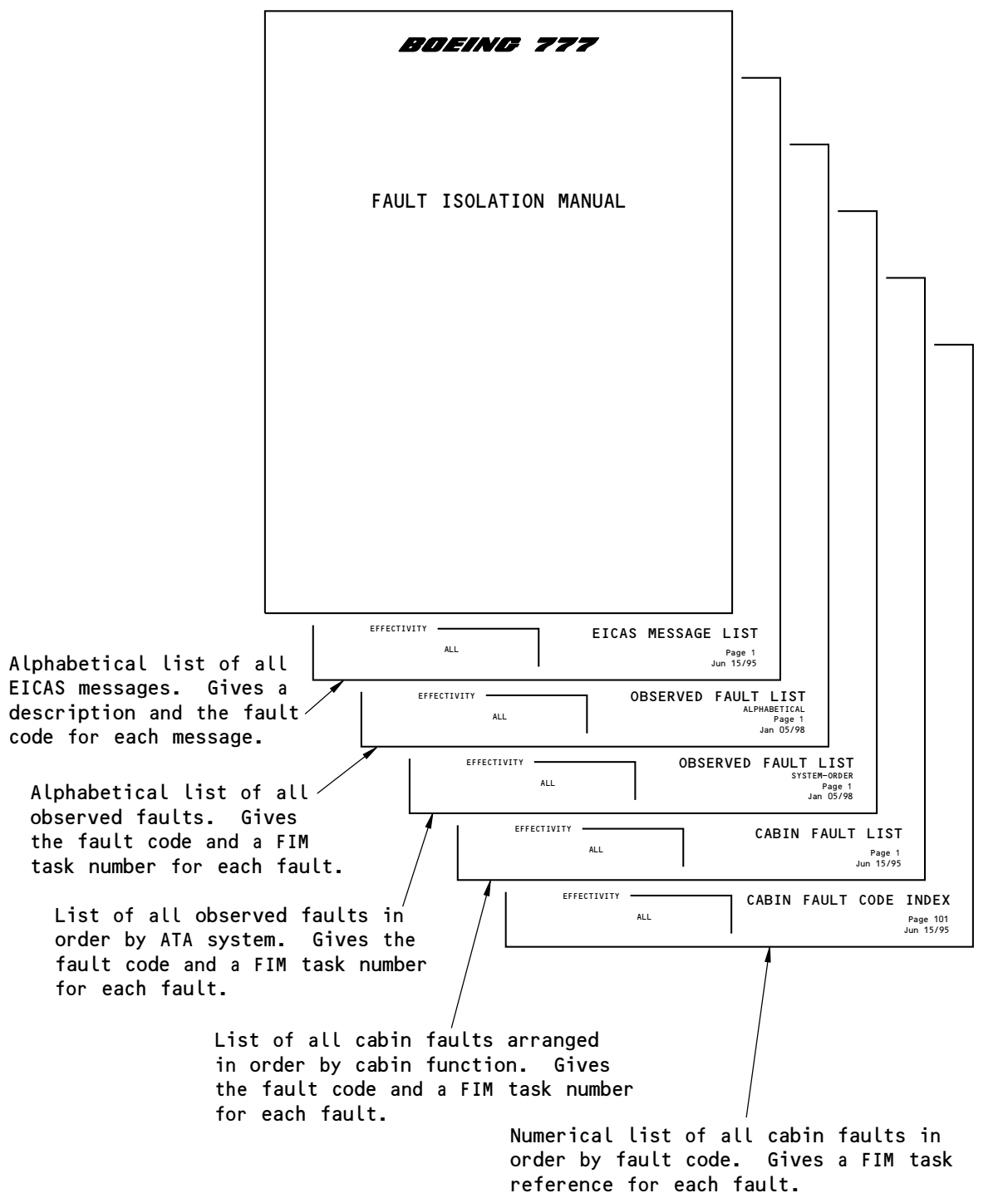
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F39750 S0000132478_V1

Subjects at Front of FIM
Figure 5

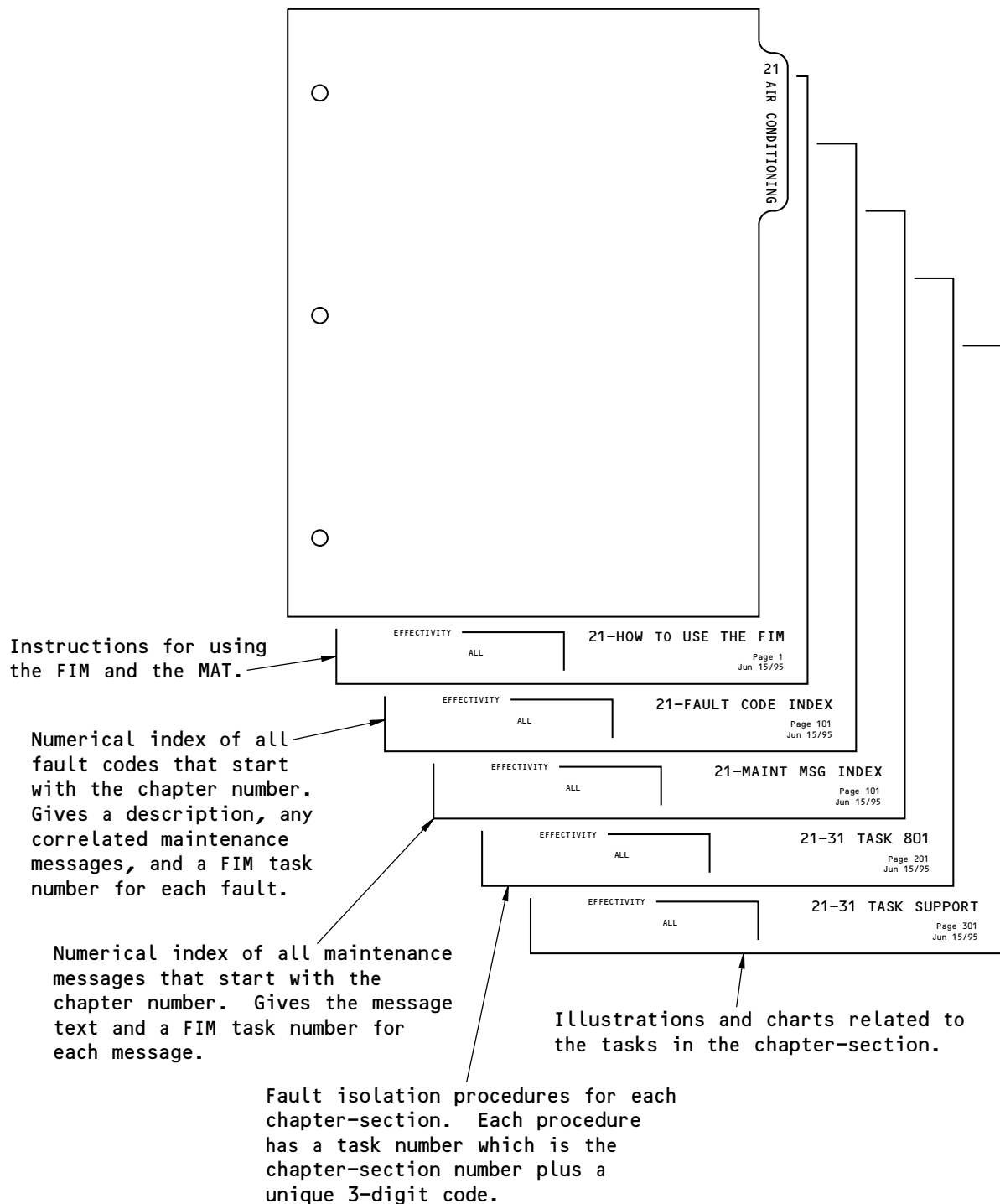
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F39837 S0000132479_V1

Subjects in Each FIM Chapter
Figure 6

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361 001 41	BLEED OFF ENG L (EICAS ADVISORY)	23-41200	23-93 TASK 801
		23-41310	23-93 TASK 801
		23-41420	23-93 TASK 801
		23-41430	23-93 TASK 801
		23-41470	23-93 TASK 801
		23-41530	23-93 TASK 801
		23-41540	23-93 TASK 801
		23-41550	23-93 TASK 801
		23-41560	23-93 TASK 801
		23-42200	23-93 TASK 802
		23-42310	23-93 TASK 802
		23-42420	23-93 TASK 802
		23-42430	23-93 TASK 802
		23-42470	23-93 TASK 802
		23-42530	23-93 TASK 802
		23-42540	23-93 TASK 802
		23-42550	23-93 TASK 802
		23-42560	23-93 TASK 802
		23-43200	36-10 TASK 801
		23-43310	21-31 TASK 807
		23-43420	73-29 TASK 824
		23-43430	36-10 TASK 801
		23-43470	36-10 TASK 801
		23-43530	28-22 TASK 810
		23-43540	28-22 TASK 812
		23-43550	30-21 TASK 809
		23-43560	74-21 TASK 805
		23-45010	23-93 TASK 881
		23-46010	23-93 TASK 806
		23-47010	23-93 TASK 801
		23-47020	23-93 TASK 802
		23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		23-91010	23-93 TASK 816
		23-91020	23-93 TASK 878

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
361 001 41	BLEED OFF ENG L (EICAS ADVISORY)	(continued)	
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56601	31-41 TASK 842
		31-56602	31-41 TASK 843
		31-57331	31-41 TASK 877
		31-57332	31-41 TASK 878
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58601	31-41 TASK 992
		31-58602	31-41 TASK 993
		31-59331	31-41 TASK 882
		31-59332	31-41 TASK 883
		36-10180	36-11 TASK 809
		36-10220	36-11 TASK 801
		36-10240	36-11 TASK 802
		36-10250	36-11 TASK 805
		36-10460	36-21 TASK 803
		36-10500	36-22 TASK 802
		36-14001	36-11 TASK 831
		36-14002	36-11 TASK 832
		36-14003	36-11 TASK 833
		36-14004	36-11 TASK 834
		36-61009	36-11 TASK 820
		36-61115	36-11 TASK 814
		36-61123	36-11 TASK 816
		36-61125	36-11 TASK 815
		36-61129	36-11 TASK 817
361 001 42	BLEED OFF ENG R (EICAS ADVISORY)	23-41020	23-93 TASK 803
		23-41040	23-93 TASK 803
		23-41080	23-93 TASK 803
		23-41780	23-93 TASK 803
		23-41830	23-93 TASK 803
		23-41870	23-93 TASK 803
		23-41900	23-93 TASK 803
		23-41910	23-93 TASK 803

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361 001 42	BLEED OFF ENG R (EICAS ADVISORY)	(continued)	
		23-42020	23-93 TASK 804
		23-42040	23-93 TASK 804
		23-42080	23-93 TASK 804
		23-42780	23-93 TASK 804
		23-42830	23-93 TASK 804
		23-42870	23-93 TASK 804
		23-42900	23-93 TASK 804
		23-42910	23-93 TASK 804
		23-43020	21-31 TASK 811
		23-43040	36-10 TASK 801
		23-43080	49-10 TASK 805
		23-43780	36-10 TASK 801
		23-43830	36-10 TASK 801
		23-43870	73-29 TASK 825
		23-43900	30-21 TASK 810
		23-43910	74-21 TASK 806
		23-45010	23-93 TASK 881
		23-46010	23-93 TASK 806
		23-48010	23-93 TASK 803
		23-48020	23-93 TASK 804
		23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		23-92010	23-93 TASK 879
		23-92020	23-93 TASK 880
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52601	31-41 TASK 832
		31-52602	31-41 TASK 833
		31-53291	31-41 TASK 865
		31-53292	31-41 TASK 866
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54601	31-41 TASK 840
		31-54602	31-41 TASK 841
		31-55291	31-41 TASK 870

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361 001 42	BLEED OFF ENG R (EICAS ADVISORY)	(continued)	
		31-55292	31-41 TASK 871
		36-10320	36-11 TASK 809
		36-10325	36-11 TASK 809
		36-10350	36-11 TASK 801
		36-10370	36-11 TASK 802
		36-10380	36-11 TASK 805
		36-10470	36-21 TASK 804
		36-10510	36-22 TASK 801
		36-14001	36-11 TASK 831
		36-14002	36-11 TASK 832
		36-14003	36-11 TASK 833
		36-14004	36-11 TASK 834
		36-61007	36-11 TASK 819
		36-61116	36-11 TASK 814
		36-61122	36-11 TASK 816
		36-61124	36-11 TASK 815
		36-61128	36-11 TASK 818
361 011 41	BLEED ISLN CLOSED L (EICAS ADVISORY)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10280	36-12 TASK 801
		36-13001	36-13 TASK 810
		36-13002	36-13 TASK 811
		36-19401	36-13 TASK 804
		36-19402	36-13 TASK 805
		36-19601	36-13 TASK 806
		36-19602	36-13 TASK 807
361 011 42	BLEED ISLN CLOSED R (EICAS ADVISORY)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10410	36-12 TASK 801
		36-13001	36-13 TASK 810
		36-13002	36-13 TASK 811
		36-19401	36-13 TASK 804
		36-19402	36-13 TASK 805
		36-19601	36-13 TASK 806
		36-19602	36-13 TASK 807

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		23-81006	23-91 TASK 806
		36-10140	36-12 TASK 801
		36-13001	36-13 TASK 810
		36-13002	36-13 TASK 811
		36-19401	36-13 TASK 804
		36-19402	36-13 TASK 805
		36-19601	36-13 TASK 806
		36-19602	36-13 TASK 807
361 012 41	BLEED ISLN OPEN L (EICAS ADVISORY)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10290	36-12 TASK 803
		36-10310	36-12 TASK 802
		36-13001	36-13 TASK 810
		36-13002	36-13 TASK 811
		36-19401	36-13 TASK 804
		36-19402	36-13 TASK 805
		36-19601	36-13 TASK 806
		36-19602	36-13 TASK 807
361 012 42	BLEED ISLN OPEN R (EICAS ADVISORY)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10430	36-12 TASK 803
		36-10440	36-12 TASK 802
		36-13001	36-13 TASK 810
		36-13002	36-13 TASK 811
		36-19401	36-13 TASK 804
		36-19402	36-13 TASK 805
		36-19601	36-13 TASK 806
		36-19602	36-13 TASK 807
361 012 43	BLEED ISLN OPEN C (EICAS ADVISORY)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10150	36-12 TASK 803
		36-10170	36-12 TASK 802
		36-13001	36-13 TASK 810
		36-13002	36-13 TASK 811
		36-19401	36-13 TASK 804

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
361 012 43	BLEED ISLN OPEN C (EICAS ADVISORY)	(continued)	
		36-19402	36-13 TASK 805
		36-19601	36-13 TASK 806
		36-19602	36-13 TASK 807
361 021 41	BLEED HPSOV L (EICAS STATUS)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10220	36-11 TASK 801
		36-10230	36-11 TASK 803
		36-10240	36-11 TASK 802
		36-13001	36-13 TASK 810
		36-14001	36-11 TASK 831
		36-14003	36-11 TASK 833
		36-19401	36-13 TASK 804
		36-19601	36-13 TASK 806
361 021 42	BLEED HPSOV R (EICAS STATUS)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10350	36-11 TASK 801
		36-10360	36-11 TASK 804
		36-10370	36-11 TASK 802
		36-13002	36-13 TASK 811
		36-14002	36-11 TASK 832
		36-14004	36-11 TASK 834
		36-19402	36-13 TASK 805
		36-19602	36-13 TASK 807
361 022 41	BLEED PRSOV L (EICAS STATUS)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10250	36-11 TASK 805
		36-10260	36-11 TASK 807
		36-10270	36-11 TASK 806
		36-13001	36-13 TASK 810
		36-14001	36-11 TASK 831
		36-14002	36-11 TASK 832
		36-14003	36-11 TASK 833
		36-14004	36-11 TASK 834
		36-19401	36-13 TASK 804
		36-19601	36-13 TASK 806

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361 022 42	BLEED PRSOV R (EICAS STATUS)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10380	36-11 TASK 805
		36-10390	36-11 TASK 808
		36-10400	36-11 TASK 806
		36-13002	36-13 TASK 811
		36-14001	36-11 TASK 831
		36-14002	36-11 TASK 832
		36-14003	36-11 TASK 833
		36-14004	36-11 TASK 834
		36-19402	36-13 TASK 805
		36-19602	36-13 TASK 807
361 023 41	BLEED ISLN VALVE L (EICAS STATUS)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10280	36-12 TASK 801
		36-10290	36-12 TASK 803
		36-10310	36-12 TASK 802
		36-11000	36-11 TASK 827
		36-13001	36-13 TASK 810
		36-13002	36-13 TASK 811
		36-19401	36-13 TASK 804
		36-19402	36-13 TASK 805
		36-19601	36-13 TASK 806
		36-19602	36-13 TASK 807
361 023 42	BLEED ISLN VALVE R (EICAS STATUS)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10410	36-12 TASK 801
		36-10430	36-12 TASK 803
		36-10440	36-12 TASK 802
		36-11001	36-11 TASK 828
		36-13001	36-13 TASK 810
		36-13002	36-13 TASK 811
		36-19401	36-13 TASK 804
		36-19402	36-13 TASK 805
		36-19601	36-13 TASK 806
		36-19602	36-13 TASK 807

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361 023 43	BLEED ISLN VALVE C (EICAS STATUS)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10140	36-12 TASK 801
		36-10150	36-12 TASK 803
		36-10170	36-12 TASK 802
		36-11000	36-11 TASK 827
		36-11001	36-11 TASK 828
		36-13001	36-13 TASK 810
		36-13002	36-13 TASK 811
		36-19401	36-13 TASK 804
		36-19402	36-13 TASK 805
		36-19601	36-13 TASK 806
		36-19602	36-13 TASK 807
361 031 41	MAN PRESS SENSOR L (EICAS STATUS)	36-10210	36-23 TASK 801
		36-10480	36-21 TASK 805
361 031 42	MAN PRESS SENSOR R (EICAS STATUS)	36-10450	36-23 TASK 801
		36-10490	36-21 TASK 801
361 041 41	BLEED TEMP SENSOR L (EICAS STATUS)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10500	36-22 TASK 802
		36-13001	36-13 TASK 810
		36-19401	36-13 TASK 804
		36-19601	36-13 TASK 806
361 041 42	BLEED TEMP SENSOR R (EICAS STATUS)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10510	36-22 TASK 801
		36-13002	36-13 TASK 811
		36-19402	36-13 TASK 805
		36-19602	36-13 TASK 807
361 051 00	BLEED OFF APU (EICAS ADVISORY)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10100	36-12 TASK 805
		36-10130	36-12 TASK 806
		36-13001	36-13 TASK 810
		36-13002	36-13 TASK 811
		36-19401	36-13 TASK 804

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
361 051 00	BLEED OFF APU (EICAS ADVISORY)	(continued)	
		36-19402	36-13 TASK 805
		36-19601	36-13 TASK 806
		36-19602	36-13 TASK 807
		36-61110	36-12 TASK 809
		36-61111	36-12 TASK 809
361 052 00	BLEED VALVE APU (EICAS STATUS)	NONE	36-11 TASK 813
		23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10100	36-12 TASK 805
		36-10120	36-12 TASK 807
		36-10130	36-12 TASK 806
		36-11001	36-11 TASK 828
		36-13001	36-13 TASK 810
		36-13002	36-13 TASK 811
		36-19401	36-13 TASK 804
		36-19402	36-13 TASK 805
		36-19601	36-13 TASK 806
		36-19602	36-13 TASK 807
361 061 41	ASCP PRIMARY CTRL L (EICAS STATUS)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		24-13814	24-33 TASK 817
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-58013	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
		31-69461	31-42 TASK 847
		31-69462	31-42 TASK 847
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857

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361 061 41	ASCP PRIMARY CTRL L (EICAS STATUS)	(continued)	
		31-69661	31-42 TASK 874
		31-69662	31-42 TASK 874
		36-18801	36-13 TASK 803
		36-18841	36-13 TASK 804
		36-18861	36-13 TASK 806
		36-19401	36-13 TASK 804
361 061 42	ASCP PRIMARY CTRL R (EICAS STATUS)	36-19601	36-13 TASK 806
		23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		24-12051	24-32 TASK 819
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-58013	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
		31-69463	31-42 TASK 847
		31-69464	31-42 TASK 847
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-69663	31-42 TASK 874
		31-69664	31-42 TASK 874
		36-18802	36-13 TASK 803
		36-18842	36-13 TASK 805
		36-18862	36-13 TASK 807
		36-19402	36-13 TASK 805
		36-19602	36-13 TASK 807
361 071 41	BLEED PRESS SENSOR L (EICAS STATUS)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10460	36-21 TASK 803
		36-11010	36-11 TASK 829

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361 071 41	BLEED PRESS SENSOR L (EICAS STATUS)	(continued)	
		36-13001	36-13 TASK 810
		36-19401	36-13 TASK 804
		36-19601	36-13 TASK 806
361 071 42	BLEED PRESS SENSOR R (EICAS STATUS)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10470	36-21 TASK 804
		36-11011	36-11 TASK 830
		36-13002	36-13 TASK 811
		36-19402	36-13 TASK 805
		36-19602	36-13 TASK 807
361 081 00	ASCP CONTROLLER (EICAS STATUS)	36-13011	36-13 TASK 801
		36-13012	36-13 TASK 801
361 101 41	BLEED FAMV L (EICAS STATUS)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10180	36-11 TASK 809
		36-10190	36-11 TASK 824
		36-10200	36-11 TASK 810
		36-10521	36-11 TASK 823
		36-10531	36-11 TASK 824
		36-13001	36-13 TASK 810
		36-14001	36-11 TASK 831
		36-14002	36-11 TASK 832
		36-14003	36-11 TASK 833
		36-14004	36-11 TASK 834
		36-19401	36-13 TASK 804
		36-19601	36-13 TASK 806
361 101 42	BLEED FAMV R (EICAS STATUS)	23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		36-10320	36-11 TASK 809
		36-10325	36-11 TASK 809
		36-10330	36-11 TASK 826
		36-10340	36-11 TASK 810
		36-10345	36-11 TASK 810
		36-10522	36-11 TASK 825
		36-10532	36-11 TASK 826

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
361 101 42	BLEED FAMV R (EICAS STATUS)	(continued)	
		36-10535	36-11 TASK 826
		36-13002	36-13 TASK 811
		36-14001	36-11 TASK 831
		36-14002	36-11 TASK 832
		36-14003	36-11 TASK 833
		36-14004	36-11 TASK 834
		36-19402	36-13 TASK 805
361 480 41	Maintenance memo shows on the MAT: AIR SUPPLY (LEFT).	36-19602	36-13 TASK 807
		23-81004	23-91 TASK 804
		23-81006	23-91 TASK 806
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56601	31-41 TASK 842
		31-56602	31-41 TASK 843
		31-57331	31-41 TASK 877
		31-57332	31-41 TASK 878
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58601	31-41 TASK 992
		31-58602	31-41 TASK 993
		31-59331	31-41 TASK 882
		31-59332	31-41 TASK 883
		36-10110	36-12 TASK 808
		36-10150	36-12 TASK 803
		36-10210	36-23 TASK 801
		36-10290	36-12 TASK 803
		36-10420	36-12 TASK 804
		36-10500	36-22 TASK 802
		36-11000	36-11 TASK 827
		36-13001	36-13 TASK 810
		36-19401	36-13 TASK 804
		36-19601	36-13 TASK 806
		36-61007	36-11 TASK 819
		36-61121	36-11 TASK 813

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361 480 41	Maintenance memo shows on the MAT: AIR SUPPLY (LEFT).	(continued) 36-61127	 36-11 TASK 821
361 480 42	Maintenance memo shows on the MAT: AIR SUPPLY (RIGHT).	23-81004 23-81006 31-52013 31-52014 31-52601 31-52602 31-53291 31-53292 31-54013 31-54014 31-54601 31-54602 31-55291 31-55292 36-10120 36-10160 36-10300 36-10430 36-10450 36-10510 36-11001 36-13002 36-19402 36-19602 36-61009 36-61120 36-61126	23-91 TASK 804 23-91 TASK 806 31-43 TASK 866 31-43 TASK 867 31-41 TASK 832 31-41 TASK 833 31-41 TASK 865 31-41 TASK 866 31-43 TASK 868 31-43 TASK 869 31-41 TASK 840 31-41 TASK 841 31-41 TASK 870 31-41 TASK 871 36-12 TASK 807 36-12 TASK 804 36-12 TASK 804 36-12 TASK 803 36-23 TASK 801 36-22 TASK 801 36-11 TASK 828 36-13 TASK 811 36-13 TASK 805 36-13 TASK 807 36-11 TASK 820 36-11 TASK 813 36-11 TASK 822
362 001 00	BLEED LOSS BODY (EICAS ADVISORY)	26-31023 26-31033 26-31043 26-31053 26-31063	26-18 TASK 802 26-18 TASK 802 26-18 TASK 802 26-18 TASK 802 26-18 TASK 802

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362 001 00	BLEED LOSS BODY (EICAS ADVISORY)	(continued)	
		26-31073	26-18 TASK 802
		26-31083	26-18 TASK 802
		26-31093	26-18 TASK 802
		26-31103	26-18 TASK 802
		26-32001	26-18 TASK 813
		26-32002	26-18 TASK 813
		26-32011	26-18 TASK 804
		26-32012	26-18 TASK 804
		26-32013	26-18 TASK 802
		26-32021	26-18 TASK 804
		26-32022	26-18 TASK 804
		26-32031	26-18 TASK 804
		26-32032	26-18 TASK 804
		26-32041	26-18 TASK 804
		26-32042	26-18 TASK 804
		26-32051	26-18 TASK 804
		26-32052	26-18 TASK 804
		26-32061	26-18 TASK 804
		26-32062	26-18 TASK 804
		26-32071	26-18 TASK 804
		26-32072	26-18 TASK 804
		26-32081	26-18 TASK 804
		26-32082	26-18 TASK 804
		26-32091	26-18 TASK 804
		26-32092	26-18 TASK 804
		26-32101	26-18 TASK 804
		26-32102	26-18 TASK 804
		26-32111	26-18 TASK 804
		26-32112	26-18 TASK 804
		26-32121	26-18 TASK 804
		26-32122	26-18 TASK 804
		26-32131	26-18 TASK 804
		26-32132	26-18 TASK 804
		26-32141	26-18 TASK 804
		26-32142	26-18 TASK 804

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
362 001 00	BLEED LOSS BODY (EICAS ADVISORY)	(continued)	
		26-32151	26-18 TASK 804
		26-32152	26-18 TASK 804
		26-32161	26-18 TASK 804
		26-32162	26-18 TASK 804
		26-32171	26-18 TASK 804
		26-32172	26-18 TASK 804
		26-32181	26-18 TASK 804
		26-32182	26-18 TASK 804
		26-32191	26-18 TASK 804
		26-32192	26-18 TASK 804
		26-32201	26-18 TASK 804
		26-32202	26-18 TASK 804
		26-32211	26-18 TASK 804
		26-32212	26-18 TASK 804
		26-32221	26-18 TASK 804
		26-32222	26-18 TASK 804
		26-32231	26-18 TASK 804
		26-32232	26-18 TASK 804
		26-32241	26-18 TASK 804
		26-32242	26-18 TASK 804
		26-32251	26-18 TASK 804
		26-32252	26-18 TASK 804
		26-32261	26-18 TASK 804
		26-32262	26-18 TASK 804
		26-34011	26-18 TASK 802
		26-34021	26-18 TASK 802
		26-34031	26-18 TASK 802
		26-34041	26-18 TASK 802
		26-34051	26-18 TASK 802
		26-34061	26-18 TASK 802
		26-34071	26-18 TASK 802
		26-34081	26-18 TASK 802
		26-34091	26-18 TASK 802
		26-34101	26-18 TASK 802
		26-34103	26-18 TASK 813

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362 001 00	BLEED LOSS BODY (EICAS ADVISORY)	(continued)	
		26-34111	26-18 TASK 802
		26-34121	26-18 TASK 802
		26-34122	26-18 TASK 802
		26-36113	26-18 TASK 802
		26-36123	26-18 TASK 802
		26-37013	26-18 TASK 802
		26-37023	26-18 TASK 802
		26-37033	26-18 TASK 802
		26-37043	26-18 TASK 802
		26-37053	26-18 TASK 802
		26-37063	26-18 TASK 802
		26-37073	26-18 TASK 802
		26-37083	26-18 TASK 802
		26-37093	26-18 TASK 802
		26-37102	26-18 TASK 813
		26-37103	26-18 TASK 802
		26-37104	26-18 TASK 813
		26-37113	26-18 TASK 802
		26-37123	26-18 TASK 802
		26-39012	26-18 TASK 802
		26-39022	26-18 TASK 802
		26-39032	26-18 TASK 802
		26-39042	26-18 TASK 802
		26-39052	26-18 TASK 802
		26-39062	26-18 TASK 802
		26-39072	26-18 TASK 802
		26-39082	26-18 TASK 802
		26-39092	26-18 TASK 802
		26-39101	26-18 TASK 813
		26-39102	26-18 TASK 802
		26-39112	26-18 TASK 802
362 002 41	BLEED LOSS BODY L (EICAS ADVISORY)	26-31023	26-18 TASK 802
		26-31033	26-18 TASK 802
		26-31043	26-18 TASK 802
		26-31053	26-18 TASK 802

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362 002 41	BLEED LOSS BODY L (EICAS ADVISORY)	(continued)	
		26-31063	26-18 TASK 802
		26-31073	26-18 TASK 802
		26-31083	26-18 TASK 802
		26-31093	26-18 TASK 802
		26-31103	26-18 TASK 802
		26-32001	26-18 TASK 813
		26-32002	26-18 TASK 813
		26-32011	26-18 TASK 804
		26-32012	26-18 TASK 804
		26-32013	26-18 TASK 802
		26-32021	26-18 TASK 804
		26-32022	26-18 TASK 804
		26-32031	26-18 TASK 804
		26-32032	26-18 TASK 804
		26-32041	26-18 TASK 804
		26-32042	26-18 TASK 804
		26-32051	26-18 TASK 804
		26-32052	26-18 TASK 804
		26-32061	26-18 TASK 804
		26-32062	26-18 TASK 804
		26-32071	26-18 TASK 804
		26-32072	26-18 TASK 804
		26-32081	26-18 TASK 804
		26-32082	26-18 TASK 804
		26-32091	26-18 TASK 804
		26-32092	26-18 TASK 804
		26-32101	26-18 TASK 804
		26-32102	26-18 TASK 804
		26-32111	26-18 TASK 804
		26-32112	26-18 TASK 804
		26-32121	26-18 TASK 804
		26-32122	26-18 TASK 804
		26-32131	26-18 TASK 804
		26-32132	26-18 TASK 804
		26-32141	26-18 TASK 804

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362 002 41	BLEED LOSS BODY L (EICAS ADVISORY)	(continued)	
		26-32142	26-18 TASK 804
		26-32151	26-18 TASK 804
		26-32152	26-18 TASK 804
		26-32161	26-18 TASK 804
		26-32162	26-18 TASK 804
		26-32171	26-18 TASK 804
		26-32172	26-18 TASK 804
		26-32181	26-18 TASK 804
		26-32182	26-18 TASK 804
		26-32191	26-18 TASK 804
		26-32192	26-18 TASK 804
		26-32201	26-18 TASK 804
		26-32202	26-18 TASK 804
		26-32211	26-18 TASK 804
		26-32212	26-18 TASK 804
		26-32221	26-18 TASK 804
		26-32222	26-18 TASK 804
		26-32231	26-18 TASK 804
		26-32232	26-18 TASK 804
		26-32241	26-18 TASK 804
		26-32242	26-18 TASK 804
		26-32251	26-18 TASK 804
		26-32252	26-18 TASK 804
		26-32261	26-18 TASK 804
		26-32262	26-18 TASK 804
		26-34011	26-18 TASK 802
		26-34021	26-18 TASK 802
		26-34031	26-18 TASK 802
		26-34041	26-18 TASK 802
		26-34051	26-18 TASK 802
		26-34061	26-18 TASK 802
		26-34071	26-18 TASK 802
		26-34081	26-18 TASK 802
		26-34091	26-18 TASK 802
		26-34101	26-18 TASK 802

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362 002 41	BLEED LOSS BODY L (EICAS ADVISORY)	(continued)	
		26-34103	26-18 TASK 813
		26-34111	26-18 TASK 802
		26-34121	26-18 TASK 802
		26-36113	26-18 TASK 802
		26-36123	26-18 TASK 802
362 002 42	BLEED LOSS BODY R (EICAS ADVISORY)	26-39101	26-18 TASK 813
		26-32001	26-18 TASK 813
		26-32002	26-18 TASK 813
		26-32011	26-18 TASK 804
		26-32012	26-18 TASK 804
		26-32021	26-18 TASK 804
		26-32022	26-18 TASK 804
		26-32031	26-18 TASK 804
		26-32032	26-18 TASK 804
		26-32041	26-18 TASK 804
		26-32042	26-18 TASK 804
		26-32051	26-18 TASK 804
		26-32052	26-18 TASK 804
		26-32061	26-18 TASK 804
		26-32062	26-18 TASK 804
		26-32071	26-18 TASK 804
		26-32072	26-18 TASK 804
		26-32081	26-18 TASK 804
		26-32082	26-18 TASK 804
		26-32091	26-18 TASK 804
		26-32092	26-18 TASK 804
		26-32101	26-18 TASK 804
		26-32102	26-18 TASK 804
		26-32111	26-18 TASK 804
		26-32112	26-18 TASK 804
		26-32121	26-18 TASK 804
		26-32122	26-18 TASK 804
		26-32131	26-18 TASK 804
		26-32132	26-18 TASK 804
		26-32141	26-18 TASK 804

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
362 002 42	BLEED LOSS BODY R (EICAS ADVISORY)	(continued)	
		26-32142	26-18 TASK 804
		26-32151	26-18 TASK 804
		26-32152	26-18 TASK 804
		26-32161	26-18 TASK 804
		26-32162	26-18 TASK 804
		26-32171	26-18 TASK 804
		26-32172	26-18 TASK 804
		26-32181	26-18 TASK 804
		26-32182	26-18 TASK 804
		26-32191	26-18 TASK 804
		26-32192	26-18 TASK 804
		26-32201	26-18 TASK 804
		26-32202	26-18 TASK 804
		26-32211	26-18 TASK 804
		26-32212	26-18 TASK 804
		26-32221	26-18 TASK 804
		26-32222	26-18 TASK 804
		26-32231	26-18 TASK 804
		26-32232	26-18 TASK 804
		26-32241	26-18 TASK 804
		26-32242	26-18 TASK 804
		26-32251	26-18 TASK 804
		26-32252	26-18 TASK 804
		26-32261	26-18 TASK 804
		26-32262	26-18 TASK 804
		26-34122	26-18 TASK 802
		26-37013	26-18 TASK 802
		26-37023	26-18 TASK 802
		26-37033	26-18 TASK 802
		26-37043	26-18 TASK 802
		26-37053	26-18 TASK 802
		26-37063	26-18 TASK 802
		26-37073	26-18 TASK 802
		26-37083	26-18 TASK 802
		26-37093	26-18 TASK 802

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362 002 42	BLEED LOSS BODY R (EICAS ADVISORY)	(continued)	
		26-37102	26-18 TASK 813
		26-37103	26-18 TASK 802
		26-37104	26-18 TASK 813
		26-37113	26-18 TASK 802
		26-37123	26-18 TASK 802
		26-39012	26-18 TASK 802
		26-39022	26-18 TASK 802
		26-39032	26-18 TASK 802
		26-39042	26-18 TASK 802
		26-39052	26-18 TASK 802
		26-39062	26-18 TASK 802
		26-39072	26-18 TASK 802
		26-39082	26-18 TASK 802
		26-39092	26-18 TASK 802
		26-39102	26-18 TASK 802
		26-39112	26-18 TASK 802
362 003 41	BLEED LOSS WING L (EICAS ADVISORY)	26-31023	26-18 TASK 802
		26-31033	26-18 TASK 802
		26-31043	26-18 TASK 802
		26-31053	26-18 TASK 802
		26-31063	26-18 TASK 802
		26-31073	26-18 TASK 802
		26-31083	26-18 TASK 802
		26-31093	26-18 TASK 802
		26-31103	26-18 TASK 802
		26-32013	26-18 TASK 802
		26-34011	26-18 TASK 802
		26-34021	26-18 TASK 802
		26-34031	26-18 TASK 802
		26-34041	26-18 TASK 802
		26-34051	26-18 TASK 802
		26-34061	26-18 TASK 802
		26-34071	26-18 TASK 802
		26-34081	26-18 TASK 802
		26-34091	26-18 TASK 802

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
362 003 41	BLEED LOSS WING L (EICAS ADVISORY)	(continued)	
		26-34101	26-18 TASK 802
		26-34103	26-18 TASK 813
		26-34111	26-18 TASK 802
		26-34121	26-18 TASK 802
		26-35101	26-18 TASK 813
		26-36003	26-18 TASK 813
		26-36011	26-18 TASK 806
		26-36013	26-18 TASK 806
		26-36021	26-18 TASK 806
		26-36023	26-18 TASK 806
		26-36031	26-18 TASK 806
		26-36033	26-18 TASK 806
		26-36041	26-18 TASK 806
		26-36043	26-18 TASK 806
		26-36051	26-18 TASK 806
		26-36053	26-18 TASK 806
		26-36061	26-18 TASK 806
		26-36063	26-18 TASK 806
		26-36113	26-18 TASK 802
		26-36123	26-18 TASK 802
		26-39101	26-18 TASK 813
		36-10180	36-11 TASK 809
		36-10250	36-11 TASK 805
		36-14001	36-11 TASK 831
		36-14002	36-11 TASK 832
		36-14003	36-11 TASK 833
		36-14004	36-11 TASK 834
362 003 42	BLEED LOSS WING R (EICAS ADVISORY)	26-31302	26-18 TASK 813
		26-31312	26-18 TASK 806
		26-31322	26-18 TASK 806
		26-31332	26-18 TASK 806
		26-31342	26-18 TASK 806
		26-31352	26-18 TASK 806
		26-31362	26-18 TASK 806
		26-33013	26-18 TASK 806

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
362 003 42	BLEED LOSS WING R (EICAS ADVISORY)	(continued)	
		26-33023	26-18 TASK 806
		26-33033	26-18 TASK 806
		26-33043	26-18 TASK 806
		26-33053	26-18 TASK 806
		26-33063	26-18 TASK 806
		26-34122	26-18 TASK 802
		26-37013	26-18 TASK 802
		26-37023	26-18 TASK 802
		26-37033	26-18 TASK 802
		26-37043	26-18 TASK 802
		26-37053	26-18 TASK 802
		26-37063	26-18 TASK 802
		26-37073	26-18 TASK 802
		26-37083	26-18 TASK 802
		26-37093	26-18 TASK 802
		26-37102	26-18 TASK 813
		26-37103	26-18 TASK 802
		26-37104	26-18 TASK 813
		26-37113	26-18 TASK 802
		26-37114	26-18 TASK 813
		26-37123	26-18 TASK 802
		26-39012	26-18 TASK 802
		26-39022	26-18 TASK 802
		26-39032	26-18 TASK 802
		26-39042	26-18 TASK 802
		26-39052	26-18 TASK 802
		26-39062	26-18 TASK 802
		26-39072	26-18 TASK 802
		26-39082	26-18 TASK 802
		26-39092	26-18 TASK 802
		26-39102	26-18 TASK 802
		26-39112	26-18 TASK 802
		36-10320	36-11 TASK 809
		36-10325	36-11 TASK 809
		36-10380	36-11 TASK 805

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
362 003 42	BLEED LOSS WING R (EICAS ADVISORY)	(continued)	
		36-14001	36-11 TASK 831
		36-14002	36-11 TASK 832
		36-14003	36-11 TASK 833
362 011 42	BLEED LOSS WING R (EICAS ADVISORY)	36-14004	36-11 TASK 834
362 011 41	MANIFOLD SENSOR L (EICAS STATUS)	36-10210	36-23 TASK 801
		36-10480	36-21 TASK 805
362 011 42	MANIFOLD SENSOR R (EICAS STATUS)	36-10450	36-23 TASK 801
		36-10490	36-21 TASK 801

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
36-10100*	APU Shutoff Valve failed closed.	36-12 TASK 805
36-10110*	APU Shutoff Valve solenoid circuit is open or shorted.	36-12 TASK 808
36-10120*	APU Shutoff Valve solenoid or RVDT circuit is open or shorted.	36-12 TASK 807
36-10130	APU Shutoff Valve failed open.	36-12 TASK 806
36-10140*	Isolation Valve (center) failed closed.	36-12 TASK 801
36-10150*	Isolation Valve (center) solenoid or RVDT circuit is open or shorted.	36-12 TASK 803
36-10160*	Isolation Valve (center) solenoid circuit is open or shorted.	36-12 TASK 804
36-10170	Isolation Valve (center) failed open.	36-12 TASK 802
36-10180	Fan Air Modulating Valve (left) failed closed.	36-11 TASK 809
36-10190	Fan Air Modulating Valve (left) TM or FAMV RVDT circuit is open or shorted.	36-11 TASK 824
36-10200	Fan Air Modulating Valve (left) failed open.	36-11 TASK 810
36-10210	Manifold Flow Sensor (left) signal is out of range.	36-23 TASK 801
36-10220	High Pressure Shutoff Valve (left) failed closed.	36-11 TASK 801
36-10230	High Pressure Shutoff Valve (left) TM circuit is open or shorted.	36-11 TASK 803
36-10240*	High Pressure Shutoff Valve (left) failed open.	36-11 TASK 802
36-10250	Press Regulating and SOV (left) failed closed.	36-11 TASK 805
36-10260	Press Reg and SOV Controller (left) circuit is open or shorted.	36-11 TASK 807
36-10270*	Press Regulating and SOV (left) failed open.	36-11 TASK 806
36-10280*	Isolation Valve (left) failed closed.	36-12 TASK 801
36-10290*	Isolation Valve (left) solenoid or RVDT circuit is open or shorted.	36-12 TASK 803
36-10300*	Isolation Valve (left) solenoid circuit is open or shorted.	36-12 TASK 804
36-10310	Isolation Valve (left) failed open.	36-12 TASK 802
36-10320	Fan Air Modulating Valve (right) failed closed.	36-11 TASK 809
36-10325	Fan Air Modulating Valve (right) failed closed.	36-11 TASK 809
36-10330	Fan Air Modulating Valve (right) TM or FAMV RVDT circuit is open or shorted.	36-11 TASK 826
36-10340	Fan Air Modulating Valve (right) failed open.	36-11 TASK 810
36-10345	Fan Air Modulating Valve (right) failed open.	36-11 TASK 810
36-10350	High Pressure Shutoff Valve (right) failed closed.	36-11 TASK 801
36-10360	High Pressure Shutoff Valve (right) TM circuit is open or shorted.	36-11 TASK 804
36-10370*	High Pressure Shutoff Valve (right) failed open.	36-11 TASK 802
36-10380	Press Regulating and SOV (right) failed closed.	36-11 TASK 805

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

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
36-10390	Press Reg and SOV Controller (right) circuit is open or shorted.	36-11 TASK 808
36-10400*	Press Regulating and SOV (right) failed open.	36-11 TASK 806
36-10410*	Isolation Valve (right) failed closed.	36-12 TASK 801
36-10420*	Isolation Valve (right) solenoid circuit is open or shorted.	36-12 TASK 804
36-10430*	Isolation Valve (right) solenoid or RVDT circuit is open or shorted.	36-12 TASK 803
36-10440	Isolation Valve (right) failed open.	36-12 TASK 802
36-10450	Manifold Flow Sensor (right) signal is out of range.	36-23 TASK 801
36-10460	Intermediate Pressure Sensor (left) failed.	36-21 TASK 803
36-10470	Intermediate Pressure Sensor (right) failed.	36-21 TASK 804
36-10480*	Manifold Pressure Sensor (left) signal failed.	36-21 TASK 805
36-10490*	Manifold Pressure Sensor (right) signal failed.	36-21 TASK 801
36-10500	Manifold Dual Temp Sensor (left) failed.	36-22 TASK 802
36-10510	Manifold Dual Temp Sensor (right) failed.	36-22 TASK 801
36-10521	Fan Air Modulating Valve (left) Torque Motor circuit is open or shorted.	36-11 TASK 823
36-10522	Fan Air Modulating Valve (right) Torque Motor circuit is open or shorted.	36-11 TASK 825
36-10531	Fan Air Modulating Valve (left) RVDT circuit is open or shorted.	36-11 TASK 824
36-10532	Fan Air Modulating Valve (right) RVDT circuit is open or shorted.	36-11 TASK 826
36-10535	Fan Air Modulating Valve (right) RVDT circuit is open or shorted.	36-11 TASK 826
36-11000	Air Supply & Cabin Pressure Controller (L) Isolation Valve Solenoid Power Supply has a fault.	36-11 TASK 827
36-11001	Air Supply & Cabin Pressure Controller (R) Isolation Valve Solenoid Power Supply has a fault.	36-11 TASK 828
36-11010	Air Supply & Cabin Pressure Controller (L) Back-up Power Supply has a fault.	36-11 TASK 829
36-11011	Air Supply & Cabin Pressure Controller (R) Back-up Power Supply has a fault.	36-11 TASK 830
36-13001*	Air Supply & Cabin Pressure Controller (L) has a fault.	36-13 TASK 810
36-13002*	Air Supply & Cabin Pressure Controller (R) has a fault.	36-13 TASK 811
36-13011	Air Supply & Cabin Pressure Controller (L) has detected a software incompatibility.	36-13 TASK 801
36-13012	Air Supply & Cabin Pressure Controller (R) has detected a software incompatibility.	36-13 TASK 801
36-14001*	HPFAC/PRSOVC Heater Circuit (L) is open or shorted.	36-11 TASK 831

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

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
36-14002*	HPFAC/PRSOVC Heater Circuit (R) is open or shorted.	36-11 TASK 832
36-14003*	HPFAC/PRSOVC Heater Circuit monitor (L) is failed.	36-11 TASK 833
36-14004*	HPFAC/PRSOVC Heater Circuit monitor (R) is failed.	36-11 TASK 834
36-18801	Air Supply & Cabin Pressure Controller (L) has no output on any bus.	36-13 TASK 803
36-18802	Air Supply & Cabin Pressure Controller (R) has no output on any bus.	36-13 TASK 803
36-18841	Air Supply & Cabin Pressure Controller (L) has no output on System ARINC 629 Bus (left).	36-13 TASK 804
36-18842	Air Supply & Cabin Pressure Controller (R) has no output on System ARINC 629 Bus (left).	36-13 TASK 805
36-18861	Air Supply & Cabin Pressure Controller (L) has no output on System ARINC 629 Bus (right).	36-13 TASK 806
36-18862	Air Supply & Cabin Pressure Controller (R) has no output on System ARINC 629 Bus (right).	36-13 TASK 807
36-19401*	Air Supply & Cabin Pressure Controller (L) has no input from any LRU on System ARINC 629 Bus (left).	36-13 TASK 804
36-19402*	Air Supply & Cabin Pressure Controller (R) has no input from any LRU on System ARINC 629 Bus (left).	36-13 TASK 805
36-19403	Air Supply & Cabin Pressure Controller (L) has no input from Left AIMS on System ARINC 629 Bus (left).	36-14 TASK 802
36-19404	Air Supply & Cabin Pressure Controller (R) has no input from Left AIMS on System ARINC 629 Bus (left).	36-14 TASK 803
36-19405	Air Supply & Cabin Pressure Controller (L) has no input from Right AIMS on System ARINC 629 Bus (left).	36-14 TASK 804
36-19406	Air Supply & Cabin Pressure Controller (R) has no input from Right AIMS on System ARINC 629 Bus (left).	36-14 TASK 805
36-19413	Air Supply & Cabin Pressure Controller (L) has no input from Air Supply & Cabin Pressure Controller (R) on System ARINC 629 Bus (left).	36-13 TASK 808
36-19414	Air Supply & Cabin Pressure Controller (R) has no input from Air Supply & Cabin Pressure Controller (L) on System ARINC 629 Bus (left).	36-13 TASK 808
36-19419	Air Supply & Cabin Pressure Controller (L) has no input from Overhead Panel Bus Controller (L) on System ARINC 629 Bus (left).	36-16 TASK 801
36-19420	Air Supply & Cabin Pressure Controller (R) has no input from Overhead Panel Bus Controller (L) on System ARINC 629 Bus (left).	36-16 TASK 802

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

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
36-19421	Air Supply & Cabin Pressure Controller (L) has no input from Overhead Panel Bus Controller (R) on System ARINC 629 Bus (left).	36-16 TASK 803
36-19422	Air Supply & Cabin Pressure Controller (R) has no input from Overhead Panel Bus Controller (R) on System ARINC 629 Bus (left).	36-16 TASK 804
36-19423	Air Supply & Cabin Pressure Controller (L) has no input from ELMS P310 Electronics Unit on System ARINC 629 Bus (left).	36-12 TASK 811
36-19424	Air Supply & Cabin Pressure Controller (R) has no input from ELMS P310 Electronics Unit on System ARINC 629 Bus (left).	36-12 TASK 812
36-19601*	Air Supply & Cabin Pressure Controller (L) has no input from any LRU on System ARINC 629 Bus (right).	36-13 TASK 806
36-19602*	Air Supply & Cabin Pressure Controller (R) has no input from any LRU on System ARINC 629 Bus (right).	36-13 TASK 807
36-19603	Air Supply & Cabin Pressure Controller (L) has no input from Left AIMS on System ARINC 629 Bus (right).	36-14 TASK 806
36-19604	Air Supply & Cabin Pressure Controller (R) has no input from Left AIMS on System ARINC 629 Bus (right).	36-14 TASK 801
36-19605	Air Supply & Cabin Pressure Controller (L) has no input from Right AIMS on System ARINC 629 Bus (right).	36-14 TASK 807
36-19606	Air Supply & Cabin Pressure Controller (R) has no input from Right AIMS on System ARINC 629 Bus (right).	36-14 TASK 808
36-19613	Air Supply & Cabin Pressure Controller (L) has no input from Air Supply & Cabin Pressure Controller (R) on System ARINC 629 Bus (right).	36-13 TASK 809
36-19614	Air Supply & Cabin Pressure Controller (R) has no input from Air Supply & Cabin Pressure Controller (L) on System ARINC 629 Bus (right).	36-13 TASK 809
36-19617	Air Supply & Cabin Pressure Controller (L) has no input from ELMS P310 Electronics Unit on System ARINC 629 Bus (right).	36-12 TASK 813
36-19618	Air Supply & Cabin Pressure Controller (R) has no input from ELMS P310 Electronics Unit on System ARINC 629 Bus (right).	36-12 TASK 814
36-19619	Air Supply & Cabin Pressure Controller (L) has no input from Overhead Panel Bus Controller (L) on System ARINC 629 Bus (right).	36-16 TASK 805
36-19620	Air Supply & Cabin Pressure Controller (R) has no input from Overhead Panel Bus Controller (L) on System ARINC 629 Bus (right).	36-16 TASK 806
36-19621	Air Supply & Cabin Pressure Controller (L) has no input from Overhead Panel Bus Controller (R) on System ARINC 629 Bus (right).	36-16 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.

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
36-19622	Air Supply & Cabin Pressure Controller (R) has no input from Overhead Panel Bus Controller (R) on System ARINC 629 Bus (right).	36-16 TASK 808
36-61007	Air Supply & Cabin Pressure Controllers R ENG RUNNING signal is open or shorted.	36-11 TASK 819
36-61009	Air Supply & Cabin Pressure Controllers L ENG RUNNING signal is open or shorted.	36-11 TASK 820
36-61110	Fire Handle (APU) is pulled.	36-12 TASK 809
36-61111	Fire Handle (APU) is pulled.	36-12 TASK 809
36-61115	Fire Handle (L Engine) is pulled.	36-11 TASK 814
36-61116	Fire Handle (R Engine) is pulled.	36-11 TASK 814
36-61120	Air Supply & Cabin Pressure Controller (R) STRUT/WING OVERHEAT discrete does not agree with STRUT/WING OVERHEAT ARINC 629 data from ARINC Signal Gateway (left and right), LSCF and ARINC Signal Gateway (left and right), RSCF.	36-11 TASK 813
36-61121	Air Supply & Cabin Pressure Controller (L) STRUT/WING OVERHEAT discrete does not agree with STRUT/WING OVERHEAT ARINC 629 data from ARINC Signal Gateway (left and right), LSCF and ARINC Signal Gateway (left and right), RSCF.	36-11 TASK 813
36-61122	Air Supply & Cabin Pressure Controller (R) BLEED ON discrete does not agree with ARINC 629 BLEED ON switch indication from Overhead Panel Bus Controller (L) and Overhead Panel Bus Controller (R).	36-11 TASK 816
36-61123	Air Supply & Cabin Pressure Controller (L) BLEED ON discrete does not agree with ARINC 629 BLEED ON switch indication from Overhead Panel Bus Controller (L) and Overhead Panel Bus Controller (R).	36-11 TASK 816
36-61124	Air Supply & Cabin Pressure Controller (R) R ENG START discrete does not agree with ARINC 629 R ENG START indication from Overhead Panel Bus Controller (L) and Overhead Panel Bus Controller (R).	36-11 TASK 815
36-61125	Air Supply & Cabin Pressure Controller (L) L ENG START discrete does not agree with ARINC 629 L ENG START indication from Overhead Panel Bus Controller (L) and Overhead Panel Bus Controller (R).	36-11 TASK 815
36-61126	Air Supply & Cabin Pressure Controller (R) OTHER ENGINE RUNNING discrete does not agree with engine running ARINC 629 data from Left AIMS and Right AIMS.	36-11 TASK 822
36-61127	Air Supply & Cabin Pressure Controller (L) OTHER ENGINE RUNNING discrete does not agree with engine running ARINC 629 data from Left AIMS and Right AIMS.	36-11 TASK 821

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

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
36-61128	Air Supply & Cabin Pressure Controller (R) THIS ENGINE RUNNING discrete does not agree with engine running ARINC 629 data from Left AIMS and Right AIMS.	36-11 TASK 818
36-61129	Air Supply & Cabin Pressure Controller (L) THIS ENGINE RUNNING discrete does not agree with engine running ARINC 629 data from Left AIMS and Right AIMS.	36-11 TASK 817

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

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801. Bleed Air/Pressurization Module Switch Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 23-43040, 23-43200, 23-43430, 23-43470, 23-43780, 23-43830.

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 monitor the maintenance message on the MAT while you do these steps:
 - (a) On the P5 panel, push the affected switch (specified in the maintenance message) to the ON or AUTO position.
 - (b) Push the switch to the OFF or CLOSED position.
 - (c) If the MAT shows ACTIVE for the maintenance message while the switch is in the ON/AUTO or OFF/CLOSED position, then do the Fault Isolation Procedure below.
 - (d) If the MAT shows NOT ACTIVE for the maintenance message while the switch is in the ON/AUTO or OFF/CLOSED positions, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Replace the affected BLEED AIR switch:
 - (a) BLEED AIR L ENG, M36113S4 (WDM 36-11-15).
 - (b) BLEED AIR R ENG, M36113S6 (WDM 36-11-16).
 - (c) BLEED AIR L ISLN, M36113S1 (WDM 36-12-11).
 - (d) BLEED AIR R ISLN, M36113S3 (WDM 36-12-12).
 - (e) BLEED AIR C ISLN, M36113S2 (WDM 36-12-13).
 - (f) BLEED AIR APU, M36113S5 (WDM 36-12-14).
 - (g) Monitor the maintenance message on the MAT while you do these steps:
 - 1) Push the affected switch to the ON or AUTO position.
 - 2) Push the affected switch to the OFF or CLOSED position.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show) while the switch is in the ON/AUTO and OFF/CLOSED positions, you corrected the fault.
 - 4) If the MAT shows ACTIVE for the maintenance message while the switch is in the ON/AUTO or OFF/CLOSED position, then continue.
- (2) Do this check of the wiring between the affected switch and the applicable overhead panel cardfile (OPCF):
 - (a) Remove the bleed air/pressurization module, M36113, from the P5 panel, but do not disconnect its electrical connectors.
 - (b) In the steps below, find the affected switch and make a note of the OPCF connector given with it.
 - (c) Disconnect the electrical connector from the back of the affected switch.
 - (d) Disconnect connector DM23117M or DM23217M from the applicable OPCF.
 - (e) Do a wiring check between these pins of the connector at the affected switch to the connector at the applicable OPCF:

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- (f) BLEED AIR L ENG switch to left OPFC (WDM 36-11-15).

DM36113BS4	DM23117M
pin 6	pin A11
pin 4	pin A9
pin 5	pin A10

- (g) BLEED AIR R ENG switch to right OPFC (WDM 36-11-16).

DM36113BS6	DM23217M
pin 6	pin A11
pin 4	pin A9
pin 5	pin A10

- (h) BLEED AIR L ISLN switch to left OPFC (WDM 36-12-11).

DM36113BS1	DM23117M
pin 6	pin A3
pin 4	pin A1
pin 5	pin A2

- (i) BLEED AIR R ISLN switch to right OPFC (WDM 36-12-12).

DM36113AS3	DM23217M
pin 6	pin A3
pin 4	pin A1
pin 5	pin A2

- (j) BLEED AIR C ISLN switch to left OPFC (WDM 36-12-13).

DM36113AS2	DM23117M
pin 6	pin A7
pin 4	pin A5
pin 5	pin A6

- (k) BLEED AIR APU switch to right OPFC (WDM 36-12-14).

DM36113AS5	DM23217M
pin 6	pin A7
pin 4	pin A5
pin 5	pin A6

- (l) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring.
 - 2) Re-connect the connector to the OPFC.
 - 3) Re-connect the connector to the switch.
 - 4) Re-install the bleed air/pressurization module.
 - 5) Monitor the maintenance message on the MAT while you do these steps:
 - a) Push the affected switch to the ON or AUTO position.
 - b) Push the affected switch to the OFF or CLOSED position.

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- 6) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show) while the switch is in the ON/AUTO or OFF/CLOSED positions, you corrected the fault.
- (m) If you do not find a problem with the wiring, then continue.
- (n) Re-connect the connector to the switch.
- (o) Re-install the bleed air/pressurization module.
- (3) Replace the applicable left or right overhead panel cardfile chassis, M23117 or M23217.

These are the tasks:

Overhead Panel Card File (OPCF) Removal, AMM TASK 23-93-02-000-802,

Overhead Panel Card File (OPCF) Installation, AMM TASK 23-93-02-400-802.

- (a) Monitor the maintenance message on the MAT while you do these steps:
 - 1) Push the affected switch to the ON or AUTO position.
 - 2) Push the affected switch to the OFF or CLOSED position.
- (b) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show) while the switch is in the ON/AUTO or OFF/CLOSED positions, you corrected the fault.

———— **END OF TASK** ————

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801. Left (Right) HPSOV Failed Closed - Fault Isolation

NOTE: Do not cycle the L (R) ENG BLEED Switch before you do the Initial Evaluation or Fault Isolation Procedure below. Cycling the L (R) ENG BLEED Switch will erase the maintenance message even if a problem is still present.

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-10220, 36-10350.

B. Description

- (1) These maintenance messages can be caused by a:
 - (a) stuck closed or locked High-Pressure Shutoff Valve (HPSOV)
 - (b) stuck closed High Pressure Fan Air Controller (HPFAC) Torque Motor or a
 - (c) clogged HPFAC Air Filter.

C. Possible Causes

- (1) HPSOV
- (2) HPFAC, M36117
- (3) HPFAC Air Filter
- (4) Wiring

D. Circuit Breakers

- (1) These are the primary circuit breakers related to the fault:

Left Power Management Panel, P110

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
M	16	C36617	AIR SPLY L HTR

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
N	11	C36618	AIR SPLY R HTR

E. Related Data

- (1) WDM 36-11-13
- (2) WDM 36-11-14

F. Initial Evaluation

- (1) If the Maintenance Access Terminal (MAT) shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (2) If the MAT shows LATCHED for the maintenance message, then do the Engine Air Supply Operational Test, AMM TASK 36-10-00-700-801 to examine the HPSOV and HPFAC for correct operation.
 - (a) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.
 - (b) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then there was an intermittent problem.

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G. Fault Isolation Procedure

- (1) Look at the manual override nut on the HPSOV and make sure that the valve is not in the LOCKED closed position.

NOTE: If the valve is locked, you can see the word LOCKED at the manual override nut.

- (a) Make sure that the valve is unlocked.
 - 1) If the valve is locked, then do the Unlock Procedure indicated on the valve.
 - a) Make sure the valve moves freely.
 - b) Do the Repair Confirmation at the end of this task.
 - 2) If the valve is not locked, then make sure that the slide on the valve lock-out is not binding.
 - a) If the slide on the valve lock-out is binding or the valve does not move freely when unlocked, replace the HPSOV. These are the tasks:
 - HPSOV Removal, AMM TASK 36-11-07-000-808-004
 - HPSOV Installation, AMM TASK 36-11-07-400-808-004
 - b) Do the Repair Confirmation at the end of this task.
 - 3) If the valve is not locked and the slide on the valve lock-out is not binding, then continue.

- (2) Do this Operational Check of the HPSOV/HPFAC and Leak Check of the Sense Lines:

- (a) Monitor the Sense Lines while you do the test below.
- (b) Monitor the Valve Position Indicator while you do the test below.
- (c) Do the Engine Air Supply Valves Operational Test, AMM TASK 36-10-00-700-802 for the HPSOV.

NOTE: Make sure to use 15 psi to reduce the fault margin.

- 1) If you find a problem with the tubing, then repair it as necessary.
- 2) If there was air leakage from the Sense Lines, then tighten, replace or repair the Sense Lines.

NOTE: The sense line may have a drain hole, which can exhibit an audible leak.
Do a check for leakage from other areas of the sense line.

- a) Do the Repair Confirmation at the end of this task.
- 3) If the HPSOV does not move, do these steps:

NOTE: This can be caused by a problem with the HPFAC or a stuck HPSOV.

- a) Decrease the pressure to 0 psig.
- b) Remove the HPSOV Control Pressure Sense Line from the HPSOV and install the Nitrogen Test Line to the HPSOV.
- c) Increase the pressure to 15 psig.

<1> If the HPSOV opens, decrease the pressure to 0 psig and replace the HPFAC. These are the tasks:

- HPFAC Removal, AMM TASK 36-11-08-000-802-002
- HPFAC Installation, AMM TASK 36-11-08-400-802-002

<a> Do the Repair Confirmation at the end of this task.

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<2> If the HPSOV does not open or if the operation was not smooth, decrease the pressure to 0 psig and replace the HPSOV. These are the tasks:

- HPSOV Removal, AMM TASK 36-11-07-000-808-004
- HPSOV Installation, AMM TASK 36-11-07-400-808-004

<a> Do the Repair Confirmation at the end of this task.

(3) Do this check of the HPFAC Air Filter:

(a) Remove and examine the Air Filter in the supply port for the HPFAC. This is the task: Air Filter Removal, AMM TASK 36-11-08-000-806-002.

1) If the Air Filter is clogged or appears dirty, then clean or replace it as necessary. These are the tasks:

- Air Filter Cleaning, AMM TASK 36-11-08-100-802-002
- Air Filter Installation, AMM TASK 36-11-08-400-806-002

a) Do the Repair Confirmation at the end of this task.

H. Repair Confirmation

(1) Push the L (R) ENG BLEED Switch (P5 Panel) to the ON position.

(2) Do one of these steps to pressurize the HPSOV:

(a) Do this task: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.

(b) Do this task: Engine Air Supply Valves Operational Test, AMM TASK 36-10-00-700-802.

(3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the problem.

(4) If the MAT shows ACTIVE or LATCHED for the maintenance message, then continue the Fault Isolation Procedure at the subsequent step.

END OF TASK

802. HPSOV (Left or Right) Failed Open - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 36-10240, 36-10370.

B. Initial Evaluation

NOTE: Do not cycle the L(R) ENG Bleed switch before you do the fault isolation procedure below. Cycling the L(R) ENG Bleed switch will clear the maintenance message even though there still may be a fault.

(1) Shop fault data can be used to help troubleshoot an HPSOV (Left or Right) that has failed open. To find shop fault data, refer to How to Find Shop Faults Data, AMM TASK 45-10-00-740-807.

Shop Fault Data for Troubleshooting an HPSOV Failed Open.

MAINT. MESSAGE	MAINT. MESSAGE TEXT	SHOP FAULT NUMBER	SHOP DATA	SHOP FAULT NAME	COMMENTS
36-10240, 36-10370	High Pressure Shutoff Valve failed open.	45	GF	HPSOV Failed Open 1	HPSOV commanded closed and low pressure drop across HPSOV

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Shop Fault Data for Troubleshooting an HPSOV Failed Open. (Continued)

MAINT. MESSAGE	MAINT. MESSAGE TEXT	SHOP FAULT NUMBER	SHOP DATA	SHOP FAULT NAME	COMMENTS
36-10240, 36-10370	High Pressure Shutoff Valve failed open.	45	GG	HPSOV Failed Open 2	Bleed overpressure (uses intermediate pressure sensor)
36-10240, 36-10370	High Pressure Shutoff Valve failed open.	50		HPSOV Preflight BIT Fail	HPSOV failed open within two minutes after both engines begin running. This period is known as "Preflight BIT." Uses intermediate pressure sensor and ASCPC differential pressure sensor. Applicable to 777-200LR and 777-300ER. Also applicable to other 777 minor models with PW engines.

- (a) From the Shop Fault page, select ATA 36.
- (b) Select Air Supply Controller (left or right).
- (c) If Fault Number: 50 displays, perform the test in (ASCPC Differential Pressure Sensors - Functional Test, AMM TASK 21-51-03-720-801).
 - 1) If the test fails, replace the flow sensor that has the failed ASCPC differential pressure sensor. These are the tasks:
 - a) Flow Sensor Removal, AMM TASK 21-51-03-000-801
 - b) Flow Sensor Installation, AMM TASK 21-51-03-400-801
 - c) Clear the fault by moving the bleed switch from ON to OFF and back to ON.

NOTE: This will clear the maintenance message.
- (d) If Fault Number: 45 and Shop Data: GF display, perform the Step C. Fault Isolation Procedure below.
 - 1) If no failures are detected while performing Step C. Fault Isolation Procedure, check the IP Sensor, Manifold Flow Sensor, and Air Supply Cabin Pressure Controller (ASCPC).
 - 2) Clear the fault by moving the bleed switch from ON to OFF and back to ON.

NOTE: This will clear the maintenance message.
- (e) If Fault Number: 45 and Shop Data: GG display, perform the Step C. Fault Isolation procedure below.
 - 1) If no failures are detected while performing Step C. Fault Isolation Procedure, check the IP Sensor and Air Supply Cabin Pressure Controller (ASCPC).
 - 2) Clear the fault by moving the bleed switch from ON to OFF and back to ON.

NOTE: This will clear the maintenance message.

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C. Fault Isolation Procedure

- (1) Look at the position indicator on the HPSOV.
 - (a) If the HPSOV is not in the fully closed position, do these steps:
 - 1) Replace the HPSOV.

These are the tasks:
HPSOV Removal, AMM TASK 36-11-07-000-808-004,
HPSOV Installation, AMM TASK 36-11-07-400-808-004.
 - 2) Clear the fault by moving the bleed switch from ON to OFF and back to ON.

NOTE: This will clear the maintenance message.
 - (b) If the HPSOV is in the fully closed position, then continue.
- (2) Do this operational check of the HPSOV/HPFAC.
 - (a) Monitor the valve position indicator while you do the test below.
 - (b) Do this task: Engine Air Supply Valves Operational Test, AMM TASK 36-10-00-700-802.
 - (c) If the operation of the HPSOV was not smooth (sticky), then do these steps:
 - 1) Replace the HPSOV.

These are the tasks:
HPSOV Removal, AMM TASK 36-11-07-000-808-004,
HPSOV Installation, AMM TASK 36-11-07-400-808-004.
 - 2) To reset the fault, do the following:
 - a) Clear the fault by moving the bleed switch from ON to OFF and back to ON.

NOTE: This will clear the maintenance message.
 - (d) If the HPSOV would not close during the operational test, then replace the HPFAC.

These are the tasks:

 - 1) HPFAC Removal, AMM TASK 36-11-08-000-802-002,
 - 2) HPFAC Installation, AMM TASK 36-11-08-400-802-002.
- (3) If no failures are detected while performing the Fault Isolation Procedure, check the IP Sensor and Air Supply Cabin Pressure Controller (ASCPC).

————— **END OF TASK** —————

803. HPSOV (Left) Torque Motor Circuit is Open or Shorted - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-10230.

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 LATCHED for the maintenance message, then do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - (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.

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C. Fault Isolation Procedure

- (1) Examine connector DM36117A at the High Pressure/Fan Air Controller (HPFAC) for damage or loose wires.
 - (a) If the connector or wires are loose or damaged, do these steps:
 - 1) Tighten, replace or repair the connector.
 - 2) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System
 - 3) If the maintenance message does not show on the ground test display, then you corrected the fault.
 - (b) If the connector and wires are satisfactory, then continue.
- (2) Disconnect the connector and examine for bent pins, loose wires, dirt or other damage.
 - (a) If the connector is not satisfactory, do these steps:
 - 1) Replace, repair or clean the connector.
 - 2) Reconnect the connector to the HPFAC.
 - 3) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System
 - 4) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (b) If the connector is satisfactory, then continue.
- (3) Do this check of the power supply voltage to the HPFAC:
 - (a) Do a check for DC voltage at pin 3(+) and 1(-) of connector DM36117A.
 - (b) If the voltage is >6 VDC, then do these steps:
 - 1) Replace the HPFAC.
These are the tasks:
HPFAC Removal, AMM TASK 36-11-08-000-802-002,
HPFAC Installation, AMM TASK 36-11-08-400-802-002.
 - 2) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System
 - 3) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the voltage is <6 VDC, then continue.
- (4) Do this check of the power supply wiring to the HPFAC.
 - (a) Remove the left Air Supply Cabin Pressure Controller M36111. To remove it, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - (b) Do this check of the power supply wiring to the HPFAC between these pins of connector DM36117A at the HPFAC and connector DM36111AC on the ASCPC (WDM 36-11-11):

DM36117A	DM36111AC
pin 3	pin A7
pin 1	pin B7
 - (c) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.

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- 2) Re-install the ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) Reconnect the connector to the HPFAC.
 - 4) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System
 - 5) If the maintenance message does not show on the ground test display, then you corrected the fault.
- (d) If you did not find a problem with the wiring, then continue.
- (e) Install the connector to the HPFAC.
- (5) Replace the ASCPC.
- These are the tasks:
- ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
- (a) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System
 - (b) If the maintenance message does not show on the ground test display, then you corrected the fault.

————— END OF TASK —————

804. HPSOV (Right) Torque Motor Circuit is Open or Shorted - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-10360.

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 LATCHED for the maintenance message, then do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
 - (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) Examine connector DM36117A at the High Pressure/Fan Air Controller (HPFAC) for damage or loose wires.
 - (a) If the connector or wires are loose or damaged, do these steps:
 - 1) Tighten, replace or repair the connector.
 - 2) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System
 - 3) If the maintenance message does not show on the ground test display, then you corrected the fault.
 - (b) If the connector and wires are satisfactory, then continue.
- (2) Disconnect the connector and examine for bent pins, loose wires, dirt or other damage.
 - (a) If the connector is not satisfactory, do these steps:

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- 1) Replace, repair or clean the connector.
- 2) Reconnect the connector to the HPFAC.
- 3) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System
- 4) If the maintenance message does not show on the ground test display, you corrected the fault.
- (b) If the connector is satisfactory, then continue.
- (3) Do this check of the power supply voltage to the HPFAC:
 - (a) Do a check for DC voltage at pin 3(+) and 1(-) of connector DM36117A.
 - (b) If the voltage is >6 VDC, then do these steps:
 - 1) Replace the HPFAC, M36117.
These are the tasks:
HPFAC Removal, AMM TASK 36-11-08-000-802-002,
HPFAC Installation, AMM TASK 36-11-08-400-802-002.
 - 2) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System
 - 3) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the voltage is <6 VDC, then continue.
- (4) Do this check of the power supply wiring to the HPFAC.
 - (a) Remove the Right Air Supply Cabin Pressure Controller M36112. To remove it, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - (b) Do this check of the power supply wiring to the HPFAC between these pins of connector DM36117A at the HPFAC and connector DM36112AC on the ASCPC (WDM 36-11-12):

DM36117A	DM36112AC
pin 3	pin A7
pin 1	pin B7
 - (c) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) Reconnect the connector to the HPFAC.
 - 4) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System
 - 5) If the maintenance message does not show on the ground test display, then you corrected the fault.
 - (d) If you did not find a problem with the wiring, then continue.
 - (e) Install the connector to the HPFAC.
- (5) Replace the ASCPC.
These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,

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ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System
- (b) If the maintenance message does not show on the ground test display, then you corrected the fault.

————— **END OF TASK** —————

805. **PRSOV (Left or Right) Failed Closed - Fault Isolation**

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-10250, 36-10380.

B. Description

- (1) These maintenance messages can be caused by a:
 - (a) stuck closed or locked closed Pressure Regulating and Shutoff Valve (PRSOV)
 - (b) stuck closed Pressure Regulating and Shutoff Valve Controller (PRSOVC) Torque Motor or a
 - (c) clogged PRSOVC Air Filter.

C. Possible Causes

- (1) PRSOVC, M36116
- (2) PRSOV
- (3) PRSOVC Air Filter
- (4) Sense Lines

D. Circuit Breakers

- (1) These are the primary circuit breakers related to the fault:

Left Power Management Panel, P110

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
M	16	C36617	AIR SPLY L HTR

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
N	11	C36618	AIR SPLY R HTR

E. Related Data

- (1) WDM 36-11-15
- (2) WDM 36-11-16

F. Initial Evaluation

- (1) If the MAT shows LATCHED for the maintenance message, then do these steps:
 - (a) Push the L (R) ENG BLEED Switch (P5 panel) to the ON position.
 - (b) Do one of these steps to pressurize the PRSOV:
 - 1) Do this task: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.
 - 2) Do this task: Engine Air Supply Valves Operational Test, AMM TASK 36-10-00-700-802.

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- (2) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.
- (3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then there was an intermittent problem.

G. Fault Isolation Procedure

- (1) Look at the manual override nut on the PRSOV and make sure that the valve is not in the LOCKED closed position.
NOTE: If the PRSOV is locked, you can see the word LOCKED at the manual override nut.
 - (a) If the valve is locked, then do the Unlock Procedure indicated on the valve.
 - 1) Push the manual override plunger if the valve has one.
 - a) Make sure the valve moves freely.
 - b) Do the Repair Confirmation at the end of this task.
 - (b) If the valve is not locked, then continue.
 - (2) Examine the Sense Lines at the PRSOV, PRSOVC and between the PRSOV and PRSOVC for loose fittings or damage.
 - (a) If the Sense Lines are loose and/or damaged, do these steps:
 - 1) Tighten, replace or repair the Sense Lines.
 - 2) Do the Repair Confirmation at the end of this task.
 - (b) If the Sense Lines are not loose or damaged, continue.
 - (3) Do this check for leaks in the tubing of the Engine Anti-Icing (EAI) System:
 - (a) Examine the Inlet Air Tube Assembly to the Controller Air Cooler for damage.
 - 1) If you find a problem with the tubing, then repair it.
 - (b) Examine the tubing connected to the SUPPLY port on the Left EAI Valve Controller, M30211, for loose fittings or damage.
 - (c) If you find a problem with the tubing or flex hose, then do these steps:
 - 1) Repair the tubing or flex hoses.
 - 2) Reconnect any unconnected tubing or flex hoses.
 - 3) Do the Repair Confirmation at the end of this task.
 - (4) Do this check of the PRSOVC Air Filter:
 - (a) Remove and examine the PRSOVC Air Filter. This is the task: Air Filter Removal, AMM TASK 36-11-18-000-806-002.
 - 1) If the Air Filter is clogged or appears dirty, then clean or replace it as necessary: These are the tasks:
 - Air Filter Cleaning, AMM TASK 36-11-18-100-802-002
 - Air Filter Installation, AMM TASK 36-11-18-400-806-002
 - a) Do the Repair Confirmation at the end of this task.
 - 2) If the Air Filter is not clogged, re-install it and then continue. This is the task: Air Filter Installation, AMM TASK 36-11-18-400-806-002.
 - (5) Do this Operational Check of the PRSOV/PRSOVC and Leak Check of the Sense Lines:
 - (a) Monitor the Sense Lines while you do the test below.
 - (b) Monitor the Valve Position Indicator while you do the test below.

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- (c) Do this task: Engine Air Supply Valves Operational Test, AMM TASK 36-10-00-700-802.
- (d) If there was air leakage from the Sense Lines, then do these steps:
- 1) Tighten, replace or repair the sense lines.
 - 2) Do the Repair Confirmation at the end of this task.
- NOTE: The sense line may have a drain hole which will exhibit an audible leak. Check for leakage from other areas of the sense line.
- (e) If the PRSOV does not move, do these steps:
- NOTE: This can be caused by a problem with the PRSOVC or a stuck PRSOV.
- 1) Decrease the pressure to 0 psig (0 kPa).
 - 2) Remove the PRSOV Control Pressure Sense Line from the PRSOV and install the Nitrogen Test Line to the PRSOV.
 - 3) Increase the pressure to 15 psig (103 kPa).
 - 4) If the PRSOV opens, decrease the pressure to 0 psig and replace the PRSOVC. These are the tasks:
 - PRSOVC Removal, AMM TASK 36-11-18-000-802-002
 - PRSOVC Installation, AMM TASK 36-11-18-400-802-002a) Do the Repair Confirmation at the end of this task.
 - 5) If the PRSOV does not open, decrease the pressure to 0 psig (0 kPa) and replace the PRSOV. These are the tasks:
 - PRSOV Removal, AMM TASK 36-11-09-000-803-002
 - PRSOV Installation, AMM TASK 36-11-09-400-803-002a) Do the Repair Confirmation at the end of this task.
- (f) If the operation of the PRSOV was not smooth (sticky), replace the PRSOV. These are the tasks:
- PRSOV Removal, AMM TASK 36-11-09-000-803-002
 - PRSOV Installation, AMM TASK 36-11-09-400-803-002
- 1) Do the Repair Confirmation at the end of this task.
- (6) Replace the Intermediate Pressure Sensor. These are the tasks:
- IP Sensor Removal, AMM TASK 36-21-03-000-805-002
 - IP Sensor Installation, AMM TASK 36-21-03-400-805-002
- NOTE: This maintenance message can show if the Intermediate Pressure Sensor output drifts without going out of range. This has become less of a problem with current Maintenance Software updates.
- (a) Do the Repair Confirmation at the end of this task.
- (7) Examine the Auxiliary Power Unit (APU) Check Valve to see if it has failed OPEN. This is the task: APU Check Valve Failed Open - Fault Isolation, 49-52 TASK 808.
- NOTE: High Bleed Flow can lower the Manifold Pressure below the 13 psig threshold which can cause the Left PRSOV to fail CLOSED (maintenance message 36-10250 only).
- (a) Do the Repair Confirmation at the end of this task.



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H. Repair Confirmation

- (1) Push the L (R) ENG BLEED Switches (P5 panel) to the ON position.
- (2) Do one of these steps to pressurize the PRSOVs:
 - (a) Do this task for both engines: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.
 - (b) Do this task: Engine Air Supply Valves Operational Test, AMM TASK 36-10-00-700-802.
- (3) Do this Ground Test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the problem.
 - (b) If the MAT shows ACTIVE or LATCHED for the maintenance message, then continue with the subsequent step.

————— END OF TASK —————

806. PRSOV (Left or Right) Failed Open - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-10270, 36-10400.

B. Initial Evaluation

NOTE: Do not cycle the L(R) ENG Bleed switch before you do the fault isolation procedure below. Cycling the L(R) ENG Bleed switch will clear the maintenance message even though there still may be a fault.

- (1) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.

C. Fault Isolation Procedure

- (1) Look at the position indicator on the PRSOV.
 - (a) If the PRSOV is not in the fully closed position, do these steps:
 - 1) Replace the PRSOV.
These are the tasks:
PRSOV Removal, AMM TASK 36-11-09-000-803-002,
PRSOV Installation, AMM TASK 36-11-09-400-803-002.
 - 2) Push the L(R) ENG Bleed switch (P5 panel) from OFF to ON and wait for 3 seconds.
NOTE: This will clear the maintenance message.
 - 3) Push the switch to OFF, and then push it to ON.
 - (b) If the PRSOV is in the fully closed position, then continue.
- (2) Do this operational check of the PRSOV/PRSOVC.
 - (a) Monitor the valve position indicator while you do the test below.
 - (b) Do this task: Engine Air Supply Valves Operational Test, AMM TASK 36-10-00-700-802.
 - (c) If the operation of the PRSOV was not smooth (sticky), then do these steps:
 - 1) Replace the PRSOV.
These are the tasks:
PRSOV Removal, AMM TASK 36-11-09-000-803-002,

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PRSOV Installation, AMM TASK 36-11-09-400-803-002.

- 2) Push the L(R) ENG Bleed switch (P5 panel) from OFF to ON and wait for 3 seconds.

NOTE: This will clear the maintenance message.

- 3) Push the switch to OFF, and then push it to ON.
- 4) If the problem continues, replace the PRSOVC.

These are the tasks:

PRSOVC Removal, AMM TASK 36-11-18-000-802-002,

PRSOVC Installation, AMM TASK 36-11-18-400-802-002.

- (d) If the operation of the PRSOV was satisfactory, then continue.

————— **END OF TASK** —————

807. PRSOVC (Left) Circuit is Open or Shorted - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-10260.

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 LATCHED for the maintenance message, then do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - (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) Examine connector DM36116 at the Pressure Regulating and Shutoff Valve Controller (PRSOVC) for damage or loose wires.
 - (a) If the connector or wires are loose or damaged, do these steps:
 - 1) Tighten, replace or repair the connector.
 - 2) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System
 - 3) If the maintenance message does not show on the ground test display, then you corrected the fault.
 - (b) If the connector and wires are satisfactory, then continue.
- (2) Disconnect the connector and examine for bent pins, loose wires, dirt or other damage.
 - (a) If the connector is not satisfactory, do these steps:
 - 1) Replace, repair or clean the connector.
 - 2) Reconnect the connector to the PRSOVC.
 - 3) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System
 - 4) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (b) If the connector is satisfactory, then continue.

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- (3) Do this check of the power supply voltage to the PRSOVC:
- (a) Do a check for DC voltage at pin 2(+) and 3(-) of connector DM36116.
 - (b) If the voltage is >12 VDC, then do these steps:
 - 1) Replace the PRSOVC.
These are the tasks:
PRSOVC Removal, AMM TASK 36-11-18-000-802-002,
PRSOVC Installation, AMM TASK 36-11-18-400-802-002.
 - 2) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System
 - 3) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If the voltage is <12 VDC, then continue.
- (4) Do this check of the power supply wiring to the PRSOVC.
- (a) Remove the left Air Supply Cabin Pressure Controller M36111. To remove it, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - (b) Do this check of the power supply wiring to the PRSOVC between these pins of connector DM36116 at the PRSOVC and connector DM36111AC on the ASCPC (WDM 36-11-15):
- | | |
|----------------|------------------|
| DM36116 | DM36111AC |
| pin 2 | pin A6 |
| pin 3 | pin B6 |
- (c) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) Reconnect the connector to the PRSOVC.
 - 4) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System
 - 5) If the maintenance message does not show on the ground test display, then you corrected the fault.
 - (d) If you did not find a problem with the wiring, then continue.
 - (e) Install the connector to the PRSOVC.
- (5) Replace the ASCPC.
- These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
- (a) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System
 - (b) If the maintenance message does not show on the ground test display, then you corrected the fault.

———— **END OF TASK** ————

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808. PRSOVC (Right) Circuit is Open or Shorted - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-10390.

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 LATCHED for the maintenance message, then do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
 - (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) Examine connector DM36116 at the Pressure Regulating and Shutoff Valve Controller (PRSOVC) for damage or loose wires.
 - (a) If the connector or wires are loose or damaged, do these steps:
 - 1) Tighten, replace or repair the connector.
 - 2) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System
 - 3) If the maintenance message does not show on the ground test display, then you corrected the fault.
 - (b) If the connector and wires are satisfactory, then continue.
- (2) Disconnect the connector and examine for bent pins, loose wires, dirt or other damage.
 - (a) If the connector is not satisfactory, do these steps:
 - 1) Replace, repair or clean the connector.
 - 2) Reconnect the connector to the PRSOVC.
 - 3) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System
 - 4) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (b) If the connector is satisfactory, then continue.
- (3) Do this check of the power supply voltage to the PRSOVC:
 - (a) Do a check for DC voltage at pin 2(+) and 3(-) of connector DM36116.
 - (b) If the voltage is >12 VDC, then do these steps:
 - 1) Replace the PRSOVC, M36116.
These are the tasks:
PRSOVC Removal, AMM TASK 36-11-18-000-802-002,
PRSOVC Installation, AMM TASK 36-11-18-400-802-002.
 - 2) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System
 - 3) If the maintenance message does not show on the ground test display, you corrected the fault.

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- (c) If the voltage is <12 VDC, then continue.
- (4) Do this check of the power supply wiring to the PRSOVC.
 - (a) Remove the Right Air Supply Cabin Pressure Controller M36112. To remove it, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - (b) Do this check of the power supply wiring to the PRSOVC between these pins of connector DM36116 at the PRSOVC and connector DM36112AC on the ASCPC (WDM 36-11-16):

DM36116	DM36112AC
pin 2	pin A6
pin 3	pin B6

- (c) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) Reconnect the connector to the PRSOVC.
 - 4) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System
 - 5) If the maintenance message does not show on the ground test display, then you corrected the fault.
- (d) If you did not find a problem with the wiring, then continue.
- (e) Install the connector to the PRSOVC.
- (5) Replace the ASCPC.

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

 - (a) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System
 - (b) If the maintenance message does not show on the ground test display, then you corrected the fault.

————— END OF TASK —————

809. Left (Right) FAMV Failed Closed - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-10180, 36-10320, 36-10325.

B. Description

- (1) This task is for these maintenance messages:
 - (a) 36-10180: Fan Air Modulating Valve (Left) failed closed.
 - (b) 36-10320: Fan Air Modulating Valve (Right) failed closed.
- (2) This message can show due to a:
 - (a) sticky, stuck or LOCKED closed Fan Air Modulating Valve (FAMV)
 - (b) HPFAC Torque Motor that is stuck to output full control pressure to FAMV

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(c) Overheat indication from the Bleed System

C. Possible Causes

- (1) L (R) Manifold Dual Temperature Sensor (MDTS), M36004 (M36006)
- (2) FAMV, V36118
- (3) HPFAC, M36117
- (4) L (R) Air Supply Cabin Pressure Controller (ASCPC), M36111 (M36112)
- (5) Wiring

D. Circuit Breakers

- (1) These are the primary circuit breakers related to the fault:

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
P	13	C36614	AIR SPLY R BACKUP

Standby Power Management Panel, P310

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	2	C36613	AIR SPLY L BACKUP

E. Related Data

- (1) WDM 36-22-11
- (2) WDM 36-22-12

F. Initial Evaluation

- (1) You can use Shop Fault Data to troubleshoot a L (R) FAMV that has failed CLOSED.

Shop Fault Data for Troubleshooting a FAMV Failed Closed.

MAINT. MESSAGE	MAINT. MESSAGE TEXT	SHOP FAULT NUMBER	SHOP DATA	SHOP FAULT NAME	COMMENTS
36-10180 36-10320 36-10325	Fan Air Modulating Valve failed closed.	43	GC	FAMV Failed Closed 1	FAMV fails closed within two minutes after both engines begin running. This period is known as "Preflight BIT." Uses FAMV RVDT (Rotary Variable Differential Transformer) for position indication.
36-10180 36-10320 36-10325	Fan Air Modulating Valve failed closed.	43	GD	FAMV Failed Closed 2	Bleed Overheat (uses Manifold Temperature Sensor).
36-10180 36-10320 36-10325	Fan Air Modulating Valve failed closed.	43	GE	FAMV Failed Closed 3	High Bleed Temperature results in closure of the PRSOV (and subsequent Low Manifold Pressure).

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Shop Fault Data for Troubleshooting a FAMV Failed Closed. (Continued)

MAINT. MESSAGE	MAINT. MESSAGE TEXT	SHOP FAULT NUMBER	SHOP DATA	SHOP FAULT NAME	COMMENTS
36-10180 36-10320 36-10325	Fan Air Modulating Valve failed closed.	43	GH	FAMV Failed Closed 4	Similar to FAMV Failed Closed 3. Same side L (R) Isolation Valve will typically be latched CLOSED when this fault occurs.

G. Fault Isolation Procedure

- (1) To find Shop Fault Data, refer to How to Find Shop Faults Data, AMM TASK 45-10-00-740-807.
 - (a) On the MAT, select ONBOARD MAINTENANCE/OTHER FUNCTIONS/SHOP FAULTS Page.
 - (b) Select ATA SYSTEM 36.
 - (c) Select Left (Right) Air Supply Controller.
 - (d) Select CONTENTS PAGE.
 - (e) Select SHOW PAGE.

NOTE: Each page contains a different fault.

- (f) If Fault Number = 43, Shop Data = GD and Manifold Pressure are < 6 psi (41 kPa) Gauge Pressure, then this message is a result of a Nuisance Bleed Overtemperature condition. Do these steps:

NOTE: Manifold Pressure is located on the bottom left of the Shop Fault Page.

If, for example, the Shop Fault Number is "H000I000M002F008", the 'M002' represents a Manifold Pressure of 2 psig.

If the Shop Fault Number is "H000I000M005F008", the 'M005' represents a Manifold Pressure of 5 psig, etc.

- 1) Disconnect the applicable connector from the L (R) MDTS, DM36004 (DM36006) (WDM 36-22-11, WDM 36-22-12).
- 2) Examine the connector for damage or contamination.
 - a) If you find damage or contamination, then repair, clean or replace the connector.

<1> Do the Repair Confirmation at the end of this task.
 - b) If you find no damage, then replace MDTS. These are the tasks:(AMM PAGEBLOCK 36-22-01/401).
 - Manifold Dual Temperature Sensor Removal, AMM TASK 36-22-01-000-801
 - Manifold Dual Temperature Sensor Installation, AMM TASK 36-22-01-400-801

<1> Do the Repair Confirmation at the end of this task.
- (g) Get access to the AIR SUPPLY Maintenance Page and look at the position of the FAN AIR VLV. This is the task: Showing a Maintenance Page, AMM TASK 31-61-00-800-804.

NOTE: With no pressure, the FAMV should be OPEN.

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- 1) If the FAN AIR VLV position shows CLOSED, then make sure that the FAMV is not LOCKED CLOSED.
- 2) If the FAMV is not LOCKED CLOSED then replace the FAMV. These are the tasks:
 - FAMV Removal, AMM TASK 36-11-16-000-806-004
 - FAMV Installation, AMM TASK 36-11-16-400-806-004
 - a) Do the Repair Confirmation at the end of this task.
- (h) On the AIR SUPPLY Maintenance Page make sure that the flight phase is GROUND.
 - 1) If the flight phase is not GROUND, do this task: Air/Ground Mode Simulation, AMM TASK 32-09-00-860-801.
- (i) Do these steps to supply Pneumatic Pressure with Nitrogen or Air:
 - 1) Remove the Supply Pressure Sense Line.
 - 2) Install a nitrogen source, STD-1290 or 0-50 psig dry filtered regulated air source, STD-77 to the Supply Pressure Sense Line to the HPFAC and PRSOVC.
 - 3) Supply 15 psi (103 kPa) Gauge Pressure to the HPFAC.

NOTE: You can observe the FAMV Position in two different ways; either directly at the Valve or from the AIR SUPPLY Maintenance Page. The disadvantage of checking the FAMV Position on the Maintenance Page is that you can observe smooth or sticky movement of the FAMV.
- (j) Make sure that the L (R) ENG BLEED Switch is in the ON position.
- (k) Push the L (R) ENG BLEED Switch to the OFF position.
- (l) Make sure that the FAMV smoothly moves to the OPEN position approximately 12 seconds after the L (R) ENG BLEED Switch is in the OFF position.
 - 1) If the FAMV does not move to the OPEN position or does not move smoothly, then replace the HPFAC. These are the tasks:
 - HPFAC Removal, AMM TASK 36-11-08-000-802-002
 - HPFAC Installation, AMM TASK 36-11-08-400-802-002
 - a) Do the Repair Confirmation at the end of this task.
- (m) If the problem continues and Fault Number = 45 and Shop Data = GC, then replace the ASCPC. These are the tasks:
 - ASCPC Removal, AMM TASK 36-11-20-000-801
 - ASCPC Installation, AMM TASK 36-11-20-400-801
 - 1) Do the Repair Confirmation at the end of this task.
- (n) If the problem continues and Fault Number = 45 and Shop Data = GD, GE or GH, then replace the MDTS. These are the tasks:
 - Manifold Dual Temperature Sensor Removal, AMM TASK 36-22-01-000-801
 - Manifold Dual Temperature Sensor Installation, AMM TASK 36-22-01-400-801
 - 1) Do the Repair Confirmation at the end of this task.

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H. Repair Confirmation

- (1) Do these steps to make sure you corrected the problem and to erase the maintenance message:
 - (a) Get access to the AIR SUPPLY Maintenance Page and look at the FLIGHT PHASE and the position of the FAMV. This is the task: Showing a Maintenance Page, AMM TASK 31-61-00-800-804.
 - (b) Make sure that the FLIGHT PHASE is GROUND and the FAMV, V36118, position is OPEN.
 - 1) If the FLIGHT PHASE is not GROUND, do these tasks:
 - Air/Ground Mode Simulation, AMM TASK 32-09-00-860-801
 - Air Mode Simulation - Restoration, AMM TASK 32-09-00-440-801
 - (c) Put the L (R) FUEL CONTROL Switch to the RUN position.
 - (d) Push the L (R) ENG BLEED AIR Switch to the ON position.
 - 1) Make sure that the OFF Light is ON.
 - (e) Open these circuit breakers:

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
P	13	C36614	AIR SPLY R BACKUP

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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	2	C36613	AIR SPLY L BACKUP

- (f) Make sure that the OFF Light goes OFF.
NOTE: This will take approximately 5 minutes.
- (g) Move the L (R) ENG BLEED AIR Switch from ON to OFF, wait 15 seconds, and then put it back to ON.
NOTE: This action will erase the Maintenance Message.
- (h) Put the L (R) FUEL CONTROL Switch in the CUTOFF position.
- (i) Close these circuit breakers:

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
P	13	C36614	AIR SPLY R BACKUP

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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	2	C36613	AIR SPLY L BACKUP

- (j) If the MAT shows NOT ACTIVE for the maintenance message while the FAMV, V36118, operates (or if the Message does not show), then you corrected the problem.
- (k) If the MAT shows ACTIVE or LATCHED for the maintenance message, then continue the Fault Isolation Procedure at the subsequent step.

————— **END OF TASK** —————

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810. Left (Right) FAMV Failed Open - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 30-10610, 30-10620, 36-10200, 36-10340, 36-10345.

B. Possible Causes

- (1) FAMV, V36118
- (2) L (R) Dual Manifold Temperature Sensor, M36004 (M36006)
- (3) HPFAC, M36117
- (4) EAI Tubing
- (5) HPFAC Filter

C. Circuit Breakers

- (1) These are the primary circuit breakers related to the fault:

Left Power Management Panel, P110

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
M	16	C36617	AIR SPLY L HTR

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
N	11	C36618	AIR SPLY R HTR
P	12	C36612	AIR SPLY R PRI
P	13	C36614	AIR SPLY R BACKUP

Standby Power Management Panel, P310

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	1	C36611	AIR SPLY L PRI
C	2	C36613	AIR SPLY L BACKUP
E	5	C36619	AIR SPLY R SEC

D. Initial Evaluation

- (1) You can use Shop Fault Data to troubleshoot a Left (Right) FAMV that has failed OPEN.

Shop Fault Data for Troubleshooting a "Failed OPEN" FAMV.

MAINT. MESSAGE	MAINT. MESSAGE TEXT	SHOP FAULT NUMBER	SHOP DATA	SHOP FAULT NAME	COMMENTS
36-10200 36-10340 36-10345	FAMV failed OPEN	42	GA	FAMVFailed OPEN 1	FAMV fails OPEN within two minutes after both Engines begin running. This period is known as "Preflight BIT." Uses FAMV Rotary Variable Differential Transformer (RVDT) for position indication.
36-10200 36-10340 36-10345	FAMV failed OPEN	42	GB	FAMVFailed OPEN 2	Low Bleed Temperature during Flight.

- (2) To find Shop Fault Data, refer to How to Find Shop Faults Data, AMM TASK 45-10-00-740-807.

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- (a) On the MAT, select ONBOARD MAINTENANCE/OTHER FUNCTIONS/SHOP FAULTS Page.
- (b) Select ATA SYSTEM 36.
- (c) Select Left (Right) Air Supply Controller.
- (d) Select CONTENTS PAGE.
- (e) Select SHOW PAGE.

NOTE: Each page contains a different fault.

E. Fault Isolation Procedure

- (1) On the AIR SUPPLY Maintenance Page make sure that the FLIGHT PHASE is GROUND.
 - (a) If the FLIGHT PHASE is not GROUND, do this task: Air/Ground Mode Simulation, AMM TASK 32-09-00-860-801.
 - (b) Do these steps to supply Pneumatic Pressure with Nitrogen or Air:
 - 1) Remove the Supply Pressure Sense Line.
 - 2) Install a 0-50 psig dry filtered regulated air source, STD-77 to the Supply Pressure Sense Line to the HPFAC, M36117, and PRSOVC.
 - 3) Supply 15 psi (103 kPa) Gauge Pressure to the HPFAC, M36117.
- (2) Do a check for a FAMV, V36118, locked OPEN. If the FAMV is locked OPEN, do these steps:
 - (a) Unlock the FAMV, V36118.
 - (b) Make sure that the L (R) ENG BLEED Switch is in the ON position.
 - (c) Put the L (R) ENG BLEED Switch to the OFF position.
 - (d) Make sure that the FAMV moves smoothly to the CLOSED Position immediately after you put the L (R) ENG BLEED Switch in the OFF Position.

NOTE: The FAMV will move to the OPEN position approximately 12 seconds later.

- 1) If the FAMV closes smoothly, Shop Fault Number = 42, and Shop Data = GB, go to Manifold Dual Temp Sensor Right Failed - Fault Isolation, 36-22 TASK 801 or Left Manifold Dual Temp Sensor Failed - Fault Isolation, 36-22 TASK 802 to troubleshoot the applicable Manifold Dual Temperature Sensor.
 - a) Do the Repair Confirmation at the end of this task.
- 2) If the FAMV does not close smoothly, then replace the FAMV, V36118. These are the tasks:
 - FAMV Removal, AMM TASK 36-11-16-000-806-004
 - FAMV Installation, AMM TASK 36-11-16-400-806-004
 - a) Do the Repair Confirmation at the end of this task.
- 3) If the FAMV does not close at all, then these could be the possible causes for it:
 - Leaks in the Supply Line to HPFAC, M36117, or Control Line to the FAMV, V36118
 - Clogged HPFAC Filter
 - Locked OPEN FAMV

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- Defective FAMV, V36118
 - Defective HPFAC, M36117
- (3) Do a check for leaks in the Supply Line to HPFAC, M36117, and the Control Line to the FAMV, V36118.
- (a) If a line is loose or damaged, do these steps:
- 1) Tighten, repair, or replace the damaged Sense Line.
 - 2) Do the Repair Confirmation at the end of this task.
- (4) Do this check for leaks in the EAI System Tubing:
- (a) Examine the Inlet Air Tube Assembly to the Controller Air Cooler for damage.
- 1) If you find a problem with the Tubing, then repair it.
- (b) Examine the Tubing connected to the SUPPLY Port on the Left EAI Valve Controller, M30211, for loose fittings or damage.
- 1) If you find a problem with the Tubing or Flex Hose, then do these steps:
 - a) Repair the Tubing or Flex Hoses.
 - b) If you find unconnected Tubing or Flex Hoses, reconnect them as necessary.
 - c) Do the Repair Confirmation at the end of this task.
- (5) Remove Pneumatic Pressure.
- (a) Remove the 0-50 psig dry filtered regulated air source, STD-77.
- (b) Reconnect the Supply Pressure Sense Line to the HPFAC.
- (6) Examine the HPFAC Filter to see if it is clogged.
- (a) If the Filter is clogged, do these steps:
- 1) Clean the filter. This is the task: Air Filter Cleaning, AMM TASK 36-11-08-100-802-002.
 - 2) If necessary, replace the filter. This is the task: Air Filter Installation, AMM TASK 36-11-08-400-806-002
 - 3) Do the Repair Confirmation at the end of this task.
- (7) Remove the Control Pressure Sense Line at the FAMV.
- (8) Put your thumb or a plug on the Control Pressure Port of the FAMV.
- (9) Manually close the FAMV, V36118, and let it open.

NOTE: The operation of the FAMV should be smooth and not sticky and you should feel some resistance when you close the valve.

- (a) If the FAMV opens in less than 10 seconds and/or the operation of the valve is not smooth (sticky), replace the FAMV, V36118. These are the task:
- FAMV Removal, AMM TASK 36-11-16-000-806-004
 - FAMV Installation, AMM TASK 36-11-16-400-806-004
- 1) Do the Repair Confirmation procedure at the end of the task.
- (b) If the FAMV closes smoothly, the FAMV, V36118, is serviceable. Replace the HPFAC, M36117. These are the tasks:
- HPFAC Removal, AMM TASK 36-11-08-000-802-002
 - HPFAC Installation, AMM TASK 36-11-08-400-802-002
- 1) Do the Repair Confirmation procedure at the end of the task.

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F. Repair Confirmation

- (1) Do these steps to make sure you corrected the problem and to erase the Maintenance Message:
 - (a) Get access to the AIR SUPPLY Maintenance Page and look at the FLIGHT PHASE and the position of the FAMV. This is the task: Showing a Maintenance Page, AMM TASK 31-61-00-800-804.
 - (b) Make sure that the FLIGHT PHASE is GROUND and the FAMV, V36118, position is OPEN.
 - 1) If the FLIGHT PHASE is not GROUND, do these tasks:
 - Air/Ground Mode Simulation, AMM TASK 32-09-00-860-801
 - Air Mode Simulation - Restoration, AMM TASK 32-09-00-440-801
 - (c) Put the L (R) FUEL CONTROL Switch to the RUN position.
 - (d) Push the L (R) ENG BLEED AIR Switch to the ON position.
 - 1) Make sure that the OFF Light is ON.
 - (e) Open these circuit breakers:

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
P	13	C36614	AIR SPLY R BACKUP

Standby Power Management Panel, P310

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	2	C36613	AIR SPLY L BACKUP

- (f) Make sure that the OFF Light goes OFF.
NOTE: This will take approximately 5 minutes.
- (g) Move the L (R) ENG BLEED AIR Switch from ON to OFF, wait 15 seconds, and then put it back to ON.
NOTE: This action will erase the Maintenance Message.
- (h) Put the L (R) FUEL CONTROL Switch in the CUTOFF position.
- (i) Close these circuit breakers:

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
P	13	C36614	AIR SPLY R BACKUP

Standby Power Management Panel, P310

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	2	C36613	AIR SPLY L BACKUP

- (j) If the MAT shows NOT ACTIVE for the Maintenance Message while the FAMV, V36118, operates (or if the Message does not show), then you corrected the problem.
- (k) If the MAT shows ACTIVE or LATCHED for the Maintenance Message, then continue the Fault Isolation Procedure at the subsequent step.

————— END OF TASK —————

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813. ASCPC L(R) Strut/Wing Overheat Disagree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-61120, 36-61121.

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 LATCHED for the maintenance message, then do these steps:
 - (a) Do the 36-Air Supply Control System Test on the MAT.
 - (b) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the applicable L(R) ASCPC, M36111(M36112); do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
- (2) Remove the connector DP8409(DP8408) at the P84 SYSTEMS CARDFILE-RIGHT(P84 SYSTEMS CARDFILE-RIGHT) and connector DP8503(DP8402) at the P85 SYSTEMS CARDFILE-LEFT(P84 SYSTEMS CARDFILE-RIGHT).
 - (a) Do a wiring check between these applicable pins (WDM 26-18-13) (WDM 26-18-14):

NOTE: The most probable cause of the problem is at the terminal block TB3001(TB4001).

DP8409	DM36111AA
pin 11	pin A1

DP8503	DM36111AA
pin 10	pin A1

DP8402	DM36112AA
pin 10	pin A1

DP8408	DM36112AA
pin 12	pin A1

- (b) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
- (c) If you do not find a problem with the wiring, replace the applicable L(R) ASCPC, M36111(M36112).
- (3) Install the applicable L(R) ASCPC, M36111(M36112); do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
- (4) To clear the EICAS message operate the applicable L(R) ENG Bleed switch from ON to OFF for 3 seconds, then to ON.
- (5) Do the 36-Air Supply Control System Test on the MAT.

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- (6) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

814. ASCPC L(R) Engine Fire Handle Pulled - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-61115, 36-61116.

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 LATCHED for the maintenance message, then do these steps:
- (a) Do the 36-Air Supply Control System Test on the MAT.
 - (b) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Make sure the L(R) Engine Fire Handle is in the normal position (not pulled).
- (a) If it is pulled, push it back in.
 - (b) If the EICAS message BLEED OFF ENG L(R) is not shown, you have corrected the fault.
- (2) Remove the applicable L(R) ASCPC, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
- (3) Do a wiring check between GND and pin B7(B7) on connector DM36111AA(DM36112AA) (WDM 36-11-15) (WDM 36-11-16).
- (a) If there is no ground, do these steps:
 - 1) Remove the L(R) ENG FIRE S/O switch, S26101(S26101).
 - 2) Do a wiring check between pin 35(35) of connector DS26101(DS26201) and pin B7(B7) of connector DM36111AA(DM36112AA).
 - 3) If there is a problem with the wiring, repair the wiring.
 - 4) If there is no problem with the wiring, replace the switch S26101(S26201).
 - (b) If there is ground, replace the applicable L(R) ASCPC, M36111(M36112).
- (4) Install the applicable L(R) ASCPC, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
- (5) If the EICAS message BLEED OFF ENG L(R) is not shown, you have corrected the fault.

————— END OF TASK —————

815. ASCPC L(R) Engine Start Disagree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-61124, 36-61125.

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 LATCHED for the maintenance message, then do these steps:

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- (a) Do the 36-Air Supply Control System Test on the MAT.
- (b) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.
- (c) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the applicable L(R) ASCPC, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
- (2) Make sure the L(R) START/IGNITION switch is in the NORM position.
- (3) Do a wiring check between GND and pin C1(C1) on connector DM36111AA(DM36112AA) (WDM 36-11-15) (WDM 36-11-16).
 - (a) If there is no open circuit, do these steps:
 - 1) Remove the L(R) START/IGNITION switch.
 - 2) Do a wiring check between pin 37(37) of connector DS80100(DS80200) and pin C1(C1) of connector DM36111AA(DM36112AA).
 - 3) If there is an open circuit, replace the applicable L(R) ASCPC, M36111(M36112).
- (4) Install the applicable L(R) ASCPC, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
- (5) To clear the EICAS message operate the L(R) ENG Bleed switch from ON to OFF for 3 seconds, then to ON.
- (6) Do the 36-Air Supply Control System Test on the MAT.
- (7) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

816. ASCPC L(R) BLEED ON Disagree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-61122, 36-61123.

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 LATCHED for the maintenance message, then do these steps:
 - (a) Do the 36-Air Supply Control System Test on the MAT.
 - (b) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the applicable L(R) ASCPC, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
- (2) Make sure the L(R) ENG Bleed switch is in the OFF position.
- (3) Do a wiring check between GND and pin B1(B1) on connector DM36111AA(DM36112AA) (WDM 36-11-15) (WDM 36-11-16).
 - (a) If there is ground, replace the switch, S4(S6).

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- (4) Put the L(R) ENG Bleed switch in the ON position.
- (5) Do a wiring check between GND and pin B1(B1) on connector DM36111AA(DM36112AA) (WDM 36-11-15) (WDM 36-11-16).
 - (a) If there is no ground, do these steps:
 - 1) Remove the L(R) ENG Bleed switch, S4(S6).
 - 2) Do a wiring check between pin 7(12) of connector DM36113B(DM36113A) and pin B1(B1) of connector DM36111AA(DM36112AA).
 - a) If there is a problem with the wiring, repair the wiring.
 - b) If there is no problem with the wiring, replace the switch, S4(S6).
 - (b) If there is ground, replace the applicable L(R) ASCPC, M36111(M36112).
- (6) Install the applicable L(R) ASCPC, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
- (7) To clear the EICAS message operate the L(R) ENG Bleed switch from ON to OFF for 3 seconds, then to ON.
- (8) Do the 36-Air Supply Control System Test on the MAT.
- (9) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

817. ASCPC L This Engine Running Disagree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-61129.

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 LATCHED for the maintenance message, then do these steps:
 - (a) Do the 36-Air Supply Control System Test on the MAT.
 - (b) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the left ASCPC, M36111; do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
- (2) Remove the IOM 2(M008) and IOM 1(M009) modules from the left and right AIMS cabinets. To remove them, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (a) Do a wiring check between these pins (WDM 31-41-37):

NOTE: The most probable cause of the problem is at the terminal block TB3002.

J410B

DM36111AA

pin E3 pin C7

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C. Fault Isolation Procedure

- (1) Remove the right ASCPC, M36112; do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
- (2) Remove the IOM 4(M003) and IOM 3(M004) modules from the left and right AIMS cabinets. To remove them, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.

- (a) Do a wiring check between these pins (WDM 31-41-37):

NOTE: The most probable cause of the problem is at the terminal block TB3002.

PJ240B	DM36112AA
pin D4	pin C7

J250B	DM36112AA
pin D4	pin C7

J240B	DM36112AA
pin D4	pin C7

J250B	DM36112AA
pin D4	pin C7

- (b) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
- (c) If you do not find a problem with the wiring, replace the right ASCPC, M36112.
- (3) Reinstall the IOM 4(M003) and IOM 3(M004) modules in the left and right AIMS cabinets. To install them, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (4) Install the right ASCPC, M36112; do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
- (5) To clear the EICAS message operate the R ENG Bleed switch from ON to OFF for 3 seconds, then to ON.
- (6) Do the 36-Air Supply Control System Test on the MAT.
- (7) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

819. ASCPC L Other Engine/ASCPC R This Engine Running Disagree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-61007.

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 LATCHED for the maintenance message, then do these steps:
 - (a) Do the 36-Air Supply Control System Test on the MAT.

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

C. Fault Isolation Procedure

- (1) Remove the left ASCPC, M36111 and right ASCPC, M36112; do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
- (2) Do a check for a ground at these points (WDM 31-41-37):

NOTE: The most probable cause of the problem is at the terminal block TB3002.

GND	DM36112AA
GND	pin C7

GND	DM36111AA
GND	pin C7

- (a) If you find a ground on any one or all of these wires, there is a short to ground, repair the wiring.
- (3) Install the left ASCPC, M36111 and right ASCPC, M36112; do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
- (4) To clear the EICAS message operate the L and R ENG Bleed switches from ON to OFF for 3 seconds, then to ON.
- (5) Do the 36-Air Supply Control System Test on the MAT.
- (6) If the maintenance message does not show on the ground test display, you corrected the fault.

— END OF TASK —

820. ASCPC R Other Engine/ASCPC L This Engine Running Disagree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-61009.

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 LATCHED for the maintenance message, then do these steps:
 - (a) Do the 36-Air Supply Control System Test on the MAT.
 - (b) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the left ASCPC, M36111 and right ASCPC, M36112; do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
- (2) Do a check for a ground at these points (WDM 31-41-37):

NOTE: The most probable cause of the problem is at the terminal block TB3002.

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GND **DM36112AA**
GND pin D7

GND **DM36111AA**
GND pin D7

- (a) If you find a ground on any one or all of these wires, there is a short to ground, repair the wiring.
- (3) Install the left ASCPC, M36111 and right ASCPC, M36112; do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
- (4) To clear the EICAS message operate the L and R ENG Bleed switches from ON to OFF for 3 seconds, then to ON.
- (5) Do the 36-Air Supply Control System Test on the MAT.
- (6) If the maintenance message does not show on the ground test display, you corrected the fault.

———— **END OF TASK** ————

821. ASCPC L Other Engine Running Disagree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-61127.

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 LATCHED for the maintenance message, then do these steps:
 - (a) Do the 36-Air Supply Control System Test on the MAT.
 - (b) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the left ASCPC, M36111; do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
- (2) Remove the IOM 4(M003) and IOM 3(M004) modules from the left and right AIMS cabinets. To remove them, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (a) Do a wiring check between these pins (WDM 31-41-37):

NOTE: The most probable cause of the problem is at the terminal block TB3002.

J240B **DM36111AA**
pin D4 pin D7

J250B **DM36111AA**
pin D4 pin D7

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J240B

pin D4

DM36111AA

pin D7

J250B

pin D4

DM36111AA

pin D7

- (b) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
- (c) If you do not find a problem with the wiring, replace the left ASCPC, M36111.
- (3) Reinstall the IOM 4(M003) and IOM 3(M004) modules in the left and right AIMS cabinets. To install them, do this task: Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.
- (4) Install the left ASCPC, M36111; do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
- (5) To clear the EICAS message operate the L ENG Bleed switch from ON to OFF for 3 seconds, then to ON.
- (6) Do the 36-Air Supply Control System Test on the MAT.
- (7) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

822. ASCPC R Other Engine Running Disagree - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-61126.

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 LATCHED for the maintenance message, then do these steps:
 - (a) Do the 36-Air Supply Control System Test on the MAT.
 - (b) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Remove the right ASCPC, M36112; do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
- (2) Remove the IOM 2(M008) and IOM 1(M009) modules from the left and right AIMS cabinets. To remove them, do this task: Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801.
 - (a) Do a wiring check between these pins (WDM 31-41-37):

NOTE: The most probable cause of the problem is at the terminal block TB3002.

J410B

pin E3

DM36112AA

pin D7

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- (3) If the connector is satisfactory, remove the connector and look for bent pins, loose wires, dirt or other damage.
- (4) If the connector is not satisfactory, do these steps:
 - (a) Replace, repair or clean the connector.
 - (b) Do the 36-Air Supply Control System Test on the MAT.
 - (c) If the maintenance message does not show on the ground test display, you corrected the fault.
- (5) If the connector is satisfactory, Put the L ENG Bleed switch in the OFF position and do a check for >4 VDC between pins 2 and 3 of connector DM36117B at the HPFAC.

NOTE: The voltage will occur for only 12 seconds.

This will do a check of the power supply to the HPFAC.

- (6) If you find >4 VDC the power supply and wiring are OK. Do these steps:
 - (a) Replace the HPFAC.

These are the tasks:
HPFAC Removal, AMM TASK 36-11-08-000-802-002,
HPFAC Installation, AMM TASK 36-11-08-400-802-002.
 - (b) Do the 36-Air Supply Control System Test on the MAT.
 - (c) If the maintenance message does not show on the ground test display, you corrected the fault.
- (7) If you do not find >4 VDC there is a problem in the power supply itself (the ASCPC) or the wiring from the ASCPC to the FAMV torque motor in the HPFAC. Do these steps:
 - (a) Do a wiring check between these pins of connector DM36117B of the HPFAC and connector DM36111AC on the ASCPC (WDM 36-11-13):

NOTE: This will do a check of the power supply wiring to the torque motor.

DM36117B	DM36111AC
pin 2	pin C6
pin 3	pin D6

- (b) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Do the 36-Air Supply Control System Test on the MAT.
 - 3) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If you do not find a problem with the wiring, do these steps:
 - 1) Install the connector to the HPFAC.
 - 2) Replace the ASCPC.

These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) Do the 36-Air Supply Control System Test on the MAT.

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- 4) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

824. FAMV Failed RVDT L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-10190, 36-10531.

B. Initial Evaluation

- (1) If the maintenance message shows immediately after installation of a valve or an ASCPC, then do these steps:

NOTE: Calibration tolerances can cause the ASCPC to show a fault for a good valve. The fault can show for a specific ASCPC and valve and not for a different ASCPC or valve. If an ASCPC calibration problem exists, then the fault will show immediately. If the ASCPC and valve have operated together without a fault, then a subsequent fault indicates an RVDT problem.

- (a) Look at the ASCPC serial number and modification label.
- (b) If the ASCPC has a serial number of 1152972-0801 or earlier, and the ASCPC has not been modified per Honeywell SB 1152972-36-54, then do one of these steps:

- 1) Replace the ASCPC with an ASCPC that has the latest calibration tolerance.

NOTE: It is recommended that the ASCPC be returned to Honeywell for recalibration.

- 2) Replace the ASCPC with a different ASCPC.

NOTE: A different combination of ASCPC and valve can operate without a fault.

- 3) Replace the valve with a different valve.

NOTE: A different combination of ASCPC and valve can operate without a fault.

- (c) If the ASCPC has a serial number of 1152972-0802 or later, or the ASCPC has been modified per Honeywell SB 1152972-36-54, then continue.
- (2) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (3) If the MAT shows LATCHED for the maintenance message, then do these steps:
 - (a) Do the 36-Air Supply Control System Test on the MAT.
 - (b) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do a check for loose and/or damaged wires and connector DV36118 at the FAMV.
- (2) If the connector or wires are loose and/or damaged, do these steps:
 - (a) Tighten, replace or repair the connector.
 - (b) Do the 36-Air Supply Control System Test on the MAT.
 - (c) If the maintenance message does not show on the ground test display, you corrected the fault.

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- (3) If the connector is satisfactory, remove the connector and look for bent pins, loose wires, dirt or other damage.
- (4) If the connector is not satisfactory, do these steps:
 - (a) Replace, repair or clean the connector.
 - (b) Do the 36-Air Supply Control System Test on the MAT.
 - (c) If the maintenance message does not show on the ground test display, you corrected the fault.
- (5) If the connector is satisfactory, do a check for approximately 0–5 VAC between pin 1 and 2 of connector DV36118.

NOTE: This will do a check for power to the FAMV RVDT.

- (6) If the voltage is not correct, the problem is at the power supply source (the ASCPC) or the power supply wiring to the RVDT. Do these steps:

NOTE: The correct voltage between pin 1 and 2 of connector DV36118 is approximately 0–5 VAC.

- (a) Do a wiring check between these pins of connector DV36118 of the FAMV and connector DM36111AA on the ASCPC (WDM 36-11-13):

NOTE: This will do a check of the wiring for the power supply to the FAMV RVDT.

DV36118

DM36111AA

pin 1	.....	pin C2
pin 2	.....	pin C3

- (b) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Do the 36-Air Supply Control System Test on the MAT.
 - 3) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If you do not find a problem with the wiring, do these steps:
 - 1) Install the connector to the FAMV.
 - 2) Replace the ASCPC.

These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) Do the 36-Air Supply Control System Test on the MAT.
 - 4) If the maintenance message does not show on the ground test display, you corrected the fault.
- (7) If the voltage is correct, the power supply (ASCPC) and wiring are OK. The problem is in the RVDT wiring in the FAMV, RVDT return signal wiring or the ASCPC (return signal circuit). Do these steps:

NOTE: The correct voltage between pin 1 and 2 of connector DV36118 is approximately 0–5 VAC.

- (a) Do a wiring check between these pins of the FAMV (WDM 36-11-13):

NOTE: This will do a check of the RVDT wiring in the FAMV.

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DV36118	DV36118
pin 1	pin 2
pin 3	pin 4
pin 5	pin 4

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

- 1) Replace the FAMV.

These are the tasks:

FAMV Removal, AMM TASK 36-11-16-000-806-004,
FAMV Installation, AMM TASK 36-11-16-400-806-004.

- 2) Do the 36-Air Supply Control System Test on the MAT.
- 3) If the maintenance message does not show on the ground test display, you corrected the fault.

- (c) If you do not find a problem with the wiring, the FAMV is OK. The problem is now in the wiring for the RVDT return signal to the ASCPC or in the ASCPC itself. Do a wiring check between these pins of connector DV36118 of the FAMV and connector DM 36111AA of the ASCPC (WDM 36-11-13):

NOTE: This will do a check of the RVDT return signal wiring to the ASCPC.

DV36118	DM36111AA
pin 3	pin C4
pin 4	pin C5
pin 5	pin C6

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

- 1) Repair the wiring.
- 2) Do the 36-Air Supply Control System Test on the MAT.
- 3) 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, do these steps:

- 1) Install the connector to the FAMV.
- 2) Replace the ASCPC.

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.

- 3) Do the 36-Air Supply Control System Test on the MAT.
- 4) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

825. FAMV Failed Torque Motor R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-10522.

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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 LATCHED for the maintenance message, then do these steps:
 - (a) Do the 36-Air Supply Control System Test on the MAT.
 - (b) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do a check for loose and/or damaged wires and connector DM36117B at the HPFAC.
- (2) If the connector or wires are loose and/or damaged, do these steps:
 - (a) Tighten, replace or repair the connector.
 - (b) Do the 36-Air Supply Control System Test on the MAT.
 - (c) If the maintenance message does not show on the ground test display, you corrected the fault.
- (3) If the connector is satisfactory, remove the connector and look for bent pins, loose wires, dirt or other damage.
- (4) If the connector is not satisfactory, do these steps:
 - (a) Replace, repair or clean the connector.
 - (b) Do the 36-Air Supply Control System Test on the MAT.
 - (c) If the maintenance message does not show on the ground test display, you corrected the fault.
- (5) If the connector is satisfactory, Put the L ENG Bleed switch in the OFF position and do a check for >4 VDC between pins 2 and 3 of connector DM36117B at the HPFAC.

NOTE: The voltage will occur for only 12 seconds.

This will do a check of the power supply to the HPFAC.

- (6) If you find >4 VDC the power supply and wiring are OK. Do these steps:
 - (a) Replace the HPFAC.

These are the tasks:
HPFAC Removal, AMM TASK 36-11-08-000-802-002,
HPFAC Installation, AMM TASK 36-11-08-400-802-002.
 - (b) Do the 36-Air Supply Control System Test on the MAT.
 - (c) If the maintenance message does not show on the ground test display, you corrected the fault.
- (7) If you do not find >4 VDC there is a problem in the power supply itself (the ASCPC) or the wiring from the ASCPC to the FAMV torque motor in the HPFAC. Do these steps:
 - (a) Do a wiring check between these pins of connector DM36117B of the HPFAC and connector DM36111AC on the ASCPC (WDM 36-11-13):

NOTE: This will do a check of the power supply wiring to the torque motor.



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DM36117B

pin 2 pin C6
pin 3 pin D6

DM36111AC

- (b) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Do the 36-Air Supply Control System Test on the MAT.
 - 3) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If you do not find a problem with the wiring, do these steps:
- 1) Install the connector to the HPFAC.
 - 2) Replace the ASCPC.
These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) Do the 36-Air Supply Control System Test on the MAT.
 - 4) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

826. FAMV Failed RVDT R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-10330, 36-10532, 36-10535.

B. Initial Evaluation

- (1) If the maintenance message shows immediately after installation of a valve or an ASCPC, then do these steps:

NOTE: Calibration tolerances can cause the ASCPC to show a fault for a good valve. The fault can show for a specific ASCPC and valve and not for a different ASCPC or valve. If an ASCPC calibration problem exists, then the fault will show immediately. If the ASCPC and valve have operated together without a fault, then a subsequent fault indicates an RVDT problem.

- (a) Look at the ASCPC serial number and modification label.
- (b) If the ASCPC has a serial number of 1152972-0801 or earlier, and the ASCPC has not been modified per Honeywell SB 1152972-36-54, then do one of these steps:

- 1) Replace the ASCPC with an ASCPC that has the latest calibration tolerance.

NOTE: It is recommended that the ASCPC be returned to Honeywell for recalibration.

- 2) Replace the ASCPC with a different ASCPC.

NOTE: A different combination of ASCPC and valve can operate without a fault.

- 3) Replace the valve with a different valve.

NOTE: A different combination of ASCPC and valve can operate without a fault.

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- (c) If the ASCPC has a serial number of 1152972-0802 or later, or the ASCPC has been modified per Honeywell SB 1152972-36-54, then continue.
- (2) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (3) If the MAT shows LATCHED for the maintenance message, then do these steps:
 - (a) Do the 36-Air Supply Control System Test on the MAT.
 - (b) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault

C. Fault Isolation Procedure

- (1) Do a check for loose and/or damaged wires and connector DV36118 at the FAMV.
- (2) If the connector or wires are loose and/or damaged, do these steps:
 - (a) Tighten, replace or repair the connector.
 - (b) Do the 36-Air Supply Control System Test on the MAT.
 - (c) If the maintenance message does not show on the ground test display, you corrected the fault.
- (3) If the connector is satisfactory, remove the connector and look for bent pins, loose wires, dirt or other damage.
- (4) If the connector is not satisfactory, do these steps:
 - (a) Replace, repair or clean the connector.
 - (b) Do the 36-Air Supply Control System Test on the MAT.
 - (c) If the maintenance message does not show on the ground test display, you corrected the fault.

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- (5) If the connector is satisfactory, do a check for approximately 0–5 VAC between pin 1 and 2 of connector DV36118.

NOTE: This will do a check for power to the FAMV RVDT.

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- (6) If the voltage is not correct, the problem is at the power supply source (the ASCPC) or the power supply wiring to the RVDT. Do these steps:

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NOTE: The correct voltage between pin 1 and 2 of connector DV36118 is approximately 0–5 VAC.

ARO ALL

- (a) Do a wiring check between these pins of connector DV36118 of the FAMV and connector DM36112AA on the ASCPC (WDM 36-11-13):

NOTE: This will do a check of the wiring for the power supply to the FAMV RVDT.

DV36118

pin 1
pin 2

DM36112AA

pin C2
pin C3

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- (b) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Do the 36-Air Supply Control System Test on the MAT.
 - 3) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If you do not find a problem with the wiring, do these steps:
 - 1) Install the connector to the FAMV.
 - 2) Replace the ASCPC.
These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) Do the 36-Air Supply Control System Test on the MAT.
 - 4) If the maintenance message does not show on the ground test display, you corrected the fault.
- (7) If the voltage is correct, the power supply (ASCPC) and the wiring are OK. The problem is in the RVDT wiring in the FAMV, RVDT return signal wiring or the ASCPC (return signal circuit). Do these steps:

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NOTE: The correct voltage between pin 1 and 2 of connector DV36118 is approximately 0–5 VAC.

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- (a) Do a wiring check between these pins of the FAMV (WDM 36-11-13):

NOTE: This will do a check of the RVDT wiring in the FAMV.

DV36118	DV36118
pin 1	pin 2
pin 3	pin 4
pin 5	pin 4

- (b) If you find a problem with the wiring, do these steps:
 - 1) Replace the FAMV.
These are the tasks:
FAMV Removal, AMM TASK 36-11-16-000-806-004,
FAMV Installation, AMM TASK 36-11-16-400-806-004.
 - 2) Do the 36-Air Supply Control System Test on the MAT.
 - 3) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If you do not find a problem with the wiring, the FAMV is OK. The problem is now in the wiring for the RVDT return signal to the ASCPC or in the ASCPC itself. Do a wiring check between these pins of connector DV36118 of the FAMV and connector DM 36112AA of the ASCPC (WDM 36-11-13):
NOTE: This will do a check of the RVDT return signal wiring to the ASCPC.

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DV36118

pin 3 pin C4
pin 4 pin C5
pin 5 pin C6

DM36112AA

- (d) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Do the 36-Air Supply Control System Test on the MAT.
 - 3) 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, do these steps:
- 1) Install the connector to the FAMV.
 - 2) Replace the ASCPC.
These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) Do the 36-Air Supply Control System Test on the MAT.
 - 4) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

827. Isolation Valve Solenoid Power Supply Left Failed - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-11000.

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) Make sure that this circuit breaker is closed:

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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	3	C36615	AIR SPLY L SOL

- (a) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Do these steps to check for a path to ground for the left Air Supply Cabin Pressure Controller M36111 (ASCPC):
- (a) Remove the left ASCPC M36111, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.

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- (b) Do a continuity check between pin D9 of connector DM36111AC on the E1-2 shelf and the structure ground.
 - (c) If there is not continuity between pin D9 and the structure ground, then do these steps:
 - 1) Repair the wiring between pin D9 of connector DM36111AC and the structure ground.
 - 2) Re-install the left ASCPC M36111, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.
 - 4) If the MAT shows ACTIVE for the maintenance message, then continue.
 - (d) If there is continuity between pin D9 of connector DM36111AC and the structure ground, then continue.
- (3) Do these steps to check for power to the left ASCPC:
- (a) Remove the left ASCPC M36111, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - (b) Make sure that this circuit breaker is closed:

Standby Power Management Panel, P310

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	3	C36615	AIR SPLY L SOL

- (c) Do a check for 20.5 VDC to 29.5 at pin C9 of connector DM36111AC.
- (d) If there is not 20.5 VDC to 29.5 at pin C9 of connector DM36111AC, then do these steps:
 - 1) Do a check of the wiring between pin C9 of connector DM36111AC and this circuit breaker:

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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	3	C36615	AIR SPLY L SOL

- 2) If you find a problem with the wiring do these steps:
 - a) Repair the wiring between pin C9 of connector DM36111AC and this circuit breaker:

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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	3	C36615	AIR SPLY L SOL

NOTE: The most probable cause of the problem is at the terminal block TB1202.

- b) Re-install the left ASCPC M36111, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - c) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.
 - d) If the MAT shows ACTIVE for the maintenance message, then continue.
- 3) If you do not find a problem with the wiring then continue.

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- (e) If there is 20.5 VDC to 29.5 VDC at pin C9 of connector DM36111AC, then do these steps:
- 1) Replace the left ASCPC M36111.
These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.

————— END OF TASK —————

828. Isolation Valve Solenoid Power Supply Right Failed - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-11001.

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) Make sure that this circuit breaker is closed:

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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	3	C36615	AIR SPLY L SOL

- (a) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Do these steps to check for a path to ground for the right Air Supply Cabin Pressure Controller M36112 (ASCPC):
- (a) Remove the right ASCPC M36112, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - (b) Do a continuity check between pin D9 of connector DM36112AC on the E2-2 shelf and the structure ground.
 - (c) If there is not continuity between pin D9 and the structure ground, then do these steps:
 - 1) Repair the wiring between pin D9 of connector DM36112AC and the structure ground.
 - 2) Re-install the right ASCPC M36112, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.
 - 4) If the MAT shows ACTIVE for the maintenance message, then continue.
 - (d) If there is continuity between pin D9 of connector DM36112AC and the structure ground, then continue.

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- (3) Do these steps to check for power to the right ASCPC:
- (a) Remove the right ASCPC M36112, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.

- (b) Make sure that this circuit breaker is closed:

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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	3	C36615	AIR SPLY L SOL

- (c) Do a check for 20.5 VDC to 29.5 VDC at pin C9 of connector DM36112AC.
- (d) If there is not 20.5 VDC to 29.5 VDC at pin C9 of connector DM36112AC, then do these steps:
- 1) Do a check of the wiring between pin C9 of connector DM36112AC and this circuit breaker:

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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	3	C36615	AIR SPLY L SOL

- 2) If you find a problem with the wiring do these steps:
- a) Repair the wiring between pin C9 of connector DM36112AC and this circuit breaker:

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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	3	C36615	AIR SPLY L SOL

- b) Re-install the right ASCPC M36112, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
- c) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.
- d) If the MAT shows ACTIVE for the maintenance message, then continue.
- 3) If you do not find a problem with the wiring then continue.
- (e) If there is 20.5 VDC to 29.5 VDC at pin C9 of connector DM36112AC, then do these steps:
- 1) Replace the right ASCPC M36112.
- These are the tasks:
- ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
- 2) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.

————— END OF TASK —————

829. ASCPC Backup Power Supply Left Failed - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-11010.

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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) Make sure that this circuit breaker is closed:

Standby Power Management Panel, P310

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	3	C36615	AIR SPLY L SOL

- (a) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Do these steps to check for a path to ground for the left Air Supply Cabin Pressure Controller M36111 (ASCPC):
 - (a) Remove the left ASCPC M36111, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - (b) Do a continuity check between pin B10 of connector DM36111AC on the E1-2 shelf and the structure ground.
 - (c) If there is not continuity between pin B10 and the structure ground, then do these steps:
 - 1) Repair the wiring between pin B10 of connector DM36111AC and the structure ground.
 - 2) Re-install the left ASCPC M36111, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.
 - 4) If the MAT shows ACTIVE for the maintenance message, then continue.
 - (d) If there is continuity between pin B10 of connector DM36111AC and the structure ground, then continue.
- (3) Do these steps to check for power to the left ASCPC:
 - (a) Remove the left ASCPC M36111, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - (b) Make sure that this circuit breaker is closed:

Standby Power Management Panel, P310

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	2	C36613	AIR SPLY L BACKUP

- (c) Do a check for 20.5 VDC to 29.5 at pin A10 of connector DM36111AC.
- (d) If there is not 20.5 VDC to 29.5 at pin A10 of connector DM36111AC, then do these steps:

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- 1) Do a check of the wiring between pin A10 of connector DM36111AC and this circuit breaker:

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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	2	C36613	AIR SPLY L BACKUP

- 2) If you find a problem with the wiring do these steps:
 - a) Repair the wiring between pin A10 of connector DM36111AC and this circuit breaker:

Standby Power Management Panel, P310

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	2	C36613	AIR SPLY L BACKUP

NOTE: The most probable cause of the problem is at the terminal block TB1202.

- b) Re-install the left ASCPC M36111, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - c) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.
 - d) If the MAT shows ACTIVE for the maintenance message, then continue.
 - 3) If you do not find a problem with the wiring then continue.
- (e) If there is 20.5 VDC to 29.5 VDC at pin A10 of connector DM36111AC, then do these steps:
 - 1) Replace the left ASCPC M36111.
These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.

————— **END OF TASK** —————

830. ASCPC Backup Power Supply Right Failed - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-11011.

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

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C. Fault Isolation Procedure

- (1) Make sure that this circuit breaker is closed:

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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
P	13	C36614	AIR SPLY R BACKUP

- (a) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Do these steps to check for a path to ground for the right Air Supply Cabin Pressure Controller M36112 (ASCPC):
- (a) Remove the right ASCPC M36112, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
- (b) Do a continuity check between pin B10 of connector DM36112AC on the E2-2 shelf and the structure ground.
- (c) If there is not continuity between pin B10 and the structure ground, then do these steps:
- 1) Repair the wiring between pin B10 of connector DM36112AC and the structure ground.
 - 2) Re-install the right ASCPC M36112, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.
 - 4) If the MAT shows ACTIVE for the maintenance message, then continue.
- (d) If there is continuity between pin B10 of connector DM36112AC and the structure ground, then continue.
- (3) Do these steps to check for power to the right ASCPC:
- (a) Remove the right ASCPC M36112, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
- (b) Make sure that this circuit breaker is closed:

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
P	13	C36614	AIR SPLY R BACKUP

- (c) Do a check for 20.5 VDC to 29.5 VDC at pin A10 of connector DM36112AC.
- (d) If there is not 20.5 VDC to 29.5 VDC at pin A10 of connector DM36112AC, then do these steps:
- 1) Do a check of the wiring between pin A10 of connector DM36112AC and this circuit breaker:

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
P	13	C36614	AIR SPLY R BACKUP

- 2) If you find a problem with the wiring do these steps:

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- a) Repair the wiring between pin A10 of connector DM36112AC and this circuit breaker:

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
P	13	C36614	AIR SPLY R BACKUP

- b) Re-install the right ASCPC M36112, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
- c) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.
- d) If the MAT shows ACTIVE for the maintenance message, then continue.
- 3) If you do not find a problem with the wiring then continue.
- (e) If there is 20.5 VDC to 29.5 VDC at pin A10 of connector DM36112AC, then do these steps:
- 1) Replace the right ASCPC M36112.
These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.

————— END OF TASK —————

831. HPFAC/PRSOVC Heater Circuit (L) is Open or Shorted - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-14001.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message 36-14003, then do the fault isolation task for that message before you continue.
- (2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then there was an intermittent fault.
- (3) If the MAT shows ACTIVE for the maintenance message, then do the steps that follow to find if one or two heater circuits have a failure:
 - (a) Make sure that this circuit breaker is closed:

Left Power Management Panel, P110

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
M	16	C36617	AIR SPLY L HTR

- (b) If circuit breaker will not close or opens within a few minutes then there may be a short in the circuit. If this happens, then do the following:
 - 1) Disconnect the connector to the PRSOVC and close the circuit breaker.
 - a) If circuit breaker closes and stays closed then replace PRSOVC.
 - 2) Reconnect the connector to the PRSOVC.
 - 3) Disconnect the connector to the HPFAC and close the circuit breaker.

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- a) If circuit breaker closes and stays closed then replace HPFAC.
- 4) Reconnect the connector to the HPFAC.
- 5) If the PRSOV and HPFAC are good, there may be a short in the heater circuit. Troubleshoot the circuit per WDM 36-11-13, WDM 36-11-14, WDM 36-11-15, WDM 36-11-16 as required.
- (c) Get access to the HPFAC and the PRSOVC.
- (d) Put your hand near the HPFAC and the PRSOVC (DO NOT TOUCH) and make sure you feel the heat from the heaters.
- (e) If there is no heat from the two heaters, then do this procedure below: Fault Isolation Procedure - Two Heaters Inoperative.
- (f) If there is no heat from the HPFAC heater, then do this procedure below: Fault Isolation Procedure - HPFAC Heater Inoperative.
- (g) If there is no heat from the PRSOVC heater, then do this procedure below: Fault Isolation Procedure - PRSOVC Heater Inoperative.
- (h) If the two HPFAC and PRSOVC heaters are operative, then do the fault isolation task for maintenance message 36-14003.

C. Fault Isolation Procedure - Two Heaters Inoperative

- (1) Replace the current monitor, M24683, in the P110 panel. To replace the current monitor, These are the tasks:
Current Monitor Card - Removal, AMM TASK 24-09-00-000-817-002,
Current Monitor Card - Installation, AMM TASK 24-09-00-400-813-002.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Repair the wiring between pin B of connector DM24683 in P110 panel and terminal block, TB1203 in the E1-2 shelf (WDM 36-11-13)
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.

D. Fault Isolation Procedure - HPFAC Heater Inoperative

- (1) Do a check for power to the HPFAC heater:
 - (a) Disconnect the connector DM36117B from the HPFAC (WDM 36-11-13).
 - (b) Do a check for 28 VDC at pin 6 of connector DM36117B (WDM 36-11-13).
 - (c) If you do not find 28 VDC at pin 6, then do the steps that follow:
 - 1) Repair the wiring between pin 6 of connector DM36117B and the terminal block TB2103 in the E1-2 shelf.
 - 2) Re-connect the connector DM36117B to the HPFAC (WDM 36-11-13).
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message, then continue.
 - (e) If you do find 28 VDC at pin 6, then continue.
- (2) Do a check for path to ground for the HPFAC heater:

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- (a) Do a continuity check between pin 5 of connector DM36117B and the structure ground (WDM 36-11-13).
- (b) If there is not continuity between pin 5 and the structure ground, then do the steps that follow:
 - 1) Repair the wiring (WDM 36-11-13).
 - 2) Re-connect the connector DM36117B to the HPFAC (WDM 36-11-13).
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.
- (c) If there is continuity between pin 5 and the structure ground, then do the steps that follow:
 - 1) Replace the HPFAC. To replace the HPFAC,
These are the tasks:
HPFAC Removal, AMM TASK 36-11-08-000-802-002,
HPFAC Installation, AMM TASK 36-11-08-400-802-002.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.

E. Fault Isolation Procedure - PRSOVC Heater Inoperative

- (1) Do a check for power to the PRSOVC heater:
 - (a) Disconnect the connector DM36116 from the PRSOVC (WDM 36-11-15).
 - (b) Do a check for 28 VDC at pin 6 of connector DM36116 (WDM 36-11-15).
 - (c) If you do not find 28 VDC at pin 6, then do the steps that follow:
 - 1) Repair the wiring between pin 6 of connector DM36116 and the terminal block TB2103 in the E1-2 shelf.
 - 2) Re-connect the connector DM36116 to the PRSOVC (WDM 36-11-15).
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message, then continue.
 - (e) If you do find 28 VDC at pin 6, then continue.
- (2) Do a check for path to ground for the PRSOVC heater:
 - (a) Do a continuity check between pin 5 of connector DM36116 and the structure ground (WDM 36-11-15).
 - (b) If there is not continuity between pin 5 and the structure ground, then do the steps that follow:
 - 1) Repair the wiring (WDM 36-11-15).
 - 2) Re-connect the connector DM36116 to the PRSOVC (WDM 36-11-15).
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.
 - (c) If there is continuity between pin 5 and the structure ground, then do the steps that follow:
 - 1) Replace the PRSOVC. To replace the PRSOVC,
These are the tasks:
PRSOVC Removal, AMM TASK 36-11-18-000-802-002,
PRSOVC Installation, AMM TASK 36-11-18-400-802-002.

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

————— END OF TASK —————

832. HPFAC/PRSOVC Heater Circuit (R) is Open or Shorted - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-14002.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE for the maintenance message 36-14004, then do the fault isolation task for that message before you continue.
- (2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then there was an intermittent fault.
- (3) If the MAT shows ACTIVE for the maintenance message, then do the steps that follow to find if one or two heater circuits have a failure:
 - (a) Make sure that this circuit breaker is closed:

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
N	11	C36618	AIR SPLY R HTR

- (b) If circuit breaker will not close or opens within a few minutes then there may be a short in the circuit. If this happens, then do the following:
 - 1) Disconnect the connector to the PRSOVC and close the circuit breaker.
 - a) If circuit breaker closes and stays closed then replace PRSOVC.
 - 2) Reconnect the connector to the PRSOVC.
 - 3) Disconnect the connector to the HPFAC and close the circuit breaker.
 - a) If circuit breaker closes and stays closed then replace HPFAC.
 - 4) Reconnect the connector to the HPFAC.
 - 5) If the PRSOV and HPFAC are good, there may be a short in the heater circuit. Troubleshoot the circuit per WDM 36-11-13, WDM 36-11-14, WDM 36-11-15, WDM 36-11-16 as required.
- (c) Get access to the HPFAC and the PRSOVC.
- (d) Put your hand near the HPFAC and the PRSOVC (DO NOT TOUCH) and make sure you feel the heat from the heaters.
- (e) If there is no heat from the two heaters, then do this procedure below: Fault Isolation Procedure - Two Heaters Inoperative.
- (f) If there is no heat from the HPFAC heater, then do this procedure below: Fault Isolation Procedure - HPFAC Heater Inoperative.
- (g) If there is no heat from the PRSOVC heater, then do this procedure below: Fault Isolation Procedure - PRSOVC Heater Inoperative.
- (h) If the two HPFAC and PRSOVC heaters are operative, then do the fault isolation task for maintenance message 36-14004.

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C. Fault Isolation Procedure - Two Heaters Inoperative

- (1) Replace the current monitor, M24684, in the P210 panel. To replace the current monitor, These are the tasks:
Current Monitor Card - Removal, AMM TASK 24-09-00-000-817-002,
Current Monitor Card - Installation, AMM TASK 24-09-00-400-813-002.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Repair the wiring between pin B of connector DM24684 in P210 panel and terminal block, TB2201 in the E2-2 shelf (WDM 36-11-14)
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.

D. Fault Isolation Procedure - HPFAC Heater Inoperative

- (1) Do a check for power to the HPFAC heater:
 - (a) Disconnect the connector DM36117B from the HPFAC (WDM 36-11-14).
 - (b) Do a check for 28 VDC at pin 6 of connector DM36117B (WDM 36-11-14).
 - (c) If you do not find 28 VDC at pin 6, then do the steps that follow:
 - 1) Repair the wiring between pin 6 of connector DM36117B and the terminal block TB2201 in the E2-2 shelf (WDM 36-11-14).
 - 2) Re-connect the connector DM36117B to the HPFAC.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message, then continue.
 - (e) If you do find 28 VDC at pin 6, then continue.
- (2) Do a check for path to ground for the HPFAC heater:
 - (a) Do a continuity check between pin 5 of connector DM36117B and the structure ground (WDM 36-11-14).
 - (b) If there is not continuity between pin 5 and the structure ground, then do the steps that follow:
 - 1) Repair the wiring (WDM 36-11-14).
 - 2) Re-connect the connector DM36117B to the HPFAC.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.
 - (c) If there is continuity between pin 5 and the structure ground, then do the steps that follow:
 - 1) Replace the HPFAC. To replace the HPFAC, These are the tasks:
HPFAC Removal, AMM TASK 36-11-08-000-802-002,
HPFAC Installation, AMM TASK 36-11-08-400-802-002.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.

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E. Fault Isolation Procedure - PRSOVC Heater Inoperative

- (1) Do a check for power to the PRSOVC heater:
 - (a) Disconnect the connector DM36116 from the PRSOVC (WDM 36-11-16).
 - (b) Do a check for 28 VDC at pin 6 of connector DM36116.
 - (c) If you do not find 28 VDC at pin 6, then do the steps that follow:
 - 1) Repair the wiring between pin 6 of connector DM36116 and the terminal block TB2201 in the E2-2 shelf (WDM 36-11-16).
 - 2) Re-connect the connector DM36116 to the PRSOVC.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.
 - (d) If the MAT shows ACTIVE for the maintenance message, then continue.
 - (e) If you do find 28 VDC at pin 6, then continue.
- (2) Do a check for path to ground for the PRSOVC heater:
 - (a) Do a continuity check between pin 5 of connector DM36116 and the structure ground (WDM 36-11-16).
 - (b) If there is not continuity between pin 5 and the structure ground, then do the steps that follow:
 - 1) Repair the wiring (WDM 36-11-16).
 - 2) Re-connect the connector DM36116 to the PRSOVC.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.
 - (c) If there is continuity between pin 5 and the structure ground, then do the steps that follow:
 - 1) Replace the PRSOVC. To replace the PRSOVC,
These are the tasks:
PRSOVC Removal, AMM TASK 36-11-18-000-802-002,
PRSOVC Installation, AMM TASK 36-11-18-400-802-002.
 - 2) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.

————— **END OF TASK** —————

833. HPFAC/PRSOVC Heater Circuit Monitor (L) is Failed - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-14003.

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 (or if the message does not show), then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do a check of the Signal Interface Unit (2), M24505, in the P110 panel.

This is the task:

Signal Interface Unit - Exchange Check, AMM TASK 24-09-00-700-801-002.

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- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Do a check for power to the current monitor, M24683:
 - (a) Disconnect connector DM24683 from the current monitor, M24683 (WDM 36-11-13).
 - (b) Do a check for 28V DC from pin A of connector DM24683 (WDM 36-11-13).
 - (c) If there is not 28V DC from pin A of connector DM24683, then do the steps that follow:
 - 1) Repair the wiring between pin A of connector DM24683 and this circuit breaker (WDM 36-11-13):
Left Power Management Panel, P110

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
M	16	C36617	AIR SPLY L HTR
 - 2) Re-connect the connector DM24683 to the current monitor.
 - 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.
 - (d) If there is 28V DC from pin A of connector DM24683, then continue.
- (3) Do a check for path to ground for the current monitor, M24683:
 - (a) Disconnect connector DM24683 from the current monitor, M24683 (WDM 36-11-13).
 - (b) Do a continuity check pin 2 of connector DM24683 and the structure ground (WDM 36-11-13, 24-09-24).
 - (c) If there is not continuity pin 2 and the structure ground, then do the steps that follow:
 - 1) Repair the wiring. (WDM 36-11-13, 24-09-24)
 - 2) Re-connect the connector DM24683 to the current monitor.
 - 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.
 - (d) If there is continuity between pin 2 of connector DM24683 and the structure ground, then continue.
- (4) Replace the current monitor, M24683, in the P110 panel. To replace the current monitor, These are the tasks:
Current Monitor Card - Removal, AMM TASK 24-09-00-000-817-002,
Current Monitor Card - Installation, AMM TASK 24-09-00-400-813-002.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do a check of the wiring between the current monitor and the SIU (2):
 - (a) Do a wiring check between pin 1 of connector DM24683 and pin 76 of DM24505A (WDM 36-11-13).
 - (b) If there is a problem with the wiring, then do the steps that follow:
 - 1) Repair the wiring (WDM 36-11-13).

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- 2) Re-connect the connector DM24683 to the current monitor.
- 3) Re-connect the connector DM24505A to the SIU.
- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.

————— **END OF TASK** —————

834. HPFAC/PRSOVC Heater Circuit Monitor (R) is Failed - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-14004.

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 (or if the message does not show), then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do a check of the Signal Interface Unit (2), M24509, in the P210 panel.

This is the task:

Signal Interface Unit - Exchange Check, AMM TASK 24-09-00-700-801-002.

- (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.
- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (2) Do a check for power to the current monitor, M24684:
 - (a) Disconnect connector DM24684 from the current monitor, M24684 (WDM 36-11-14).
 - (b) Do a check for 28V DC from pin A of connector DM24684 (WDM 36-11-14).
 - (c) If there is not 28V DC from pin A of connector DM24684, then do the steps that follow:
 - 1) Repair the wiring between pin A of connector DM24684 and this circuit breaker (WDM 36-11-14):

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
N	11	C36618	AIR SPLY R HTR

- 2) Re-connect the connector DM24684 to the current monitor.
- 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.
- (d) If there is 28V DC from pin A of connector DM24684, then continue.
- (3) Do a check for path to ground for the current monitor, M24684:
 - (a) Disconnect connector DM24684 from the current monitor, M24684 (WDM 36-11-14).
 - (b) Do a continuity check pin 2 of connector DM24684 and the structure ground (WDM 36-11-14, 24-09-25).
 - (c) If there is not continuity pin 2 and the structure ground, then do the steps that follow:
 - 1) Repair the wiring. (WDM 36-11-14, 24-09-25)

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- 2) Re-connect the connector DM24684 to the current monitor.
- 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.
- (d) If there is continuity between pin 2 of connector DM24684 and the structure ground, then continue.
- (4) Replace the current monitor, M24684, in the P210 panel. To replace the current monitor, These are the tasks:
Current Monitor Card - Removal, AMM TASK 24-09-00-000-817-002,
Current Monitor Card - Installation, AMM TASK 24-09-00-400-813-002.
 - (a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.
 - (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (5) Do a check of the wiring between the current monitor and the SIU (2):
 - (a) Disconnect connector DM24684 from the current monitor, M24684 (WDM 36-11-14).
 - (b) Disconnect connector DM24509A from the SIU (2), M24509. do this task: Signal Interface Unit - Removal, AMM TASK 24-09-00-000-814-002
 - (c) Do a wiring check between pin 1 of connector DM24684 and pin 76 of DM24509A (WDM 36-11-14).
 - (d) If there is a problem with the wiring, then do the steps that follow:
 - 1) Repair the wiring (WDM 36-11-14).
 - 2) Re-connect the connector DM24684 to the current monitor.
 - 3) Re-connect the connector DM24509A to the SIU.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then you corrected the fault.

———— **END OF TASK** ————

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1. General Troubleshooting Tips For the Engine Mounted Components

- A. System Schematic, Synoptic Page and Maintenance Page Figure 301
- B. High Pressure Shutoff Valve (HPSOV) and Pressure Regulating and Shutoff Valve (PRSOV)
- (1) L(R) ENG Bleed switch is depressed (IN) - electrically enables the valve to open WITH pneumatic pressure.
NOTE: The Bleed switch interfaces with the ASCPC to send signals to the HPSOV/PRSOV controllers.
 - (2) L(R) ENG Bleed switch is extended (OUT) - sends a signal to the controller to shut off pneumatic pressure. The valve will then close with spring pressure.
 - (3) Spring loaded closed. If the HPSOV is not fully closed with zero pressure it is faulty.
 - (4) Sense line leakage will cause the valve to fail closed.
 - (5) Can be manually LOCKED closed. The word LOCKED will show at the position indicator.
 - (6) Controller filter and/or internals that are clogged will cause the valve to fail closed.
- C. Fan Air Modulating Valve (FAMV)
- (1) Spring loaded open. If the FAMV is not fully open with no pressure it is faulty.
 - (2) Sense line leakage will cause the valve to fail open.
 - (3) Can be manually LOCKED open.
 - (4) HPFAC filter that is clogged will cause the valve to fail open.
 - (5) FAMV failed closed status message at takeoff and climb can be caused by a worn HPFAC. a worn HPFAC can allow excessive control air pressure to be applied to the FAMV actuator. Excessive control air pressure can damage the FAMV.
- D. High Pressure/Fan Air Controller (HPFAC)
- (1) Heaters are installed to prevent ice from forming in the controller. If you cannot feel the heat at the controller, without touching the controller, check the heater circuit breakers.
 - (2) Sense line leakage will cause the HPSOV to fail closed or in the FAMV to fail open.
 - (3) HPFAC regulator wear can cause the FAMV to fail closed during high thrust conditions.
- E. Pressure Regulating and Shutoff Valve Controller (PRSOVC)
- (1) Sense line leakage will cause the PRSOV to fail closed.
- F. ATA 36 Pneumatic System Circuit Breakers
- (1) These circuit breakers are used by the pneumatic system.

Left Power Management Panel, P110

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
M	16	C36617	AIR SPLY L HTR

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
N	11	C36618	AIR SPLY R HTR
P	12	C36612	AIR SPLY R PRI
P	13	C36614	AIR SPLY R BACKUP
P	14	C36616	AIR SPLY R SOL

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Standby Power Management Panel, P310

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	1	C36611	AIR SPLY L PRI
C	2	C36613	AIR SPLY L BACKUP
C	3	C36615	AIR SPLY L SOL
E	5	C36619	AIR SPLY R SEC

2. Maintenance Access Terminal (MAT) Ground Test Data

A. The ATA 36 Left(Right) Air Supply Control System Ground Test does a check for:

- (1) This test makes sure that the electrical circuits for these Air Supply Control System components operate correctly and that all electrical failures have been fixed:
 - (a) HPFAC and PRSOVC Torque Motors
 - 1) This test exercises the torque motors from 0 current to maximum operating current.
 - (b) FAMV RVDT(Position Indication)
 - (c) L(R, C) Isolation Valve Close Solenoids and RVDT(Position Indication)
 - 1) This test exercises the solenoids from 0 current to maximum operating current.
 - (d) APUSOV Close Solenoids and RVDT(Position Indication)
 - 1) This test exercises the solenoids from 0 current to maximum operating current.
 - (e) Manifold Pressure Sensor (MPS)
 - (f) IP Sensor
 - (g) Manifold Dual Element Temperature Sensor (DTS)
 - (h) Manifold Flow Sensor (FS)
- (2) The test DOES NOT operate the valves because pressure is needed to operate all of the pneumatic valves.
- (3) Approximate Time to Run Test: less than 1 minute
- (4) Requirements to run the test:
 - (a) Make sure pneumatic ducts are not pressurized.
 - (b) Make sure AIR/GND System in GND mode (look on the LANDING GEAR ACTN/INDN maintenance display) and alt < 15,000.
 - (c) Make sure ADIRU is operating.

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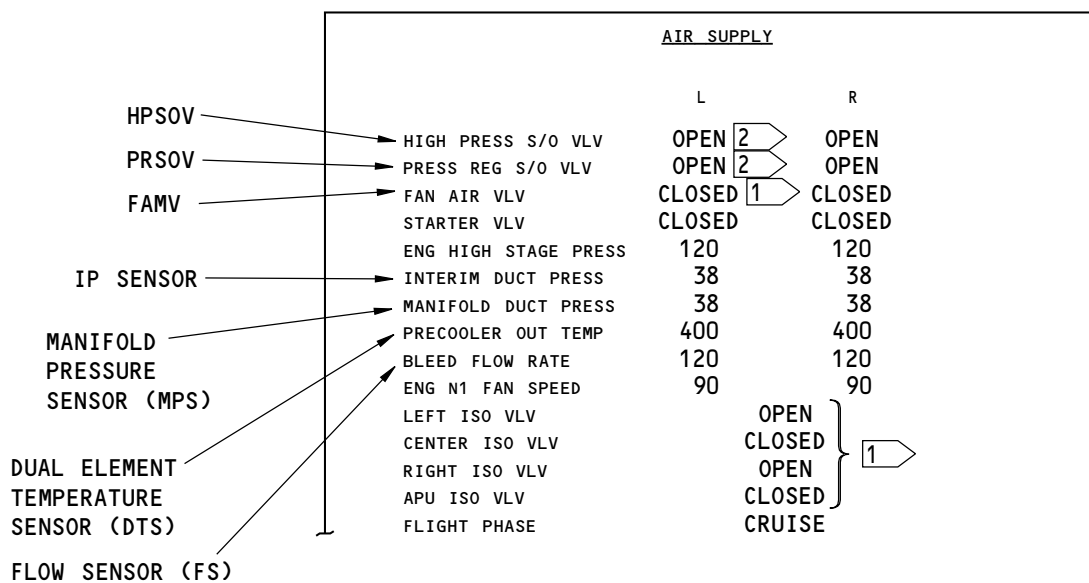
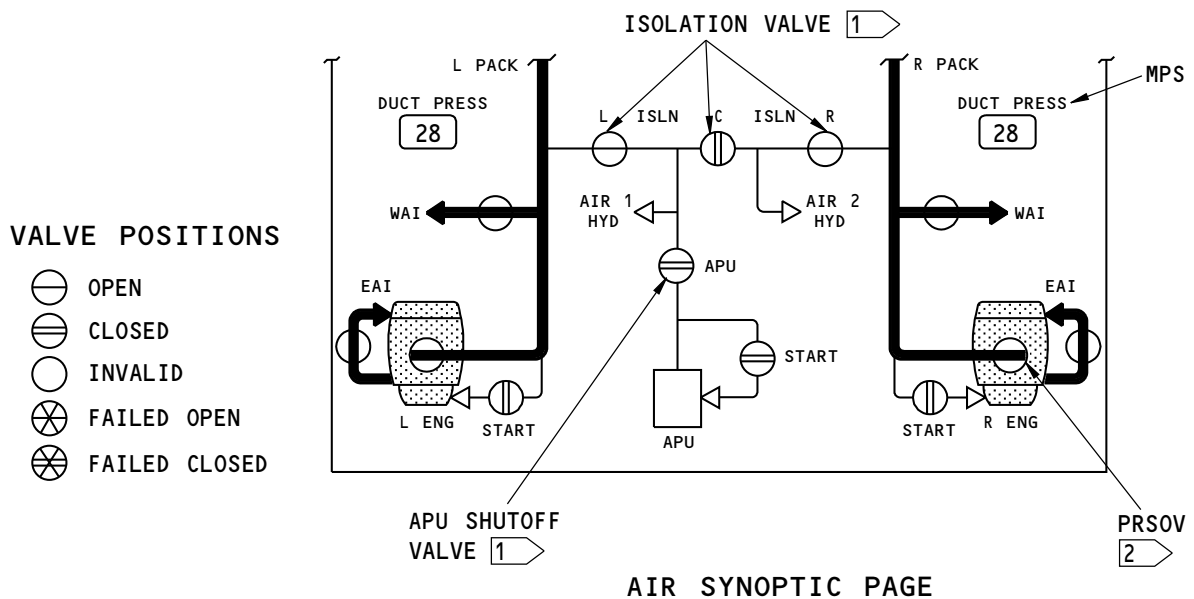
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1 THESE ARE ACTUAL VALVE POSITIONS.
INPUT IS FROM THE RVDT ON THE VALVE.
IF THE POSITION IS BLANK ON THE
MAINTENANCE PAGE THERE IS AN RVDT
PROBLEM.

E98787 S0000132714_V1

Engine Valve Troubleshooting Figure 301/36-11-00-990-801 (Sheet 1 of 3)

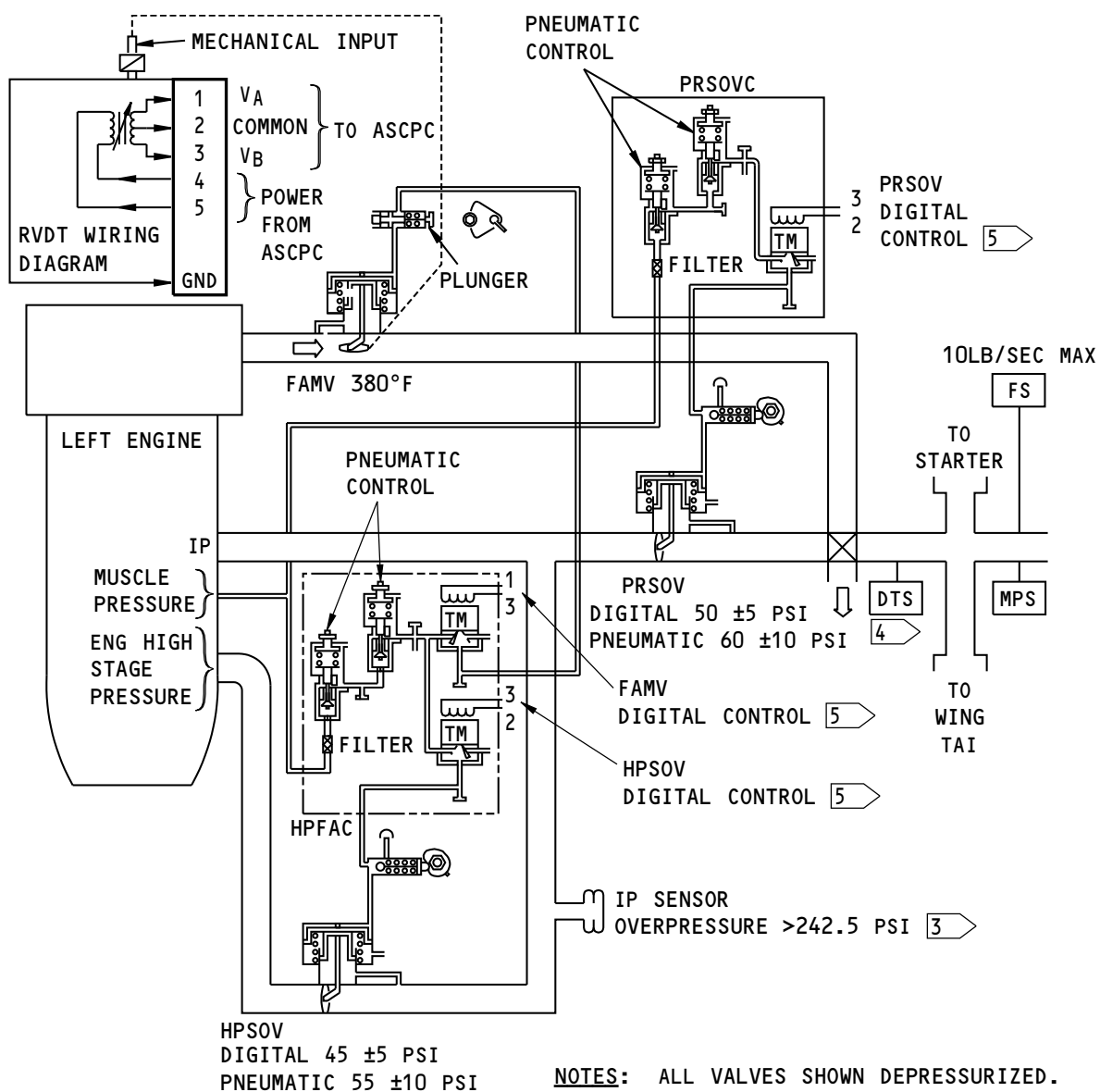
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2 THESE ARE COMMANDED POSITIONS. VALVE POSITION INPUT IS FROM THE CONTROL CURRENT SIGNALS TO THE CONTROLLER TORQUE MOTORS. THEY ARE NOT FROM VALVE POSITION SWITCHES. IF POSITION INDICATION IS IN DOUBT, LOOK AT THE POSITION INDICATOR ON THE VALVE. IF THE VALVE IS FAILED, THE POSITION SHOWN IS THE FAILED POSITION.

NOTES: ALL VALVES SHOWN DEPRESSURIZED. ALL CONTROLLERS SHOWN DEENERGIZED. TM = TORQUE MOTOR

- 3 CLOSSES HPSOV AND PRSOV
- 4 450°F BEGINS TO CLOSE PRSOV (TEMP TOPPING) 490°F CLOSSES HPSOV AND PRSOV. OPENS FAMV.
- 5 DIGITAL CONTROL IS FROM THE ASCPC

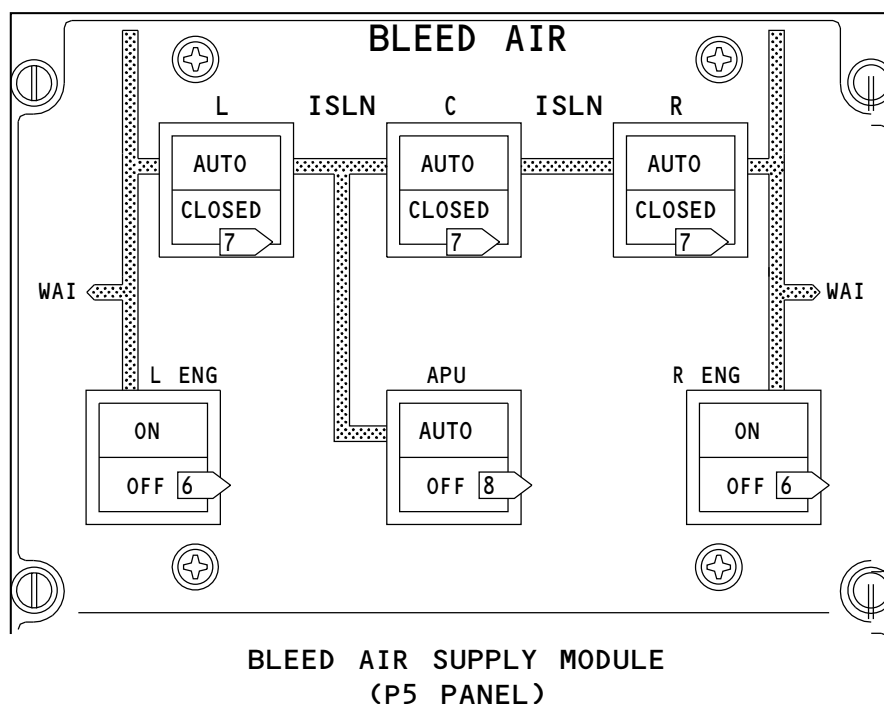
E98755 S0000132734_V1

Engine Valve Troubleshooting
Figure 301/36-11-00-990-801 (Sheet 2 of 3)

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NOTE: "ON" OR "AUTO"; THE SWITCHES ARE IN.
 "OFF" OR "CLOSED"; THE SWITCHES ARE OUT.
 "OFF" MEANS THE PRSOV IS COMMANDED CLOSED
 BUT IS NOT NECESSARILY AN INDICATION OF ACTUAL POSITION.

- 6** "OFF" LIGHT COMES ON FOR:
- PRSOV FAILED CLOSED (SWITCH IS IN)
 - HPSOV FAILED CLOSED (SWITCH IS IN)
 - WING OR STRUT DUCT OVERHEAT (SWITCH IS IN)
 - BLEED AIR OVERTEMPERATURE (SWITCH IS IN)
 - BLEED AIR OVERPRESSURE (SWITCH IS IN)
 - ENGINE FIRE SWITCH PULLED (SWITCH IS IN)
 - ENGINE IS OFF (SWITCH IS IN)
 - SWITCH IS OUT
- 7** "CLOSED" LIGHT COMES ON FOR:
- WING OR BODY DUCT OVERHEAT (SWITCH IS IN)
 - ISOLATION VALVE FAILED CLOSED (SWITCH IS IN)
 - LEFT (RIGHT) BLEED SOURCE LOSS (SWITCH IS IN)
 - SWITCH IS OUT AND ISOLATION VALVE IS CLOSED
- 8** "OFF" LIGHT COMES ON FOR:
- WING OR BODY DUCT OVERHEAT (SWITCH IS IN)
 - APU SOV FAILED CLOSED (SWITCH IS IN)
 - APU FIRE SWITCH PULLED (SWITCH IS IN)
 - SWITCH IS OUT AND APUSOV IS CLOSED

E98786 S0000132735_V1

Engine Valve Troubleshooting
Figure 301/36-11-00-990-801 (Sheet 3 of 3)

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801. Isolation Valve (Left, Center or Right) Failed Closed - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-10140, 36-10280, 36-10410.

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 LATCHED for the maintenance message, then do these steps:
 - (a) Do this task: Pressurize the Pneumatic System, AMM TASK 36-00-00-860-802.
 - (b) Push the applicable L, C or R ISLN switch on the Bleed Air module of the P5 panel to the AUTO then CLOSED then AUTO position.
 - (c) If the MAT shows ACTIVE or LATCHED for the maintenance message during the operation of the isolation valve, then do the Fault Isolation Procedure below.
 - (d) If the MAT shows NOT ACTIVE for the maintenance message during the operation of the isolation valve, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Look at the manual override nut and make sure the valve is not in the LOCKED position.
NOTE: If the valve is locked the knob is pushed in and the knob bolt is tight.
 - (a) If the valve is locked do the unlock procedure found on the valve.
- (2) If the left, center or right isolation valve is not locked, replace the applicable left, center or right isolation valve.
These are the tasks:
Isolation Valve Removal, AMM TASK 36-12-01-000-801,
Isolation Valve Installation, AMM TASK 36-12-01-400-801.
- (3) Do this task: Pressurize the Pneumatic System, AMM TASK 36-00-00-860-802.
- (4) Push the applicable L, C or R ISLN switch on the Bleed Air module of the P5 panel to the AUTO then OFF for 3 seconds then AUTO position.
- (5) If the MAT shows NOT ACTIVE for the maintenance message while you operate the isolation valve (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

802. Isolation Valve (Left, Center or Right) Failed Open - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-10170, 36-10310, 36-10440.

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 LATCHED for the maintenance message, then do these steps:
 - (a) Do this task: Pressurize the Pneumatic System, AMM TASK 36-00-00-860-802.
 - (b) Push the applicable L, C or R ISLN switch on the Bleed Air module of the P5 panel to the AUTO then OFF for 3 seconds then AUTO position.
 - (c) If the MAT shows ACTIVE or LATCHED for the maintenance message during the operation of the isolation valve, then do the Fault Isolation Procedure below.

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- (d) If the MAT shows NOT ACTIVE for the maintenance message during the operation of the isolation valve, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Look at the manual override nut and make sure the valve is not in the LOCKED position.
NOTE: If the valve is locked the knob is pushed in and the knob bolt is tight.
- (a) If the valve is locked do the unlock procedure found on the valve.
- (2) If the left, center or right isolation valve is not locked, replace the left, center or right isolation valve.
- These are the tasks:
- Isolation Valve Removal, AMM TASK 36-12-01-000-801,
Isolation Valve Installation, AMM TASK 36-12-01-400-801.
- (3) Do this task: Pressurize the Pneumatic System, AMM TASK 36-00-00-860-802.
- (4) Push the applicable L, C or R ISLN switch on the Bleed Air module of the P5 panel to the AUTO then CLOSED then AUTO position.
- (5) If the MAT shows NOT ACTIVE for the maintenance message while you operate the isolation valve (or if the message does not show), you corrected the fault.

————— END OF TASK —————

803. Left (Right, Center) Isolation Valve Solenoid or RVDT Circuit is Open or Shorted - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-10150, 36-10290, 36-10430.

B. Description

- (1) This task is for these maintenance messages:
- (a) 36-10150: Center Isolation Valve Solenoid or RVDT circuit is open or shorted
- (b) 36-10290: Left Isolation Valve Solenoid or RVDT circuit is open or shorted
- (c) 36-10430: Right Isolation Valve Solenoid or RVDT circuit is open or shorted

C. Possible Causes

- (1) Wiring
- (2) L (R, C) Isolation Valve (ISO VLV), V36111 (V36112, V36113)
- (3) L (R) Air Supply Cabin Pressure Controller (ASCPC), M36111 (M36112)

D. Circuit Breakers

- (1) These are the primary circuit breakers related to the fault:

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
P	12	C36612	AIR SPLY R PRI
P	13	C36614	AIR SPLY R BACKUP
P	14	C36616	AIR SPLY R SOL

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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	1	C36611	AIR SPLY L PRI
C	2	C36613	AIR SPLY L BACKUP

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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	3	C36615	AIR SPLY L SOL
E	5	C36619	AIR SPLY R SEC

E. Related Data

- (1) WDM 36-12-11
- (2) WDM 36-12-12
- (3) WDM 36-12-13

F. Initial Evaluation

- (1) If the maintenance message shows immediately after the installation of a L (C, R) ISO Valve or ASCPC, then do these steps:

NOTE: Calibration Tolerances can cause the ASCPC to show a fault for a good valve. The fault can show for a specific ASCPC and valve and not for a different ASCPC or valve.

If an ASCPC Calibration Problem exists, then the fault will show immediately.

If the ASCPC and valve have operated together without a fault, then a subsequent fault indicates a Rotary Variable Differential Transformer (RVDT) problem.

- (a) Remove the applicable L (R) ASCPC, M36111 (M36112). This is the task: ASCPC Removal, AMM TASK 36-11-20-000-801.
- (b) Look at the ASCPC Serial Number and Modification Label.
 - 1) If the ASCPC as a Serial Number of 1152972-0802 or later, or the ASCPC has been modified per Honeywell SB 1152972-36-54, then reinstall the ASCPC. This is the task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 2) If the ASCPC has a serial number of 1152972-0801 or earlier, and the ASCPC has not been modified per Honeywell SB 1152972-36-54, then replace the ASCPC with an ASCPC that has the latest calibration tolerance. This is the task: ASCPC Installation, AMM TASK 36-11-20-400-801.

NOTE: It is recommended that the ASCPC be returned to Honeywell for recalibration.

- (2) If the Maintenance Access Terminal (MAT) shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (3) If the MAT shows LATCHED for the maintenance message, then do these steps:
 - (a) Do the 36-Air Supply Control System Test on the MAT.
 - (b) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent problem.

G. Fault Isolation Procedure

- (1) On the AIR SUPPLY Maintenance Page, look at the position of the applicable L (C, R) ISO VLV (Showing a Maintenance Page, AMM TASK 31-61-00-800-804).
 - (a) If you see a position (OPEN or CLOSED), then the problem is in the L (C, R) Solenoid Wiring (WDM 36-12-11, WDM 36-12-12, WDM 36-12-13). Examine the wiring as follows:

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- 1) Examine the applicable connector DV36111 (DV36112, DV36113) for a loose connection, bent pins, loose wires, dirt or other damage.
 - a) If necessary, tighten, repair or replace the connector and/or the wire(s).
 - b) Do the Repair Confirmation at the end of this task.
- 2) Put the L (C, R) ISO VLV BLEED Switch to the CLOSED position and do a check for >18V DC as follows:

LEFT ISOLATION VALVE

L ISO VLV		L ISO VLV	
DV36111		DV36111	VOLTAGE
pin 7	.....	pin 6 (GND)	>18V DC

RIGHT ISOLATION VALVE

R ISO VLV		R ISO VLV	
DV36112		DV36112	VOLTAGE
pin 9	.....	pin 10 (GND)	>18V DC

CENTER ISOLATION VALVE

C ISO VLV		C ISO VLV	
DV36113		DV36113	VOLTAGE
pin 7	.....	pin 6 (GND)	>18V DC

- a) If you find the correct voltage, replace the applicable ISO VLV. These are the tasks:
 - Isolation Valve Removal, AMM TASK 36-12-01-000-801
 - Isolation Valve Installation, AMM TASK 36-12-01-400-801<1> Do the Repair Confirmation at the end of this task.
- b) If you do not find the correct voltage, examine the wiring between the L (C, R) ISO VLV and the associated ASCPC as follows (WDM 36-12-11, WDM 36-12-12, WDM 36-12-13):

L ASCPC		L ISO VLV
DM36111AB		DV36111
pin D1	.....	pin 7

L ISO VLV	
DV36111	
pin 6	 GND

R ASCPC		R ISO VLV
DM36112AB		DV36112
pin B1		pin 9

R ISO VLV	
DV36112	
pin 10	 GND

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L ASCPC	C ISO VLV
DM36113AB	DV36113
pin C1	pin 7

C ISO VLV
DV36113
pin 6 GND

- <1> If you find a problem with the wiring, do these steps:
- <a> Repair the wiring.
 - Do the Repair Confirmation at the end of this task.
- <2> If you do not find a problem with the wiring, do these steps:
- <a> Connect connector DV36111 (DV36112, DV36113) to the applicable L (C, R) ISO Valve.
 - Replace the ASCPC. These are the tasks:
 - ASCPC Removal, AMM TASK 36-11-20-000-801
 - ASCPC Installation, AMM TASK 36-11-20-400-801
 - <c> Do the Repair Confirmation at the end of this task.
- (b) If there is no position indicated on the AIR SUPPLY Maintenance Page (shows blank), the problem is in L (C, R) ISO VLV RVDT Wiring. Do these steps:
- 1) Examine the applicable connector DV36111 (DV36112, DV36113) for a loose connection, bent pins, loose wires, dirt or other damage.
 - a) If necessary, tighten, repair or replace the connector and/or the wire(s).
 - b) Do the Repair Confirmation at the end of this task.
 - 2) Do a check for 5-7V AC Power to the L (R, C) ISO Valve RVDT between pins 4 and 5 of the applicable connector DV36111 (DV36112, DV36113).
 - a) If you do not find the correct voltage, examine the wiring between the L (R, C) ISO Valve and the associated ASCPC as follows:

L ASCPC	L ISO VLV
DM36111AA	DV36111
pin A2	pin 4
pin A3	pin 5

R ASCPC	R ISO VLV
DM36112AA	DV36112
pin A2	pin 4
pin A3	pin 5

L ASCPC	C ISO VLV
DM36111AA	DV36113
pin B2	pin 4
pin B3	pin 5

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- <1> If you find a problem with the wiring, do these steps:
- <a> Repair the wiring.
 - Do the Repair Confirmation at the end of this task.
- <2> If you do not find a problem with the wiring, do these steps:
- <a> Connect connector DV36111 (DV36112, DV36113) to the applicable L (C, R) ISO Valve.
 - Replace the ASCPC. These are the tasks:
 - ASCPC Removal, AMM TASK 36-11-20-000-801
 - ASCPC Installation, AMM TASK 36-11-20-400-801
 - <c> Do the Repair Confirmation at the end of this task.
- b) If you find the correct voltage, do a check for an open RVDT between the applicable ISO Valve pins indicated below (WDM 36-12-11, WDM 36-12-12, WDM 36-12-13):

L ISO VLV DV36111

pin 4	.....	pin 5
pin 1	.....	pin 2
pin 3	.....	pin 2

L ISO VLV DV36111

R ISO VLV DV36112

pin 4	.....	pin 5
pin 1	.....	pin 2
pin 3	.....	pin 2

R ISO VLV DV36112

C ISO VLV DV36113

pin 4	.....	pin 5
pin 1	.....	pin 2
pin 3	.....	pin 2

C ISO VLV DV36113

- <1> If you find an open RVDT, replace the associated L (C, R) ISO VLV. These are the tasks:
- Isolation Valve Removal, AMM TASK 36-12-01-000-801
 - Isolation Valve Installation, AMM TASK 36-12-01-400-801
- <a> Do the Repair Confirmation at the end of this task.
- <2> If you do not find an open RVDT, examine the L (R, C) ISO Valve RVDT Return Signal Wiring to the ASCPC as follows:

L ASCPC DM36111AA

pin A4		pin 1
pin A5		pin 2
pin A6		pin 3

L ISO VLV DV36111

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R ASCPC DM36112AA

pin A4		pin 1
pin A5		pin 2
pin A6		pin 3

R ISO VLV DV36112

L ASCPC DM36111AA

pin B4	.....	pin 1
pin B5	.....	pin 2
pin B6	.....	pin 3

C ISO VLV DV36113

- <a> If you find a problem, repair the wiring.
- If you do not find a problem with the wiring, connect connector DV36111 (DV36112, DV36113) to the applicable L (C, R) ISO Valve and replace the applicable ASCPC. These are the tasks:
- ASCPC Removal, AMM TASK 36-11-20-000-801
 - ASCPC Installation, AMM TASK 36-11-20-400-801
- I. Do the Repair Confirmation at the end of this task.

H. Repair Confirmation

- (1) Do the 36-Air Supply Control System Test on the MAT.
- (2) If the MAT shows NOT ACTIVE for the Maintenance Message, then you corrected the problem.
- (3) If the MAT shows ACTIVE or LATCHED for the Maintenance Message, then continue the Fault Isolation Procedure at the subsequent step.

————— END OF TASK —————

804. Isolation Valve (Left,Center,Right) Solenoid Circuit is Open or Shorted - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-10160, 36-10300, 36-10420.

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 LATCHED for the maintenance message, then do these steps:
 - (a) Do the 36-Air Supply Control System Test on the MAT.
 - (b) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Do a check for a loose connector DV36111(DV36112,DV36113) and/or damaged wires at the applicable isolation valve.
- (2) If the connector or wires are loose and/or damaged, do these steps:
 - (a) Tighten, replace or repair the connector or wires.

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- (b) Do the 36-Air Supply Control System Test on the MAT.
- (c) If the maintenance message does not show on the ground test display, you corrected the fault.
- (3) If the connector is satisfactory, remove the connector and look for bent pins, loose wires, dirt or other damage.
- (4) If the connector is not satisfactory, do these steps:
 - (a) Replace or repair the connector.
 - (b) Do the 36-Air Supply Control System Test on the MAT.
 - (c) If the maintenance message does not show on the ground test display, you corrected the fault.
- (5) If the connector is satisfactory, put the L(C, R) ISLN Bleed switch to the CLOSED position and do a check for >18 VDC between these pins at connector DV36111 (DV36112, DV36113).

NOTE: This will do a check of the power supply to the isolation valve.

DV36111 L ISLN	DV36111 L ISLN
VLV	VLV
pin 10(gnd)	pin 9

DV36112 R ISLN	DM36112 R
VLV	ISLN VLV
pin 6(gnd)	PIN 7

DV36113 C ISLN	DM36113 C
VLV	ISLN VLV
pin 10(gnd)	PIN 9

- (6) If you find >18 VDC, do these steps:
 - (a) Replace the isolation valve.
These are the tasks:
Isolation Valve Removal, AMM TASK 36-12-01-000-801,
Isolation Valve Installation, AMM TASK 36-12-01-400-801.
 - (b) Do the 36-Air Supply Control System Test on the MAT.
 - (c) If the maintenance message does not show on the ground test display, you corrected the fault.
- (7) If you do not find >18 VDC, do these steps:
 - (a) Do a wiring check between these pins of the isolation valve connector and the ASCPC connector (WDM 36-12-11), (WDM 36-12-12), (WDM 36-12-13):

NOTE: This will do a check of the power supply wiring to the solenoid.

DV36111 L ISLN	DM36112AB R
VLV	ASCPC
pin 10	ground
pin 9	pin D1

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DV36112 R ISLN VLV

pin 6 ground
pin 7 pin B1

DM36111AB L ASCPC

DV36113 C ISLN VLV

pin 10 ground
pin 9 pin C1

DM36112AB R ASCPC

- (b) If you find a problem with the wiring, do these steps:
- 1) Repair the wiring.
 - 2) Do the 36-Air Supply Control System Test on the MAT.
 - 3) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If you do not find a problem with the wiring, do these steps:
- 1) Install the connector to the isolation valve.
 - 2) Replace the ASCPC.
These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) Do the 36-Air Supply Control System Test on the MAT.
 - 4) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

805. APUSOV Failed Closed - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-10100.

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 LATCHED for the maintenance message, then do these steps:
- (a) To supply pneumatic power with the APU, do this task: Pressurize the Pneumatic System, AMM TASK 36-00-00-860-802.
 - (b) Push the APU switch on the Bleed Air module of the P5 panel to the AUTO then OFF for 3 seconds then AUTO position.
 - (c) If the MAT shows ACTIVE or LATCHED for the maintenance message during the operation of the APUSOV, then do the Fault Isolation Procedure below.
 - (d) If the MAT shows NOT ACTIVE for the maintenance message during the operation of the APUSOV, then there was an intermittent fault.

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C. Fault Isolation Procedure

- (1) Look at the manual override nut and make sure the valve is not in the LOCKED position.

NOTE: If the valve is locked the knob is pushed in and the knob bolt is tight.

- (a) If the valve is locked do the unlock procedure found on the valve.
- (2) If the APUSOV is not locked, replace the APUSOV.

These are the tasks:

APU Shutoff Valve Removal, AMM TASK 36-12-02-000-801,
APU Shutoff Valve Installation, AMM TASK 36-12-02-400-801.

- (3) To supply pneumatic power with the APU, do this task: Pressurize the Pneumatic System, AMM TASK 36-00-00-860-802.
 - (4) Push the APU switch on the Bleed Air module of the P5 panel to the AUTO then OFF for 3 seconds then AUTO position.
 - (5) If the MAT shows NOT ACTIVE for the maintenance message while you operate the APUSOV (or if the message does not show), you corrected the fault.

————— END OF TASK —————

806. APUSOV Failed Open - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-10130.

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 LATCHED for the maintenance message, then do these steps:
 - (a) To supply pneumatic power with the APU, do this task: Pressurize the Pneumatic System, AMM TASK 36-00-00-860-802.
 - (b) Push the APU switch on the Bleed Air module of the P5 panel to the AUTO then OFF for 3 seconds then AUTO position.
 - (c) If the MAT shows ACTIVE or LATCHED for the maintenance message during the operation of the APUSOV, then do the Fault Isolation Procedure below.
 - (d) If the MAT shows NOT ACTIVE for the maintenance message during the operation of the APUSOV, then there was an intermittent fault.

C. Fault Isolation Procedure

- (1) Look at the manual override nut and make sure the valve is not in the LOCKED position.

NOTE: If the valve is locked the knob is pushed in and the knob bolt is tight.

- (a) If the valve is locked do the unlock procedure found on the valve.
- (2) If the APUSOV is not locked, replace the APUSOV.

These are the tasks:

APU Shutoff Valve Removal, AMM TASK 36-12-02-000-801,
APU Shutoff Valve Installation, AMM TASK 36-12-02-400-801.

- (3) To supply pneumatic power with the APU, do this task: Pressurize the Pneumatic System, AMM TASK 36-00-00-860-802.

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- (4) Push the APU switch on the Bleed Air module of the P5 panel to the AUTO then OFF for 3 seconds then AUTO position.
- (5) If the MAT shows NOT ACTIVE for the maintenance message while you operate the APUSOV (or if the message does not show), you corrected the fault.

————— **END OF TASK** —————

807. APU Shutoff Valve Solenoid or RVDT Circuit is Open or Shorted - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-10120.

B. Possible Causes

- (1) Wiring
- (2) Auxiliary Power Unit Shutoff Valve (APUSOV), V36114
- (3) R ASCPC, M36112

C. Circuit Breakers

- (1) These are the primary circuit breakers related to the fault:

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
P	12	C36612	AIR SPLY R PRI
P	13	C36614	AIR SPLY R BACKUP
P	14	C36616	AIR SPLY R SOL

Standby Power Management Panel, P310

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	1	C36611	AIR SPLY L PRI
C	2	C36613	AIR SPLY L BACKUP
C	3	C36615	AIR SPLY L SOL
E	5	C36619	AIR SPLY R SEC

D. Related Data

- (1) WDM 36-12-14

E. Initial Evaluation

- (1) If the maintenance message shows immediately after installation of an APUSOV or an ASCPC, then do these steps:

NOTE: Calibration Tolerances can cause the ASCPC to show a fault for a good APUSOV. The fault can show for a specific ASCPC and APUSOV and not for a different ASCPC or APUSOV.

If an ASCPC Calibration problem exists, then the fault will show immediately.

If the ASCPC and APUSOV have operated together without a fault, then a subsequent fault indicates a RVDT problem.

- (a) Remove the R ASCPC, M36112. This is the task: ASCPC Removal, AMM TASK 36-11-20-000-801.
- (b) Look at the R ASCPC Serial Number and Modification Label.

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- 1) If the R ASCPC has a Serial Number of 1152972-0802 or later, or the R ASCPC has been modified per Honeywell SB 1152972-36-54, then reinstall the R ASCPC, M36112. This is the task: ASCPC Installation, AMM TASK 36-11-20-400-801.
- 2) If the R ASCPC has a Serial Number of 1152972-0801 or earlier, and the R ASCPC has not been modified per Honeywell SB 1152972-36-54, then replace the R ASCPC, M36112, with an ASCPC that has the latest Calibration Tolerance. This is the task: ASCPC Installation, AMM TASK 36-11-20-400-801.

NOTE: It is recommended that the ASCPC be returned to Honeywell for recalibration.

- (2) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.
- (3) If the MAT shows LATCHED for the maintenance message, then do these steps:
 - (a) Do the 36-Air Supply Control System Test - Right on the MAT.
 - (b) If the MAT shows ACTIVE or LATCHED for the Maintenance Message, then do the Fault Isolation Procedure below.
 - (c) If the MAT shows NOT ACTIVE for the Maintenance Message, then there was an intermittent problem.

F. Fault Isolation Procedure

- (1) On the AIR SUPPLY Maintenance Page, look at the position of the APU ISO VLV (Showing a Maintenance Page, AMM TASK 31-61-00-800-804).
- (2) If you see a position (OPEN or CLOSED) then the problem is in the circuit for the APUSOV Solenoid. Do these steps:
 - (a) Examine the Connector, DV36114, and the wires at the APUSOV, V36114, for a loose connection, bent pins, loose wires, dirt or other damage.
 - 1) If necessary, tighten, repair or replace the connector, DV36114, and/or the wires.
 - 2) Do the Repair Confirmation at the end of this task.
 - (b) Put the APU BLEED Switch to the OFF position for 3 seconds and do a check for >18V DC Power to the APUSOV between pins 9 and 10 (GND) of connector, DV36114 (WDM 36-12-14):
 - 1) If you find >18V DC, the Power Supply and wiring are OK. Do these steps:
 - a) Replace the APUSOV, V36114. These are the tasks:
 - APU Shutoff Valve Removal, AMM TASK 36-12-02-000-801
 - APU Shutoff Valve Installation, AMM TASK 36-12-02-400-801
 - <1> Do the Repair Confirmation at the end of this task.
 - 2) If you do not find >18V DC, the problem is in the R ASCPC Power Supply or the wiring from the R ASCPC to the APUSOV Solenoid. Do these steps:
 - a) Examine the Power Supply Wiring to the APUSOV Solenoid as follows (WDM 36-12-14):

R ASCPC
DM36112AB
pin A1

APUSOV
DV36114
pin 9

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APUSOV DV36112

pin 10 GND

- <1> If you find a problem in the wiring, do these steps:
- <a> Repair the wiring.
 - Do the Repair Confirmation at the end of this task.
- <2> If you do not find a problem in the wiring, do these steps:
- <a> Install the Connector, DV36114, to the APUSOV, V36114.
 - Replace the R ASCPC, M36112. These are the tasks:
 - ASCPC Removal, AMM TASK 36-11-20-000-801
 - ASCPC Installation, AMM TASK 36-11-20-400-801
 - I. Do the Repair Confirmation at the end of this task.
- (3) If there is no position indicated on the AIR SUPPLY Maintenance Page (shows blank), the problem is in the APUSOV RVDT Wiring. Do these steps:
- (a) Examine the Connector, DV36114, and the wires at the APUSOV, V36114, for a loose connection, bent pins, loose wires, dirt or other damage.
 - 1) If necessary, tighten, repair or replace the connector DV36114 and/or the wires.
 - 2) Do the Repair Confirmation at the end of this task.
 - (b) Do a check for 5-7V AC Power to the APUSOV RVDT between pins 4 and 5 of connector DV36114 (WDM 36-12-14).
 - 1) If you do not find the correct voltage, examine the Power Supply Wiring to the APUSOV RVDT as follows:

R ASCPC	APUSOV
DM36112AA	DV36114
pin B2	pin 4
pin B3	pin 5

- a) If you find a problem in the wiring, do these steps:
 - <1> Repair the wiring.
 - <2> Do the Repair Confirmation at the end of this task.
- b) If you do not find a problem in the wiring, do these steps:
 - <1> Install the Connector, DV36114, to the APUSOV, V36114.
 - <2> Replace the R ASCPC, M36112. These are the tasks:
 - ASCPC Removal, AMM TASK 36-11-20-000-801
 - ASCPC Installation, AMM TASK 36-11-20-400-801
 - <a> Do the Repair Confirmation at the end of this task.
- 2) If you find the correct voltage, do a check for an open RVDT between the APUSOV pins indicated below (WDM 36-12-14):

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APUSOV V36114

pin 4		pin 5
pin 1		pin 2
pin 3		pin 2

APUSOV V36114

- a) If you find an open in the RVDT, replace the APUSOV, V36114. These are the tasks:
- APU Shutoff Valve Removal, AMM TASK 36-12-02-000-801
 - APU Shutoff Valve Installation, AMM TASK 36-12-02-400-801
- <1> Do the Repair Confirmation at the end of this task.
- b) If you do not find an open RVDT, do a check of the RVDT Return Signal Wiring to the R ASCPC as follows (WDM 36-12-14):

R ASCPC DM36112AA

pin B4	.....	pin 1
pin B5	.....	pin 2
pin B6	.....	pin 3

APUSOV DV36114

- <1> If you find a problem, repair the wiring.
- <a> Do the Repair Confirmation at the end of this task.
- <2> If you do not find a problem with the wiring, do these steps:
- <a> Install the Connector, DV36114, to the APUSOV, V36114.
- Replace the R ASCPC, M36112. These are the tasks:
- ASCPC Removal, AMM TASK 36-11-20-000-801
 - ASCPC Installation, AMM TASK 36-11-20-400-801
- I. Do the Repair Confirmation at the end of this task.

G. Repair Confirmation

- (1) Do the 36-Air Supply Control System Test - Right on the MAT.
- (2) If the MAT shows NOT ACTIVE for the Maintenance Message, then you corrected the problem.
- (3) If the MAT shows ACTIVE or LATCHED for the Maintenance Message, then continue the Fault Isolation Procedure at the subsequent step.

————— **END OF TASK** —————

808. APU Shutoff Valve Solenoid Circuit is Open or Shorted - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-10110.

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 LATCHED for the maintenance message, then do these steps:
 - (a) Do the 36-Air Supply Control System Test - Right on the MAT.

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

C. Fault Isolation Procedure

- (1) Do a check for a loose connector DV36114 and/or damaged wires at the APUSOV.
- (2) If the connector or wires are loose and/or damaged, do these steps:
 - (a) Tighten, replace or repair the connector or wires.
 - (b) Do the 36-Air Supply Control System Test - Right on the MAT.
 - (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.
- (3) If the connector is satisfactory, remove the connector and look for bent pins, loose wires, dirt or other damage.
- (4) If the connector is not satisfactory, do these steps:
 - (a) Replace, repair or clean the connector.
 - (b) Do the 36-Air Supply Control System Test - Right on the MAT.
 - (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.
- (5) If the connector is satisfactory, put the APU Bleed switch to the OFF for 3 seconds position and do a check for >18 VDC between pins 7 and 6 (GND) of connector DV36114 at the APUSOV.

NOTE: This will do a check of the power supply to the APUSOV.

- (6) If you find >18 VDC, do these steps:
 - (a) Replace the APUSOV.
These are the tasks:
APU Shutoff Valve Removal, AMM TASK 36-12-02-000-801,
APU Shutoff Valve Installation, AMM TASK 36-12-02-400-801.
 - (b) Do the 36-Air Supply Control System Test - Right on the MAT.
 - (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.
- (7) If you do not find >18 VDC, do these steps:
 - (a) Do a wiring check between these pins of the APUSOV connector and the ASCPC connector (WDM 36-12-14):

DV36114

pin 6 ground
pin 7 pin A1

DM36111AB

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

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- 2) Do the 36-Air Supply Control System Test - Right on the MAT.
 - 3) If the maintenance message does not show on the ground test display, you corrected the fault.
 - 4) If the maintenance message shows on the ground test display, then continue.
- (c) If you do not find a problem with the wiring, do these steps:
- 1) Install the connector to the APUSOV.
 - 2) Replace the ASCPC.
- These are the tasks:
- ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
- 3) Do the 36-Air Supply Control System Test - Right on the MAT.
 - 4) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

809. AIR SUPPLY (LEFT) or (RIGHT) Maintenance Memo, No Associated Maintenance Messages - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-61110, 36-61111.

B. Initial Evaluation

- (1) If the MAT shows the AIR SUPPLY (LEFT) or AIR SUPPLY (RIGHT) maintenance memo with no maintenance messages, then do the Fault Isolation Procedure below.

C. Fault Isolation Procedure

- (1) Make sure that these circuit breakers are closed:

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
P	14	C36616	AIR SPLY R SOL

Standby Power Management Panel, P310

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	3	C36615	AIR SPLY L SOL

- (a) If the circuit breakers are open, close them.
 - (b) If the maintenance memo is not shown, then you have corrected the fault.
 - (c) If the MAT shows the maintenance memo, then continue.
- (2) Remove the applicable L(R) ASCPC, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - (3) Do a wiring check between GND and pin D9(D9) on connector DM36111AC(DM36112AC) (WDM 36-12-11) (WDM 36-12-12).
 - (a) If there is no ground, do these steps:
 - 1) Repair the wiring.
 - 2) Install the applicable L(R) ASCPC, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.

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- (b) If the maintenance memo is not shown, then you have corrected the fault.
- (c) If the MAT shows the maintenance memo, then continue.
- (d) If there is a good path to ground, then continue.
- (4) Do a check for 20.5 VDC to 29.5 VDC between pin C9(C9) on connector DM36111AC(DM36112AC) and pin D9(D9) on connector DM36111AC(DM36112AC) (WDM 36-12-11) (WDM 36-12-12).
 - (a) If you do not find 20.5 VDC to 29.5 VDC, do these steps:
 - 1) Repair the wiring.
 - 2) Install the applicable L(R) ASCPC, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - (b) If the maintenance memo is not shown, then you have corrected the fault.

— END OF TASK —

810. ASCPC L(R) APU Fire Handle Pulled - 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 LATCHED for the maintenance message, then do these steps:
 - (a) Do the 36-Air Supply Control System Test on the MAT.
 - (b) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.
 - (c) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

B. Fault Isolation Procedure

- (1) Make sure the APU fire handle is in the normal position (not pulled).
 - (a) If it is pulled, push it back in.
 - (b) If the EICAS message BLEED OFF APU is not shown, you have corrected the fault.
- (2) Remove the applicable L(R) ASCPC, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
- (3) Do a wiring check between GND and pin A7(A7) on connector DM36111AA(DM36112AA), (WDM 36-12-14).
 - (a) If there is no ground, do these steps:
 - 1) Remove the APU FIRE SW, S26401(S26401).
 - 2) Do a wiring check between pin 35(31) of connector DS26401(DS26401) and pin A7(A7) of connector DM36111AA(DM36112AA).
 - a) If there is a problem with the wiring, repair the wiring.
 - b) If there is no problem with the wiring, replace the switch, S26401(S26401).
 - (b) If there is a ground, replace the applicable L(R) ASCPC, M36111(M36112).
- (4) Install the applicable L(R) ASCPC, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
- (5) If the EICAS message BLEED OFF APU is not shown, you have corrected the fault.

— END OF TASK —

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811. ASCPC-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: 36-19423.

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 Air Supply Cabin Pressure Controller (ASCPC-L), M36111.

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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 Computing and Communications Unit (CCU), M24510.

This is the task:

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, B36233, 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 ASCPC-L 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 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 ASCPC-L to its coupler:
 - (a) Remove the ASCPC-L, M36111. To remove it, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.

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- (b) Disconnect connector DB36233 from the coupler, B36233.
- (c) Do a wiring check between these pins of connector DM36111AA at the E1-2 shelf and connector DB36233 at the P111 panel (WDM 36-12-10):

DM36111AA	DB36233
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect connector DB36233.
 - 3) Re-install the ASCPC-L, M36111. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 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 DB36233.
 - (g) Re-install the ASCPC-L, M36111. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
- (6) Do this check of the wiring from the ELMS P310 electronics unit to its coupler:
- (a) Disconnect connector DM24510A from the CCU, M24510. do this task: Computing and Communications Unit - Removal, AMM TASK 24-09-00-000-815-002
 - (b) Disconnect connector DB24109 from the coupler, B24109.
 - (c) Do a wiring check between these pins of connector DM24510A and connector DB24109 (WDM 24-09-26):

DB24109	DM24510A
pin 2	pin 5
pin 1	pin 6
pin 5	pin 2
pin 4	pin 3

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect connector DB24109 to the coupler, B24109.
 - 3) Re-connect connector DM24510A to the CCU, M24510. do this task: Computing and Communications Unit - Installation, AMM TASK 24-09-00-400-811-002
 - 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. ASCPC-R No Input from ELMS P310 Electronics Unit on Systems 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19424.

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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 Air Supply Cabin Pressure Controller (ASCPC-R), M36112.

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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 Computing and Communications Unit (CCU), M24510.

This is the task:

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, B36232, 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 ASCPC-R 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 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 ASCPC-R to its coupler:
 - (a) Remove the ASCPC-R, M36112. To remove it, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - (b) Disconnect connector DB36232 from the coupler, B36232.
 - (c) Do a wiring check between these pins of connector DM36112AA at the E1-2 shelf and connector DB36232 at the P111 panel (WDM 36-12-10):

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DM36112AA DB36232

pin 1T		pin 2
pin 1TR		pin 1
pin 2T		pin 5
pin 2TR		pin 4

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect connector DB36232.
 - 3) Re-install the ASCPC-R, M36112. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 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 DB36232.
- (g) Re-install the ASCPC-R, M36112. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
- (6) Do this check of the wiring from the ELMS P310 electronics unit to its coupler:
- (a) Disconnect connector DM24510A from the CCU, M24510. do this task: Computing and Communications Unit - Removal, AMM TASK 24-09-00-000-815-002
 - (b) Disconnect connector DB24109 from the coupler, B24109.
 - (c) Do a wiring check between these pins of connector DM24510A and connector DB24109 (WDM 24-09-26):

DB24109 DM24510A

pin 2	.....	pin 5
pin 1	.....	pin 6
pin 5	.....	pin 2
pin 4	.....	pin 3

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect connector DB24109 to the coupler, B24109.
 - 3) Re-connect connector DM24510A to the CCU, M24510. do this task: Computing and Communications Unit - Installation, AMM TASK 24-09-00-400-811-002
 - 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. ASCPC-L No Input from ELMS P310 Electronics Unit on Systems 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19617.

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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 Air Supply Cabin Pressure Controller (ASCPC-L), M36111.

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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 Computing and Communications Unit (CCU), M24510.

This is the task:

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, B36234, 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 ASCPC-L 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 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 ASCPC-L to its coupler:
 - (a) Remove the ASCPC-L, M36111. To remove it, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - (b) Disconnect connector DB36234 from the coupler, B36234.
 - (c) Do a wiring check between these pins of connector DM36111AB at the E1-2 shelf and connector DB36234 at the P211 panel (WDM 36-12-10):

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DM36111AB

pin 1T		pin 2
pin 1TR		pin 1
pin 2T		pin 5
pin 2TR		pin 4

DB36234

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect connector DB36234.
 - 3) Re-install the ASCPC-L, M36111. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 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 DB36234.
- (g) Re-install the ASCPC-L, M36111. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
- (6) Do this check of the wiring from the ELMS P310 electronics unit to its coupler:
 - (a) Disconnect connector DM24510A from the CCU, M24510. do this task: Computing and Communications Unit - Removal, AMM TASK 24-09-00-000-815-002
 - (b) Disconnect connector DB24209 from the coupler, B24209.
 - (c) Do a wiring check between these pins of connector DM24510A and connector DB24209 (WDM 24-09-26):

DB24209

pin 2	.....	pin 126
pin 1	.....	pin 127
pin 5	.....	pin 123
pin 4	.....	pin 124

DM24510A

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect connector DB24209 to the coupler, B24209.
 - 3) Re-connect connector DM24510A to the CCU, M24510. do this task: Computing and Communications Unit - Installation, AMM TASK 24-09-00-400-811-002
 - 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. ASCPC-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: 36-19618.

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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 Air Supply Cabin Pressure Controller (ASCPC-R), M36112.

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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 Computing and Communications Unit (CCU), M24510.

This is the task:

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, B36231, 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 ASCPC-R 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 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 ASCPC-R to its coupler:
 - (a) Remove the ASCPC-R, M36112. To remove it, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - (b) Disconnect connector DB36231 from the coupler, B36231.
 - (c) Do a wiring check between these pins of connector DM36112AB at the E2-2 shelf and connector DB36231 at the P211 panel (WDM 36-12-10):

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DM36112AB

pin 1T		pin 2
pin 1TR		pin 1
pin 2T		pin 5
pin 2TR		pin 4

DB36231

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect connector DB36231.
 - 3) Re-install the ASCPC-R, M36112. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 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 DB36231.
- (g) Re-install the ASCPC-R, M36112. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
- (6) Do this check of the wiring from the ELMS P310 electronics unit to its coupler:
- (a) Disconnect connector DM24510A from the CCU, M24510. do this task: Computing and Communications Unit - Removal, AMM TASK 24-09-00-000-815-002
 - (b) Disconnect connector DB24209 from the coupler, B24209.
 - (c) Do a wiring check between these pins of connector DM24510A and connector DB24209 (WDM 24-09-26):

DB24209

pin 2	.....	pin 126
pin 1	.....	pin 127
pin 5	.....	pin 123
pin 4	.....	pin 124

DM24510A

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect connector DB24209 to the coupler, B24209.
 - 3) Re-connect connector DM24510A to the CCU, M24510. do this task: Computing and Communications Unit - Installation, AMM TASK 24-09-00-400-811-002
 - 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** —————

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801. ASCPC (L or R) Incorrect Software Configuration - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-13011, 36-13012.

B. Fault Isolation Procedure

- (1) Use a maintenance access terminal (MAT) to do a software configuration check of the left and right Air Supply Cabin Pressure Controller (ASCPC). To use the MAT, do this task: How to Use the Central Maintenance Computing System, AMM TASK 45-10-00-740-808

NOTE: Make sure you know the correct software part number for the ASCPC when you look at the software part number on the display. For the ASCPC to be an approved installation, the correct software part number must be installed.

- (a) Make these selections on the MAT:
 - 1) ONBOARD MAINTENANCE
 - 2) LINE MAINTENANCE
 - 3) SYSTEM CONFIGURATION
 - 4) 36 Air Supply Control System
 - 5) CONTINUE
- (b) Find the ASCPC on the display and make sure that the software part number is correct for the left and right ASCPC.
- (c) Select GO BACK to remove the display.
- (2) If any of the part numbers are incorrect, to install the software in the applicable ASCPC, do this task: Air Supply Cabin Pressure Controller (ASCPC) Software Installation, AMM TASK 36-11-20-400-803.

————— **END OF TASK** —————

803. ASCPC (Left or Right) Output Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-18801, 36-18802.

B. Description

- (1) Maintenance messages 36-18801 and 36-18802 can be caused by the following reasons:
 - (a) Electrical Erasable Programmable Read-Only Memory (EPROM) corruption:
 - 1) The corruption of the EPROM leads to a test value being loaded into the memory and causes the ASCPC to fail the power on Built In Test (BIT).
 - 2) The Air Supply Cabin Pressure Controller (ASCPC) must be sent back to the supplier to be recovered .
 - 3) This has only occurred on the Left ASCPC, and only on the ground.
 - (b) ARINC 629 errors:
 - 1) The ASCPC will shut down, but can be recovered with a power cycle.

C. Possible Causes

- (1) Blocking Diodes, R36111 and R36112
- (2) Left (Right) ASCPC
- (3) Wiring

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D. Related Data

- (1) WDM 36-11-11
- (2) WDM 36-11-12

E. Initial Evaluation

- (1) For maintenance message 36-18801:
Open, wait for a minimum of 5 seconds and then close this circuit breaker:

Standby Power Management Panel, P310

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	1	C36611	AIR SPLY L PRI

- (2) For maintenance message 36-18802:
Open, wait for a minimum of 5 seconds and then close these circuit breakers:

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
P	12	C36612	AIR SPLY R PRI

Standby Power Management Panel, P310

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
E	5	C36619	AIR SPLY R SEC

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

F. Fault Isolation Procedure

- (1) For the ASCPC R, do these steps to check the Blocking Diodes R36111 and R36112 (WDM 36-11-12):

NOTE: Operator experience has shown that these Blocking Diodes can fail with a higher than normal voltage drop. Maintenance message 36-18802 can show if the two diodes failed.

NOTE: If the blocking diodes R36111 and R36112 failed or if only one of the two power buses are powering the right ASCPC, then the right ASCPC could be more susceptible to EEPROM corruption.

- (a) Remove Diodes R36111 and R36112.
- (b) Use a Multimeter with a Diode Test Function to verify that the voltage drop across each diode is approximately 0.7 Volts.
- (c) If you find a problem with a diode, then do these steps:
 - 1) Replace the Blocking Diodes R36111 and R36112.
 - 2) Do the 36-Air Supply Control System Test (Left or Right) on the Maintenance Access Terminal (MAT).
 - 3) Do the 21-Cabin Pressure Control System Test (Left or Right) on the MAT.
 - 4) If the maintenance message does not show on the Ground Test Display, you corrected the problem.

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- (d) If you do not find a problem with a diode, then re-install the Blocking Diodes R36111 and R36112 and continue.
- (2) Replace the Left or Right ASCPC. These are the tasks:
- ASCPC Removal, AMM TASK 36-11-20-000-801
 - ASCPC Installation, AMM TASK 36-11-20-400-801
- (a) Do the 36-Air Supply Control System Test (Left or Right) on the MAT.
- (b) Do the 21-Cabin Pressure Control System Test (Left or Right) on the MAT.
- (c) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the problem.
- (3) Do a check of the wiring between the ASCPC R and the AIR SPLY R PRI (SEC) circuit breakers as follows (WDM 36-11-12):
- (a) Open these circuit breakers and install safety tags:

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
P	12	C36612	AIR SPLY R PRI

Standby Power Management Panel, P310

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
E	5	C36619	AIR SPLY R SEC

- (b) Remove the ASCPC R. This is the task: ASCPC Removal, AMM TASK 36-11-20-000-801.
- (c) Do a continuity check between pin C10 on connector DM36112AB and each circuit breaker.
- (d) Make sure there is no short circuit to ground between pin C10 on connector DM36112AB and each circuit breaker.
- (e) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring (WDM 36-11-12).
 - 2) Remove the safety tags and close these circuit breakers:

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
P	12	C36612	AIR SPLY R PRI

Standby Power Management Panel, P310

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
E	5	C36619	AIR SPLY R SEC

- 3) Re-install the ASCPC R. This is the task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) Do this Ground Test on the MAT: 21 Environmental Control System, System Test, Equipment Cooling.
 - 5) If the maintenance message does not show on the Ground Test Display, you corrected the problem.
- (4) Do a check of the wiring between the ASCPC L and the AIR SPLY L PRI circuit breaker as follows (WDM 36-11-11):

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- (a) Open this circuit breaker and install safety tag:

Standby Power Management Panel, P310

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	1	C36611	AIR SPLY L PRI

- (b) Remove the ASCPC L. This is the task: ASCPC Removal, AMM TASK 36-11-20-000-801.
- (c) Do a continuity check between pin C10 on connector DM36111AC and the circuit breaker.
- (d) Make sure there is no short circuit to ground between pin C10 on connector DM36111AC and the circuit breaker.
- (e) If you find a problem with the wiring, then do these steps:
- 1) Repair the wiring (WDM 36-11-11).
 - 2) Remove the safety tag and close this circuit breaker:

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<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	1	C36611	AIR SPLY L PRI

- 3) Re-install the ASCPC L. This is the task: ASCPC Installation, AMM TASK 36-11-20-400-801.
- 4) Do this Ground Test on the MAT: 21 Environmental Control System, System Test, Equipment Cooling.
- 5) If the maintenance message does not show on the Ground Test Display, you corrected the problem.

————— END OF TASK —————

804. ASCPC-L to System ARINC-629 Bus-L Communication Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-18841, 36-19401.

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 air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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, B36233 in the P111 panel. 23-91-01/401).

NOTE: This coupler connects the left ASCPC to the Systems 629 Bus-L.

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- (a) If the MAT shows NOT ACTIVE for the maintenance 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 a wiring check between these pins of the ASCPC connector and the coupler connector at the P111 panel (WDM 36-21-11):

DM36111AA	DB36233
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (a) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the left ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 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. ASCPC-R to System ARINC-629 Bus-L Communication Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-18842, 36-19402.

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 air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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, B36232 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 ASCPC 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.

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- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Do a wiring check between these pins of the ASCPC connector and the coupler connector at the P111 panel (WDM 36-21-12):

DM36112AA	DB36232
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (a) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the right ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 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** —————

806. ASCPC-L to System ARINC-629 Bus-R Communication Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-18861, 36-19601.

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 air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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, B36234 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 ASCPC 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.

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- (3) Do a wiring check between these pins of the ASCPC connector and the coupler connector at the P211 panel (WDM 36-21-11):

DM36111AB	DB36234
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (a) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the left ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 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. ASCPC-R to System ARINC-629 Bus-R Communication Problems - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-18862, 36-19602.

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 air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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, B36231 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 ASCPC 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.
- (3) Do a wiring check between these pins of the ASCPC connector and the coupler connector at the P211 panel (WDM 36-21-12):

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DM36112AB

pin 1T pin 2
pin 1TR pin 1
pin 2T pin 5
pin 2TR pin 4

DB36231

- (a) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the right ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 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. ASCPC-L(R) No Input from ASCPC-R(L) on System ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-19413, 36-19414.

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(right) air supply cabin pressure controller (ASCPC).
These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance 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(left) air supply cabin pressure controller (ASCPC).
These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
- (a) If the MAT shows NOT ACTIVE for the maintenance 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, B36233(B36232), in the P111 panel.
These are the tasks:
ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

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ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the left(right) ASCPC 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, B36232(B36233), 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(left) ASCPC 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 a wiring check between these pins of the ASCPC connector and the coupler connector at the P111 panel (WDM 36-21-11), (WDM 36-21-12):

DM36111AA	DB36233
(DM36112AA)	(DB36232)
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (a) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If you do not find a problem with the wiring, then continue.
- (6) Do a wiring check between these pins of the ASCPC connector and the coupler connector at the P111 panel (WDM 36-21-11), (WDM 36-21-12):

DM36112AA	DB36232
(DM36111AA)	(DB36233)
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (a) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.

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- 3) Re-install the ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If you do not find a problem with the wiring, then continue.

————— **END OF TASK** —————

809. ASCPC-L(R) No Input from ASCPC-R(L) on System ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-19613, 36-19614.

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(right) air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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(left) air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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, B36234(B36231), 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(right) ASCPC 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, B36231(B36234), in the P211 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

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ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right(left) ASCPC 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 a wiring check between these pins of the ASCPC connector and the coupler connector at the P211 panel (WDM 36-21-11), (WDM 36-21-12):

DM36111AB (DM36112AB)	DB36234 (DB36231)
pin 1T	pin 2
pin 1 TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (a) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If you do not find a problem with the wiring, then continue.
- (6) Do a wiring check between these pins of the ASCPC connector and the coupler connector at the P211 panel (WDM 36-21-11), (WDM 36-21-12):

DM36112AB (DM36111AB)	DB36231 (DB36234)
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (a) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If you do not find a problem with the wiring, then continue.

———— **END OF TASK** ————

810. ASCPC Left has an Internal Fault - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-13001.

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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.

NOTE: If you feel there may still be a problem, you may want to do the Fault Isolation Procedure below (see the FIM INTRODUCTION section for further help). The Fault Isolation Procedure is arranged to do the easiest and quickest troubleshooting items first.

C. Fault Isolation Procedure

- (1) Make these selections on the MAT to get access to the maintenance memos.
 - (a) EXTENDED MAINTENANCE
 - (b) MAINTENANCE PLANNING
 - (c) EXISTING MAINTENANCE MEMOS
- (2) If there is a maintenance memo CABIN PRESSURE L, the problem is in the ARINC 629 circuit or the ASCPC, do these steps:
 - (a) Do this check of the wiring between connector DM36111AA of the left ASCPC M36111 and connector DB36233 for the coupler B36233 at the P111 panel and between connector DM36111AB of the left ASCPC M36111 and connector DB36234 for the coupler B36234 at the P211 panel (WDM 36-21-11):

DM36111AA	DB36233
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

DM36111AB	DB36234
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (b) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the left ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - 5) Do this ground test on the MAT: 21-Cabin Pressure Control System, System Test, Left Cabin Pressure Control System.
 - 6) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (c) If you do not find a problem with the wiring, then continue.

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- (d) Replace the ARINC 629 coupler, B36233 in the P111 panel.
AMM PAGEBLOCK 23-91-01/401.

NOTE: This coupler connects the left ASCPC to the Systems 629 Bus-L.

- 1) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
- 2) Do this ground test on the MAT: 21-Cabin Pressure Control System, System Test, Left Cabin Pressure Control System.
- 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- 4) If the MAT shows ACTIVE for the maintenance message, then continue.

- (e) Replace the ARINC 629 coupler, B36234 in the P211 panel.
AMM PAGEBLOCK 23-91-01/401.

NOTE: This coupler connects the left ASCPC to the Systems 629 Bus-R.

- 1) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
- 2) Do this ground test on the MAT: 21-Cabin Pressure Control System, System Test, Left Cabin Pressure Control System.
- 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.

- (3) If there is no maintenance memo CABIN PRESSURE L, Look for the EICAS message CABIN ALT AUTO L.

- (4) If the EICAS message CABIN ALT AUTO L is not shown the problem is in the ASCPC, do these steps:

- (a) Replace the left air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.

- (b) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.

- (c) Do this ground test on the MAT: 21-Cabin Pressure Control System, System Test, Left Cabin Pressure Control System.

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

- (5) If the EICAS message CABIN ALT AUTO L is shown, the problem is in the ASCPC or the ARINC 429 transmitter circuit from the ASCPC and the outflow valves, do these steps:

- (a) Do this check of the wiring between connector DM21312F of the applicable outflow valve control unit M21312 and connector DM36111AB on the left ASCPC M36111 (WDM 21-31-11) (WDM 21-31-12).

NOTE: The most likely place for a wiring problem would be at the terminal blocks.

DM21312F

DM36111

pin 9		pin C5
pin 11		pin D5

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

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- 1) Repair the wiring.
 - 2) Reconnect the connector.
 - 3) To install the ASCPC, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - 5) Do this ground test on the MAT: 21-Cabin Pressure Control System, System Test, Left Cabin Pressure Control System.
 - 6) If the maintenance message does not show on the ground test display, then you corrected the fault.
- (c) If you do not find a problem with the wiring, then do these steps:
- 1) Reconnect the connector.
 - 2) Replace the left air supply cabin pressure controller (ASCPC).
These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - 4) Do this ground test on the MAT: 21-Cabin Pressure Control System, System Test, Left Cabin Pressure Control System.
 - 5) If the maintenance message does not show on the ground test display, then you corrected the fault.

————— **END OF TASK** —————

811. ASCPC Right has an Internal Fault - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-13002.

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.

NOTE: If you feel there may still be a problem, you may want to do the Fault Isolation Procedure below (see the FIM INTRODUCTION section for further help). The Fault Isolation Procedure is arranged to do the easiest and quickest troubleshooting items first.

C. Fault Isolation Procedure

- (1) Make these selections on the MAT to get access to the maintenance memos.
 - (a) EXTENDED MAINTENANCE
 - (b) MAINTENANCE PLANNING
 - (c) EXISTING MAINTENANCE MEMOS
- (2) If there is a maintenance memo CABIN PRESSURE R, the problem is in the ARINC 629 circuit or the ASCPC, do these steps:

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- (a) Do this check of the wiring between connector DM36112AA of the right ASCPC M36112 and connector DB36232 for the coupler B36232 at the P111 panel and between connector DM36112AB of the right ASCPC M36112 and connector DB36231 for the coupler B36231 at the P211 panel (WDM 36-21-11)

DM36112AA	DB36232
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

DM36112AB	DB36231
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (b) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the right ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
 - 5) Do this ground test on the MAT: 21-Cabin Pressure Control System, System Test, Right Cabin Pressure Control System.
 - 6) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (c) If you do not find a problem with the wiring, then continue.
- (d) Replace the ARINC 629 coupler, B36232 in the P111 panel. 23-91-01/401).

NOTE: This coupler connects the Right ASCPC to the Systems 629 Bus-L.

- 1) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
 - 2) Do this ground test on the MAT: 21-Cabin Pressure Control System, System Test, Right Cabin Pressure Control System.
 - 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - 4) If the MAT shows ACTIVE for the maintenance message, then continue.
- (e) Replace the ARINC 629 coupler, B36231 in the P211 panel. 23-91-01/401).

NOTE: This coupler connects the Right ASCPC to the Systems 629 Bus-R.

- 1) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
- 2) Do this ground test on the MAT: 21-Cabin Pressure Control System, System Test, Right Cabin Pressure Control System.

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- 3) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (3) If there is no maintenance memo CABIN PRESSURE R, Look for the EICAS message CABIN ALT AUTO R.
- (4) If the EICAS message CABIN ALT AUTO R is not shown the problem is in the ASCPC, do these steps:
- (a) Replace the right air supply cabin pressure controller (ASCPC).
These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
 - (b) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
 - (c) Do this ground test on the MAT: 21-Cabin Pressure Control System, System Test, Right Cabin Pressure Control System.
 - (d) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (5) If the EICAS message CABIN ALT AUTO R is shown, the problem is in the ASCPC or the ARINC 429 transmitter circuit from the ASCPC and the outflow valves, do these steps:
- (a) (a) Do this check of the wiring between connector DM21312D of the forward outflow valve control unit M21312 and connector DM36112AB on the right ASCPC M36112 and between connector DM21313D of the aft outflow valve control unit M21313 and connector DM36112AB on the right ASCPC M36112 (WDM 21-31-12).

NOTE: The most likely place for a wiring problem would be at the terminal blocks.

DM21312D	DM36112
pin 9	pin C5
pin 11	pin D5

DM21313D	DM36112
pin 9	pin C5
pin 11	pin D5

- (b) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Reconnect the connector.
 - 3) To install the ASCPC, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
 - 5) Do this ground test on the MAT: 21-Cabin Pressure Control System, System Test, Right Cabin Pressure Control System.
 - 6) If the maintenance message does not show on the ground test display, then you corrected the fault.
- (c) If you do not find a problem with the wiring, then do these steps:
 - 1) Reconnect the connector.

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- 2) Replace the right air supply cabin pressure controller (ASCPC).
These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
- 3) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
- 4) Do this ground test on the MAT: 21-Cabin Pressure Control System, System Test, Right Cabin Pressure Control System.
- 5) If the maintenance message does not show on the ground test display, then you corrected the fault.

———— **END OF TASK** ————

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801. ASCPC-R No Input from AIMS-L on System ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19604.

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 air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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(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 ARINC 629 coupler, B36231, 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 ASCPC 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 a wiring check between these pins of the ASCPC connector and the coupler connector at the P211 panel (WDM 36-21-11):

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DM36112AB

pin 1T		pin 2
pin 1TR		pin 1
pin 2T		pin 5
pin 2TR		pin 4

DB36231

- (a) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the right ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If you do not find a problem with the wiring, then continue.
- (6) Do this check of the wiring from the AIMS-L 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.
- (c) Do a wiring check between these pins of the connector at the left AIMS cabinet and the coupler connector at the P211 panel (WDM 31-41-25):

Left AIMS cabinet

M31101

J250B

pin G3	.....	pin 5
pin G4	.....	pin 4
pin G1	.....	pin 2
pin G2	.....	pin 1

B31211

DB31211

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 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 —————

802. ASCPC-L No Input from AIMS-L on System ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19403.

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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 air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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 ARINC 629 coupler, B36233, 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 ASCPC 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 a wiring check between these pins of the ASCPC connector and the coupler connector at the P111 panel (WDM 36-21-11):



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DM36111AA

pin 1T		pin 2
pin 1TR		pin 1
pin 2T		pin 5
pin 2TR		pin 4

DB36233

- (a) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the left ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If you do not find a problem with the wiring, then continue.
- (6) Do this check of the wiring from the AIMS-L 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.
 - (c) Do a wiring check between these pins of the connector at the left AIMS cabinet and the coupler connector at the P111 panel (WDM 31-41-25):

J240B

pin G3	.....	pin 5
pin G4	.....	pin 4
pin G1	.....	pin 2
pin G2	.....	pin 1

DB31112

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 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 —————

803. ASCPC-R No Input from AIMS-L on System ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19404.

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.

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C. Fault Isolation Procedure

- (1) Replace the right air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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 ARINC 629 coupler, B36232, 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 ASCPC 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 a wiring check between these pins of the ASCPC connector and the coupler connector at the P111 panel (WDM 36-21-12):

DM36112AA

pin 1T pin 2
pin 1TR pin 1
pin 2T pin 5
pin 2TR pin 4

DB36232

- (a) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).

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- 2) Re-connect the coupler connector.
 - 3) Re-install the right ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If you do not find a problem with the wiring, then continue.
- (6) Do this check of the wiring from the AIMS-L 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.
 - (c) Do a wiring check between these pins of the connector at the left AIMS cabinet and the coupler connector at the P111 panel (WDM 31-41-25):

J240B	DB31112
pin G3	pin 5
pin G4	pin 4
pin G1	pin 2
pin G2	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 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** —————

804. ASCPC-L No Input from AIMS-R on System ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19405.

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 air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

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

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- (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 ARINC 629 coupler, B36233, 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 ASCPC 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 a wiring check between these pins of the ASCPC connector and the coupler connector at the P111 panel (WDM 36-21-11):
- | DM36111AA | DB36233 |
|-------------------|----------------|
| pin 1T | pin 2 |
| pin 1TR | pin 1 |
| pin 2T | pin 5 |
| pin 2TR | pin 4 |
- (a) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the left ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If you do not find a problem with the wiring, then continue.
- (6) Do this check of the wiring from the AIMS-R 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.

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- (b) Disconnect connector DB31116 from the coupler.
- (c) Do a wiring check between these pins of the connector at the right AIMS cabinet and the coupler connector at the P111 panel (WDM 31-41-25):

J240B	DB31116
pin G3	pin 5
pin G4	pin 4
pin G1	pin 2
pin G2	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 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** —————

805. ASCPC-R No Input from AIMS-R on System ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19406.

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 air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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 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 ARINC 629 coupler, B36232, in the P111 panel.

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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 ASCPC 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 a wiring check between these pins of the ASCPC connector and the coupler connector at the P111 panel (WDM 36-21-12):

DM36112AA	DB36232
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (a) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the right ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If you do not find a problem with the wiring, then continue.
- (6) Do this check of the wiring from the AIMS-R 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.
 - (c) Do a wiring check between these pins of the connector at the right AIMS cabinet and the coupler connector at the P111 panel (WDM 31-41-25):

J240B	DB31116
pin G3	pin 5
pin G4	pin 4
pin G1	pin 2
pin G2	pin 1

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- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 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

806. ASCP-C No Input from AIMS-L on System ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19603.

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 air supply cabin pressure controller (ASCP-C).

These are the tasks:

ASCP-C Removal, AMM TASK 36-11-20-000-801,

ASCP-C Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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(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 ARINC 629 coupler, B36234, 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 ASCP-C 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.

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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 a wiring check between these pins of the ASCPC connector and the coupler connector at the P211 panel (WDM 36-21-11):

DM36111AB	DB36234
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (a) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the left ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If you do not find a problem with the wiring, then continue.
- (6) Do this check of the wiring from the AIMS-L 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.
 - (c) Do a wiring check between these pins of the connector at the left AIMS cabinet and the coupler connector at the P211 panel (WDM 31-41-25):

J250B	DB31211
pin G3	pin 5
pin G4	pin 4
pin G1	pin 2
pin G2	pin 1

- (d) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 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** —————

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807. ASCPC-L No Input from AIMS-R on System ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19605.

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 air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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(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 ARINC 629 coupler, B36234, 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 ASCPC 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, 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) If the MAT shows NOT ACTIVE for the maintenance 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 a wiring check between these pins of the ASCPC connector and the coupler connector at the P211 panel (WDM 36-21-11):

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DM36111AB

pin 1T		pin 2
pin 1TR		pin 1
pin 2T		pin 5
pin 2TR		pin 4

DB36234

- (a) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the left ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If you do not find a problem with the wiring, then continue.
- (6) Do this check of the wiring from the AIMS-R 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.
- (c) Do a wiring check between these pins of the connector at the right AIMS cabinet and the coupler connector at the P211 panel (WDM 31-41-25):

J250B

pin G3	.....	pin 5
pin G4	.....	pin 4
pin G1	.....	pin 2
pin G1	.....	pin 1

DB31214

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 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 —————

808. ASCPC-R No Input from AIMS-R on System ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19606.

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.

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C. Fault Isolation Procedure

- (1) Replace the right air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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(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 ARINC 629 coupler, B36231, 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 ASCPC 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, 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) If the MAT shows NOT ACTIVE for the maintenance 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 a wiring check between these pins of the ASCPC connector and the coupler connector at the P211 panel (WDM 36-21-11):

DM36112AB	DB36231
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (a) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).

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- 2) Re-connect the coupler connector.
 - 3) Re-install the right ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If you do not find a problem with the wiring, then continue.
- (6) Do this check of the wiring from the AIMS-R 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.
 - (c) Do a wiring check between these pins of the connector at the right AIMS cabinet and the coupler connector at the P211 panel (WDM 31-41-25):

J250B	DB31214
pin G3	pin 5
pin G4	pin 4
pin G1	pin 2
pin G2	pin 1

- (d) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 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** ————

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801. ASCPC-L No Input from Overhead Panel Bus Controller-L on System ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19419.

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 left air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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 Overhead Panel Bus Controller.

These are the tasks:

Overhead Panel Card File (OPCF) Removal, AMM TASK 23-93-02-000-802,

Overhead Panel Card File (OPCF) Installation, AMM TASK 23-93-02-400-802.

- (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.
- (3) Replace the ARINC 629 coupler, B36233, 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 ASCPC 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.

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- (5) Do a wiring check between these pins of the left ASCPC connector and the coupler connector at the P111 panel (WDM 36-21-11):

DM36111AA	DB36233
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (a) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If you do not find a problem with the wiring, then continue. steps:
- (6) Do a wiring check between these pins of the connector at the left OPBC and the coupler connector 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

- (a) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the OPBC. To install it, do this task: Overhead Panel Card File (OPCF) Installation, AMM TASK 23-93-02-400-802.
 - 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** —————

802. ASCPC-R No Input from Overhead Panel Bus Controller-L on System ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19420.

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.

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C. Fault Isolation Procedure

- (1) Replace the right air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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 Overhead Panel Bus Controller.

These are the tasks:

Overhead Panel Card File (OPCF) Removal, AMM TASK 23-93-02-000-802,

Overhead Panel Card File (OPCF) Installation, AMM TASK 23-93-02-400-802.

- (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.

- (3) Replace the ARINC 629 coupler, B36232, 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 ASCPC 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 a wiring check between these pins of the right ASCPC connector and the coupler connector at the P111 panel (WDM 36-21-11):

DM36112AA	DB36232
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (a) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).

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- 2) Re-connect the coupler connector.
 - 3) Re-install the ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If you do not find a problem with the wiring, then continue. steps:
- (6) Do a wiring check between these pins of the connector at the left OPBC and the coupler connector 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

- (a) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the OPBC. To install it, do this task: Overhead Panel Card File (OPCF) Installation, AMM TASK 23-93-02-400-802.
 - 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 —————

803. ASCPC-L No Input from Overhead Panel Bus Controller-R on System ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19421.

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 air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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 Overhead Panel Bus Controller.

These are the tasks:

Overhead Panel Card File (OPCF) Removal, AMM TASK 23-93-02-000-802,

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- (a) If the MAT shows NOT ACTIVE for the maintenance 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, B36233, 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 ASCPC 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 a wiring check between these pins of the left ASCPC connector and the coupler connector at the P111 panel (WDM 36-21-11):

DM36111AA	DB36233
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (a) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If you do not find a problem with the wiring, then continue. steps:
- (6) Do a wiring check between these pins of the connector at the right OPBC and the coupler connector at the P111 panel (WDM 23-93-11):

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DM23212B

pin 5 pin 5
pin 4 pin 4
pin 2 pin 2
pin 1 pin 1

DB23127

- (a) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the OPBC. To install it, do this task: Overhead Panel Card File (OPCF) Installation, AMM TASK 23-93-02-400-802.
 - 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 —

804. ASCPC-R No Input from Overhead Panel Bus Controller-R on System ARINC 629 Bus-L - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19422.

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 air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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 Overhead Panel Bus Controller.

These are the tasks:

Overhead Panel Card File (OPCF) Removal, AMM TASK 23-93-02-000-802,

Overhead Panel Card File (OPCF) Installation, AMM TASK 23-93-02-400-802.

- (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.

- (3) Replace the ARINC 629 coupler, B36232, in the P111 panel.

These are the tasks:

ARINC 629 Current-Mode Coupler Removal, AMM TASK 23-91-01-000-801,

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ARINC 629 Current-Mode Coupler Installation, AMM TASK 23-91-01-400-801.

NOTE: This coupler connects the right ASCPC 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 a wiring check between these pins of the right ASCPC connector and the coupler connector at the P111 panel (WDM 36-21-11):

DM36112AA	DB36232
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (a) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
 - (b) If you do not find a problem with the wiring, then continue. steps:
- (6) Do a wiring check between these pins of the connector at the right OPBC and the coupler connector at the P111 panel (WDM 23-93-11):

DM23212B	DB23127
pin 5	pin 5
pin 4	pin 4
pin 2	pin 2
pin 1	pin 1

- (a) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the OPBC. to install it, do this task: Overhead Panel Card File (OPCF) Installation, AMM TASK 23-93-02-400-802.

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- 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. ASCPC-L No Input from Overhead Panel Bus Controller-L on System ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19619.

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 air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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 Overhead Panel Bus Controller.
These are the tasks:
Overhead Panel Card File (OPCF) Removal, AMM TASK 23-93-02-000-802,
Overhead Panel Card File (OPCF) Installation, AMM TASK 23-93-02-400-802.
 - (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.
- (3) Replace the ARINC 629 coupler, B36234, 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 ASCPC 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.

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- (a) If the MAT shows NOT ACTIVE for the maintenance 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 a wiring check between these pins of the left ASCPC connector and the coupler connector at the P211 panel (WDM 36-21-11):

DM36111AB	DB36234
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (a) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If you do not find a problem with the wiring, then continue. steps:
- (6) Do a wiring check between these pins of the connector at the left OPBC and the coupler connector 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

- (a) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the OPBC. To install it, do this task: Overhead Panel Card File (OPCF) Installation, AMM TASK 23-93-02-400-802.
 - 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** —————

806. ASCPC-R No Input from Overhead Panel Bus Controller-L on System ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19620.

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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 air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,

ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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 Overhead Panel Bus Controller.

These are the tasks:

Overhead Panel Card File (OPCF) Removal, AMM TASK 23-93-02-000-802,

Overhead Panel Card File (OPCF) Installation, AMM TASK 23-93-02-400-802.

- (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.
- (3) Replace the ARINC 629 coupler, B36231, 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 ASCPC 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 a wiring check between these pins of the right ASCPC connector and the coupler connector at the P211 panel (WDM 36-21-11):



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DM36112AB

pin 1T		pin 2
pin 1TR		pin 1
pin 2T		pin 5
pin 2TR		pin 4

DB36231

- (a) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If you do not find a problem with the wiring, then continue. steps:
- (6) Do a wiring check between these pins of the connector at the left OPBC and the coupler connector at the P211 panel (WDM 23-93-11):

DM23112C

pin 5	.....	pin 5
pin 4	.....	pin 4
pin 2	.....	pin 2
pin 1	.....	pin 1

DB23226

- (a) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the OPBC. To install it, do this task: Overhead Panel Card File (OPCF) Installation, AMM TASK 23-93-02-400-802.
 - 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** —————

807. ASCPC-L No Input from Overhead Panel Bus Controller-R on System ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19621.

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 left air supply cabin pressure controller (ASCPC).

These are the tasks:

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ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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 Overhead Panel Bus Controller.

These are the tasks:

Overhead Panel Card File (OPCF) Removal, AMM TASK 23-93-02-000-802,
Overhead Panel Card File (OPCF) Installation, AMM TASK 23-93-02-400-802.

- (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.
- (3) Replace the ARINC 629 coupler, B36234, 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 ASCPC 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 a wiring check between these pins of the left ASCPC connector and the coupler connector at the P211 panel (WDM 36-21-11):

DM36111AB	DB36234
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (a) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.

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- 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If you do not find a problem with the wiring, then continue. steps:
- (6) Do a wiring check between these pins of the connector at the right OPBC and the coupler connector at the P211 panel (WDM 23-93-11):

DM23212C	DB23227
pin 5	pin 5
pin 4	pin 4
pin 2	pin 2
pin 1	pin 1

- (a) If you find a problem with the wiring, then do these steps:
 - 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the OPBC. To install it, do this task: Overhead Panel Card File (OPCF) Installation, AMM TASK 23-93-02-400-802.
 - 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 —————

808. ASCPC-R No Input from Overhead Panel Bus Controller-R on System ARINC 629 Bus-R - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-19622.

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 air supply cabin pressure controller (ASCPC).

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.

- (a) If the MAT shows NOT ACTIVE for the maintenance 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 Overhead Panel Bus Controller.

These are the tasks:

Overhead Panel Card File (OPCF) Removal, AMM TASK 23-93-02-000-802,
Overhead Panel Card File (OPCF) Installation, AMM TASK 23-93-02-400-802.

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

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- (b) If the MAT shows ACTIVE for the maintenance message, then continue.
- (3) Replace the ARINC 629 coupler, B36231, 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 ASCPC 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 a wiring check between these pins of the right ASCPC connector and the coupler connector at the P211 panel (WDM 36-21-11):

DM36112AB	DB36231
pin 1T	pin 2
pin 1TR	pin 1
pin 2T	pin 5
pin 2TR	pin 4

- (a) If you find a problem with the wiring, then do these steps:
- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
 - 2) Re-connect the coupler connector.
 - 3) Re-install the ASCPC. To install it, do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 4) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), you corrected the fault.
- (b) If you do not find a problem with the wiring, then continue. steps:
- (6) Do a wiring check between these pins of the connector at the right OPBC and the coupler connector at the P211 panel (WDM 23-93-11):

DM23212C	DB23227
pin 5	pin 5
pin 4	pin 4
pin 2	pin 2
pin 1	pin 1

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

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- 1) Replace the ARINC 629 wiring (SWPM 20-11-11).
- 2) Re-connect the coupler connector.
- 3) Re-install the OPBC. To install it, do this task: Overhead Panel Card File (OPCF) Installation, AMM TASK 23-93-02-400-802.
- 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** ————

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801. Manifold Pressure Sensor (Right) Signal Failed - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-10490.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.

C. Fault Isolation Procedure

- (1) Examine the manifold pressure sensor (sensor), M36217 and its connector, DM36217, for discoloration (too much leakage from a loose sense line can cause discoloration).
 - (a) If you find discoloration of the connector, then do these steps:
 - 1) Repair or replace the connector or sense line.
 - 2) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
 - 3) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (b) If you find discoloration of the sensor, then do these steps:
 - 1) Replace the sensor.
These are the tasks:
Manifold Pressure Sensor Removal, AMM TASK 36-21-01-000-801,
Manifold Pressure Sensor Installation, AMM TASK 36-21-01-400-801.
 - 2) If it is necessary, repair or replace the sense line.
 - 3) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
 - 4) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If you do not find discoloration, then continue.
- (2) Examine the sense line and connector to see if they are loose or damaged.

NOTE: Damage can be cracks, galled threads, loose wires etc.

 - (a) If the sense line or connector is loose or damaged, then do these steps:
 - 1) Tighten, replace or repair the sense line or connector.
 - 2) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
 - 3) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (b) If the sense line and the connector are not loose or damaged, then continue.
- (3) Disconnect the connector and examine it for bent pins, loose wires, dirt or other damage.
 - (a) If the connector is not satisfactory, do these steps:
 - 1) Replace, repair or clean the connector.
 - 2) Reconnect the connector.
 - 3) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.

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- 4) If the maintenance message does not show on the ground test display, you corrected the fault.
- (b) If the connector is satisfactory, then continue.
- (4) Do this check of the power supply to the sensor:
 - (a) Do a check of DC voltage from pin 1 (+) to pin 2 (-) of the sensor connector.
 - (b) If the voltage is not in the range of 9-17 VDC, then do these steps:
 - 1) Remove the right ASCPC, M36112. To remove it, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - 2) Do this check of the power supply wiring between the connector, DM36217, of the sensor and connector, DM36112AC, on the right ASCPC (WDM 36-21-12):

DM36217	DM36112AC
pin 1	pin A4
pin 2	pin B4
pin 3	ground
- (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Reconnect the connector.
 - 3) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
 - 4) 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, do these steps:
 - 1) Reconnect the connector.
 - 2) Replace the ASCPC.

These are the tasks:

ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
 - 4) If the maintenance message does not show on the ground test display, you corrected the fault.
- (e) If the voltage is in the range of 9-17 VDC, then continue.
- (f) Reconnect the connector.
- (5) Do this check for leakage of the sense line from the duct to the sensor:
 - (a) Do this task: Pressurize the Pneumatic System, AMM TASK 36-00-00-860-802.
 - (b) Do a check of the sense line for leakage.
 - (c) Do this task: Depressurize the Pneumatic System, AMM TASK 36-00-00-860-801.
 - (d) If there was air leakage from the sense line, then do these steps:
 - 1) Tighten, replace or repair the sense line.

NOTE: The union at the duct should have an O-ring installed.

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- 2) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
- 3) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (e) If there was no air leakage from the sense line, then continue.
- (6) Replace the sensor.

These are the tasks:

Manifold Pressure Sensor Removal, AMM TASK 36-21-01-000-801,
Manifold Pressure Sensor Installation, AMM TASK 36-21-01-400-801.

 - (a) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
 - (b) If the maintenance message does not show on the ground test display, you corrected the fault.

————— END OF TASK —————

803. Intermediate Pressure Sensor (Left) Failed - Fault Isolation(Figure 301)

A. Maintenance Messages

- (1) This task is for maintenance message: 36-10460.

B. Initial Evaluation

- (1) Shop Fault data can be used to help troubleshoot the left Intermediate Pressure Sensor if it has failed.

Shop Fault Data for Troubleshooting a Left Intermediate Pressure Sensor Failure.

MAINT. MESSAGE	MAINT. MESSAGE TEXT	SHOP FAULT NUMBER	SHOP DATA	SHOP FAULT NAME	COMMENTS
36-10460	Intermediate Pressure Sensor (left) failed.	56	EA	PI Range Fault	Electrical fault of the PI sensor circuit - could be an open or short.
36-10460	Intermediate Pressure Sensor (left) failed.	56	EC	PI Zero Pressure Fault	PI Sensor pressure reading is too high when the system is depressurized.
36-10460	Intermediate Pressure Sensor (left) failed..	56	FD	PI Out Of Comparison Fault	Difference between the PI Sensor pressure and the manifold pressure is too high (either negative or positive).
36-10460	Intermediate Pressure Sensor (left) failed.	56	FK	PI Out Of Comparison 2 Fault	Difference between the PI Sensor pressure and the engine burner pressure is too high.

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C. Fault Isolation

- (1) To find shop fault data, refer to How to Find Shop Faults Data, AMM TASK 45-10-00-740-807
 - (a) From the Shop Fault page, select ATA 36.
 - (b) Select the Air Supply Controller (L).
 - (c) Select page for display of desired fault.

NOTE: Each page contains a different fault.

- (d) If Shop Fault Number = 56 and Shop Data = FD and PI pressure is less than manifold pressure, check for leakage in the PI sense lines. If there is no leakage in the sense lines, then replace PI sensor. These are the tasks:

NOTE: PI pressure and manifold pressure are located on the bottom left of the Shop Fault page. (If, for example, the Shop Fault number is "H000I001M002F008", the "I001" represents a PI pressure of 1 psig and "M002" represents a manifold pressure of 2 psig.

- 1) Check for leakage of the sense line from the duct to the sensor:
 - a) Remove the supply pressure sense line to the sensor at the duct Figure 301.

NOTE: Look for damaged threads on the union and sense line. Repair or replace if it is necessary.
 - b) Install a nitrogen source and supply pressure gage to the sense line.
 - c) Supply 25 psig to the sensor.
 - d) Do a check of the sense line for leakage.

NOTE: The sense line may have a drain hole which will exhibit an audible leak. Check for leakage from other areas of the sense line.
 - e) If there was air leakage from the sense line, then do these steps:
 - <1> Decrease the nitrogen supply pressure to 0 psig.
 - <2> Tighten, replace or repair the sense line.
 - <3> Make sure the union at the duct has an O-ring installed.
 - <4> Remove the nitrogen source and supply gage.
 - <5> Apply antiseize compound to the union for the supply pressure sense line and install the supply pressure sense line.
 - <6> Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - <7> If the maintenance message does not show on the ground test display, you corrected the fault.
 - f) If there was no air leakage from the sense line, other than from the drain hole, then continue.
 - g) Decrease the nitrogen supply pressure to 0 psig.
 - h) Remove the nitrogen source and supply gage.
 - i) Apply antiseize compound to the union for the supply pressure sense line and install the supply pressure sense line.

- 2) Replace the sensor.

These are the tasks:

IP Sensor Removal, AMM TASK 36-21-03-000-805-002,

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IP Sensor Installation, AMM TASK 36-21-03-400-805-002.

- a) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (e) If the problem has not been found and Shop Fault Number = 56 and Shop Data = EC or FK, then replace the PI Sensor. This is the task:
- 1) Replace the sensor.

These are the tasks:

IP Sensor Removal, AMM TASK 36-21-03-000-805-002,

IP Sensor Installation, AMM TASK 36-21-03-400-805-002.

- a) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (f) If the problem has not been found and Shop Fault Number = 56 and Shop Data = EA, then trouble shoot for an electrical problem. Do the following:
- 1) Disconnect the connector and examine it for bent pins, loose wires, dirt or other damage.
 - a) If the connector is not satisfactory, do these steps:
 - <1> Replace, repair or clean the connector.
 - <2> Reconnect the connector.
 - <3> Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - <4> If the maintenance message does not show on the ground test display, you corrected the fault.
 - b) If the connector is satisfactory, then continue.
 - 2) Do this check of the power supply to the sensor:
 - a) Do a check of DC voltage from pin 1 (+) and 2 (-) of the sensor connector.
 - b) If the voltage is not in the range of 9-17 VDC, then do these steps:
 - <1> Remove the left ASCPC, M36111. To remove it, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - <2> Do this check of the power supply wiring between the connector, DM36212, of the sensor and connector, DM36111AC, on the left ASCPC (WDM 36-21-11):

DM36212	DM36111AC
pin 1	pin C2
pin 2	pin D2
pin 3	ground
 - <3> Reinstall the ASCPC. Do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - c) If you find a problem with the wiring, then do these steps:

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- <1> Repair the wiring.
 - <2> Reconnect the connector.
 - <3> Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - <4> 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 replace the sensor. Do these steps:
- <1> Replace the sensor.
These are the tasks:
IP Sensor Removal, AMM TASK 36-21-03-000-805-002,
IP Sensor Installation, AMM TASK 36-21-03-400-805-002.
 - <a> Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - If the maintenance message does not show on the ground test display, you corrected the fault.
- e) If the fault is not corrected replace the ASCPC. Do these steps:
- <1> Replace the ASCPC. Do these tasks:
 - <a> ASCPC Removal, AMM TASK 36-11-20-000-801
 - ASCPC Installation, AMM TASK 36-11-20-400-801.
 - <2> Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - <3> If the maintenance message does not show on the ground test display, you corrected the fault.
- f) If the voltage is in the range of 9-17 VDC, then continue.
- (g) If the problem has not been found and Shop Fault Number = 56 and Shop Data = FD and PI pressure is greater than manifold pressure then there could be a failed PRSOV or a leakage in the PRSOV/PRSOVC sense lines. Do these tasks:
- NOTE: PI pressure and manifold pressure are located on the bottom left of the Shop Fault page. (If, for example, the Shop Fault number is "H000I001M002F008", the "I001" represents a PI pressure of 1psig and "M002" represents a manifold pressure of 2 psig.
- 1) PRSOV (Left or Right) Failed Closed - Fault Isolation, 36-11 TASK 805.
- (h) If the problem has not been found and Shop Fault Number = 56 and Shop Data = FD and PI pressure is greater than manifold pressure then there could be a clogged precooler. Do these tasks:
- 1) Replace the precooler with the engine removed:
 - a) Do this task: Precooler Removal with the Engine Removed, AMM TASK 36-11-15-000-817-004.
 - b) Do this task: Precooler Installation with the Engine Removed, AMM TASK 36-11-15-400-817-004.
 - 2) Replace the precooler with the engine installed:
 - a) Do this task: Precooler Removal with the Engine Installed, AMM TASK 36-11-15-000-816-004.

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- b) Do this task: Precooler Installation with the Engine Installed, AMM TASK 36-11-15-400-816-004.
- 3) Check for a blockage upstream of the precooler.

END OF TASK

804. Intermediate Pressure Sensor (Right) Failed - Fault Isolation(Figure 301)

A. Maintenance Messages

- (1) This task is for maintenance message: 36-10470.

B. Initial Evaluation

- (1) Shop Fault data can be used to help troubleshoot the Right Intermediate Pressure Sensor if it has failed.

Shop Fault Data for Troubleshooting a Right Intermediate Pressure Sensor Failure.

MAINT. MESSAGE	MAINT. MESSAGE TEXT	SHOP FAULT NUMBER	SHOP DATA	SHOP FAULT NAME	COMMENTS
36-10470	Intermediate Pressure Sensor (right) failed.	56	EA	PI Range Fault	Electrical fault of the PI sensor circuit - could be an open or short.
36-10470	Intermediate Pressure Sensor (right) failed.	56	EC	PI Zero Pressure Fault	PI Sensor pressure reading is too high when the system is depressurized.
36-10470	Intermediate Pressure Sensor (right) failed..	56	FD	PI Out Of Comparison Fault	Difference between the PI Sensor pressure and the manifold pressure is too high (either negative or positive).
36-10470	Intermediate Pressure Sensor (right) failed.	56	FK	PI Out Of Comparison 2 Fault	Difference between the PI Sensor pressure and the engine burner pressure is too high.

C. Fault Isolation

- (1) To find shop fault data, refer to How to Find Shop Faults Data, AMM TASK 45-10-00-740-807
- (a) From the Shop Fault page, select ATA 36.
- (b) Select the Air Supply Controller (R).
- (c) Select page for display of desired fault.

NOTE: Each page contains a different fault.

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- (d) If Shop Fault Number = 56 and Shop Data = FD and PI pressure is less than manifold pressure, check for leakage in the PI sense lines. If there is no leakage in the sense lines, then replace PI sensor. These are the tasks:

NOTE: PI pressure and manifold pressure are located on the bottom left of the Shop Fault page. (If, for example, the Shop Fault number is "H000I001M002F008", the "I001" represents a PI pressure of 1 psig and "M002" represents a manifold pressure of 2 psig.

- 1) Check for leakage of the sense line from the duct to the sensor:

- a) Remove the supply pressure sense line to the sensor at the duct Figure 301.

NOTE: Look for damaged threads on the union and sense line. Repair or replace if it is necessary.

- b) Install a nitrogen source and supply pressure gage to the sense line.

- c) Supply 25 psig to the sensor.

- d) Do a check of the sense line for leakage.

NOTE: The sense line may have a drain hole which will exhibit an audible leak. Check for leakage from other areas of the sense line.

- e) If there was air leakage from the sense line, then do these steps:

<1> Decrease the nitrogen supply pressure to 0 psig.

<2> Tighten, replace or repair the sense line.

<3> Make sure the union at the duct has an O-ring installed.

<4> Remove the nitrogen source and supply gage.

<5> Apply antiseize compound to the union for the supply pressure sense line and install the supply pressure sense line.

<6> Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.

<7> If the maintenance message does not show on the ground test display, you corrected the fault.

- f) If there was no air leakage from the sense line, other than from the drain hole, then continue.

- g) Decrease the nitrogen supply pressure to 0 psig.

- h) Remove the nitrogen source and supply gage.

- i) Apply antiseize compound to the union for the supply pressure sense line and install the supply pressure sense line.

- 2) Replace the sensor.

These are the tasks:

IP Sensor Removal, AMM TASK 36-21-03-000-805-002,

IP Sensor Installation, AMM TASK 36-21-03-400-805-002.

- a) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.

- b) If the maintenance message does not show on the ground test display, you corrected the fault.

- (e) If the problem has not been found and Shop Fault Number = 56 and Shop Data = EC or FK, then replace the PI Sensor. This is the task:

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- 1) Replace the sensor.
These are the tasks:
IP Sensor Removal, AMM TASK 36-21-03-000-805-002,
IP Sensor Installation, AMM TASK 36-21-03-400-805-002.
 - a) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
 - b) If the maintenance message does not show on the ground test display, you corrected the fault.
- (f) If the problem has not been found and Shop Fault Number = 56 and Shop Data = EA, then trouble shoot for an electrical problem. Do the following:
 - 1) Disconnect the connector and examine it for bent pins, loose wires, dirt or other damage.
 - a) If the connector is not satisfactory, do these steps:
 - <1> Replace, repair or clean the connector.
 - <2> Reconnect the connector.
 - <3> Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
 - <4> If the maintenance message does not show on the ground test display, you corrected the fault.
 - b) If the connector is satisfactory, then continue.
 - 2) Do this check of the power supply to the sensor:
 - a) Do a check of DC voltage from pin 1 (+) and 2 (-) of the sensor connector.
 - b) If the voltage is not in the range of 9-17 VDC, then do these steps:
 - <1> Remove the right ASCPC, M36112. To remove it, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - <2> Do this check of the power supply wiring between the connector, DM36212, of the sensor and connector, DM36112AC, on the right ASCPC (WDM 36-21-12):

DM36212	DM36112AC
pin 1	pin C2
pin 2	pin D2
pin 3	ground
 - <3> Reinstall the ASCPC. Do this task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - c) If you find a problem with the wiring, then do these steps:
 - <1> Repair the wiring.
 - <2> Reconnect the connector.
 - <3> Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
 - <4> 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 replace the sensor. Do these steps:

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- <1> Replace the sensor.
These are the tasks:
IP Sensor Removal, AMM TASK 36-21-03-000-805-002,
IP Sensor Installation, AMM TASK 36-21-03-400-805-002.
 - <a> Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
 - If the maintenance message does not show on the ground test display, you corrected the fault.
- e) If the fault is not corrected replace the ASCPC. Do these steps:
 - <1> Replace the ASCPC. Do these tasks:
 - <a> ASCPC Removal, AMM TASK 36-11-20-000-801
 - ASCPC Installation, AMM TASK 36-11-20-400-801.
 - <2> Do this ground test on the MAT: 36-Air Supply Control System, System Test, Right Air Supply Control System.
 - <3> If the maintenance message does not show on the ground test display, you corrected the fault.
- f) If the voltage is in the range of 9-17 VDC, then continue.
- (g) If the problem has not been found and Shop Fault Number = 56 and Shop Data = FD and PI pressure is greater than manifold pressure then there could be a failed PRSOV or a leakage in the PRSOV/PRSOVC sense lines. Do these tasks:
NOTE: PI pressure and manifold pressure are located on the bottom left of the Shop Fault page. (If, for example, the Shop Fault number is "H000I001M002F008", the "I001" represents a PI pressure of 1psig and "M002" represents a manifold pressure of 2 psig.
 - 1) PRSOV (Left or Right) Failed Closed - Fault Isolation, 36-11 TASK 805.
- (h) If the problem has not been found and Shop Fault Number = 56 and Shop Data = FD and PI pressure is greater than manifold pressure then there could be a clogged precooler. Do these tasks:
 - 1) Replace the precooler with the engine removed:
 - a) Do this task: Precooler Removal with the Engine Removed, AMM TASK 36-11-15-000-817-004.
 - b) Do this task: Precooler Installation with the Engine Removed, AMM TASK 36-11-15-400-817-004.
 - 2) Replace the precooler with the engine installed:
 - a) Do this task: Precooler Removal with the Engine Installed, AMM TASK 36-11-15-000-816-004.
 - b) Do this task: Precooler Installation with the Engine Installed, AMM TASK 36-11-15-400-816-004.
 - 3) Check for a blockage upstream of the precooler.

————— **END OF TASK** —————

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805. Manifold Pressure Sensor (Left) Signal Failed - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-10480.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.

C. Fault Isolation Procedure

- (1) Examine the manifold pressure sensor (sensor), M36211 and its connector, DM36211, for discoloration (too much leakage from a loose sense line can cause discoloration).
 - (a) If you find discoloration of the connector, then do these steps:
 - 1) Repair or replace the connector or sense line.
 - 2) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - 3) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (b) If you find discoloration of the sensor, then do these steps:
 - 1) Replace the sensor.
These are the tasks:
Manifold Pressure Sensor Removal, AMM TASK 36-21-01-000-801,
Manifold Pressure Sensor Installation, AMM TASK 36-21-01-400-801.
 - 2) If it is necessary, repair or replace the sense line.
 - 3) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - 4) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (c) If you do not find discoloration, then continue.
- (2) Examine the sense line and connector to see if they are loose or damaged.

NOTE: Damage can be cracks, galled threads, loose wires etc.

 - (a) If the sense line or connector is loose or damaged, then do these steps:
 - 1) Tighten, replace or repair the sense line or connector.
 - 2) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - 3) If the maintenance message does not show on the ground test display, you corrected the fault.
 - (b) If the sense line and the connector are not loose or damaged, then continue.
- (3) Disconnect the connector and examine it for bent pins, loose wires, dirt or other damage.
 - (a) If the connector is not satisfactory, do these steps:
 - 1) Replace, repair or clean the connector.
 - 2) Reconnect the connector.
 - 3) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.

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- 4) If the maintenance message does not show on the ground test display, you corrected the fault.
- (b) If the connector is satisfactory, then continue.
- (4) Do this check of the power supply to the sensor:
 - (a) Do a check of DC voltage from pin 1 (+) to pin 2 (-) of the sensor connector.
 - (b) If the voltage is not in the range of 9-17 VDC, then do these steps:
 - 1) Remove the left ASCPC, M36111. To remove it, do this task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - 2) Do this check of the power supply wiring between the connector, DM36211, of the sensor and connector, DM36111AC, on the left ASCPC (WDM 36-21-11):

DM36211	DM36111AC
pin 1	pin A4
pin 2	pin B4
pin 3	ground

- (c) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Reconnect the connector.
 - 3) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - 4) 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, do these steps:
 - 1) Reconnect the connector.
 - 2) Replace the ASCPC.

These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
 - 4) If the maintenance message does not show on the ground test display, you corrected the fault.
- (e) If the voltage is in the range of 9-17 VDC, then continue.
- (f) Reconnect the connector.
- (5) Do this check for leakage of the sense line from the duct to the sensor:
 - (a) Do this task: Pressurize the Pneumatic System, AMM TASK 36-00-00-860-802.
 - (b) Do a check of the sense line for leakage.
 - (c) Do this task: Depressurize the Pneumatic System, AMM TASK 36-00-00-860-801.
 - (d) If there was air leakage from the sense line, then do these steps:
 - 1) Tighten, replace or repair the sense line.

NOTE: The union at the duct should have an O-ring installed.

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- 2) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
- 3) If the maintenance message does not show on the ground test display, you corrected the fault.
- (e) If there was no air leakage from the sense line, then continue.
- (6) Replace the sensor.
These are the tasks:
Manifold Pressure Sensor Removal, AMM TASK 36-21-01-000-801,
Manifold Pressure Sensor Installation, AMM TASK 36-21-01-400-801.
- (a) Do this ground test on the MAT: 36-Air Supply Control System, System Test, Left Air Supply Control System.
- (b) If the maintenance message does not show on the ground test display, you corrected the fault.

———— **END OF TASK** ————

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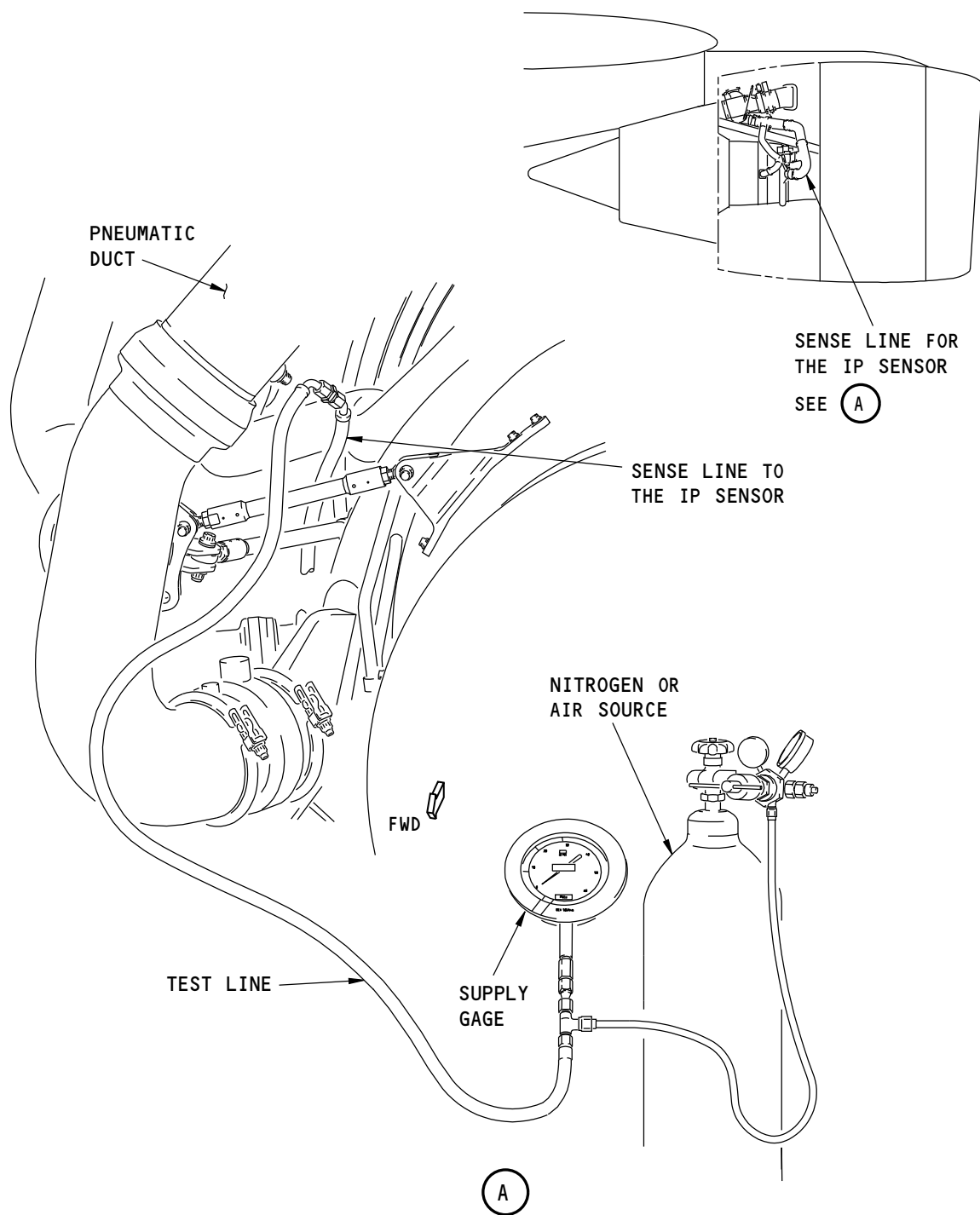
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IP Sensor Fault Isolation
Figure 301/36-21-00-990-801

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801. Manifold Dual Temp Sensor Right Failed - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-10510.

B. Description

- (1) The Right Dual Temperature Manifold Sensor failed.

C. Possible Causes

- (1) Duct Leakage at the sensor
- (2) Right Dual Temperature Manifold Sensor, M36006
- (3) Wiring

D. Related Data

- (1) WDM 36-22-12

E. Initial Evaluation

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

F. Fault Isolation Procedure

- (1) Examine the Manifold Dual Temperature Sensor, M36006 and connector DM36006 for discoloration.

NOTE: Too much leakage from the duct can cause discoloration.

- (a) If you find discoloration on the connector, then do these steps:
 - 1) Repair or replace the connector.
 - 2) Do the Repair Confirmation at the end of this task.
 - (b) If you find discoloration on the sensor, then do these steps:
 - 1) Replace the Right Dual Temperature Manifold Sensor, M36006. These are the tasks:
 - Manifold Dual Temperature Sensor Removal, AMM TASK 36-22-01-000-801
 - Manifold Dual Temperature Sensor Installation, AMM TASK 36-22-01-400-801
 - 2) Do the Repair Confirmation at the end of this task.
 - (c) If you do not find discoloration, then continue.
- (2) Examine the sensor and its connector to see if they are loose or damaged.
 - (a) If the sensor or connector is loose or damaged, then do these steps:
 - 1) Tighten, repair or replace the connector or sensor as applicable.
 - 2) Do the Repair Confirmation at the end of this task.
 - (b) If the sensor and connector are not loose or damaged, then continue.
 - (3) Disconnect the sensor connector and examine it for bent pins, loose wires, dirt or other damage.
 - (a) If the connector is not satisfactory, do these steps:
 - 1) Clean, repair or replace the connector.
 - 2) Reconnect the sensor connector.

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- 3) Do the Repair Confirmation at the end of this task.
- (b) If the connector is satisfactory, then continue.
- (4) Do this check of the Power Supply Voltage to the Right Dual Temperature Manifold Sensor, M36006 (WDM 36-22-12):

R MNFLD SNSR	R MNFLD SNSR	
DM36006	DM36006	Voltage
pin A (+)	pin B (+)	4.5 ± 1V DC
pin D (+)	pin E (-)	4.5 ± 1V DC

- (a) If the voltage is 4.5 ± 1 VDC at the specified pins above, then do a Sensor Resistance check as follows (WDM 36-22-12):

R MNFLD SNSR	R MNFLD SNSR	
M36006	M36006	
Receptacle	Receptacle	Resistance
pin A (+)	pin B (+)	500 - 1000 Ohms
pin D (+)	pin E (-)	500 - 1000 Ohms

- 1) If the Resistance values are not in the specified range, replace the Right Dual Temperature Manifold Sensor, M36006. These are the tasks:
 - Manifold Dual Temperature Sensor Removal, AMM TASK 36-22-01-000-801
 - Manifold Dual Temperature Sensor Installation, AMM TASK 36-22-01-400-801
- a) Do the Repair Confirmation at the end of this task.
- 2) If the Resistance values are in the specified range, continue.
- (b) If the voltage is not 4.5 ± 1 VDC at the specified pins above, then do these steps:
 - 1) Remove the Right ASCPC M36112. This is the task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - 2) Do this check of the Power Supply Wiring between the Right ASCPC connector DM36112AC and sensor connector DM36006 as follows (WDM 36-22-12):

R MNFLD SNSR	R ASCPC
DM36006	DM36112AC
pin A	pin A3
pin B	pin B3
pin D	pin A2
pin E	pin B2
pin C	Ground

- a) If you find a problem with the wiring, then do these steps:
 - <1> Repair the wiring.
 - <2> Re-install the ASCPC. This is the task: ASCPC Installation, AMM TASK 36-11-20-400-801.
 - <3> Do the Repair Confirmation at the end of this task.
- b) If you do not find a problem with the wiring, then do these steps:

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- <1> Reconnect the sensor connector DM36006.
 - <2> Replace the ASCPC. These are the tasks:
 - ASCPC Removal, AMM TASK 36-11-20-000-801
 - ASCPC Installation, AMM TASK 36-11-20-400-801
 - <3> Do the Repair Confirmation at the end of this task.
- (5) Do this check for leakage at the sensor connection.
- (a) Do this task: Pressurize the Pneumatic System, AMM TASK 36-00-00-860-802.
 - (b) Do a check of the sensor connection for leakage.
 - (c) Do this task: Depressurize the Pneumatic System, AMM TASK 36-00-00-860-801.
 - (d) If there was air leakage from the sensor connection, then do these steps:
 - 1) Tighten the sensor or replace the O-ring. To replace the O-ring, you must remove and install the sensor. These are the tasks:
 - Manifold Dual Temperature Sensor Removal, AMM TASK 36-22-01-000-801
 - Manifold Dual Temperature Sensor Installation, AMM TASK 36-22-01-400-801
 - 2) Do the Repair Confirmation at the end of this task.
 - (e) If there was no air leakage from the sensor connection, then continue.
- (6) Replace the Right Dual Temperature Manifold Sensor, M36006. These are the tasks:
- Manifold Dual Temperature Sensor Removal, AMM TASK 36-22-01-000-801
 - Manifold Dual Temperature Sensor Installation, AMM TASK 36-22-01-400-801
- (a) Do the Repair Confirmation at the end of this task.

G. Repair Confirmation

- (1) Do this Ground Test on the MAT: 36 Air Supply Control System, System Test, Right Air Supply Control System.
 - (a) If the maintenance message does not show on the Ground Test Display, then you corrected the problem.
 - (b) If the maintenance message still shows on the Ground Test Display, then continue the Fault Isolation Procedure at the subsequent step.

————— **END OF TASK** —————

802. Left Manifold Dual Temp Sensor Failed - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance message: 36-10500.

B. Possible Causes

- (1) Manifold Dual Temperature Sensor (MDTS), M36004
- (2) Wiring
- (3) Air Supply Cabin Pressure Controller (ASCPC), M36111
- (4) Manifold Dual Temperature Sensor O-Ring

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C. Circuit Breakers

- (1) These are the primary circuit breakers related to the fault:

Left Power Management Panel, P110

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
H	2	C21431	L CTC CHAN 1 (AC)
H	3	C21433	L CTC CHAN 2 (AC)
H	24	C21647	L CTC CHAN 2 (DC)
H	25	C21641	L CTC CHAN 1 (DC)

Right Power Management Panel, P210

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
G	27	C21434	R CTC CHAN 2 (AC)
G	28	C21432	R CTC CHAN 1 (AC)
H	2	C21642	R CTC CHAN 1 (DC)
H	3	C21648	R CTC CHAN 2 (DC)
P	12	C36612	AIR SPLY R PRI
P	13	C36614	AIR SPLY R BACKUP
P	14	C36616	AIR SPLY R SOL

Standby Power Management Panel, P310

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
C	1	C36611	AIR SPLY L PRI
C	2	C36613	AIR SPLY L BACKUP
C	3	C36615	AIR SPLY L SOL
E	5	C36619	AIR SPLY R SEC

D. Related Data

- (1) WDM 36-22-11

E. Initial Evaluation

- (1) Do this Ground Test on the Maintenance Access Terminal (MAT): 36 Air Supply Control System, System Test, Left Air Supply Control System.
- (a) If the Maintenance Message does not show ACTIVE or LATCHED on the Ground Test Display, then there was an intermittent fault.
- (b) If the Maintenance Message shows ACTIVE or LATCHED on the Ground Test Display, do Fault Isolation Procedure below.

F. Fault Isolation Procedure

- (1) Examine the Left MDTs, M36004 and connector DM36004 for discoloration (too much leakage from the duct can cause discoloration).
- (a) If you find discoloration in the connector DM36004, then do these steps:
- 1) Repair or replace the connector, DM36004.
 - a) Do the Repair Confirmation at the end of this task.
- (b) If you find discoloration in the sensor, then do these steps:
- 1) Replace the Left MDTs, M36004. These are the tasks:
 - Manifold Dual Temperature Sensor Removal, AMM TASK 36-22-01-000-801
 - Manifold Dual Temperature Sensor Installation, AMM TASK 36-22-01-400-801

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- a) Do the Repair Confirmation at the end of this task.
- (c) If you do not find discoloration in the Left MDTs, M36004, then continue.
- (2) Examine the Left MDTs, M36004, and its connector to see if they are loose or damaged.
 - (a) If the Left MDTs, M36004, or connector is loose or damaged, then do these steps:
 - 1) Tighten, replace or repair the Left MDTs, M36004, or connector, DM36004.
 - 2) Do the Repair Confirmation at the end of this task.
 - (b) If the Left MDTs, M36004, and connector DM36004 are not loose or damaged, then continue.
- (3) Disconnect the Left MDTs connector, DM36004, and examine it for bent pins, loose wires, dirt or other damage.
 - (a) If the connector is not satisfactory, do these steps:
 - 1) Clean, repair or replace the connector as applicable.
 - 2) Reconnect the connector, DM36004.
 - 3) Do the Repair Confirmation at the end of this task.
 - (b) If the connector is satisfactory, then continue.
- (4) Do this check of the Power Supply Wiring to the Left MDTs, M36004 (WDM 36-22-11):

DM36004	DM36004	Voltage
A (+)	B (-)	4.5 ± 1VDC
D (+)	E (-)	4.5 ± 1VDC

- (a) If the voltage is not in the specified range at each pair of the specified pins above, then do these steps:
 - 1) Remove the Left ASCPC, M36111. This is the task: ASCPC Removal, AMM TASK 36-11-20-000-801.
 - 2) Examine the wiring between the Left MDTs and the Left ASCPC as follows (WDM 36-22-11):

L MNFLD DUAL TEMP SENSOR DM36004	L ASCPC DM36111AC
pin A	pin A3
pin B	pin B3
pin D	pin A2
pin E	pin B2

L MNFLD DUAL TEMP SENSOR DM36004	
pin C	GND

- (b) If you find a problem with the wiring, then do these steps:
 - 1) Repair the wiring.
 - 2) Re-install the Left ASCPC, M36111. This is the task: ASCPC Installation, AMM TASK 36-11-20-400-801.

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- 3) Do the Repair Confirmation at the end of this task.
- (c) If you do not find a problem with the wiring, then do these steps:
 - 1) Reconnect the connector, DM36111AC.
 - 2) Replace the Left ASCPC, M36111. These are the tasks:
 - ASCPC Removal, AMM TASK 36-11-20-000-801
 - ASCPC Installation, AMM TASK 36-11-20-400-801
 - 3) Do the Repair Confirmation at the end of this task.
- (d) If the voltage is the specified range at each pair of pins specified above, then continue.
- (5) Do a Resistance check at the MDTS as follows (WDM 36-22-11):

L MNFLD DUAL TEMP SENSOR DM36004		L MNFLD DUAL TEMP SENSOR DM36004	
pin A	.....	pin B	500 - 1000 Ω
pin D	.....	pin E	500 - 1000 Ω

- (a) If the Resistance is not in the specified range, then replace the Left MDTS, M36004. These are the tasks:
 - Manifold Dual Temperature Sensor Removal, AMM TASK 36-22-01-000-801
 - Manifold Dual Temperature Sensor Installation, AMM TASK 36-22-01-400-801
- 1) Do the Repair Confirmation at the end of this task.
- (b) If the Resistance is in the specified range, then continue.
- (6) Do this check for air leakage at the Left MDTS connection.
 - (a) Do this task: Pressurize the Pneumatic System, AMM TASK 36-00-00-860-802.
 - (b) Examine the Left MDTS connection for leakage.
 - (c) Do this task: Depressurize the Pneumatic System, AMM TASK 36-00-00-860-801.
 - (d) If you found air leakage from the Left MDTS connection, then do these steps:
 - 1) Tighten the Left MDTS, M36004, or replace the O-ring. To replace the O-ring, you must remove and install the Left MDTS. These are the tasks:
 - Manifold Dual Temperature Sensor Removal, AMM TASK 36-22-01-000-801
 - Manifold Dual Temperature Sensor Installation, AMM TASK 36-22-01-400-801
 - a) Do the Repair Confirmation at the end of this task.
 - (e) If you found no air leakage from the Left MDTS, then continue.
- (7) Replace the Left MDTS, M36004. These are the tasks:
 - Manifold Dual Temperature Sensor Removal, AMM TASK 36-22-01-000-801
 - Manifold Dual Temperature Sensor Installation, AMM TASK 36-22-01-400-801
- (a) Do the Repair Confirmation at the end of this task.

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G. Repair Confirmation

- (1) Do this Ground Test on the MAT: 36 Air Supply Control System, System Test, Left Air Supply Control System.
 - (a) If the Maintenance Message does not show ACTIVE or LATCHED on the Ground Test Display, then you corrected the fault.
 - (b) If the Maintenance Message shows ACTIVE or LATCHED on the Ground Test Display, then continue the Fault Isolation Procedure at the subsequent step.

———— **END OF TASK** ————

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801. Manifold Flow Sensor (Left or Right) Signal is Out of Range - Fault Isolation

A. Maintenance Messages

- (1) This task is for maintenance messages: 36-10210, 36-10450.

B. Initial Evaluation

- (1) If the MAT shows ACTIVE or LATCHED for the maintenance message, then do the Fault Isolation Procedure below.

C. Fault Isolation Procedure

- (1) Do a check for a loose and/or damaged manifold flow sensor (sensor) or connector DM36213(DM36219).

NOTE: Damage can be galled bolt threads, loose wires etc.

- (2) If the sensor or connector is loose and/or damaged, do these steps:
 - (a) Look at the sensor and connector for discoloration because of too much leakage from being loose. If you find a problem replace the connector or replace the sensor.
These are the tasks:
Manifold Flow Sensor Removal, AMM TASK 36-23-01-000-801,
Manifold Flow Sensor Installation, AMM TASK 36-23-01-400-801.
 - (b) Tighten, replace or repair the sensor or connector.
 - (c) Do this ground test on the MAT: 36 Air Supply Control System.
 - (d) If the maintenance message does not show on the ground test display, you corrected the fault.
- (3) If the sensor and connector are satisfactory, remove the connector and look for bent sockets, loose wires, dirt or other damage.
- (4) If the connector is not satisfactory, do these steps:
 - (a) Replace, repair or clean the connector.
 - (b) Do this ground test on the MAT: 36 Air Supply Control System.
 - (c) If the maintenance message does not show on the ground test display, you corrected the fault.
- (5) If the connector is satisfactory, do this check of the resistance of the internal wiring of the manifold flow sensor at connector DM36213(DM36219) (WDM 36-23-11), (WDM 36-23-12):
 - (a) Measure the resistance between socket H and socket G of the connector on the manifold flow sensor.
 - (b) If the resistance is not 17-23 ohms, then do these steps:
 - 1) Replace the manifold flow sensor.
These are the tasks:
Manifold Flow Sensor Removal, AMM TASK 36-23-01-000-801,
Manifold Flow Sensor Installation, AMM TASK 36-23-01-400-801.
 - 2) Do this ground test on the MAT: 36 Air Supply Control System, System Test, Left(Right) Air Supply Control System.
 - 3) If the maintenance message does not show on the ground test display, then you corrected the fault.
 - (c) If the resistance is satisfactory, then continue.

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- (d) Measure the resistance between socket A and socket I of the connector on the manifold flow sensor.
- (e) Measure the resistance between socket B and socket I of the connector on the manifold flow sensor.
- (f) Measure the resistance between socket E and socket I of the connector on the manifold flow sensor.
- (g) Measure the resistance between socket F and socket I of the connector on the manifold flow sensor.
- (h) If the resistance is not 200-400 ohms, then do these steps:
 - 1) Replace the manifold flow sensor.
These are the tasks:
Manifold Flow Sensor Removal, AMM TASK 36-23-01-000-801,
Manifold Flow Sensor Installation, AMM TASK 36-23-01-400-801.
 - 2) Do this ground test on the MAT: 36 Air Supply Control System, System Test, Left(Right) Air Supply Control System.
 - 3) If the maintenance message does not show on the ground test display, then you corrected the fault.
- (i) If the resistance is satisfactory, then continue.
- (6) Remove connector DM36213 (DM36219) from the manifold sensor and check for voltage between these sockets:

NOTE: This will do a check of the power supply to the sensor.

- (a) Do this task to supply pneumatic pressure: Pressurize the Pneumatic System, AMM TASK 36-00-00-860-802
NOTE: Pressurizing the pneumatic system will make sure you get accurate voltage readings at the sensor connector.
- (b) Measure for 23-33 VDC between socket H and socket G on connector DM36213 (DM36219).
- (c) Measure for 3.5-5.5 VDC between socket A and socket E on connector DM36213 (DM36219).
- (d) Do this task to remove pneumatic pressure: Depressurize the Pneumatic System, AMM TASK 36-00-00-860-801
- (7) If you find a problem with the voltage, do these steps:
 - (a) Do a wiring check between the sockets of the sensor connector and the pins of the applicable ASCPC connector (WDM 36-23-11), (WDM 36-23-12):

NOTE: This will do a check of the power supply wiring to the manifold flow sensor.

- 1) Left Sensor

L SENSOR DM36213

socket H	pin A5
socket A	pin A3
socket G	pin B4
socket E	pin A4

L ASCPC DM36111AB

- 2) Right Sensor

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R SENSOR DM36219	R ASCPC DM36112AB
socket H	pin A5
socket A	pin A3
socket G	pin B4
socket E	pin A4

- (b) If you find a problem with the wiring, do these steps:
 - 1) Repair the wiring.
 - 2) Do the 36-Air Supply Control System Test on the MAT.
 - 3) If the maintenance message does not show on the ground test display, you corrected the fault.
- (c) If you do not find a problem with the wiring, do these steps:
 - 1) Install the connector to the manifold flow sensor.
 - 2) Replace the ASCPC.
These are the tasks:
ASCPC Removal, AMM TASK 36-11-20-000-801,
ASCPC Installation, AMM TASK 36-11-20-400-801.
 - 3) Do the 36-Air Supply Control System Test on the MAT.
 - 4) 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, do this task: Pressurize the Pneumatic System, AMM TASK 36-00-00-860-802.
- (9) Do a check of the manifold flow sensor flange for leakage.
- (10) If you find leakage, do these steps:
 - (a) Do this task: Depressurize the Pneumatic System, AMM TASK 36-00-00-860-801.
 - (b) Tighten the manifold flow sensor or, do this task: Manifold Flow Sensor Removal, AMM TASK 36-23-01-000-801
and do a check of the o-ring for damage. Replace the o-ring if it is necessary.
 - (c) Install the connector.
 - (d) Do this ground test on the MAT: 36 Air Supply Control System.
 - (e) If the maintenance message does not show on the ground test display, you corrected the fault.
- (11) If you do not find leakage, do these steps:
 - (a) Do this task: Depressurize the Pneumatic System, AMM TASK 36-00-00-860-801.
 - (b) Replace the manifold flow sensor.
These are the tasks:
Manifold Flow Sensor Removal, AMM TASK 36-23-01-000-801,
Manifold Flow Sensor Installation, AMM TASK 36-23-01-400-801.
 - (c) Do this ground test on the MAT: 36 Air Supply Control System.

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- (d) If the maintenance message does not show on the ground test display, you corrected the fault.

————— **END OF TASK** —————

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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 Status Message MANIFOLD SENSOR L/R Shows With No Correlated CMCS Maintenance Message

A. Fault Isolation Procedure

- (1) Do the applicable task for a failed left (right) manifold flow sensor or left (right) manifold pressure sensor:
 - (a) Manifold Flow Sensor (Left or Right) Signal is Out of Range - Fault Isolation, 36-23 TASK 801
 - (b) Manifold Pressure Sensor (Left) Signal Failed - Fault Isolation, 36-21 TASK 805
 - (c) Manifold Pressure Sensor (Right) Signal Failed - Fault Isolation, 36-21 TASK 801

———— **END OF TASK** ————

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