CHAPTER

56

WINDOWS



CHAPTER 56 WINDOWS

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
56-EFFECTIVI	E PAGES							
1	SEP 05/2017							
2	BLANK							
56-HOW TO U	SE THE FIM							
1	Jan 05/2013							
2	Jan 05/2013							
3	Jan 05/2017							
4	Jan 05/2013							
5	Jan 05/2013							
6	Jan 05/2013							
56-FAULT COI	DE INDEX							
101	Jan 05/2013							
102	BLANK							
56-11 TASKS								
201	Jan 05/2013							
202	BLANK							
56-98 TASKS								
201	Jan 05/2013							
202	BLANK							

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

56-EFFECTIVE PAGES



These are the possible types of faults: YOU FIND A FAULT WITH 1. EICAS Message AN AIRPLANE SYSTEM 2. Observed Fault 3. Cabin Fault 4. Non-Correlated Maintenance Message If you have an EICAS message, go to the MAT to find its fault code USE THE MAT TO GET and the corresponding maintenance MORE INFORMATION message numbers. For details, see Figure 2 — Use the fault code or description to find the task in the FIM. There GO TO THE is a numerical list of fault codes in each chapter. There are lists FAULT ISOLATION of fault descriptions at the front TASK IN THE FIM of the FIM. For details, see Figure 3 ──► The fault isolation task explains how to find the cause of the fault. FOLLOW THE STEPS OF THE When the task says "You corrected the fault" you know that the fault FAULT ISOLATION TASK is gone. For details, see Figure 4 -

E84424 S0000132469_V1

Basic Fault Isolation Process Figure 1

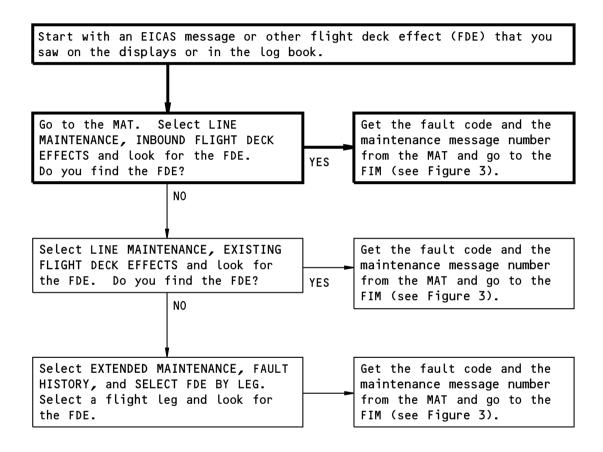
ARO ALL

56-HOW TO USE THE FIM

Page 1 Jan 05/2013



FAULT ISOLATION MANUAL



NOTE: The bold lines show the most common path.

E84425 S0000132475_V1

Getting Fault Information from the MAT Figure 2

56-HOW TO USE THE FIM - EFFECTIVITY · **ARO ALL** Page 2 Jan 05/2013 D633W103-ARO



IF YOU HAVE:

THEN DO THIS TO FIND THE TASK IN THE FIM:

FAULT CODE

with maintenance
 message number
 (if applicable)

 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. If the fault code starts with a letter, then go to the Cabin Fault Code Index at the front of the FIM.

- 2. Find the maintenance message number (if there is one) to the right of the fault code.
- 3. Find the task number on the same line as the maintenance message number. Go to the task in the FIM and do the steps in the task (see Figure 4).

EICAS MESSAGE TEXT

with no fault code

 Go to the MAT. Find the fault code and the correlated maintenance message number (see Figure 2). Then do the FAULT CODE procedure above.

OBSERVED FAULT DESCRIPTION

or cabin fault description

- 1. Go to the Observed Fault List or Cabin Fault List at the front of the FIM and find the best description for the fault.
- 2. Find the task number on the same line as the fault description. Go to the task in the FIM and do the steps of the task (see Figure 4).
- The first two digits of the maintenance message number are the FIM chapter you need. Go to the Maintenance Message Index in that chapter and find the maintenance message number.
- 2. Find the task number on the same line as the maintenance message number. Go to the task in the FIM and do the steps in the task (see Figure 4).

MAINTENANCE MESSAGE NUMBER

with no correlated EICAS message

NOTE: When you troubleshoot Non-correlated Maintenance Messages, you must plan for sufficient resources and the necessary time and parts to perform the applicable FIM Procedure from Start to Finish (or until the fault goes away). If you do not complete the procedure and clear the fault, in some cases additional faults can be set which could possibly cause unscheduled delays and/or Airplane-on-Ground (AOG) conditions.

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Finding the Fault Isolation Task in the FIM Figure 3

ARO ALL

56-HOW TO USE THE FIM

Page 3 Jan 05/2017



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

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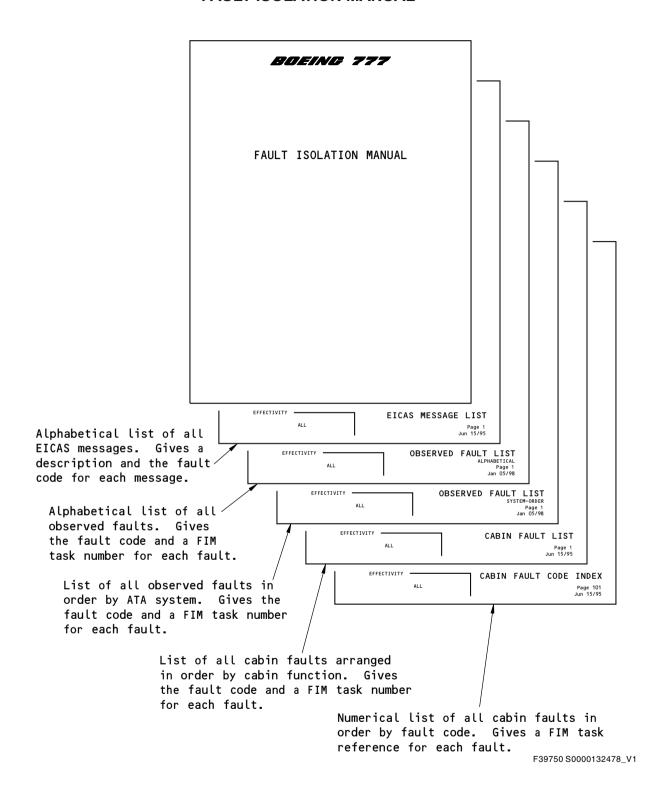
Doing the Fault Isolation Task Figure 4

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56-HOW TO USE THE FIM

Page 4 Jan 05/2013





Subjects at Front of FIM Figure 5

rigure 3

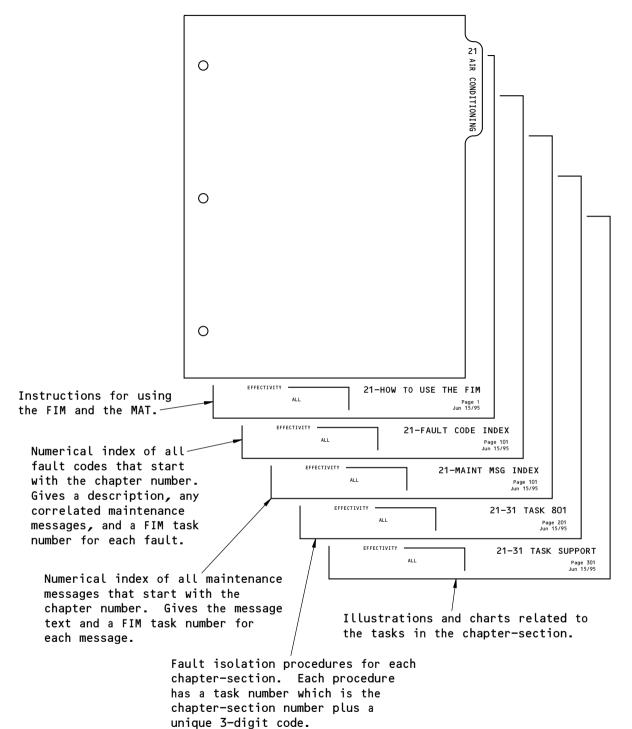
EFFECTIVITY

ARO ALL

56-HOW TO USE THE FIM

Page 5 Jan 05/2013





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Subjects in Each FIM Chapter Figure 6

ARO ALL

56-HOW TO USE THE FIM

Page 6 Jan 05/2013



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

56-FAULT CODE INDEX

ARO ALL

D633W103-ARO

Page 101 Jan 05/2013



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

Α.	Fault	Isolation	Procedure
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(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 -----

56-11 TASKS 801-805

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EFFECTIVITY



801. Procedure To Be Determined - Fault Isolation

Α.	Fault	Isolation	Procedure
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(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