CHAPTER 56

WINDOWS

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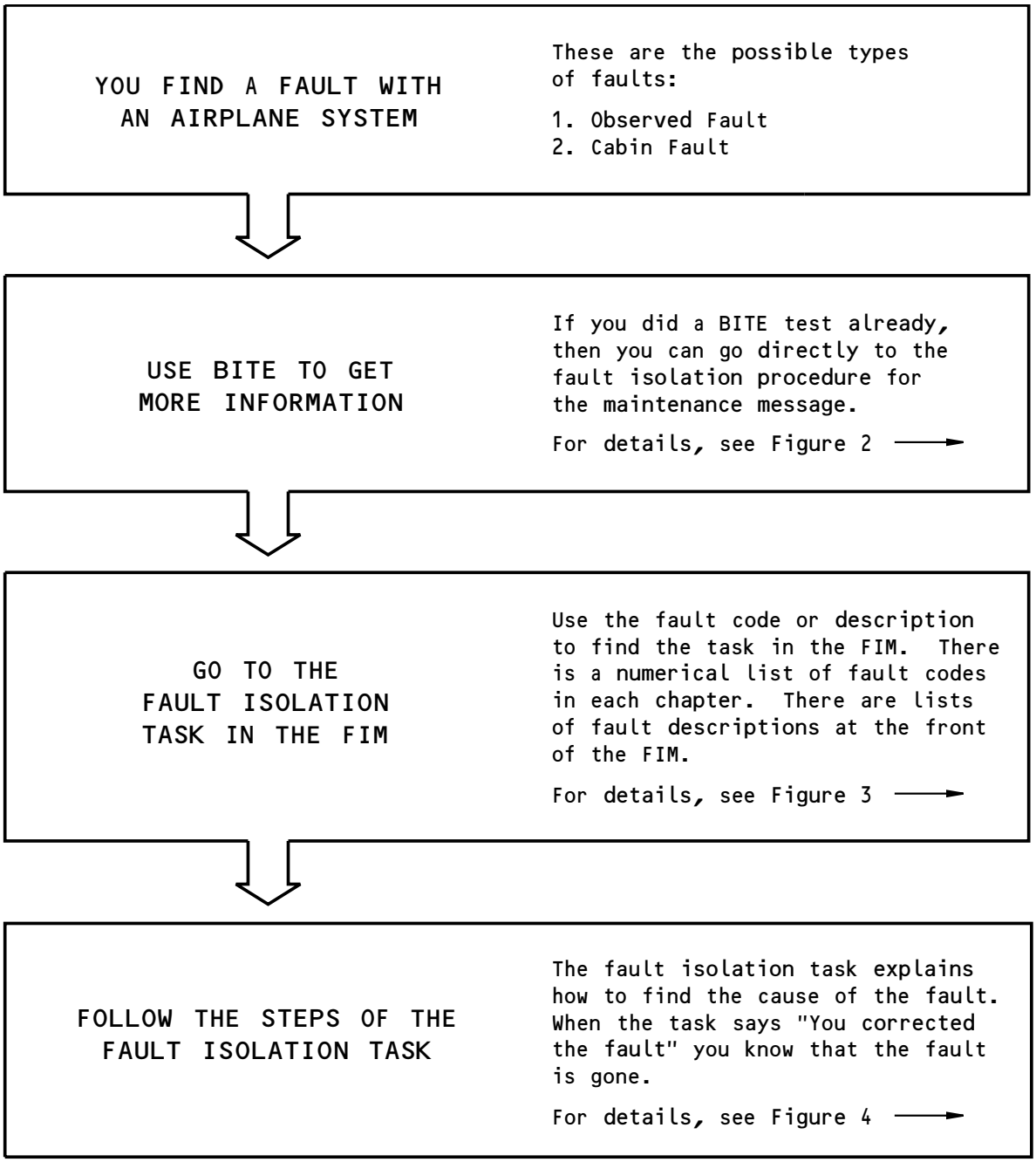
A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

56-EFFECTIVE PAGES



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Basic Fault Isolation Process
Figure 1

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

A maintenance message can be any of these:

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

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

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

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

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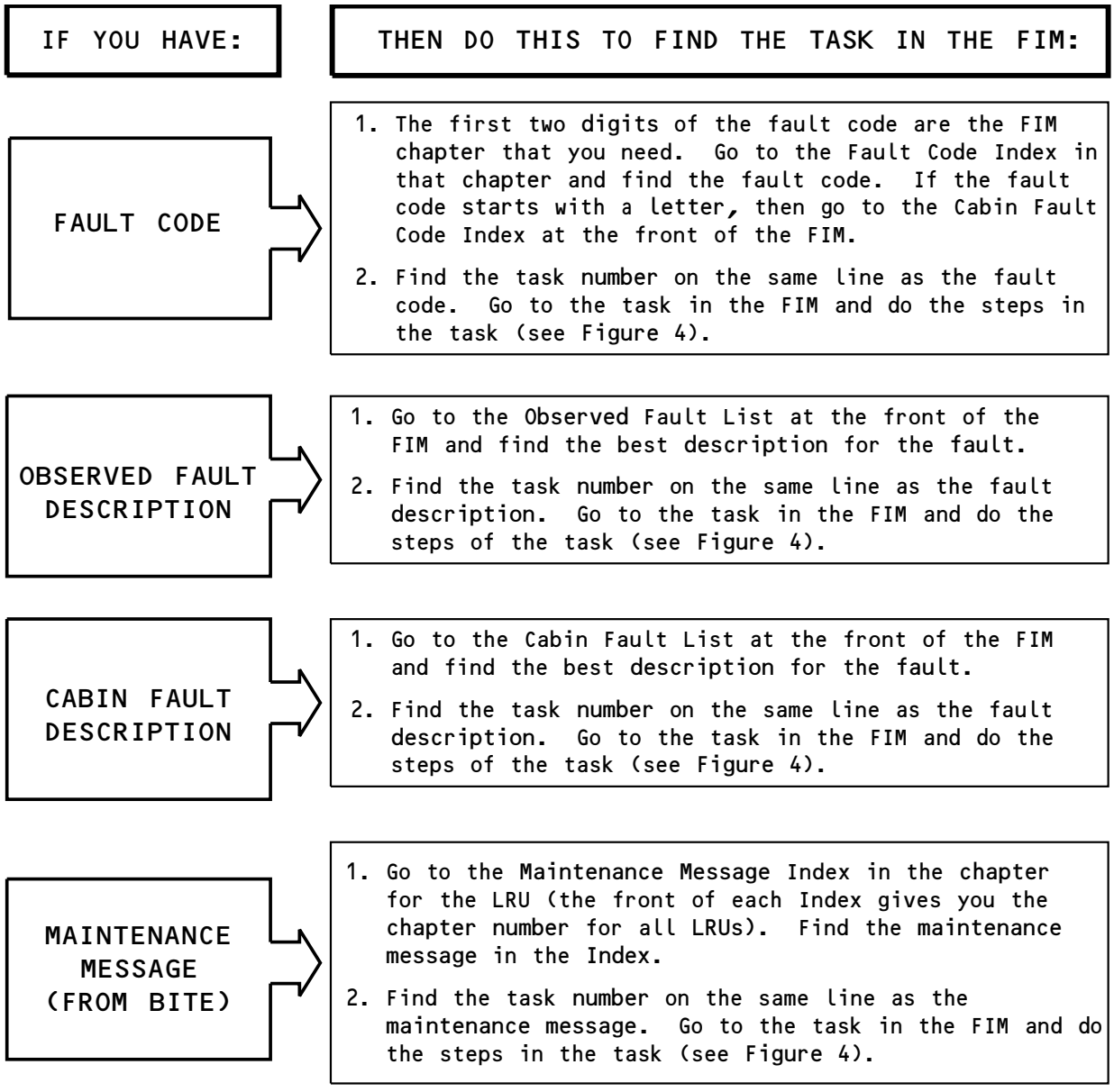
Getting Fault Information from BITE
Figure 2



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Finding the Fault Isolation Task in the FIM
Figure 3

ASSUMED CONDITIONS AT START OF TASK

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

POSSIBLE CAUSES

- The list of possible causes has the most likely cause first and the least likely cause last.
- You can use the maintenance records of your airline to determine if the fault occurred before. Compare the list of possible causes to the past maintenance actions. This will help prevent repetition of the same maintenance actions.

INITIAL EVALUATION PARAGRAPH

- The primary purpose of the Initial Evaluation paragraph at the start of the task is to help you find out if you can detect the fault right now:
  - If you cannot detect the fault right now, then the task cannot isolate the fault and the Initial Evaluation paragraph will say that there was an intermittent fault.
  - If you have an intermittent fault, you must use your judgement (and follow your airline's policy) to decide which maintenance action to take. Then monitor the airplane to see if the fault happens again on subsequent flights.
- The Initial Evaluation paragraph can also help you find out which Fault Isolation Procedure to use to isolate and correct the fault.

FAULT ISOLATION STEPS

- The FIM task steps are presented in a specified order. The "If... then" statements will guide you along a logical path. But if you do not plan to follow the FIM task exactly, make sure that you read it before you start to isolate the fault. Some FIM procedures start with important steps that have an effect on the other steps in the procedure.
- When you are at the endpoint of the path, the step says "...you corrected the fault." Complete the step and exit the procedure.

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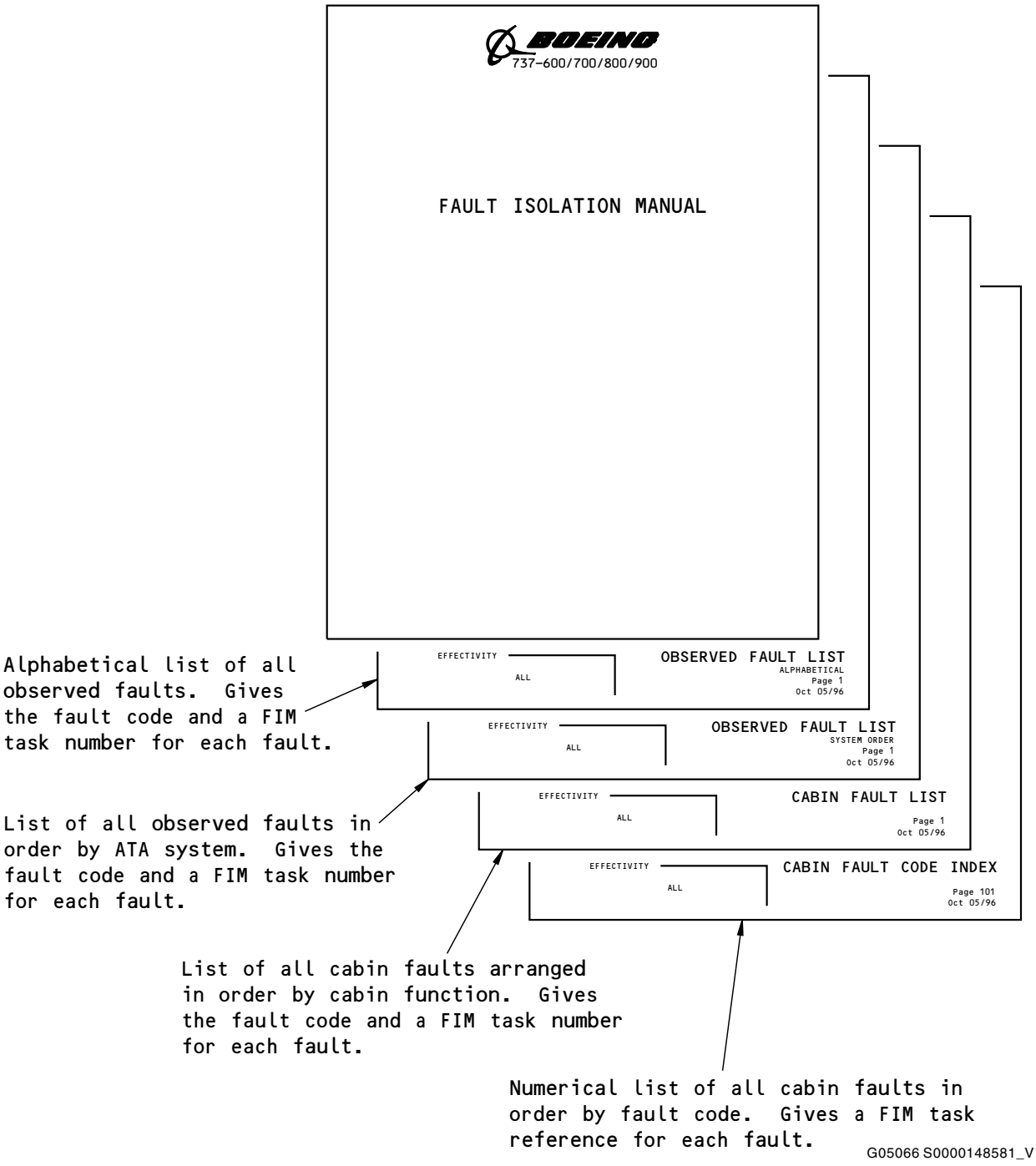
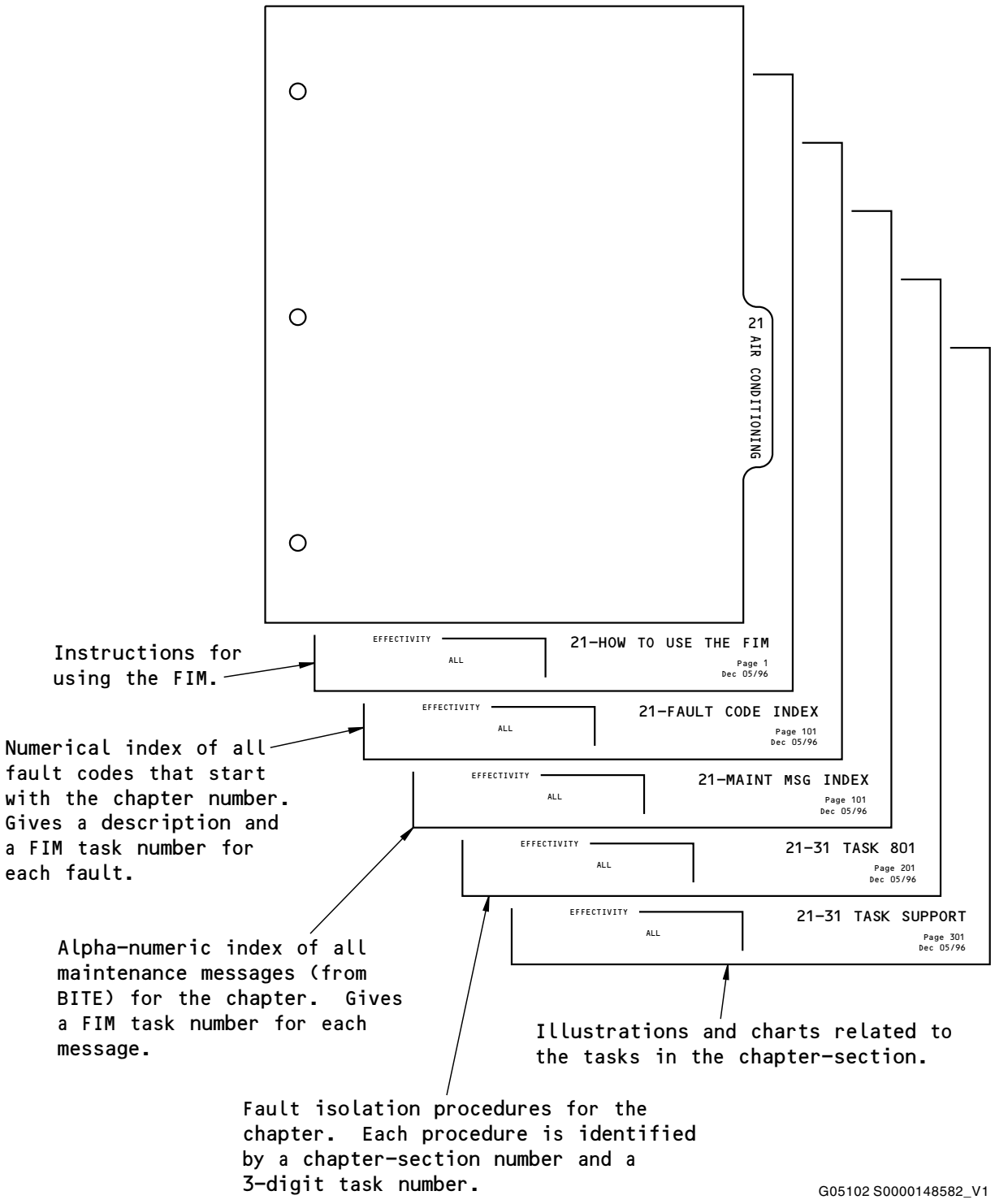
Doing the Fault Isolation Task
Figure 4



Subjects at Front of FIM
Figure 5



Subjects in Each FIM Chapter
Figure 6

FAULT CODE	FAULT DESCRIPTION	GO TO FIM TASK
561 010 41	Window, flight compartment: delaminated, cracked, chipped, crazed, scratched, or has bubbles - no. 1 left.	56-11 TASK 802
561 010 42	Window, flight compartment: delaminated, cracked, chipped, crazed, scratched, or has bubbles - no. 1 right.	56-11 TASK 802
561 020 41	Window, flight compartment: delaminated, cracked, chipped, crazed, scratched, or has bubbles - no. 2 left.	56-11 TASK 802
561 020 42	Window, flight compartment: delaminated, cracked, chipped, crazed, scratched, or has bubbles - no. 2 right.	56-11 TASK 802
561 030 41	Window, flight compartment: delaminated, cracked, chipped, crazed, scratched, or has bubbles - no. 3 left.	56-11 TASK 802
561 030 42	Window, flight compartment: delaminated, cracked, chipped, crazed, scratched, or has bubbles - no. 3 right.	56-11 TASK 802
561 060 00	Window, flight compartment: windows need cleaning.	56-11 TASK 805
561 070 41	Window, flight compartment: Sliding difficult to operate - no. 2 left.	56-11 TASK 801
561 070 42	Window, flight compartment: Sliding difficult to operate - no. 2 right.	56-11 TASK 801
561 080 41	Window, flight compartment: Sliding has air leak - no. 2 left.	56-11 TASK 801
561 080 42	Window, flight compartment: Sliding has air leak - no. 2 right.	56-11 TASK 801

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 Openable Window Inspection, AMM TASK 56-12-11-200-801.

——— END OF TASK ———

802. Flight Compartment Window Damaged - Fault Isolation

A. Fault Isolation Procedure

(1) If a No. 1 or a No. 3 window shows signs of damage, then, do this task: AMM TASK 56-11-00-200-803.

(2) If a No. 2 window shows signs of damage, then, do this task: AMM TASK 56-12-11-200-801.

——— END OF TASK ———

805. Flight Compartment Window Dirty - Fault Isolation

A. Fault Isolation Procedure

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

——— END OF TASK ———

801. Cabin Window Fogged/Moisture Problems - Fault Isolation

A. Description

(1) The Cabin Window has fogged, or there is moisture between the panes.

B. Possible Causes

(1) Fogging or Moisture Between Panes in the Cabin Window

C. Related Data

(1) SDS SUBJECT 56-21-00

D. Initial Evaluation

(1) Do a check of the Cabin Window for fogging or moisture between the middle and outer panes. This is the task: Passenger Cabin Window Inspection, AMM TASK 56-21-00-200-801.

(a) If the Cabin Window is in the satisfactory condition, then there was an intermittent problem.

(b) If the Cabin Window is not in the satisfactory condition, then do the Fault Isolation Procedure below.

E. Fault Isolation Procedure

(1) Clean the Cabin Window. These are the tasks:

- Clean The Passenger Compartment Windows, AMM TASK 12-16-03-100-801
- Passenger Cabin Window Installation, AMM TASK 56-21-00-400-801

(a) Do a check of the Cabin Window for fogging or moisture between the middle and outer panes. This is the task: Passenger Cabin Window Inspection, AMM TASK 56-21-00-200-801.

1) If the Cabin Window is in the satisfactory condition, then you corrected the problem.

——— END OF TASK ———