

CHAPTER

56

WINDOWS



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

**CHAPTER 56
WINDOWS**

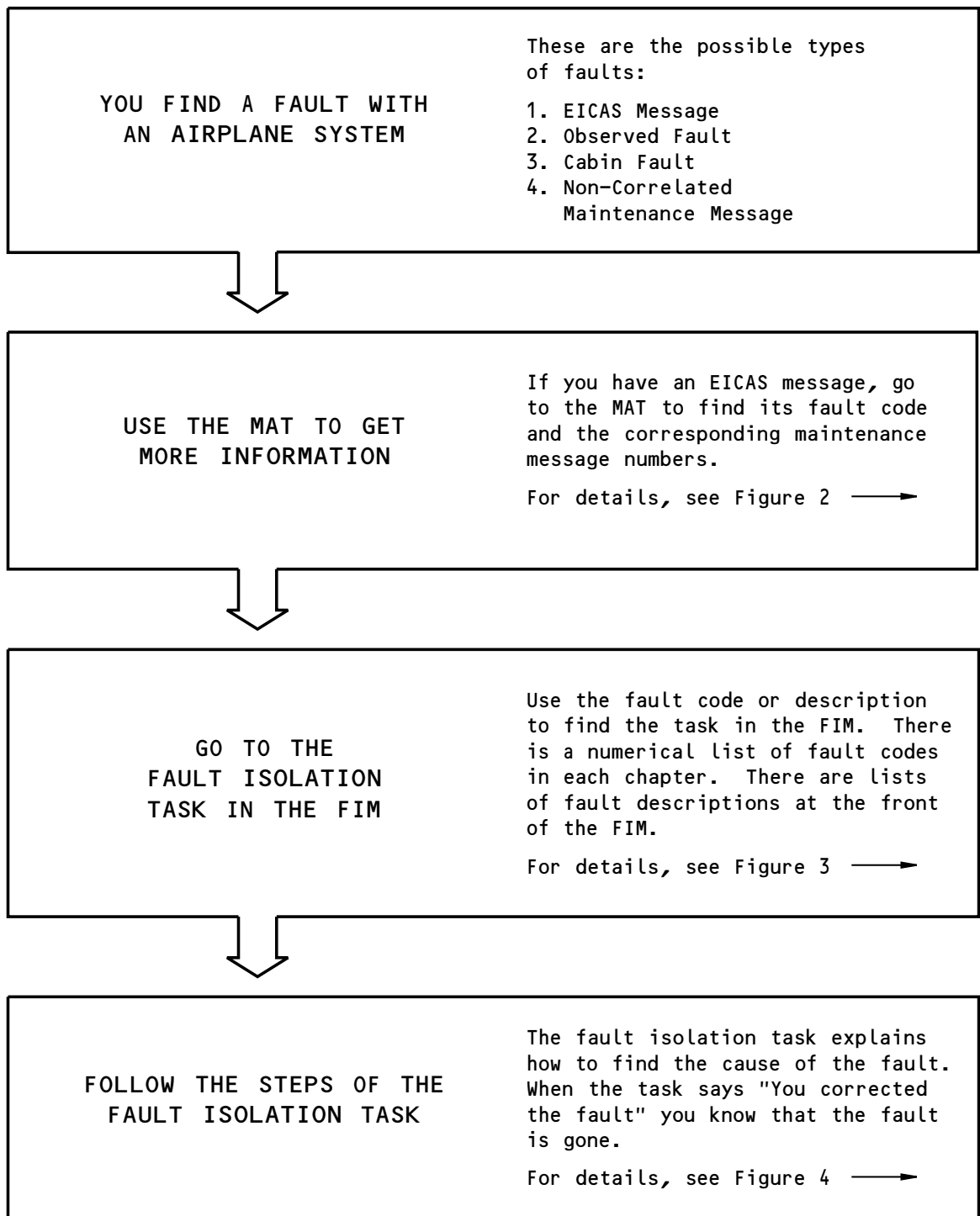
Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
56-EFFECTIVE PAGES								
1	SEP 05/2017							
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56-HOW TO USE THE FIM								
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201	Jan 05/2013							
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56-98 TASKS								
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A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

56-EFFECTIVE PAGES



777-200/300 FAULT ISOLATION MANUAL



E84424 S0000132469_V1

Basic Fault Isolation Process
Figure 1

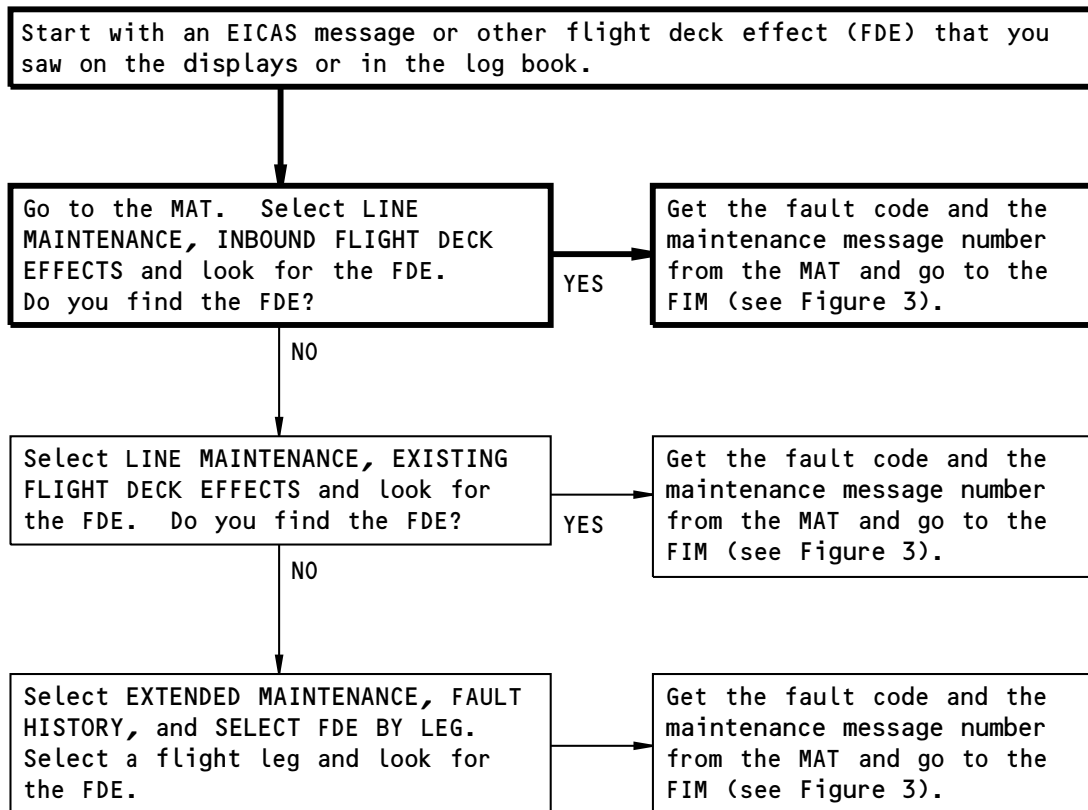
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NOTE: The bold lines show the most common path.

E84425 S0000132475_V1

Getting Fault Information from the MAT
Figure 2

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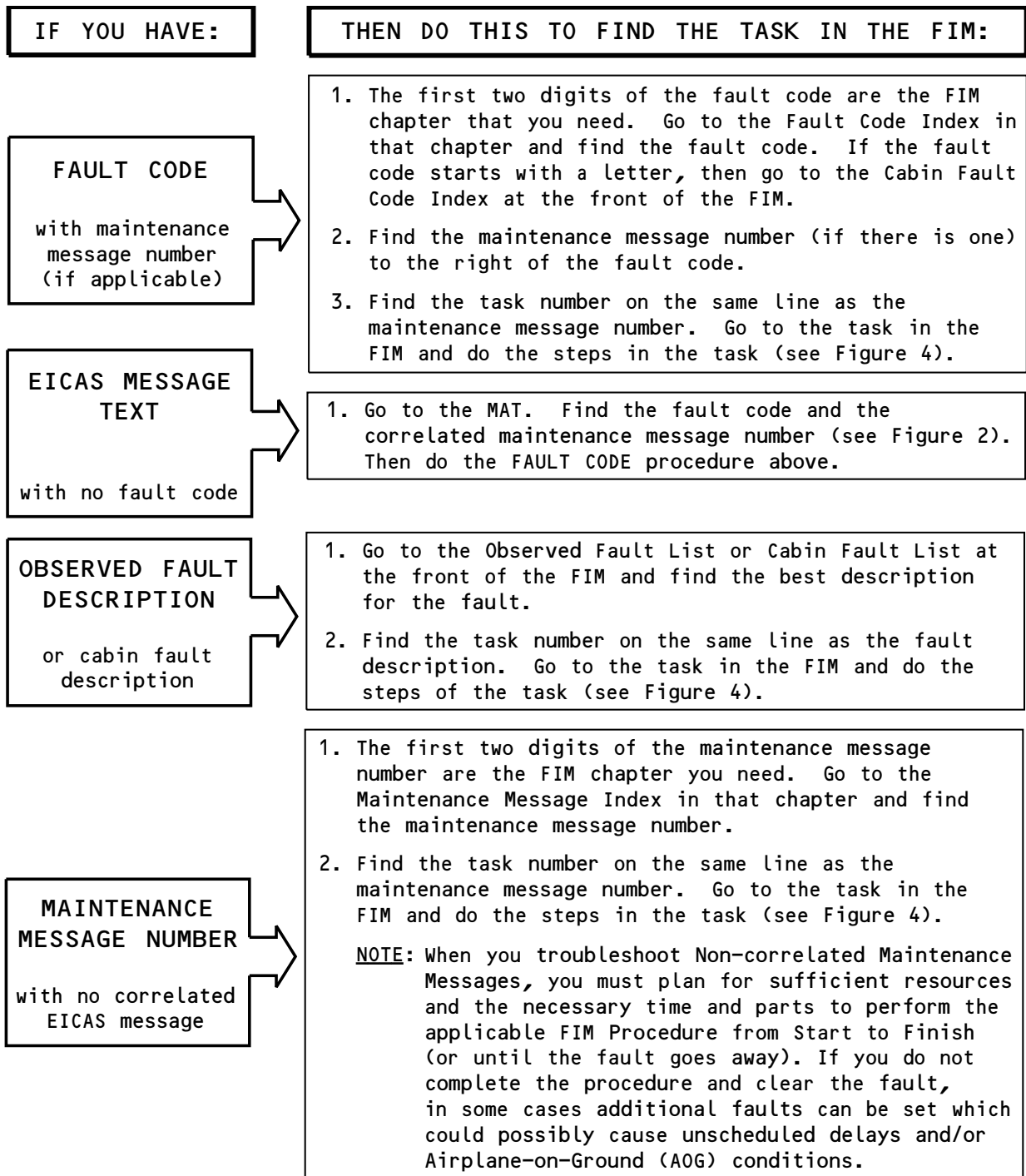
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E84427 S0000132476_V2

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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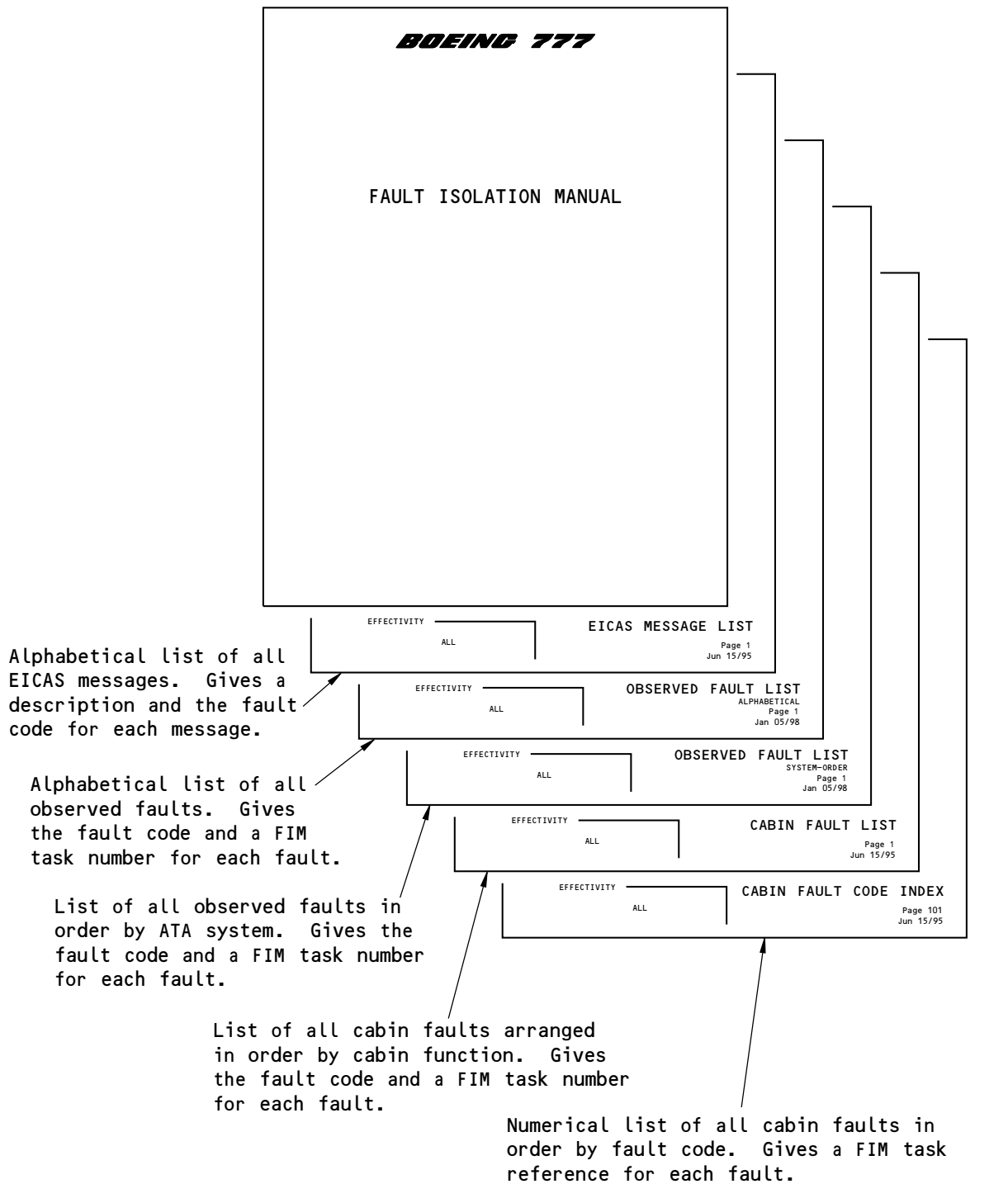
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F39750 S0000132478_V1

Subjects at Front of FIM
Figure 5

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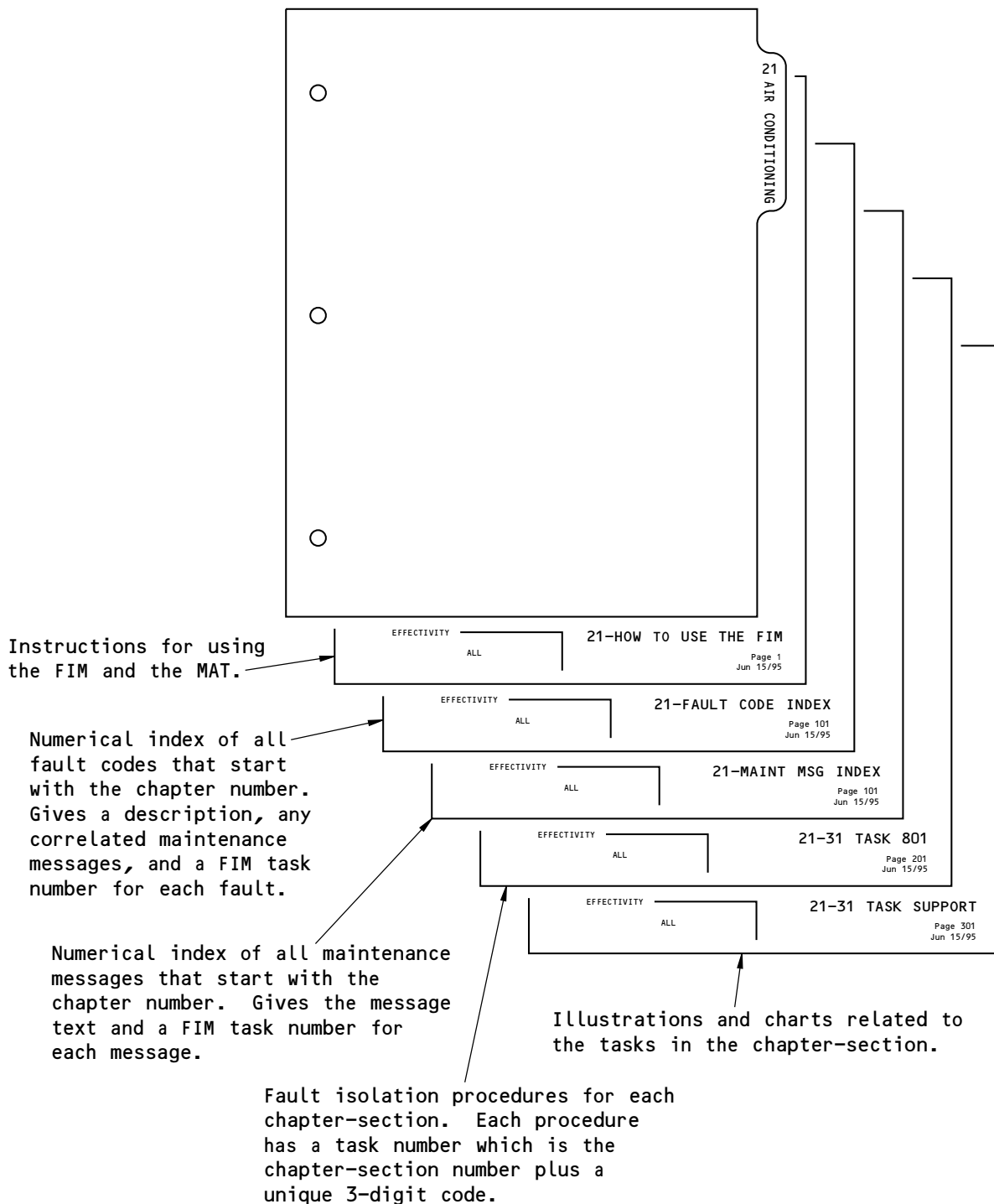
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F39837 S0000132479_V1

Subjects in Each FIM Chapter
Figure 6

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
561 001 00	WINDOWS (EICAS ADVISORY)		56-11 TASK 804
561 001 41	WINDOW FLT DECK L (EICAS ADVISORY)		56-11 TASK 805
561 001 42	WINDOW FLT DECK R (EICAS ADVISORY)		56-11 TASK 805
561 611 41	Window (flight deck): Shows signs of damage - left No. 1.		56-11 TASK 802
561 611 42	Window (flight deck): Shows signs of damage - right No. 1.		56-11 TASK 802
561 612 41	Window (flight deck): Shows signs of damage - left No. 2.		56-11 TASK 802
561 612 42	Window (flight deck): Shows signs of damage - right No. 2.		56-11 TASK 802
561 613 41	Window (flight deck): Shows signs of damage - left No. 3.		56-11 TASK 802
561 613 42	Window (flight deck): Shows signs of damage - right No. 3.		56-11 TASK 802
561 621 41	Window (flight deck): Difficult to operate - left No. 2.		56-11 TASK 801
561 621 42	Window (flight deck): Difficult to operate - right No. 2.		56-11 TASK 801
561 622 41	Window (flight deck): air leak - left No. 2.		56-11 TASK 801
561 622 42	Window (flight deck): air leak - right No. 2.		56-11 TASK 801
561 631 00	Window (flight deck): windows need cleaning.		56-11 TASK 803

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56-FAULT CODE INDEX

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801. Flight Compartment Window No. 2 Problems - Fault Isolation

A. Fault Isolation Procedure

- (1) For the applicable No. 2 window, do this task: No. 2 Window Check, AMM TASK 56-11-02-700-802.

————— **END OF TASK** —————

802. Flight Compartment Window Damaged - Fault Isolation

A. Fault Isolation Procedure

- (1) If a No. 1 window shows signs of damage, then, do this task: Flight Compartment No. 1 Window Inspection, AMM TASK 56-11-00-200-801.
- (2) If a No. 2 or No. 3 window shows signs of damage, then, do this task: Flight Compartment No. 2 Window Inspection, AMM TASK 56-11-00-200-802.

————— **END OF TASK** —————

803. Flight Compartment Window Dirty - Fault Isolation

A. Fault Isolation Procedure

- (1) For the applicable window, do this task: Flight Compartment Glass Window - Inner Surface Cleaning, AMM TASK 12-16-02-100-801.

————— **END OF TASK** —————

804. EICAS Message WINDOWS - Fault Isolation

A. Initial Evaluation

- (1) This message shows when both the left and right No. 2 flight compartment windows are open.
NOTE: No maintenance action is necessary.

————— **END OF TASK** —————

805. EICAS Message WINDOW FLT DECK L (R) - Fault Isolation

A. Initial Evaluation

- (1) This message shows when the applicable No. 2 flight compartment window is open.
NOTE: No maintenance action is necessary.

————— **END OF TASK** —————

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56-11 TASKS 801-805

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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.

———— **END OF TASK** ————

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56-98 TASK 801

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