CHAPTER

73

ENGINE FUEL AND CONTROL

(GE90-100 SERIES ENGINES)

BOEING

777-200/300
FAULT ISOLATION MANUAL

CHAPTER 73
ENGINE FUEL AND CONTROL

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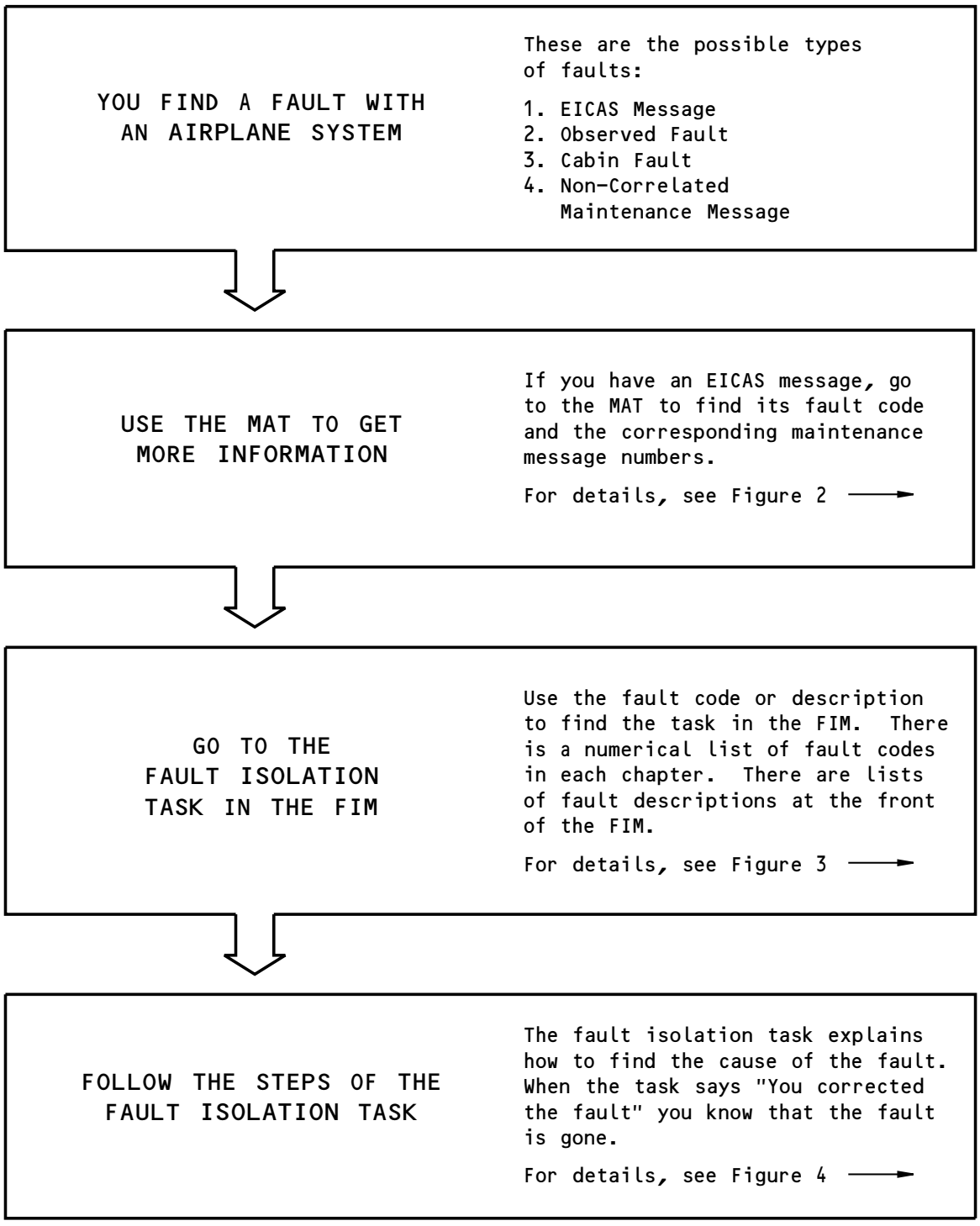

Basic Fault Isolation Process
Figure 1

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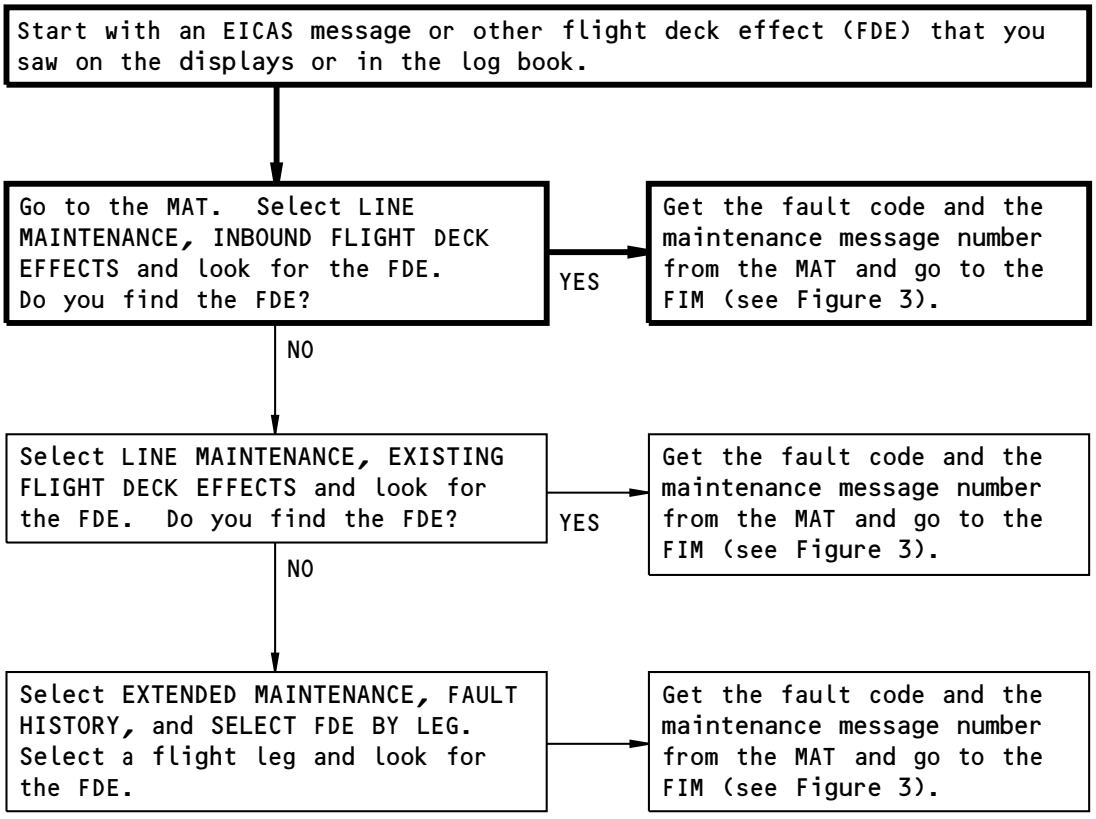

NOTE: The bold lines show the most common path.

E84425 S0000132475_V1

Getting Fault Information from the MAT
Figure 2

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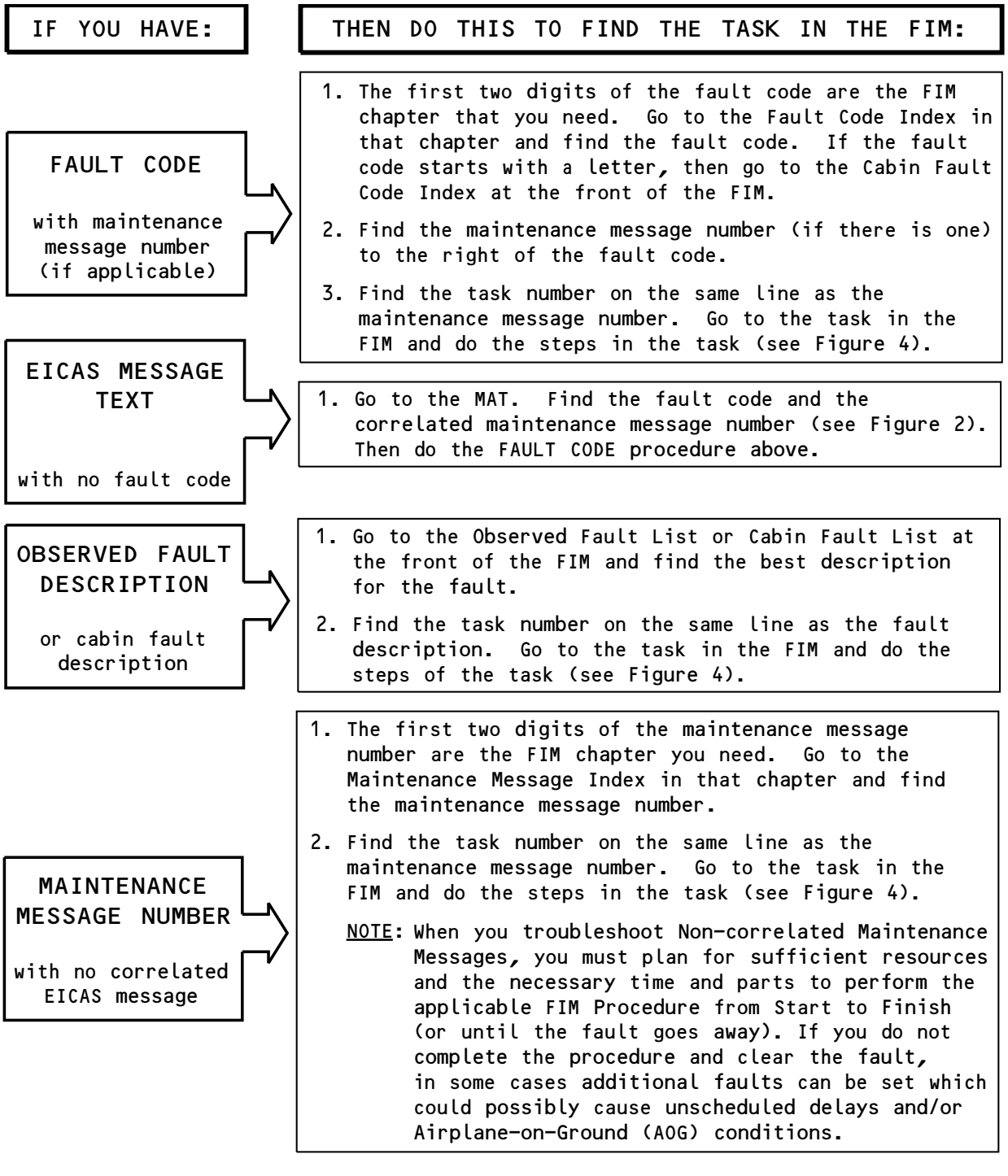

E84427 S0000132476_V2

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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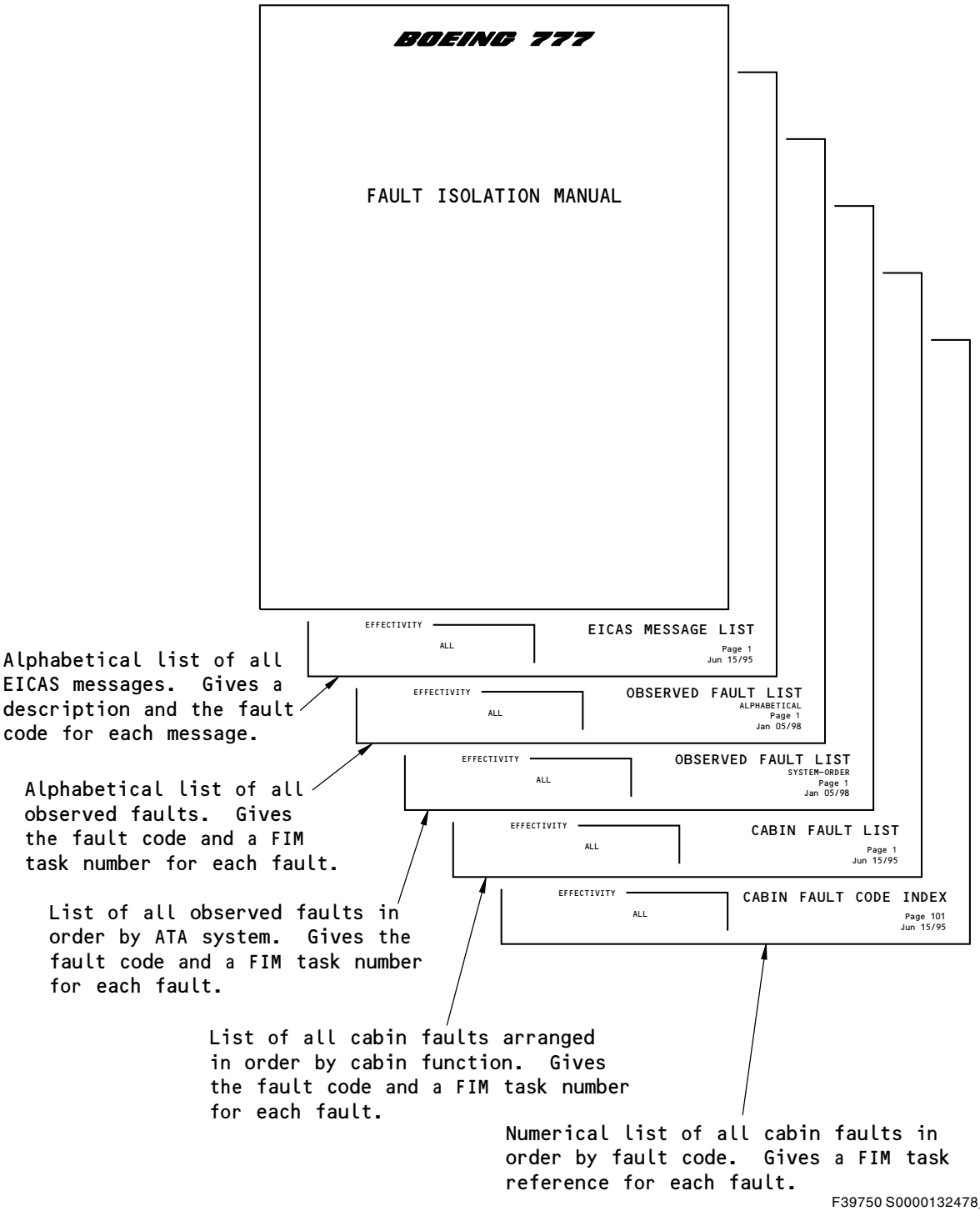

Subjects at Front of FIM
Figure 5

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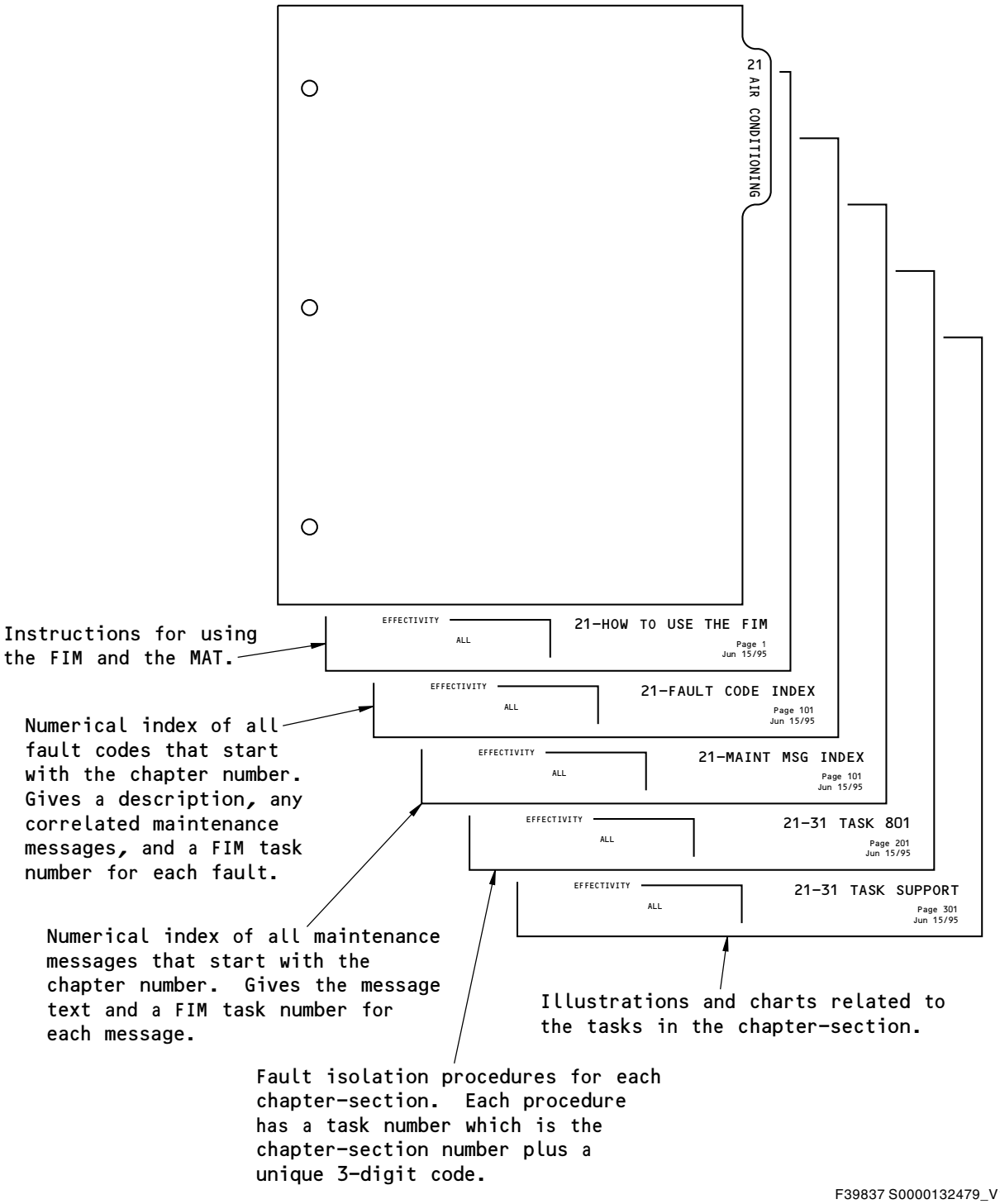

F39837 S0000132479_V1

Subjects in Each FIM Chapter
Figure 6

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
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		73-23251	73-21 TASK 848
		76-15211	76-11 TASK 807
		76-25211	76-11 TASK 808
		78-00011	78-34 TASK 836
		78-00021	78-34 TASK 838
		78-00031	78-34 TASK 838
		78-00041	78-34 TASK 838
		78-00051	78-34 TASK 838
		78-00061	78-34 TASK 839
		78-00071	78-34 TASK 841
		78-00081	78-34 TASK 843
		78-00091	78-34 TASK 843
		78-32081	78-31 TASK 801
		78-32111	78-31 TASK 801
		78-35081	78-31 TASK 802
		78-35111	78-31 TASK 802
730 001 52	ENG THRUST R (EICAS CAUTION)	24-12056	24-32 TASK 820
		73-13252	73-21 TASK 848
		73-23252	73-21 TASK 848
		76-15212	76-11 TASK 807
		76-25212	76-11 TASK 808
		78-00012	78-34 TASK 837
		78-00022	78-34 TASK 838
		78-00032	78-34 TASK 838
		78-00042	78-34 TASK 838
		78-00052	78-34 TASK 838
		78-00062	78-34 TASK 840
		78-00072	78-34 TASK 842
		78-00082	78-34 TASK 843
		78-00092	78-34 TASK 843
		78-32082	78-31 TASK 801
		78-32112	78-31 TASK 801
		78-35082	78-31 TASK 802

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
730 001 52	ENG THRUST R (EICAS CAUTION)	(continued)	
		78-35112	78-31 TASK 802
730 011 51	ENG FAIL L (EICAS CAUTION)	73-13211	73-21 TASK 864
		73-13251	73-21 TASK 848
		73-23211	73-21 TASK 864
		73-23251	73-21 TASK 848
		73-34801	73-22 TASK 849
730 011 52	ENG FAIL R (EICAS CAUTION)	73-13212	73-21 TASK 864
		73-13252	73-21 TASK 848
		73-23212	73-21 TASK 864
		73-23252	73-21 TASK 848
		73-34802	73-22 TASK 849
731 101 51	ENG FUEL FILTER L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	73-33421	73-11 TASK 805
		73-33431	73-11 TASK 806
731 101 52	ENG FUEL FILTER R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	73-33422	73-11 TASK 805
		73-33432	73-11 TASK 806
731 111 51	ENG FUEL FILT SNSR L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	73-33411	73-21 TASK 859
731 111 52	ENG FUEL FILT SNSR R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	73-33412	73-21 TASK 859
731 121 51	ENG FUEL FILTER L (EICAS ADVISORY)	73-33421	73-11 TASK 805
		73-33431	73-11 TASK 806
731 121 52	ENG FUEL FILTER R (EICAS ADVISORY)	73-33422	73-11 TASK 805
		73-33432	73-11 TASK 806

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
731 452 51	Scheduled maintenance task shows: ENG EEC C2 L.	23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52101	31-41 TASK 817
		31-52112	31-41 TASK 820
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54101	31-41 TASK 834
		31-54102	31-41 TASK 835
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56102	31-41 TASK 845
		31-56104	31-45 TASK 811
		31-56111	31-41 TASK 846

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
731 452 51	Scheduled maintenance task shows: ENG EEC C2 L.	(continued)	
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58102	31-41 TASK 853
		31-69101	31-42 TASK 801
		31-69102	31-42 TASK 801
		31-69117	31-42 TASK 806
		31-69118	31-42 TASK 806
		31-69201	31-42 TASK 809
		31-69202	31-42 TASK 809
		31-69219	31-42 TASK 814
		31-69220	31-42 TASK 814
		31-69301	31-42 TASK 817
		31-69302	31-42 TASK 817
		31-69317	31-42 TASK 822
		31-69318	31-42 TASK 822
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28816	34-21 TASK 814
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29105	34-21 TASK 816
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29204	34-21 TASK 860
		34-29301	34-21 TASK 895

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
731 452 51	Scheduled maintenance task shows: ENG EEC C2 L.	(continued)	
		34-29306	34-21 TASK 865
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30712	34-21 TASK 871
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39106	34-21 TASK 827
		34-39201	34-21 TASK 871
		34-39207	34-21 TASK 877
		34-39301	34-21 TASK 879
		34-39308	34-21 TASK 881
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
		73-13111	73-21 TASK 842
		73-13201	73-21 TASK 846
		73-13251	73-21 TASK 848
		73-13261	75-21 TASK 854
		73-13271	75-21 TASK 851
		73-14001	73-22 TASK 835
		73-14051	73-22 TASK 836
		73-14251	73-22 TASK 837
		73-14391	73-21 TASK 847
		73-14401	73-21 TASK 851
		73-14421	73-21 TASK 853
		73-14621	73-22 TASK 839
		73-14631	73-22 TASK 841
		73-14641	73-22 TASK 842
		73-23111	73-21 TASK 842

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
731 452 51	Scheduled maintenance task shows: ENG EEC C2 L.	(continued)	
		73-23201	73-21 TASK 846
		73-23251	73-21 TASK 848
		73-23261	75-21 TASK 855
		73-23271	75-21 TASK 852
		73-24001	73-22 TASK 835
		73-24051	73-22 TASK 836
		73-24251	73-22 TASK 837
		73-24391	73-21 TASK 847
		73-24401	73-21 TASK 851
		73-24421	73-21 TASK 853
		73-24621	73-22 TASK 839
		73-24631	73-22 TASK 841
		73-24641	73-22 TASK 842
		73-33281	75-21 TASK 853
		73-33381	73-21 TASK 858
		73-33401	73-21 TASK 856
		73-34651	73-22 TASK 843
		73-34761	73-22 TASK 845
		73-34771	73-22 TASK 846
		73-34781	73-22 TASK 844
		73-34791	73-22 TASK 848
		73-34911	73-22 TASK 840
		73-35571	73-29 TASK 822
		73-35591	73-22 TASK 838
		73-35681	73-22 TASK 865
		75-14021	75-21 TASK 831
		75-14071	75-21 TASK 836
		75-14261	75-21 TASK 839
		75-24021	75-21 TASK 833
		75-24071	75-21 TASK 837
		75-24261	75-21 TASK 839
		75-34041	75-21 TASK 832
		75-34091	75-21 TASK 835
		76-15211	76-11 TASK 807

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
731 452 51	Scheduled maintenance task shows: ENG EEC C2 L.	(continued)	
		76-25211	76-11 TASK 808
		77-14601	77-12 TASK 814
		77-14611	77-12 TASK 816
		77-14701	77-12 TASK 813
		77-14901	77-12 TASK 815
		77-24601	77-12 TASK 814
		77-24611	77-12 TASK 816
		77-24701	77-12 TASK 813
		77-24901	77-12 TASK 815
		78-15041	78-36 TASK 857
		78-15061	78-36 TASK 859
		78-25041	78-36 TASK 861
		78-25061	78-36 TASK 863
		79-34571	79-21 TASK 821
731 452 52	Scheduled maintenance task shows: ENG EEC C2 R.	23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
731 452 52	Scheduled maintenance task shows: ENG EEC C2 R.	(continued)	
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52101	31-41 TASK 817
		31-52112	31-41 TASK 820
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54101	31-41 TASK 834
		31-54102	31-41 TASK 835
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56102	31-41 TASK 845
		31-56104	31-45 TASK 811
		31-56111	31-41 TASK 846
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58102	31-41 TASK 853
		31-69101	31-42 TASK 801
		31-69102	31-42 TASK 801
		31-69117	31-42 TASK 806
		31-69118	31-42 TASK 806
		31-69201	31-42 TASK 809
		31-69202	31-42 TASK 809
		31-69219	31-42 TASK 814
		31-69220	31-42 TASK 814
		31-69301	31-42 TASK 817
		31-69302	31-42 TASK 817
		31-69317	31-42 TASK 822
		31-69318	31-42 TASK 822
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
731 452 52	Scheduled maintenance task shows: ENG EEC C2 R.	(continued)	
		34-25203	34-11 TASK 806
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28816	34-21 TASK 814
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29105	34-21 TASK 816
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29204	34-21 TASK 860
		34-29301	34-21 TASK 895
		34-29306	34-21 TASK 865
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30712	34-21 TASK 871
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39106	34-21 TASK 827
		34-39201	34-21 TASK 871
		34-39207	34-21 TASK 877
		34-39301	34-21 TASK 879
		34-39308	34-21 TASK 881
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
731 452 52	Scheduled maintenance task shows: ENG EEC C2 R.	(continued)	
		34-71060	34-90 TASK 801
		73-13112	73-21 TASK 842
		73-13202	73-21 TASK 846
		73-13252	73-21 TASK 848
		73-13262	75-21 TASK 854
		73-13272	75-21 TASK 851
		73-14002	73-22 TASK 835
		73-14052	73-22 TASK 836
		73-14252	73-22 TASK 837
		73-14392	73-21 TASK 847
		73-14402	73-21 TASK 851
		73-14422	73-21 TASK 853
		73-14622	73-22 TASK 839
		73-14632	73-22 TASK 841
		73-14642	73-22 TASK 842
		73-23112	73-21 TASK 842
		73-23202	73-21 TASK 846
		73-23252	73-21 TASK 848
		73-23262	75-21 TASK 855
		73-23272	75-21 TASK 852
		73-24002	73-22 TASK 835
		73-24052	73-22 TASK 836
		73-24252	73-22 TASK 837
		73-24392	73-21 TASK 847
		73-24402	73-21 TASK 851
		73-24422	73-21 TASK 853
		73-24622	73-22 TASK 839
		73-24632	73-22 TASK 841
		73-24642	73-22 TASK 842
		73-33282	75-21 TASK 853
		73-33382	73-21 TASK 858
		73-33402	73-21 TASK 856
		73-34652	73-22 TASK 843
		73-34762	73-22 TASK 845

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
731 452 52	Scheduled maintenance task shows: ENG EEC C2 R.	(continued)	
		73-34772	73-22 TASK 846
		73-34782	73-22 TASK 844
		73-34792	73-22 TASK 848
		73-34912	73-22 TASK 840
		73-35572	73-29 TASK 822
		73-35592	73-22 TASK 838
		73-35682	73-22 TASK 865
		75-14022	75-21 TASK 831
		75-14072	75-21 TASK 836
		75-14262	75-21 TASK 839
		75-24022	75-21 TASK 833
		75-24072	75-21 TASK 837
		75-24262	75-21 TASK 839
		75-34042	75-21 TASK 832
		75-34092	75-21 TASK 835
		76-15212	76-11 TASK 807
		76-25212	76-11 TASK 808
		77-14602	77-12 TASK 814
		77-14612	77-12 TASK 816
		77-14702	77-12 TASK 813
		77-14902	77-12 TASK 815
		77-24602	77-12 TASK 814
		77-24612	77-12 TASK 816
		77-24702	77-12 TASK 813
		77-24902	77-12 TASK 815
		78-15042	78-36 TASK 858
		78-15062	78-36 TASK 860
		78-25042	78-36 TASK 862
		78-25062	78-36 TASK 864
		79-34572	79-21 TASK 821
732 101 51	ENG LIMIT PROT L (EICAS CAUTION)		73-22 TASK 850
732 101 52	ENG LIMIT PROT R (EICAS CAUTION)		73-22 TASK 850
732 111 51	ENG RPM LIMITED L (EICAS ADVISORY)	73-34811	73-22 TASK 850
		NONE	73-22 TASK 850

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 111 52	ENG RPM LIMITED R (EICAS ADVISORY)	73-34812	73-22 TASK 850
		NONE	73-22 TASK 850
732 121 50	ENG IDLE DISAGREE (EICAS ADVISORY)	23-41001	23-93 TASK 819
		23-41002	23-93 TASK 844
		23-41550	23-93 TASK 801
		23-41900	23-93 TASK 803
		23-42001	23-93 TASK 841
		23-42002	23-93 TASK 845
		23-42550	23-93 TASK 802
		23-42900	23-93 TASK 804
		23-43550	30-21 TASK 809
		23-43900	30-21 TASK 810
		23-45010	23-93 TASK 881
		23-46010	23-93 TASK 806
		23-47010	23-93 TASK 801
		23-47020	23-93 TASK 802
		23-48010	23-93 TASK 803
		23-48020	23-93 TASK 804
		23-48801	23-93 TASK 881
		23-48802	23-93 TASK 806
		23-48841	23-93 TASK 819
		23-48842	23-93 TASK 841
		23-48861	23-93 TASK 844
		23-48862	23-93 TASK 845
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		23-91010	23-93 TASK 816
		23-91020	23-93 TASK 878
		23-92010	23-93 TASK 879
		23-92020	23-93 TASK 880
		24-11781	24-51 TASK 837
		24-11784	24-51 TASK 836
		24-11786	24-51 TASK 833
		24-12051	24-32 TASK 819
		24-12056	24-32 TASK 820

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 121 50	ENG IDLE DISAGREE (EICAS ADVISORY)	(continued)	
		24-12124	24-51 TASK 840
		24-12126	24-51 TASK 841
		24-12127	24-51 TASK 842
		24-13814	24-33 TASK 817
		24-13815	24-61 TASK 806
		24-13816	24-32 TASK 831
		24-13817	24-33 TASK 818
		24-13818	24-53 TASK 807
		27-20251	27-51 TASK 863
		27-20252	27-52 TASK 809
		27-20261	27-51 TASK 809
		27-20262	27-52 TASK 810
		27-20271	27-51 TASK 810
		27-20272	27-52 TASK 811
		27-20891	27-51 TASK 823
		27-20892	27-52 TASK 826
		27-21241	27-51 TASK 838
		27-21242	27-52 TASK 832
		27-28801	27-51 TASK 841
		27-28802	27-52 TASK 835
		27-28841	27-51 TASK 842
		27-28851	27-51 TASK 869
		27-28852	27-52 TASK 837
		27-28862	27-52 TASK 836
		29-11090	29-11 TASK 928
		29-18893	29-11 TASK 913
		30-10041	30-81 TASK 801
		30-10052	30-81 TASK 803
		30-10141	30-81 TASK 802
		30-10152	30-81 TASK 804
		30-10291	30-21 TASK 806
		30-10302	30-21 TASK 819
		30-10981	30-21 TASK 823
		30-18891	30-21 TASK 808
		30-18892	30-21 TASK 826

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 121 50	ENG IDLE DISAGREE (EICAS ADVISORY)	(continued)	
		31-14011	31-09 TASK 812
		31-14012	31-09 TASK 813
		31-14014	31-09 TASK 815
		31-14015	31-09 TASK 816
		31-14016	31-09 TASK 817
		31-14017	31-09 TASK 818
		31-14018	31-09 TASK 818
		31-17438	31-09 TASK 836
		31-17477	31-10 TASK 824
		31-17478	31-10 TASK 825
		31-17481	31-10 TASK 826
		31-17482	31-10 TASK 827
		31-17639	31-10 TASK 814
		31-17640	31-10 TASK 815
		31-17679	31-10 TASK 850
		31-17680	31-10 TASK 851
		31-17683	31-10 TASK 852
		31-17684	31-10 TASK 853
I		31-17905	31-07 TASK 801
		31-17907	31-07 TASK 803
		31-17913	31-07 TASK 809
		31-17916	31-07 TASK 812
		31-18801	31-08 TASK 810
		31-18803	31-08 TASK 812
		31-18804	31-08 TASK 813
		31-18841	31-08 TASK 814
		31-18863	31-08 TASK 816
		31-18864	31-08 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
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56121	31-41 TASK 848

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 121 50	ENG IDLE DISAGREE (EICAS ADVISORY)	(continued)	
		31-56122	31-41 TASK 849
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69433	31-42 TASK 838
		31-69434	31-42 TASK 838
		31-69461	31-42 TASK 847
		31-69462	31-42 TASK 847
		31-69463	31-42 TASK 847
		31-69464	31-42 TASK 847
		31-69501	31-42 TASK 852
		31-69502	31-42 TASK 852
		31-69533	31-42 TASK 854
		31-69534	31-42 TASK 854
		31-69535	31-42 TASK 854
		31-69536	31-42 TASK 854
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-69635	31-42 TASK 868
		31-69636	31-42 TASK 868
		31-69661	31-42 TASK 874
		31-69662	31-42 TASK 874
		31-69663	31-42 TASK 874
		31-69664	31-42 TASK 874
		31-69973	31-42 TASK 899
		31-69974	31-42 TASK 899
		31-69975	31-42 TASK 899
		31-69976	31-42 TASK 899
		31-69977	31-42 TASK 899
		31-69978	31-42 TASK 899
		34-42011	34-33 TASK 801
		34-42012	34-33 TASK 801

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 121 50	ENG IDLE DISAGREE (EICAS ADVISORY)	(continued)	
		34-42013	34-33 TASK 801
		34-42021	34-33 TASK 802
		34-42022	34-33 TASK 812
		34-42023	34-33 TASK 813
		34-42031	34-33 TASK 814
		34-42032	34-33 TASK 815
		34-42033	34-33 TASK 816
		34-42801	34-33 TASK 801
		34-42802	34-33 TASK 801
		34-42803	34-33 TASK 801
		34-42891	34-33 TASK 803
		34-42892	34-33 TASK 804
		34-42893	34-33 TASK 805
		36-10250	36-11 TASK 805
		36-10260	36-11 TASK 807
		36-10270	36-11 TASK 806
		36-10380	36-11 TASK 805
		36-10390	36-11 TASK 808
		36-10400	36-11 TASK 806
		36-13001	36-13 TASK 810
		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
		36-18801	36-13 TASK 803
		36-18802	36-13 TASK 803
		36-18841	36-13 TASK 804
		36-18842	36-13 TASK 805
		36-18861	36-13 TASK 806
		36-18862	36-13 TASK 807
		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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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 121 50	ENG IDLE DISAGREE (EICAS ADVISORY)	(continued)	
		73-03021	73-26 TASK 801
		73-03022	73-26 TASK 802
		73-03051	73-26 TASK 805
		73-03052	73-26 TASK 806
		73-03101	73-28 TASK 810
		73-03102	73-28 TASK 811
		73-03111	73-28 TASK 814
		73-03112	73-28 TASK 815
		73-03121	73-28 TASK 816
		73-03122	73-28 TASK 817
		73-03221	73-26 TASK 833
		73-03222	73-26 TASK 834
		73-03251	73-26 TASK 845
		73-03252	73-26 TASK 846
		73-04011	73-27 TASK 801
		73-04012	73-27 TASK 802
		73-04031	73-27 TASK 801
		73-04032	73-27 TASK 802
		73-04131	73-28 TASK 830
		73-04132	73-28 TASK 830
		73-04141	73-28 TASK 830
		73-04142	73-28 TASK 830
		73-04151	73-28 TASK 830
		73-04152	73-28 TASK 830
		73-05051	73-27 TASK 869
		73-05052	73-27 TASK 869
		73-09401	73-27 TASK 808
		73-09403	73-27 TASK 808
		73-09602	73-27 TASK 809
		73-09604	73-27 TASK 809
		73-15241	73-26 TASK 837
		73-15242	73-26 TASK 838
		73-15251	73-26 TASK 839
		73-15252	73-26 TASK 840
		73-25261	73-26 TASK 841

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 121 50	ENG IDLE DISAGREE (EICAS ADVISORY)	(continued)	
		73-25262	73-26 TASK 842
		73-25271	73-26 TASK 843
		73-25272	73-26 TASK 844
		73-34121	73-22 TASK 861
		73-34122	73-22 TASK 861
		73-34131	73-22 TASK 862
		73-34132	73-22 TASK 862
		73-34141	73-22 TASK 863
		73-34142	73-22 TASK 863
		73-35311	73-27 TASK 887
		73-35312	73-27 TASK 887
		73-35321	73-27 TASK 887
		73-35322	73-27 TASK 887
		73-35331	73-27 TASK 886
		73-35332	73-27 TASK 886
		73-35341	73-27 TASK 885
		73-35342	73-27 TASK 885
		73-35351	73-27 TASK 884
		73-35352	73-27 TASK 884
		73-35361	73-27 TASK 881
		73-35362	73-27 TASK 881
		73-35371	73-27 TASK 881
		73-35372	73-27 TASK 881
		73-35381	73-27 TASK 881
		73-35382	73-27 TASK 881
		73-35581	73-34 TASK 812
		73-35582	73-34 TASK 812
		NONE	73-26 TASK 824
732 131 51	ENG CONTROL L (EICAS ADVISORY)	23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81007	23-91 TASK 807
		24-13815	24-61 TASK 806

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 131 51	ENG CONTROL L (EICAS ADVISORY)	(continued)	
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52101	31-41 TASK 817
		31-52112	31-41 TASK 820
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54101	31-41 TASK 834
		31-54102	31-41 TASK 835
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56102	31-41 TASK 845
		31-56104	31-45 TASK 811
		31-56111	31-41 TASK 846
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 131 51	ENG CONTROL L (EICAS ADVISORY)	(continued)	
		31-58102	31-41 TASK 853
		31-69101	31-42 TASK 801
		31-69102	31-42 TASK 801
		31-69117	31-42 TASK 806
		31-69118	31-42 TASK 806
		31-69201	31-42 TASK 809
		31-69202	31-42 TASK 809
		31-69219	31-42 TASK 814
		31-69220	31-42 TASK 814
		31-69301	31-42 TASK 817
		31-69302	31-42 TASK 817
		31-69317	31-42 TASK 822
		31-69318	31-42 TASK 822
		31-84111	31-48 TASK 810
		31-84112	31-48 TASK 810
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28816	34-21 TASK 814
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29105	34-21 TASK 816
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29204	34-21 TASK 860
		34-29301	34-21 TASK 895
		34-29306	34-21 TASK 865
		34-29320	34-21 TASK 896

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 131 51	ENG CONTROL L (EICAS ADVISORY)	(continued)	
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30712	34-21 TASK 871
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39106	34-21 TASK 827
		34-39201	34-21 TASK 871
		34-39207	34-21 TASK 877
		34-39301	34-21 TASK 879
		34-39308	34-21 TASK 881
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
		73-02011	73-28 TASK 801
		73-02041	73-28 TASK 807
		73-03011	73-28 TASK 809
		73-03021	73-26 TASK 801
		73-03051	73-26 TASK 805
		73-03101	73-28 TASK 810
		73-03111	73-28 TASK 814
		73-03221	73-26 TASK 833
		73-03251	73-26 TASK 845
		73-04011	73-27 TASK 801
		73-04021	73-27 TASK 801
		73-04031	73-27 TASK 801
		73-04041	73-27 TASK 801
		73-04051	73-27 TASK 801
		73-04061	73-27 TASK 801
		73-04131	73-28 TASK 830
		73-04141	73-28 TASK 830
		73-04151	73-28 TASK 830

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 131 51	ENG CONTROL L (EICAS ADVISORY)	(continued)	
		73-13111	73-21 TASK 842
		73-13131	73-21 TASK 845
		73-13201	73-21 TASK 846
		73-13251	73-21 TASK 848
		73-14001	73-22 TASK 835
		73-14051	73-22 TASK 836
		73-14251	73-22 TASK 837
		73-14381	73-21 TASK 849
		73-14391	73-21 TASK 847
		73-14401	73-21 TASK 851
		73-14421	73-21 TASK 853
		73-14431	73-21 TASK 850
		73-14621	73-22 TASK 839
		73-14631	73-22 TASK 841
		73-14641	73-22 TASK 842
		73-23111	73-21 TASK 842
		73-23131	73-21 TASK 845
		73-23201	73-21 TASK 846
		73-23251	73-21 TASK 848
		73-24001	73-22 TASK 835
		73-24051	73-22 TASK 836
		73-24251	73-22 TASK 837
		73-24381	73-21 TASK 849
		73-24391	73-21 TASK 847
		73-24401	73-21 TASK 851
		73-24421	73-21 TASK 853
		73-24431	73-21 TASK 850
		73-24621	73-22 TASK 839
		73-24631	73-22 TASK 841
		73-24641	73-22 TASK 842
		73-33121	73-29 TASK 814
		73-33141	73-29 TASK 816
		73-33151	73-29 TASK 815
		73-33381	73-21 TASK 858
		73-33401	73-21 TASK 856

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 131 51	ENG CONTROL L (EICAS ADVISORY)	(continued)	
		73-33601	73-21 TASK 860
		73-33781	73-21 TASK 861
		73-34651	73-22 TASK 843
		73-34761	73-22 TASK 845
		73-34771	73-22 TASK 846
		73-34781	73-22 TASK 844
		73-34791	73-22 TASK 848
		73-34911	73-22 TASK 840
		73-35431	73-28 TASK 853
		73-35441	73-28 TASK 853
		73-35451	73-28 TASK 853
		73-35461	73-28 TASK 853
		73-35471	73-28 TASK 853
		73-35481	73-28 TASK 853
		73-35561	73-22 TASK 856
		73-35571	73-29 TASK 822
		73-35591	73-22 TASK 838
		73-35661	73-28 TASK 859
		73-35671	73-29 TASK 823
		73-35681	73-22 TASK 865
		75-13991	75-21 TASK 834
		75-14021	75-21 TASK 831
		75-14071	75-21 TASK 836
		75-14101	75-21 TASK 838
		75-14261	75-21 TASK 839
		75-23991	75-21 TASK 834
		75-24021	75-21 TASK 833
		75-24071	75-21 TASK 837
		75-24101	75-21 TASK 838
		75-24261	75-21 TASK 839
		75-34041	75-21 TASK 832
		75-34091	75-21 TASK 835
		76-15211	76-11 TASK 807
		76-25211	76-11 TASK 808
		76-35201	76-11 TASK 806

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 131 51	ENG CONTROL L (EICAS ADVISORY)	(continued)	
		77-14601	77-12 TASK 814
		77-14611	77-12 TASK 816
		77-14701	77-12 TASK 813
		77-14901	77-12 TASK 815
		77-24601	77-12 TASK 814
		77-24611	77-12 TASK 816
		77-24701	77-12 TASK 813
		77-24901	77-12 TASK 815
732 131 52	ENG CONTROL R (EICAS ADVISORY)	23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		23-81007	23-91 TASK 807
		24-13815	24-61 TASK 806
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-52013	31-43 TASK 866

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 131 52	ENG CONTROL R (EICAS ADVISORY)	(continued)	
		31-52014	31-43 TASK 867
		31-52101	31-41 TASK 817
		31-52112	31-41 TASK 820
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54101	31-41 TASK 834
		31-54102	31-41 TASK 835
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56102	31-41 TASK 845
		31-56104	31-45 TASK 811
		31-56111	31-41 TASK 846
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58102	31-41 TASK 853
		31-69101	31-42 TASK 801
		31-69102	31-42 TASK 801
		31-69117	31-42 TASK 806
		31-69118	31-42 TASK 806
		31-69201	31-42 TASK 809
		31-69202	31-42 TASK 809
		31-69219	31-42 TASK 814
		31-69220	31-42 TASK 814
		31-69301	31-42 TASK 817
		31-69302	31-42 TASK 817
		31-69317	31-42 TASK 822
		31-69318	31-42 TASK 822
		31-84111	31-48 TASK 810
		31-84112	31-48 TASK 810
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 131 52	ENG CONTROL R (EICAS ADVISORY)	(continued)	
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28816	34-21 TASK 814
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29105	34-21 TASK 816
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29204	34-21 TASK 860
		34-29301	34-21 TASK 895
		34-29306	34-21 TASK 865
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30712	34-21 TASK 871
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39106	34-21 TASK 827
		34-39201	34-21 TASK 871
		34-39207	34-21 TASK 877
		34-39301	34-21 TASK 879
		34-39308	34-21 TASK 881
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
		73-02012	73-28 TASK 802
		73-02042	73-28 TASK 808
		73-03012	73-28 TASK 809

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 131 52	ENG CONTROL R (EICAS ADVISORY)	(continued)	
		73-03022	73-26 TASK 802
		73-03052	73-26 TASK 806
		73-03102	73-28 TASK 811
		73-03112	73-28 TASK 815
		73-03222	73-26 TASK 834
		73-03252	73-26 TASK 846
		73-04012	73-27 TASK 802
		73-04022	73-27 TASK 802
		73-04032	73-27 TASK 802
		73-04042	73-27 TASK 802
		73-04052	73-27 TASK 802
		73-04062	73-27 TASK 802
		73-04132	73-28 TASK 830
		73-04142	73-28 TASK 830
		73-04152	73-28 TASK 830
		73-13112	73-21 TASK 842
		73-13132	73-21 TASK 845
		73-13202	73-21 TASK 846
		73-13252	73-21 TASK 848
		73-14002	73-22 TASK 835
		73-14052	73-22 TASK 836
		73-14252	73-22 TASK 837
		73-14382	73-21 TASK 849
		73-14392	73-21 TASK 847
		73-14402	73-21 TASK 851
		73-14422	73-21 TASK 853
		73-14432	73-21 TASK 850
		73-14622	73-22 TASK 839
		73-14632	73-22 TASK 841
		73-14642	73-22 TASK 842
		73-23112	73-21 TASK 842
		73-23132	73-21 TASK 845
		73-23202	73-21 TASK 846
		73-23252	73-21 TASK 848
		73-24002	73-22 TASK 835

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 131 52	ENG CONTROL R (EICAS ADVISORY)	(continued)	
		73-24052	73-22 TASK 836
		73-24252	73-22 TASK 837
		73-24382	73-21 TASK 849
		73-24392	73-21 TASK 847
		73-24402	73-21 TASK 851
		73-24422	73-21 TASK 853
		73-24432	73-21 TASK 850
		73-24622	73-22 TASK 839
		73-24632	73-22 TASK 841
		73-24642	73-22 TASK 842
		73-33122	73-29 TASK 814
		73-33142	73-29 TASK 816
		73-33152	73-29 TASK 815
		73-33382	73-21 TASK 858
		73-33402	73-21 TASK 856
		73-33602	73-21 TASK 860
		73-33782	73-21 TASK 861
		73-34652	73-22 TASK 843
		73-34762	73-22 TASK 845
		73-34772	73-22 TASK 846
		73-34782	73-22 TASK 844
		73-34792	73-22 TASK 848
		73-34912	73-22 TASK 840
		73-35432	73-28 TASK 854
		73-35442	73-28 TASK 854
		73-35452	73-28 TASK 854
		73-35462	73-28 TASK 854
		73-35472	73-28 TASK 854
		73-35482	73-28 TASK 854
		73-35562	73-22 TASK 856
		73-35572	73-29 TASK 822
		73-35592	73-22 TASK 838
		73-35662	73-28 TASK 860
		73-35672	73-29 TASK 823
		73-35682	73-22 TASK 865

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 131 52	ENG CONTROL R (EICAS ADVISORY)	(continued)	
		75-13992	75-21 TASK 834
		75-14022	75-21 TASK 831
		75-14072	75-21 TASK 836
		75-14102	75-21 TASK 838
		75-14262	75-21 TASK 839
		75-23992	75-21 TASK 834
		75-24022	75-21 TASK 833
		75-24072	75-21 TASK 837
		75-24102	75-21 TASK 838
		75-24262	75-21 TASK 839
		75-34042	75-21 TASK 832
		75-34092	75-21 TASK 835
		76-15212	76-11 TASK 807
		76-25212	76-11 TASK 808
		76-35202	76-11 TASK 806
		77-14602	77-12 TASK 814
		77-14612	77-12 TASK 816
		77-14702	77-12 TASK 813
		77-14902	77-12 TASK 815
		77-24602	77-12 TASK 814
		77-24612	77-12 TASK 816
		77-24702	77-12 TASK 813
		77-24902	77-12 TASK 815
732 132 51	ENG CONTROL L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.		
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81007	23-91 TASK 807
		24-13815	24-61 TASK 806
		27-15100	27-02 TASK 946

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 132 51	ENG CONTROL L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52101	31-41 TASK 817
		31-52112	31-41 TASK 820
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54101	31-41 TASK 834
		31-54102	31-41 TASK 835
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56102	31-41 TASK 845
		31-56104	31-45 TASK 811
		31-56111	31-41 TASK 846

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 132 51	ENG CONTROL L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58102	31-41 TASK 853
		31-69101	31-42 TASK 801
		31-69102	31-42 TASK 801
		31-69117	31-42 TASK 806
		31-69118	31-42 TASK 806
		31-69201	31-42 TASK 809
		31-69202	31-42 TASK 809
		31-69219	31-42 TASK 814
		31-69220	31-42 TASK 814
		31-69301	31-42 TASK 817
		31-69302	31-42 TASK 817
		31-69317	31-42 TASK 822
		31-69318	31-42 TASK 822
		31-84111	31-48 TASK 810
		31-84112	31-48 TASK 810
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28816	34-21 TASK 814
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 132 51	ENG CONTROL L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		34-29105	34-21 TASK 816
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29204	34-21 TASK 860
		34-29301	34-21 TASK 895
		34-29306	34-21 TASK 865
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30712	34-21 TASK 871
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39106	34-21 TASK 827
		34-39201	34-21 TASK 871
		34-39207	34-21 TASK 877
		34-39301	34-21 TASK 879
		34-39308	34-21 TASK 881
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
		73-02011	73-28 TASK 801
		73-02041	73-28 TASK 807
		73-03011	73-28 TASK 809
		73-03021	73-26 TASK 801
		73-03051	73-26 TASK 805
		73-03101	73-28 TASK 810
		73-03111	73-28 TASK 814

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 132 51	ENG CONTROL L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		73-03221	73-26 TASK 833
		73-03251	73-26 TASK 845
		73-04011	73-27 TASK 801
		73-04021	73-27 TASK 801
		73-04031	73-27 TASK 801
		73-04041	73-27 TASK 801
		73-04051	73-27 TASK 801
		73-04061	73-27 TASK 801
		73-04131	73-28 TASK 830
		73-04141	73-28 TASK 830
		73-04151	73-28 TASK 830
		73-13111	73-21 TASK 842
		73-13131	73-21 TASK 845
		73-13201	73-21 TASK 846
		73-13251	73-21 TASK 848
		73-14001	73-22 TASK 835
		73-14051	73-22 TASK 836
		73-14251	73-22 TASK 837
		73-14381	73-21 TASK 849
		73-14391	73-21 TASK 847
		73-14401	73-21 TASK 851
		73-14421	73-21 TASK 853
		73-14431	73-21 TASK 850
		73-14621	73-22 TASK 839
		73-14631	73-22 TASK 841
		73-14641	73-22 TASK 842
		73-23111	73-21 TASK 842
		73-23131	73-21 TASK 845
		73-23201	73-21 TASK 846
		73-23251	73-21 TASK 848
		73-24001	73-22 TASK 835

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 132 51	ENG CONTROL L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		73-24051	73-22 TASK 836
		73-24251	73-22 TASK 837
		73-24381	73-21 TASK 849
		73-24391	73-21 TASK 847
		73-24401	73-21 TASK 851
		73-24421	73-21 TASK 853
		73-24431	73-21 TASK 850
		73-24621	73-22 TASK 839
		73-24631	73-22 TASK 841
		73-24641	73-22 TASK 842
		73-33121	73-29 TASK 814
		73-33141	73-29 TASK 816
		73-33151	73-29 TASK 815
		73-33381	73-21 TASK 858
		73-33401	73-21 TASK 856
		73-33601	73-21 TASK 860
		73-33781	73-21 TASK 861
		73-34651	73-22 TASK 843
		73-34761	73-22 TASK 845
		73-34771	73-22 TASK 846
		73-34781	73-22 TASK 844
		73-34791	73-22 TASK 848
		73-34911	73-22 TASK 840
		73-35431	73-28 TASK 853
		73-35441	73-28 TASK 853
		73-35451	73-28 TASK 853
		73-35461	73-28 TASK 853
		73-35471	73-28 TASK 853
		73-35481	73-28 TASK 853
		73-35561	73-22 TASK 856
		73-35571	73-29 TASK 822

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 132 51	ENG CONTROL L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		73-35591	73-22 TASK 838
		73-35661	73-28 TASK 859
		73-35671	73-29 TASK 823
		73-35681	73-22 TASK 865
		75-13991	75-21 TASK 834
		75-14021	75-21 TASK 831
		75-14071	75-21 TASK 836
		75-14101	75-21 TASK 838
		75-14261	75-21 TASK 839
		75-23991	75-21 TASK 834
		75-24021	75-21 TASK 833
		75-24071	75-21 TASK 837
		75-24101	75-21 TASK 838
		75-24261	75-21 TASK 839
		75-34041	75-21 TASK 832
		75-34091	75-21 TASK 835
		76-15211	76-11 TASK 807
		76-25211	76-11 TASK 808
		76-35201	76-11 TASK 806
		77-14601	77-12 TASK 814
		77-14611	77-12 TASK 816
		77-14701	77-12 TASK 813
		77-14901	77-12 TASK 815
		77-24601	77-12 TASK 814
		77-24611	77-12 TASK 816
		77-24701	77-12 TASK 813
		77-24901	77-12 TASK 815

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 132 52	ENG CONTROL R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.		
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		23-81007	23-91 TASK 807
		24-13815	24-61 TASK 806
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52101	31-41 TASK 817
		31-52112	31-41 TASK 820
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 132 52	ENG CONTROL R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		31-54101	31-41 TASK 834
		31-54102	31-41 TASK 835
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56102	31-41 TASK 845
		31-56104	31-45 TASK 811
		31-56111	31-41 TASK 846
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58102	31-41 TASK 853
		31-69101	31-42 TASK 801
		31-69102	31-42 TASK 801
		31-69117	31-42 TASK 806
		31-69118	31-42 TASK 806
		31-69201	31-42 TASK 809
		31-69202	31-42 TASK 809
		31-69219	31-42 TASK 814
		31-69220	31-42 TASK 814
		31-69301	31-42 TASK 817
		31-69302	31-42 TASK 817
		31-69317	31-42 TASK 822
		31-69318	31-42 TASK 822
		31-84111	31-48 TASK 810
		31-84112	31-48 TASK 810
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 132 52	ENG CONTROL R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28816	34-21 TASK 814
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29105	34-21 TASK 816
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29204	34-21 TASK 860
		34-29301	34-21 TASK 895
		34-29306	34-21 TASK 865
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30712	34-21 TASK 871
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39106	34-21 TASK 827
		34-39201	34-21 TASK 871
		34-39207	34-21 TASK 877
		34-39301	34-21 TASK 879
		34-39308	34-21 TASK 881
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 132 52	ENG CONTROL R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		73-02012	73-28 TASK 802
		73-02042	73-28 TASK 808
		73-03012	73-28 TASK 809
		73-03022	73-26 TASK 802
		73-03052	73-26 TASK 806
		73-03102	73-28 TASK 811
		73-03112	73-28 TASK 815
		73-03222	73-26 TASK 834
		73-03252	73-26 TASK 846
		73-04012	73-27 TASK 802
		73-04022	73-27 TASK 802
		73-04032	73-27 TASK 802
		73-04042	73-27 TASK 802
		73-04052	73-27 TASK 802
		73-04062	73-27 TASK 802
		73-04132	73-28 TASK 830
		73-04142	73-28 TASK 830
		73-04152	73-28 TASK 830
		73-13112	73-21 TASK 842
		73-13132	73-21 TASK 845
		73-13202	73-21 TASK 846
		73-13252	73-21 TASK 848
		73-14002	73-22 TASK 835
		73-14052	73-22 TASK 836
		73-14252	73-22 TASK 837
		73-14382	73-21 TASK 849
		73-14392	73-21 TASK 847
		73-14402	73-21 TASK 851
		73-14422	73-21 TASK 853
		73-14432	73-21 TASK 850
		73-14622	73-22 TASK 839

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 132 52	ENG CONTROL R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		73-14632	73-22 TASK 841
		73-14642	73-22 TASK 842
		73-23112	73-21 TASK 842
		73-23132	73-21 TASK 845
		73-23202	73-21 TASK 846
		73-23252	73-21 TASK 848
		73-24002	73-22 TASK 835
		73-24052	73-22 TASK 836
		73-24252	73-22 TASK 837
		73-24382	73-21 TASK 849
		73-24392	73-21 TASK 847
		73-24402	73-21 TASK 851
		73-24422	73-21 TASK 853
		73-24432	73-21 TASK 850
		73-24622	73-22 TASK 839
		73-24632	73-22 TASK 841
		73-24642	73-22 TASK 842
		73-33122	73-29 TASK 814
		73-33142	73-29 TASK 816
		73-33152	73-29 TASK 815
		73-33382	73-21 TASK 858
		73-33402	73-21 TASK 856
		73-33602	73-21 TASK 860
		73-33782	73-21 TASK 861
		73-34652	73-22 TASK 843
		73-34762	73-22 TASK 845
		73-34772	73-22 TASK 846
		73-34782	73-22 TASK 844
		73-34792	73-22 TASK 848
		73-34912	73-22 TASK 840
		73-35432	73-28 TASK 854

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 132 52	ENG CONTROL R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		73-35442	73-28 TASK 854
		73-35452	73-28 TASK 854
		73-35462	73-28 TASK 854
		73-35472	73-28 TASK 854
		73-35482	73-28 TASK 854
		73-35562	73-22 TASK 856
		73-35572	73-29 TASK 822
		73-35592	73-22 TASK 838
		73-35662	73-28 TASK 860
		73-35672	73-29 TASK 823
		73-35682	73-22 TASK 865
		75-13992	75-21 TASK 834
		75-14022	75-21 TASK 831
		75-14072	75-21 TASK 836
		75-14102	75-21 TASK 838
		75-14262	75-21 TASK 839
		75-23992	75-21 TASK 834
		75-24022	75-21 TASK 833
		75-24072	75-21 TASK 837
		75-24102	75-21 TASK 838
		75-24262	75-21 TASK 839
		75-34042	75-21 TASK 832
		75-34092	75-21 TASK 835
		76-15212	76-11 TASK 807
		76-25212	76-11 TASK 808
		76-35202	76-11 TASK 806
		77-14602	77-12 TASK 814
		77-14612	77-12 TASK 816
		77-14702	77-12 TASK 813
		77-14902	77-12 TASK 815
		77-24602	77-12 TASK 814

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 132 52	ENG CONTROL R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		77-24612	77-12 TASK 816
		77-24702	77-12 TASK 813
		77-24902	77-12 TASK 815
732 141 51	ENG EEC MODE L (EICAS ADVISORY)	21-16205	21-25 TASK 823
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		23-81007	23-91 TASK 807
		24-11780	24-53 TASK 805
		24-11781	24-51 TASK 837
		24-11784	24-51 TASK 836
		24-11786	24-51 TASK 833
		24-11790	24-08 TASK 833
		24-11793	24-08 TASK 834
		24-11795	24-08 TASK 804
		24-11796	24-08 TASK 804
		24-12057	24-08 TASK 836
		24-12122	24-08 TASK 835
		24-12124	24-51 TASK 840
		24-12125	24-51 TASK 841
		24-12126	24-51 TASK 841
		24-12127	24-51 TASK 842
		24-12800	24-08 TASK 805
		24-12801	24-08 TASK 805
		24-13815	24-61 TASK 806
		24-18801	24-09 TASK 806
		24-18802	24-09 TASK 807
		24-78841	24-08 TASK 860

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 141 51	ENG EEC MODE L (EICAS ADVISORY)	(continued)	
		24-78842	24-08 TASK 862
		24-78861	24-08 TASK 861
		24-78862	24-08 TASK 863
		27-14018	27-02 TASK 813
		27-14019	27-02 TASK 941
		27-14020	27-02 TASK 942
		27-14025	27-02 TASK 943
		27-14026	27-02 TASK 944
		27-14027	27-02 TASK 945
		27-14030	27-02 TASK 905
		27-14031	27-02 TASK 906
		27-14032	27-02 TASK 907
		27-14033	27-02 TASK 908
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		27-18811	27-02 TASK 901
		27-18822	27-02 TASK 919
		27-18833	27-02 TASK 920
		27-19101	27-02 TASK 974
		27-19201	27-02 TASK 979
		27-19301	27-02 TASK 983
		30-36121	30-31 TASK 801
		30-36122	30-31 TASK 802
		30-36123	30-31 TASK 803
		30-36421	30-31 TASK 804
		30-36423	30-31 TASK 805
		30-36521	30-31 TASK 806
		30-36523	30-31 TASK 810
		30-36641	30-31 TASK 807
		30-36642	30-31 TASK 808
		30-36643	30-31 TASK 809
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 141 51	ENG EEC MODE L (EICAS ADVISORY)	(continued)	
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51033	31-44 TASK 869
		31-51034	31-44 TASK 870
		31-51043	31-44 TASK 871
		31-51044	31-44 TASK 872
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-51531	31-44 TASK 837
		31-51532	31-44 TASK 838
		31-51533	31-44 TASK 839
		31-51534	31-44 TASK 840
		31-51731	31-44 TASK 841
		31-51732	31-44 TASK 842
		31-51733	31-44 TASK 843
		31-51734	31-44 TASK 844
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52101	31-41 TASK 817
		31-52112	31-41 TASK 820
		31-53401	31-41 TASK 832
		31-53402	31-41 TASK 833
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54101	31-41 TASK 834
		31-54102	31-41 TASK 835

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 141 51	ENG EEC MODE L (EICAS ADVISORY)	(continued)	
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-55401	31-41 TASK 840
		31-55402	31-41 TASK 841
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56102	31-41 TASK 845
		31-56104	31-45 TASK 811
		31-56111	31-41 TASK 846
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58102	31-41 TASK 853
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-59401	31-41 TASK 992
		31-59402	31-41 TASK 993
		31-61011	31-43 TASK 861
		31-61012	31-43 TASK 862
		31-61020	31-43 TASK 863
		31-61071	31-43 TASK 841
		31-61072	31-43 TASK 842
		31-68801	31-43 TASK 892
		31-68802	31-43 TASK 893
		31-68811	31-42 TASK 908
		31-68832	31-42 TASK 908
		31-69101	31-42 TASK 801
		31-69102	31-42 TASK 801
		31-69117	31-42 TASK 806
		31-69118	31-42 TASK 806
		31-69201	31-42 TASK 809
		31-69202	31-42 TASK 809
		31-69219	31-42 TASK 814
		31-69220	31-42 TASK 814
		31-69301	31-42 TASK 817

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 141 51	ENG EEC MODE L (EICAS ADVISORY)	(continued)	
		31-69302	31-42 TASK 817
		31-69317	31-42 TASK 822
		31-69318	31-42 TASK 822
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69496	31-42 TASK 915
		31-69497	31-42 TASK 915
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-89417	31-42 TASK 915
		31-89418	31-42 TASK 915
		31-89617	31-42 TASK 916
		31-89618	31-42 TASK 916
		31-89619	31-42 TASK 916
		31-89620	31-42 TASK 916
		34-25101	34-11 TASK 801
		34-25102	34-11 TASK 802
		34-25103	34-11 TASK 803
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-25601	34-21 TASK 808
		34-25603	34-21 TASK 885
		34-25800	34-21 TASK 809
		34-26101	34-21 TASK 810
		34-26102	34-21 TASK 839
		34-26103	34-21 TASK 840
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28813	34-21 TASK 813
		34-28816	34-21 TASK 814
		34-28824	34-21 TASK 850

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 141 51	ENG EEC MODE L (EICAS ADVISORY)	(continued)	
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28835	34-21 TASK 853
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29102	34-21 TASK 815
		34-29105	34-21 TASK 816
		34-29107	34-21 TASK 817
		34-29115	34-21 TASK 857
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29202	34-21 TASK 859
		34-29204	34-21 TASK 860
		34-29216	34-21 TASK 862
		34-29301	34-21 TASK 895
		34-29303	34-21 TASK 864
		34-29306	34-21 TASK 865
		34-29308	34-21 TASK 866
		34-29317	34-21 TASK 869
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30712	34-21 TASK 871
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-31601	34-21 TASK 821
		34-32601	34-21 TASK 822
		34-32803	34-21 TASK 822
		34-33800	34-21 TASK 886
		34-34603	34-21 TASK 887
		34-35603	34-21 TASK 888
		34-36800	34-21 TASK 890
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 141 51	ENG EEC MODE L (EICAS ADVISORY)	(continued)	
		34-39101	34-21 TASK 825
		34-39103	34-21 TASK 826
		34-39201	34-21 TASK 871
		34-39204	34-21 TASK 876
		34-39301	34-21 TASK 879
		34-39305	34-21 TASK 880
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
		73-02011	73-28 TASK 801
		73-02041	73-28 TASK 807
		73-03011	73-28 TASK 809
		73-03021	73-26 TASK 801
		73-03051	73-26 TASK 805
		73-03101	73-28 TASK 810
		73-03111	73-28 TASK 814
		73-03221	73-26 TASK 833
		73-03251	73-26 TASK 845
		73-04011	73-27 TASK 801
		73-04021	73-27 TASK 801
		73-04031	73-27 TASK 801
		73-04041	73-27 TASK 801
		73-04051	73-27 TASK 801
		73-04061	73-27 TASK 801
		73-04131	73-28 TASK 830
		73-04141	73-28 TASK 830
		73-04151	73-28 TASK 830
		73-09401	73-27 TASK 808
		73-09403	73-27 TASK 808
		73-15241	73-26 TASK 837
		73-15251	73-26 TASK 839
		73-25261	73-26 TASK 841
		73-25271	73-26 TASK 843
		73-35281	73-27 TASK 889
		73-35291	73-27 TASK 888

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 141 51	ENG EEC MODE L (EICAS ADVISORY)	(continued)	
		73-35431	73-28 TASK 853
		73-35441	73-28 TASK 853
		73-35451	73-28 TASK 853
		73-35461	73-28 TASK 853
		73-35471	73-28 TASK 853
		73-35481	73-28 TASK 853
		73-35531	73-34 TASK 814
		73-35541	73-34 TASK 813
		73-35611	73-29 TASK 817
732 141 52	ENG EEC MODE R (EICAS ADVISORY)	21-16205	21-25 TASK 823
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		23-81007	23-91 TASK 807
		24-11780	24-53 TASK 805
		24-11781	24-51 TASK 837
		24-11784	24-51 TASK 836
		24-11786	24-51 TASK 833
		24-11790	24-08 TASK 833
		24-11793	24-08 TASK 834
		24-11795	24-08 TASK 804
		24-11796	24-08 TASK 804
		24-12057	24-08 TASK 836
		24-12122	24-08 TASK 835
		24-12124	24-51 TASK 840
		24-12125	24-51 TASK 841
		24-12126	24-51 TASK 841
		24-12127	24-51 TASK 842
		24-12800	24-08 TASK 805
		24-12801	24-08 TASK 805
		24-13815	24-61 TASK 806
		24-18801	24-09 TASK 806

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 141 52	ENG EEC MODE R (EICAS ADVISORY)	(continued)	
		24-18802	24-09 TASK 807
		24-78841	24-08 TASK 860
		24-78842	24-08 TASK 862
		24-78861	24-08 TASK 861
		24-78862	24-08 TASK 863
		27-14018	27-02 TASK 813
		27-14019	27-02 TASK 941
		27-14020	27-02 TASK 942
		27-14025	27-02 TASK 943
		27-14026	27-02 TASK 944
		27-14027	27-02 TASK 945
		27-14030	27-02 TASK 905
		27-14031	27-02 TASK 906
		27-14032	27-02 TASK 907
		27-14033	27-02 TASK 908
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		27-18811	27-02 TASK 901
		27-18822	27-02 TASK 919
		27-18833	27-02 TASK 920
		27-19101	27-02 TASK 974
		27-19201	27-02 TASK 979
		27-19301	27-02 TASK 983
		30-36121	30-31 TASK 801
		30-36122	30-31 TASK 802
		30-36123	30-31 TASK 803
		30-36421	30-31 TASK 804
		30-36423	30-31 TASK 805
		30-36521	30-31 TASK 806
		30-36523	30-31 TASK 810
		30-36641	30-31 TASK 807
		30-36642	30-31 TASK 808
		30-36643	30-31 TASK 809
		31-50011	31-44 TASK 801

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 141 52	ENG EEC MODE R (EICAS ADVISORY)	(continued)	
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51033	31-44 TASK 869
		31-51034	31-44 TASK 870
		31-51043	31-44 TASK 871
		31-51044	31-44 TASK 872
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-51531	31-44 TASK 837
		31-51532	31-44 TASK 838
		31-51533	31-44 TASK 839
		31-51534	31-44 TASK 840
		31-51731	31-44 TASK 841
		31-51732	31-44 TASK 842
		31-51733	31-44 TASK 843
		31-51734	31-44 TASK 844
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52101	31-41 TASK 817
		31-52112	31-41 TASK 820
		31-53401	31-41 TASK 832
		31-53402	31-41 TASK 833
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 141 52	ENG EEC MODE R (EICAS ADVISORY)	(continued)	
		31-54101	31-41 TASK 834
		31-54102	31-41 TASK 835
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-55401	31-41 TASK 840
		31-55402	31-41 TASK 841
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56102	31-41 TASK 845
		31-56104	31-45 TASK 811
		31-56111	31-41 TASK 846
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58102	31-41 TASK 853
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-59401	31-41 TASK 992
		31-59402	31-41 TASK 993
		31-61011	31-43 TASK 861
		31-61012	31-43 TASK 862
		31-61020	31-43 TASK 863
		31-61071	31-43 TASK 841
		31-61072	31-43 TASK 842
		31-68801	31-43 TASK 892
		31-68802	31-43 TASK 893
		31-68811	31-42 TASK 908
		31-68832	31-42 TASK 908
		31-69101	31-42 TASK 801
		31-69102	31-42 TASK 801
		31-69117	31-42 TASK 806
		31-69118	31-42 TASK 806
		31-69201	31-42 TASK 809
		31-69202	31-42 TASK 809
		31-69219	31-42 TASK 814

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 141 52	ENG EEC MODE R (EICAS ADVISORY)	(continued)	
		31-69220	31-42 TASK 814
		31-69301	31-42 TASK 817
		31-69302	31-42 TASK 817
		31-69317	31-42 TASK 822
		31-69318	31-42 TASK 822
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69496	31-42 TASK 915
		31-69497	31-42 TASK 915
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-89417	31-42 TASK 915
		31-89418	31-42 TASK 915
		31-89617	31-42 TASK 916
		31-89618	31-42 TASK 916
		31-89619	31-42 TASK 916
		31-89620	31-42 TASK 916
		34-25101	34-11 TASK 801
		34-25102	34-11 TASK 802
		34-25103	34-11 TASK 803
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-25601	34-21 TASK 808
		34-25603	34-21 TASK 885
		34-25800	34-21 TASK 809
		34-26101	34-21 TASK 810
		34-26102	34-21 TASK 839
		34-26103	34-21 TASK 840
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28813	34-21 TASK 813

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 141 52	ENG EEC MODE R (EICAS ADVISORY)	(continued)	
		34-28816	34-21 TASK 814
		34-28824	34-21 TASK 850
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28835	34-21 TASK 853
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29102	34-21 TASK 815
		34-29105	34-21 TASK 816
		34-29107	34-21 TASK 817
		34-29115	34-21 TASK 857
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29202	34-21 TASK 859
		34-29204	34-21 TASK 860
		34-29216	34-21 TASK 862
		34-29301	34-21 TASK 895
		34-29303	34-21 TASK 864
		34-29306	34-21 TASK 865
		34-29308	34-21 TASK 866
		34-29317	34-21 TASK 869
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30712	34-21 TASK 871
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-31601	34-21 TASK 821
		34-32601	34-21 TASK 822
		34-32803	34-21 TASK 822
		34-33800	34-21 TASK 886
		34-34603	34-21 TASK 887
		34-35603	34-21 TASK 888
		34-36800	34-21 TASK 890
		34-38310	34-21 TASK 819

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 141 52	ENG EEC MODE R (EICAS ADVISORY)	(continued)	
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39103	34-21 TASK 826
		34-39201	34-21 TASK 871
		34-39204	34-21 TASK 876
		34-39301	34-21 TASK 879
		34-39305	34-21 TASK 880
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
		73-02012	73-28 TASK 802
		73-02042	73-28 TASK 808
		73-03012	73-28 TASK 809
		73-03022	73-26 TASK 802
		73-03052	73-26 TASK 806
		73-03102	73-28 TASK 811
		73-03112	73-28 TASK 815
		73-03222	73-26 TASK 834
		73-03252	73-26 TASK 846
		73-04012	73-27 TASK 802
		73-04022	73-27 TASK 802
		73-04032	73-27 TASK 802
		73-04042	73-27 TASK 802
		73-04052	73-27 TASK 802
		73-04062	73-27 TASK 802
		73-04132	73-28 TASK 830
		73-04142	73-28 TASK 830
		73-04152	73-28 TASK 830
		73-09602	73-27 TASK 809
		73-09604	73-27 TASK 809
		73-15242	73-26 TASK 838
		73-15252	73-26 TASK 840
		73-25262	73-26 TASK 842
		73-25272	73-26 TASK 844

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 141 52	ENG EEC MODE R (EICAS ADVISORY)	(continued)	
		73-35282	73-27 TASK 889
		73-35292	73-27 TASK 888
		73-35432	73-28 TASK 854
		73-35442	73-28 TASK 854
		73-35452	73-28 TASK 854
		73-35462	73-28 TASK 854
		73-35472	73-28 TASK 854
		73-35482	73-28 TASK 854
		73-35532	73-34 TASK 814
		73-35542	73-34 TASK 813
		73-35612	73-29 TASK 817
732 142 51	ENG EEC MODE L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.		
		21-16205	21-25 TASK 823
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		23-81007	23-91 TASK 807
		24-11780	24-53 TASK 805
		24-11781	24-51 TASK 837
		24-11784	24-51 TASK 836
		24-11786	24-51 TASK 833
		24-11790	24-08 TASK 833
		24-11793	24-08 TASK 834
		24-11795	24-08 TASK 804
		24-11796	24-08 TASK 804
		24-12057	24-08 TASK 836
		24-12122	24-08 TASK 835
		24-12124	24-51 TASK 840
		24-12125	24-51 TASK 841

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 142 51	ENG EEC MODE L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		24-12126	24-51 TASK 841
		24-12127	24-51 TASK 842
		24-12800	24-08 TASK 805
		24-12801	24-08 TASK 805
		24-13815	24-61 TASK 806
		24-18801	24-09 TASK 806
		24-18802	24-09 TASK 807
		24-78841	24-08 TASK 860
		24-78842	24-08 TASK 862
		24-78861	24-08 TASK 861
		24-78862	24-08 TASK 863
		27-14018	27-02 TASK 813
		27-14019	27-02 TASK 941
		27-14020	27-02 TASK 942
		27-14025	27-02 TASK 943
		27-14026	27-02 TASK 944
		27-14027	27-02 TASK 945
		27-14030	27-02 TASK 905
		27-14031	27-02 TASK 906
		27-14032	27-02 TASK 907
		27-14033	27-02 TASK 908
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		27-18811	27-02 TASK 901
		27-18822	27-02 TASK 919
		27-18833	27-02 TASK 920
		27-19101	27-02 TASK 974
		27-19201	27-02 TASK 979
		27-19301	27-02 TASK 983
		30-36121	30-31 TASK 801

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 142 51	ENG EEC MODE L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		30-36122	30-31 TASK 802
		30-36123	30-31 TASK 803
		30-36421	30-31 TASK 804
		30-36423	30-31 TASK 805
		30-36521	30-31 TASK 806
		30-36523	30-31 TASK 810
		30-36641	30-31 TASK 807
		30-36642	30-31 TASK 808
		30-36643	30-31 TASK 809
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51033	31-44 TASK 869
		31-51034	31-44 TASK 870
		31-51043	31-44 TASK 871
		31-51044	31-44 TASK 872
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889
		31-51531	31-44 TASK 837
		31-51532	31-44 TASK 838

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 142 51	ENG EEC MODE L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		31-51533	31-44 TASK 839
		31-51534	31-44 TASK 840
		31-51731	31-44 TASK 841
		31-51732	31-44 TASK 842
		31-51733	31-44 TASK 843
		31-51734	31-44 TASK 844
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52101	31-41 TASK 817
		31-52112	31-41 TASK 820
		31-53401	31-41 TASK 832
		31-53402	31-41 TASK 833
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54101	31-41 TASK 834
		31-54102	31-41 TASK 835
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-55401	31-41 TASK 840
		31-55402	31-41 TASK 841
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56102	31-41 TASK 845
		31-56104	31-45 TASK 811
		31-56111	31-41 TASK 846
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58102	31-41 TASK 853
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 142 51	ENG EEC MODE L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		31-59401	31-41 TASK 992
		31-59402	31-41 TASK 993
		31-61011	31-43 TASK 861
		31-61012	31-43 TASK 862
		31-61020	31-43 TASK 863
		31-61071	31-43 TASK 841
		31-61072	31-43 TASK 842
		31-68801	31-43 TASK 892
		31-68802	31-43 TASK 893
		31-68811	31-42 TASK 908
		31-68832	31-42 TASK 908
		31-69101	31-42 TASK 801
		31-69102	31-42 TASK 801
		31-69117	31-42 TASK 806
		31-69118	31-42 TASK 806
		31-69201	31-42 TASK 809
		31-69202	31-42 TASK 809
		31-69219	31-42 TASK 814
		31-69220	31-42 TASK 814
		31-69301	31-42 TASK 817
		31-69302	31-42 TASK 817
		31-69317	31-42 TASK 822
		31-69318	31-42 TASK 822
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69496	31-42 TASK 915
		31-69497	31-42 TASK 915
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-89417	31-42 TASK 915
		31-89418	31-42 TASK 915

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 142 51	ENG EEC MODE L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		31-89617	31-42 TASK 916
		31-89618	31-42 TASK 916
		31-89619	31-42 TASK 916
		31-89620	31-42 TASK 916
		34-25101	34-11 TASK 801
		34-25102	34-11 TASK 802
		34-25103	34-11 TASK 803
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-25601	34-21 TASK 808
		34-25603	34-21 TASK 885
		34-25800	34-21 TASK 809
		34-26101	34-21 TASK 810
		34-26102	34-21 TASK 839
		34-26103	34-21 TASK 840
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28813	34-21 TASK 813
		34-28816	34-21 TASK 814
		34-28824	34-21 TASK 850
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28835	34-21 TASK 853
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893
		34-29102	34-21 TASK 815
		34-29105	34-21 TASK 816

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 142 51	ENG EEC MODE L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		34-29107	34-21 TASK 817
		34-29115	34-21 TASK 857
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29202	34-21 TASK 859
		34-29204	34-21 TASK 860
		34-29216	34-21 TASK 862
		34-29301	34-21 TASK 895
		34-29303	34-21 TASK 864
		34-29306	34-21 TASK 865
		34-29308	34-21 TASK 866
		34-29317	34-21 TASK 869
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30712	34-21 TASK 871
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-31601	34-21 TASK 821
		34-32601	34-21 TASK 822
		34-32803	34-21 TASK 822
		34-33800	34-21 TASK 886
		34-34603	34-21 TASK 887
		34-35603	34-21 TASK 888
		34-36800	34-21 TASK 890
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825
		34-39103	34-21 TASK 826
		34-39201	34-21 TASK 871

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 142 51	ENG EEC MODE L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		34-39204	34-21 TASK 876
		34-39301	34-21 TASK 879
		34-39305	34-21 TASK 880
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
		73-02011	73-28 TASK 801
		73-02041	73-28 TASK 807
		73-03011	73-28 TASK 809
		73-03021	73-26 TASK 801
		73-03051	73-26 TASK 805
		73-03101	73-28 TASK 810
		73-03111	73-28 TASK 814
		73-03221	73-26 TASK 833
		73-03251	73-26 TASK 845
		73-04011	73-27 TASK 801
		73-04021	73-27 TASK 801
		73-04031	73-27 TASK 801
		73-04041	73-27 TASK 801
		73-04051	73-27 TASK 801
		73-04061	73-27 TASK 801
		73-04131	73-28 TASK 830
		73-04141	73-28 TASK 830
		73-04151	73-28 TASK 830
		73-09401	73-27 TASK 808
		73-09403	73-27 TASK 808
		73-15241	73-26 TASK 837
		73-15251	73-26 TASK 839
		73-25261	73-26 TASK 841
		73-25271	73-26 TASK 843
		73-35281	73-27 TASK 889

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 142 51	ENG EEC MODE L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		73-35291	73-27 TASK 888
		73-35431	73-28 TASK 853
		73-35441	73-28 TASK 853
		73-35451	73-28 TASK 853
		73-35461	73-28 TASK 853
		73-35471	73-28 TASK 853
		73-35481	73-28 TASK 853
		73-35531	73-34 TASK 814
		73-35541	73-34 TASK 813
		73-35611	73-29 TASK 817
732 142 52	ENG EEC MODE R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.		
		21-16205	21-25 TASK 823
		23-81001	23-91 TASK 801
		23-81002	23-91 TASK 802
		23-81003	23-91 TASK 803
		23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		23-81007	23-91 TASK 807
		24-11780	24-53 TASK 805
		24-11781	24-51 TASK 837
		24-11784	24-51 TASK 836
		24-11786	24-51 TASK 833
		24-11790	24-08 TASK 833
		24-11793	24-08 TASK 834
		24-11795	24-08 TASK 804
		24-11796	24-08 TASK 804
		24-12057	24-08 TASK 836
		24-12122	24-08 TASK 835

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 142 52	ENG EEC MODE R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		24-12124	24-51 TASK 840
		24-12125	24-51 TASK 841
		24-12126	24-51 TASK 841
		24-12127	24-51 TASK 842
		24-12800	24-08 TASK 805
		24-12801	24-08 TASK 805
		24-13815	24-61 TASK 806
		24-18801	24-09 TASK 806
		24-18802	24-09 TASK 807
		24-78841	24-08 TASK 860
		24-78842	24-08 TASK 862
		24-78861	24-08 TASK 861
		24-78862	24-08 TASK 863
		27-14018	27-02 TASK 813
		27-14019	27-02 TASK 941
		27-14020	27-02 TASK 942
		27-14025	27-02 TASK 943
		27-14026	27-02 TASK 944
		27-14027	27-02 TASK 945
		27-14030	27-02 TASK 905
		27-14031	27-02 TASK 906
		27-14032	27-02 TASK 907
		27-14033	27-02 TASK 908
		27-15100	27-02 TASK 946
		27-15101	27-02 TASK 947
		27-15102	27-02 TASK 948
		27-18811	27-02 TASK 901
		27-18822	27-02 TASK 919
		27-18833	27-02 TASK 920
		27-19101	27-02 TASK 974
		27-19201	27-02 TASK 979

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 142 52	ENG EEC MODE R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		27-19301	27-02 TASK 983
		30-36121	30-31 TASK 801
		30-36122	30-31 TASK 802
		30-36123	30-31 TASK 803
		30-36421	30-31 TASK 804
		30-36423	30-31 TASK 805
		30-36521	30-31 TASK 806
		30-36523	30-31 TASK 810
		30-36641	30-31 TASK 807
		30-36642	30-31 TASK 808
		30-36643	30-31 TASK 809
		31-50011	31-44 TASK 801
		31-50012	31-44 TASK 802
		31-50091	31-44 TASK 819
		31-50092	31-44 TASK 820
		31-51023	31-44 TASK 865
		31-51024	31-44 TASK 866
		31-51025	31-43 TASK 803
		31-51026	31-43 TASK 804
		31-51033	31-44 TASK 869
		31-51034	31-44 TASK 870
		31-51043	31-44 TASK 871
		31-51044	31-44 TASK 872
		31-51411	34-61 TASK 913
		31-51412	34-61 TASK 914
		31-51413	34-61 TASK 815
		31-51414	34-61 TASK 889
		31-51421	34-61 TASK 888
		31-51422	34-61 TASK 814
		31-51423	34-61 TASK 815
		31-51424	34-61 TASK 889

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 142 52	ENG EEC MODE R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		31-51531	31-44 TASK 837
		31-51532	31-44 TASK 838
		31-51533	31-44 TASK 839
		31-51534	31-44 TASK 840
		31-51731	31-44 TASK 841
		31-51732	31-44 TASK 842
		31-51733	31-44 TASK 843
		31-51734	31-44 TASK 844
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52101	31-41 TASK 817
		31-52112	31-41 TASK 820
		31-53401	31-41 TASK 832
		31-53402	31-41 TASK 833
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54101	31-41 TASK 834
		31-54102	31-41 TASK 835
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-55401	31-41 TASK 840
		31-55402	31-41 TASK 841
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56102	31-41 TASK 845
		31-56104	31-45 TASK 811
		31-56111	31-41 TASK 846
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58101	31-41 TASK 852
		31-58102	31-41 TASK 853

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 142 52	ENG EEC MODE R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-59401	31-41 TASK 992
		31-59402	31-41 TASK 993
		31-61011	31-43 TASK 861
		31-61012	31-43 TASK 862
		31-61020	31-43 TASK 863
		31-61071	31-43 TASK 841
		31-61072	31-43 TASK 842
		31-68801	31-43 TASK 892
		31-68802	31-43 TASK 893
		31-68811	31-42 TASK 908
		31-68832	31-42 TASK 908
		31-69101	31-42 TASK 801
		31-69102	31-42 TASK 801
		31-69117	31-42 TASK 806
		31-69118	31-42 TASK 806
		31-69201	31-42 TASK 809
		31-69202	31-42 TASK 809
		31-69219	31-42 TASK 814
		31-69220	31-42 TASK 814
		31-69301	31-42 TASK 817
		31-69302	31-42 TASK 817
		31-69317	31-42 TASK 822
		31-69318	31-42 TASK 822
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69496	31-42 TASK 915
		31-69497	31-42 TASK 915
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 142 52	ENG EEC MODE R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		31-89417	31-42 TASK 915
		31-89418	31-42 TASK 915
		31-89617	31-42 TASK 916
		31-89618	31-42 TASK 916
		31-89619	31-42 TASK 916
		31-89620	31-42 TASK 916
		34-25101	34-11 TASK 801
		34-25102	34-11 TASK 802
		34-25103	34-11 TASK 803
		34-25201	34-11 TASK 804
		34-25202	34-11 TASK 805
		34-25203	34-11 TASK 806
		34-25601	34-21 TASK 808
		34-25603	34-21 TASK 885
		34-25800	34-21 TASK 809
		34-26101	34-21 TASK 810
		34-26102	34-21 TASK 839
		34-26103	34-21 TASK 840
		34-26201	34-21 TASK 843
		34-26202	34-21 TASK 844
		34-26203	34-21 TASK 845
		34-28801	34-21 TASK 848
		34-28810	34-21 TASK 849
		34-28813	34-21 TASK 813
		34-28816	34-21 TASK 814
		34-28824	34-21 TASK 850
		34-28827	34-21 TASK 851
		34-28830	34-21 TASK 852
		34-28835	34-21 TASK 853
		34-28838	34-21 TASK 854
		34-29101	34-21 TASK 893

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 142 52	ENG EEC MODE R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		34-29102	34-21 TASK 815
		34-29105	34-21 TASK 816
		34-29107	34-21 TASK 817
		34-29115	34-21 TASK 857
		34-29120	34-21 TASK 894
		34-29201	34-21 TASK 858
		34-29202	34-21 TASK 859
		34-29204	34-21 TASK 860
		34-29216	34-21 TASK 862
		34-29301	34-21 TASK 895
		34-29303	34-21 TASK 864
		34-29306	34-21 TASK 865
		34-29308	34-21 TASK 866
		34-29317	34-21 TASK 869
		34-29320	34-21 TASK 896
		34-30700	34-21 TASK 870
		34-30711	34-21 TASK 818
		34-30712	34-21 TASK 871
		34-30713	34-21 TASK 872
		34-30760	34-21 TASK 819
		34-31601	34-21 TASK 821
		34-32601	34-21 TASK 822
		34-32803	34-21 TASK 822
		34-33800	34-21 TASK 886
		34-34603	34-21 TASK 887
		34-35603	34-21 TASK 888
		34-36800	34-21 TASK 890
		34-38310	34-21 TASK 819
		34-38801	34-21 TASK 874
		34-38820	34-21 TASK 898
		34-39101	34-21 TASK 825

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 142 52	ENG EEC MODE R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		34-39103	34-21 TASK 826
		34-39201	34-21 TASK 871
		34-39204	34-21 TASK 876
		34-39301	34-21 TASK 879
		34-39305	34-21 TASK 880
		34-71011	34-61 TASK 905
		34-71012	34-61 TASK 906
		34-71060	34-90 TASK 801
		73-02012	73-28 TASK 802
		73-02042	73-28 TASK 808
		73-03012	73-28 TASK 809
		73-03022	73-26 TASK 802
		73-03052	73-26 TASK 806
		73-03102	73-28 TASK 811
		73-03112	73-28 TASK 815
		73-03222	73-26 TASK 834
		73-03252	73-26 TASK 846
		73-04012	73-27 TASK 802
		73-04022	73-27 TASK 802
		73-04032	73-27 TASK 802
		73-04042	73-27 TASK 802
		73-04052	73-27 TASK 802
		73-04062	73-27 TASK 802
		73-04132	73-28 TASK 830
		73-04142	73-28 TASK 830
		73-04152	73-28 TASK 830
		73-09602	73-27 TASK 809
		73-09604	73-27 TASK 809
		73-15242	73-26 TASK 838
		73-15252	73-26 TASK 840
		73-25262	73-26 TASK 842

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 142 52	ENG EEC MODE R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		73-25272	73-26 TASK 844
		73-35282	73-27 TASK 889
		73-35292	73-27 TASK 888
		73-35432	73-28 TASK 854
		73-35442	73-28 TASK 854
		73-35452	73-28 TASK 854
		73-35462	73-28 TASK 854
		73-35472	73-28 TASK 854
		73-35482	73-28 TASK 854
		73-35532	73-34 TASK 814
		73-35542	73-34 TASK 813
		73-35612	73-29 TASK 817
732 151 51	ENG FUEL VALVE L (EICAS ADVISORY)	73-13331	73-21 TASK 854
		73-23331	73-21 TASK 854
		73-33321	73-21 TASK 862
732 151 52	ENG FUEL VALVE R (EICAS ADVISORY)	73-13332	73-21 TASK 854
		73-23332	73-21 TASK 854
		73-33322	73-21 TASK 863
732 152 51	ENG FUEL VALVE L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.		
		28-14001	28-22 TASK 840
		73-13331	73-21 TASK 854
		73-23331	73-21 TASK 854
		73-33321	73-21 TASK 862
732 152 52	ENG FUEL VALVE R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.		
		28-14002	28-22 TASK 841
		73-13332	73-21 TASK 854
		73-23332	73-21 TASK 854

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 152 52	ENG FUEL VALVE R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued) 73-33322	 73-21 TASK 863
732 161 51	ENG EEC C1 L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	 23-81004 23-81005 23-81007 24-13815 73-02011 73-02041 73-03011 73-03021 73-03051 73-03101 73-03111 73-03221 73-03251 73-04011 73-04021 73-04031 73-04041 73-04051 73-04061 73-04131 73-04141 73-04151 73-05091 73-05101 73-05111 73-05141 73-13111	 23-91 TASK 804 23-91 TASK 805 23-91 TASK 807 24-61 TASK 806 73-28 TASK 801 73-28 TASK 807 73-28 TASK 809 73-26 TASK 801 73-26 TASK 805 73-28 TASK 810 73-28 TASK 814 73-26 TASK 833 73-26 TASK 845 73-27 TASK 801 73-27 TASK 801 73-27 TASK 801 73-27 TASK 801 73-27 TASK 801 73-27 TASK 801 73-28 TASK 830 73-28 TASK 830 73-28 TASK 830 73-27 TASK 832 73-27 TASK 830 73-27 TASK 828 73-28 TASK 812 73-21 TASK 842

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 161 51	ENG EEC C1 L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		73-13131	73-21 TASK 845
		73-13251	73-21 TASK 848
		73-13661	73-21 TASK 844
		73-14391	73-21 TASK 847
		73-14631	73-22 TASK 841
		73-14641	73-22 TASK 842
		73-23111	73-21 TASK 842
		73-23131	73-21 TASK 845
		73-23251	73-21 TASK 848
		73-23661	73-21 TASK 844
		73-24391	73-21 TASK 847
		73-24631	73-22 TASK 841
		73-24641	73-22 TASK 842
		73-34791	73-22 TASK 848
		73-34911	73-22 TASK 840
		73-35431	73-28 TASK 853
		73-35441	73-28 TASK 853
		73-35451	73-28 TASK 853
		73-35461	73-28 TASK 853
		73-35471	73-28 TASK 853
		73-35481	73-28 TASK 853
		75-14021	75-21 TASK 831
		75-24021	75-21 TASK 833
		75-34041	75-21 TASK 832
		76-15211	76-11 TASK 807
		76-25211	76-11 TASK 808
		76-35201	76-11 TASK 806
		77-14601	77-12 TASK 814
		77-14611	77-12 TASK 816
		77-14701	77-12 TASK 813
		77-14901	77-12 TASK 815

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 161 51	ENG EEC C1 L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		77-24601	77-12 TASK 814
		77-24611	77-12 TASK 816
		77-24701	77-12 TASK 813
		77-24901	77-12 TASK 815
		79-14551	79-21 TASK 827
732 161 52	ENG EEC C1 R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.		
		23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		23-81007	23-91 TASK 807
		24-13815	24-61 TASK 806
		73-02012	73-28 TASK 802
		73-02042	73-28 TASK 808
		73-03012	73-28 TASK 809
		73-03022	73-26 TASK 802
		73-03052	73-26 TASK 806
		73-03102	73-28 TASK 811
		73-03112	73-28 TASK 815
		73-03222	73-26 TASK 834
		73-03252	73-26 TASK 846
		73-04012	73-27 TASK 802
		73-04022	73-27 TASK 802
		73-04032	73-27 TASK 802
		73-04042	73-27 TASK 802
		73-04052	73-27 TASK 802
		73-04062	73-27 TASK 802
		73-04132	73-28 TASK 830
		73-04142	73-28 TASK 830
		73-04152	73-28 TASK 830
		73-05092	73-27 TASK 833

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 161 52	ENG EEC C1 R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		73-05102	73-27 TASK 831
		73-05112	73-27 TASK 829
		73-05142	73-28 TASK 813
		73-09504	73-27 TASK 809
		73-09702	73-27 TASK 809
		73-13112	73-21 TASK 842
		73-13132	73-21 TASK 845
		73-13252	73-21 TASK 848
		73-13662	73-21 TASK 844
		73-14392	73-21 TASK 847
		73-14632	73-22 TASK 841
		73-14642	73-22 TASK 842
		73-23112	73-21 TASK 842
		73-23132	73-21 TASK 845
		73-23252	73-21 TASK 848
		73-23662	73-21 TASK 844
		73-24392	73-21 TASK 847
		73-24632	73-22 TASK 841
		73-24642	73-22 TASK 842
		73-34792	73-22 TASK 848
		73-34912	73-22 TASK 840
		73-35432	73-28 TASK 854
		73-35442	73-28 TASK 854
		73-35452	73-28 TASK 854
		73-35462	73-28 TASK 854
		73-35472	73-28 TASK 854
		73-35482	73-28 TASK 854
		75-14022	75-21 TASK 831
		75-24022	75-21 TASK 833
		75-34042	75-21 TASK 832
		76-15212	76-11 TASK 807

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 161 52	ENG EEC C1 R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		76-25212	76-11 TASK 808
		76-35202	76-11 TASK 806
		77-14602	77-12 TASK 814
		77-14612	77-12 TASK 816
		77-14702	77-12 TASK 813
		77-14902	77-12 TASK 815
		77-24602	77-12 TASK 814
		77-24612	77-12 TASK 816
		77-24702	77-12 TASK 813
		77-24902	77-12 TASK 815
		79-14552	79-21 TASK 827
732 171 51	ENG OVERSPEED GOV L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.		
		73-14411	73-21 TASK 852
		73-24411	73-21 TASK 852
		73-33471	73-21 TASK 855
732 171 52	ENG OVERSPEED GOV R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.		
		73-14412	73-21 TASK 852
		73-24412	73-21 TASK 852
		73-33472	73-21 TASK 855
732 201 51	ENG TCMA L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.		
		31-78150	31-51 TASK 893
		31-78151	31-51 TASK 915
		31-78152	31-51 TASK 915
		31-78153	31-51 TASK 916
		31-78154	31-51 TASK 916

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 201 51	ENG TCMA L (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.	(continued)	
		31-78155	31-51 TASK 917
		31-78156	31-51 TASK 917
		73-13231	73-27 TASK 882
		73-13241	73-27 TASK 883
		73-23231	73-27 TASK 882
		73-23241	73-27 TASK 883
732 201 52	ENG TCMA R (EICAS STATUS) Before you do any task listed here, see FIM 73-98 TASK 802. **NOTE:** AIMS CAN LATCH THIS MESSAGE.		
		73-13232	73-27 TASK 882
		73-13242	73-27 TASK 883
		73-23232	73-27 TASK 882
		73-23242	73-27 TASK 883
732 481 51	Maintenance memo shows on the MAT: ENG EEC (L ENG CH A).	23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81007	23-91 TASK 807
		24-13815	24-61 TASK 806
		73-02011	73-28 TASK 801
		73-02041	73-28 TASK 807
		73-03011	73-28 TASK 809
		73-03021	73-26 TASK 801
		73-03101	73-28 TASK 810
		73-03111	73-28 TASK 814
		73-03221	73-26 TASK 833
		73-04011	73-27 TASK 801
		73-04041	73-27 TASK 801
		73-04051	73-27 TASK 801
		73-04131	73-28 TASK 830
		73-04141	73-28 TASK 830
		73-04151	73-28 TASK 830

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 481 51	Maintenance memo shows on the MAT: ENG EEC (L ENG CH A).	(continued)	
		73-13111	73-21 TASK 842
		73-33411	73-21 TASK 859
		73-33451	73-22 TASK 832
		73-33461	73-21 TASK 857
		73-35431	73-28 TASK 853
		73-35441	73-28 TASK 853
		73-35451	73-28 TASK 853
		73-35461	73-28 TASK 853
		73-35471	73-28 TASK 853
		73-35481	73-28 TASK 853
		75-14161	75-21 TASK 841
		75-14171	75-21 TASK 842
		75-14261	75-21 TASK 839
		77-14661	77-21 TASK 808
		77-14671	77-21 TASK 809
		77-14691	77-21 TASK 811
		78-15041	78-36 TASK 857
		78-15061	78-36 TASK 859
		78-34961	78-34 TASK 846
		78-35001	78-34 TASK 850
		79-34441	79-21 TASK 817
		79-34481	79-21 TASK 822
		79-34511	79-21 TASK 816
		79-34521	79-21 TASK 825
		79-34571	79-21 TASK 821
		79-34591	79-21 TASK 824
		80-33801	80-21 TASK 812
		80-33811	80-21 TASK 812
732 481 52	Maintenance memo shows on the MAT: ENG EEC (R ENG CH A).	23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		23-81007	23-91 TASK 807
		24-13815	24-61 TASK 806
		73-02012	73-28 TASK 802

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 481 52	Maintenance memo shows on the MAT: ENG EEC (R ENG CH A).	(continued)	
		73-02042	73-28 TASK 808
		73-03012	73-28 TASK 809
		73-03022	73-26 TASK 802
		73-03102	73-28 TASK 811
		73-03112	73-28 TASK 815
		73-03222	73-26 TASK 834
		73-04012	73-27 TASK 802
		73-04042	73-27 TASK 802
		73-04052	73-27 TASK 802
		73-04132	73-28 TASK 830
		73-04142	73-28 TASK 830
		73-04152	73-28 TASK 830
		73-13112	73-21 TASK 842
		73-33412	73-21 TASK 859
		73-33452	73-22 TASK 832
		73-33462	73-21 TASK 857
		73-35432	73-28 TASK 854
		73-35442	73-28 TASK 854
		73-35452	73-28 TASK 854
		73-35462	73-28 TASK 854
		73-35472	73-28 TASK 854
		73-35482	73-28 TASK 854
		75-14162	75-21 TASK 841
		75-14172	75-21 TASK 842
		75-14262	75-21 TASK 839
		77-14662	77-21 TASK 808
		77-14672	77-21 TASK 809
		77-14692	77-21 TASK 811
		78-15042	78-36 TASK 858
		78-15062	78-36 TASK 860
		78-34962	78-34 TASK 847
		78-35002	78-34 TASK 851
		79-34442	79-21 TASK 817
		79-34482	79-21 TASK 822

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 481 52	Maintenance memo shows on the MAT: ENG EEC (R ENG CH A).	(continued)	
		79-34512	79-21 TASK 816
		79-34522	79-21 TASK 825
		79-34572	79-21 TASK 821
		79-34592	79-21 TASK 824
		80-33802	80-21 TASK 812
		80-33812	80-21 TASK 812
732 483 51	Maintenance memo shows on the MAT: ENG EEC (L ENG CH B).	23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81007	23-91 TASK 807
		24-13815	24-61 TASK 806
		73-02011	73-28 TASK 801
		73-02041	73-28 TASK 807
		73-03011	73-28 TASK 809
		73-03051	73-26 TASK 805
		73-03101	73-28 TASK 810
		73-03111	73-28 TASK 814
		73-03251	73-26 TASK 845
		73-04021	73-27 TASK 801
		73-04031	73-27 TASK 801
		73-04061	73-27 TASK 801
		73-04131	73-28 TASK 830
		73-04141	73-28 TASK 830
		73-04151	73-28 TASK 830
		73-23111	73-21 TASK 842
		73-33411	73-21 TASK 859
		73-33451	73-22 TASK 832
		73-33461	73-21 TASK 857
		73-35431	73-28 TASK 853
		73-35441	73-28 TASK 853
		73-35451	73-28 TASK 853
		73-35461	73-28 TASK 853
		73-35471	73-28 TASK 853
		73-35481	73-28 TASK 853

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 483 51	Maintenance memo shows on the MAT: ENG EEC (L ENG CH B).	(continued)	
		75-24261	75-21 TASK 839
		75-24361	75-21 TASK 850
		77-24661	77-21 TASK 808
		77-24681	77-21 TASK 810
		77-24691	77-21 TASK 811
		78-25041	78-36 TASK 861
		78-25061	78-36 TASK 863
		78-34961	78-34 TASK 846
		78-35001	78-34 TASK 850
		79-34441	79-21 TASK 817
		79-34481	79-21 TASK 822
		79-34511	79-21 TASK 816
		79-34521	79-21 TASK 825
		79-34571	79-21 TASK 821
		79-34591	79-21 TASK 824
		80-33801	80-21 TASK 812
		80-33811	80-21 TASK 812
732 483 52	Maintenance memo shows on the MAT: ENG EEC (R ENG CH B).	23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		23-81007	23-91 TASK 807
		24-13815	24-61 TASK 806
		73-02012	73-28 TASK 802
		73-02042	73-28 TASK 808
		73-03012	73-28 TASK 809
		73-03052	73-26 TASK 806
		73-03102	73-28 TASK 811
		73-03112	73-28 TASK 815
		73-03252	73-26 TASK 846
		73-04022	73-27 TASK 802
		73-04032	73-27 TASK 802
		73-04062	73-27 TASK 802
		73-04132	73-28 TASK 830
		73-04142	73-28 TASK 830

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
732 483 52	Maintenance memo shows on the MAT: ENG EEC (R ENG CH B).	(continued)	
		73-04152	73-28 TASK 830
		73-23112	73-21 TASK 842
		73-33412	73-21 TASK 859
		73-33452	73-22 TASK 832
		73-33462	73-21 TASK 857
		73-35432	73-28 TASK 854
		73-35442	73-28 TASK 854
		73-35452	73-28 TASK 854
		73-35462	73-28 TASK 854
		73-35472	73-28 TASK 854
		73-35482	73-28 TASK 854
		75-24262	75-21 TASK 839
		75-24362	75-21 TASK 850
		77-24662	77-21 TASK 808
		77-24682	77-21 TASK 810
		77-24692	77-21 TASK 811
		78-25042	78-36 TASK 862
		78-25062	78-36 TASK 864
		78-34962	78-34 TASK 847
		78-35002	78-34 TASK 851
		79-34442	79-21 TASK 817
		79-34482	79-21 TASK 822
		79-34512	79-21 TASK 816
		79-34522	79-21 TASK 825
		79-34572	79-21 TASK 821
		79-34592	79-21 TASK 824
		80-33802	80-21 TASK 812
		80-33812	80-21 TASK 812
733 301 51	Fuel flow indication (engine): blank - left engine.	23-81004	23-91 TASK 804
		23-81005	23-91 TASK 805
		23-81007	23-91 TASK 807
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
733 301 51	Fuel flow indication (engine): blank - left engine.	(continued)	
		31-52121	31-41 TASK 821
		31-52122	31-41 TASK 822
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56121	31-41 TASK 848
		31-56122	31-41 TASK 849
		31-58013	31-43 TASK 872
		31-58014	31-43 TASK 873
		31-58121	31-41 TASK 856
		31-58122	31-41 TASK 857
		31-69401	31-42 TASK 825
		31-69402	31-42 TASK 825
		31-69469	31-42 TASK 850
		31-69470	31-42 TASK 850
		31-69471	31-42 TASK 850
		31-69472	31-42 TASK 850
		31-69501	31-42 TASK 852
		31-69502	31-42 TASK 852
		31-69569	31-42 TASK 856
		31-69570	31-42 TASK 856
		31-69573	31-42 TASK 856
		31-69574	31-42 TASK 856
		31-69701	31-42 TASK 879
		31-69702	31-42 TASK 879
		31-69771	31-42 TASK 880
		31-69772	31-42 TASK 880
		31-69773	31-42 TASK 880
		31-69774	31-42 TASK 880
		73-08801	73-27 TASK 805
		73-08803	73-27 TASK 810
		73-08805	73-27 TASK 810
		73-08807	73-27 TASK 810
		73-08841	73-27 TASK 806
		73-08843	73-27 TASK 806

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
733 301 51	Fuel flow indication (engine): blank - left engine.	(continued)	
		73-08851	73-27 TASK 806
		73-08855	73-27 TASK 806
		73-08873	73-27 TASK 806
		73-08875	73-27 TASK 806
		73-09401	73-27 TASK 808
		73-09403	73-27 TASK 808
		73-09501	73-27 TASK 808
		73-09505	73-27 TASK 808
		73-09703	73-27 TASK 808
		73-09705	73-27 TASK 808
		73-13111	73-21 TASK 842
		73-23111	73-21 TASK 842
		73-33451	73-22 TASK 832
733 301 52	Fuel flow indication (engine): blank - right engine.	23-81005	23-91 TASK 805
		23-81006	23-91 TASK 806
		23-81007	23-91 TASK 807
		31-52013	31-43 TASK 866
		31-52014	31-43 TASK 867
		31-52121	31-41 TASK 821
		31-52122	31-41 TASK 822
		31-54013	31-43 TASK 868
		31-54014	31-43 TASK 869
		31-54121	31-41 TASK 838
		31-54122	31-41 TASK 839
		31-56013	31-43 TASK 870
		31-56014	31-43 TASK 871
		31-56121	31-41 TASK 848
		31-56122	31-41 TASK 849
		31-69501	31-42 TASK 852
		31-69502	31-42 TASK 852
		31-69577	31-42 TASK 856
		31-69578	31-42 TASK 856
		31-69579	31-42 TASK 856

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
733 301 52	Fuel flow indication (engine): blank - right engine.	(continued)	
		31-69580	31-42 TASK 856
		31-69601	31-42 TASK 857
		31-69602	31-42 TASK 857
		31-69675	31-42 TASK 877
		31-69676	31-42 TASK 877
		31-69677	31-42 TASK 877
		31-69678	31-42 TASK 877
		31-69701	31-42 TASK 879
		31-69702	31-42 TASK 879
		31-69775	31-42 TASK 880
		31-69776	31-42 TASK 880
		31-69779	31-42 TASK 880
		31-69780	31-42 TASK 880
		73-08802	73-27 TASK 805
		73-08804	73-27 TASK 810
		73-08806	73-27 TASK 810
		73-08808	73-27 TASK 810
		73-08854	73-27 TASK 807
		73-08856	73-27 TASK 807
		73-08862	73-27 TASK 807
		73-08864	73-27 TASK 807
		73-08872	73-27 TASK 807
		73-08876	73-27 TASK 807
		73-09504	73-27 TASK 809
		73-09506	73-27 TASK 809
		73-09602	73-27 TASK 809
		73-09604	73-27 TASK 809
		73-09702	73-27 TASK 809
		73-09706	73-27 TASK 809
		73-13112	73-21 TASK 842
		73-23112	73-21 TASK 842
		73-33452	73-22 TASK 832
733 613 51	Fuel flow indication: high or low with all other engine parameters normal - left engine.		73-34 TASK 811

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FAULT CODE	FAULT DESCRIPTION	MAINT MSG	GO TO FIM TASK
733 613 52	Fuel flow indication: high or low with all other engine parameters normal - right engine.		73-34 TASK 811

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-00001	Electronic Engine Control (L Eng) is not powered.	73-29 TASK 801
73-00002	Electronic Engine Control (R Eng) is not powered.	73-29 TASK 801
73-02011*	Eng Data Interface Unit (EDIU)(L Eng) standby power is not available.	73-28 TASK 801
73-02012*	Eng Data Interface Unit (EDIU)(R Eng) standby power is not available.	73-28 TASK 802
73-02021	Eng Data Interface Unit (EDIU)(L Eng) main power is not available.	73-28 TASK 803
73-02022	Eng Data Interface Unit (EDIU)(R Eng) main power is not available.	73-28 TASK 804
73-02031	Eng Data Interface Unit (EDIU)(L Eng) main power is not available.	73-28 TASK 805
73-02032	Eng Data Interface Unit (EDIU)(R Eng) main power is not available.	73-28 TASK 806
73-02041*	Eng Data Interface Unit (EDIU)(L Eng) standby power is not available.	73-28 TASK 807
73-02042*	Eng Data Interface Unit (EDIU)(R Eng) standby power is not available.	73-28 TASK 808
73-03011*	Eng Data Interface Unit (EDIU)(L Eng) has an internal fault.	73-28 TASK 809
73-03012*	Eng Data Interface Unit (EDIU)(R Eng) has an internal fault.	73-28 TASK 809
73-03021*	Eng Data Interface Unit (EDIU)(L Eng, Ch A) has no output on ARINC 429 Bus #1 to EEC Ch A.	73-26 TASK 801
73-03022*	Eng Data Interface Unit (EDIU)(R Eng, Ch A) has no output on ARINC 429 Bus #1 to EEC Ch A.	73-26 TASK 802
73-03031	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Eng Data Interface Unit (EDIU)(L Eng, Ch A) has no input from Electronic Engine Control (L Eng,Ch A) on ARINC 429 Bus #1. **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Eng Data Interface Unit (EDIU)(L Eng, Ch A) has no input from Electronic Engine Control (L Eng,ch A) on ARINC 429 Bus #1.	73-26 TASK 803

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-03032	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Eng Data Interface Unit (EDIU)(R Eng, Ch A) has no input from Electronic Engine Control (R Eng,Ch A) on ARINC 429 Bus #1. **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Eng Data Interface Unit (EDIU)(R Eng, Ch A) has no input from Electronic Engine Control (R Eng,ch A) on ARINC 429 Bus #1.	73-26 TASK 804
73-03051*	Eng Data Interface Unit (EDIU)(L Eng, Ch A) has no output on ARINC 429 Bus #2 to EEC Ch B.	73-26 TASK 805
73-03052*	Eng Data Interface Unit (EDIU)(R Eng, Ch A) has no output on ARINC 429 Bus #2 to EEC Ch B.	73-26 TASK 806
73-03061	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Eng Data Interface Unit (EDIU)(L Eng, Ch A) has no input from Electronic Engine Control (L Eng,Ch B) on ARINC 429 Bus #2. **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Eng Data Interface Unit (EDIU)(L Eng, Ch A) has no input from Electronic Engine Control (L Eng,ch B) on ARINC 429 Bus #2.	73-26 TASK 807
73-03062	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Eng Data Interface Unit (EDIU)(R Eng, Ch A) has no input from Electronic Engine Control (R Eng,Ch B) on ARINC 429 Bus #2. **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Eng Data Interface Unit (EDIU)(R Eng, Ch A) has no input from Electronic Engine Control (R Eng,ch B) on ARINC 429 Bus #2.	73-26 TASK 808
73-03081	Eng Data Interface Unit (EDIU)(L Eng, Ch A) has invalid input from Electronic Engine Control (L Eng, Ch A) on ARINC 429 Bus #1.	73-26 TASK 809
73-03082	Eng Data Interface Unit (EDIU)(R Eng, Ch A) has invalid input from Electronic Engine Control (R Eng, Ch A) on ARINC 429 Bus #1.	73-26 TASK 810

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-03091	Eng Data Interface Unit (EDIU)(L Eng, Ch A) has invalid input from Electronic Engine Control (L Eng, Ch B) on ARINC 429 Bus #2.	73-26 TASK 811
73-03092	Eng Data Interface Unit (EDIU)(R Eng, Ch A) has invalid input from Electronic Engine Control (R Eng, Ch B) on ARINC 429 Bus #2.	73-26 TASK 812
73-03101*	Eng Data Interface Unit (EDIU)(L Eng) has incorrect software configuration.	73-28 TASK 810
73-03102*	Eng Data Interface Unit (EDIU)(R Eng) has incorrect software configuration.	73-28 TASK 811
73-03111*	Eng Data Interface Unit (EDIU)(L Eng) program pins are incorrect.	73-28 TASK 814
73-03112*	Eng Data Interface Unit (EDIU)(R Eng) program pins are incorrect.	73-28 TASK 815
73-03121	Eng Data Interface Unit (EDIU)(L Eng) analog discretes do not agree between channels.	73-28 TASK 816
73-03122	Eng Data Interface Unit (EDIU)(R Eng) analog discretes do not agree between channels.	73-28 TASK 817
73-03131	Fuel Control Switch (Left) signal from ELMS P110 - Power Management Panel - (left) and Electronic Engine Control (EEC) (L Eng) do not agree.	73-28 TASK 831
73-03132	Fuel Control Switch (Right) signal from ELMS P210 - Power Management Panel - (right) and Electronic Engine Control (EEC) (R Eng) do not agree.	73-28 TASK 837
73-03221*	Eng Data Interface Unit (EDIU)(L Eng, Ch B) has no output on ARINC 429 Bus #2 to EEC Ch A.	73-26 TASK 833
73-03222*	Eng Data Interface Unit (EDIU)(R Eng, Ch B) has no output on ARINC 429 Bus #2 to EEC Ch A.	73-26 TASK 834
73-03231	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Eng Data Interface Unit (EDIU)(L Eng, Ch B) has no input from Electronic Engine Control (L Eng,Ch A) on ARINC 429 Bus #2. **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Eng Data Interface Unit (EDIU)(L Eng, Ch B) has no input from Electronic Engine Control (L Eng,ch A) on ARINC 429 Bus #2.	73-26 TASK 835

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-03232	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Eng Data Interface Unit (EDIU)(R Eng, Ch B) has no input from Electronic Engine Control (R Eng,Ch A) on ARINC 429 Bus #2. **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Eng Data Interface Unit (EDIU)(R Eng, Ch B) has no input from Electronic Engine Control (R Eng,ch A) on ARINC 429 Bus #2.	73-26 TASK 836
73-03251*	Eng Data Interface Unit (EDIU)(L Eng, Ch B) has no output on ARINC 429 Bus #1 to EEC Ch B.	73-26 TASK 845
73-03252*	Eng Data Interface Unit (EDIU)(R Eng, Ch B) has no output on ARINC 429 Bus #1 to EEC Ch B.	73-26 TASK 846
73-03261	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Eng Data Interface Unit (EDIU)(L Eng, Ch B) has no input from Electronic Engine Control (L Eng,Ch B) on ARINC 429 Bus #1. **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Eng Data Interface Unit (EDIU)(L Eng, Ch B) has no input from Electronic Engine Control (L Eng,ch B) on ARINC 429 Bus #1.	73-26 TASK 847
73-03262	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Eng Data Interface Unit (EDIU)(R Eng, Ch B) has no input from Electronic Engine Control (R Eng,Ch B) on ARINC 429 Bus #1. **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Eng Data Interface Unit (EDIU)(R Eng, Ch B) has no input from Electronic Engine Control (R Eng,ch B) on ARINC 429 Bus #1.	73-26 TASK 848
73-03281	Eng Data Interface Unit (EDIU)(L Eng, Ch B) has invalid input from Electronic Engine Control (L Eng, Ch A) on ARINC 429 Bus #2.	73-26 TASK 849
73-03282	Eng Data Interface Unit (EDIU)(R Eng, Ch B) has invalid input from Electronic Engine Control (R Eng, Ch A) on ARINC 429 Bus #2.	73-26 TASK 850

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-03291	Eng Data Interface Unit (EDIU)(L Eng, Ch B) has invalid input from Electronic Engine Control (L Eng, Ch B) on ARINC 429 Bus #1.	73-26 TASK 851
73-03292	Eng Data Interface Unit (EDIU)(R Eng, Ch B) has invalid input from Electronic Engine Control (R Eng, Ch B) on ARINC 429 Bus #1.	73-26 TASK 852
73-04011*	Engine Data Interface Unit (L Eng,ch A) is not connected correctly to Systems ARINC 629 Bus (left).	73-27 TASK 801
73-04012*	Engine Data Interface Unit (R Eng,ch A) is not connected correctly to Systems ARINC 629 Bus (right).	73-27 TASK 802
73-04021*	Engine Data Interface Unit (L Eng,ch A) is not connected correctly to Systems ARINC 629 Bus (center 1).	73-27 TASK 801
73-04022*	Engine Data Interface Unit (R Eng,ch A) is not connected correctly to Systems ARINC 629 Bus (center 2).	73-27 TASK 802
73-04031*	Engine Data Interface Unit (L Eng,ch B) is not connected correctly to Systems ARINC 629 Bus (left).	73-27 TASK 801
73-04032*	Engine Data Interface Unit (R Eng,ch B) is not connected correctly to Systems ARINC 629 Bus (right).	73-27 TASK 802
73-04041*	Engine Data Interface Unit (L Eng,ch B) is not connected correctly to Systems ARINC 629 Bus (center 2).	73-27 TASK 801
73-04042*	Engine Data Interface Unit (R Eng,ch B) is not connected correctly to Systems ARINC 629 Bus (center 1).	73-27 TASK 802
73-04051*	Engine Data Interface Unit (L Eng,ch C) is not connected correctly to Systems ARINC 629 Bus (center 1).	73-27 TASK 801
73-04052*	Engine Data Interface Unit (R Eng,ch C) is not connected correctly to Systems ARINC 629 Bus (center 2).	73-27 TASK 802
73-04061*	Engine Data Interface Unit (L Eng,ch C) is not connected correctly to Systems ARINC 629 Bus (center 2).	73-27 TASK 801
73-04062*	Engine Data Interface Unit (R Eng,ch C) is not connected correctly to Systems ARINC 629 Bus (center 1).	73-27 TASK 802
73-04091	Eng Data Interface Unit (EDIU)(L Eng) has an ARINC 629 fault.	73-27 TASK 803
73-04092	Eng Data Interface Unit (EDIU)(R Eng) has an ARINC 629 fault.	73-27 TASK 804
73-04101	Eng Data Interface Unit (EDIU)(L Eng) has an ARINC 629 fault.	73-27 TASK 803
73-04102	Eng Data Interface Unit (EDIU)(R Eng) has an ARINC 629 fault.	73-27 TASK 804
73-04131*	Engine Data Interface Unit (L Eng,ch A) has incorrect software configuration.	73-28 TASK 830
73-04132*	Engine Data Interface Unit (R Eng,ch A) has incorrect software configuration.	73-28 TASK 830

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-04141*	Engine Data Interface Unit (L Eng,ch B) has incorrect software configuration.	73-28 TASK 830
73-04142*	Engine Data Interface Unit (R Eng,ch B) has incorrect software configuration.	73-28 TASK 830
73-04151*	Engine Data Interface Unit (L Eng,ch C) has incorrect software configuration.	73-28 TASK 830
73-04152*	Engine Data Interface Unit (R Eng,ch C) has incorrect software configuration.	73-28 TASK 830
73-04201	Eng Data Interface Unit (EDIU)(L Eng) has an ARINC 629 fault.	73-27 TASK 803
73-04202	Eng Data Interface Unit (EDIU)(R Eng) has an ARINC 629 fault.	73-27 TASK 804
73-04291	Eng Data Interface Unit (EDIU)(L Eng) has an ARINC 629 fault.	73-27 TASK 803
73-04292	Eng Data Interface Unit (EDIU)(R Eng) has an ARINC 629 fault.	73-27 TASK 804
73-04301	Eng Data Interface Unit (EDIU)(L Eng) has an ARINC 629 fault.	73-27 TASK 803
73-04302	Eng Data Interface Unit (EDIU)(R Eng) has an ARINC 629 fault.	73-27 TASK 804
73-04391	Eng Data Interface Unit (EDIU)(L Eng) has an ARINC 629 fault.	73-27 TASK 803
73-04392	Eng Data Interface Unit (EDIU)(R Eng) has an ARINC 629 fault.	73-27 TASK 804
73-05051	Eng Data Interface Unit (EDIU)(L Eng) ARINC 629 input data is invalid.	73-27 TASK 869
73-05052	Eng Data Interface Unit (EDIU)(R Eng) ARINC 629 input data is invalid.	73-27 TASK 869
73-05091*	System ARINC 629 Bus (left) is not available.	73-27 TASK 832
73-05092*	Systems ARINC 629 Bus (right) is not available.	73-27 TASK 833
73-05101*	System ARINC 629 Bus (center 1) is not available.	73-27 TASK 830
73-05102*	System ARINC 629 Bus (center 1) is not available.	73-27 TASK 831
73-05111*	System ARINC 629 Bus (center 2) is not available.	73-27 TASK 828
73-05112*	System ARINC 629 Bus (center 2) is not available.	73-27 TASK 829
73-05141*	Engine Data Interface Unit (EDIU)(L Eng) data is being transmitted by either EDIU (L) or other LRU.	73-28 TASK 812
73-05142*	Engine Data Interface Unit (EDIU)(R Eng) data is being transmitted by either EDIU (R) or other LRU.	73-28 TASK 813
73-07011	Air Data Inertial Reference Unit Total pressure signal is invalid.	73-34 TASK 801
73-07012	Air Data Inertial Reference Unit Total pressure signal is invalid.	73-34 TASK 801
73-07021	Secondary Attitude Air Data Reference Unit Total pressure signals is invalid.	73-34 TASK 802

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-07022	Secondary Attitude Air Data Reference Unit Total pressure signals is invalid.	73-34 TASK 802
73-07041	Air Data Inertial Reference Unit Ambient pressure signals are invalid.	73-34 TASK 803
73-07042	Air Data Inertial Reference Unit Ambient pressure signals are invalid.	73-34 TASK 803
73-07051	Secondary Attitude Air Data Reference Unit Ambient pressure signals are invalid.	73-34 TASK 804
73-07052	Secondary Attitude Air Data Reference Unit Ambient pressure signals are invalid.	73-34 TASK 804
73-07071	Air Data Inertial Reference Unit Total Air Temperature signals is invalid.	73-34 TASK 805
73-07072	Air Data Inertial Reference Unit Total Air Temperature signals is invalid.	73-34 TASK 805
73-07081	Secondary Attitude Air Data Reference Unit Total Air Temperature signals is invalid.	73-34 TASK 806
73-07082	Secondary Attitude Air Data Reference Unit Total Air Temperature signals is invalid.	73-34 TASK 806
73-07091	Engine, Left Total Air Temperature signal does not agree with Total Air Temperature signal from Engine, Right and ADIRU (or SAARU).	73-28 TASK 836
73-07092	Engine, Left Total Air Temperature signal does not agree with Total Air Temperature signal from Engine, Right and ADIRU (or SAARU).	73-28 TASK 836
73-07121	TAC switch signal is invalid to Eng Data Interface Unit (EDIU) (L Eng).	73-28 TASK 835
73-07122	TAC switch signal is invalid to Eng Data Interface Unit (EDIU)(R Eng).	73-28 TASK 835
73-08025	Electronic Engine Control (FADEC) (L Eng) digital N1 speed signal is invalid.	73-27 TASK 870
73-08026	Electronic Engine Control (FADEC) (R Eng) digital N1 speed signal is invalid.	73-27 TASK 870
73-08031	Engine configuration from Engine Data Interface Unit (EDIU) (L Eng) and Electronic Engine Control (L Eng) do not agree.	73-28 TASK 845
73-08032	Engine configuration from Engine Data Interface Unit (EDIU) (R Eng) and Electronic Engine Control (R Eng) do not agree.	73-28 TASK 846
73-08045	Analog N1 speed signal from N1 Speed Sensor (L Eng) to Engine Data Interface Unit (EDIU)(L Eng ch A) is out of range.	73-27 TASK 873
73-08046	Analog N1 speed signal from N1 Speed Sensor (R Eng) to Engine Data Interface Unit (EDIU)(R Eng ch A) is out of range.	73-27 TASK 874

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-08055	N1 Speed Sensor (L Eng) analog N1 speed signal to Engine Data Interface Unit (EDIU)(L Eng ch A) does not agree with digital N1 speed signal from Electronic Engine Control (FADEC)(L Eng).	73-27 TASK 875
73-08056	N1 Speed Sensor (R Eng) analog N1 speed signal to Engine Data Interface Unit (EDIU)(R Eng ch A) does not agree with digital N1 speed signal from Electronic Engine Control (FADEC)(R Eng).	73-27 TASK 876
73-08061	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (EDIU)(L Eng) Signals disagrees with Signals from the left engine. **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (EDIU)(L Eng) signals disagrees with signals from the left engine.	73-28 TASK 834
73-08062	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (EDIU)(R Eng) Signals disagrees with Signals from the right engine. **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (EDIU)(R Eng) signals disagrees with signals from the right engine.	73-28 TASK 834
73-08071	Engine Data Interface Unit (EDIU)(L Eng) N1 signal is incompatible with windmilling condition.	73-28 TASK 841
73-08072	Engine Data Interface Unit (EDIU)(R Eng) N1 signal is incompatible with windmilling condition.	73-28 TASK 841
73-08081	Analog N1 speed signal to Engine Data Interface Unit (EDIU)(L Eng ch A) has exceeded rate limit.	73-27 TASK 827
73-08082	Analog N1 speed signal to Engine Data Interface Unit (EDIU)(R Eng ch A) has exceeded rate limit.	73-27 TASK 827
73-08091	Engine Data Interface Unit (EDIU)(L Eng) computed N1 signal does not agree with N1 speed signal from the left engine.	73-28 TASK 855
73-08092	Engine Data Interface Unit (EDIU)(R Eng) computed N1 signal does not agree with N1 speed signal from the right engine.	73-28 TASK 855

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-08105	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Left Engine N1 is more than N1 command from Electronic Engine Control (FADEC) (L Eng). **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Left engine N1 is more than N1 command from Electronic Engine Control (FADEC) (L Eng).	73-27 TASK 871
73-08106	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Right Engine N1 is more than N1 command from Electronic Engine Control (FADEC) (R Eng). **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Right engine N1 is more than N1 command from Electronic Engine Control (FADEC) (R Eng).	73-27 TASK 871
73-08111	Engine Data Interface Unit (EDIU)(L Eng) has an out of range analog N1 speed input signal from N1 Speed Sensor (L Eng).	73-28 TASK 856
73-08112	Engine Data Interface Unit (EDIU)(R Eng) has an out of range analog N1 speed input signal from N1 Speed Sensor (R Eng).	73-28 TASK 856
73-08122	Electronic Engine Control (EEC)(R Eng) burner pressure signal is invalid.	73-98 TASK 801
73-08125	Electronic Engine Control (FADEC)(L Eng) burner pressure signal is invalid.	73-28 TASK 844
73-08126	Electronic Engine Control (FADEC)(R Eng) burner pressure signal is invalid.	73-28 TASK 844
73-08245	Analog N1 speed signal from Electronic Engine Controller (EEC) (L Eng) to Engine Data Interface Unit (EDIU)(L Eng ch B) is out of range.	73-27 TASK 873
73-08246	Analog N1 speed signal from N1 Speed Sensor (R Eng) to Engine Data Interface Unit (EDIU)(R Eng ch B) is out of range.	73-27 TASK 874
73-08255	N1 Speed Sensor (L Eng) analog N1 speed signal to Engine Data Interface Unit (EDIU)(L Eng ch B) does not agree with digital N1 speed signal from Electronic Engine Control (FADEC)(L Eng).	73-27 TASK 875
73-08256	N1 Speed Sensor (R Eng) analog N1 speed signal to Engine Data Interface Unit (EDIU)(R Eng ch B) does not agree with digital N1 speed signal from Electronic Engine Control (FADEC)(R Eng).	73-27 TASK 876
73-08281	Analog N1 speed signal to Engine Data Interface Unit (EDIU)(L Eng ch B) has exceeded rate limit.	73-27 TASK 827

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-08282	Analog N1 speed signal to Engine Data Interface Unit (EDIU)(R Eng ch B) has exceeded rate limit.	73-27 TASK 827
73-08311	N1 rate to Engine Data Interface Unit (EDIU)(L Eng) does not agree with burner pressure rate from the left engine.	73-98 TASK 801
73-08312	N1 rate to Engine Data Interface Unit (EDIU)(R Eng) does not agree with burner pressure rate from the right engine.	73-98 TASK 801
73-08445	Analog N1 speed signal from N1 Speed Sensor (L Eng) to Engine Data Interface Unit (EDIU)(L Eng ch C) is out of range.	73-27 TASK 873
73-08446	Analog N1 speed signal from N1 Speed Sensor (R Eng) to Engine Data Interface Unit (EDIU)(R Eng ch C) is out of range.	73-27 TASK 874
73-08455	N1 Speed Sensor (L Eng) analog N1 speed signal to Engine Data Interface Unit (EDIU)(L Eng ch C) does not agree with digital N1 speed signal from Electronic Engine Control (FADEC)(L Eng).	73-27 TASK 875
73-08456	N1 Speed Sensor (R Eng) analog N1 speed signal to Engine Data Interface Unit (EDIU)(R Eng ch C) does not agree with digital N1 speed signal from Electronic Engine Control (FADEC)(R Eng).	73-27 TASK 876
73-08481	Analog N1 speed signal to Engine Data Interface Unit (EDIU)(L Eng ch C) has exceeded rate limit.	73-27 TASK 827
73-08482	Analog N1 speed signal to Engine Data Interface Unit (EDIU)(R Eng ch C) has exceeded rate limit.	73-27 TASK 827
73-08645	Analog N1 speed signals from N1 Speed Sensor (L Eng) to Engine Data Interface Unit (EDIU)(L Eng) are out of range.	73-27 TASK 873
73-08646	Analog N1 speed signals from N1 Speed Sensor (R Eng) to Engine Data Interface Unit (EDIU)(R Eng) are out of range.	73-27 TASK 874
73-08651	Engine Data Interface Unit (EDIU)(L Eng) analog N1 signals do not agree with digital N1 signal from the left engine.	73-98 TASK 801
73-08652	Engine Data Interface Unit (EDIU)(R Eng) analog N1 signals do not agree with digital N1 signal from the right engine.	73-98 TASK 801
73-08681	Engine Data Interface Unit (EDIU)(L Eng) analog N1 signals have exceeded rate limit.	73-27 TASK 872
73-08682	Engine Data Interface Unit (EDIU)(R Eng) analog N1 signals have exceeded rate limit.	73-27 TASK 872
73-08801	Engine Data Interface Unit (EDIU)(L Eng) has no output on any bus.	73-27 TASK 805
73-08802	Engine Data Interface Unit (EDIU)(R Eng) has no output on any bus.	73-27 TASK 805
73-08803	Engine Data Interface Unit (L Eng,ch A) has no output on any bus.	73-27 TASK 810

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-08804	Engine Data Interface Unit (R Eng,ch A) has no output on any bus.	73-27 TASK 810
73-08805	Engine Data Interface Unit (L Eng,ch B) has no output on any bus.	73-27 TASK 810
73-08806	Engine Data Interface Unit (R Eng,ch B) has no output on any bus.	73-27 TASK 810
73-08807	Engine Data Interface Unit (L Eng,ch C) has no output on any bus.	73-27 TASK 810
73-08808	Engine Data Interface Unit (R Eng,ch C) has no output on any bus.	73-27 TASK 810
73-08841	Engine Data Interface Unit (L Eng,ch A) has no output on System ARINC 629 Bus (left).	73-27 TASK 806
73-08843	Engine Data Interface Unit (L Eng,ch B) has no output on System ARINC 629 Bus (left).	73-27 TASK 806
73-08851	Engine Data Interface Unit (L Eng,ch A) has no output on System ARINC 629 Bus (center 1).	73-27 TASK 806
73-08854	Engine Data Interface Unit (R Eng,ch B) has no output on System ARINC 629 Bus (center 1).	73-27 TASK 807
73-08855	Engine Data Interface Unit (L Eng,ch C) has no output on System ARINC 629 Bus (center 1).	73-27 TASK 806
73-08856	Engine Data Interface Unit (R Eng,ch C) has no output on System ARINC 629 Bus (center 1).	73-27 TASK 807
73-08862	Engine Data Interface Unit (R Eng,ch A) has no output on System ARINC 629 Bus (right).	73-27 TASK 807
73-08864	Engine Data Interface Unit (R Eng,ch B) has no output on System ARINC 629 Bus (right).	73-27 TASK 807
73-08872	Engine Data Interface Unit (R Eng,ch A) has no output on System ARINC 629 Bus (center 2).	73-27 TASK 807
73-08873	Engine Data Interface Unit (L Eng,ch B) has no output on System ARINC 629 Bus (center 2).	73-27 TASK 806
73-08875	Engine Data Interface Unit (L Eng,ch C) has no output on System ARINC 629 Bus (center 2).	73-27 TASK 806
73-08876	Engine Data Interface Unit (R Eng,ch C) has no output on System ARINC 629 Bus (center 2).	73-27 TASK 807

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-09401*	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch A) has no input from any LRU on System ARINC 629 Bus (left). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch A) has no input from Any LRU on System ARINC 629 Bus (left).	73-27 TASK 808
73-09403*	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch B) has no input from any LRU on System ARINC 629 Bus (left). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch B) has no input from Any LRU on System ARINC 629 Bus (left).	73-27 TASK 808
73-09411	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch A) has no input from Left AIMS on System ARINC 629 Bus (left). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch A) has no input from Left AIMS on System ARINC 629 Bus (left).	73-27 TASK 868
73-09413	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch B) has no input from Left AIMS on System ARINC 629 Bus (left). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch B) has no input from Left AIMS on System ARINC 629 Bus (left).	73-27 TASK 867
73-09415	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch A) has no input from Right AIMS on System ARINC 629 Bus (left). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch A) has no input from Right AIMS on System ARINC 629 Bus (left).	73-27 TASK 866

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-09417	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch B) has no input from Right AIMS on System ARINC 629 Bus (left). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch B) has no input from Right AIMS on System ARINC 629 Bus (left).	73-27 TASK 865
73-09501	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch A) has no input from any LRU on System ARINC 629 Bus (center 1). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch A) has no input from Any LRU on System ARINC 629 Bus (center 1).	73-27 TASK 808
73-09504*	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch B) has no input from any LRU on System ARINC 629 Bus (center 1). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch B) has no input from Any LRU on System ARINC 629 Bus (center 1).	73-27 TASK 809
73-09505	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch C) has no input from any LRU on System ARINC 629 Bus (center 1). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch C) has no input from Any LRU on System ARINC 629 Bus (center 1).	73-27 TASK 808
73-09506*	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch C) has no input from any LRU on System ARINC 629 Bus (center 1). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch C) has no input from Any LRU on System ARINC 629 Bus (center 1).	73-27 TASK 809

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-09512	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch C) has no input from Left AIMS on System ARINC 629 Bus (center 1). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch C) has no input from Left AIMS on System ARINC 629 Bus (center 1).	73-27 TASK 864
73-09514	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch C) has no input from Right AIMS on System ARINC 629 Bus (center 1). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch C) has no input from Right AIMS on System ARINC 629 Bus (center 1).	73-27 TASK 863
73-09521	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch A) has no input from Left AIMS on System ARINC 629 Bus (center 1). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch A) has no input from Left AIMS on System ARINC 629 Bus (center 1).	73-27 TASK 862
73-09522	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch B) has no input from Left AIMS on System ARINC 629 Bus (center 1). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch B) has no input from Left AIMS on System ARINC 629 Bus (center 1).	73-27 TASK 861
73-09523	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch C) has no input from Left AIMS on System ARINC 629 Bus (center 1). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch C) has no input from Left AIMS on System ARINC 629 Bus (center 1).	73-27 TASK 860

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-09525	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch A) has no input from Right AIMS on System ARINC 629 Bus (center 1). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch A) has no input from Right AIMS on System ARINC 629 Bus (center 1).	73-27 TASK 859
73-09526	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch B) has no input from Right AIMS on System ARINC 629 Bus (center 1). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch B) has no input from Right AIMS on System ARINC 629 Bus (center 1).	73-27 TASK 858
73-09527	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch C) has no input from Right AIMS on System ARINC 629 Bus (center 1). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch C) has no input from Right AIMS on System ARINC 629 Bus (center 1).	73-27 TASK 856
73-09602*	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch A) has no input from any LRU on System ARINC 629 Bus (right). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch A) has no input from Any LRU on System ARINC 629 Bus (right).	73-27 TASK 809
73-09604*	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch B) has no input from any LRU on System ARINC 629 Bus (right). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch B) has no input from Any LRU on System ARINC 629 Bus (right).	73-27 TASK 809

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-09612	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch A) has no input from Left AIMS on System ARINC 629 Bus (right). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch A) has no input from Left AIMS on System ARINC 629 Bus (right).	73-27 TASK 857
73-09614	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch B) has no input from Left AIMS on System ARINC 629 Bus (right). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch B) has no input from Left AIMS on System ARINC 629 Bus (right).	73-27 TASK 855
73-09616	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch A) has no input from Right AIMS on System ARINC 629 Bus (right). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch A) has no input from Right AIMS on System ARINC 629 Bus (right).	73-27 TASK 851
73-09618	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch B) has no input from Right AIMS on System ARINC 629 Bus (right). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch B) has no input from Right AIMS on System ARINC 629 Bus (right).	73-27 TASK 854
73-09702*	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch A) has no input from any LRU on System ARINC 629 Bus (center 2). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch A) has no input from Any LRU on System ARINC 629 Bus (center 2).	73-27 TASK 809

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-09703*	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch B) has no input from any LRU on System ARINC 629 Bus (center 2). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch B) has no input from Any LRU on System ARINC 629 Bus (center 2).	73-27 TASK 808
73-09705*	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch C) has no input from any LRU on System ARINC 629 Bus (center 2). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch C) has no input from Any LRU on System ARINC 629 Bus (center 2).	73-27 TASK 808
73-09706*	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch C) has no input from any LRU on System ARINC 629 Bus (center 2). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch C) has no input from Any LRU on System ARINC 629 Bus (center 2).	73-27 TASK 809
73-09711	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch C) has no input from Left AIMS on System ARINC 629 Bus (center 2). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch C) has no input from Left AIMS on System ARINC 629 Bus (center 2).	73-27 TASK 853
73-09713	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch C) has no input from Right AIMS on System ARINC 629 Bus (center 2). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch C) has no input from Right AIMS on System ARINC 629 Bus (center 2).	73-27 TASK 852

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-09721	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch B) has no input from Left AIMS on System ARINC 629 Bus (center 2). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch B) has no input from Left AIMS on System ARINC 629 Bus (center 2).	73-27 TASK 850
73-09722	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch A) has no input from Left AIMS on System ARINC 629 Bus (center 2). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch A) has no input from Left AIMS on System ARINC 629 Bus (center 2).	73-27 TASK 849
73-09723	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (L Eng,Ch B) has no input from Right AIMS on System ARINC 629 Bus (center 2). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (L Eng,ch B) has no input from Right AIMS on System ARINC 629 Bus (center 2).	73-27 TASK 848
73-09724	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch C) has no input from Left AIMS on System ARINC 629 Bus (center 2). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch C) has no input from Left AIMS on System ARINC 629 Bus (center 2).	73-27 TASK 847
73-09726	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch A) has no input from Right AIMS on System ARINC 629 Bus (center 2). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch A) has no input from Right AIMS on System ARINC 629 Bus (center 2).	73-27 TASK 846

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-09728	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Engine Data Interface Unit (R Eng,Ch C) has no input from Right AIMS on System ARINC 629 Bus (center 2). **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Engine Data Interface Unit (R Eng,ch C) has no input from Right AIMS on System ARINC 629 Bus (center 2).	73-27 TASK 845
73-09911	Electronic Engine Control (L Eng, ch A) is not powered.	73-98 TASK 801
73-09921	Electronic Engine Control (L Eng, ch B) is not powered.	73-98 TASK 801
73-13111*	Electronic Engine Control (FADEC) (L Eng) channel A has an internal fault.	73-21 TASK 842
73-13112*	Electronic Engine Control (FADEC) (R Eng) channel A has an internal fault.	73-21 TASK 842
73-13131*	Control Alternator Rotor and Stator (L Eng) channel A power is not available.	73-21 TASK 845
73-13132*	Control Alternator Rotor and Stator (R Eng) channel A power is not available.	73-21 TASK 845
73-13161	TCMA extended manual start test has been done to fully test the system (L ENG).	73-21 TASK 865
73-13162	TCMA extended manual start test has been done to fully test the system (R ENG).	73-21 TASK 865
73-13201*	Hydromechanical Unit (L Eng ch A) Fuel Metering Valve Torquemotor current is out of range.	73-21 TASK 846
73-13202*	Hydromechanical Unit (R Eng ch A) Fuel Metering Valve Torquemotor current is out of range.	73-21 TASK 846
73-13211	A Thrust Control Malfunction Event has been detected (L Eng).	73-21 TASK 864
73-13212	A Thrust Control Malfunction Event has been detected (R Eng).	73-21 TASK 864
73-13231*	Valid Low Range Radio Altimeter signals disagree (L Eng).	73-27 TASK 882
73-13232*	Valid Low Range Radio Altimeter signals disagree (R Eng).	73-27 TASK 882
73-13241*	PFC On-Ground Signal is invalid (L Eng).	73-27 TASK 883
73-13242*	PFC On-Ground Signal is invalid (R Eng).	73-27 TASK 883
73-13251*	Hydromechanical Unit (L Eng ch A) Fuel Metering Valve feedback is out of range.	73-21 TASK 848
73-13252*	Hydromechanical Unit (R Eng ch A) Fuel Metering Valve feedback is out of range.	73-21 TASK 848
73-13261*	Low Pressure Compressor (LPC) (L Eng ch A) Anti-Ice Valve Torquemotor current is out of range.	75-21 TASK 854

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-13262*	Low Pressure Compressor (LPC) (R Eng ch A) Anti-Ice Valve Torquemotor current is out of range.	75-21 TASK 854
73-13271*	Low Pressure Compressor (LPC) (L Eng ch A) Anti-Ice Valve feedback is out of range.	75-21 TASK 851
73-13272*	Low Pressure Compressor (LPC) (R Eng ch A) Anti-Ice Valve feedback is out of range.	75-21 TASK 851
73-13291*	Low Pressure Compressor (LPC) (L Eng ch A) Anti-Ice Valve is failed open.	75-21 TASK 856
73-13292*	Low Pressure Compressor (LPC) (R Eng ch A) Anti-Ice Valve is failed open.	75-21 TASK 856
73-13301*	Low Pressure Compressor (LPC) (L Eng ch A) Anti-Ice Valve is failed closed.	75-21 TASK 856
73-13302*	Low Pressure Compressor (LPC) (R Eng ch A) Anti-Ice Valve is failed closed.	75-21 TASK 856
73-13311	Engine control system (L Eng ch A) has fault #1.	73-98 TASK 801
73-13312	Engine control system (R Eng ch A) has fault #1.	73-98 TASK 801
73-13331*	Hydromechanical Unit (L Eng ch A) High Pressure ShutOff Valve (HPSOV) is not in commanded position.	73-21 TASK 854
73-13332*	Hydromechanical Unit (R Eng ch A) High Pressure ShutOff Valve (HPSOV) is not in commanded position.	73-21 TASK 854
73-13651*	Electronic Engine Control (FADEC) (L Eng ch A) power is not available.	73-21 TASK 843
73-13652*	Electronic Engine Control (FADEC) (R Eng ch A) power is not available.	73-21 TASK 843
73-13661*	Electronic Engine Control (FADEC) (L Eng ch A) power is not available.	73-21 TASK 844
73-13662*	Electronic Engine Control (FADEC) (R Eng ch A) power is not available.	73-21 TASK 844
73-14001*	Hydromechanical Unit (L Eng ch A) Variable Stator Vane Torquemotor current is out of range.	73-22 TASK 835
73-14002*	Hydromechanical Unit (R Eng ch A) Variable Stator Vane Torquemotor current is out of range.	73-22 TASK 835
73-14051*	Hydromechanical Unit (L Eng ch A) Variable Bypass Valve Act Torquemotor current is out of range.	73-22 TASK 836
73-14052*	Hydromechanical Unit (R Eng ch A) Variable Bypass Valve Act Torquemotor current is out of range.	73-22 TASK 836

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-14251*	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Hydromechanical Unit (L Eng ch A) HPT ACC Valve / STB Valve Torquemotor current is out of range. **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11; AIMS-2, CMCF LDI 3111-BCG-00W-13; AIMS-2, CMCF LDI 3116-BCG-00W-14; AIMS-2, CMCF LDI 3117-BCG-00W-15;** Hydromechanical Unit (L Eng ch A) HPT ACC Valve / Torquemotor current is out of range.	73-22 TASK 837
73-14252*	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Hydromechanical Unit (R Eng ch A) HPT ACC Valve / STB Valve Torquemotor current is out of range. **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11; AIMS-2, CMCF LDI 3111-BCG-00W-13; AIMS-2, CMCF LDI 3116-BCG-00W-14; AIMS-2, CMCF LDI 3117-BCG-00W-15;** Hydromechanical Unit (R Eng ch A) HPT ACC Valve / Torquemotor current is out of range.	73-22 TASK 837
73-14381*	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11; AIMS-2, CMCF LDI 3111-BCG-00W-13; AIMS-2, CMCF LDI 3116-BCG-00W-14; AIMS-2, CMCF LDI 3117-BCG-00W-15;** Hydromechanical Unit (L Eng ch A) Fuel Metering Valve does not follow command. **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Hydromechanical Unit (L Eng ch A) fuel metering valve does not follow command.	73-21 TASK 849
73-14382*	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11; AIMS-2, CMCF LDI 3111-BCG-00W-13; AIMS-2, CMCF LDI 3116-BCG-00W-14; AIMS-2, CMCF LDI 3117-BCG-00W-15;** Hydromechanical Unit (R Eng ch A) Fuel Metering Valve does not follow command. **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Hydromechanical Unit (R Eng ch A) fuel metering valve does not follow command.	73-21 TASK 849
73-14391*	Fuel Metering Valve position signals from Hydromechanical Unit (L Eng) channel A and B do not agree.	73-21 TASK 847
73-14392*	Fuel Metering Valve position signals from Hydromechanical Unit (R Eng) channel A and B do not agree.	73-21 TASK 847
73-14401*	Hydromechanical Unit (L Eng ch A) Selector Valve Solenoid current is out of range.	73-21 TASK 851
73-14402*	Hydromechanical Unit (R Eng ch A) Selector Valve Solenoid current is out of range.	73-21 TASK 851

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-14411*	Hydromechanical Unit (L Eng ch A) Selector Valve does not follow command.	73-21 TASK 852
73-14412*	Hydromechanical Unit (R Eng ch A) Selector Valve does not follow command.	73-21 TASK 852
73-14421*	Hydromechanical Unit (L Eng ch A) Staging Valve Torquemotor current is out of range.	73-21 TASK 853
73-14422*	Hydromechanical Unit (R Eng ch A) Staging Valve Torquemotor current is out of range.	73-21 TASK 853
73-14431*	Hydromechanical Unit (L Eng ch A) Staging Valve does not follow command.	73-21 TASK 850
73-14432*	Hydromechanical Unit (R Eng ch A) Staging Valve does not follow command.	73-21 TASK 850
73-14621*	T12 Sensor (L Eng ch A) signal is out of range.	73-22 TASK 839
73-14622*	T12 Sensor (R Eng ch A) signal is out of range.	73-22 TASK 839
73-14631*	PT25 Sensor (L Eng ch A) T25 signal is out of range.	73-22 TASK 841
73-14632*	PT25 Sensor (R Eng ch A) T25 signal is out of range.	73-22 TASK 841
73-14641*	T3 Sensor (L Eng ch A) signal is out of range.	73-22 TASK 842
73-14642*	T3 Sensor (R Eng ch A) signal is out of range.	73-22 TASK 842
73-15221	Electronic Engine Control (FADEC) (L Eng) channel A backup power is not available.	73-22 TASK 855
73-15222	Electronic Engine Control (FADEC) (R Eng) channel A backup power is not available.	73-22 TASK 855
73-15241*	Electronic Engine Control (FADEC)(L Eng) has no input from Engine Data Interface Unit (L Eng) on ARINC 429 Bus #1 Ch A.	73-26 TASK 837
73-15242*	Electronic Engine Control (FADEC)(R Eng) has no input from Engine Data Interface Unit (R Eng) on ARINC 429 Bus #1 Ch A.	73-26 TASK 838
73-15251*	Electronic Engine Control (FADEC)(L Eng) has no input from Engine Data Interface Unit (L Eng) on ARINC 429 Bus #2 Ch A.	73-26 TASK 839
73-15252*	Electronic Engine Control (FADEC)(R Eng) has no input from Engine Data Interface Unit (R Eng) on ARINC 429 Bus #2 Ch A.	73-26 TASK 840
73-23111*	Electronic Engine Control (FADEC) (L Eng) channel B has an internal fault.	73-21 TASK 842
73-23112*	Electronic Engine Control (FADEC) (R Eng) channel B has an internal fault.	73-21 TASK 842
73-23131*	Control Alternator Rotor and Stator (L Eng) channel B power is not available.	73-21 TASK 845
73-23132*	Control Alternator Rotor and Stator (R Eng) channel B power is not available.	73-21 TASK 845

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-23161	TCMA extended manual start test has been done to fully test the system (L ENG).	73-21 TASK 865
73-23162	TCMA extended manual start test has been done to fully test the system (R ENG).	73-21 TASK 865
73-23201*	Hydromechanical Unit (L Eng ch B) Fuel Metering Valve Torquemotor current is out of range.	73-21 TASK 846
73-23202*	Hydromechanical Unit (R Eng ch B) Fuel Metering Valve Torquemotor current is out of range.	73-21 TASK 846
73-23211	A Thrust Control Malfunction Event has been detected (L Eng).	73-21 TASK 864
73-23212	A Thrust Control Malfunction Event has been detected (R Eng).	73-21 TASK 864
73-23231*	Valid Low Range Radio Altimeter signals disagree (L Eng).	73-27 TASK 882
73-23232*	Valid Low Range Radio Altimeter signals disagree (R Eng).	73-27 TASK 882
73-23241*	PFC On-Ground Signal is invalid (L Eng).	73-27 TASK 883
73-23242*	PFC On-Ground Signal is invalid (R Eng).	73-27 TASK 883
73-23251*	Hydromechanical Unit (L Eng ch B) Fuel Metering Valve feedback is out of range.	73-21 TASK 848
73-23252*	Hydromechanical Unit (R Eng ch B) Fuel Metering Valve feedback is out of range.	73-21 TASK 848
73-23261*	Low Pressure Compressor (LPC) (L Eng ch B) Anit-Ice Valve Torquemotor current is out of range.	75-21 TASK 855
73-23262*	Low Pressure Compressor (LPC) (R Eng ch B) Anit-Ice Valve Torquemotor current is out of range.	75-21 TASK 855
73-23271*	Low Pressure Compressor (LPC) (L Eng ch B) Anit-Ice Valve feedback is out of range.	75-21 TASK 852
73-23272*	Low Pressure Compressor (LPC) (R Eng ch B) Anit-Ice Valve feedback is out of range.	75-21 TASK 852
73-23291*	Low Pressure Compressor (LPC) (L Eng ch B) Anti-Ice Valve is failed open.	75-21 TASK 857
73-23292*	Low Pressure Compressor (LPC) (R Eng ch B) Anti-Ice Valve is failed open.	75-21 TASK 857
73-23301*	Low Pressure Compressor (LPC) (L Eng ch B) Anti-Ice Valve is failed closed.	75-21 TASK 857
73-23302*	Low Pressure Compressor (LPC) (R Eng ch B) Anti-Ice Valve is failed closed.	75-21 TASK 857
73-23311	Engine control system (L Eng ch B) has fault #1.	73-98 TASK 801
73-23312	Engine control system (R Eng ch B) has fault #1.	73-98 TASK 801
73-23331*	Hydromechanical Unit (L Eng ch B) High Pressure ShutOff Valve (HPSOV) is not in commanded position.	73-21 TASK 854

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-23332*	Hydromechanical Unit (R Eng ch B) High Pressure ShutOff Valve (HPSOV) is not in commanded position.	73-21 TASK 854
73-23651*	Electronic Engine Control (FADEC) (L Eng ch B) power is not available.	73-21 TASK 843
73-23652*	Electronic Engine Control (FADEC) (R Eng ch B) power is not available.	73-21 TASK 843
73-23661*	Electronic Engine Control (FADEC) (L Eng ch B) power is not available.	73-21 TASK 844
73-23662*	Electronic Engine Control (FADEC) (R Eng ch B) power is not available.	73-21 TASK 844
73-24001*	Hydromechanical Unit (L Eng ch B) Variable Stator Vane Torquemotor current is out of range.	73-22 TASK 835
73-24002*	Hydromechanical Unit (R Eng ch B) Variable Stator Vane Torquemotor current is out of range.	73-22 TASK 835
73-24051*	Hydromechanical Unit (L Eng ch B) Variable Bypass Valve Act Torquemotor current is out of range.	73-22 TASK 836
73-24052*	Hydromechanical Unit (R Eng ch B) Variable Bypass Valve Act Torquemotor current is out of range.	73-22 TASK 836
73-24251*	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Hydromechanical Unit (L Eng ch B) HPT ACC Valve / STB Valve Torquemotor current is out of range. **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Hydromechanical Unit (L Eng ch B) HPT ACC Valve / Torquemotor current is out of range.	73-22 TASK 837
73-24252*	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Hydromechanical Unit (R Eng ch B) HPT ACC Valve / STB Valve Torquemotor current is out of range. **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Hydromechanical Unit (R Eng ch B) HPT ACC Valve / Torquemotor current is out of range.	73-22 TASK 837

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-24381*	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Hydromechanical Unit (L Eng ch B) Fuel Metering Valve does not follow command. **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Hydromechanical Unit (L Eng ch B) fuel metering valve does not follow command.	73-21 TASK 849
73-24382*	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Hydromechanical Unit (R Eng ch B) Fuel Metering Valve does not follow command. **AIMS-2, CMCF LDI 3114-BCG-00W-16;** Hydromechanical Unit (R Eng ch B) fuel metering valve does not follow command.	73-21 TASK 849
73-24391*	Fuel Metering Valve position signals from Hydromechanical Unit (L Eng) channel B and A do not agree.	73-21 TASK 847
73-24392*	Fuel Metering Valve position signals from Hydromechanical Unit (R Eng) channel B and A do not agree.	73-21 TASK 847
73-24401*	Hydromechanical Unit (L Eng ch B) Selector Valve Solenoid current is out of range.	73-21 TASK 851
73-24402*	Hydromechanical Unit (R Eng ch B) Selector Valve Solenoid current is out of range.	73-21 TASK 851
73-24411*	Hydromechanical Unit (L Eng ch B) Selector Valve does not follow command.	73-21 TASK 852
73-24412*	Hydromechanical Unit (R Eng ch B) Selector Valve does not follow command.	73-21 TASK 852
73-24421*	Hydromechanical Unit (L Eng ch B) Staging Valve Torquemotor current is out of range.	73-21 TASK 853
73-24422*	Hydromechanical Unit (R Eng ch B) Staging Valve Torquemotor current is out of range.	73-21 TASK 853
73-24431*	Hydromechanical Unit (L Eng ch B) Staging Valve does not follow command.	73-21 TASK 850
73-24432*	Hydromechanical Unit (R Eng ch B) Staging Valve does not follow command.	73-21 TASK 850
73-24621*	T12 Sensor (L Eng ch B) signal is out of range.	73-22 TASK 839
73-24622*	T12 Sensor (R Eng ch B) signal is out of range.	73-22 TASK 839
73-24631*	PT25 Sensor (L Eng ch B) T25 signal is out of range.	73-22 TASK 841

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-24632*	PT25 Sensor (R Eng ch B) T25 signal is out of range.	73-22 TASK 841
73-24641*	T3 Sensor (L Eng ch B) signal is out of range.	73-22 TASK 842
73-24642*	T3 Sensor (R Eng ch B) signal is out of range.	73-22 TASK 842
73-25221	Electronic Engine Control (FADEC) (L Eng) channel B backup power is not available.	73-22 TASK 855
73-25222	Electronic Engine Control (FADEC) (R Eng) channel B backup power is not available.	73-22 TASK 855
73-25261*	Electronic Engine Control (FADEC)(L Eng) has no input from Engine Data Interface Unit (L Eng) on ARINC 429 Bus #1 Ch B.	73-26 TASK 841
73-25262*	Electronic Engine Control (FADEC)(R Eng) has no input from Engine Data Interface Unit (R Eng) on ARINC 429 Bus #1 Ch B.	73-26 TASK 842
73-25271*	Electronic Engine Control (FADEC)(L Eng) has no input from Engine Data Interface Unit (L Eng) on ARINC 429 Bus #2 Ch B.	73-26 TASK 843
73-25272*	Electronic Engine Control (FADEC)(R Eng) has no input from Engine Data Interface Unit (R Eng) on ARINC 429 Bus #2 Ch B.	73-26 TASK 844
73-33121*	Configuration Box (L Eng) signal is invalid or not available.	73-29 TASK 814
73-33122*	Configuration Box (R Eng) signal is invalid or not available.	73-29 TASK 814
73-33141*	Engine Rating Plug (L Eng) signal is invalid.	73-29 TASK 816
73-33142*	Engine Rating Plug (R Eng) signal is invalid.	73-29 TASK 816
73-33151*	Engine Rating Plug (L Eng) signal is invalid or not available.	73-29 TASK 815
73-33152*	Engine Rating Plug (R Eng) signal is invalid or not available.	73-29 TASK 815
73-33281	Position signals from LPC Anti-Ice Valve (L Eng) Channel A and B do not agree.	75-21 TASK 853
73-33282	Position signals from LPC Anti-Ice Valve (R Eng) Channel A and B do not agree.	75-21 TASK 853
73-33321*	28 VDC power to the EEC for the HPSOV (L Eng) is not available.	73-21 TASK 862
73-33322*	28 VDC power to the EEC for the HPSOV (R Eng) is not available.	73-21 TASK 863
73-33381*	Manifold Pressure Sensor (L Eng) signal is out of range.	73-21 TASK 858
73-33382*	Manifold Pressure Sensor (R Eng) signal is out of range.	73-21 TASK 858
73-33401*	Pressure signals from Manifold Pressure Sensor (L Eng) Channel A and B do not agree.	73-21 TASK 856
73-33402*	Pressure signals from Manifold Pressure Sensor (R Eng) Channel A and B do not agree.	73-21 TASK 856
73-33411*	Fuel Filter DP Sensor (L Eng) signal is out of range.	73-21 TASK 859

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-33412*	Fuel Filter DP Sensor (R Eng) signal is out of range.	73-21 TASK 859
73-33421*	Fuel Filter (L Eng) bypass.	73-11 TASK 805
73-33422*	Fuel Filter (R Eng) bypass.	73-11 TASK 805
73-33431*	Fuel Filter (L Eng) is at impending bypass.	73-11 TASK 806
73-33432*	Fuel Filter (R Eng) is at impending bypass.	73-11 TASK 806
73-33441	Fuel Filter (L Eng) maintenance is needed.	73-11 TASK 807
73-33442	Fuel Filter (R Eng) maintenance is needed.	73-11 TASK 807
73-33451	Fuel Flow Transmitter (L Eng) signal is out of range.	73-22 TASK 832
73-33452	Fuel Flow Transmitter (R Eng) signal is out of range.	73-22 TASK 832
73-33461	Pressure signals from Fuel Filter DP Sensor (L Eng) Channel A and B do not agree.	73-21 TASK 857
73-33462	Pressure signals from Fuel Filter DP Sensor (R Eng) Channel A and B do not agree.	73-21 TASK 857
73-33471*	Hydromechanical Unit (L Eng) Overspeed Governor is failed.	73-21 TASK 855
73-33472*	Hydromechanical Unit (R Eng) Overspeed Governor is failed.	73-21 TASK 855
73-33601*	Electronic Engine Control (FADEC) (L Eng) has an incorrect software configuration.	73-21 TASK 860
73-33602*	Electronic Engine Control (FADEC) (R Eng) has an incorrect software configuration.	73-21 TASK 860
73-33781*	Electronic Engine Control (FADEC) (L Eng) has an incompatible software configuration.	73-21 TASK 861
73-33782*	Electronic Engine Control (FADEC) (R Eng) has an incompatible software configuration.	73-21 TASK 861
73-33861	Left Engine stalled during start.	73-22 TASK 833
73-33862	Right Engine stalled during start.	73-22 TASK 833
73-33891	Left Engine Exhaust Gas Temperature limit was exceeded during start.	73-22 TASK 834
73-33892	Right Engine Exhaust Gas Temperature limit was exceeded during start.	73-22 TASK 834
73-34121	Right Airfoil Cowl and Ice Protection System (L Eng) signal is invalid.	73-22 TASK 861
73-34122	Right Airfoil Cowl and Ice Protection System (R Eng) signal is invalid.	73-22 TASK 861
73-34131	Left Ice Detector Digital and Analog (L Eng) signals disagree.	73-22 TASK 862
73-34132	Left Ice Detector Digital and Analog (R Eng) signals disagree.	73-22 TASK 862
73-34141	Right Ice Detector Digital and Analog (L Eng) signals disagree.	73-22 TASK 863
73-34142	Right Ice Detector Digital and Analog (R Eng) signals disagree.	73-22 TASK 863

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-34651*	Thermocouple signals from T3 Sensor (L Eng) channel A and B do not agree.	73-22 TASK 843
73-34652*	Thermocouple signals from T3 Sensor (R Eng) channel A and B do not agree.	73-22 TASK 843
73-34761*	Electronic Engine Control (FADEC) (L Eng) P0 Sensor signal is out of range.	73-22 TASK 845
73-34762*	Electronic Engine Control (FADEC) (R Eng) P0 Sensor signal is out of range.	73-22 TASK 845
73-34771*	Electronic Engine Control (FADEC) (L Eng) PS3 Sensor signal is out of range.	73-22 TASK 846
73-34772*	Electronic Engine Control (FADEC) (R Eng) PS3 Sensor signal is out of range.	73-22 TASK 846
73-34781*	Ambient pressure signals from Left AIMS, Right AIMS and Electronic Engine Control (L Eng) do not agree.	73-22 TASK 844
73-34782*	Ambient pressure signals from Left AIMS, Right AIMS and Electronic Engine Control (R Eng) do not agree.	73-22 TASK 844
73-34791*	Electronic Engine Control (FADEC) (L Eng) Bleed Bias Flow Sensor signal is out of range.	73-22 TASK 848
73-34792*	Electronic Engine Control (FADEC) (R Eng) Bleed Bias Flow Sensor signal is out of range.	73-22 TASK 848
73-34801	Left Engine speed is below idle with fuel switch on.	73-22 TASK 849
73-34802	Right Engine speed is below idle with fuel switch on.	73-22 TASK 849
73-34811	Left Engine is speed limited.	73-22 TASK 850
73-34812	Right Engine is speed limited.	73-22 TASK 850
73-34851	N1 Speed (L Eng) limit exceeded.	73-22 TASK 851
73-34852	N1 Speed (R Eng) limit exceeded.	73-22 TASK 851
73-34861	N2 Speed (L Eng) limit exceeded.	73-22 TASK 852
73-34862	N2 Speed (R Eng) limit exceeded.	73-22 TASK 852
73-34871	Exhaust Gas Temperature (L Eng) limit exceeded.	73-22 TASK 853
73-34872	Exhaust Gas Temperature (R Eng) limit exceeded.	73-22 TASK 853
73-34881	Exhault Gas Temperature (L Eng) limit exceeded during start.	73-22 TASK 854
73-34882	Exhaust Gas Temperature (R Eng) limit exceeded during start.	73-22 TASK 854
73-34911*	Temperature signals from PT25 Sensor (L Eng) channel A and B do not agree.	73-22 TASK 840
73-34912*	Temperature signals from PT25 Sensor (R Eng) channel A and B do not agree.	73-22 TASK 840

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-35101	Electronic Engine Control (FADEC)(L Eng) Bleed Bias Flow Sensor & HP Compressor Discharge Pressure signals do not agree.	73-22 TASK 847
73-35102	Electronic Engine Control (FADEC)(R Eng) Bleed Bias Flow Sensor & HP Compressor Discharge Pressure signals do not agree.	73-22 TASK 847
73-35131	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Left Engine Position signals are invalid. **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Left Engine position signals are invalid.	73-22 TASK 859
73-35132	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Right Engine Position signals are invalid. **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Right Engine position signals are invalid.	73-22 TASK 860
73-35281*	Secondary Attitude Air Data Reference Unit P2 Signal is invalid.	73-27 TASK 889
73-35282*	Secondary Attitude Air Data Reference Unit P2 Signal is invalid.	73-27 TASK 889
73-35291*	Air Data Inertial Reference Unit P2 Signal is invalid.	73-27 TASK 888
73-35292*	Air Data Inertial Reference Unit P2 Signal is invalid.	73-27 TASK 888
73-35301	Start/Ignition Switch (Left) continuous ignition signal to Left Eng from Left AIMS and Right AIMS is invalid.	73-28 TASK 847
73-35302	Start/Ignition Switch (Right) continuous ignition signal to Right Eng from Left AIMS and Right AIMS is invalid.	73-28 TASK 848
73-35311	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** FSEU 2 Flaps Lever Signal transmitted through Left AIMS and Right AIMS is invalid. **AIMS-2, CMCF LDI 3114-BCG-00W-16;** FSEU 2 Flaps Lever signal transmitted through Left AIMS and Right AIMS is invalid.	73-27 TASK 887

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-35312	**AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** FSEU 1 Flaps Lever Signal transmitted through Left AIMS and Right AIMS is invalid. **AIMS-2, CMCF LDI 3114-BCG-00W-16;** FSEU 1 Flaps Lever signal transmitted through Left AIMS and Right AIMS is invalid.	73-27 TASK 887
73-35321	FSEU 1 Flaps Lever Signal is invalid.	73-27 TASK 887
73-35322	FSEU 2 Flaps Lever Signal is invalid.	73-27 TASK 887
73-35331	Left Airfoil Cowl and Ice Protection System (L Eng) signal is invalid.	73-27 TASK 886
73-35332	Left Airfoil Cowl and Ice Protection System (R Eng) signal is invalid.	73-27 TASK 886
73-35341	Single ADP Operation signal is invalid.	73-27 TASK 885
73-35342	Single ADP Operation signal is invalid.	73-27 TASK 885
73-35351	Air Supply Cabin Pressure Controller PRSOV (Right) position signal is invalid.	73-27 TASK 884
73-35352	Air Supply Cabin Pressure Controller PRSOV (Left) position signal is invalid.	73-27 TASK 884
73-35361	Low Range Radio Altimeter (Left) signal is invalid.	73-27 TASK 881
73-35362	Low Range Radio Altimeter (Left) signal is invalid.	73-27 TASK 881
73-35371	Low Range Radio Altimeter (Center) signal is invalid.	73-27 TASK 881
73-35372	Low Range Radio Altimeter (Center) signal is invalid.	73-27 TASK 881
73-35381	Low Range Radio Altimeter (Right) signal is invalid.	73-27 TASK 881
73-35382	Low Range Radio Altimeter (Right) signal is invalid.	73-27 TASK 881
73-35391	Autothrottle Arm Switch (Left) signal is invalid.	73-27 TASK 880
73-35392	Autothrottle Arm Switch (Right) signal is invalid.	73-27 TASK 880
73-35401	Autothrottle Bleed Multiplier signal is invalid.	73-27 TASK 879
73-35402	Autothrottle Bleed Multiplier signal is invalid.	73-27 TASK 879
73-35411	PSEU landing gear lever position signal is invalid.	73-27 TASK 878
73-35412	PSEU landing gear lever position signal is invalid.	73-27 TASK 878
73-35421	AIMS Thrust Reverser Interlock Actuator (Left) position signal is invalid.	73-27 TASK 877
73-35422	AIMS Thrust Reverser Interlock Actuator (Right) position signal is invalid.	73-27 TASK 877
73-35431*	Communication Path between EEC (L Eng ch A) and Left Systems Bus is failed.	73-28 TASK 853

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-35432*	Communication Path between EEC (R Eng ch A) and Right Systems Bus is failed.	73-28 TASK 854
73-35441*	Communication Path between EEC (L Eng ch A) and C1 Systems Bus is failed.	73-28 TASK 853
73-35442*	Communication Path between EEC (R Eng ch A) and C1 Systems Bus is failed.	73-28 TASK 854
73-35451*	Communication Path between EEC (L Eng ch A) and C2 Systems Bus is failed.	73-28 TASK 853
73-35452*	Communication Path between EEC (R Eng ch A) and C2 Systems Bus is failed.	73-28 TASK 854
73-35461*	Communication Path between EEC (L Eng ch B) and Left Systems Bus is failed.	73-28 TASK 853
73-35462*	Communication Path between EEC (R Eng ch B) and Right Systems Bus is failed.	73-28 TASK 854
73-35471*	Communication Path between EEC (L Eng ch B) and C1 Systems Bus is failed.	73-28 TASK 853
73-35472*	Communication Path between EEC (R Eng ch B) and C1 Systems Bus is failed.	73-28 TASK 854
73-35481*	Communication Path between EEC (L Eng ch B) and C2 Systems Bus is failed.	73-28 TASK 853
73-35482*	Communication Path between EEC (R Eng ch B) and C2 Systems Bus is failed.	73-28 TASK 854
73-35491	Left Engine signals from EEC Reset / IDG and EEC Reset / Fuel Spar Relays (L Eng) do not agree.	73-28 TASK 849
73-35492	Right Engine signals from EEC Reset / IDG and EEC Reset / Fuel Spar Relays (R Eng) do not agree.	73-28 TASK 851
73-35501	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Fuel Control Switch (Left) Position signals do not agree with AIMS. **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Fuel Control Switch (Left) position signals do not agree with AIMS.	73-28 TASK 850

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MAINT MESSAGE	MESSAGE TEXT	GO TO FIM TASK
73-35502	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Fuel Control Switch (Right) Position signals do not agree with AIMS. **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Fuel Control Switch (Right) position signals do not agree with AIMS.	73-28 TASK 852
73-35511	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Start/Ignition Switch (Left) Position signals do not agree with OPAS. **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Start/Ignition Switch (Left) position signals do not agree with OPAS.	73-29 TASK 818
73-35512	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Start /Ignition Switch (Right) Position signals do not agree with OPAS. **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Start /Ignition Switch (Right) position signals do not agree with OPAS.	73-29 TASK 819
73-35521	Continuous ignition signals from AIMS and OPAS do not agree.	73-29 TASK 820
73-35522	Continuous ignition signals from AIMS and OPAS do not agree.	73-29 TASK 821
73-35531*	Total pressure signals from Air Data Inertial Reference Unit (ADIRU) and Standby Attitude and Inertial Reference Unit (SAARU) do not agree.	73-34 TASK 814
73-35532*	Total pressure signals from Air Data Inertial Reference Unit (ADIRU) and Standby Attitude and Inertial Reference Unit (SAARU) do not agree.	73-34 TASK 814
73-35541*	Two Pitot Air Data Modules are not available.	73-34 TASK 813
73-35542*	Two Pitot Air Data Modules are not available.	73-34 TASK 813
73-35561*	Left Engine rating and hardware configuration do not agree.	73-22 TASK 856
73-35562*	Right Engine rating and hardware configuration do not agree.	73-22 TASK 856
73-35571*	Engine Rating Plug (L Eng) N1 Modifier signal is invalid.	73-29 TASK 822
73-35572*	Engine Rating Plug (R Eng) N1 Modifier signal is invalid.	73-29 TASK 822

*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
73-35581	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Flaps Lever Position signals from FSEU 2 and FSEU 1 do not agree. **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Flaps lever position signals from FSEU 2 and FSEU 1 do not agree.	73-34 TASK 812
73-35582	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Flaps Lever Position signals from FSEU 1 and FSEU 2 do not agree. **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Flaps lever position signals from FSEU 1 and FSEU 2 do not agree.	73-34 TASK 812
73-35591*	Signals from T12 Sensor (L Eng) and Total Air Temperature Sensor do not agree.	73-22 TASK 838
73-35592*	Signals from T12 Sensor (R Eng) and Total Air Temperature Probe do not agree.	73-22 TASK 838
73-35601	Autothrottle Arm Switch position signals from Left AIMS and Right AIMS do not agree.	73-29 TASK 813
73-35602	Autothrottle Arm Switch position signals from Left AIMS and Right AIMS do not agree.	73-29 TASK 813
73-35611*	Pitot Air Data Module monitor signal is invalid.	73-29 TASK 817
73-35612*	Pitot Air Data Module monitor signal is invalid.	73-29 TASK 817
73-35661*	Airplane Model (L Eng) signal is invalid.	73-28 TASK 859
73-35662*	Airplane Model (R Eng) signal is invalid.	73-28 TASK 860
73-35671*	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Airplane model and engine model (L Eng) Signals disagree. **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Airplane model and engine model (L Eng) signals disagree.	73-29 TASK 823

*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
73-35672*	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Airplane model and engine model (R Eng) Signals disagree. **AIMS-1, CPM/Comm OPS S/W 3166-HNP-002-11;** **AIMS-2, CMCF LDI 3111-BCG-00W-13;** **AIMS-2, CMCF LDI 3116-BCG-00W-14;** **AIMS-2, CMCF LDI 3117-BCG-00W-15;** Airplane model and engine model (R Eng) signals disagree.	73-29 TASK 823
73-35681*	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Compressor Discharge Pressure signal from PS3 Sensor (L Eng) Channel A and B do not agree. **AIMS-2, CMCF LDI 3117-BCG-00W-15;** HP Compressor Discharge (PS3) (L Eng) Channel A and Channel B do not agree.	73-22 TASK 865
73-35682*	**AIMS-2, CMCF LDI 3114-BCG-00W-16;** Compressor Discharge Pressure signal from PS3 Sensor (R Eng) Channel A and B do not agree. **AIMS-2, CMCF LDI 3117-BCG-00W-15;** HP Compressor Discharge (PS3) (R Eng) Channel A and Channel B do not agree.	73-22 TASK 865
73-37911	N2 speed (L Eng) analog signal is out of range.	77-12 TASK 819
73-37912	N2 speed (R Eng) analog signal is out of range.	77-12 TASK 820

*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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805. Fuel Filter Actual Bypass Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-33421, 73-33422.

B. Description

(1) The engine fuel filter delta pressure sensor indicates that the fuel filter has gone on bypass (delta pressure greater than or equal to 32.8 PSID).

C. Initial Evaluation

(1) An initial evaluation is not necessary.

D. Fault Isolation Procedure

(1) Replace the main fuel filter element.

These are the tasks:

Fuel Filter Element Removal, AMM TASK 73-11-02-000-801-H01

Fuel Filter Element Installation, AMM TASK 73-11-02-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(2) If the fault continues, replace the fuel filter DP sensor, M73020.

These are the tasks:

Fuel Filter Differential Pressure Sensor Removal, AMM TASK 73-21-55-000-801-H01

Fuel Filter Differential Pressure Sensor Installation, AMM TASK 73-21-55-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Do one of these steps:

(a) Make a record of the steps that you did to find and repair this fault, and then look for this fault on the subsequent flight, or

(b) Do this task: Test No. 7 - Power Assurance Test, AMM TASK 71-00-00-700-806-H01.

1) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show) while the engine operates power, then you corrected the fault.

2) If the MAT shows ACTIVE for the maintenance message, then continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

806. Fuel Filter Impending Bypass Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-33431, 73-33432.

B. Description

(1) The engine fuel filter delta pressure sensor indicates that the fuel filter is close to bypass (delta pressure greater than or equal to 27 PSID, but less than 32.8 PSID).

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C. Initial Evaluation

(1) An initial evaluation is not necessary.

D. Fault Isolation Procedure

(1) Replace the main fuel filter element.

These are the tasks:

Fuel Filter Element Removal, AMM TASK 73-11-02-000-801-H01

Fuel Filter Element Installation, AMM TASK 73-11-02-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(2) If the fault continues, replace the fuel filter DP sensor, M73020.

These are the tasks:

Fuel Filter Differential Pressure Sensor Removal, AMM TASK 73-21-55-000-801-H01

Fuel Filter Differential Pressure Sensor Installation, AMM TASK 73-21-55-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Do one of the step that follows:

(a) Make a record of the steps that you did to find and repair this fault, and then look for this fault on the subsequent flight, or

(b) Do this task: Test No. 7 - Power Assurance Test, AMM TASK 71-00-00-700-806-H01.

1) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show) while the engine operates power, then you corrected the fault.

2) If the MAT shows ACTIVE for the maintenance message, then continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

807. Fuel Filter Approaching Bypass Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-33441, 73-33442.

B. Description

(1) The engine fuel filter delta pressure sensor signal indicates that the fuel filter is close to bypass and needs to be replaced at the earliest opportunity (delta pressure greater than or equal to 18 PSID, but less than 27 PSID).

C. Initial Evaluation

(1) An initial evaluation is not necessary.

D. Fault Isolation Procedure

(1) Replace the main fuel filter element.

These are the tasks:

Fuel Filter Element Removal, AMM TASK 73-11-02-000-801-H01

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Fuel Filter Element Installation, AMM TASK 73-11-02-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(2) If the fault continues, replace the fuel filter DP sensor, M73020.

These are the tasks:

Fuel Filter Differential Pressure Sensor Removal, AMM TASK 73-21-55-000-801-H01

Fuel Filter Differential Pressure Sensor Installation, AMM TASK 73-21-55-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Do one of these steps:

(a) Make a record of the steps that you did to find and repair this fault, and then look for this fault on the subsequent flight, or

(b) Do this task: Test No. 7 - Power Assurance Test, AMM TASK 71-00-00-700-806-H01.

1) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show) while the engine operates power, then you corrected the fault.

2) If the MAT shows ACTIVE for the maintenance message, then continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

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842. EEC Internal Hardware Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-13111, 73-13112, 73-23111, 73-23112.

B. Description

(1) One or more possible failures that can happen internally to the EEC was detected and reported by the EEC.

C. Initial Evaluation

NOTE: If maintenance messages 73-13331, 73-23331, 73-13332, 73-23332 73-33381, 73-33382, 73-33401, or 73-33402 are generated, do the fault isolation procedures for those messages.

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(2) If the MAT shows NOT ACTIVE for the maintenance message while the engine operates, then there was an intermittent fault and no further troubleshooting is required.

NOTE: If you have an intermittent fault, you must use you judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(3) Do this task: Test No. 16 - Engine Electronic Control (EEC) Test (MAT Initiated Test), AMM TASK 71-00-00-700-815-H01.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT show NOT ACTIVE for the maintenance message, then you corrected the fault.

D. Fault Isolation Procedure

(1) Replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

——— END OF TASK ———

843. Electronic Engine Control (FADEC) (Airplane) power is not Available - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-13651, 73-13652, 73-23651, 73-23652.

B. Description

(1) The opposite EEC (FADEC) channel is not powered and the local channel is powered by airplane 115 VAC while the core speed is less than 45% N2 for 5 seconds.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

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(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Do a check of fault history in the MAT for these maintenance messages:

(a) 73-13661 or 73-13662

(b) 73-23661 or 73-23662

(c) If you see one of these maintenance messages, do the fault isolation for that message.

(d) If you do not see one of these maintenance messages, continue with this fault isolation procedure.

(2) Make sure that these circuit breakers are closed:

Left Power Management Panel, P110

Row	Col	Number	Name
C	24	C73401	L ENG EEC ALTN PWR CHAN A
E	19	C73403	L ENG EEC ALTN PWR CHAN B

Right Power Management Panel, P210

Row	Col	Number	Name
E	1	C73400	R ENG EEC ALTN PWR CHAN A
E	11	C73402	R ENG EEC ALTN PWR CHAN B

(3) Set the applicable EEC MAINT POWER switch on the overhead panel, P61 to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows active for the maintenance message,

1) Check the status of these circuit breakers:

Left Power Management Panel, P110

Row	Col	Number	Name
C	24	C73401	L ENG EEC ALTN PWR CHAN A
E	19	C73403	L ENG EEC ALTN PWR CHAN B

Right Power Management Panel, P210

Row	Col	Number	Name
E	1	C73400	R ENG EEC ALTN PWR CHAN A
E	11	C73402	R ENG EEC ALTN PWR CHAN B

2) If any of the circuit breakers listed above are open, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

3) If none of the circuit breakers listed above are open, continue with this fault isolation procedure.

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(b) If the MAT shows not active for the maintenance message, continue with this fault isolation procedure.

(4) Set the EEC MAINT POWER switch to the NORM position.

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(5) Disconnect electrical connectors DM73003A (Ch A) and DM73003B (Ch B) from the EEC, M73003 (WDM 73-21-18).

(6) Set the EEC MAINT POWER switch to the TEST position.

WARNING BE CAREFUL WHEN YOU DO THIS CHECK. 115 VAC CAN CAUSE SERIOUS INJURY OR DAMAGE TO EQUIPMENT.

(7) Do these wiring checks:

DM73003A	**DM73003A**	
socket C	socket D	115 VAC
DM73003B	**DM73003B**	
socket C	socket D	115 VAC

(a) If 115 VAC is not found, sett the EEC MAINT POWER switch to the NORM position, and repair the wiring as it is necessary..

(b) Do the repair confirmation procedure at the end of this task.

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(8) If you find 115 VAC, or if the fault continues, do these steps:

(a) Set the EEC MAINT POWER switch to the NORM position.

(b) Re-connect electrical connectors DM73003A (Ch A) and DM73003B (Ch B) to the EEC, M73003.

(c) Disconnect electrical connectors DP72702 (Ch A) and DP72802 (Ch B) from the control alternator, M73008.

(9) Do this wiring check on the receptacles of the control alternator, M73008.

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DP72702		DP72702	
3	. . . . .	6	<2 ohms
3	. . . . .	8	<2 ohms
6	. . . . .	8	<2 ohms
3	. . . . .	GND	>100K ohms
6	. . . . .	GND	>100K ohms
8	. . . . .	GND	>100K ohms

DP72802		DP72802	
3	. . . . .	6	<2 ohms
3	. . . . .	8	<2 ohms
6	. . . . .	8	<2 ohms
3	. . . . .	GND	>100K ohms
6	. . . . .	GND	>100K ohms
8	. . . . .	GND	>100K ohms

DP72702		DP72802	
3	. . . . .	3	>100K ohms
3	. . . . .	6	>100K ohms
3	. . . . .	8	>100K ohms
6	. . . . .	3	>100K ohms
6	. . . . .	6	>100K ohms
6	. . . . .	8	>100K ohms
8	. . . . .	3	>100K ohms
8	. . . . .	6	>100K ohms
8	. . . . .	8	>100K ohms

(10) If the resistance is not in the specified range for each pair of pins, replace the control alternator, M73008.

These are the tasks:

Control Alternator Stator Removal AMM TASK 73-21-08-000-801-H01

Control Alternator Stator Installation AMM TASK 73-21-08-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(11) If the resistance is in the specified range for each pair of pins, or if the fault continues, re-connect connector DP72702 and DP72802 to the control alternator, M73008.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(12) Disconnect electrical connectors DP70707 (Ch A) and DP70808 (Ch B) from the EEC (FADEC) M73003.

(13) Do this wiring check:

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DP70707	DP70707	
1	2	<10 ohms
1	3	<10 ohms
2	3	<10 ohms
1	GND	>100K ohms
2	GND	>100K ohms
3	GND	>100K ohms

DP70808	DP70808	
1	2	<10 ohms
1	3	<10 ohms
2	3	<10 ohms
1	GND	>100K ohms
2	GND	>100K ohms
3	GND	>100K ohms

(14) If the resistance is not in the specified range for each pair of pins, replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(15) If the resistance is in the specified range for each pair of pins, or if the fault continues, replace the EEC (FADEC) M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Do these steps:

(a) Start the engine and permit the engine to stabilize at idle for 5 minutes (AMM TASK 71-00-00-800-835-H00).

1) If the maintenance message does not show on the MAT, then you corrected the fault.

2) If the maintenance message shows on the MAT, then continue with this fault isolation procedure at the subsequent step.

(b) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

844. Electronic Engine Control (FADEC) (L/R Eng Ch A/B) (Alternator) Power is not Available - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-13661, 73-13662, 73-23661, 73-23662.

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B. Description

(1) The opposite EEC (FADEC) channel is not powered and the local channel is powered by the alternator while the core speed is greater than 45% N2 for 5 seconds.

C. Initial Evaluation

(1) Do these steps:

(a) Start the engine and permit the engine to stabilize at idle for 5 minutes (AMM TASK 71-00-00-800-835-H00).

1) If the maintenance message shows on the MAT, then do the fault isolation procedure below.

2) If the maintenance message does not show on the MAT, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(b) Stop the engine (AMM TASK 71-00-00-800-837-H00).

D. Fault Isolation Procedure

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(1) Disconnect the two electrical connectors DP72702 (Ch A) and DP72802 (Ch B) from the control alternator, M73008.

(2) Do this wiring check on the receptacles of the control alternator, M73008.

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DP72702		DP72702	
3	. . . . .	6	<2 ohms
3	. . . . .	8	<2 ohms
6	. . . . .	8	<2 ohms
3	. . . . .	GND	>100K ohms
6	. . . . .	GND	>100K ohms
8	. . . . .	GND	>100K ohms

DP72802		DP72802	
3	. . . . .	6	<2 ohms
3	. . . . .	8	<2 ohms
6	. . . . .	8	<2 ohms
3	. . . . .	GND	>100K ohms
6	. . . . .	GND	>100K ohms
8	. . . . .	GND	>100K ohms

DP72702		DP72802	
3	. . . . .	3	>100K ohms
3	. . . . .	6	>100K ohms
3	. . . . .	8	>100K ohms
6	. . . . .	3	>100K ohms
6	. . . . .	6	>100K ohms
6	. . . . .	8	>100K ohms
8	. . . . .	3	>100K ohms
8	. . . . .	6	>100K ohms
8	. . . . .	8	>100K ohms

(3) If the resistance is not in the specified range for each pair of pins, replace the control alternator, M73008.

These are the tasks:

Control Alternator (Stator) Removal, AMM TASK 73-21-08-000-801-H01

Control Alternator (Stator) Installation, AMM TASK 73-21-08-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(4) If the resistance is in the specified range for each pair of pins, or if the fault continues, re-connect connectors DP72702 and DP72802 to the control alternator, M73008.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(5) Disconnect connectors DP70707 (Ch A) and DP70808 (Ch B) from the EEC (FADEC), M73003.

(6) Measure the resistance between these pairs of pins on the channel A and channel B harness connectors:

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DP70707		DP70707	
1	. . . . .	2	<10 ohms
1	. . . . .	3	<10 ohms
2	. . . . .	3	<10 ohms
1	. . . . .	GND	>100K ohms
2	. . . . .	GND	>100K ohms
3	. . . . .	GND	>100K ohms

DP70808		DP70808	
1	. . . . .	2	<10 ohms
1	. . . . .	3	<10 ohms
2	. . . . .	3	<10 ohms
1	. . . . .	GND	>100K ohms
2	. . . . .	GND	>100K ohms
3	. . . . .	GND	>100K ohms

(7) If the resistance is not in the specified range for each pair of pins, replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(8) If the resistance is in the specified range for each pair of pins, or if the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Do these steps:

(a) Start the engine and permit the engine to stabilize at idle for 5 minutes (AMM TASK 71-00-00-800-835-H00).

1) If the maintenance message does not show on the MAT, then you corrected the fault.

2) If the maintenance message shows on the MAT, then continue with this fault isolation procedure at the subsequent step.

(b) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

845. Alternator Power Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-13131, 73-13132, 73-23131, 73-23132.

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B. Description

(1) The EEC power supply (PSU) circuitry detects that the alternator supplied power is not in regulation with N2 greater than 12% OR the EEC power supply detects a DC bus over-voltage fault below 30%. This fault report is latched.

(a) For maintenance message 73-13131, 73-13132, do the fault isolation for channel A.

(b) For maintenance message 73-23131, 73-23132, do the fault isolation for channel B.

C. Initial Evaluation

(1) Do these steps:

(a) Start the engine and permit the engine to stabilize at idle for 5 minutes (AMM TASK 71-00-00-800-835-H00).

1) If the maintenance message shows on the MAT, then do the fault isolation procedure below.

2) If the maintenance message does not show on the MAT, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(b) Stop the engine (AMM TASK 71-00-00-800-837-H00).

D. Fault Isolation Procedure

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(1) Disconnect electrical connector DP72702 (Ch A) or DP72802 (Ch B) from the control alternator M73008.

(2) Do this wiring check on the receptacles of the control alternator, M73008.

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DP72702		DP72702	
3	. . . . .	6	<2 ohms
3	. . . . .	8	<2 ohms
6	. . . . .	8	<2 ohms
3	. . . . .	GND	>100K ohms
6	. . . . .	GND	>100K ohms
8	. . . . .	GND	>100K ohms

DP72802		DP72802	
3	. . . . .	6	<2 ohms
3	. . . . .	8	<2 ohms
6	. . . . .	8	<2 ohms
3	. . . . .	GND	>100K ohms
6	. . . . .	GND	>100K ohms
8	. . . . .	GND	>100K ohms

DP72702		DP72802	
3	. . . . .	3	>100K ohms
3	. . . . .	6	>100K ohms
3	. . . . .	8	>100K ohms
6	. . . . .	3	>100K ohms
6	. . . . .	6	>100K ohms
6	. . . . .	8	>100K ohms
8	. . . . .	3	>100K ohms
8	. . . . .	6	>100K ohms
8	. . . . .	8	>100K ohms

(3) If the resistance is not in the specified range for each pair of pins, replace the control alternator stator, M73008.

These are the tasks:

Control Alternator Stator Removal AMM TASK 73-21-08-000-801-H01

Control Alternator Stator Installation AMM TASK 73-21-08-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(4) If the resistance is in the specified range for each pair of pins, re-connect connector DP72702 or DP72802 to the control alternator, M73008.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(5) Disconnect connector DP70707 (Ch A) or DP70808 (Ch B) from the EEC (FADEC), M73003.

(6) Measure the resistance between these pairs of pins on the channel A and channel B harness connectors:

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DP70707	DP70707	
1	2	<10 ohms
1	3	<10 ohms
2	3	<10 ohms
1	GND	>100K ohms
2	GND	>100K ohms
3	GND	>100K ohms

DP70808	DP70808	
1	2	<10 ohms
1	3	<10 ohms
2	3	<10 ohms
1	GND	>100K ohms
2	GND	>100K ohms
3	GND	>100K ohms

(7) If the resistance is not in the specified range for each pair of pins, do the steps that follow:

(a) Connect connector DP70707 (Ch A) or DP70808 (Ch B) to the EEC (FADEC), M73003.

(b) Disconnect connector DP72703 (Ch A) or DP70803 (Ch B) at the lower bifurcation.

1) Measure the resistance between these pairs of pins on the channel A and channel B harness connectors:

DP72703	DP72703	
1	2	< 10 ohms
1	3	< 10 ohms
2	3	< 10 ohms
1	GND	> 100k ohms
2	GND	> 100k ohms
3	GND	> 100k ohms

DP72803	DP72803	
1	2	< 10 ohms
1	3	< 10 ohms
2	3	< 10 ohms
1	GND	> 100k ohms
2	GND	> 100k ohms
3	GND	> 100k ohms

(c) If the resistance is not in the specified range for each pair of pins, replace the W727 or W728 wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(d) If the resistance is within in the specified range for each pair of pins, replace the W707 or W708 wiring harness.

These are the tasks:

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EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(e) Connect connector DP72703 (Ch A) or DP70803 (Ch B) at the lower bifurcation.

(8) If the resistance is in the specified range for each pair of pins, or if the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Do these steps:

(a) Start the engine and permit the engine to stabilize at idle for 5 minutes (AMM TASK 71-00-00-800-835-H00).

1) If the maintenance message does not show on the MAT, then you corrected the fault.

2) If the maintenance message shows on the MAT, then continue with this fault isolation procedure at the subsequent step.

(b) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

846. FMV Torque Motor Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-13201, 73-13202, 73-23201, 73-23202.

B. Description

(1) The fuel metering valve (FMV) torque motor current on the channel in control failed the demand versus return check (>100mA difference for 120 msec) OR the return current exceeds the normal range (+/- 340 mA for 30 msec). A 2 second delay is applied before the fault report is sent. This fault can only be reported when the EEC is powered and is latched until the channel is reset. This fault can be generated during the fuel driven actuators and EEC test initiated tests.

(a) For maintenance message 73-13201, 73-13202, do the fault isolation for channel A.

(b) For maintenance message 73-23201, 73-23202, do the fault isolation for channel B.

C. Initial Evaluation

(1) Do this task:Test No. 16 - Engine Electronic Control (EEC) Test (MAT Initiated Test), AMM TASK 71-00-00-700-815-H01.

(a) If the maintenance message shows on the MAT, then do the fault isolation procedure below.

(b) If the maintenance message does not show on the MAT, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

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D. Fault Isolation Procedure

(1) Make sure the applicable EEC MAINT POWER switch, on the overhead maintenance panel, P61, is in the NORM position.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Disconnect electrical connector DP72305 (Ch A) or DP72405 (Ch B) from the HMU, M76001.

(3) Measure the resistance between these pairs of pins on the HMU receptacle:

DP72305	DP72305	
21	22	5-150 ohms
21	GND	>100K ohms
22	GND	>100K ohms

DP72405	DP72405	
21	22	5-150 ohms
21	GND	>100K ohms
22	GND	>100K ohms

(4) If the resistance is not in the specified range for each pair of pins, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(5) If the resistance is in the specified range for each pair of pins, re-connect connector DP72305 (Ch A) or DP72405 (Ch B) to the HMU, M76001.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(6) Disconnect connector DP70305 (Ch A) or DP70406 (Ch B) from the EEC, M73003.

(7) Measure the resistance between these pairs of pins in the harness connector:

DP70305	DP70305	
a	J	5-150 ohms
a	GND	>150K ohms
J	GND	>150K ohms

DP70406	DP70406	
a	J	5-150 ohms
a	GND	>100K ohms
J	GND	>150K ohms

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(8) If the resistance is not in the specified range for each pair of pins, replace the applicable wiring harness.

These are the tasks:

AMM TASK 73-22-01-000-801-H01

AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(9) If the resistance is in the specified range for each pair of pins, re-connect the connector to the EEC, and do the repair confirmation procedure at the end of this task.

(10) If the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(11) If the fault continues, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(12) If the problem continues, do the tasks that follow:

(a) Do a check of the VSV feedback Soft; Do the Resistance checks of VSV Feedback Soft Fault - Fault Isolation, 75-21 TASK 832.

(b) Do a check of the VBV feedback Soft; Do the Resistance checks of VBV Feedback Soft Fault - Fault Isolation, 75-21 TASK 835.

(c) Do a check of the HPT ACC Feedback; Do the Resistance checks of HPTACC Feedback Fault - Fault Isolation, 75-21 TASK 839.

(d) Do a check of the Thrust Reverser Position Signals as applicable:

1) For the Left Engine, do these tasks:

a) Position Signals from Thrust Reverser Sleeve (Right) (L Eng) Ch A and B Do Not Agree - Fault Isolation, 78-36 TASK 867.

b) Position Signals from Thrust Reverser Sleeve (Left) (L Eng) Ch A and B Do Not Agree - Fault Isolation, 78-36 TASK 869.

2) For the Right Engine, do these tasks:

a) Position Signals from Thrust Reverser Sleeve (Right) (R Eng) Ch A and B Do Not Agree - Fault Isolation, 78-36 TASK 868.

b) Position Signals from Thrust Reverser Sleeve (Left) (R Eng) Ch A and B Do Not Agree - Fault Isolation, 78-36 TASK 870.

E. Repair Confirmation

(1) Do this task: Test No. 16 - Engine Electronic Control (EEC) Test (MAT Initiated Test), AMM TASK 71-00-00-700-815-H01.

(a) 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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(b) If the MAT shows ACTIVE for the maintenance message, then continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

847. FMV Feedback Soft Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-14391, 73-14392, 73-24391, 73-24392.

B. Description

(1) The fuel metering valve (FMV) feedback position signals disagree by more than 4% for more than 60 seconds. This fault can be reported whenever the EEC is powered. This fault can be generated during the fuel driven actuators and EEC test initiated tests. The fault is cleared after the signals agree for 60 seconds.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch, on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Make sure the applicable EEC MAINT POWER switch is in the NORM position.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Disconnect electrical connectors DP72305 (Ch A) and DP72405 (Ch B) from the HMU, M76001.

(3) Measure the resistances between these pairs of pins on the Ch A and Ch B HMU receptacles:

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DP72305		DP72305	
7	. . . . .	18	5-5K ohms
8	. . . . .	19	5-5K ohms
9	. . . . .	20	5-5K ohms
7	. . . . .	GND	>100K ohms
8	. . . . .	GND	>100K ohms
9	. . . . .	GND	>100K ohms
18	. . . . .	GND	>100K ohms
19	. . . . .	GND	>100K ohms
20	. . . . .	GND	>100K ohms

DP72405		DP72405	
7	. . . . .	18	5-5K ohms
8	. . . . .	19	5-5K ohms
9	. . . . .	20	5-5K ohms
7	. . . . .	GND	>100K ohms
8	. . . . .	GND	>100K ohms
9	. . . . .	GND	>100K ohms
18	. . . . .	GND	>100K ohms
19	. . . . .	GND	>100K ohms
20	. . . . .	GND	>100K ohms

(4) If the resistance is not in the range specified for each pair of pins, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(5) If the problem continues, or if the resistance is in the specified range for each pair of pins, connect the connector DP72305 (Ch A) and DP72405 (Ch B) to the HMU, M76001.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(6) Disconnect electrical connectors DP70305 (Ch A) and DP70406 (Ch B) from the EEC (FADEC), M73003.

(7) Measure the resistances between these pairs of pins on the harness connectors DP70305 (Ch A) and DP70406 (Ch B):

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DP70305	DP70305	
U	T	5-5K ohms
C	V	5-5K ohms
A	B	5-5K ohms
U	GND	>100K ohms
T	GND	>100K ohms
C	GND	>100K ohms
V	GND	>100K ohms
A	GND	>100K ohms
B	GND	>100K ohms

DP70406	DP70406	
U	T	5-5K ohms
C	V	5-5K ohms
A	B	5-5K ohms
U	GND	>100K ohms
T	GND	>100K ohms
C	GND	>100K ohms
V	GND	>100K ohms
A	GND	>100K ohms
B	GND	>100K ohms

(8) If the resistance is not in the range specified for each pair of pins, replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(9) Replace the W723 and W724 electrical harnesses.

(10) If the problem continues, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(11) If the problem continues, do the tasks that follow:

(a) Do a check of the VSV feedback Soft; Do the Resistance checks of VSV Feedback Soft Fault - Fault Isolation, 75-21 TASK 832.

(b) Do a check of the VBV feedback Soft; Do the Resistance checks of VBV Feedback Soft Fault - Fault Isolation, 75-21 TASK 835.

(c) Do a check of the HPT ACC Feedback; Do the Resistance checks of HPTACC Feedback Fault - Fault Isolation, 75-21 TASK 839.

(d) Do a check of the Thrust Reverser Position Signals as applicable:

1) For the Left Engine, do these tasks:

a) Position Signals from Thrust Reverser Sleeve (Right) (L Eng) Ch A and B Do Not Agree - Fault Isolation, 78-36 TASK 867.

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b) Position Signals from Thrust Reverser Sleeve (Left) (L Eng) Ch A and B Do Not Agree - Fault Isolation, 78-36 TASK 869.

2) For the Right Engine, do these tasks:

a) Position Signals from Thrust Reverser Sleeve (Right) (R Eng) Ch A and B Do Not Agree - Fault Isolation, 78-36 TASK 868.

b) Position Signals from Thrust Reverser Sleeve (Left) (R Eng) Ch A and B Do Not Agree - Fault Isolation, 78-36 TASK 870.

(12) If the problem continues, or if the resistance is in the specified range for each pair of pins, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(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 with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

848. FMV Feedback Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-13251, 73-13252, 73-23251, 73-23252.

B. Description

(1) The fuel metering valve (FMV) signal failed the sum-of-squares test, or the signal exceeds the valid electrical range (-18.3% to 105.8%), or the EEC input circuitry failed is failed for 20 sec. The fault can be reported whenever the EEC is powered. The fault report is cleared after the signal is valid for 20 seconds. This fault can be generated during the fuel driven actuators and EEC test initiated tests.

(a) For maintenance message 73-13251, 73-13252, do the fault isolation for channel A.

(b) For maintenance message 73-23251, 73-23252, do the fault isolation for channel B.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch, on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

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(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Make sure the applicable EEC MAINT POWER switch is in the NORM position.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Disconnect connector DP70305 (Ch A) or DP70406 (Ch B) from the EEC (FADEC), M73003.

(3) Measure the resistances between these pairs of pins on the harness connector DP70305 (Ch A) or DP70406 (Ch B):

NOTE: While you do the resistance checks, do a visual inspection of the harness for chafing or any other damage to the sheath and connector backshell. Check for loose and/or missing pins in the connector. A connector cleaning (Electrical Harness Cleaning, AMM TASK 73-22-00-100-801-H00) is also recommended if there is evidence of unwanted material in or around the connector. While you do the resistance checks, it is recommended to shake, bend, and/or twist the harness, especially in areas where you see chafing or bends in the harness routing. Intermittent faults are often only found in a dynamic condition as opposed to a static condition.

DP70305	**DP70305**	
U	T	5-5K ohms
C	V	5-5K ohms
A	B	5-5K ohms
U	GND	>100K ohms
T	GND	>100K ohms
C	GND	>100K ohms
V	GND	>100K ohms
A	GND	>100K ohms
B	GND	>100K ohms

DP70406	**DP70406**	
U	T	5-5K ohms
C	V	5-5K ohms
A	B	5-5K ohms
U	GND	>100K ohms
T	GND	>100K ohms
C	GND	>100K ohms
V	GND	>100K ohms
A	GND	>100K ohms
B	GND	>100K ohms

(4) If the resistance is not in the range specified for each pair of pins, replace the applicable wiring harness. These are the tasks:

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EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(5) Replace the W723 electrical harnesses for channel A maintenance messages. Replace the W724 electrical harnesses for channel B maintenance messages.

(6) If the problem continues, do the tasks that follow:

(a) Do a check of the VSV feedback Soft; Do the Resistance checks of VSV Feedback Soft Fault - Fault Isolation, 75-21 TASK 832.

(b) Do a check of the VBV feedback Soft; Do the Resistance checks of VBV Feedback Soft Fault - Fault Isolation, 75-21 TASK 835.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(7) Disconnect electrical connector DP72305 (Ch A) or DP72405 (Ch B) from the HMU, M76001.

(8) Measure the resistances between these pairs of pins on the HMU receptacle:

DP72305	**DP72305**	
7	18	5-5K ohms
8	19	5-5K ohms
9	20	5-5K ohms
7	GND	>100K ohms
8	GND	>100K ohms
9	GND	>100K ohms
18	GND	>100K ohms
19	GND	>100K ohms
20	GND	>100K ohms

DP72405	**DP72405**	
7	18	5-5K ohms
8	19	5-5K ohms
9	20	5-5K ohms
7	GND	>100K ohms
8	GND	>100K ohms
9	GND	>100K ohms
18	GND	>100K ohms
19	GND	>100K ohms
20	GND	>100K ohms

(9) If the resistance is not in the range specified for each pair of pins, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01,

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

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(10) If the resistance is in the specified range for each pair of pins, re-connect connector DP72305 (Ch A) or DP72405 (Ch B) to the HMU, M76001.

(11) If the resistance is in the specified range for each pair of pins or if the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(12) If the problem continues, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch, on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(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 with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

849. FMV Position Error - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-14381, 73-14382, 73-24381, 73-24382.

B. Description

(1) The fuel metering valve (FMV) error is greater than 5% for 5 seconds with N2 greater than minimum idle, or the error is greater than 20% for 5 seconds with N2 less than minimum idle. No problem is detected with the FMV torque motor and the FMV torque motor driver is connected. Core speed is greater than 20%. A valid FMV feedback is available and the high pressure shut-off valve (HPSOV) is not closed by the EEC. This fault is reported by the channel-in-control. This fault can be generated during the fuel driven actuators initiated test. The fault report is cleared after the FMV error is less than 5% for 5 seconds with N2 greater than minimum idle, or after the FMV error is less than 20% for 5 seconds with N2 less than minimum idle.

C. Initial Evaluation

(1) Do this task: Test No. 14 - Engine Fuel Driven Actuator Test (MAT Initiated Test), AMM TASK 71-00-00-700-813-H01.

(a) If the maintenance message shows on the MAT, then do the fault isolation procedure below.

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(b) If the maintenance message does not show on the MAT, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(1) Disconnect electrical connector DP72305 (Ch A) or DP72405 (Ch B) from the HMU, M76001.

(2) Measure the resistance between these pairs of pins on the HMU receptacle:

DP72305	DP72305	
21	22	5-150 ohms
7	18	5-5K ohms
8	19	5-5K ohms
9	20	5-5K ohms
7	GND	>100K ohms
8	GND	>100K ohms
9	GND	>100K ohms
18	GND	>100K ohms
19	GND	>100K ohms
20	GND	>100K ohms
21	GND	>100K ohms
22	GND	>100K ohms

DP72405	DP72405	
21	22	5-150 ohms
7	18	5-5K ohms
8	19	5-5K ohms
9	20	5-5K ohms
7	GND	>100K ohms
8	GND	>100K ohms
9	GND	>100K ohms
18	GND	>100K ohms
19	GND	>100K ohms
20	GND	>100K ohms
21	GND	>100K ohms
22	GND	>100K ohms

(3) If the resistance is not in the specified range for each pair of pins, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

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(4) If the resistance is in the specified range for each pair of pins, re-connect connector DP72305 (Ch A) or DP72405 (Ch B) to the HMU, M76001.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(5) Disconnect connector DP70305 (Ch A) or DP70406 (Ch B) from the EEC (FADEC), M73003.

(6) Measure the resistance between these pairs of pins on the harness connector:

DP70305	DP70305	
J	a	5-150 ohms
U	T	5-5K ohms
C	V	5-5K ohms
A	B	5-5K ohms
J	GND	>100K ohms
a	GND	>100K ohms
U	GND	>100K ohms
T	GND	>100K ohms
C	GND	>100K ohms
V	GND	>100K ohms
A	GND	>100K ohms
B	GND	>100K ohms

DP70406	DP70406	
J	a	5-150 ohms
U	T	5-5K ohms
C	V	5-5K ohms
A	B	5-5K ohms
J	GND	>100K ohms
a	GND	>100K ohms
U	GND	>100K ohms
T	GND	>100K ohms
C	GND	>100K ohms
V	GND	>100K ohms
A	GND	>100K ohms
B	GND	>100K ohms

(7) If the resistance is not in the specified range for each pair of pins, replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(8) If the resistance is in the specified range for each pair of pins, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

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Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(9) If the problem continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(10) Replace the W723 electrical harnesses for channel A maintenance messages. Replace the W724 electrical harnesses for channel B maintenance messages.

(11) If the problem continues, do the tasks that follow:

(a) Do a check of the VSV feedback Soft; Do the Resistance checks of VSV Feedback Soft Fault - Fault Isolation, 75-21 TASK 832.

(b) Do a check of the VBV feedback Soft; Do the Resistance checks of VBV Feedback Soft Fault - Fault Isolation, 75-21 TASK 835.

(c) Do a check of the HPT ACC Feedback; Do the Resistance checks of HPTACC Feedback Fault - Fault Isolation, 75-21 TASK 839.

(d) Do a check of the Thrust Reverser Position Signals as applicable:

1) For the Left Engine, do these tasks:

a) Position Signals from Thrust Reverser Sleeve (Right) (L Eng) Ch A and B Do Not Agree - Fault Isolation, 78-36 TASK 867.

b) Position Signals from Thrust Reverser Sleeve (Left) (L Eng) Ch A and B Do Not Agree - Fault Isolation, 78-36 TASK 869.

2) For the Right Engine, do these tasks:

a) Position Signals from Thrust Reverser Sleeve (Right) (R Eng) Ch A and B Do Not Agree - Fault Isolation, 78-36 TASK 868.

b) Position Signals from Thrust Reverser Sleeve (Left) (R Eng) Ch A and B Do Not Agree - Fault Isolation, 78-36 TASK 870.

(12) Do a wiring check between the left engine EEC CH A reset disconnect relay, K76106, to connector D11016P from the left power management panel, P110 (WDM 76-21-11).

(a) Remove the left engine EEC CH A reset disconnect relay, K76106 from the left power management panel, P110.

(b) Remove connector D11016P from the left power management panel, P110.

(c) Do a wiring check between these pins of the relay socket DK76106 and connector D11016P.

DK76106	D11016P
pin X1	pin 10
pin X2	pin 12

1) Repair the wiring.

2) Re-install the left engine EEC CH A reset disconnect relay, K76106.

3) Re-connect the connector D11016P to the left power management panel, P110.

4) Do the repair confirmation at the end of this task.

(d) If you do not find a problem with the wiring, then do these steps:

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1) Re-install the left engine EEC CH A reset disconnect relay, K76106.
2) Re-connect the connector D11016P to the left power management panel, P110.
3) Continue with the subsequent step of this procedure.

(13) Do a wiring check between the right engine EEC CH A reset disconnect relay, K76206, to the connector D21016P and D21031P from the right power management panel, P210 (WDM 76-21-12).

(a) Remove the right engine EEC CH A reset disconnect relay, K76206 from the right power management panel, P210.

(b) Remove connectors D21016P and D21031P from the right power management panel, P210.

(c) Do a wiring check between these pins of the relay socket DK76206 and the connector D21016P.

DK76206	D21016P
pin X1	pin 5

(d) Do a wiring check between these pins of the relay socket DK76206 and the connector D21031P.

DK76206	D21031P
pin X2	pin 8

1) Repair the wiring.
2) Re-install the right engine EEC CH A reset disconnect relay, K76206.
3) Re-connect the connectors D21016P and D21031P to the right power management panel, P210.
4) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, then do these steps:

1) Re-install the right engine EEC CH A reset disconnect relay, K76206.
2) Re-connect the connectors D21016P and D21031P to the right power management panel, P210.
3) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Do this task: Test No. 14 - Engine Fuel Driven Actuator Test (MAT Initiated Test), AMM TASK 71-00-00-700-813-H01.

(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 with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

850. Staging Valve Position Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-14431, 73-14432, 73-24431, 73-24432.

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B. Description

(1) The staging valve (SV) is not in the commanded position for a minimum of five seconds. This fault can be reported by the channel-in-control when core speed is greater than 20%, and the modeled fuel flow is less than the override value.

NOTE: Staging valve position is sensed by the EEC by the secondary manifold fuel pressure sensor. If the solenoid fails to open on command, the HMU override valve will open and provide fuel to the secondary manifold.

NOTE: This fault can appear after maintenance is performed on the fuel system. If maintenance on the fuel system was just performed, continue with the initial evaluation steps below.

(a) For maintenance messages 73-14431, 73-14432 do the fault isolation for channel A.

(b) For maintenance messages 73-24431, 73-24432 do the fault isolation for channel B.

C. Initial Evaluation

(1) Do this task:

Test No. 5 - Idle Leak Check, AMM TASK 71-00-00-700-804-H01.

NOTE: Operate the engine at idle for a minimum of 5 minutes.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was a nuisance fault. No components should be replaced; return the engine to service.

D. Fault Isolation Procedure

(1) Put the applicable EEC MAINT POWER switch, on the overhead maintenance panel, P61, to the TEST position.

(a) Check for these maintenance messages: 73-33381, 73-33382, 73-33401, 73-33402.

(b) If you find one or more of the messages listed above, do the fault isolation procedure for the message(s).

1) Do the repair confirmation at the end of this task.

(c) If you do not find one or more of the messages listed above, continue with this fault isolation procedure.

(2) Put the applicable EEC MAINT POWER switch in the NORM position.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(3) Disconnect electrical connector DP72305 (Ch A) or DP72405 (Ch B) from the HMU, M76001.

(4) Measure the resistance between these pairs of pins on the HMU receptacle:

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DP72305		DP72305	
23	. . . . .	24	5-5K ohms
23	. . . . .	GND	>100K ohms
24	. . . . .	GND	>100K ohms

DP72405		DP72405	
23	. . . . .	24	5-5K ohms
23	. . . . .	GND	>100K ohms
24	. . . . .	GND	>100K ohms

(5) If the resistance is not in the specified range for each pair of pins, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(6) If the resistance is in the specified range for each pair of pins, re-connect connector DP72305 (Ch A) or DP72405 (Ch B) to the HMU, M76001.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(7) Disconnect connector DP70305 (Ch A) or DP70406 (Ch B) from the EEC (FADEC), M73003.

(8) Measure the resistance between these pairs of pins on the harness connector:

DP70305		DP70305	
Y	. . . . .	F	5-300K ohms
Y	. . . . .	GND	>100K ohms
F	. . . . .	GND	>100K ohms

DP70406		DP70406	
Y	. . . . .	F	5-300 ohms
Y	. . . . .	GND	>100K ohms
F	. . . . .	GND	>100K ohms

(9) If the resistance is not in the specified range for each pair of pins, replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(10) If the fault continues, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

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(a) Do the repair confirmation procedure at the end of this task.

(11) If the fault continues, replace the fuel manifold pressure sensor, M73028.

These are the tasks:

Fuel Manifold Pressure Sensor Removal, AMM TASK 73-21-67-000-801-H01

Fuel Manifold Pressure Sensor Installation, AMM TASK 73-21-67-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(12) If the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Do this task: Test No. 5 - Idle Leak Check, AMM TASK 71-00-00-700-804-H01.

NOTE: Operate the engine at idle for a minimum of 5 minutes.

(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 with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

851. Selector Valve Solenoid Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-14401, 73-14402, 73-24401, 73-24402.

B. Maintenance Messages

(1) This task is for maintenance messages: 73-14401, 73-14402, 73-24401, 73-24402.

C. Description

(1) This function has been deleted. These maintenance messages should not be generated by any in service GE90-100 series engine. No maintenance is required, return to service.

D. Fault Isolation Procedure

(1) These maintenance messages should not be generated by any in service GE90-100 series engine. No maintenance is necessary, return to service.

——— END OF TASK ———

852. Selector Valve Position Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-14411, 73-14412, 73-24411, 73-24412.

B. Description

(1) The HPT selector valve has selected control as the fail safe. This fault can be generated during the fuel driven actuators initiated tests and EEC initiated tests.

(a) For maintenance message 73-14411, 73-14412, do the fault isolation for channel A.

(b) For maintenance message 73-24411, 73-24412, do the fault isolation for channel B.

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C. Initial Evaluation

(1) Do this task:Test No. 2 - Dry Motor leak Check, AMM TASK 71-00-00-700-802-H01.

NOTE: Do the engine dry motor procedure for a minimum of 1 minute, with N2 greater than 20%.

(a) If the maintenance message shows on the MAT, then do the fault isolation procedure below.

(b) If the maintenance message does not show on the MAT, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(2) If the fault continues, replace the High Pressure Turbine Active Clearance Control (HPTACC) Valve.

These are the tasks:

High Pressure Turbine Active Clearance Control (HPTACC) Valve Removal, AMM TASK 75-24-04-000-801-H01

High Pressure Turbine Active Clearance Control (HPTACC) Valve Installation, AMM TASK 75-24-04-400-801-H01

(a) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Do this task: Test No. 2 - Dry Motor leak Check, AMM TASK 71-00-00-700-802-H01.

NOTE: Do the engine dry motor procedure for a minimum of 1 minute, with N2 greater than 20%.

(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 with this fault isolation procedure at the subsequent step.

END OF TASK

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853. Staging Valve Solenoid Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-14421, 73-14422, 73-24421, 73-24422.

B. Description

(1) The staging valve solenoid output state disagrees with the demanded state on channel-in-control for 480 msec. A two-second delay is applied before the fault report is sent. This fault is reported whenever the solenoid driver is connected and is latched until the channel is reset or the output and demanded state agree (and driver connected) for 480 msec. This fault can be generated during the fuel driven actuators and EEC test initiated tests.

(a) For maintenance message 73-14421, 73-14422, do the fault isolation for channel A.

(b) For maintenance message 73-24421, 73-24422, do the fault isolation for channel B.

C. Initial Evaluation

(1) Do this task: Test No. 5 - Idle Leak Check, AMM TASK 71-00-00-700-804-H01

NOTE: Operate the engine at idle for a minimum of 5 minutes.

(a) If the maintenance message shows on the MAT, then do the fault isolation procedure below.

(b) If the maintenance message does not show on the MAT, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(1) Disconnect electrical connector DP72305 (Ch A) or DP72405 (Ch B) from the HMU, M76001.

(2) Measure the resistance between these pairs of pins on the HMU receptacle:

DP72305	DP72305	
23	24	10-300
23	GND	>100K ohms
24	GND	>100K ohms

DP72405	DP72405	
23	24	10-300 ohms
23	GND	>100K ohms
24	GND	>100K ohms

(3) If the resistance is not in the specified range for each pair of pins, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

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(4) If the resistance is in the specified range for each pair of pins, re-connect connector DP72305 (Ch A) or DP72405 (Ch B) to the HMU, M76001.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(5) Disconnect connector DP70305 (Ch A) or DP70406 (Ch B) from the EEC (FADEC), M73003.

NOTE: For Channel A: W703 or W723

For Channel B: W704 or W724.

(6) Measure the resistance between these pairs of pins on the harness connector:

DP70305	**DP70305**	
y	F	10-300
y	GND	>100K ohms
F	GND	>100K ohms

DP70406	**DP70406**	
y	F	10-300 ohms
y	GND	>100K ohms
F	GND	>100K ohms

(7) If the resistance is not in the specified range for each pair of pins, replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(8) If the resistance is in the specified range for each pair of pins, or if the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Do this task: Test No. 5 - Idle Leak Check, AMM TASK 71-00-00-700-804-H01

NOTE: Operate the engine at idle for a minimum of 5 minutes.

(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 with this fault isolation procedure at the subsequent step.

END OF TASK

854. HPSOV Position Error - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-13331, 73-13332, 73-23331, 73-23332.

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B. Description

(1) The high pressure shutoff valve (HPSOV) is failed closed when commanded open, or the HPSOV is failed open when commanded closed, or the engine has no fuel supply.

NOTE: This problem can occur after maintenance is performed on the fuel system. If maintenance was performed on the fuel system, repeat the initial evaluation.

C. Initial Evaluation

(1) Do this task: Engine Fuel Spar Valve - Electrical Control and Indication Test, AMM TASK 28-22-00-710-801.

NOTE: This problem can occur because of a failure of the fuel spar valve relay. If the spar valve relay fails, the spar valve will not open when commanded, and the resulting fuel starvation will cause a drop in fuel pressure. This fuel pressure drop will cause the HMU HPSOV to close. A failed spar valve relay may not be able to report its own failure, resulting in a "hidden" relay problem which may be incorrectly diagnosed as a faulty HMU.

NOTE: This problem can occur because of a failure of the fuel spar valve actuator to open. If the spar valve actuator fails to open, the spar valve will not open when necessary and a result, fuel starvation will cause a drop in fuel pressure. This fuel pressure drop will cause the HMU HPSOV to close. A failed spar valve actuator cannot always report its own failure and as a result, a “hidden” actuator problem can be incorrectly diagnosed as a faulty HMU.

(a) If you find problems with the spar valve relay, correct the problems and continue with this fault isolation task.

(b) If you do not find problems with the spar valve relay, continue with this fault isolation task.

(2) Look on the MAT for these maintenance messages:

(a) Left engine signals from EEC Reset / IDG and EEC Reset / Fuel Spar Relays (L Eng) do not agree.

(b) Right engine signals from EEC Reset / IDG and EEC Reset / Fuel Spar Relays (R Eng) do not agree.

1) If you see one of these messages, do the fault isolation task for that maintenance message.

(3) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(a) If there is a problem, then the MAT will show the maintenance message in 120 seconds or less.

(4) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(5) If the MAT shows NOT ACTIVE for the maintenance message, then do these steps:

(a) Start the engine and permit the engine to stabilize at idle for 5 minutes (AMM TASK 71-00-00-800-835-H00).

1) If the MAT shows ACTIVE for the maintenance message while the engine operates, then do the fault isolation procedure below.

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2) If the MAT shows NOT ACTIVE for the maintenance message while the engine operates, or if the message does not show, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(b) Stop the engine (AMM TASK 71-00-00-800-837-H00).

D. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch, on the overhead maintenance panel, P61, to the TEST position.

(a) Do a check of the MAT EXISTING FAULTS display for these maintenance messages: 73-13251, 73-13252, 73-23251, 73-23252, 73-33381, 73-33382, 73-33401, 73-33402, 73-33451, 73-33452, 73-14391, 73-14392, 73-24392, 73-24391, 73-35491, 73-35492, 73-35501, 73-35502.

1) If you find one or more of these maintenance messages active, do the fault isolation for the messages that you find, then continue with this fault isolation.

(b) Do a check of the MAT FAULT HISTORY display for occurrence of these maintenance messages during any of the 3 previous flight legs: 73-13251, 73-13252, 73-23251, 73-23252, 73-33381, 73-33382, 73-33401, 73-33402, 73-33451, 73-33452, 73-14391, 73-14392, 73-24392, 73-24391, 73-35491, 73-35492, 73-35501, 73-35502.

1) If you find one or more of these maintenance messages occurred during the previous 3 flight legs (-3, -2, -1), do the fault isolation for the messages that you find, then continue with this fault isolation.

(2) Replace the fuel spar valve actuator.

These are the tasks:

Engine Fuel Spar Valve Actuator - Removal, AMM TASK 28-22-02-000-802

Engine Fuel Spar Valve Actuator - Installation, AMM TASK 28-22-02-400-802.

(a) If you did not find problem, then continue.

(3) Replace the fuel spar valve control relay.

(a) If you did not isolate the problem, continue with the procedure.

(4) Examine the wiring and relays that follows:

NOTE: The wiring and relays are illustrated In Chapter 73 and 76 of the 777 WDM.

(a) Examine the full length of the wiring harnesses between the Strut and the EEC for damage like crushing, pinching, chaffing, burning or other distress.

1) Replace the wiring harness or repair the damage that you find.

(b) Examine the full length of the wiring harnesses between the Strut and the HMU for damage like crushing, pinching, chaffing, burning or other distress.

1) Replace the wiring harness or repair the damage that you find.

(5) Remove the electrical connectors that follow:

(a) For the left engine, remove these connectors: D71121J, D71321P, DM73003D, D71102J, D71302P, D76001.

(b) For the right engine, remove these connectors: D71221J, D71321P, DM73003D, D71202J , D71321P, DM76001.

(6) Clean the electrical connectors with contact cleaner, B50088.

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(7) Examine the connectors for missing, damaged, bent, dirty or contaminated pins and sockets.

(a) Replace or repair the connector as applicable.

(8) Install the connector with a teflon-jawed pliers, STD-664.

(a) If you did not isolate the problem, continue with the procedure.

(9) Measure the coil resistance of the HMU Shutoff EHSV (WDM 76-21-11, WDM 76-21-12).

NOTE: You must turn off the power to the HMU for a minimum of 30 minutes before you do resistance checks.

(a) Disconnect the connector DM76001 from the HMU.

(b) Measure the resistance of the Run Mode at the HMU connector between pin 2 (+) and 3 (Return) and make sure that the resistance is between 74 and 156 ohms.

(c) Measure the resistance of the Shutoff Mode at the HMU connector between pin 5 (+) and 6 (Return) and make sure that the resistance is between 74 and 156 ohms.

(d) If the resistance is not in the specified range, then replace the HMU.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01

(10) If the HPSOV position problem continues, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task

(11) Examine the fuel on and fuel off command signals to the HMU as follows:

(a) Disconnect the connector DM76001 from the HMU.

(b) Set the FUEL CONTROL switch to the RUN position.

(c) Do a check for 28 VDC at the connector DM76001 pins 2 (+) and 3 (Return).

1) If there is no 28 VDC, do a check on the airplane power system.

These are the tasks:

HMU Shutoff Valve 28 VDC Not Available (L Eng) - Fault Isolation, 73-21 TASK 862

HMU Shutoff Valve 28 VDC Not Available (R Eng) - Fault Isolation, 73-21 TASK 863.

(d) Do a check for no voltage at the connector DM76001 pins 5 (+) and 6 (Return).

(e) Set the FUEL CONTROL switch to the CUTOFF position.

(f) Do a check for no voltage at the connector DM76001 pins 2 (+) and 3 (Return).

(g) Do a check for 28 VDC at the connector DM76001 pins 5 (+) and 6 (Return).

1) Make sure that there is 28 VDC at pin A1 of the L (R) Eng Fuel Ctrl T/D Relay Connector, DK76107 (DK76207).

2) If there is no 28 VDC at the connector DK76107 (DK76207), replace the applicable L (R) Eng Fuel Ctrl Relay, K76107 (K76207).

(12) Examine the Main Fuel Pump Interstage Fuel Strainer Assembly for unwanted material or damage.

These are the tasks:

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Interstage Fuel Strainer Assembly Removal, AMM TASK 73-11-04-000-801-H01

Interstage Fuel Strainer Assembly Installation, AMM TASK 73-11-04-400-801-H01.

(a) If you find unwanted material or damage, do these steps:

1) Replace the main fuel pump.

These are the tasks:

Main Fuel Pump Removal, AMM TASK 73-11-01-000-801-H01

Main Fuel Pump Installation, AMM TASK 73-11-01-400-801-H01.

2) Replace the fuel filter element.

Fuel Filter Element Removal, AMM TASK 73-11-02-000-801-H01

Fuel Filter Element Installation, AMM TASK 73-11-02-400-801-H01.

(13) If the HPSOV position problem continues, replace the fuel manifold pressure sensor, M73028.

These are the tasks:

Fuel Manifold Pressure Sensor Removal, AMM TASK 73-21-67-000-801-H01

Fuel Manifold Pressure Sensor Installation, AMM TASK 73-21-67-400-801-H01.

(14) Replace the main fuel pump:

These are the tasks:

Main Fuel Pump Removal, AMM TASK 73-11-01-000-801-H01

Main Fuel Pump Installation, AMM TASK 73-11-01-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(a) If there is a problem, then the MAT will show the maintenance message in 120 seconds or less.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(3) If the MAT shows NOT ACTIVE for the maintenance message, then do these steps:

(a) Start the engine and permit the engine to stabilize at idle for 5 minutes (AMM TASK 71-00-00-800-835-H00).

1) If the MAT shows ACTIVE for the maintenance message while the engine operates, then continue the Fault Isolation Procedure.

2) If the MAT shows NOT ACTIVE for the maintenance message while the engine operates, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(b) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

855. Overspeed Governor Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-33471, 73-33472.

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B. Description

(1) Upon reaching idle, control of the HPTACC valve is attempted and not possible. The fault message is then latched until the EEC power is cycled. This fault can be reported during a start with pressure signal valid, N2 signal valid, fuel turned on, aircraft on ground, and HPSOV open.

NOTE: This fault can appear after maintenance is performed on the fuel system. If maintenance on the fuel system was just performed, continue with the initial evaluation steps below.

C. Initial Evaluation

(1) Do these steps:

(a) Start the engine and permit the engine to stabilize at idle for 5 minutes (AMM TASK 71-00-00-800-835-H00).

1) If the MAT shows ACTIVE for the maintenance message while the engine operates, then do the fault isolation procedure below.

2) If the MAT shows NOT ACTIVE for the maintenance message while the engine operates, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(b) Stop the engine (AMM TASK 71-00-00-800-837-H00).

D. Fault Isolation Procedure

(1) Set the EEC MAINT POWER switch to the TEST position.

(a) Check for these maintenance messages: 75-14271, 75-24271, 75-14272, 75-24272.

1) Do the fault isolation procedure for the messages that you find.

2) Do the repair confirmation procedure at the end of this task.

(b) If you do not find the maintenance messages above, continue with this fault isolation procedure.

(2) Set the applicable EEC MAINT POWER switch to the NORM position.

(3) Make sure the HPTACC system operates correctly.

(4) Replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(5) If the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

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E. Repair Confirmation

(1) Do these steps:

(a) Start the engine and permit the engine to stabilize at idle for 5 minutes (AMM TASK 71-00-00-800-835-H00).

1) If the maintenance message does not show on the MAT, then you corrected the fault.

2) If the maintenance message shows on the MAT, then continue with this fault isolation procedure at the subsequent step.

(b) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

856. Manifold Pressure Sensor Soft Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-33401, 73-33402.

B. Description

(1) The channel A and channel B manifold pressure signals disagree by more than 114 psi for 60 seconds. This fault can be reported whenever the EEC is powered. The fault report is cleared after the signals agree for 60 seconds. This fault can be reported during the EEC test.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance Panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(3) If the maintenance message shows NOT ACTIVE on the MAT, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(1) Disconnect electrical connector DP73904 from the fuel manifold pressure sensor, M73028.

(2) Measure the resistance between these pairs of pins on the pressure sensor receptacle:

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DP73904	DP73904	
2	9	500 - 5K ohms
3	11	500 - 5K ohms
4	12	500 - 5K ohms
7	8	500 - 5K ohms
2	GND	>100K ohms
3	GND	>100K ohms
4	GND	>100K ohms
7	GND	>100K ohms
8	GND	>100K ohms
9	GND	>100K ohms
11	GND	>100K ohms
12	GND	>100K ohms

(3) If the resistance is not in the specified range for each pair of pins, replace the fuel manifold pressure sensor, M73028. These are the tasks:

Fuel Manifold Pressure Sensor Removal, AMM TASK 73-21-67-000-801-H01

Fuel Manifold Pressure Sensor Installation, AMM TASK 73-21-67-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(4) If the resistance is in the specified range for each pair of pins, re-connect connector DP73904 to the sensor, M73028.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(5) Disconnect connectors DP70913 (Ch A) and DP70912 (Ch B) from the EEC (FADEC), M73003.

(6) Measure the resistance between these pairs of pins on the channel A and channel B harness connectors:

DP70913	DP70913	
B	C	500 - 5K ohms
Y	k	500 - 5K ohms
B	GND	>100K ohms
C	GND	>100K ohms
Y	GND	>100K ohms
k	GND	>100K ohms

DP70912	DP70912	
B	C	500 - 5K ohms
Y	k	500 - 5K ohms
B	GND	>100K ohms
C	GND	>100K ohms
Y	GND	>100K ohms
k	GND	>100K ohms

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(7) If the resistance is not in the specified range for each pair of pins, replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(8) If the resistance is in the specified range for each pair of pins, re-connect the connectors to the EEC (FADEC), M73003 and do the repair confirmation procedure at the end of this task.

(9) If the fault continues, replace the engine fuel manifold pressure sensor, M73028.

These are the tasks:

Fuel Manifold Pressure Sensor Removal, AMM TASK 73-21-67-000-801-H01

Fuel Manifold Pressure Sensor Installation, AMM TASK 73-21-67-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(10) If the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

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

(3) If the MAT shows ACTIVE for the maintenance message, then continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

857. Fuel Filter Differential Pressure Sensor Soft Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-33461, 73-33462.

B. Description

(1) The channel A and channel B engine fuel filter differential pressure signals disagree by more than 14 psid for 60 seconds. The signals from the two channels are in range, and the EEC will not fault a single channel. It is necessary to troubleshoot the two channels for this fault.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

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(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch to the NORM position.

(2) Disconnect connector DP73902 from the fuel filter DP sensor, M73026.

(3) Measure the resistance between these pairs of pins on the sensor receptacle:

DP73902	DP73902	
3	11	500-5K ohms
4	12	500-5K ohms
2	9	500-5K ohms
7	8	500-5K ohms
2	GND	>100K ohms
3	GND	>100K ohms
4	GND	>100K ohms
7	GND	>100K ohms
8	GND	>100K ohms
9	GND	>100K ohms
11	GND	>100K ohms
12	GND	>100K ohms

(4) If the resistance is not in the specified range for each pair of pins, replace the fuel filter DP sensor, M73026.

These are the tasks:

Fuel Filter Differential Pressure Sensor Removal, AMM TASK 73-21-55-000-801-H01

Fuel Filter Differential Pressure Sensor Installation, AMM TASK 73-21-55-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(5) If the resistance is in the specified range for each pair of pins, re-connect connector DP73902 to the fuel filter DP sensor, M73026.

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(6) Disconnect electrical connectors DP70913 (Ch A) and DP70912 (Ch B) from the EEC (FADEC), M73003.

(7) Measure the resistance between these pairs of pins on the two electrical harness connectors DP70911 and DP70912:

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DP70911	DP70911	
P	N	500-5K ohms
f	q	500-5K ohms
P	GND	>100K ohms
N	GND	>100K ohms
f	GND	>100K ohms
q	GND	>100K ohms

DP70912	DP70912	
P	N	500-5K ohms
f	q	500-5K ohms
P	GND	>100K ohms
N	GND	>100K ohms
f	GND	>100K ohms
q	GND	>100K ohms

(8) If the resistance is not in the specified range for each pair of pins, replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(9) If the resistance is in the specified range for each pair of pins, do the repair confirmation procedure at the end of this task.

(10) If the fault continues, replace the fuel filter DP sensor, M73026.

These are the tasks:

Fuel Filter Differential Pressure Sensor Removal, AMM TASK 73-21-55-000-801-H01

Fuel Filter Differential Pressure Sensor Installation, AMM TASK 73-21-55-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(11) If the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

END OF TASK

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858. Manifold Pressure Sensor Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-33381, 73-33382.

B. Description

(1) The engine fuel manifold pressure signal exceeds the valid range (-25 to 500 psi), or the EEC input circuitry has failed for 20 seconds with N2 less than 75%. This fault can be reported whenever the EEC is powered. The fault can be reported during the EEC test initiated test.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch to the NORM position.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Disconnect electrical connector DP70913 (Ch A) or DP70912 (Ch B) from the EEC (FADEC), M73003.

(3) Measure the resistance between these pairs of pins on the harness connector:

DP70913	DP70913	
B	C	500-5K ohms
Y	k	500-5K ohms
B	GND	>100K ohms
C	GND	>100K ohms
Y	GND	>100K ohms
k	GND	>100K ohms

DP70912	DP70912	
B	C	500-5K ohms
Y	k	500-5K ohms
B	GND	>100K ohms
C	GND	>100K ohms
Y	GND	>100K ohms
k	GND	>100K ohms

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(4) If the resistance is in the specified range for each pair of pins, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(5) If the resistance is not in the specified range for each pair of pins, disconnect connector DP73904 from the fuel manifold pressure sensor, M73028.

(6) Measure the resistance between these pairs of pins on the sensor receptacle:

DP73904	DP73904	
2	9	5-5K ohms
3	11	5-5K ohms
4	12	5-5K ohms
7	8	5-5K ohms
2	GND	>100K ohms
3	GND	>100K ohms
4	GND	>100K ohms
7	GND	>100K ohms
8	GND	>100K ohms
9	GND	>100K ohms
11	GND	>100K ohms
12	GND	>100K ohms

(7) If the resistance is not in the specified range for each pair of pins, re-connect connector DP70913 or DP70912 to the EEC (FADEC), M73003, and replace the fuel manifold pressure sensor, M73028.

These are the tasks:

Fuel Manifold Pressure Sensor Removal, AMM TASK 73-21-67-000-801-H01

Fuel Manifold Pressure Sensor Installation, AMM TASK 73-21-67-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(8) If the resistance is in the specified range for each pair of pins, or if the fault continues, replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

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(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

859. Fuel Filter Differential Pressure Sensor Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-33411, 73-33412.

B. Description

(1) The engine fuel filter differential pressure signal exceeds valid range, or the EEC input circuitry has failed. The fault can be reported whenever the EEC is powered.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch to the NORM position.

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Disconnect electrical connector DP70913 (Ch A) or DP70912 (Ch B) from the EEC (FADEC), M73003.

(3) Measure the resistance between these pairs of pins on the harness connector:

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DP70913	DP70913	
P	N	500-5K ohms
f	q	500-5K ohms
P	GND	>100K ohms
N	GND	>100K ohms
f	GND	>100K ohms
q	GND	>100K ohms

DP70912	DP70912	
P	N	500-5K ohms
f	q	500-5K ohms
P	GND	>100K ohms
N	GND	>100K ohms
f	GND	>100K ohms
q	GND	>100K ohms

(4) If the resistance is in the specified range for each pair of pins, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(5) If the resistance is not in the specified range for each pair of pins, disconnect connector DP73902 from the fuel filter DP sensor, M73026.

(6) Measure the resistance between these pairs of pins on the sensor receptacle:

DP73902	DP73902	
3	11	500-5K ohms
4	12	500-5K ohms
2	9	500-5K ohms
7	8	500-5K ohms
2	GND	>100K ohms
3	GND	>100K ohms
4	GND	>100K ohms
7	GND	>100K ohms
8	GND	>100K ohms
9	GND	>100K ohms
11	GND	>100K ohms
12	GND	>100K ohms

(7) If the resistance is not in the specified range for each pair of pins, re-connect connector DP70913 or DP70912 to the EEC (FADEC), M73003 and replace the fuel filter DP sensor, M73026.

These are the tasks:

Fuel Filter Differential Pressure Sensor Removal, AMM TASK 73-21-55-000-801-H01

Fuel Filter Differential Pressure Sensor Installation, AMM TASK 73-21-55-400-801-H01.

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(a) Do the repair confirmation procedure at the end of this task.

(8) If the resistance is in the specified range for each pair of pins, or if the fault continues, replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

860. Software Version Comparison Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-33601, 73-33602.

B. Description

(1) The software version comparison between the EEC channel A and EEC channel B is failed. This fault can be reported whenever the EEC is powered.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch to the NORM position.

(2) Do this task: EEC (FADEC) Software Installation (on the MAT), AMM TASK 73-21-15-400-802-H01.

(a) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

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EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

861. Software Version Incompatible Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-33781, 73-33782.

B. Description

(1) The software version number comparison between the EEC channel operating system, the input/output function and the application software is not equal for 5 seconds. This fault can be reported whenever the EEC is powered, and is cleared after the comparison check passes for 5 seconds.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation pocedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch to the NORM position.

(2) Do this task:EEC (FADEC) Software Installation (on the MAT), AMM TASK 73-21-15-400-802-H01.

(a) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

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E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

862. HMU Shutoff Valve 28 VDC Not Available (L Eng) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-33321.

B. Description

(1) 28 volt DC power for the HMU shutoff valve is not available.

C. Initial Evaluation

(1) Do these steps:

(a) Set the left EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(b) Set the left FUEL CONTROL switch on the control panel, P10, to the RUN position

1) If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(c) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(d) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(1) Set the left EEC MAINT POWER switch to the NORM position.

(2) Set the left FUEL CONTROL switch to the CUTOFF position.

(3) Do these steps to check for 28 VDC HMU shutoff power at the EEC (WDM 76-21-11).

(a) Disconnect connector DM73003D from the EEC.

(b) Set the left FUEL CONTROL switch to the RUN position.

(c) Check for 28 VDC at connector DM73003D, pin A.

1) If there is 28 VDC at connector DM73003D, pin A, do these steps:

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a) Set the left FUEL CONTROL switch to the CUTOFF position.

b) Replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

c) Do the repair confirmation procedure at the end of this task.

2) If there is not 28 VDC at connector DM73003D, pin A, continue with this fault isolation procedure.

(4) Disconnect connector D11039 from the left power management panel, P110.

(a) Check for 28 VDC at connector D11039, pin 37.

1) If there is 28 VDC at connector D11039, pin 37, do these steps:

a) Set the left FUEL CONTROL switch to the CUTOFF position.

b) Repair the wiring between EEC connector DM73003D, pin A, and left power management panel connector D11039P, pin 37.

c) Do the repair confirmation procedure at the end of this task.

2) If there is not 28 VDC at connector D11039, pin 37, do these steps:

a) Set the left FUEL CONTROL switch to the CUTOFF position.

b) Continue with this fault isolation procedure.

(5) Disconnect connector D11046 from the left power management panel, P110.

(a) Check for 28 VDC at connector D11046, pin 16.

1) If there is 28 VDC at connector D11046, pin 16, do these steps:

a) Replace the left engine generator control/ignition relay, K76104, in the left power management panel, P110.

b) Do the repair confirmation procedure at the end of this task.

2) If there is not 28 VDC at connector D11039, pin 16, continue with this fault isolation procedure.

(6) Disconnect connector DS26101 from the left engine fire shutoff switch, S26101 on the left engine fire switch module assembly, M26063, located on the aft aisle stand panel, P8.

(a) Check for 28 VDC at connector DS26101, pin 7.

1) If there is 28 VDC at connector DS26101, pin 7, do these steps:

a) Repair the wiring between the left power management panel connector D11046, pin 16, and the left engine fire shutoff switch connector DS26101, pin 7.

b) Do the repair confirmation procedure at the end of this task.

2) If there is not 28 VDC at pin 7 of connector DS26101, continue with this fault isolation procedure.

(7) Check for 28 VDC at connector DS26101, pin 19.

(a) If there is 28 VDC at connector DS26101, pin 19, do these steps:

1) Replace the left engine fire shutoff switch, S26101.

a) Do the repair confirmation procedure at the end of this task.

(b) If there is not 28 VDC at connector DS26101, pin 19, do these steps:

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1) Repair the wiring between the left engine fuel valve circuit breaker, C76601, on the overhead circuit breaker panel, P11, and the left engine fire shutoff switch, S26101.

2) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Do these steps:

(a) Set the left EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(b) Set the left FUEL CONTROL switch on the control panel, P10, to the RUN position

1) If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(c) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the left EEC MAINT POWER switch to the NORM position and the left FUEL CONTROL switch to the CUTOFF position, and no more action is necessary (you corrected the fault).

(d) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch to the NORM position and the left FUEL CONTROL switch to the CUTOFF position, and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

863. HMU Shutoff Valve 28 VDC Not Available (R Eng) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-33322.

B. Description

(1) 28 volt DC power for the HMU shutoff valve is not available.

C. Initial Evaluation

(1) Do these steps:

(a) Set the right EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(b) Set the right FUEL CONTROL switch on the control panel, P10, to the RUN position

1) If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(c) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(d) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

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D. Fault Isolation Procedure

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(1) Set the right EEC MAINT POWER switch to the NORM position.

(2) Set the right FUEL CONTROL switch to the CUTOFF position.

(3) Do these steps to check for 28 VDC HMU shutoff power at the EEC (WDM 76-21-12).

(a) Disconnect connector DM73003D from the EEC.

(b) Set the right FUEL CONTROL switch to the RUN position.

(c) Check for 28 VDC at connector DM73003D, pin A.

1) If there is 28 VDC at connector DM73003D, pin A, do these steps:

a) Set the right FUEL CONTROL switch to the CUTOFF position.

b) Replace the EEC (FADEC), M73003.

These are the tasks:

AMM TASK 73-21-15-000-801-H01

AMM TASK 73-21-15-400-801-H01.

c) Do the repair confirmation procedure at the end of this task.

2) If there is not 28 VDC at connector DM73003D, pin A, continue with this fault isolation procedure.

(4) Disconnect connector D21039 from the right power management panel, P210.

(a) Check for 28 VDC at connector D21039P, pin 30.

1) If there is 28 VDC at connector D21039P, pin 30, do these steps:

a) Set the right FUEL CONTROL switch to the CUTOFF position.

b) Repair the wiring between EEC connector DM73003D, pin A, and right power management panel connector D21039P, pin 30.

c) Do the repair confirmation procedure at the end of this task.

2) If there is not 28 VDC at connector D21039P, pin 30, do these steps:

a) Set the right FUEL CONTROL switch to the CUTOFF position.

b) Continue with this fault isolation procedure.

(5) Disconnect connector D21046 from the right power management panel, P210.

(a) Check for 28 VDC at connector D21046, pin 3.

1) If there is 28 VDC at connector D21046, pin 3, do these steps:

a) Replace the right engine generator control/ignition relay, K76204, in the right power management panel, P210.

b) Do the repair confirmation procedure at the end of this task.

2) If there is not 28 VDC at connector D21039, pin 3, continue with this fault isolation procedure.

(6) Check for 28 VDC at connector DS26201, pin 19.

(a) If there is 28 VDC at connector DS26201, pin 19, do these steps:

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1) Replace the right engine fire shutoff switch, S26201.
   a) Do the repair confirmation procedure at the end of this task.

(b) If there is not 28 VDC at connector DS26201, pin 19, do these steps:
1) Repair the wiring between the right engine fuel valve circuit breaker, C76600, on the overhead circuit breaker panel, P11, and the right engine fire shutoff switch, S26201.
2) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Do these steps:
(a) Set the right EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.
(b) Set the right FUEL CONTROL switch on the control panel, P10, to the RUN position
1) If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.
(c) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the right EEC MAINT POWER switch to the NORM position and the right FUEL CONTROL switch to the CUTOFF position, and no more action is necessary (you corrected the fault).
(d) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch to the NORM position and the right FUEL CONTROL switch to the CUTOFF position, and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

864. Thrust Control Malfunction Accommodation (TCMA) Event - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-13211, 73-13212, 73-23211, 73-23212.

B. Description

(1) An over-thrust condition has been detected and the engine has been shutdown by the TCMA system.

C. Initial Evaluation

(1) There is no initial evaluation required for this fault.

D. Fault Isolation Procedure

(1) Replace both the EEC (FADEC), M73003 and the HMU, M76001.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(2) Do a wiring check between the left engine EEC CH A reset disconnect relay, K76106, to connector D11016P from the left power management panel, P110 (WDM 76-21-11).
(a) Remove the left engine EEC CH A reset disconnect relay, K76106 from the left power management panel, P110.

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(b) Remove connector D11016P from the left power management panel, P110.

(c) Do a wiring check between these pins of the relay socket DK76106 and connector D11016P.

DK76106	D11016P
pin X1	pin 10
pin X2	pin 12

1) Repair the wiring.
2) Re-install the left engine EEC CH A reset disconnect relay, K76106.
3) Re-connect the connector D11016P to the left power management panel, P110.
4) Do the repair confirmation at the end of this task.

(d) If you do not find a problem with the wiring, then do these steps:
1) Re-install the left engine EEC CH A reset disconnect relay, K76106.
2) Re-connect the connector D11016P to the left power management panel, P110.
3) Continue with the subsequent step of this procedure.

(3) Do a wiring check between the right engine EEC CH A reset disconnect relay, K76206, to the connector D21016P and D21031P from the right power management panel, P210 (WDM 76-21-12).

(a) Remove the right engine EEC CH A reset disconnect relay, K76206 from the right power management panel, P210.

(b) Remove connectors D21016P and D21031P from the right power management panel, P210.

(c) Do a wiring check between these pins of the relay socket DK76206 and the connector D21016P.

DK76206	D21016P
pin X1	pin 5

(d) Do a wiring check between these pins of the relay socket DK76206 and the connector D21031P.

DK76206	D21031P
pin X2	pin 8

1) Repair the wiring.
2) Re-install the right engine EEC CH A reset disconnect relay, K76206.
3) Re-connect the connectors D21016P and D21031P to the right power management panel, P210.
4) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, then do these steps:
1) Re-install the right engine EEC CH A reset disconnect relay, K76206.
2) Re-connect the connectors D21016P and D21031P to the right power management panel, P210.
3) Do the repair confirmation procedure at the end of this task.

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E. Repair Confirmation

(1) Do this task: Test No. 7 - Power Assurance Test, AMM TASK 71-00-00-700-806-H01.

——— END OF TASK ———

865. Extended Start for Thrust Control Malfunction Accomodation (TCMA) Testing - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-13161, 73-13162, 73-23161, 73-23162.

B. Description

(1) The occurrence of this message indicates that a longer than usual start has occurred due to the need to fully test the TCMA system. The TCMA system protects the airplane against runaway or high thrust conditions caused by control system failures. Periodically, a special test needs to be run during engine starting to fully check the TCMA system. A failure of the TCMA system will be identified by other maintenance messages and flight deck effects.

NOTE: This maintenance message does not indicate a fault in the TCMA system. No fault isolation or maintenance is required.

——— END OF TASK ———

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832. Fuel Flow Transmitter Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-33451, 73-33452.

B. Description

(1) The mass fuel flow signal exceeds valid range, or the EEC input circuitry has failed and the engine is operating on the fan speed regulator. The fault can be reported whenever the EEC is powered.

C. Initial Evaluation

(1) Do these steps:

(a) Start the engine and permit the engine to stabilize at idle (AMM TASK 71-00-00-800-835-H00).

1) If the MAT shows ACTIVE or LATCHED for the maintenance message while the engine operates, then do the fault isolation procedure below.

2) If the MAT shows NOT ACTIVE for the maintenance message while the engine operates, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(b) Stop the engine (AMM TASK 71-00-00-800-837-H00).

D. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch to the NORM position.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Disconnect electrical connector DP72304 from the fuel flow transmitter, M73009.

(3) Measure the resistance between these pairs of pins on the fuel flow transmitter receptacle:

DP72304	DP72304	
1	2	5-500 ohms
3	2	5-500 ohms
1	GND	>100K ohms
2	GND	>100K ohms
3	GND	>100K ohms

(4) If the resistance is not in the specified range for each pair of pins, replace the fuel flow transmitter, M73009.

These are the tasks:

Fuel Flow Transmitter Removal, AMM TASK 73-31-01-000-801-H01

Fuel Flow Transmitter Installation, AMM TASK 73-31-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

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CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(5) If the resistance is in the specified range for each pair of pins, or if the fault continues, re-connect connector DP72304 to the fuel flow transmitter and disconnect connector DP70305 from the EEC (FADEC), M73003.

(6) Measure the resistance between these pairs of pins on the harness connector DP70305.

DP70305	DP70305	
R	S	5-300
P	R	5-300
S	P	5-300
S	GND	100K
R	GND	100K
P	GND	100K

(7) If the resistance is not in the specified range for each pair of pins, replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(8) If fault continues, measure the resistance for continuity between the connectors on the DP72304 fuel flow meter, M73009, and the EEC, DP70305.

DP72304	DP70305
1	S
2	R
3	P

(9) If the resistance is in the specified range for each pair of pins, or if the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(10) If the fault continues, replace the HMU, M76001:

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01Fuel Flow Transmitter Installation, AMM TASK 73-31-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

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E. Repair Confirmation

(1) Do these steps:

(a) Start the engine and permit the engine to stabilize at idle (AMM TASK 71-00-00-800-835-H00).

(b) If the MAT shows NOT ACTIVE for the maintenance message while the engine operates, then you corrected the fault.

(c) If the MAT shows ACTIVE or LATCHED for the maintenance message while the engine operates, then continue with this fault isolation procedure at the subsequent step.

(d) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

833. Start Stall - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-33861, 73-33862.

B. Description

(1) A stall was detected during an autostart start attempt. This fault can be set by fuel schedules, EGT, N2 acceleration, or a combination of these parameters that are not in the limits.

NOTE: It is not necessary to troubleshoot these maintenance messages unless the Start EGT was in Area B, Area C or Area D, (AMM TASK 71-00-00-200-806-H01, Figure 604, Start EGT Exceedance Limits). If the Start EGT was in Area A (less than 825 Degrees C for less than 40 seconds), no troubleshooting is needed.

C. Initial Evaluation

(1) Do these steps:

(a) Start the engine and permit the engine to stabilize at idle (AMM TASK 71-00-00-800-835-H00).

1) If the MAT shows ACTIVE for the maintenance message while the engine operates, then do the fault isolation procedure below.

2) If the MAT shows NOT ACTIVE for the maintenance message while the engine operates, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(b) Stop the engine (AMM TASK 71-00-00-800-837-H00).

D. Fault Isolation

(1) Set the applicable EEC MAINT POWER switch to the NORM position.

(2) Look for one or more of these EICAS status messages:

(a) 732 132 51(52) - ENG CONTROL L(R)

(b) 732 161 51(52) - ENG EEC C1 L(R)

1) If you see an EICAS message, do the fault isolation task for the correlated maintenance message found through the MAT.

(3) Look for this message as a scheduled maintenance task (SMT) on the MFD (AMM TASK 31-61-00-800-815).

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(a) ENG EEC C2 L(R)

1) If you see this message, do the fault isolation task for the correlated maintenance messages that you find through the MAT selections, EXTENDED MAINTENANCE and MAINTENANCE PLANNING (AMM TASK 45-10-00-740-806).

(4) Do a check of the PS3 and P3B signal tubes for unwanted material and B-nuts that are not tight.

(a) Repair, clean, tighten, or replace as necessary.

(5) Make sure the Variable Stator Vane (VSV) actuators and the Variable Bypass Valve (VBV) actuators operate correctly. Do these tasks:

(a) Compressor Control System Inspection, AMM TASK 75-30-00-210-801-H01.

(b) Test No. 14 - Engine Fuel Driven Actuator Test (MAT Initiated Test), AMM TASK 71-00-00-700-813-H01.

(6) Do the engine dry motor procedure, and watch the starter air pressure (SAP) on EICAS when you do the motoring procedure (AMM TASK 71-00-00-800-836-H00).

(a) If the SAP stabilizes less than 30 psig and duct pressure is 70 psig or more, replace the starter air valve.

These are the tasks:

Starter Air Valve Removal, AMM TASK 80-11-02-000-801-H01

Starter Air Valve Installation, AMM TASK 80-11-02-400-801-H01.

(b) If the SAP stabilizes less than 30 psig and duct pressure is less than 70 psig, do the fault isolation for the pneumatic system.

(c) If the SAP stabilizes at 30 psig or more and duct pressure is 70 psig or more, then continue.

(7) If the fault continues, replace the engine starter.

These are the tasks:

Engine Starter Removal, AMM TASK 80-11-01-000-801-H01

Engine Starter Installation, AMM TASK 80-11-01-400-801-H01.

(8) If the fault continues, do this task: IP Check Valve Removal, AMM TASK 36-11-06-000-807-004.

(a) Make sure the IP check valve operates correctly. If it does not, install a replacement valve (AMM TASK 36-11-06-400-807-004)

(9) If the fault continues, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(10) Do an inspection of the Variable Stator Vane (VSV) system hardware that follow in 10 or less cycles (High Pressure Compressor Section (HPC) Inspection, AMM TASK 72-30-00-200-801-H01). Give special attention to the VSV guide pads.

- Inlet Guide Vane (IGV) and VSV actuation rings
- VSV guide pads
- Lever arms and bushings

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- Connector links
- VSV actuation shaft.

(a) If you find problems during the visual inspection, repair and/or replace components as it is necessary, and then do the repair confirmation at the end of this task.

(11) Do an inspection of the fan hub frame IGV guide pads in 10 or less cycles (Fan Hub Frame IGV Guide Pads Inspection, AMM TASK 72-23-00-200-802-H00).

(a) If you find problems during the visual inspection, repair and/or replace components as it is necessary, and then do the repair confirmation at the end of this task.

(12) Do the engine water wash after 10 flight cycles or less (AMM TASK 72-00-00-100-801-H01).

NOTE: For a better wash, you can use the hot water and detergent.

E. Repair Confirmation

(1) Do these steps:

(a) Start the engine and permit the engine to stabilize at idle (AMM TASK 71-00-00-800-835-H00).

1) If the MAT shows NOT ACTIVE for the maintenance message while the engine operates, then you corrected the fault.

2) If the MAT shows ACTIVE for the maintenance message while the engine operates, then continue with this fault isolation procedure at the subsequent step.

(b) Stop the engine (AMM TASK 71-00-00-800-837-H00).

END OF TASK

834. Engine Overtemp During Start - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-33891, 73-33892.

B. Description

(1) An engine over-temperature has been detected during an autostart start attempt.

NOTE: It is not necessary to troubleshoot these maintenance messages unless the Start EGT was in Area B, Area C or Area D, (Overtemperature Inspection, AMM TASK 71-00-00-200-806-H01, Figure 604, Start EGT Exceedance Limits). If the Start EGT was in Area A (less than 825 Degrees C for less than 40 seconds), no troubleshooting is needed.

C. Initial Evaluation

(1) Do this task: Overtemperature Inspection, AMM TASK 71-00-00-200-806-H01.

(2) If the engine is not serviceable, replace the engine.

These are the tasks:

Power Plant Removal, AMM TASK 71-00-02-000-811-H00

Power Plant Installation, AMM TASK 71-00-02-400-811-H00.

(3) If the engine is serviceable, then do the fault isolation procedure below.

D. Fault Isolation

(1) Look for one or more of these EICAS status message for the applicable engine:

(a) 732 132 51(52) - ENG CONTROL L(R)

(b) 732 161 51(52) - ENG EEC C1 L(R)

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(c) 732 152 51(52) - FUEL VALVE

1) If you see one or more of these EICAS messages, access present leg faults on the MAT and look for the correlated maintenance messages. Do the fault isolation task(s) for those messages.

(2) Do a check of the PS3 and P3B signal tubes for unwanted material and damage, and B-nuts that are not tight.

(a) Clean, tighten, repair, or replace as necessary.

(3) Do the engine dry motor procedure, and watch the starter air pressure (SAP) on EICAS when you do the motoring procedure (AMM TASK 71-00-00-800-836-H00).

(a) If the SAP stabilizes less than 30 psig and duct pressure is 70 psig or more, replace the starter air valve.

These are the tasks:

Starter Air Valve Removal, AMM TASK 80-11-02-000-801-H01

Starter Air Valve Installation, AMM TASK 80-11-02-400-801-H01.

(b) If the SAP stabilizes less than 30 psig and duct pressure is less than 70 psig, do the fault isolation for the pneumatic system.

(c) If the SAP stabilizes at 30 psig or more and duct pressure is 70 psig or more, then continue.

(4) Do this task: IP Check Valve Removal, AMM TASK 36-11-06-000-807-004.

(a) Make sure that the valve operates correctly. If it does not, install a replacement valve (AMM TASK 36-11-06-400-807-004).

(5) Replace the engine starter.

These are the tasks:

Engine Starter Removal, AMM TASK 80-11-01-000-801-H01

Engine Starter Installation, AMM TASK 80-11-01-400-801-H01.

——— END OF TASK ———

835. Variable Stator Vane Torque Motor Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-14001, 73-14002, 73-24001, 73-24002.

B. Description

(1) The variable stator vane (VSV) torque motor current on the channel-in-control failed the output versus torque motor current return check, or the return currect exceeds range checks. This fault can be reported by the EEC channel-in-control when the VSV's are actuated.

(a) For maintenance message 73-14001, 73-14002, do the fault isolation for channel A.

(b) For maintenance message 73-24001, 73-24002, do the fault isolation for channel B.

C. Initial Evaluation

(1) Do this task: Test No. 16 - Engine Electronic Control (EEC) Test (MAT Initiated Test), AMM TASK 71-00-00-700-815-H01.

(a) If the maintenance message shows on the ground test display, then do the fault isolation procedure below.

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(b) If the maintenance message does not show on the ground display, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(1) Disconnect electrical connector DP72305 (Ch A) or DP72405 (Ch B) from the HMU, M76001.

(2) Measure the resistance between these pairs of pins on the HMU receptacle:

DP72305	**DP72305**	
5	15	5-150 ohms
5	GND	>100K ohms
15	GND	>100K ohms

DP72405	**DP72405**	
5	15	5-150 ohms
5	GND	>100K ohms
15	GND	>100K ohms

(3) If the resistance is not in the specified range for each pair of pins, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(4) If the resistance is in the specified range for each pair of pins, re-connect connector DP72305 (Ch A) or DP72405 (Ch B) to the HMU.

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(5) Disconnect connector DP70305 (Ch A) or DP70406 (Ch B) from the EEC (FADEC), M73003.

(6) Measure the resistance between these pairs of pins in the harness connector:

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DP70305	DP70305	
b	M	5-150 ohms
b	GND	>100K ohms
M	GND	>100K ohms

DP70406	DP70406	
b	M	5-150 ohms
b	GND	>100K ohms
M	GND	>100K ohms

(7) If the resistance is not in the specified range for each pair of pins, replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(8) If the resistance is in the specified range for each pair of pins, or if the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(9) If the fault continues, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

E. Repair Confirmation

(1) Do this task: Test No. 16 - Engine Electronic Control (EEC) Test (MAT Initiated Test), AMM TASK 71-00-00-700-815-H01.

(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 with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

836. VBV Torquemotor Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-14051, 73-14052, 73-24051, 73-24052.

B. Description

(1) The variable bleed valve (VBV) torque motor current on the channel-in-control failed the output versus torque motor current return check, or the return current exceeds range check. This fault can be reported whenever the VBV's are actuated by the channel in control.

(a) For maintenance message 73-14051, 73-14052, do the fault isolation for channel A.

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(b) For maintenance message 73-24051, 73-24052, do the fault isolation for channel B.

C. Initial Evaluation

(1) Do this task: Test No. 16 - Engine Electronic Control (EEC) Test (MAT Initiated Test), AMM TASK 71-00-00-700-815-H01.

(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 display, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch to the NORM position.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Disconnect electrical connector DP72305 (Ch A) or DP72405 (Ch B) from the HMU, M76001.

(3) Measure the resistance between these pairs of receptacle pins:

DP72305	**DP72305**	
12	13	5-150 ohms
12	GND	>100K ohms
13	GND	>100K ohms

DP72405	**DP72405**	
12	13	5-150 ohms
12	GND	>100K ohms
13	GND	>100K ohms

(4) If the resistance is not in the specified range for each pair of pins, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(5) If the resistance is in the specified range for each pair of pins, re-connect connector DP72305 (Ch A) or DP72405 (Ch B) to the HMU, M76001.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(6) Disconnect connector DP70305 (Ch A) or DP70406 (Ch B) from the EEC (FADEC), M73003.

(7) Measure the resistance between these pairs of pins on the harness connectors:

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DP70305	DP70305	
h	Z	5-150 ohms
h	GND	>100K ohms
Z	GND	>100K ohms

DP70406	DP70406	
h	Z	5-150 ohms
h	GND	>100K ohms
Z	GND	>100K ohms

(8) If the resistance is not in the specified range for each pair of pins, replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(9) If the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(10) If the fault continues, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

E. Repair Confirmation

(1) Do this task: Test No. 16 - Engine Electronic Control (EEC) Test (MAT Initiated Test), AMM TASK 71-00-00-700-815-H01.

(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 with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

837. HPTACC Torque Motor Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-14251, 73-14252, 73-24251, 73-24252.

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B. Description

(1) The high pressure turbine active clearance control (HPTACC) valve torque motor current on channel-in-control fails the demand versus return check (>50 mA difference for 480 msec), or return current exceeds normal range (+/- 340 mA for 30 msec). A two second delay is applied before the fault report is sent. The fault can be reported whenever the EEC is powered and is latched until the channel is reset. This fault can be generated during the air driven actuators initiated test.

(a) For maintenance message 73-14251, 73-14252, do the fault isolation for channel A.

(b) For maintenance message 73-24251, 73-24252, do the fault isolation for channel B.

C. Initial Evaluation

(1) Do this task: Test No. 15 - Engine Air Driven Actuator Test (MAT Initiated Test), AMM TASK 71-00-00-700-814-H01.

(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 display, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch to the NORM position.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Disconnect electrical connector DP72305 (Ch A) or DP72405 (Ch B) from the HMU, M76001.

(3) Measure the resistance between these pairs of receptacle pins:

DP72305	DP72305	
4	14	5-300 ohms
4	GND	>100K ohms
14	GND	>100K ohms

DP72405	DP72405	
4	14	5-300 ohms
4	GND	>100K ohms
14	GND	>100K ohms

(4) If the resistance is not in the specified range for each pair of pins, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(5) If the resistance is in the specified range for each pair of pins, re-connect connector DP72305 (Ch A) or DP72405 (Ch B) to the HMU, M76001.

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(a) Do the repair confirmation procedure at the end of this task.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(6) Disconnect connector DP70305 (Ch A) or DP70406 (Ch B) from the EEC, M73003.

(7) Measure the resistance between these pins on the harness connector:

DP70305	**DP70305**	
E	X	5-300 ohms
E	GND	>100K ohms
X	GND	>100K ohms

DO70406	**DP70406**	
E	X	5-300 ohms
E	GND	>100K ohms
X	GND	>100K ohms

(8) If the resistance is not in the specified range for each pair of pins, replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(9) If the resistance is in the specified range for each pair of pins, or if the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(10) If the fault continues, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

E. Repair Confirmation

(1) Do this task: Test No. 15 - Engine Air Driven Actuator Test (MAT Initiated Test), AMM TASK 71-00-00-700-814-H01.

(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 with this fault isolation procedure at the subsequent step.

END OF TASK

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838. Airplane TAT and Engine T12 Disagree Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35591, 73-35592.

B. Description

(1) The total air temperature (TAT) signals reported from the ADIRU and from the SAARU are valid and disagree with the fan inlet temperature (T12) signal reported from the EEC by more than 10 degrees centigrade for more than 600 seconds (10 minutes).

C. Initial Evaluation

(1) Do an inspection of the airplane TAT probe for damage, debris or foreign objects that may prevent accurate TAT readings.

(2) This maintenance message may be generated during high altitude icing conditions. If both maintenance messages 73-35591 and 73-35592 are generated, do the engine foreign object damage inspection (AMM TASK 71-00-00-200-802-H01).

(3) Set the left and right EEC MAINT POWER switches on the overhead maintenance panel, P61, to the TEST position, and make sure the ADIRU and SAARU have power.

(4) Get access to the EPCS maintenance page, and look at and record the T12 values for each engine.

(a) Left Engine - Channel A _____

(b) Left Engine - Channel B _____

(c) Right Engine - Channel A _____

(d) Right Engine - Channel B _____

(5) Get access to the EICAS performance page, and look at and record the TAT and SAT values.

(a) TAT _____

(b) SAT _____

(6) If the T12 values for the engine that reported the fault agrees with the T12 values for the other engine, but disagrees with the TAT and SAT values by more than 5 degrees centigrade, then do the fault isolation tasks for TAT and SAT.

(7) If the T12 values for the engine that reported the fault disagrees with the T12 values for the other engine and the TAT and SAT values by more than 5 degrees centigrade, then do the fault isolation procedure below.

(8) If the T12 values for the engine that reported the fault does not disagree with the T12 values for the other engine and the TAT and SAT values by more than 5 degrees centigrade, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch to in the NORM position.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Disconnect connector DP70707 (Ch A) or DP70808 (Ch B) from the EEC (FADEC), M73003.

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(3) Measure the resistance between these pairs of pins of the harness connector:

DP70707	DP70707	
D	E	100-500 ohms
D	GND	>100K ohms
E	GND	>100K ohms

DP70808	DP70808	
D	E	100-500 ohms
D	GND	>100K ohms
E	GND	>100K ohms

(4) If the resistance is in the specified range for each pair of pins, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(5) If the resistance is not in the specified range for each pair of pins, or if the fault continues, disconnect electrical connector DP71702 (Ch A) or DP71802 (Ch B) from the T12 sensor, M73006.

(6) Attach a jumper wire from pin 1 to pin 2 on harness connector DP71702 or DP71802.

(7) Measure the resistance between these pairs of harness connector pins, DP70707 (Ch A) or DP70808 (Ch B):

DP70707	DP70707	
E	D	<5 ohms
E	GND	>100K ohms
D	GND	>100K ohms

DP70808	DP70808	
D	E	<5 ohms
D	GND	>100K ohms
E	GND	>100K ohms

(8) If the resistance is in the specified range for each pair of pins, replace the T12 sensor, M73006.

These are the tasks:

T12 Sensor Removal, AMM TASK 73-21-06-000-801-H01

T12 Sensor Installation, AMM TASK 73-21-06-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

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(9) If the resistance is not in the specified range for each pair of pins, or if the fault continues, replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch to TEST position and do a check of the T12 value on the EPCS maintenance page.

(a) If the T12 value does not now disagree by more than 5 degrees centigrade from the other values, then you corrected the fault. Set the left and right EEC MAINT POWER switches to the NORM position.

(b) If the T12 value is still different by more than 5 degrees centigrade, then set the EEC MAINT POWER switch to the NORM position. Continue this fault isolation task at the subsequent step.

——— END OF TASK ———

839. T12 Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-14621, 73-14622, 73-24621, 73-24622.

B. Description

(1) The fan inlet temperature (T12) signal exceeds a valid range, or the EEC input circuitry is failed. This fault can be reported whenever the EEC is powered.

(a) For maintenance message 73-14621, 73-14622, do the fault isolation for channel A.

(b) For maintenance message 73-24621, 73-24622, do the fault isolation for channel B.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch to the NORM position.

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Disconnect connector DP70707 (Ch A) or DP70808 (Ch B) from the EEC (FADEC), M73003.

(3) Measure the resistance between these pairs of pins on the harness connector:

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DP70707	DP70707	
E	D	100-500 ohms
E	GND	>100K ohms
D	GND	>100K ohms

DP70808	DP70808	
D	E	100-500 ohms
D	GND	>100K ohms
E	GND	>100K ohms

(4) If the resistance is in the specified range for each pair of pins, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(5) If the resistance is not in the specified range for each pair of pins, or if the fault continues, disconnect electrical connector DP71702 (Ch A) or DP71802 (Ch B) from the T12 sensor, M73006.

(6) Attach a jumper wire from pin 1 to pin 2 on harness connector DP71702 or DP71802.

(7) Measure the resistance between these pairs of connector pins, DP70707 (Ch A) or DP70808 (Ch B):

DP70707	DP70707	
E	D	<5 ohms
E	GND	>100K ohms
D	GND	>100K ohms

DP70808	DP70808	
D	E	<5 ohms
D	GND	>100K ohms
E	GND	>100K ohms

(8) If the resistance is in the specified range for each pair of pins, replace the T12 sensor, M73006.

These are the tasks:

T12 Sensor Removal, AMM TASK 73-21-06-000-801-H01

T12 Sensor Installation, AMM TASK 73-21-06-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(9) If the resistance is not in the specified range for each pair of pins, or if the fault continues, replace the applicable wiring harness.

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These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

840. T25 Soft Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-34911, 73-34912.

B. Description

(1) The channel A and channel B high pressure compressor inlet temperature (T25) signals disagree by more than 6 degrees centigrade for 60 seconds. The signals from the two channels are in range, and the EEC will not fault a single channel. It is necessary to troubleshoot each channel for this fault.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch to the NORM position.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Disconnect connector DP70109 (Ch A) and DP70210 (Ch B) from the EEC (FADEC), M73003.

(3) Measure the resistance between these pairs of pins on the channel A and channel B harness connectors:

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DP70109	DP70109	
M	L	100-500 ohms
M	GND	>100K ohms
L	GND	>100K ohms

DP70210	DP70210	
FF	x	100-500 ohms
FF	GND	>100K ohms
x	GND	>100K ohms

(4) If the resistance is in the specified range for each pair of pins, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(5) If the resistance is not in the specified range for each pair of pins, disconnect electrical connectors DP72110 (Ch A) and DP72210 (Ch B) from the T25 sensor, M73017.

(6) Attach a jumper wire from pin 1 to pin 2 on harness connectors DP72110 and DP72210.

(7) Measure the resistance between these pairs of EEC (FADEC) connector pins, DP70109 (Ch A) and DP70210 (Ch B):

DP70109	DP70109	
M	L	<5 ohms
M	GND	>100K ohms
L	GND	>100K ohms

DP70210	DP70210	
FF	x	<5 ohms
FF	GND	>100K ohms
x	GND	>100K ohms

(8) If the resistance is in the specified range for each pair of pins, replace the T25 sensor, M73017.

These are the tasks:

PT25 Sensor Removal, AMM TASK 73-21-63-000-801-H01

PT25 Sensor Installation, AMM TASK 73-21-63-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(9) If the resistance is not in the specified range for each pair of pins, or if the fault continues, replace the applicable wiring harness.

These are the tasks:

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EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

841. T25 Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-14631, 73-14632, 73-24631, 73-24632.

B. Description

(1) The high pressure compressor inlet temperature (T25) signal exceeds a valid range, or the EEC input circuitry is failed. This fault can be reported whenever the EEC is powered.

(a) For maintenance message 73-14631, 73-14632, do the fault isolation for channel A.

(b) For maintenance message 73-24631, 73-24632, do the fault isolation for channel B.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch to the NORM position.

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Disconnect connector DP70109 (Ch A) or DP70210 (Ch B) from the EEC (FADEC), M73003.

(3) Measure the resistance between these pairs of pins of the harness connector:

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DP70109	DP70109	
M	L	100-500 ohms
M	GND	>100K ohms
L	GND	>100K ohms

DP70210	DP70210	
FF	x	100-500 ohms
FF	GND	>100K ohms
x	GND	>100K ohms

(4) If the resistance is in the specified range for each pair of pins, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(5) If the resistance is not in the specified range for each pair of pins, or if the fault continues, disconnect electrical connector DP72110 (Ch A) or DP72210 (Ch B) from the T25 sensor, M73017.

(6) Attach a jumper wire from pin 1 to pin 2 on harness connector DP72110 or DP72210.

(7) Measure the resistance between these pairs of EEC (FADEC) connector pins, DP70109 (Ch A) or DP70210 (Ch B):

DP70109	DP70109	
M	L	<5 ohms
M	GND	>100K ohms
L	GND	>100K ohms

DP70210	DP70210	
FF	x	<5 ohms
FF	GND	>100K ohms
x	GND	>100K ohms

(8) If the resistance is in the specified range for each pair of pins, replace the T25 sensor, M73017.

These are the tasks:

PT25 Sensor Removal, AMM TASK 73-21-63-000-801-H01

PT25 Sensor Installation, AMM TASK 73-21-63-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(9) If the resistance is not in the specified range for each pair of pins, or if the fault continues, replace the applicable wiring harness.

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These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

842. T3 Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-14641, 73-14642, 73-24641, 73-24642.

B. Description

(1) The high pressure compressor discharge temperature (T3) signal exceeds a valid range, or the EEC input circuitry is failed, OR the thermocouple cold junction temperature is invalid. This fault can be reported whenever the EEC is powered.

(a) For maintenance message 73-14641, 73-14642, do the fault isolation for channel A.

(b) For maintenance message 73-24641, 73-24642, do the fault isolation for channel B.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Set sure the applicable EEC MAINT POWER switch to the NORM position.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Disconnect electrical connector DP72111 (Ch A) or DP72211 (Ch B) from the T3 sensor, M73012.

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(3) Measure the resistance between these pairs of receptacle pins:

DP72111		DP72111	
2	. . . . .	1	<5 ohms
2	. . . . .	GND	>100K ohms
1	. . . . .	GND	>100K ohms

DP72211		DP72211	
2	. . . . .	1	<5 ohms
2	. . . . .	GND	>100K ohms
1	. . . . .	GND	>100K ohms

(4) If the resistance is not in the specified range for each pair of pins, replace the T3 sensor, M73012.

These are the tasks:

T3 Sensor Assembly Removal, AMM TASK 73-21-64-000-801-H01

T3 Sensor Assembly Installation, AMM TASK 73-21-64-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(5) If the resistance is in the specified range for each pair of pins, or if the fault continues, re-connect connector DP72111 (Ch A) or DP72211 (Ch B) to the T3 sensor, M73012.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(6) Disconnect connector DP70109 (Ch A) or DP70210 (Ch B) from the EEC (FADEC), M73003.

(7) Measure the resistance between these pairs of receptacle pins:

DP70109		DP70109	
d	. . . . .	w	<20 ohms
d	. . . . .	GND	>100K ohms
w	. . . . .	GND	>100K ohms

DP70210		DP70210	
d	. . . . .	w	<20 ohms
d	. . . . .	GND	>100K ohms
w	. . . . .	GND	>100K ohms

(8) If the resistance is not in the specified range for each pair of pins, replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(9) If the resistance is in the specified range for each pair of pins, or if the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

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EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

843. T3 Difference Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-34651, 73-34652.

B. Description

(1) The high pressure compressor discharge temperature (T3) signals from channel A and channel B disagree. This fault can be reported whenever the EEC is powered. It is necessary to troubleshoot each channel.

NOTE: If the maintenance messages 73-34651 or 73-34652 are generated with the ENG CONTROL L or ENG CONTROL R EICAS messages, take corrective action as specified below within 10 days. It is possible that the FADEC software may show the ENG CONTROL L or ENG CONTROL R EICAS messages when the ENG EEC C1 L or ENG EEC C1 R EICAS messages should be shown.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Make sure the applicable EEC MAINT POWER switch is in the NORM position.

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CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Disconnect electrical connectors DP72111 (Ch A) and DP72211 (Ch B) from the T3 sensor, M73012.

(3) Measure the resistance between these pairs of receptacle pins:

DP72111	**DP72111**	
2	1	<5 ohms
2	GND	>100K ohms
1	GND	>100K ohms

DP72211	**DP72211**	
2	1	<5 ohms
2	GND	>100K ohms
1	GND	>100K ohms

(4) If a resistance is not in limits, replace the T3 sensor, M73012.

These are the tasks:

T3 Sensor Assembly Removal, AMM TASK 73-21-64-000-801-H01

T3 Sensor Assembly Installation, AMM TASK 73-21-64-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(5) If all resistances are in limits, re-connect connectors DP72111 (Ch A) and DP72211 (Ch B) to the T3 sensor, M73012.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(6) Disconnect connectors DP70109 (Ch A) and DP70210 (Ch B) from the EEC (FADEC), M73003.

(7) Measure the resistance between these pairs of pins on the harness connector:

DP70109	**DP70109**	
d	w	<20 ohms
d	GND	>100K ohms
w	GND	>100K ohms

DP70210	**DP70210**	
d	w	<20 ohms
d	GND	>100K ohms
w	GND	>100K ohms

(8) If the resistance is not in the specified range for each pair of pins, replace the applicable wiring harness.

These are the tasks:

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EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(9) If the resistance is in the specified range for each pair of pins, or if the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

844. P0 Soft Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-34781, 73-34782.

B. Description

(1) The EEC ambient pressure signal (P0) is reported as valid and disagrees with the airplane ADIRU and SAARU by 0.68 psia for 20 seconds. The ADIRU and SAARU P0 signals are also being reported as valid.

C. Initial Evaluation

(1) Set the left and right engine EEC MAINT POWER switches on the overhead maintenance panel, P61, to the TEST position.

(2) Get access to the EPCS maintenance page and look at the values for Pamb for the left and right engines, channel A and channel B and make a record of those values.

(a) Left Engine - Channel A _____

(b) Left Engine - Channel B _____

(c) Right Engine - Channel A _____

(d) Right Engine - Channel B _____

(3) If the Pamb value for the engine that reported the fault disagrees with the Pamb value for the other engine by more than 0.3 psia, then do the fault isolation procedure below.

(4) If the Pamb value for the engine that reported the fault does not disagree with the Pamb value for the other engine by more than 0.3 psia, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

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D. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch to the NORM position.

(2) Do a visual check for unwanted material in the P0 port or weep hole.

(a) If you see unwanted material, remove the material and clean the port and weep hole.

(b) Do the repair confirmation procedure at the end of this task.

(3) If there is no unwanted material or if the fault continues, do a check of the tubes from the P0 port to the EEC (FADEC), M73003 for leaks, damage, or unwanted material.

(a) Repair, replace, or clear the tubes as it is necessary.

(b) Do the repair confirmation procedure at the end of this task.

(4) If you do not see unwanted material or damage that blocks the P0 tubing, or find evidence of leakage, or if the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch to TEST and do a check of the Pamb value on the EPCS maintenance page.

(a) If the Pamb value does not now disagree by more than 0.3 psia from the other engine, then you corrected the fault. Set the left and right EEC MAINT POWER switches to the NORM position.

(b) If the Pamb value is still different by more than 0.3 psia, then set the EEC MAINT POWER switch to the NORM position. Continue this fault isolation task at the subsequent step.

——— END OF TASK ———

845. P0 Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-34761, 73-34762.

B. Description

(1) The ambient pressure signal (P0) exceeds valid range, or the EEC input circuitry is failed. This fault can be reported whenever the EEC is powered.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

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D. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch to the NORM position.

(2) Do a visual check for unwanted material in the P0 port or weep hole.

(a) If you see unwanted material, remove the material and clean the port and weep hole.

(b) Do the repair confirmation procedure at the end of this task.

(3) If you see no unwanted material or if the fault continues, do a check of the tubes from the P0 port to the EEC (FADEC), M73003 for leaks, damage, or unwanted material.

(a) Repair, replace, or clear the tubes as it is necessary.

(b) Do the repair confirmation procedure at the end of this task.

(4) If you do not see unwanted material or damage that blocks the P0 tubing, or find evidence of leakage, or if the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

846. PS3 Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-34771, 73-34772.

B. Description

(1) This task is for these maintenance messages:

(a) Electronic Engine Control (FADEC) (L Eng) PS3 Sensor signal is out of range.

(b) Electronic Engine Control (FADEC) (R Eng) PS3 Sensor signal is out of range.

(2) The High Pressure Compressor Discharge Pressure (PS3) signal is not in the specified range, or there is a failure in the Electronic Engine Control (EEC) Full Authority Digital Engine Control (FADEC) input circuitry. This fault can be reported when the EEC (FADEC) is powered.

C. Possible Causes

(1) Leakage/Blockage in the L (R) PS3 Tubing

(2) L (R) EEC (FADEC), M73003

D. Initial Evaluation

(1) On the Overhead Maintenance Panel, P61, put the applicable EEC MAINT L (R) ENG POWER Switch to the TEST position. If there is a fault, then the Maintenance Access Terminal (MAT) will show the maintenance message in 120 seconds or less.

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(a) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

E. Fault Isolation Procedure

(1) Put the applicable EEC MAINT L (R) ENG POWER Switch to the NORM position.

(2) Do a check of the tubes from the PS3 Port to the EEC (FADEC), M73003 for leaks and/or unwanted material.

(a) If necessary, repair, replace, or clean the tubes.

(b) Use a piece of wire, 0.020 in. (0.51 mm) in diameter, to make sure that the weep holes in the line are open.

(c) Disconnect the PS3 Tube from the EEC (FADEC).

CAUTION

DO NOT BLOW COMPRESSED AIR INTO THE FADEC. DAMAGE TO THE FADEC CAN OCCUR.

(d) Blow compressed air into the line in the direction of the engine.

(e) Re-connect the PS3 Tube to the EEC (FADEC).

1) Use the wrench arc method to tighten the B-nuts on the Pressure Sense Hoses (AMM TASK 70-51-00-910-802-H01).

(f) Do the Repair Confirmation at the end of this task.

(3) Replace the EEC (FADEC), M73003. These are the tasks:

- EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01
- EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01

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

F. Repair Confirmation

(1) On the Overhead Maintenance Panel, P61, put the applicable EEC MAINT L (R) ENG POWER Switch to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the problem.

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

——— END OF TASK ———

847. P3B/PS3 System Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35101, 73-35102.

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B. Description

(1) The engine compressor bleed pressure signal (P3B) and the high pressure compressor discharge pressure (PS3) signals do not agree. This fault can be reported whenever the EEC is powered.

C. Initial Evaluation

(1) Do these steps:

(a) Start the engine and permit the engine to stabilize at idle (AMM TASK 71-00-00-800-835-H00).

1) If the MAT shows ACTIVE for the maintenance message while the engine operates, then do the fault isolation procedure below.

2) If the MAT shows NOT ACTIVE for the maintenance message while the engine operates, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(b) Stop the engine (AMM TASK 71-00-00-800-837-H00).

D. Fault Isolation Procedure

(1) Do a check of the tubes from the PS3 port on the engine high pressure compressor case to the EEC (FADEC), M73003 for leaks or unwanted material.

(a) If you see unwanted material or evidence of leaks, repair, replace, or clear the tubes as it is necessary.

(b) Use a piece of wire, 0.020 inch (0.51 mm) in diameter, to make sure the weep hole in the line at the lower bifurcation is open.

(c) Disconnect the PS3 tube from the FADEC (EEC).

CAUTION

DO NOT BLOW COMPRESSED AIR INTO THE FADEC. DAMAGE TO THE FADEC CAN OCCUR.

(d) Blow compressed air into the line in the direction of the engine.

(e) Re-connect the PS3 tube to the EEC (FADEC).

1) Make sure the routing of the PS3 sense line is from the EEC (FADEC) to the PS3 port on the compressor case.

NOTE: Make sure the PS3 line is not connected to the bleed bias flow sensor.

2) Tighten the B-nuts on the pressure sense hose (AMM TASK 70-51-00-910-802-H01).

(f) Do the repair confirmation procedure at the end of this task.

(2) If you find no leaks or unwanted material, or if the fault continues, do a check for unwanted material in the bleed bias flow sensor.

(a) If you see unwanted material, remove the material and clean the port.

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(b) Make sure the routing of the P3B sense line is from the EEC (FADEC) to the bleed bias flow sensor.

NOTE: Make sure the P3B line is not connected to the PS3 port on the compressor case.

(c) Do the repair confirmation procedure at the end of this task.

(3) If you find no unwanted material or if the fault continues, do a check of the tubes from the bleed bias flow sensor to the EEC (FADEC), M73003 for leaks, unwanted material, significant damage to the tube (that might restrict or block airflow), or fittings that are not tight.

(a) Repair, replace, or clear the tubes if it necessary.

(b) Use a piece of wire, 0.020 inch (0.51 mm) in diameter, to make sure the weep hole in the line is open.

(c) Disconnect the P3B tube from the EEC (FADEC).

CAUTION

DO NOT BLOW COMPRESSED AIR INTO THE FADEC. DAMAGE TO THE FADEC CAN OCCUR.

(d) Blow compressed air into the line in the direction of the engine.

(e) Re-connect the P3B tube to the EEC (FADEC).

1) Tighten the B-nuts on the pressure sense hose (AMM TASK 70-51-00-910-802-H01).

(4) If you do not find problems with the tubing, or if the fault continues, do a high pressure leak test of the Ps3 tubes.

CAUTION

MAKE SURE THAT THE GAS REGULATOR IS SET TO THE CORRECT PRESSURE BEFORE THE GAS PRESSURE IS APPLIED TO THE PS3 TUBE. IF THE GAS PRESSURE IS NOT CORRECT, YOU CAN CAUSE DAMAGE TO THE ENGINE COMPONENTS.

(a) Use a clean, 0 to 5000 psi (0 to 3447 kPa) dry nitrogen pressure source to apply 100 PSI to the PS3 B-nut.

NOTE: The Ps3 B-nut is located on the engine high pressure compressor case.

WARNING

MAKE SURE THAT YOU PUT ON GLOVES AND GOGGLES WHEN YOU PRESSURIZE AND EXAMINE THE PS3 WEEP HOLES. THE GAS THAT FLOWS FROM THE WEEP HOLES IS UNDER HIGH PRESSURE CAN CAUSE INJURY TO PERSONS.

(b) Make sure that the gas flows freely from the PS3 weep hole in the lower bifurcation.

(c) Examine each tube connection between the B-nut on the engine high pressure compressor case to the FADEC as follows.

1) Use the leak detector, G50135 or a mixture of liquid soap and water to examine the tube connections for leaks.

a) Tighten a loose connection if you find a leak, AMM TASK 70-51-00-910-801-H01.

(5) If you do not find problems with the tubing, or if the fault continues, do a high pressure leak test of the P3B tubes.

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CAUTION MAKE SURE THAT THE GAS REGULATOR IS SET TO THE CORRECT PRESSURE BEFORE THE GAS PRESSURE IS APPLIED TO THE PS3 TUBE. IF THE GAS PRESSURE IS NOT CORRECT, YOU CAN CAUSE DAMAGE TO THE ENGINE COMPONENTS.

(a) Use a clean, 0 to 5000 psi (0 to 3447 kPa) dry nitrogen pressure source to apply 100 PSI to the P3B B-nut.

NOTE: The P3B B-nut is located on the bleed bias flow sensor.

WARNING PUT ON SAFETY EQUIPMENT BEFORE YOU EXAMINE THE FLOW. PUT ON GLOVES AND GOGGLES. THE GAS THAT FLOWS FROM THE WEEP HOLES IS HIGH PRESSURE. IF YOU DO NOT USE SAFETY EQUIPMENT, INJURIES CAN OCCUR.

(b) Make sure that the gas flows freely from the P3B weep hole in the lower bifurcation.

(c) Examine each tube connection between the B-nut on the bleed bias flow sensor to the FADEC as follows.

1) Use the leak detector, G50135 or a mixture of liquid soap and water to examine the tube connections for leaks.

a) Tighten a loose connection if you find a leak, AMM TASK 70-51-00-910-801-H01.

(d) Do the repair confirmation procedure at the end of this task.

(6) If you do not find problems with the tubing, or if the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Do these steps:

(a) Start the engine and permit the engine to stabilize at idle (AMM TASK 71-00-00-800-835-H00).

(b) If the MAT shows NOT ACTIVE for the maintenance message while the engine operates, then you corrected the fault.

(c) If the MAT shows ACTIVE or LATCHED for the maintenance message while the engine operates, then continue with this fault isolation procedure at the subsequent step.

(d) Stop the engine (AMM TASK 71-00-00-800-837-H00).

END OF TASK

848. P3B Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-34791, 73-34792.

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B. Description

(1) This task is the fault isolation of bleed bias flow (referred to as P3B).

(2) The engine compressor bleed pressure signal (P3B) exceeds valid range, or the EEC input circuitry is failed. This fault can be reported whenever the EEC is powered.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch to the NORM position.

(2) Do a check for unwanted material in the bleed bias flow sensor.

(a) If you see unwanted material, remove the material and clean the port.

(b) Do the repair confirmation procedure at the end of this task.

(3) If you find no unwanted material or if the fault continues, do a check of the tubes from the bleed bias flow sensor to the EEC (FADEC), M73003 for leaks, unwanted material, significant damage to the tube (that might restrict or block airflow), or fittings that are not tight.

(a) Repair, replace, or clear the tubes if it necessary.

(b) Do the repair confirmation procedure at the end of this task.

(4) If you do not find problems with the tubing, or if the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

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849. Subidle Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-34801, 73-34802.

B. Description

(1) The core speed is less than the core reference speed two (50 percent). The FUEL CONTROL switch is in the RUN position and the engine is at idle. The fault report is cleared after the core speed is greater than the core reference speed two (50 percent) or the FUEL CONTROL switch is put in the CUTOFF position.

C. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch, on the overhead maintenance panel, P61, to the TEST position.

(a) Check the MAT EXISTING FAULTS display for these maintenance messages: 73-35491(2), 73-35501(2).

1) If you find one or more of these maintenance messages active, do the fault isolation for the messages that you find, then continue with this fault isolation.

(b) Check the MAT FAULT HISTORY display for occurrence of these maintenance messages during any of the 3 previous flight legs: 73-35491(2), 73-35501(2).

1) If you find one or more of these maintenance messages occurred during the previous 3 flight legs (-3, -2, -1), do the fault isolation for the messages that you find, then continue with this fault isolation.

(2) Do a visual check of the engine inlet and exhaust area for evidence of engine failure.

(a) If you see signs of engine failure, replace the engine.

These are the tasks:

Power Plant Removal, AMM TASK 71-00-02-000-811-H00

Power Plant Installation, AMM TASK 71-00-02-400-811-H00.

(b) If you do not see signs of engine failure, then continue.

(3) Get access to PRESENT LEG FAULTS and look for these EICAS MESSAGES and the correlated maintenance messages for the applicable engine:

(a) ENG CONTROL L (R)

(b) ENG EEC C1 L (R)

1) If you see one of these messages, do the fault isolation task for the correlated maintenance message.

(4) If you do not see one of these messages, do these steps:

(a) Do a check of the fuel tank sumps for water (AMM TASK 12-11-02-680-801).

(b) Do a check of the PS3 and P3B tubes for leaks or blockage.

1) If you find a problem, repair as it is necessary.

(5) If you do not find a problem, or if the fault continues, do this task: Test No. 14 - Engine Fuel Driven Actuator Test (MAT Initiated Test), AMM TASK 71-00-00-700-813-H01.

(a) If the test fails, look for correlated maintenance messages and do the fault isolation task for that message.

(b) If the test passes, then continue.

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(6) Do this task: High Pressure Compressor Section Rotor Inspection, AMM TASK 72-00-00-290-803-H01.

(a) If you find damage that is more than the limits, replace the engine.

These are the tasks:

Power Plant Removal, AMM TASK 71-00-02-000-811-H00

Power Plant Installation, AMM TASK 71-00-02-400-811-H00.

(b) If you do not find a problem, then continue.

(7) Do a check on the fuel spar valve actuator for fault (AMM TASK 28-22-02-200-801).

(a) If you find fault, then replace the fuel spar valve actuator.

These are the tasks:

Engine Fuel Spar Valve Actuator - Removal, AMM TASK 28-22-02-000-802

Engine Fuel Spar Valve Actuator - Installation, AMM TASK 28-22-02-400-802.

(b) If you did not find fault, then continue.

(8) Replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

——— END OF TASK ———

850. Engine RPM Limited - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-34811, 73-34812.

B. Description

(1) The aircraft and engine were operated in a condition where no additional thrust (N1) was available due to core speed (N2) limitations. There were no other faults.

NOTE: Troubleshooting for the Engine RPM Limited Maintenance message is not required prior to dispatch or a time or cycle limitation. Troubleshooting should be performed on a not to interfere with revenue service basis. The Engine RPM Limited Advisory level EICAS message may be generated. This EICAS message dispatch is not limited by the MMEL or other OEM documents.

C. Fault Isolation Procedure

(1) Set the applicable EEC MAINT POWER switch to the NORM position.

(2) Look for one or more of these Engine Indication and Crew Alerting System (EICAS) status messages:

(a) 732 132 51 (52) - ENG CONTROL L (R)

(b) 732 161 51 (52) - ENG EEC C1 L (R)

1) If you see an EICAS message, do the fault isolation task for the correlated maintenance message found through the MAT.

(3) Look for this message as a Scheduled Maintenance Task (SMT) on the Multi-Function Display (MFD) (Showing Scheduled Maintenance Tasks, AMM TASK 31-61-00-800-815).

(a) ENG EEC C2 L (R)

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1) If you see this message, do the fault isolation task for the correlated maintenance message that you find through the MAT selections, EXTENDED MAINTENANCE and MAINTENANCE PLANNING (How to Find Maintenance Messages Correlated to Scheduled Maintenance Tasks, AMM TASK 45-10-00-740-806)

(4) Do an inspection of the engine tubes, pipes and flanges to make sure that they are attached correctly and are tight.

NOTE: Hot air leakage can cause the maintenance message.

(a) Look for signs of hot air leakage.

(b) Tighten loose bolts, ducts and flanges.

(c) If you find that the seal is damaged or leaking, then replace leaking seals.

(5) Do this task: High Pressure Compressor Section Rotor Inspection, AMM TASK 72-00-00-290-803-H01.

(a) If you find damage that is more than the limits, replace the engine.

These are the tasks:

Power Plant Removal, AMM TASK 71-00-02-000-811-H00

Power Plant Installation, AMM TASK 71-00-02-400-811-H00.

(b) If you do not find damage that is more than the limits, return the engine to service and monitor the engine.

(6) If the problem continues, replace the Hydro-Mechanical Unit (HMU), M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

(7) If the problem continues, replace the Main Fuel Pump.

These are the tasks:

Main Fuel Pump Removal, AMM TASK 73-11-01-000-801-H01

Main Fuel Pump Installation, AMM TASK 73-11-01-400-801-H01.

——— END OF TASK ———

851. N1 Redline Exceedance - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-34851, 73-34852.

B. Description

(1) The engine fan speed signal (N1) signal indicates that N1 exceeded the N1 redline limit for 1 second.

C. Initial Evaluation

(1) Do this task: Overspeed Inspection, AMM TASK 71-00-00-200-805-H01.

(a) If you find damage that is more than the limits, replace the engine.

These are the tasks:

Power Plant Removal, AMM TASK 71-00-02-000-811-H00

Power Plant Installation, AMM TASK 71-00-02-400-811-H00.

(b) If you do not find damage that is more than the limits, then continue.

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D. Fault Isolation Procedure

(1) Get access to PRESENT LEG FAULTS and look for these EICAS MESSAGES and the correlated maintenance messages for the applicable engine:

(a) ENG CONTROL L (R)

(b) ENG EEC C1 L (R)

(2) If you see one of these messages, do the fault isolation task for the correlated maintenance message.

(3) If you do not see one of these messages, or if the fault symptoms continue, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

——— END OF TASK ———

852. N2 Redline Exceedance - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-34861, 73-34862.

B. Description

(1) The engine core speed signal (N2) indicates that N2 exceeded the N2 redline limit.

C. Initial Evaluation

(1) Do this task: Overspeed Inspection, AMM TASK 71-00-00-200-805-H01.

(a) If you find damage that is more than the limits, replace the engine.

These are the tasks:

Power Plant Removal, AMM TASK 71-00-02-000-811-H00

Power Plant Installation, AMM TASK 71-00-02-400-811-H00.

(b) If you do not find damage that is more than the limits, then continue.

D. Fault Isolation Procedure

(1) Get access to PRESENT LEG FAULTS and look for these EICAS MESSAGES and the correlated maintenance messages for the applicable engine:

(a) ENG CONTROL L (R)

(b) ENG EEC C1 L (R)

(2) If you see one of these messages, do the fault isolation task for the correlated maintenance message.

(3) If you do not see one of these messages, or if the fault symptoms continue, replace the HMU, M76001.

These are the tasks:

Hydromechanical Unit Removal, AMM TASK 73-21-14-000-801-H01

Hydromechanical Unit Installation, AMM TASK 73-21-14-400-801-H01.

——— END OF TASK ———

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853. EGT Redline Exceedance - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-34871, 73-34872.

B. Description

(1) The engine exhaust gas temperature signal (EGT) indicates that the EGT exceeded the EGT redline limit for 1 second. This fault can be reported whenever the EEC (FADEC) is powered.

C. Initial Evaluation

(1) Do these steps to make sure the engine is still servicable:

NOTE: Before you try to find the cause of the overtemp exceedance, it is necessary to see if the overtemp event caused damage to the engine that is more than the servicable limits. If the engine is not servicable, it must be removed and replaced.

NOTE: After the cause of the EGT exceedance has been identified and the applicable repairs are completed, you can clear the exceedance indication by erasing the maintenance page auto-snapshot generated by the EGT exceedance event. To erase the auto-snapshot, do one of these tasks: Erasing a Snapshot with the Erase Selection Menu, AMM TASK 31-61-00-800-810, Erasing a Snapshot with the Page Menu, AMM TASK 31-61-00-800-806.

(a) Do a visual check of the turbine exhaust area for evidence of engine failure.

1) If you see evidence of engine failure, replace the engine.

These are the tasks:

Power Plant Removal, AMM TASK 71-00-02-000-811-H00

Power Plant Installation, AMM TASK 71-00-02-400-811-H00.

(b) Do this task: Overtemperature Inspection, AMM TASK 71-00-00-200-806-H01.

1) If you find damage that is more than the limits, replace the engine.

These are the tasks:

Power Plant Removal, AMM TASK 71-00-02-000-811-H00

Power Plant Installation, AMM TASK 71-00-02-400-811-H00.

2) If you do not find damage that is more than the limits, then do the fault isolation procedure below.

D. Fault Isolation Procedure

(1) Get access to Fault History and look for one or more of these maintenance messages:

(a) 73-13181, 73-13182

(b) 73-23181, 73-23182

(c) 73-13231, 73-13232

(d) 73-23231, 73-23232

(e) 73-13281, 73-13282

(f) 73-23281, 73-23282

(g) 73-13291, 73-13292

(h) 73-23291, 73-23292

(i) 75-14031, 75-14032

(j) 75-24031, 75-24032

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(k) 75-14081, 75-14082

(l) 75-24081, 75-24082

(m) 77-14661, 77-14662

(n) 77-24661, 77-24662

(o) 77-14681, 77-14682

(p) 77-24681, 77-24682

(q) 77-14711, 77-14712

(r) 77-24711, 77-24712

(2) If you see one of these maintenance messages, do the fault isolation procedure for that message.

(a) If you do fault isolation for one of these messages, do this task: Test No. 7 - Power Assurance Test, AMM TASK 71-00-00-700-806-H01.

(3) If you do not see one of these maintenance messages, or if the engine operation is not satisfactory, do this task: High Pressure Compressor Section Rotor Inspection, AMM TASK 72-00-00-290-803-H01.

(a) If you find damage that is more than the limits, replace the engine.

These are the tasks:

Power Plant Removal, AMM TASK 71-00-02-000-811-H00

Power Plant Installation, AMM TASK 71-00-02-400-811-H00.

(4) If you do not find damage that is more than the limits, do these steps:

(a) Do this task: Engine Gas Path Cleaning (Juniper Wash Cart Method), AMM TASK 72-00-00-100-801-H01.

(b) Do this task: Test No. 7 - Power Assurance Test, AMM TASK 71-00-00-700-806-H01.

(5) If the engine operation is not satisfactory, replace the engine.

These are the tasks:

Power Plant Removal, AMM TASK 71-00-02-000-811-H00

Power Plant Installation, AMM TASK 71-00-02-400-811-H00.

——— END OF TASK ———

854. EGT Start Redline Exceedance - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-34881, 73-34882.

B. Description

(1) The engine exhaust gas temperature signal (EGT) indicates that the EGT exceeded the EGT start limit for 1 second. This fault can be reported whenever the engine is starting.

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C. Initial Evaluation

(1) Do this task: Overtemperature Inspection, AMM TASK 71-00-00-200-806-H01.

NOTE: After the cause of the EGT exceedance has been identified and the applicable repairs are completed, you can clear the exceedance indication by erasing the maintenance page auto-snapshot generated by the EGT exceedance event. To erase the auto-snapshot, do one of these tasks: Erasing a Snapshot with the Erase Selection Menu, AMM TASK 31-61-00-800-810, Erasing a Snapshot with the Page Menu, AMM TASK 31-61-00-800-806.

(a) If you find damage that is more than the limits, replace the engine.

These are the tasks:

Power Plant Removal, AMM TASK 71-00-02-000-811-H00

Power Plant Installation, AMM TASK 71-00-02-400-811-H00.

(b) If you do not find damage that is more than the limits, then continue.

D. Fault Isolation Procedure

(1) If there was NOT sufficient air pressure available during engine start, or if you are unsure, then do the fault isolation for the source of the air supply.

(2) If you know that there was sufficient air pressure available during engine start, then continue.

(3) Get access to Present Leg Faults, and look for one or more of these messages:

(a) 73-13181, 73-13182
(b) 73-23181, 73-23182
(c) 73-13231, 73-13232
(d) 73-23231, 73-23232
(e) 73-13281, 73-13282
(f) 73-23281, 73-23282
(g) 73-13291, 73-13292
(h) 73-23291, 73-23292
(i) 75-14031, 75-14032
(j) 75-24031, 75-24032
(k) 75-14081, 75-14082
(l) 75-24081, 75-24082
(m) 77-14661, 77-14662
(n) 77-24661, 77-24662
(o) 77-14681, 77-14682
(p) 77-24681, 77-24682
(q) 77-14711, 77-14712
(r) 77-24711, 77-24712
(s) 80-33841, 80-33842
(t) 80-33871, 80-33872
(u) 80-33961, 80-33962

(4) If you see one of these maintenance messages, do the fault isolation procedure for that message.

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(a) If you do fault isolation for one of these messages, do this task: Engine Start (Selection), AMM TASK 71-00-00-800-835-H00.

(5) If you do not see one of these maintenance messages, or if the engine start is not satisfactory, do these steps:

(a) Stop the engine (AMM TASK 71-00-00-800-837-H00).

(b) Do a visual check of the turbine exhaust area for evidence of engine failure.

(c) If you find evidence of engine damage, replace the engine.

These are the tasks:

Power Plant Removal, AMM TASK 71-00-02-000-811-H00

Power Plant Installation, AMM TASK 71-00-02-400-811-H00.

(6) If you do not find evidence of engine damage or failure, do these steps:

(a) Do this task: Engine Gas Path Cleaning (Juniper Wash Cart Method), AMM TASK 72-00-00-100-801-H01.

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

(7) If the fault continues, replace the engine.

These are the tasks:

Power Plant Removal, AMM TASK 71-00-02-000-811-H00

Power Plant Installation, AMM TASK 71-00-02-400-811-H00.

——— END OF TASK ———

855. 115 VAC Unavailable - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-15221, 73-15222, 73-25221, 73-25222.

B. Description

(1) Aircraft supplied electrical backup power is not available to the EEC. This fault can be reported whenever the EEC is powered by the control alternator.

(a) For maintenance message 73-15221, 73-15222, do the fault isolation for channel A.

(b) For maintenance message 73-25221, 73-25222, do the fault isolation for channel B.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then do these steps:

1) Dry motor the engine (AMM TASK 71-00-00-800-836-H00).

2) If the MAT shows ACTIVE for the maintenance message while the engine motors, then do the fault isolation procedure below.

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3) If the MAT shows NOT ACTIVE for the maintenance message while the engine motors, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

4) Stop the engine.

D. Fault Isolation

(1) Make sure the applicable EEC MAINT POWER switch is in the NORM position.

(2) If the maintenance message is set only when you motor the engine, do a check of the start control circuit to the left engine start power relay, K73102 (right engine, K73202) and repair as necessary (WDM 73-21-18).

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(3) If the maintenance message set with ground test power, disconnect the applicable connector DP73003A (Ch A) or DP73003B (Ch B) from the EEC (FADEC), M73003.

(4) Make sure these circuit breakers are in the closed position:

(a) Make sure that these circuit breakers are closed:

Left Power Management Panel, P110

Row	Col	Number	Name
C	24	C73401	L ENG EEC ALTN PWR CHAN A
E	19	C73403	L ENG EEC ALTN PWR CHAN B

Right Power Management Panel, P210

Row	Col	Number	Name
E	1	C73400	R ENG EEC ALTN PWR CHAN A
E	11	C73402	R ENG EEC ALTN PWR CHAN B

(5) Set the EEC MAINT POWER switch to the TEST position.

WARNING BE CAREFUL WHEN YOU DO THIS CHECK. 115V AC CAN CAUSE SERIOUS INJURY OR DAMAGE TO EQUIPMENT.

(6) Do a check for 115V AC at socket C (socket D ground).

(a) If 115V AC is not present, repair the wiring (WDM 73-21-18).

(7) If 115V AC is found, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

END OF TASK

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856. Engine Rating and Hardware Configuration Disagree - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35561, 73-35562.

B. Description

(1) The selected engine rating and the engine hardware configuration do not agree.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Use the MAT to do a system configuration check for the applicable engine.

(a) Make these selections on the MAT.

1) ONBOARD MAINTENANCE
2) LINE MAINTENANCE
3) SYSTEM CONFIGURATION
4) Select the ATA System 71-80 for the applicable engine.
5) CONTINUE
6) Record the engine rating and engine configuration information.

NOTE: Use the scroll bar to see all the data.

(2) Verify the engine rating and engine rating plug part numbers agree with each other and the airplane thrust rating:

Rating	Rating Plug P/N
GE90-110B1L	390-803-001-0
GE90-110B1L1	390-803-011-0
GE90-110B1L2	390-803-021-0
GE90-115BL	390-805-001-0
GE90-115BL1	390-805-011-0
GE90-115BL2	390-805-021-0

(a) If the engine rating plug part number does not agree with the engine rating, replace the engine rating plug.

(3) Make sure that the engine hardware configuration, engine configuration box part number, and EEC software version part number agree with each other.

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Configuration Code	Configuration Box Part Number	Engine Hardware Configuration	EEC Software Version Part Number
0	390-850-001-0	Baseline GE90-115B hardware	Any
1	390-851-001-0	Baseline GE90-115B hardware, No CCC Valve	Any
2	390-850-002-0	Fuel Burn Upgrade Configuration	7306-GEC-A07-05 (SB–73-0098) or later
3	390-851-002-0	New HPTACC Panels, No CCC Valve	7306-GEC-A07-05 (SB–73-0098) or later

(a) If the engine configuration box part number does not agree with the engine hardware configuration, replace the engine configuration box.

(b) If the engine configuration box part number agrees with the engine hardware configuration, but the EEC software version part number does not agree, load the latest EEC software version.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

857. EICAS Message ENG LIMIT PROT L (R) - No Correlated Maintenance Message

A. Description

(1) The EICAS message ENG RPM LIMITED L (R) shows and there is no correlated maintenance message.

B. Fault Isolation Procedure

(1) Do the task for maintenance message 73-34811(2).

——— END OF TASK ———

858. EICAS Message ENG RPM LIMITED L (R) - No Correlated Maintenance Message

A. Description

(1) The EICAS message ENG RPM LIMITED L (R) shows and there is no correlated maintenance message.

B. Fault Isolation Procedure

(1) Do the task for maintenance message 73-34811(2).

——— END OF TASK ———

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859. Left Engine Position Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-35131.

B. Description

(1) The left engine position discretes indicate an invalid combination exists on the aircraft/EEC interface. The fault must exist for 20 seconds before it is reported. This fault can be reported whenever the EEC is powered, and can also be reported during the EEC MAT initiated test. The fault is latched until the channel is reset.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation

(1) Set the applicable EEC MAINT POWER switch to the NORM position.

(2) Do these steps to check the left engine position discrete wiring (WDM 73-21-11).

(a) Remove connector DM73003D (J4) from the EEC, M73003.

DM73003D		DM73003D	
CC	. . . . .	FF	continuity
BB	. . . . .	CC	open
BB	. . . . .	FF	open

(c) Repair the wiring problems that you find

(d) Do the repair confirmation at the end of this task.

(3) Replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

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(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

END OF TASK

860. Right Engine Position Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-35132.

B. Description

(1) The right engine position discretes indicate an invalid combination exists on the aircraft/EEC interface. The fault must exist for 20 seconds before it is reported. This fault can be reported whenever the EEC is powered, and can also be reported during the EEC MAT initiated test. The fault is latched until the channel is reset.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation

(1) Make sure the applicable EEC MAINT POWER switch is in the NORM position.

(2) Do these steps to check the right engine position discrete wiring (WDM 73-21-21).

(a) Remove connector DM73003D (J4) from the EEC, M73003.

DM73003D		DM73003D	
BB	. . . . .	FF	continuity
BB	. . . . .	CC	open
FF	. . . . .	CC	open

(b) Repair the wiring problems that you find

(c) Do the repair confirmation at the end of this task.

(3) Replace the EEC, M73003.

These are the tasks:

AMM TASK 73-21-15-000-801-H01

AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

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(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

861. Right Airfoil Cowl and Ice Protection System Signal is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-34121, 73-34122.

B. Description

(1) The cowl thermal anti-ice status words from the airfoil cowl and ice protection system (ACIPS) is reported as failed or is no computed data. This fault must exist for a minimum of 5 seconds before the fault is sent. The fault can be reported whenever the EEC is powered. The fault is cleared when the status words are normal for 5 seconds.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Look on the MAT for maintenance messages related to the ACIPS or engine anti-ice system.

(a) If you find messages related to the ACIPS or engine anti-ice system, do the fault isolation for those messages.

1) If you do not find messages related to the ACIPS or engine anti-ice system, or the fault continues, continue with this fault isolation procedure.

(2) Replace the applicable EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

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(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

862. Left Ice Detector Digital and Analog Signals Disagree - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-34131, 73-34132.

B. Description

(1) The left ice detector digital signal disagrees with the left ice detector analog signal. This fault must exist for a minimum of 20 seconds before the fault is reported. The fault can be reported whenever the EEC is powered. The fault is cleared when the digital and analog signals agree for 20 seconds.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Look on the MAT for maintenance messages related to the airfoil and cowl ice protection system (ACIPS).

(a) If you find messages related to ACIPS, do the fault isolation for those messages.

(b) If you do not find messages related to ACIPS or the fault continues, continue with this fault isolation procedure.

(2) Replace the left ice detector module, M30811.

These are the tasks:

Ice Detector Removal, AMM TASK 30-81-01-000-801

Ice Detector Installation, AMM TASK 30-81-01-400-801.

(a) Do the repair confirmation at the end of this task.

(3) In the left integration panel, P105, examine the wiring and diode R30010 between panel connector D4731P, pin A3, panel connector D4906P, pin B7, and panel connector D5637P, pin B6 (WDM 30-81-11, 73-21-13).

(a) If you find a problem with the wiring or diode, repair the wiring or replace the diode, and do the repair confirmation at the end of this task.

(b) If you do not find a problem with the wiring or diode, continue with this fault isolation procedure.

(4) Do a check of the wiring between the left ice detector module, M30811, and the left integration panel, P105.

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(a) Remove the left ice detector module, M30811 (AMM TASK 30-81-01-000-801).

(b) On the left integration panel, P105, disconnect connector D5637P.

(c) Do a check of the wiring between the left ice detector module connector, DM30811, pin 2, and the left integration panel connector, D5637P, pin B6.

1) If you find a problem with the wiring, repair the wiring, and do the steps that follow.

a) Re-install the left ice detector module, M30811 (AMM TASK 30-81-01-400-801).

b) Re-connect connnector D5637P to the left integration panel, P105.

c) Do the repair confirmation at the end of this task.

2) If you do not find a wiring problem, continue with this fault isolation procedure.

(5) Do a check of the wiring between the left EDIU, M73103, and the left integration panel, P105.

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) On the left integration panel, P105, disconnect connector D4731P.

(c) Do a check of the wiring between EDIU connector DM732103AE, pin A6, and connector D4731P, pin A3.

1) If you find a problem with the wiring, repair the wiring, and do the steps that follow.

a) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

b) Re-connect connnector D4731P to the left integration panel, P105.

c) Do the repair confirmation at the end of this task.

2) If you do not find a wiring problem, continue with this fault isolation procedure.

(6) Do a check of the wiring between the left ACIPS control card, P85A6, and the left integration panel, P105.

(a) Remove the left ACIPS control card, P85A6 from the left systems cardfile, P85 (AMM TASK 30-21-01-000-801).

(b) On the left integration panel, P105, disconnect connector D4906P.

(c) Do a check of the wiring between the left ACIPS control card connector DP8503, pin 59, and connector D4906P, pin B7.

1) If you find a problem with the wiring, repair the wiring, and do the steps that follow.

a) Re-install the left ACIPS control card, P85A6 (AMM TASK 30-21-01-400-801).

b) Re-connect connnector D4906P to the left integration panel, P105.

c) Do the repair confirmation at the end of this task.

2) If you do not find a wiring problem, continue with this fault isolation procedure.

(7) Re-install and re-connect all the equipment and connectors that were removed or disconnected, and do the fault isolation for maintenance message 73-34141(2).

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

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(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

863. Right Ice Detector Digital and Analog Signals Disagree - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-34141, 73-34142.

B. Description

(1) The right ice detector digital signal disagrees with the right ice detector analog signal. This fault must exist for a minimum of 20 seconds before the fault is reported. The fault can be reported whenever the EEC is powered. The fault is cleared when the digital and analog signals agree for 20 seconds.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Look on the MAT for maintenance messages related to the airfoil and cowl ice protection system (ACIPS).

(a) If you find messages related to ACIPS, do the fault isolation for those messages.

(b) If you do not find messages related to ACIPS or the fault continues, continue with this fault isolation procedure.

(2) Replace the right ice detector module, M30812.

These are the tasks:

Ice Detector Removal, AMM TASK 30-81-01-000-801

Ice Detector Installation, AMM TASK 30-81-01-400-801.

(a) Do the repair confirmation at the end of this task.

(3) In the right integration panel, P205, examine the wiring and diode R30011 between panel connector D4766P, pin A7, panel connector D4883P, pin B7, and panel connector D5588P, pin B7 (WDM 30-81-12, 73-21-23).

(a) If you find a problem with the wiring or diode, repair the wiring or replace the diode, and do the repair confirmation at the end of this task.

(b) If you do not find a problem with the wiring or diode, continue with this fault isolation procedure.

(4) Do a check of the wiring between the right ice detector module, M30812, and the right integration panel, P205.

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(a) Remove the right ice detector module, M30812 (AMM TASK 30-81-01-000-801).

(b) On the right integration panel, P205, disconnect connector D5588P.

(c) Do a check of the wiring between the right ice detector module connector, DM30812, pin 2, and the right integration panel connector, D5588P, pin B7.

1) If you find a problem with the wiring, repair the wiring, and do the steps that follow.

a) Re-install the left ice detector module, M30812 (AMM TASK 30-81-01-400-801).

b) Re-connect connnector D5588P to the left integration panel, P205.

c) Do the repair confirmation at the end of this task.

2) If you do not find a wiring problem, continue with this fault isolation procedure.

(5) Do a check of the wiring between the right EDIU, M73203, and the right integration panel, P205.

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) On the right integration panel, P205, disconnect connector D4766P.

(c) Do a check of the wiring between EDIU connector DM73203AE, pin A6, and connector D4766P, pin A7.

1) If you find a problem with the wiring, repair the wiring, and do the steps that follow.

a) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

b) Re-connect connnector D4766P to the right integration panel, P205.

c) Do the repair confirmation at the end of this task.

2) If you do not find a wiring problem, continue with this fault isolation procedure.

(6) Do a check of the wiring between the right ACIPS control card, P84A6, and the right integration panel, P205.

(a) Remove the right ACIPS control card, P84A6 from the right systems cardfile, P84 (AMM TASK 30-21-01-000-801).

(b) On the right integration panel, P205, disconnect connector D4883P.

(c) Do a check of the wiring between the left ACIPS control card connector DP8403, pin 59, and connector D4883P, pin B7.

1) If you find a problem with the wiring, repair the wiring, and do the steps that follow.

a) Re-install the right ACIPS control card, P84A6 (AMM TASK 30-21-01-400-801).

b) Re-connect connnector D4883P to the right integration panel, P205.

c) Do the repair confirmation at the end of this task.

2) If you do not find a wiring problem, continue with this fault isolation procedure.

(7) Re-install and re-connect all the equipment and connectors that were removed or disconnected, and do the fault isolation for maintenance message 73-34131(2).

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

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(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

ARO 001, 002, 004-999; ARO 003 POST SB 777-31-0263 OR POST SB 777-31-0264 OR POST SB 777-31-0218

865. PS3 Difference Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35681, 73-35682.

B. Description

(1) This task is for these maintenance messages:

(a) HP Compressor Discharge (PS3) (L Eng) Channel A and Channel B do not agree.

(b) HP Compressor Discharge (PS3) (R Eng) Channel A and Channel B do not agree.

(2) The High Pressure Compressor Discharge Pressure (PS3) signals from Channel A and Channel B disagree. This fault can be reported when the EEC (FADEC) is powered.

C. Possible Causes

(1) Leakage/Blockage in the L (R) PS3 Tubing

(2) L (R) EEC (FADEC), M73003

D. Initial Evaluation

(1) On the Overhead Maintenance Panel, P61, put the applicable EEC MAINT L (R) ENG POWER Switch to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the Fault Isolation Procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

E. Fault Isolation Procedure

(1) Put the applicable EEC MAINT L (R) ENG POWER Switch to the NORM position.

(2) Do a check of the tubes from the PS3 Port to the EEC (FADEC), M73003 for leaks and/or unwanted material.

(a) If necessary, repair, replace, or clean the tubes.

(b) Use a piece of wire, 0.020 in. (0.51 mm) in diameter, to make sure that the weep holes in the line are open.

(c) Disconnect the PS3 Tube from the EEC (FADEC).

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CAUTION

DO NOT BLOW COMPRESSED AIR INTO THE FADEC. DAMAGE TO THE FADEC CAN OCCUR.

(d) Blow compressed air into the line in the direction of the engine.

(e) Re-connect the PS3 Tube to the EEC (FADEC).

1) Use the wrench arc method to tighten the B-nuts on the Pressure Sense Hoses (AMM TASK 70-51-00-910-802-H01).

(f) Do the Repair Confirmation at the end of this task.

(3) Replace the EEC (FADEC), M73003. These are the tasks:

- EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01
- EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01

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

F. Repair Confirmation

(1) On the Overhead Maintenance Panel, P61, put the applicable EEC MAINT L (R) ENG POWER Switch to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the problem.

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

——— END OF TASK ———

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801. EDIU (L Eng) has an ARINC 429 Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03021.

B. Description

(1) The EDIU (left engine) is transmitting on the ARINC 429 Bus to EEC channel A but does not detect a signal on that bus.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the left EDIU, M73103 on the E1-5 shelf:

1) Disconnect the electrical connector, DM73003C, from the EEC, M73003.

2) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

3) Do a wiring check between these pins of connector DM73003C on the EEC, M73003 and connector DM73103AD at the E1-5 shelf (WDM 73-21-13).

DM73003C	DM73103AD
pin k	pin H1
pin z	pin H2

4) If you find a problem with the wiring, then do these steps:

a) Repair the wiring as necessary (WDM 73-21-13).

b) Re-connect connector DM73003C.

c) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

5) If you do not find a problem with the wiring, then do these steps:

a) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

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Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

b) Re-connect connector DM73003C.

c) Do the repair confirmation procedure at the end of this task.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the left EDIU, M73103 on the E1-5 shelf:

1) Disconnect the electrical connector, DM73003C, from the EEC, M73003.

2) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

3) Do a wiring check between these pins of connector DM73003C on the EEC, M73003 and connector DM73103AA at the E1-5 shelf (WDM 73-21-13).

DM73003C	DM73103AA
pin AA	pin C1
pin m	pin C2

4) If you find a problem with the wiring, then do these steps:

a) Repair the wiring as necessary (WDM 73-21-13).

b) Re-connect connector DM73003C.

c) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

5) If you do not find a problem with the wiring, then do these steps:

a) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

b) Re-connect connector DM73003C.

c) Do the repair confirmation procedure at the end of this task.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

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E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

802. EDIU (R Eng) has an ARINC 429 Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03022.

B. Description

(1) The EDIU (right engine) is transmitting on the ARINC 429 Bus to EEC channel A but does not detect a signal on that bus.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 20 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the right EDIU, M73203 on the E4-1 shelf:

1) Disconnect the electrical connector, DM73003C, from the EEC, M73003.

2) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

3) Do a wiring check between these pins of connector DM73003C on the EEC, M73003 and connector DM73203AD at the E4-1 shelf (WDM 73-21-23).

DM73003C	DM73203AD
pin k	pin H1
pin z	pin H2

4) If you find a problem with the wiring, then do these steps:

a) Repair the wiring as necessary (WDM 73-21-23).

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b) Re-connect connector DM73003C.

c) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

5) If you do not find a problem with the wiring, then do these steps:

a) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

b) Re-connect connector DM73003C.

c) Do the repair confirmation procedure at the end of this task.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the right EDIU, M73203 on the E4-1 shelf:

1) Disconnect the electrical connector, DM73003C, from the EEC, M73003.

2) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

3) Do a wiring check between these pins of connector DM73003C on the EEC, M73003 and connector DM73203AA at the E4-1 shelf (WDM 73-21-23).

DM73003C	DM73203AA
pin AA	pin C1
pin m	pin C2

4) If you find a problem with the wiring, then do these steps:

a) Repair the wiring as necessary (WDM 73-21-23).

b) Re-connect connector DM73003C.

c) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

5) If you do not find a problem with the wiring, then do these steps:

a) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

b) Re-connect connector DM73003C.

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c) Do the repair confirmation procedure at the end of this task.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 20 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

803. EDIU (L Eng) has No Input from EEC (L Eng, Ch A) on ARINC 429 Bus - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03031.

B. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

C. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A ONLY OR CH C ONLY, replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A AND CH C OR CH B ONLY, then do this visual check of the W0770 wire harness:

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CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(a) Make sure the applicable EEC MAINT POWER switch on the P61 panels is in the NORM position.

(b) Examine the wire harness, electrical connectors, and backshells between the EEC, M73003, and the left fan/strut disconnect panel, AN0181, for these possible problems (WDM 73-21-13):

1) Wire harness damage

2) Loose or damaged electrical connectors

3) Loose or damaged backshells

a) If you find a loose backshell, disassemble it and examine the internal wiring for chafing.

(c) If you found a problem with the wire harness, electrical connectors, or backshells, do these steps:

1) Repair the problems that you found (WDM 73-21-13).

2) Do the repair confirmation procedure at the end of this task.

(d) Do this wiring check between the EEC, M73003 and the left fan/strut disconnect panel, AN0181:

1) Disconnect connector DM73003C from the EEC, M73003.

2) Disconnect connector D71319P from the left fan/strut disconnect panel, AN0181.

3) Do a wiring check between these pins of connector DM73003C at the EEC and connector D71319P from the fan/strut disconnect panel, AN0181 (WDM 73-21-13).

DM73003C	D71319P
pin N	pin 29
pin M	pin 30
pin K	pin 4
pin L	pin 5

4) If you do not find a problem with the wiring, then continue with the subsequent step of this procedure.

5) If you find a problem with the wiring, then do the applicable steps:

a) Repair the wire harness.

b) Replace the W0770 wiring harness (WDM 73-21-13).

6) Re-connect all the electrical connectors.

a) Use the strap wrench or the soft-jawed pliers to tighten the electrical connector (AMM TASK 70-00-01-400-807-H01).

7) Do the repair confirmation procedure at the end of this task.

(3) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A AND CH C, then do this circuit check:

(a) Do this wiring check between the left fan/strut disconnect panel, AN0181 and the left EDIU, M73103 on the E1-5 shelf:

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1) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector D71319P at the left fan/strut disconnect panel, AN0181 and connector DM73103AD at the E1-5 shelf (WDM 73-21-13).

D71319P	DM73103AD
pin 29	pin K1
pin 30	pin K2

3) If you find a problem with the wiring, then do these steps:

a) Repair the wiring.

b) Re-connect connectors D71319P.

c) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

4) If you do not find a problem with the wiring, then do these steps:

a) Re-connect connector D71319P.

b) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

c) Continue with the subsequent step of this procedure.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

(c) If the MAT shows ACTIVE for the maintenance message, replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

1) Do the repair confirmation procedure at the end of this task.

(4) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B ONLY, then do this circuit check:

(a) Do this wiring check between the left fan/strut disconnect panel, AN0181 and the left EDIU, M73103 on the E1-5 shelf:

1) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector D71319P at the left fan/strut disconnect panel, AN0181 and connector DM73103AA at the E1-5 shelf (WDM 73-21-13).

D71319P	DM73103AA
pin 4	pin A1
pin 5	pin A2

3) If you find a problem with the wiring, then do these steps:

a) Repair the wiring.

b) Re-connect connectors D71319P.

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c) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

4) If you do not find a problem with the wiring, then do these steps:

a) Re-connect connector D71319P.

b) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

c) Continue with the subsequent step of this procedure.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

(c) If the MAT shows ACTIVE for the maintenance message, replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

1) Do the repair confirmation procedure at the end of this task.

D. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the P61 panel to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position and continue with the subsequent step of this fault isolation procedure.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the problem. Set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position.

——— END OF TASK ———

804. EDIU (R Eng) has No Input from EEC (R Eng, Ch A) on ARINC 429 Bus - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03032.

B. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

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(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

C. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A ONLY OR CH C ONLY, replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A AND CH C OR CH B ONLY, then do this visual check of the W0770 wire harness:

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(a) Make sure the applicable EEC MAINT POWER switch on the P61 panels is in the NORM position.

(b) Examine the wire harness, electrical connectors, and backshells between the EEC, M73003, and the left fan/strut disconnect panel, AN0181, for these possible problems (WDM 73-21-23):

1) Wire harness damage
2) Loose or damaged electrical connectors
3) Loose or damaged backshells
   a) If you find a loose backshell, disassemble it and examine the internal wiring for chafing.

(c) If you found a problem with the wire harness, electrical connectors, or backshells, do these steps:

1) Repair the problems that you found (WDM 73-21-23).
2) Do the repair confirmation procedure at the end of this task.

(d) Do this wiring check between the EEC, M73003 and the left fan/strut disconnect panel, AN0181:

1) Disconnect connector DM73003C from the EEC, M73003.
2) Disconnect connector D71319P from the left fan/strut disconnect panel, AN0181.
3) Do a wiring check between these pins of connector DM73003C at the EEC and connector D71319P from the fan/strut disconnect panel, AN0181 (WDM 73-21-23).

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DM73003C	D71319P
pin N	pin 29
pin M	pin 30
pin K	pin 4
pin L	pin 5

4) If you do not find a problem with the wiring, then continue with the subsequent step of this procedure.

5) If you find a problem with the wiring, then do the applicable steps:

a) Repair the wire harness (WDM 73-21-23).

b) Replace the W0770 fan wiring harness.

6) Re-connect all the electrical connectors.

a) Use the strap wrench or the soft-jawed pliers to tighten the electrical connector (AMM TASK 70-00-01-400-807-H01).

7) Do the repair confirmation procedure at the end of this task.

(3) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A AND CH C, then do this circuit check:

(a) Do this wiring check between the left fan/strut disconnect panel, AN0181 and the right EDIU, M73203 on the E4-1 shelf:

1) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector D71319P at the left fan/strut disconnect panel, AN0181 and connector DM73203AD at the E4-1 shelf (WDM 73-21-23).

D71319P	DM73203AD
pin 29	pin K1
pin 30	pin K2

3) If you find a problem with the wiring, then do these steps:

a) Repair the wiring.

b) Re-connect connectors D71319P.

c) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

4) If you do not find a problem with the wiring, then do these steps:

a) Re-connect connector D71319P.

b) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

c) Continue with the subsequent step of this procedure.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

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(c) If the MAT shows ACTIVE for the maintenance message, replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

1) Do the repair confirmation procedure at the end of this task.

(4) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B ONLY, then do this circuit check:

(a) Do this wiring check between the left fan/strut disconnect panel, AN0181 and the R EDIU, M73203 on the E4-1 shelf:

1) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector D71319P at the left fan/strut disconnect panel, AN0181 and connector DM73103AA at the E4-1 shelf (WDM 73-21-23).

D71319P		DM73203AA
pin 4	. . . . .	pin A1
pin 5	. . . . .	pin A2

3) If you find a problem with the wiring, then do these steps:

a) Repair the wiring.

b) Re-connect connectors D71319P.

c) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

4) If you do not find a problem with the wiring, then do these steps:

a) Re-connect connector D71319P.

b) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

c) Continue with the subsequent step of this procedure.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

(c) If the MAT shows ACTIVE for the maintenance message, replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

1) Do the repair confirmation procedure at the end of this task.

D. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the P61 panel to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

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(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position and continue with the subsequent step of this fault isolation procedure.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the problem. Set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position.

——— END OF TASK ———

805. EDIU (L Eng) has an ARINC 429 Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03051.

B. Description

(1) The EDIU (left Eng) is transmitting on the ARINC 429 Bus to EEC channel B but does not detect a signal on that bus.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the left EDIU, M73103 on the E1-5 shelf:

1) Disconnect the electrical connector, DM73003D, from the EEC, M73003.

2) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

3) Do a wiring check between these pins of connector DM73003D on the EEC, M73003 and connector DM73103AD at the E1-5 shelf (WDM 73-21-13).

DM73003D		DM73103AD
pin g	. . . . .	pin G5
pin h	. . . . .	pin H5

4) If you find a problem with the wiring, then do these steps:

a) Repair the wiring as necessary (WDM 73-21-13).

b) Re-connect connector DM73003D.

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c) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

5) If you do not find a problem with the wiring, then do these steps:

a) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

b) Re-connect connector DM73003D.

c) Do the repair confirmation procedure at the end of this task.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the left EDIU, M73103 on the E1-5 shelf:

1) Disconnect the electrical connector, DM73003D, from the EEC, M73003.

2) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

3) Do a wiring check between these pins of connector DM73003D on the EEC, M73003 and connector DM73103AA at the E1-5 shelf (WDM 73-21-13).

DM73003D	DM73103AA
pin k	pin C5
pin z	pin D5

4) If you find a problem with the wiring, then do these steps:

a) Repair the wiring as necessary (WDM 73-21-13).

b) Re-connect connector DM73003D.

c) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

5) If you do not find a problem with the wiring, then do these steps:

a) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

b) Re-connect connector DM73003D.

c) Do the repair confirmation procedure at the end of this task.

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(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

806. EDIU (R Eng) has an ARINC 429 Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03052.

B. Description

(1) The EDIU (R Eng) is transmitting on the ARINC 429 Bus to EEC channel B but does not detect a signal on that bus.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the right EDIU, M73203 on the E4-1 shelf:

1) Disconnect the electrical connector, DM73003D, from the EEC, M73003.

2) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

3) Do a wiring check between these pins of connector DM73003D on the EEC, M73003 and connector DM73203AD at the E4-1 shelf (WDM 73-21-23).

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DM73003D	DM73203AD
pin g	pin G5
pin h	pin H5

4) If you find a problem with the wiring, then do these steps:
   a) Repair the wiring as necessary (WDM 73-21-23).
   b) Re-connect connector DM73003D.
   c) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).
   d) Do the repair confirmation procedure at the end of this task.
5) If you do not find a problem with the wiring, then do these steps:
   a) Replace the right EDIU, M73203.

      These are the tasks:

      Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

      Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.
   b) Re-connect connector DM73003D.
   c) Do the repair confirmation procedure at the end of this task.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the right EDIU, M73203 on the E4-1 shelf:

1) Disconnect the electrical connector, DM73003D, from the EEC, M73003.
2) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).
3) Do a wiring check between these pins of connector DM73003D on the EEC, M73003 and connector DM73203AA at the E4-1 shelf (WDM 73-21-23).

DM73003D	DM73203AA
pin k	pin C5
pin z	pin D5

4) If you find a problem with the wiring, then do these steps:
   a) Repair the wiring as necessary (WDM 73-21-23).
   b) Re-connect connector DM73003D.
   c) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).
   d) Do the repair confirmation procedure at the end of this task.
5) If you do not find a problem with the wiring, then do these steps:
   a) Replace the right EDIU, M73203.

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These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM
TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM
TASK 73-21-22-400-808-H00.

b) Re-connect connector DM73003D.

c) Do the repair confirmation procedure at the end of this task.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

807. EDIU (L Eng) has No Input from EEC (L Eng, Ch B) on ARINC 429 Bus - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03061.

B. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

C. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B ONLY OR CH C ONLY, replace the left EDIU, M73103. These are the tasks:

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Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B AND CH C OR CH A ONLY, then do this visual check of the W0771 wire harness:

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(a) Make sure the applicable EEC MAINT POWER switch on the P61 panels is in the NORM position.

(b) Examine the wire harness, electrical connectors, and backshells between the EEC, M73003, and the left fan/strut disconnect panel, AN0181, for these possible problems (WDM 73-21-13):

1) Wire harness damage
2) Loose or damaged electrical connectors
3) Loose or damaged backshells
   a) If you find a loose backshell, disassemble it and examine the internal wiring for chafing.

(c) If you found a problem with the wire harness, electrical connectors, or backshells, do these steps:

1) Repair the problems that you found (WDM 73-21-13).
2) Do the repair confirmation procedure at the end of this task.

(d) Do this wiring check between the EEC, M73003 and the left fan/strut disconnect panel, AN0181:

1) Disconnect connector DM73003D from the EEC, M73003.
2) Disconnect connector D71319P from the left fan/strut disconnect panel, AN0181.
3) Do a wiring check between these pins of connector DM73003D at the EEC and connector D71323P from the fan/strut disconnect panel, AN0181 (WDM 73-21-13).

DM73003D	D71323P
pin N	pin 30
pin M	pin 31
pin K	pin 14
pin L	pin 15

4) If you do not find a problem with the wiring, then continue with the subsequent step of this procedure.
5) If you find a problem with the wiring, then do the applicable steps:
   a) Repair the wire harness (WDM 73-21-13).
   b) Replace the W0771 fan wiring harness.
6) Re-connect all the electrical connectors.
   a) Use the strap wrench or the soft-jawed pliers to tighten the electrical connector (AMM TASK 70-00-01-400-807-H01).

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7) Do the repair confirmation procedure at the end of this task.

(3) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B AND CH C, then do this circuit check:

(a) Do this wiring check between the left fan/strut disconnect panel, AN0181 and the left EDIU, M73103 on the E1-5 shelf:

1) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector D71323P at the left fan/strut disconnect panel, AN0181 and connector DM73103AA at the E1-5 shelf (WDM 73-21-13).

D71323P	DM73103AA
pin 30	pin A4
pin 31	pin B4

3) If you find a problem with the wiring, then do these steps:

a) Repair the wiring.

b) Re-connect connectors D71323P.

c) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

4) If you do not find a problem with the wiring, then do these steps:

a) Re-connect connector D71323P.

b) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

c) Continue with the subsequent step of this procedure.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

(c) If the MAT shows ACTIVE for the maintenance message, replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

1) Do the repair confirmation procedure at the end of this task.

(4) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A ONLY, then do this circuit check:

(a) Do this wiring check between the left fan/strut disconnect panel, AN0181 and the left EDIU, M73103 on the E1-5 shelf:

1) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector D71323P at the left fan/strut disconnect panel, AN0181 and connector DM73103AD at the E1-5 shelf (WDM 73-21-13).

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D71323P	DM73103AD
pin 14	pin J4
pin 15	pin K4

3) If you find a problem with the wiring, then do these steps:
   a) Repair the wiring.
   b) Re-connect connectors D71323P.
   c) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).
   d) Do the repair confirmation procedure at the end of this task.
4) If you do not find a problem with the wiring, then do these steps:
   a) Re-connect connector D71323P.
   b) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).
   c) Continue with the subsequent step of this procedure.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.
These are the tasks:
EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01
EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.
1) Do the repair confirmation procedure at the end of this task.

(c) If the MAT shows ACTIVE for the maintenance message, replace the left EDIU, M73103.
These are the tasks:
Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00
Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.
1) Do the repair confirmation procedure at the end of this task.

D. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the P61 panel to the TEST position.
(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.
(3) Stop for 120 seconds.
(4) If the MAT shows ACTIVE for the maintenance message, then set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position and continue with the subsequent step of this fault isolation procedure.
(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the problem. Set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position.

END OF TASK

808. EDIU (R Eng) has No Input from EEC (R Eng, Ch B) on ARINC 429 Bus - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03062.

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B. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

C. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B ONLY OR CH C ONLY, replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B AND CH C OR CH A ONLY, then do this visual check of the W0771 wire harness:

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(a) Make sure the applicable EEC MAINT POWER switch on the P61 panels is in the NORM position.

(b) Examine the wire harness, electrical connectors, and backshells between the EEC, M73003, and the left fan/strut disconnect panel, AN0181, for these possible problems (WDM 73-21-23):

1) Wire harness damage

2) Loose or damaged electrical connectors

3) Loose or damaged backshells

a) If you find a loose backshell, disassemble it and examine the internal wiring for chafing.

(c) If you found a problem with the wire harness, electrical connectors, or backshells, do these steps:

1) Repair the problems that you found (WDM 73-21-23).

2) Do the repair confirmation procedure at the end of this task.

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(d) Do this wiring check between the EEC, M73003 and the left fan/strut disconnect panel, AN0181:

1) Disconnect connector DM73003D from the EEC, M73003.

2) Disconnect connector D71323P from the left fan/strut disconnect panel, AN0181.

3) Do a wiring check between these pins of connector DM73003D at the EEC and connector D71323P from the fan/strut disconnect panel, AN0181 (WDM 73-21-23).

DM73003D	D71323P
pin N	pin 30
pin M	pin 31
pin K	pin 14
pin L	pin 15

4) If you do not find a problem with the wiring, then continue with the subsequent step of this procedure.

5) If you find a problem with the wiring, then do the applicable steps:

a) Repair the wire harness.

b) Replace the W0771 fan wiring harness (WDM 73-21-23).

6) Re-connect all the electrical connectors.

a) Use the strap wrench or the soft-jawed pliers to tighten the electrical connector (AMM TASK 70-00-01-400-807-H01).

7) Do the repair confirmation procedure at the end of this task.

(3) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B AND CH C, then do this circuit check:

(a) Do this wiring check between the left fan/strut disconnect panel, AN0181 and the right EDIU, M73203 on the E4-1 shelf:

1) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector D71323P at the left fan/strut disconnect panel, AN0181 and connector DM73203AA at the E4-1 shelf (WDM 73-21-23).

D71323P	DM73203AA
pin 30	pin A4
pin 31	pin B4

3) If you find a problem with the wiring, then do these steps:

a) Repair the wiring.

b) Re-connect connectors D71323P.

c) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

4) If you do not find a problem with the wiring, then do these steps:

a) Re-connect connector D71323P.

b) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

c) Continue with the subsequent step of this procedure.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

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These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

(c) If the MAT shows ACTIVE for the maintenance message, replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

1) Do the repair confirmation procedure at the end of this task.

(4) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A ONLY, then do this circuit check:

(a) Do this wiring check between the left fan/strut disconnect Panel, AN0181 and the right EDIU, M73203 on the E4-1 shelf:

1) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector D71323P at the left fan/strut disconnect panel, AN0181 and connector DM73103AA at the E4-1 shelf (WDM 73-21-23).

D71323P	DM73203AA
pin 14	pin J4
pin 15	pin K4

3) If you find a problem with the wiring, then do these steps:

a) Repair the wiring.

b) Re-connect connectors D71323P.

c) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

4) If you do not find a problem with the wiring, then do these steps:

a) Re-connect connector D71323P.

b) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

c) Continue with the subsequent step of this procedure.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

(c) If the MAT shows ACTIVE for the maintenance message, replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

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1) Do the repair confirmation procedure at the end of this task.

D. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the P61 panel to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position and continue with the subsequent step of this fault isolation procedure.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the problem. Set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position.

——— END OF TASK ———

809. EEC (L Eng) ARINC 429 Signal is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03081.

B. Description

(1) The circuit from the EEC (channel A) ARINC 429 transmitter is incorrectly connected to the EDIU ARINC 429 receiver.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the left EDIU, M73103 on the E1-5 shelf:

1) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector DM73003C of the EEC, M73003 and connector DM73103AD at the E1-5 shelf (WDM 73-21-13).

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DM73003C	DM73103AD
pin N	pin K1
pin M	pin K2

3) If you find a problem with the wiring, then do these steps:
   a) Repair the wiring as necessary (WDM 73-21-13).
   b) Re-connect connector DM73003C.
   c) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).
   d) Do the repair confirmation procedure at the end of this task.
4) If you do not find a problem with the wiring, then do these steps:
   a) Re-connect connector DM73003C.
   b) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).
   c) Do the repair confirmation procedure at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:
   (a) Do this wiring check between the EEC, M73003 and the left EDIU, M73103 on the E1-5 shelf:
      1) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).
      2) Do a wiring check between these pins of connector DM73003C of the EEC, M73003 and connector DM73103AA at the E1-5 shelf (WDM 73-21-13).

DM73003C	DM73103AA
pin K	pin A1
pin L	pin A2

      3) If you find a problem with the wiring, then do these steps:
         a) Repair the wiring as necessary (WDM 73-21-13).
         b) Re-connect connector DM73003C.
         c) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).
         d) Do the repair confirmation procedure at the end of this task.
      4) If you do not find a problem with the wiring, then do these steps:
         a) Re-connect connector DM73003C.
         b) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).
         c) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the P61 panel to the TEST position.
(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.
(3) Stop for 120 seconds.
(4) If the MAT shows ACTIVE for the maintenance message, then set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position and continue with the subsequent step of this fault isolation procedure.

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(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the problem. Set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position.

——— END OF TASK ———

810. EEC (R Eng) ARINC 429 Signal is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03082.

B. Description

(1) The circuit from the EEC (channel A) ARINC 429 transmitter is incorrectly connected to the EDIU ARINC 429 receiver.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the right EDIU, M73203 on the E4-1 shelf:

1) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector DM73003C of the EEC, M73003 and connector DM73203AD at the E4-1 shelf (WDM 73-21-23).

DM73003C	DM73203AD
pin N	pin K1
pin M	pin K2

3) If you find a problem with the wiring, then do these steps:

a) Repair the wiring as necessary (WDM 73-21-23).

b) Re-connect connector DM73003C.

c) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

4) If you do not find a problem with the wiring, then do these steps:

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a) Re-connect connector DM73003C.

b) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

c) Do the repair confirmation procedure at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the right EDIU, M73203 on the E4-1 shelf:

1) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector DM73003C of the EEC, M73003 and connector DM73203AA at the E4-1 shelf (WDM 73-21-23).

DM73003C	DM73203AA
pin K	pin A1
pin L	pin A2

3) If you find a problem with the wiring, then do these steps:

a) Repair the wiring as necessary (WDM 73-21-23).

b) Re-connect connector DM73003C.

c) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

4) If you do not find a problem with the wiring, then do these steps:

a) Re-connect connector DM73003C.

b) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

c) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the P61 panel to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position and continue with the subsequent step of this fault isolation procedure.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the problem. Set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position.

——— END OF TASK ———

811. EEC (L Eng) ARINC 429 Signal is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03091.

B. Description

(1) The circuit from the EEC (channel B) ARINC 429 transmitter is incorrectly connected to the EDIU ARINC 429 receiver.

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C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the left EDIU, M73103 on the E1-5 shelf:

1) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector DM73003D of the EEC, M73003 and connector DM73103AD at the E1-5 shelf (WDM 73-21-13).

DM73003D	DM73103AD
pin K	pin J4
pin L	pin K4

3) If you find a problem with the wiring, then do these steps:

a) Repair the wiring as necessary (WDM 73-21-13).

b) Re-connect connector DM73003D.

c) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

4) If you do not find a problem with the wiring, then do these steps:

a) Re-connect connector DM73003D.

b) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

c) Do the repair confirmation procedure at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the left EDIU, M73103 on the E1-5 shelf:

1) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector DM73003D of the EEC, M73003 and connector DM73103AA at the E1-5 shelf (WDM 73-21-13).

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DM73003D	DM73103AA
pin N	pin A4
pin M	pin B4

3) If you find a problem with the wiring, then do these steps:
   a) Repair the wiring as necessary (WDM 73-21-13).
   b) Re-connect connector DM73003D.
   c) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).
   d) Do the repair confirmation procedure at the end of this task.
4) If you do not find a problem with the wiring, then do these steps:
   a) Re-connect connector DM73003D.
   b) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).
   c) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the P61 panel to the TEST position.
(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.
(3) Stop for 120 seconds.
(4) If the MAT shows ACTIVE for the maintenance message, then set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position and continue with the subsequent step of this fault isolation procedure.
(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the problem. Set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position.

——— END OF TASK ———

812. EEC (R Eng) ARINC 429 Signal is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03092.

B. Description

(1) The circuit from the EEC (channel B) ARINC 429 transmitter is incorrectly connected to the EDIU ARINC 429 receiver.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.
(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.
(3) Stop for 120 seconds.
(4) If the MAT shows ACTIVE for the maintenance message, then do these steps:
   (a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.
   (b) Make a record of the EDIU channel that shows with the DETECTED BY indication.
   (c) Do the fault isolation procedure that is shown below.
(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

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D. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the right EDIU, M73203 on the E4-1 shelf:

1) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector DM73003D of the EEC, M73003 and connector DM73203AD at the E4-1 shelf (WDM 73-21-23).

DM73003D	DM73203AD
pin K	pin J4
pin L	pin K4

3) If you find a problem with the wiring, then do these steps:

a) Repair the wiring as necessary (WDM 73-21-23).

b) Re-connect connector DM73003D.

c) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

4) If you do not find a problem with the wiring, then do these steps:

a) Re-connect connector DM73003D.

b) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

c) Do the repair confirmation procedure at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the right EDIU, M73203 on the E4-1 shelf:

1) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector DM73003D of the EEC, M73003 and connector DM73203AA at the E4-1 shelf (WDM 73-21-23).

DM73003D	DM73203AA
pin N	pin A4
pin M	pin B4

3) If you find a problem with the wiring, then do these steps:

a) Repair the wiring as necessary (WDM 73-21-23).

b) Re-connect connector DM73003D.

c) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

4) If you do not find a problem with the wiring, then do these steps:

a) Re-connect connector DM73003D.

b) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

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c) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the P61 panel to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position and continue with the subsequent step of this fault isolation procedure.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the problem. Set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position.

——— END OF TASK ———

824. ENG IDLE DISAGREE - Fault Isolation

A. Description

(1) This EICAS message can be set when there is a certain combination of pneumatic valves and switch conditions. These conditions are normal, and maintenance action is not necessary. If one of the conditions that follow was true while this EICAS message was shown, no more action is necessary.

NOTE: The message is inhibited if one engine ANTI-ICE switch is set to the ON position and the other engine ANTI-ICE switch is set to the OFF position.

B. Fault Isolation Procedure

(1) If you see one of these conditions were present when this message was set, no more action is necessary.

(a) One engine ANTI-ICE switch is set to the OFF position, and the other engine ANTI-ICE switch is set to the AUTO position, and ice was detected on that engine (the ANTI-ICE valve is in the OPEN position).

(b) One engine ANTI-ICE switch is set to the ON position, and the other engine ANTI-ICE switch is set to the AUTO position, and ice was not detected on that engine (the ANTI-ICE valve is CLOSED).

(c) One engine BLEED AIR switch is set to the ON position, and the other engine BLEED AIR switch is set to the OFF position.

——— END OF TASK ———

833. EDIU (L Eng) has an ARINC 429 Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03221.

B. Description

(1) The EDIU (left engine) is transmitting on the ARINC 429 Bus to EEC channel A but does not detect a signal on that bus.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

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(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the left EDIU, M73103 on the E1-5 shelf:

1) Disconnect the electrical connector, DM73003C, from the EEC, M73003.

2) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

3) Do a wiring check between these pins of connector DM73003C on the EEC, M73003 and connector DM73103AD at the E1-5 shelf (WDM 73-21-13).

DM73003C	DM73103AD
pin k	pin H1
pin z	pin H2

4) If you find a problem with the wiring, then do these steps:

a) Repair the wiring as necessary (WDM 73-21-13).

b) Re-connect connector DM73003C.

c) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

5) If you do not find a problem with the wiring, then do these steps:

a) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

b) Re-connect connector DM73003C.

c) Do the repair confirmation procedure at the end of this task.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:

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(a) Do this wiring check between the EEC, M73003 and the left EDIU, M73103 on the E1-5 shelf:

1) Disconnect the electrical connector, DM73003C, from the EEC, M73003.

2) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

3) Do a wiring check between these pins of connector DM73003C on the EEC, M73003 and connector DM73103AA at the E1-5 shelf (WDM 73-21-13).

DM73003C	DM73103AA
pin AA	pin C1
pin m	pin C2

4) If you find a problem with the wiring, then do these steps:

a) Repair the wiring as necessary (WDM 73-21-13).

b) Re-connect connector DM73003C.

c) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

5) If you do not find a problem with the wiring, then do these steps:

a) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

b) Re-connect connector DM73003C.

c) Do the repair confirmation procedure at the end of this task.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

END OF TASK

834. EDIU (R Eng) has an ARINC 429 Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03222.

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B. Description

(1) The EDIU (right engine) is transmitting on the ARINC 429 Bus to EEC channel A but does not detect a signal on that bus.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the right EDIU, M73203 on the E4-1 shelf:

1) Disconnect the electrical connector, DM73003C, from the EEC, M73003.

2) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

3) Do a wiring check between these pins of connector DM73003C on the EEC, M73003 and connector DM73203AD at the E4-1 shelf (WDM 73-21-23).

DM73003C	DM73203AD
pin k	pin H1
pin z	pin H2

4) If you find a problem with the wiring, then do these steps:

a) Repair the wiring as necessary (WDM 73-21-23).

b) Re-connect connector DM73003C.

c) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

5) If you do not find a problem with the wiring, then do these steps:

a) Replace the right EDIU, M73203.

These are the tasks:

AMM TASK 73-21-22-000-804-H00

AMM TASK 73-21-22-400-808-H00.

b) Re-connect connector DM73003C.

c) Do the repair confirmation procedure at the end of this task.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

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These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:

(a) Do this wiring check between the EEC, M73003 and the right EDIU, M73203 on the E4-1 shelf:

1) Disconnect the electrical connector, DM73003C, from the EEC, M73003.

2) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

3) Do a wiring check between these pins of connector DM73003C on the EEC, M73003 and connector DM73203AA at the E4-1 shelf (WDM 73-21-23).

DM73003C	DM73203AA
pin AA	pin C1
pin m	pin C2

4) If you find a problem with the wiring, then do these steps:

a) Repair the wiring as necessary (WDM 73-21-23).

b) Re-connect connector DM73003C.

c) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

5) If you do not find a problem with the wiring, then do these steps:

a) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

b) Re-connect connector DM73003C.

c) Do the repair confirmation procedure at the end of this task.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

835. EDIU (L Eng) has No Input from EEC (L Eng, Ch A) on ARINC 429 Bus - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03231.

B. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

C. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A ONLY OR CH C ONLY, replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A AND CH C OR CH B ONLY, then do this visual check of the W0770 wire harness:

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(a) Make sure the applicable EEC MAINT POWER switch on the P61 panels is in the NORM position.

(b) Examine the wire harness, electrical connectors, and backshells between the EEC, M73003, and the left fan/strut disconnect panel, AN0181, for these possible problems (WDM 73-21-13):

1) Wire harness damage

2) Loose or damaged electrical connectors

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3) Loose or damaged backshells

a) If you find a loose backshell, disassemble it and examine the internal wiring for chafing.

(c) If you found a problem with the wire harness, electrical connectors, or backshells, do these steps:

1) Repair the problems that you found (WDM 73-21-13).

2) Do the repair confirmation procedure at the end of this task.

(d) Do this wiring check between the EEC, M73003 and the left fan/strut disconnect panel, AN0181:

1) Disconnect connector DM73003C from the EEC, M73003.

2) Disconnect connector D71319P from the left fan/strut disconnect panel, AN0181.

3) Do a wiring check between these pins of connector DM73003C at the EEC and connector D71319P from the fan/strut disconnect panel, AN0181 (WDM 73-21-13).

DM73003C	D71319P
pin N	pin 29
pin M	pin 30
pin K	pin 4
pin L	pin 5

4) If you do not find a problem with the wiring, then continue with the subsequent step of this procedure.

5) If you find a problem with the wiring, then do the applicable steps:

a) Repair the wire harness.

b) Replace the W0770 wiring harness (WDM 73-21-13).

6) Re-connect all the electrical connectors.

a) Use the strap wrench or the soft-jawed pliers to tighten the electrical connector (AMM TASK 70-00-01-400-807-H01).

7) Do the repair confirmation procedure at the end of this task.

(3) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A AND CH C, then do this circuit check:

(a) Do this wiring check between the left fan/strut disconnect panel, AN0181 and the left EDIU, M73103 on the E1-5 shelf:

1) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector D71319P at the left fan/strut disconnect panel, AN0181 and connector DM73103AD at the E1-5 shelf (WDM 73-21-13).

D71319P	DM73103AD
pin 29	pin K1
pin 30	pin K2

3) If you find a problem with the wiring, then do these steps:

a) Repair the wiring.

b) Re-connect connectors D71319P.

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c) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

4) If you do not find a problem with the wiring, then do these steps:

a) Re-connect connector D71319P.

b) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

c) Continue with the subsequent step of this procedure.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

(c) If the MAT shows ACTIVE for the maintenance message, replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

1) Do the repair confirmation procedure at the end of this task.

(4) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B ONLY, then do this circuit check:

(a) Do this wiring check between the left fan/strut disconnect panel, AN0181 and the left EDIU, M73103 on the E1-5 shelf:

1) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector D71319P at the left fan/strut disconnect panel, AN0181 and connector DM73103AA at the E1-5 shelf (WDM 73-21-13).

D71319P	DM73103AA
pin 4	pin A1
pin 5	pin A2

3) If you find a problem with the wiring, then do these steps:

a) Repair the wiring.

b) Re-connect connectors D71319P.

c) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

4) If you do not find a problem with the wiring, then do these steps:

a) Re-connect connector D71319P.

b) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

c) Continue with the subsequent step of this procedure.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

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1) Do the repair confirmation procedure at the end of this task.

(c) If the MAT shows ACTIVE for the maintenance message, replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

1) Do the repair confirmation procedure at the end of this task.

D. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the P61 panel to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position and continue with the subsequent step of this fault isolation procedure.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the problem. Set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position.

——— END OF TASK ———

836. EDIU (R Eng) has No Input from EEC (R Eng, Ch A) on ARINC 429 Bus - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03232.

B. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

C. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A ONLY OR CH C ONLY, replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

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(a) Do the repair confirmation at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A AND CH C OR CH B ONLY, then do this visual check of the W0770 wire harness:

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(a) Make sure the applicable EEC MAINT POWER switch on the P61 panels is in the NORM position.

(b) Examine the wire harness, electrical connectors, and backshells between the EEC, M73003, and the left fan/strut disconnect panel, AN0181, for these possible problems (WDM 73-21-23):

1) Wire harness damage

2) Loose or damaged electrical connectors

3) Loose or damaged backshells

a) If you find a loose backshell, disassemble it and examine the internal wiring for chafing.

(c) If you found a problem with the wire harness, electrical connectors, or backshells, do these steps:

1) Repair the problems that you found (WDM 73-21-23).

2) Do the repair confirmation procedure at the end of this task.

(d) Do this wiring check between the EEC, M73003 and the left fan/strut disconnect panel, AN0181:

1) Disconnect connector DM73003C from the EEC, M73003.

2) Disconnect connector D71319P from the left fan/strut disconnect panel, AN0181.

3) Do a wiring check between these pins of connector DM73003C at the EEC and connector D71319P from the fan/strut disconnect panel, AN0181 (WDM 73-21-23).

DM73003C	D71319P
pin N	pin 29
pin M	pin 30
pin K	pin 4
pin L	pin 5

4) If you do not find a problem with the wiring, then continue with the subsequent step of this procedure.

5) If you find a problem with the wiring, then do the applicable steps:

a) Repair the wire harness (WDM 73-21-23).

b) Replace the W0770 fan wiring harness.

6) Re-connect all the electrical connectors.

a) Use the strap wrench or the soft-jawed pliers to tighten the electrical connector (AMM TASK 70-00-01-400-807-H01).

7) Do the repair confirmation procedure at the end of this task.

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(3) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A AND CH C, then do this circuit check:

(a) Do this wiring check between the left fan/strut disconnect panel, AN0181 and the right EDIU, M73203 on the E4-1 shelf:

1) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector D71319P at the left fan/strut disconnect panel, AN0181 and connector DM73203AD at the E4-1 shelf (WDM 73-21-23).

D71319P	DM73203AD
pin 29	pin K1
pin 30	pin K2

3) If you find a problem with the wiring, then do these steps:

a) Repair the wiring.

b) Re-connect connectors D71319P.

c) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

d) Do the repair confirmation procedure at the end of this task.

4) If you do not find a problem with the wiring, then do these steps:

a) Re-connect connector D71319P.

b) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

c) Continue with the subsequent step of this procedure.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

(c) If the MAT shows ACTIVE for the maintenance message, replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00,

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

1) Do the repair confirmation procedure at the end of this task.

(4) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B ONLY, then do this circuit check:

(a) Do this wiring check between the left fan/strut disconnect panel, AN0181 and the right EDIU, M73203 on the E4-1 shelf:

1) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector D71319P at the left fan/strut disconnect panel, AN0181 and connector DM73103AA at the E4-1 shelf (WDM 73-21-23).

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D71319P	DM73203AA
pin 4	pin A1
pin 5	pin A2

3) If you find a problem with the wiring, then do these steps:
   a) Repair the wiring.
   b) Re-connect connectors D71319P.
   c) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).
   d) Do the repair confirmation procedure at the end of this task.
4) If you do not find a problem with the wiring, then do these steps:
   a) Re-connect connector D71319P.
   b) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).
   c) Continue with the subsequent step of this procedure.

(b) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

(c) If the MAT shows ACTIVE for the maintenance message, replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

1) Do the repair confirmation procedure at the end of this task.

D. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the P61 panel to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position and continue with the subsequent step of this fault isolation procedure.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the problem. Set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position.

END OF TASK

837. EDIU Ch A Local Systems Bus Activity Fault (Left ENG)- Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-15241.

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B. Description

(1) The electronic engine control (EEC) (left engine) has no input from the engine data interface unit (EDIU) (left engine on ARINC 429 BUS #1 Ch A. This fault can be reported whenever the EEC is powered.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(c) Set the applicable EEC MAINT POWER switch to the NORM position.

D. Fault Isolation Procedure

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

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) If the fault continues, do these steps to do a wiring check between the EDIU and the EEC:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DM73003C from the EEC, M73003.

(c) Do a wiring check between these pins of connector DM73103AD at the E1-5 shelf and connector DM73003C at the EEC, M73003 (WDM 73-21-13):

DM73003C	DM73103AD
pin k	pin H1
pin z	pin H2

(3) If you find a problem, do these steps:

(a) Repair the wiring, as it is necessary.

(b) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(c) Connect connector DM73003C to the EEC, M73003.

(d) Do the repair confirmation procedure at the end of this task.

(4) If you do not find a problem with the wiring, or if the fault continues, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

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EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

838. EDIU Ch A Local Systems Bus Activity Fault (Right ENG) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-15242.

B. Description

(1) The electronic engine control (EEC) (right engine) has no input from the engine data interface unit (EDIU) (right engine) on ARINC 429 BUS #1 Ch A. This fault can be reported whenever the EEC is powered.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(c) Set the applicable EEC MAINT POWER switch to the NORM position.

D. Fault Isolation Procedure

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

(1) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) If the fault continues, do these steps to do a wiring check between the EDIU and the EEC:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

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(b) Disconnect connector DM73003C from the EEC, M73003.

(c) Do a wiring check between these pins of connector DM73203AD at the E4-1 shelf and connector DM73003C at the EEC, M73003 (WDM 73-21-23):

DM73003C	DM73203AD
pin k	pin H1
pin z	pin H2

(3) If you find a problem, do these steps:

(a) Repair the wiring, as it is necessary.

(b) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(c) Connect connector DM73003C to the EEC, M73003.

(d) Do the repair confirmation procedure at the end of this task.

(4) If you do not find a problem with the wiring, or if the fault continues, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

839. EDIU Ch A Local Systems Bus Activity Fault (Left ENG) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-15251.

B. Description

(1) The electronic engine control (EEC) (left engine) has no input from the engine data interface unit (EDIU) (left engine) on ARINC 429 BUS #2 Ch A. This fault can be reported whenever the EEC is powered.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

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(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(c) Set the applicable EEC MAINT POWER switch to the NORM position.

D. Fault Isolation Procedure

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

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) If the fault continues, do these steps to do a wiring check between the EDIU and the EEC:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DM73003C from the EEC, M73003.

(c) Do a wiring check between these pins of connector DM73103AA at the E1-5 shelf and connector DM73003C at the EEC, M73003 (WDM 73-21-13):

DM73003C	DM73103AA
pin I	pin C1
pin T	pin C2

(3) If you find a problem, do these steps:

(a) Repair the wiring, as it is necessary.

(b) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(c) Connect connector DM73003C to the EEC, M73003.

(d) Do the repair confirmation procedure at the end of this task.

(4) If you do not find a problem with the wiring, or if the fault continues, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

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(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

840. EDIU Ch A Local Systems Bus Activity Fault (Right ENG) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-15252.

B. Description

(1) The electronic engine control (EEC) (right engine) has no input from the engine data interface unit (EDIU) (right engine) on ARINC 429 BUS #2 Ch A. This fault can be reported whenever the EEC is powered.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(c) Set the applicable EEC MAINT POWER switch to the NORM position.

D. Fault Isolation Procedure

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

(1) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) If the fault continues, do these steps to do a wiring check between the EDIU and the EEC:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DM73003C from the EEC, M73003.

(c) Do a wiring check between these pins of connector DM73203AA at the E4-1 shelf and connector DM73003C at the EEC, M73003 (WDM 73-21-23):

DM73003C	DM73203AA
pin AA	pin C1
pin m	pin C2

(3) If you find a problem, do these steps:

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(a) Repair the wiring, as it is necessary.

(b) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(c) Connect connector DM73003C to the EEC, M73003.

(d) Do the repair confirmation procedure at the end of this task.

(4) If you do not find a problem with the wiring, or if the fault continues, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

841. EDIU Ch B Local Systems Bus Activity Fault (Left ENG) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-25261.

B. Description

(1) The electronic engine control (EEC) (left engine) has no input from the engine data interface unit (EDIU) (left engine) on ARINC 429 BUS #1 Ch B. This fault can be reported whenever the EEC is powered.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(c) Set the applicable EEC MAINT POWER switch to the NORM position.

D. Fault Isolation Procedure

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

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(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) If the fault continues, do these steps to do a wiring check between the EDIU and the EEC:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DM73003D from the EEC, M73003.

(c) Do a wiring check between these pins of connector DM73103AA at the E1-5 shelf and connector DM73003D at the EEC, M73003 (WDM 73-21-13):

DM73003D	DM73103AA
pin k	pin C5
pin z	pin D5

(3) If you find a problem, do these steps:

(a) Repair the wiring, as it is necessary.

(b) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(c) Connect connector DM73003D to the EEC, M73003.

(d) Do the repair confirmation procedure at the end of this task.

(4) If you do not find a problem with the wiring, or if the fault continues, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

END OF TASK

842. EDIU Ch B Local Systems Bus Activity Fault (Right ENG) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-25262.

B. Description

(1) The electronic engine control (EEC) (right engine) has no input from the engine data interface unit (EDIU) (right engine) on ARINC 429 BUS #1 Ch B. This fault can be reported whenever the EEC is powered.

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C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(c) Set the applicable EEC MAINT POWER switch to the NORM position.

D. Fault Isolation Procedure

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

(1) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) If the fault continues, do these steps to do a wiring check between the EDIU and the EEC:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DM73003D from the EEC, M73003.

(c) Do a wiring check between these pins of connector DM73203AA at the E4-1 shelf and connector DM73003D at the EEC, M73003 (WDM 73-21-23):

DM73003D	DM73203AA
pin k	pin C5
pin z	pin D5

(3) If you find a problem, do these steps:

(a) Repair the wiring, as it is necessary.

(b) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(c) Connect connector DM73003D to the EEC, M73003.

(d) Do the repair confirmation procedure at the end of this task.

(4) If you do not find a problem with the wiring, or if the fault continues, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

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E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

843. EDIU Ch B Local Systems Bus Activity Fault (Left ENG) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-25271.

B. Description

(1) The electronic engine control (EEC) (left engine) has no input from the engine data interface unit (EDIU) (left engine) on ARINC 429 BUS #2 Ch B. This fault can be reported whenever the EEC is powered.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(c) Set the applicable EEC MAINT POWER switch to the NORM position.

D. Fault Isolation Procedure

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

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) If the fault continues, do these steps to do a wiring check between the EDIU and the EEC:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DM73003D from the EEC, M73003.

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(c) Do a wiring check between these pins of connector DM73103AD at the E1-5 shelf and connector DM73003D at the EEC, M73003 (WDM 73-21-13):

DM73003D		DM73103AD
pin g	. . . . .	pin G5
pin h	. . . . .	pin H5

(3) If you find a problem, do these steps:

(a) Repair the wiring, as it is necessary.

(b) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(c) Connect connector DM73003D to the EEC, M73003.

(d) Do the repair confirmation procedure at the end of this task.

(4) If you do not find a problem with the wiring, or if the fault continues, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

844. EDIU Ch B Local Systems Bus Activity Fault (Right ENG) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-25272.

B. Description

(1) The electronic engine control (EEC) (right engine) has no input from the engine data interface unit (EDIU) (right engine) on ARINC 429 BUS #2 Ch B. This fault can be reported whenever the EEC is powered.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

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(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(c) Set the applicable EEC MAINT POWER switch to the NORM position.

D. Fault Isolation Procedure

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

(1) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) If the fault continues, do these steps to do a wiring check between the EDIU and the EEC:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DM73003D from the EEC, M73003.

(c) Do a wiring check between these pins of connector DM73203AD at the E4-1 shelf and connector DM73003D at the EEC, M73003 (WDM 73-21-23):

DM73003D		DM73203AD
pin g	. . . . .	pin G5
pin h	. . . . .	pin H5

(3) If you find a problem, do these steps:

(a) Repair the wiring, as it is necessary.

(b) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(c) Connect connector DM73003D to the EEC, M73003.

(d) Do the repair confirmation procedure at the end of this task.

(4) If you do not find a problem with the wiring, or if the fault continues, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message (or if the message does not show), then put the EEC MAINT POWER switch back to the NORM position and no more action is necessary (you corrected the fault).

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(b) If the MAT shows ACTIVE for the maintenance message, then put the EEC MAINT POWER switch back to the NORM position and continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

845. EDIU (L Eng, Ch B) Has No ARINC 429 Output to EEC Ch B - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03251.

B. Description

(1) The EDIU (left engine, Ch B) is transmitting on the ARINC 429 Bus to EEC channel B but does not detect a signal on that bus.

C. Initial Evaluation

(1) Select the EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

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

(1) Do this wiring check between the EEC, M73003 and the left EDIU, M73103 on the E1-5 shelf (WDM 73-21-13):

(a) Disconnect the electrical connector, DM73003D, from the EEC, M73003.

(b) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(c) Do a wiring check between these pins of connector DM73003D on the EEC, M73003 and connector DM73103AA at the E1-5 shelf.

DM73003D	DM73103AA
pin k	pin C5
pin z	pin D5

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

1) Repair the wiring as necessary.

2) Re-connect connector DM73003D.

3) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

4) Do the repair confirmation procedure at the end of this task.

(e) If you do not find a problem with the wiring, then do these steps:

1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

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2) Re-connect connector DM73003D.

3) Do the repair confirmation procedure at the end of this task.

(2) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Select the EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

846. EDIU (R Eng, Ch B) Has No ARINC 429 Output To EEC Ch B - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03252.

B. Description

(1) The EDIU (right engine, Ch B) is transmitting on the ARINC 429 Bus to EEC channel B but does not detect a signal on that bus.

C. Initial Evaluation

(1) Select the EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

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

(1) Do this wiring check between the EEC, M73003 and the right EDIU, M73203 on the E4-1 shelf (WDM 73-21-23):

(a) Disconnect the electrical connector, DM73003D, from the EEC, M73003.

(b) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(c) Do a wiring check between these pins of connector DM73003D on the EEC, M73003 and connector DM73203AA at the E4-1 shelf (WDM 73-21-23).

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DM73003D	DM73203AA
pin k	pin C5
pin z	pin D5

(d) If you find a problem with the wiring, then do these steps:
1) Repair the wiring as necessary.
2) Re-connect connector DM73003D.
3) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00.
4) Do the repair confirmation procedure at the end of this task.

(e) If you do not find a problem with the wiring, then do these steps:
1) Replace the right EDIU, M73203.
These are the tasks:
Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00
Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.
2) Re-connect connector DM73003D.
3) Do the repair confirmation procedure at the end of this task.

(2) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.
These are the tasks:
EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01
EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.
(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Select the EXISTING FAULTS screen on the MAT.
(2) Stop for 120 seconds.
(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.
(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the problem.

——— END OF TASK ———

847. EDIU (L Eng, Ch B) Has No Input From EEC (L Eng, Ch B) on ARINC 429 Bus - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03261.

B. Initial Evaluation

(1) Set the left EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.
(2) Select the EXISTING FAULTS screen on the MAT.
(3) Stop for 120 seconds.
(4) If the MAT shows ACTIVE for the maintenance message, then do these steps:
(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.
(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

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(c) Do the fault isolation procedure that is shown below.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

C. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B ONLY OR CH C ONLY, then replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B AND CH C, do these steps:

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(a) Make sure the left EEC MAINT POWER switch on the P61 panel is in the NORM position.

(b) Examine the W0771 wire harness, electrical connectors, and backshells between the EEC, M73003, and the left fan/strut disconnect panel, AN0181, for these possible problems (WDM 73-21-13):

1) Wire harness damage

2) Loose or damaged electrical connectors

3) Loose or damaged backshells

a) If you find a loose backshell, disassemble it and examine the internal wiring for chafing.

(c) If you found a problem with the wire harness, electrical connectors, or backshells, do these steps:

1) Repair the problems that you found (WDM 73-21-13).

2) Do the repair confirmation procedure at the end of this task.

(d) Do this wiring check between the EEC, M73003 and the left fan/strut disconnect panel, AN0181:

1) Disconnect connector DM73003D from the EEC, M73003.

2) Disconnect connector D71323P from the left fan/strut disconnect panel, AN0181.

3) Do a wiring check between these pins of connector DM73003D at the EEC and connector D71323P from the fan/strut disconnect panel, AN0181.

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DM73003D	D71323P
pin N	pin 30
pin M	pin 31

4) If you do not find a problem with the wiring, then continue with the subsequent step of this procedure.

5) If you find a problem with the wiring, then do the applicable steps:

   a) Repair the wire harness.

   b) Replace the W0771 fan wiring harness.

6) Re-connect all the electrical connectors.

7) Do the repair confirmation procedure at the end of this task.

(e) Do this wiring check between the left fan/strut disconnect panel, AN0181 and the left EDIU, M73103 on the E1-5 shelf:

1) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector D71323P at the left fan/strut disconnect panel, AN0181 and connector DM73103AA at the E1-5 shelf.

D71323P	DM73103AA
pin 30	pin A4
pin 31	pin B4

3) If you find a problem with the wiring, then do these steps:

   a) Repair the wiring.

   b) Re-connect connectors D71323P.

   c) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

   d) Do the repair confirmation procedure at the end of this task.

4) If you do not find a problem with the wiring, then do these steps:

   a) Re-connect connector D71323P.

   b) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00.

   c) Continue with the subsequent step of this procedure.

(f) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

(g) If the MAT shows ACTIVE for the maintenance message, replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

1) Do the repair confirmation procedure at the end of this task.

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D. Repair Confirmation

(1) Set the left EEC MAINT POWER switch on the P61 panel to the TEST position.

(2) Select the EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then set the left EEC MAINT POWER switch on the P61 panel to the NORM position and continue with the subsequent step of this fault isolation procedure.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the problem. Set the left EEC MAINT POWER switch on the P61 panel to the NORM position.

——— END OF TASK ———

848. EDIU (R Eng, Ch B) Has No Input From EEC (R Eng, Ch B) on ARINC 429 Bus - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03262.

B. Initial Evaluation

(1) Set the right EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Select the EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

C. Fault Isolation Procedure

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

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B ONLY OR CH C ONLY, replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B AND CH C, then do these steps:

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CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(a) Make sure the right EEC MAINT POWER switch on the P61 panel is in the NORM position.

(b) Examine the wire harness, electrical connectors, and backshells between the EEC, M73003, and the left fan/strut disconnect panel, AN0181, for these possible problems (WDM 73-21-23):

1) Wire harness damage

2) Loose or damaged electrical connectors

3) Loose or damaged backshells

a) If you find a loose backshell, disassemble it and examine the internal wiring for chafing.

(c) If you found a problem with the wire harness, electrical connectors, or backshells, do these steps:

1) Repair the problems that you found.

2) Do the repair confirmation procedure at the end of this task.

(d) Do this wiring check between the EEC, M73003 and the left fan/strut disconnect panel, AN0181:

1) Disconnect connector DM73003D from the EEC, M73003.

2) Disconnect connector D71323P from the left fan/strut disconnect panel, AN0181.

3) Do a wiring check between these pins of connector DM73003D at the EEC and connector D71323P from the fan/strut disconnect panel, AN0181(WDM 73-21-23).

DM73003D	D71323P
pin N	pin 30
pin M	pin 31

4) If you do not find a problem with the wiring, then continue with the subsequent step of this procedure.

5) If you find a problem with the wiring, then do the applicable steps:

a) Repair the wire harness.

b) Replace the W0771 fan wiring harness.

6) Re-connect all the electrical connectors.

7) Do the repair confirmation procedure at the end of this task.

(e) Do this wiring check between the left fan/strut disconnect panel, AN0181 and the right EDIU, M73203 on the E4-1 shelf:

1) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

2) Do a wiring check between these pins of connector D71323P at the left fan/strut disconnect panel, AN0181 and connector DM73203AA at the E4-1 shelf.

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D71323P	DM73203AA
pin 30	pin A4
pin 31	pin B4

3) If you find a problem with the wiring, then do these steps:
   a) Repair the wiring.
   b) Re-connect connectors D71323P.
   c) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).
   d) Do the repair confirmation procedure at the end of this task.
4) If you do not find a problem with the wiring, then do these steps:
   a) Re-connect connector D71323P.
   b) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).
   c) Continue with the subsequent step of this procedure.

(f) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

1) Do the repair confirmation procedure at the end of this task.

(g) If the MAT shows ACTIVE for the maintenance message, replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

1) Do the repair confirmation procedure at the end of this task.

D. Repair Confirmation

(1) Set the right EEC MAINT POWER switch on the P61 panel to the TEST position.

(2) Select the EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then set the right EEC MAINT POWER switch on the P61 panel to the NORM position and continue with the subsequent step of this fault isolation procedure.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the problem. Set the right EEC MAINT POWER switch on the P61 panel to the NORM position.

——— END OF TASK ———

849. EDIU (L Eng, Ch B) Has Invalid ARINC 429 Input From EEC (L Eng, Ch A) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03281.

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B. Description

(1) The circuit from the EEC (left engine, Ch A) ARINC 429 transmitter is incorrectly connected to the EDIU (left engine, Ch B) ARINC 429 receiver.

C. Initial Evaluation

(1) Set the left EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Select the EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

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

(1) Do this wiring check between the EEC, M73003 and the left EDIU, M73103 on the E1-5 shelf (WDM 73-21-13):

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Do a wiring check between these pins of connector DM73003C of the EEC, M73003 and connector DM73103AA at the E1-5 shelf.

DM73003C	DM73103AA
pin K	pin A1
pin L	pin A2

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

1) Repair the wiring as necessary.

2) Re-connect connector DM73003C.

3) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

4) Do the repair confirmation procedure at the end of this task.

(d) If you do not find a problem with the wiring, then do these steps:

1) Re-connect connector DM73003C.

2) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

3) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the left EEC MAINT POWER switch on the P61 panel to the TEST position.

(2) Select the EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then set the left EEC MAINT POWER switch on the P61 panel to the NORM position and continue with the subsequent step of this fault isolation procedure.

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(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the problem. Set the left EEC MAINT POWER switch on the P61 panel to the NORM position.

——— END OF TASK ———

850. EDIU (R Eng, Ch B) Has Invalid ARINC 429 Input From EEC (R Eng, Ch A) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03282.

B. Description

(1) The circuit from the EEC (right engine, Ch A) ARINC 429 transmitter is incorrectly connected to the EDIU (right engine, Ch B) ARINC 429 receiver.

C. Initial Evaluation

(1) Set the right EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Select the EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

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

(1) Do this wiring check between the EEC, M73003 and the right EDIU, M73203 on the E4-1 shelf (WDM 73-21-23):

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Do a wiring check between these pins of connector DM73003C of the EEC, M73003 and connector DM73203AA at the E4-1 shelf.

DM73003C	DM73203AA
pin K	pin A1
pin L	pin A2

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

1) Repair the wiring as necessary.

2) Re-connect connector DM73003C.

3) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

4) Do the repair confirmation procedure at the end of this task.

(d) If you do not find a problem with the wiring, then do these steps:

1) Re-connect connector DM73003C.

2) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

3) Do the repair confirmation procedure at the end of this task.

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E. Repair Confirmation

(1) Set the right EEC MAINT POWER switch on the P61 panel to the TEST position.

(2) Select the EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then set the right EEC MAINT POWER switch on the P61 panel to the NORM position and continue with the subsequent step of this fault isolation procedure.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the problem. Set the right EEC MAINT POWER switch on the P61 panel to the NORM position.

——— END OF TASK ———

851. EDIU (L Eng, Ch B) Has Invalid ARINC 429 Input From EEC (L Eng, Ch B) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03291.

B. Description

(1) The circuit from the EEC (left engine, Ch B) ARINC 429 transmitter is incorrectly connected to the EDIU (left engine, Ch B) ARINC 429 receiver.

C. Initial Evaluation

(1) Set the left EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Select the EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

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

(1) Do this wiring check between the EEC, M73003 and the left EDIU, M73103 on the E1-5 shelf (WDM 73-21-13):

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Do a wiring check between these pins of connector DM73003D of the EEC, M73003 and connector DM73103AA at the E1-5 shelf.

DM73003D	DM73103AA
pin N	pin A4
pin M	pin B4

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

1) Repair the wiring as necessary (WDM 73-21-13).

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2) Re-connect connector DM73003D.

3) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

4) Do the repair confirmation procedure at the end of this task.

(d) If you do not find a problem with the wiring, then do these steps:

1) Re-connect connector DM73003D.

2) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

3) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the eft EEC MAINT POWER switch on the P61 panel to the TEST position.

(2) Select the EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then set the left EEC MAINT POWER switch on the P61 panel to the NORM position and continue with the subsequent step of this fault isolation procedure.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the problem. Set the left EEC MAINT POWER switch on the P61 panel to the NORM position.

——— END OF TASK ———

852. EDIU (R Eng, Ch B) Has Invalid ARINC 429 Input From EEC (R Eng, Ch B) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03292.

B. Description

(1) The circuit from the EEC (right engine, Ch B) ARINC 429 transmitter is incorrectly connected to the EDIU (right engine, Ch B) ARINC 429 receiver.

C. Initial Evaluation

(1) Set the right EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Select the EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

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

(1) Do this wiring check between the EEC, M73003 and the right EDIU, M73203 on the E4-1 shelf (WDM 73-21-23):

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

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(b) Do a wiring check between these pins of connector DM73003D of the EEC, M73003 and connector DM73203AA at the E4-1 shelf.

DM73003D	DM73203AA
pin N	pin A4
pin M	pin B4

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

1) Repair the wiring as necessary (WDM 73-21-23).
2) Re-connect connector DM73003D.
3) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).
4) Do the repair confirmation procedure at the end of this task.

(d) If you do not find a problem with the wiring, then do these steps:

1) Re-connect connector DM73003D.
2) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).
3) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the right EEC MAINT POWER switch on the P61 panel to the TEST position.

(2) Select the EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then set the right EEC MAINT POWER switch on the P61 panel to the NORM position and continue with the subsequent step of this fault isolation procedure.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the problem. Set the right EEC MAINT POWER switch on the P61 panel to the NORM position.

END OF TASK

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801. EDIU (L Eng) is not Connected Correctly to Systems ARINC 629 Bus - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-04011, 73-04021, 73-04031, 73-04041, 73-04051, 73-04061.

B. Description

(1) This message occurs when the wires to the applicable connector of the left EDIU come from a coupler on a 629 bus but not the correct systems 629 bus.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(2) Disconnect the applicable connector from the E1-5 shelf as shown in the table below.

(3) Do a wiring check between these pins of the applicable connectors at the E1-5 shelf and the applicable EDIU connector (WDM 73-21-13).

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L 629 BUS TO EDIU CH A	**D4340J**	**DM73103AF**
	40	4T
	41	4TR
	20	6T
	21	6TR
L 629 BUS TO EDIU CH B	**D4340J**	**DM73103AC**
	35	4T
	36	4TR
	17	5T
	18	5TR
C1 629 BUS TO EDIU CH A	**D4813J**	**DM73103AF**
	2	1T
	9	1TR
	10	3T
	22	3TR
C1 629 BUS TO EDIU CH C	**D4813J**	**DM73103AF**
	12	2T
	13	2TR
	24	5T
	25	5TR
C2 629 BUS TO EDIU CH B	**D4952J**	**DM73103AC**
	13	1T
	14	1TR
	3	2T
	12	2TR
C2 629 BUS TO EDIU CH C	**D4952J**	**DM73103AC**
	7	3T
	8	3TR
	1	6T
	9	6TR

(4) If you find a problem with the wiring, repair the wiring as necessary.

(a) Install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(b) Do the repair confirmation at the end of this task.

(5) If you do not find a problem with the wiring, install a new left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

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(a) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

802. EDIU (R Eng) is not Connected Correctly to Systems ARINC 629 Bus - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-04012, 73-04022, 73-04032, 73-04042, 73-04052, 73-04062.

B. Description

(1) This message occurs when the wires to the applicable connector of the right EDIU come from a coupler on a 629 bus but not the correct systems 629 bus.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(2) Disconnect the applicable connector from the E4-1 shelf as shown in the table below.

(3) Do a wiring check between these pins of the applicable connectors at the E4-1 shelf and the applicable EDIU connector (WDM 73-21-23).

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R 629 BUS TO EDIU CH A	**D4645J**	**DM73203AF**
	32	4T
	33	4TR
	15	6T
	16	6TR
R 629 BUS TO EDIU CH B	**D4645J**	**DM73203AC**
	28	4T
	29	4TR
	12	5T
	13	5TR
C1 629 BUS TO EDIU CH B	**D4648J**	**DM73203AC**
	28	1T
	29	1TR
	12	2T
	13	2TR
C1 629 BUS TO EDIU CH C	**D4648J**	**DM73203AC**
	32	3T
	33	3TR
	15	6T
	16	6TR
C2 629 BUS TO EDIU CH A	**D4953J**	**DM73203AF**
	13	1T
	14	1TR
	3	3T
	12	3TR
C2 629 BUS TO EDIU CH C	**D4953J**	**DM73203AF**
	7	2T
	8	2TR
	1	5T
	9	5TR

(4) If you find a problem with the wiring, repair the wiring as necessary.

(a) Install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(b) Do the repair confirmation at the end of this task.

(5) If you do not find a problem with the wiring, install a new right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

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(a) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

803. EDIU (L Eng) has an ARINC 629 Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-04091, 73-04101, 73-04201, 73-04291, 73-04301, 73-04391.

B. Description

(1) This message occurs when the left EDIU detects a fault from a coupler on the 629 bus.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that show with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the applicable ARINC 629 coupler.

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.

629 BUS	EDIU CHANNEL	COUPLER	PANEL
left	A	B73101	P111
left	B	B73103	P111
center 1	A	B73102	P311
center 1	C	B73105	P311
center 2	B	B73104	P313
center 2	C	B73106	P313

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the left EDIU, M73103. These are the tasks:

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Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(3) Do this check of the wiring from the EDIU to the coupler:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) In the table below, find the connector and pin numbers specified for the applicable 629 bus.

(c) Disconnect the connector from the applicable coupler.

(d) Do a wiring check between these pins of the applicable coupler connector (at the specified panel above) and the applicable EDIU connector at the E1-5 shelf (WDM 73-21-13):

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L 629 BUS TO EDIU CH A	**DB73101**	**DM73103AF**
	5	4T
	4	4TR
	2	6T
	1	6TR
L 629 BUS TO EDIU CH B	**DB73103**	**DM73103AC**
	5	4T
	4	4TR
	2	5T
	1	5TR
C1 629 BUS TO EDIU CH A	**DB73102**	**DM73103AF**
	5	1T
	4	1TR
	2	3T
	1	3TR
C1 629 BUS TO EDIU CH C	**DB73105**	**DM73103AF**
	5	2T
	4	2TR
	2	5T
	1	5TR
C2 629 BUS TO EDIU CH B	**DB73106**	**DM73103AC**
	5	1T
	4	1TR
	2	2T
	1	2TR
C2 629 BUS TO EDIU CH C	**DB73104**	**DM73103AC**
	5	3T
	4	3TR
	2	6T
	1	6TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).
2) Re-connect the applicable coupler connector.
3) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(f) Do the repair confirmation at the end of this task.

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E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

804. EDIU (R Eng) has an ARINC 629 Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-04092, 73-04102, 73-04202, 73-04292, 73-04302, 73-04392.

B. Description

(1) This message occurs when the right EDIU detects a fault from a coupler on the 629 bus.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that show with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the applicable ARINC 629 coupler.

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.

629 BUS	EDIU CHANNEL	COUPLER	PANEL
right	A	B73201	P211
right	B	B73203	P211
center 1	B	B73205	P311
center 1	C	B73202	P311
center 2	A	B73206	P313
center 2	C	B73204	P313

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

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Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(3) Do this check of the wiring from the EDIU to the coupler:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) In the table below, find the connector and pin numbers specified for the applicable 629 bus.

(c) Disconnect the connector from the applicable coupler.

(d) Do a wiring check between these pins of the applicable coupler connector (at the specified panel above) and the applicable EDIU connector at the E4-1 shelf (WDM 73-21-23):

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R 629 BUS TO EDIU CH A	**DB73201**	**DM73203AF**
	5	4T
	4	4TR
	2	6T
	1	6TR
R 629 BUS TO EDIU CH B	**DB73203**	**DM73203AC**
	5	4T
	4	4TR
	2	5T
	1	5TR
C1 629 BUS TO EDIU CH B	**DB73205**	**DM73203AC**
	5	1T
	4	1TR
	2	2T
	1	2TR
C1 629 BUS TO EDIU CH C	**DB73202**	**DM73203AC**
	5	3T
	4	3TR
	2	6T
	1	6TR
C2 629 BUS TO EDIU CH A	**DB73206**	**DM73203AF**
	5	1T
	4	1TR
	2	3T
	1	3TR
C2 629 BUS TO EDIU CH C	**DB73204**	**DM73103AC**
	5	2T
	4	2TR
	2	5T
	1	5TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).
2) Re-connect the applicable coupler connector.
3) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(f) Do the repair confirmation at the end of this task.

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E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

805. EDIU has no Output on any Bus - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08801, 73-08802.

B. Description

(1) This message occurs when the EDIU does not send any data over the 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

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

D. Fault Isolation Procedure

(1) Replace the left (right) EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

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

——— END OF TASK ———

806. EDIU (L Eng) has no output on System ARINC 629 Bus - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08841, 73-08843, 73-08851, 73-08855, 73-08873, 73-08875.

B. Description

(1) This message occurs when the left EDIU has not sent any data over the 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

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(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the applicable ARINC 629 coupler.

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.

629 BUS	EDIU CHANNEL	COUPLER	PANEL
left	A	B73101	P111
left	B	B73103	P111
center 1	A	B73102	P311
center 1	C	B73105	P311
center 2	B	B73106	P313
center 2	C	B73104	P313

(a) Do the repair confirmation procedure at the end of this task.

(3) Do this check of the wiring from the EDIU to the coupler:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) In the table below, find the connector and pin numbers specified for the applicable 629 bus.

(c) Disconnect the connector from the applicable coupler.

(d) Do a wiring check between these pins of the applicable coupler connector (at the panel specified above) and the applicable EDIU connector at the E1-5 shelf (WDM 73-21-13):

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L 629 BUS TO EDIU CH A	**DB73101**	**DM73103AF**
	2	6T
	1	6TR
	5	4T
	4	4TR
L 629 BUS TO EDIU CH B	**DB73103**	**DM73103AC**
	2	5T
	1	5TR
	5	4T
	4	4TR
C1 629 BUS TO EDIU CH A	**DB73102**	**DM73103AF**
	2	3T
	1	3TR
	5	1T
	4	1TR
C1 629 BUS TO EDIU CH C	**DB73105**	**DM73103AF**
	2	5T
	1	5TR
	5	2T
	4	2TR
C2 629 BUS TO EDIU CH B	**DB73106**	**DM73103AC**
	2	2T
	1	2TR
	5	1T
	4	1TR
C2 629 BUS TO EDIU CH C	**DB73104**	**DM73103AC**
	2	6T
	1	6TR
	5	3T
	4	3TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).
2) Re-connect the applicable coupler connector.
3) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(f) Do the repair confirmation at the end of this task.

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E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

807. EDIU (R Eng) has no output on System ARINC 629 Bus - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08854, 73-08856, 73-08862, 73-08864, 73-08872, 73-08876.

B. Description

(1) This message occurs when the right EDIU has not sent any data over the 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the applicable ARINC 629 coupler.

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.

629 BUS	EDIU CHANNEL	COUPLER	PANEL
right	A	B73201	P211
right	B	B73203	P211
center 1	B	B73205	P311
center 1	C	B73202	P311
center 2	A	B73206	P313
center 2	C	B73204	P313

(a) Do the repair confirmation procedure at the end of this task.

(3) Do this check of the wiring from the EDIU to the coupler:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

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(b) In the table below, find the connector and pin numbers specified for the applicable 629 bus.

(c) Disconnect the connector from the applicable coupler.

(d) Do a wiring check between these pins of the applicable coupler connector (at the panel specified above) and the applicable EDIU connector at the E4-1 shelf (WDM 73-21-23):

R 629 BUS TO EDIU CH A	**DB73201**	**DM73203AF**
	2	6T
	1	6TR
	5	4T
	4	4TR
R 629 BUS TO EDIU CH B	**DB73203**	**DM73203AC**
	2	5T
	1	5TR
	5	4T
	4	4TR
C1 629 BUS TO EDIU CH B	**DB73205**	**DM73203AC**
	2	2T
	1	2TR
	5	1T
	4	1TR
C1 629 BUS TO EDIU CH C	**DB73202**	**DM73203AC**
	2	6T
	1	6TR
	5	3T
	4	3TR
C2 629 BUS TO EDIU CH A	**DB73206**	**DM73203AF**
	2	3T
	1	3TR
	5	1T
	4	1TR
C2 629 BUS TO EDIU CH C	**DB73204**	**DM73203AF**
	2	5T
	1	5TR
	5	2T
	4	2TR

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

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1) Replace the ARINC 629 wiring (SWPM 20-13-00).
2) Re-connect the applicable coupler connector.
3) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(f) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

808. EDIU (L Eng) has no input from any LRU on System ARINC 629 Bus - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-09401, 73-09403, 73-09501, 73-09505, 73-09703, 73-09705.

B. Description

(1) This message occurs when the left EDIU has not received any data over the 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the applicable ARINC 629 coupler.

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.

629 BUS	EDIU CHANNEL	COUPLER	PANEL
left	A	B73101	P111
left	B	B73103	P111
center 1	A	B73102	P311
center 1	C	B73105	P311
center 2	B	B73104	P313

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(Continued)

629 BUS	EDIU CHANNEL	COUPLER	PANEL
center 2	C	B73106	P313

(a) Do the repair confirmation procedure at the end of this task.

(3) Do this check of the wiring from the EDIU to the coupler:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) In the table below, find the connector and pin numbers specified for the applicable 629 bus.

(c) Disconnect the connector from the applicable coupler.

(d) Do a wiring check between these pins of the applicable coupler connector (at the panel specified above) and the applicable EDIU connector at the E1-5 shelf (WDM 73-21-13):

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L 629 BUS TO EDIU CH A	**DB73101**	**DM73103AF**
	5	4T
	4	4TR
	2	6T
	1	6TR
L 629 BUS TO EDIU CH B	**DB73103**	**DM73103AC**
	5	4T
	4	4TR
	2	5T
	1	5TR
C1 629 BUS TO EDIU CH A	**DB73102**	**DM73103AF**
	5	1T
	4	1TR
	2	3T
	1	3TR
C1 629 BUS TO EDIU CH C	**DB73105**	**DM73103AF**
	5	2T
	4	2TR
	2	5T
	1	5TR
C2 629 BUS TO EDIU CH B	**DB73106**	**DM73103AC**
	5	1T
	4	1TR
	2	2T
	1	2TR
C2 629 BUS TO EDIU CH C	**DB73104**	**DM73103AC**
	5	3T
	4	3TR
	2	6T
	1	6TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).
2) Re-connect the applicable coupler connector.
3) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(f) Do the repair confirmation at the end of this task.

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E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

809. EDIU (R Eng) has no input from any LRU on System ARINC 629 Bus - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-09504, 73-09506, 73-09602, 73-09604, 73-09702, 73-09706.

B. Description

(1) This message occurs when the right EDIU has not received any data over the 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the applicable ARINC 629 coupler.

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.

629 BUS	EDIU CHANNEL	COUPLER	PANEL
right	A	B73201	P211
right	B	B73203	P211
center 1	B	B73205	P311
center 1	C	B73202	P311
center 2	A	B73206	P313
center 2	C	B73204	P313

(a) Do the repair confirmation procedure at the end of this task.

(3) Do this check of the wiring from the EDIU to the coupler:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

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(b) In the table below, find the connector and pin numbers specified for the applicable 629 bus.

(c) Disconnect the connector from the applicable coupler.

(d) Do a wiring check between these pins of the applicable coupler connector (at the specified panel above) and the applicable EDIU connector at the E4-1 shelf (WDM 73-21-23):

R 629 BUS TO EDIU CH A	**DB73201**	**DM73203AF**
	5	4T
	4	4TR
	2	6T
	1	6TR
R 629 BUS TO EDIU CH B	**DB73203**	**DM73203AC**
	5	4T
	4	4TR
	2	5T
	1	5TR
C1 629 BUS TO EDIU CH B	**DB73205**	**DM73203AC**
	5	1T
	4	1TR
	2	2T
	1	2TR
C1 629 BUS TO EDIU CH C	**DB73202**	**DM73203AC**
	5	3T
	4	3TR
	2	6T
	1	6TR
C2 629 BUS TO EDIU CH A	**DB73206**	**DM73203AF**
	5	1T
	4	1TR
	2	3T
	1	3TR
C2 629 BUS TO EDIU CH C	**DB73204**	**DM73103AC**
	5	2T
	4	2TR
	2	5T
	1	5TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the applicable coupler connector.

3) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(f) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

810. /EDIU has no Output on any Bus - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08803, 73-08804, 73-08805, 73-08806, 73-08807, 73-08808.

B. Description

(1) This message occurs when the EDIU does not send any data over any bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below.

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

D. Fault Isolation Procedure

(1) Replace the left (right) EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

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

——— END OF TASK ———

827. Analog N1 Signal to the EDIU Exceeded the Rate Limit - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08081, 73-08082, 73-08281, 73-08282, 73-08481, 73-08482.

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B. Description

(1) The EDIU has detected that the rate of change of the analog N1 signal from the N1 speed probe has exceeded a rate limit.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Do these steps to clear the maintenance message and, if the EICAS message THRUST ASYM COMP shows, to erase the EICAS message.

NOTE: You must clear the maintenance message, and if the EICAS message THRUST ASYM COMP shows, you must erase the EICAS message to determine if the fault is intermittent. After you clear the maintenance message and erase the EICAS message, continue with the INITIAL EVALUATION.

(a) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

(b) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802)

(c) Continue with the initial evaluation.

(3) Start the applicable engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screens on the MAT.

(b) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(c) If the maintenance message shows NOT ACTIVE, or does not show, check the MAT for any N1 speed messages.

1) If any N1 speed messages are shown, do the fault isolation procedure for those messages.

(4) If the MAT shows NOT ACTIVE for the maintenance message during the engine operation, and no N1 speed messages show, or, if the message does not show, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline's policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(5) Stop the engine (AMM TASK 71-00-00-800-837-H00).

D. Fault Isolation Procedure

(1) Do these steps to examine the wiring between the left (right) EDIU, M73103 (M73203) and the left (right) N1 speed probe, M77005 (WDM 77-12-11).

(a) Remove the left (right) EDIU, M73103 (M73203) from the E1-5 (E4-1) rack (AMM TASK 73-21-22-000-804-H00).

1) Do a visual check of connector DM73103AB (DM73203AB).

2) If you find a problem, repair the connector as it is necessary.

(b) Remove connector DM77005 from the left (right) N1 speed probe, M77005.

1) Do a visual check of the connector DM77005.

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2) If you find a problem, repair the connector as it is necessary.

(c) Do a wiring check between these pins of connector DM73103AB (DM73203AB) and connector DM77005.

DM73103AB	DM77005
F2	1
D2	2

DM73203AB	DM77005
F2	1
D2	2

(d) If you find a problem, repair or replace the electrical harnesses, W751, W8245, W8243, W8204, or W5224 (W751, W8145, W8143, W8104 or W5125).

(e) Do the repair confirmation procedure at the end of the task.

(f) If you do not find a problem, or if the fault continues, do these steps:

1) Re-connect connector DM73003C to the left (right) N1 speed probe, M77005.

2) Re-install the left (right) EDIU, M73103 (M73203) (AMM TASK 73-21-22-400-808-H00).

(2) If the fault continues, replace the left (right) N1 speed probe, M77005.

These are the tasks:

N1 Speed Sensor Removal, AMM TASK 77-12-01-000-801-H01

N1 Speed Sensor Installation, AMM TASK 77-12-01-400-801-H01.

(a) Do the repair confirmation at the end of this task.

(3) Replace the left (right) EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

(4) Replace the left (right) EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

(a) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

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(b) Continue with the repair confirmation.

(3) Start the engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

(b) If the maintenance message does not show, then you have corrected the fault.

(c) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

828. System ARINC 629 Bus (Center 2) Is Not Available - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-05111.

B. Description

(1) This message occurs when the center 2 system ARINC 629 bus does not permit the left EDIU to transmit data. This condition can occur when an ARINC 629 transmitter on the center 2 system bus transmits continuously.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE with the maintenance message, then do the fault isolation procedure below.

(3) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

D. Fault Isolation Procedure

CAUTION

DO NOT OPEN THE AIMS STANDBY-L OR STANDBY-R CIRCUIT BREAKERS ON THE STANDBY POWER MANAGEMENT PANEL, P310. IF YOU OPEN THESE CIRCUIT BREAKERS, YOU WILL REMOVE THE CONTENTS OF THE AIMS BATTERY-BACKED MEMORY.

(1) Open these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

(2) If the MAT shows NOT ACTIVE for the maintenance message, then replace the Input/output module 2, M008, in the left AIMS cabinet, M31101.

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.

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(a) Make sure that these circuit breakers are closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

CAUTION

DO NOT OPEN THE AIMS STANDBY-L OR STANDBY-R CIRCUIT BREAKERS ON THE STANDBY POWER MANAGEMENT PANEL, P310. IF YOU OPEN THESE CIRCUIT BREAKERS, YOU WILL REMOVE THE CONTENTS OF THE AIMS BATTERY-BACKED MEMORY.

(b) Open these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

(4) If the MAT shows NOT ACTIVE for the maintenance message, then replace the input/output Module 2, M008, in the right AIMS cabinet M31201.

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) Make sure that these circuit breakers are closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

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(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(5) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

(b) Open these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
N	9	C73602	R EDIU 2A
N	10	C73604	R EDIU 1B

Standby Power Management Panel, P310

Row	Col	Number	Name
E	2	C73606	R EDIU 1A
E	4	C73608	R EDIU 2B

(6) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Make sure that these circuit breakers are closed:

Right Power Management Panel, P210

Row	Col	Number	Name
N	9	C73602	R EDIU 2A
N	10	C73604	R EDIU 1B

Standby Power Management Panel, P310

Row	Col	Number	Name
E	2	C73606	R EDIU 1A
E	4	C73608	R EDIU 2B

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(7) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
N	9	C73602	R EDIU 2A

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(Continued)

Right Power Management Panel, P210

Row	Col	Number	Name
N	10	C73604	R EDIU 1B

Standby Power Management Panel, P310

Row	Col	Number	Name
E	2	C73606	R EDIU 1A
E	4	C73608	R EDIU 2B

(8) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

——— END OF TASK ———

829. System ARINC 629 Bus (Center 2) Is Not Available - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-05112.

B. Description

(1) This message occurs when the center 2 system ARINC 629 bus does not permit the right EDIU to transmit data. This condition can occur when an ARINC 629 transmitter on the center 2 system bus transmits continuously.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE with the maintenance message, then do the fault isolation procedure below.

(3) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

D. Fault Isolation Procedure

CAUTION

DO NOT OPEN THE AIMS STANDBY-L OR STANDBY-R CIRCUIT BREAKERS ON THE STANDBY POWER MANAGEMENT PANEL, P310. IF YOU OPEN THESE CIRCUIT BREAKERS, YOU WILL REMOVE THE CONTENTS OF THE AIMS BATTERY-BACKED MEMORY.

(1) Open these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

(2) If the MAT shows NOT ACTIVE for the maintenance message, then replace the input/output module 2, M008, in the left AIMS cabinet, M31101.

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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) Make sure that these circuit breakers are closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

CAUTION

DO NOT OPEN THE AIMS STANDBY-L OR STANDBY-R CIRCUIT BREAKERS ON THE STANDBY POWER MANAGEMENT PANEL, P310. IF YOU OPEN THESE CIRCUIT BREAKERS, YOU WILL REMOVE THE CONTENTS OF THE AIMS BATTERY-BACKED MEMORY.

(b) Open these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

(4) If the MAT shows NOT ACTIVE for the maintenance message, then replace the input/output module 2, M008, in the right AIMS cabinet M31201.

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) Make sure that these circuit breakers are closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1

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(Continued)

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(5) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

(b) Open these circuit breakers:

Left Power Management Panel, P110

Row	Col	Number	Name
M	17	C73601	L EDIU 2A
M	18	C73603	L EDIU 1B

Standby Power Management Panel, P310

Row	Col	Number	Name
E	1	C73605	L EDIU 1A
E	3	C73607	L EDIU 2B

(6) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Make sure that these circuit breakers are closed:

Left Power Management Panel, P110

Row	Col	Number	Name
M	17	C73601	L EDIU 2A
M	18	C73603	L EDIU 1B

Standby Power Management Panel, P310

Row	Col	Number	Name
E	1	C73605	L EDIU 1A
E	3	C73607	L EDIU 2B

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(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(7) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Left Power Management Panel, P110

Row	Col	Number	Name
M	17	C73601	L EDIU 2A
M	18	C73603	L EDIU 1B

Standby Power Management Panel, P310

Row	Col	Number	Name
E	1	C73605	L EDIU 1A
E	3	C73607	L EDIU 2B

(8) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

——— END OF TASK ———

830. System ARINC 629 Bus (Center 1) Is Not Available - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-05101.

B. Description

(1) This message occurs when the center 1 system ARINC 629 bus does not permit the left EDIU to transmit data. This condition can occur when an ARINC 629 transmitter on the center 1 system bus transmits continuously.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE with the maintenance message, then do the fault isolation procedure below.

(3) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Open these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
A	8	C27513	SNSR EXC 1
D	3	C27601	FSEU 1

(2) If the MAT shows NOT ACTIVE for the maintenance message, then replace the flap slat electronics unit (FSEU) 1, M27001.

These are the tasks:

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

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

(a) Make sure that these circuit breakers are closed:

Standby Power Management Panel, P310

Row	Col	Number	Name
A	8	C27513	SNSR EXC 1
D	3	C27601	FSEU 1

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
A	8	C27513	SNSR EXC 1
D	3	C27601	FSEU 1

(b) Open these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
F	21	C27514	SNSR EXC 2
K	4	C27602	FSEU 2

(4) If the MAT shows NOT ACTIVE for the maintenance message, then replace the FSEU 2, M27002.

These are the tasks:

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

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

(a) Make sure that these circuit breakers are closed:

Right Power Management Panel, P210

Row	Col	Number	Name
F	21	C27514	SNSR EXC 2
K	4	C27602	FSEU 2

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(5) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
F	21	C27514	SNSR EXC 2
K	4	C27602	FSEU 2

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(b) Open these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
C	8	C31653	WEU L1
C	9	C31655	WEU L2

(6) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left warning electronics unit (WEU), M31107.

These are the tasks:

Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801

Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.

(a) Make sure that these circuit breakers are closed:

Standby Power Management Panel, P310

Row	Col	Number	Name
C	8	C31653	WEU L1
C	9	C31655	WEU L2

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(7) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
C	8	C31653	WEU L1
C	9	C31655	WEU L2

(b) Open these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
M	13	C31652	WEU R1
M	14	C31654	WEU R2

(8) If the MAT shows NOT ACTIVE for the maintenance message, then replace the right WEU, M31207.

These are the tasks:

Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801

Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.

(a) Make sure that these circuit breakers are open:

Right Power Management Panel, P210

Row	Col	Number	Name
M	13	C31652	WEU R1
M	14	C31654	WEU R2

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

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(9) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
M	13	C31652	WEU R1
M	14	C31654	WEU R2

(b) Open this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	24	C22604	AFDC-C

(10) If the MAT shows NOT ACTIVE for the maintenance message, then replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

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

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

(a) Make sure that this circuit breaker is closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	24	C22604	AFDC-C

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(11) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	24	C22604	AFDC-C

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(b) Open these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

(12) If the MAT shows NOT ACTIVE for the maintenance message, then replace the input/output module 2, M008, in the left AIMS cabinet, M31101.

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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) Make sure that these circuit breakers are closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(13) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

CAUTION

DO NOT OPEN THE AIMS STANDBY-L OR STANDBY-R CIRCUIT BREAKERS ON THE STANDBY POWER MANAGEMENT PANEL, P310. IF YOU OPEN THESE CIRCUIT BREAKERS, YOU WILL REMOVE THE CONTENTS OF THE AIMS BATTERY-BACKED MEMORY.

(b) Open these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

(14) If the MAT shows NOT ACTIVE for the maintenance message, then replace the input/output module 2, M008, in the right AIMS cabinet M31201.

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) Make sure that these circuit breakers are closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1

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(Continued)

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(15) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

(b) Open these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
N	9	C73602	R EDIU 2A
N	10	C73604	R EDIU 1B

Standby Power Management Panel, P310

Row	Col	Number	Name
E	2	C73606	R EDIU 1A
E	4	C73608	R EDIU 2B

(16) If the MAT shows NOT ACTIVE for the maintenance message, then replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Make sure that these circuit breakers are closed:

Right Power Management Panel, P210

Row	Col	Number	Name
N	9	C73602	R EDIU 2A
N	10	C73604	R EDIU 1B

Standby Power Management Panel, P310

Row	Col	Number	Name
E	2	C73606	R EDIU 1A
E	4	C73608	R EDIU 2B

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(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(17) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
N	9	C73602	R EDIU 2A
N	10	C73604	R EDIU 1B

Standby Power Management Panel, P310

Row	Col	Number	Name
E	2	C73606	R EDIU 1A
E	4	C73608	R EDIU 2B

(18) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

——— END OF TASK ———

831. System ARINC 629 Bus (Center 1) Is Not Available - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-05102.

B. Description

(1) This message occurs when the center 1 system ARINC 629 bus does not permit the right EDIU to transmit data. This condition can occur when an ARINC 629 transmitter on the center 1 system bus transmits continuously.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE with the maintenance message, then do the fault isolation procedure below.

(3) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Open these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
A	8	C27513	SNSR EXC 1
D	3	C27601	FSEU 1

(2) If the MAT shows NOT ACTIVE for the maintenance message, then replace the flap slat electronics unit (FSEU) 1, M27001.

These are the tasks:

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

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

(a) Make sure that these circuit breakers are closed:

Standby Power Management Panel, P310

Row	Col	Number	Name
A	8	C27513	SNSR EXC 1
D	3	C27601	FSEU 1

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
A	8	C27513	SNSR EXC 1
D	3	C27601	FSEU 1

(b) Open these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
F	21	C27514	SNSR EXC 2
K	4	C27602	FSEU 2

(4) If the MAT shows NOT ACTIVE for the maintenance message, then replace the FSEU 2, M27002.

These are the tasks:

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

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

(a) Make sure that these circuit breakers are closed:

Right Power Management Panel, P210

Row	Col	Number	Name
F	21	C27514	SNSR EXC 2
K	4	C27602	FSEU 2

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(5) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
F	21	C27514	SNSR EXC 2
K	4	C27602	FSEU 2

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(b) Open these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
C	8	C31653	WEU L1
C	9	C31655	WEU L2

(6) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left warning electronics unit (WEU), M31107.

These are the tasks:

Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801

Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.

(a) Make sure that these circuit breakers are closed:

Standby Power Management Panel, P310

Row	Col	Number	Name
C	8	C31653	WEU L1
C	9	C31655	WEU L2

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(7) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
C	8	C31653	WEU L1
C	9	C31655	WEU L2

(b) Open these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
M	13	C31652	WEU R1
M	14	C31654	WEU R2

(8) If the MAT shows NOT ACTIVE for the maintenance message, then replace the right WEU, M31207.

These are the tasks:

Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801

Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.

(a) Make sure that these circuit breakers are open:

Right Power Management Panel, P210

Row	Col	Number	Name
M	13	C31652	WEU R1
M	14	C31654	WEU R2

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

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(9) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
M	13	C31652	WEU R1
M	14	C31654	WEU R2

(b) Open this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	24	C22604	AFDC-C

(10) If the MAT shows NOT ACTIVE for the maintenance message, then replace the center autopilot flight director computer (AFDC), M22301.

These are the tasks:

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

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

(a) Make sure that this circuit breaker is closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	24	C22604	AFDC-C

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(11) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	24	C22604	AFDC-C

CAUTION DO NOT OPEN THE AIMS STANDBY-L OR STANDBY-R CIRCUIT BREAKERS ON THE STANDBY POWER MANAGEMENT PANEL, P310. IF YOU OPEN THESE CIRCUIT BREAKERS, YOU WILL REMOVE THE CONTENTS OF THE AIMS BATTERY-BACKED MEMORY.

(b) Open these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

(12) If the MAT shows NOT ACTIVE for the maintenance message, then replace the input/output module 2, M008, in the left AIMS cabinet, M31101.

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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) Make sure that these circuit breakers are closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(13) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

CAUTION

DO NOT OPEN THE AIMS STANDBY-L OR STANDBY-R CIRCUIT BREAKERS ON THE STANDBY POWER MANAGEMENT PANEL, P310. IF YOU OPEN THESE CIRCUIT BREAKERS, YOU WILL REMOVE THE CONTENTS OF THE AIMS BATTERY-BACKED MEMORY.

(b) Open these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

(14) If the MAT shows NOT ACTIVE for the maintenance message, then replace the input/output module 2, M008, in the right AIMS cabinet M31201.

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) Make sure that these circuit breakers are closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1

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(Continued)

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(15) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

(b) Open these circuit breakers:

Left Power Management Panel, P110

Row	Col	Number	Name
M	17	C73601	L EDIU 2A
M	18	C73603	L EDIU 1B

Standby Power Management Panel, P310

Row	Col	Number	Name
E	1	C73605	L EDIU 1A
E	3	C73607	L EDIU 2B

(16) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Make sure that these circuit breakers are closed:

Left Power Management Panel, P110

Row	Col	Number	Name
M	17	C73601	L EDIU 2A
M	18	C73603	L EDIU 1B

Standby Power Management Panel, P310

Row	Col	Number	Name
E	1	C73605	L EDIU 1A
E	3	C73607	L EDIU 2B

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(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(17) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Left Power Management Panel, P110

Row	Col	Number	Name
M	17	C73601	L EDIU 2A
M	18	C73603	L EDIU 1B

Standby Power Management Panel, P310

Row	Col	Number	Name
E	1	C73605	L EDIU 1A
E	3	C73607	L EDIU 2B

(18) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00,

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

——— END OF TASK ———

832. System ARINC 629 Bus (Left) Is Not Available - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-05091.

B. Description

(1) This message occurs when the left system ARINC 629 bus does not permit the left EDIU to transmit data. This condition can occur when an ARINC 629 transmitter on the left system bus transmits continuously.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE with the maintenance message, then do the fault isolation procedure below.

(3) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Open this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
B	10	C24649	BPCU DC

(2) If the MAT shows NOT ACTIVE for the maintenance message, then replace the bus power control unit (BPCU), M24002.

These are the tasks:

BPCU Removal, AMM TASK 24-41-05-000-801

BPCU Installation, AMM TASK 24-41-05-400-801.

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(a) Make sure that this circuit breaker is closed:

Standby Power Management Panel, P310

Row	Col	Number	Name
B	10	C24649	BPCU DC

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
B	10	C24649	BPCU DC

(b) Open these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
J	9	C24684	L GCU/BPCU

Standby Power Management Panel, P310

Row	Col	Number	Name
B	8	C24601	L GCU

(4) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left generator control unit (GCU), M24105.

These are the tasks:

Generator Control Unit Removal, AMM TASK 24-22-02-000-801

Generator Control Unit Installation, AMM TASK 24-22-02-400-801.

(a) Make sure that these circuit breakers are closed:

Right Power Management Panel, P210

Row	Col	Number	Name
J	9	C24684	L GCU/BPCU

Standby Power Management Panel, P310

Row	Col	Number	Name
B	8	C24601	L GCU

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(5) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
J	9	C24684	L GCU/BPCU

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Standby Power Management Panel, P310

Row	Col	Number	Name
B	8	C24601	L GCU

(b) Open this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
H	7	C24606	APU GCU

(6) If the MAT shows NOT ACTIVE for the maintenance message, then replace the APU generator control unit (GCU), M24305.

These are the tasks:

Generator Control Unit Removal, AMM TASK 24-22-02-000-801

Generator Control Unit Installation, AMM TASK 24-22-02-400-801.

(a) Make sure that this circuit breaker is closed:

Standby Power Management Panel, P310

Row	Col	Number	Name
H	7	C24606	APU GCU

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(7) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
H	7	C24606	APU GCU

(b) Open these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
J	2	C24602	R IDG DISC

Standby Power Management Panel, P310

Row	Col	Number	Name
B	9	C24600	R GCU

(8) If the MAT shows NOT ACTIVE for the maintenance message, then replace the right GCU, M24205.

These are the tasks:

Generator Control Unit Removal, AMM TASK 24-22-02-000-801

Generator Control Unit Installation, AMM TASK 24-22-02-400-801.

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(a) Make sure that these circuit breakers are closed:

Right Power Management Panel, P210

Row	Col	Number	Name
J	2	C24602	R IDG DISC

Standby Power Management Panel, P310

Row	Col	Number	Name
B	9	C24600	R GCU

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(9) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
J	2	C24602	R IDG DISC

Standby Power Management Panel, P310

Row	Col	Number	Name
B	9	C24600	R GCU

(b) Open this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
H	6	C24671	BACKUP CONVERTER CONTROL

(10) If the MAT shows NOT ACTIVE for the maintenance message, then replace the backup generator converter, M24008.

These are the tasks:

Backup Generator Converter Removal, AMM TASK 24-25-09-000-801

Backup Generator Converter Installation, AMM TASK 24-25-09-400-801.

(a) Make sure that this circuit breaker is closed:

Standby Power Management Panel, P310

Row	Col	Number	Name
H	6	C24671	BACKUP CONVERTER CONTROL

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(11) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
H	6	C24671	BACKUP CONVERTER CONTROL

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(b) Set the power switch for the left ARINC Signal Gateway card (P85A12), on the left system card file (P85), to the OFF position.

NOTE: Use the power control decal on the front of the cardfile to find the appropriate switch.

(12) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left ARINC signal gateway card, P85A12.

These are the tasks:

ARINC Signal Gateway (ASG) Card Removal, AMM TASK 31-09-02-000-801

ARINC Signal Gateway (ASG) Card Installation, AMM TASK 31-09-02-400-802.

(a) Make sure the power switch for the left ARINC signal gateway card, P85A12, is in the ON position.

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(13) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Set the power switch for the left ARINC signal gateway card, P85A12, to the ON position.

(b) Set the power switch for the left ARINC signal gateway card (P84A12), on the right system card file (P84), to the OFF position.

(14) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left ARINC signal gateway card, P84A12.

These are the tasks:

ARINC Signal Gateway (ASG) Card Removal, AMM TASK 31-09-02-000-801

ARINC Signal Gateway (ASG) Card Installation, AMM TASK 31-09-02-400-802.

(a) Make sure the power switch for the left ARINC signal gateway card, P84A12, is in the ON position.

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(15) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Set the power switch for the left ARINC signal gateway card, P84A12, to the ON position.

(b) Open these circuit breakers:

Left Power Management Panel, P110

Row	Col	Number	Name
H	26	C32600	PSEU 1 PRI PWR

Standby Power Management Panel, P310

Row	Col	Number	Name
D	1	C32603	PSEU 1 ALTN PWR

(16) If the MAT shows NOT ACTIVE for the maintenance message, then replace the proximity electronics sensor unit 1, M32021.

These are the tasks:

Proximity Sensor Electronics Unit Removal, AMM TASK 32-08-01-000-801

Proximity Sensor Electronics Unit Installation, AMM TASK 32-08-01-400-801.

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(a) Make sure that these circuit breakers are closed:

Left Power Management Panel, P110

Row	Col	Number	Name
H	26	C32600	PSEU 1 PRI PWR

Standby Power Management Panel, P310

Row	Col	Number	Name
D	1	C32603	PSEU 1 ALTN PWR

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(17) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Left Power Management Panel, P110

Row	Col	Number	Name
H	26	C32600	PSEU 1 PRI PWR

Standby Power Management Panel, P310

Row	Col	Number	Name
D	1	C32603	PSEU 1 ALTN PWR

(b) Open these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
L	13	C32601	PSEU 2 PRI PWR

Standby Power Management Panel, P310

Row	Col	Number	Name
D	2	C32624	PSEU 2 ALTN PWR

(18) If the MAT shows NOT ACTIVE for the maintenance message, then replace the proximity sensor electronics unit 2, M32025.

These are the tasks:

Proximity Sensor Electronics Unit Removal, AMM TASK 32-08-01-000-801

Proximity Sensor Electronics Unit Installation, AMM TASK 32-08-01-400-801.

(a) Make sure that these circuit breakers are closed:

Right Power Management Panel, P210

Row	Col	Number	Name
L	13	C32601	PSEU 2 PRI PWR

Standby Power Management Panel, P310

Row	Col	Number	Name
D	2	C32624	PSEU 2 ALTN PWR

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

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(19) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
L	13	C32601	PSEU 2 PRI PWR

Standby Power Management Panel, P310

Row	Col	Number	Name
D	2	C32624	PSEU 2 ALTN PWR

(b) Open these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
A	11	C28005	RFLNG DR LTS
G	10	C28624	FUEL QTY 2
J	8	C28600	RFLNG CTRL
J	9	C28601	RFLNG VLVS
J	11	C28623	RFLNG QTY

(20) If the MAT shows NOT ACTIVE for the maintenance message, then replace the fuel quantity processor unit (FQPU), M28002.

These are the tasks:

Fuel Quantity Processor Unit (FQPU) - Removal, AMM TASK 28-41-01-000-801

Fuel Quantity Processor Unit (FQPU) - Installation, AMM TASK 28-41-01-400-801.

(a) Make sure that these circuit breakers are closed:

Standby Power Management Panel, P310

Row	Col	Number	Name
A	11	C28005	RFLNG DR LTS
G	10	C28624	FUEL QTY 2
J	8	C28600	RFLNG CTRL
J	9	C28601	RFLNG VLVS
J	11	C28623	RFLNG QTY

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(21) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
A	11	C28005	RFLNG DR LTS
G	10	C28624	FUEL QTY 2
J	8	C28600	RFLNG CTRL
J	9	C28601	RFLNG VLVS
J	11	C28623	RFLNG QTY

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(b) Open this circuit breaker:

APU Auxiliary Panel, P49

Row	Col	Number	Name
A	3	C49602	APUC 2

(22) If the MAT shows NOT ACTIVE for the maintenance message, then replace the APU controller (APUC), M49002.

These are the tasks:

APU Controller (APUC) Removal, AMM TASK 49-61-05-000-801

APU Controller (APUC) Installation, AMM TASK 49-61-05-400-801.

(a) Make sure that this circuit breaker is open:

APU Auxiliary Panel, P49

Row	Col	Number	Name
A	3	C49602	APUC 2

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(23) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

APU Auxiliary Panel, P49

Row	Col	Number	Name
A	3	C49602	APUC 2

(b) Open this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
C	23	C77403	L ENG VIB MON

(24) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left airborne vibration monitor (AVM) signal conditioner, M77102.

These are the tasks:

Airborne Vibration Monitor (AVM) Signal Conditioner Unit Removal, AMM TASK 77-31-03-000-803-H00

Airborne Vibration Monitor (AVM) Signal Conditioner Unit Installation, AMM TASK 77-31-03-400-804-H00.

(a) Make sure that this circuit breaker is closed:

Left Power Management Panel, P110

Row	Col	Number	Name
C	23	C77403	L ENG VIB MON

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(25) If the MAT shows ACTIVE for the maintenance message, then do these steps:

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(a) Close this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
C	23	C77403	L ENG VIB MON

(b) Open these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
A	8	C27513	SNSR EXC 1
D	3	C27601	FSEU 1

(26) If the MAT shows NOT ACTIVE for the maintenance message, then replace the flap slat electronics unit (FSEU) 1, M27001.

These are the tasks:

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

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

(a) Make sure that these circuit breakers are closed:

Standby Power Management Panel, P310

Row	Col	Number	Name
A	8	C27513	SNSR EXC 1
D	3	C27601	FSEU 1

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(27) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
A	8	C27513	SNSR EXC 1
D	3	C27601	FSEU 1

(b) Open this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
C	3	C36615	AIR SPLY L SOL

(28) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left air supply and cabin pressure controller (ASCPC), M36111.

These are the tasks:

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

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

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(a) Make sure that this circuit breaker is closed:

Standby Power Management Panel, P310

Row	Col	Number	Name
C	3	C36615	AIR SPLY L SOL

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(29) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
C	3	C36615	AIR SPLY L SOL

(b) Open this circuit breaker:

Right Power Management Panel, P210

Row	Col	Number	Name
P	14	C36616	AIR SPLY R SOL

(30) If the MAT shows NOT ACTIVE for the maintenance message, then replace the right air supply and cabin pressure controller (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) Make sure that this circuit breaker is closed:

Right Power Management Panel, P210

Row	Col	Number	Name
P	14	C36616	AIR SPLY R SOL

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(31) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Right Power Management Panel, P210

Row	Col	Number	Name
P	14	C36616	AIR SPLY R SOL

(b) Open these circuit breakers:

Left Power Management Panel, P110

Row	Col	Number	Name
H	2	C21431	L CTC CHAN 1 (AC)
H	25	C21641	L CTC CHAN 1 (DC)

(32) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left cabin temperature controller, M21631.

These are the tasks:

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Cabin Temperature Controller (CTC) Removal, AMM TASK 21-61-01-000-801

Cabin Temperature Controller (CTC) Installation, AMM TASK 21-61-01-400-801.

(a) Make sure that these circuit breakers are closed:

Left Power Management Panel, P110

Row	Col	Number	Name
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)

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(33) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Left Power Management Panel, P110

Row	Col	Number	Name
H	2	C21431	L CTC CHAN 1 (AC)
H	25	C21641	L CTC CHAN 1 (DC)

(b) Open these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
G	27	C21434	R CTC CHAN 2 (AC)
H	3	C21648	R CTC CHAN 2 (DC)

(34) If the MAT shows NOT ACTIVE for the maintenance message, then replace the right cabin temperature controller (CTC), M21632.

These are the tasks:

Cabin Temperature Controller (CTC) Removal, AMM TASK 21-61-01-000-801

Cabin Temperature Controller (CTC) Installation, AMM TASK 21-61-01-400-801.

(a) Make sure that these circuit breakers are closed:

Right Power Management Panel, P210

Row	Col	Number	Name
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)

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(35) If the MAT shows ACTIVE for the maintenance message, then do these steps:

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(a) Close these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
G	27	C21434	R CTC CHAN 2 (AC)
H	3	C21648	R CTC CHAN 2 (DC)

(b) Open this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
D	6	C23603	OPAS 1

(36) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left overhead panel bus controller, M23112.

These are the tasks:

Left Overhead Panel Bus Controller (OPBC) Removal, AMM TASK 23-93-01-000-801

Left Overhead Panel Bus Controller (OPBC) Installation, AMM TASK 23-93-01-400-801.

(a) Make sure that this circuit breaker is closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
D	6	C23603	OPAS 1

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(37) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
D	6	C23603	OPAS 1

(b) Open this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
G	20	C23602	OPAS 2

(38) If the MAT shows NOT ACTIVE for the maintenance message, then replace the right overhead panel bus controller, M23212.

These are the tasks:

Right Overhead Panel Bus Controller (OPBC) Removal, AMM TASK 23-93-01-000-802

Right Overhead Panel Bus Controller (OPBC) Installation, AMM TASK 23-93-01-400-802.

(a) Make sure that this circuit breaker is closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
G	20	C23602	OPAS 2

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(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(39) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
G	20	C23602	OPAS 2

(b) Open these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	23	C23646	INTERPHONE-STBY F/O
B	25	C23627	INTERPHONE-CAPTAIN
B	26	C23629	INTERPHONE-F/OBS
C	25	C23628	INTERPHONE-F/O

(40) If the MAT shows NOT ACTIVE for the maintenance message, then replace the audio management unit (AMU), M23008.

These are the tasks:

Audio Management Unit (AMU) Removal, AMM TASK 23-51-04-000-801

Audio Management Unit (AMU) Installation, AMM TASK 23-51-04-400-801.

(a) Make sure that these circuit breakers are closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	23	C23646	INTERPHONE-STBY F/O
B	25	C23627	INTERPHONE-CAPTAIN
B	26	C23629	INTERPHONE-F/OBS
C	25	C23628	INTERPHONE-F/O

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(41) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	23	C23646	INTERPHONE-STBY F/O
B	25	C23627	INTERPHONE-CAPTAIN
B	26	C23629	INTERPHONE-F/OBS
C	25	C23628	INTERPHONE-F/O

(b) Open this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
N	27	C32619	LG MAIN GEAR STEERING

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(42) If the MAT shows NOT ACTIVE for the maintenance message, then replace the main landing gear steering control unit, M32037.

These are the tasks:

Main Landing Gear Steering Control Unit (MGSCU) Removal, AMM TASK 32-53-02-020-801

Main Landing Gear Steering Control Unit (MGSCU) Installation, AMM TASK 32-53-02-420-801.

(a) Make sure that this circuit breaker is closed:

Left Power Management Panel, P110

Row	Col	Number	Name
N	27	C32619	LG MAIN GEAR STEERING

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(43) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
N	27	C32619	LG MAIN GEAR STEERING

(b) Open this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
N	28	C32618	LG BRAKE TEMP MONITOR

(44) If the MAT shows NOT ACTIVE for the maintenance message, then replace the brake temperature monitor unit, M32035.

(a) Do this task: Tire and Brake Monitoring Unit (TBMU) Removal, AMM TASK 32-46-04-000-801.

(b) Do this task: Tire and Brake Monitoring Unit (TBMU) Installation, AMM TASK 32-46-04-400-801.

(c) Make sure that this circuit breaker is closed:

Left Power Management Panel, P110

Row	Col	Number	Name
N	28	C32618	LG BRAKE TEMP MONITOR

(d) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(45) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
N	28	C32618	LG BRAKE TEMP MONITOR

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(b) Open this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
M	19	C32617	LG TIRE PRESSURE INDICATOR

(46) If the MAT shows NOT ACTIVE for the maintenance message, then replace the tire pressure monitor unit, M32036.

(a) Do this task: Tire Pressure Sensor/Fill Valve Removal, AMM TASK 32-49-05-000-801.

(b) Do this task: Tire Pressure Sensor/Fill Valve Installation, AMM TASK 32-49-05-400-801.

(c) Make sure that this circuit breaker is closed:

Left Power Management Panel, P110

Row	Col	Number	Name
M	19	C32617	LG TIRE PRESSURE INDICATOR

(47) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
M	19	C32617	LG TIRE PRESSURE INDICATOR

(b) Open this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
M	23	C32621	LG BRAKE CONTROL-BITE/L-COMM

(48) If the MAT shows NOT ACTIVE for the maintenance message, then replace the brake system control unit (BSCU), M32017.

These are the tasks:

Brake System Control Unit (BSCU) Removal, AMM TASK 32-42-01-000-801

Brake System Control Unit (BSCU) Installation, AMM TASK 32-42-01-400-801.

(a) Make sure that this circuit breaker is closed:

Left Power Management Panel, P110

Row	Col	Number	Name
M	23	C32621	LG BRAKE CONTROL-BITE/L-COMM

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(49) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
M	23	C32621	LG BRAKE CONTROL-BITE/L-COMM

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(b) Open these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
C	8	C31653	WEU L1
C	9	C31655	WEU L2

(50) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left warning electronics unit (WEU), M31107.

These are the tasks:

Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801

Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.

(a) Make sure that these circuit breakers are closed:

Standby Power Management Panel, P310

Row	Col	Number	Name
C	8	C31653	WEU L1
C	9	C31655	WEU L2

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(51) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
C	8	C31653	WEU L1
C	9	C31655	WEU L2

(b) Open this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	10	C22603	AFDC-L

(52) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left autopilot flight director computer, M22101.

These are the tasks:

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

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

(a) Make sure that this circuit breaker is closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	10	C22603	AFDC-L

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(53) If the MAT shows ACTIVE for the maintenance message, then do these steps:

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(a) Close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	10	C22603	AFDC-L

(b) Open these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
F	6	C23632	PAX ADRS CTRL PRI
F	7	C23633	PAX ADRS CTRL SEC

(54) If the MAT shows NOT ACTIVE for the maintenance message, then replace the passenger address/cabin interphone (PA/CI) controller, M23016.

These are the tasks:

Passenger Address/Cabin Interphone Controller (PA/CI) Removal, AMM TASK 23-39-03-000-801

Passenger Address/Cabin Interphone Controller (PA/CI) Installation, AMM TASK 23-39-03-400-801.

(a) Make sure that these circuit breakers are closed:

Standby Power Management Panel, P310

Row	Col	Number	Name
F	6	C23632	PAX ADRS CTRL PRI
F	7	C23633	PAX ADRS CTRL SEC

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(55) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
F	6	C23632	PAX ADRS CTRL PRI
F	7	C23633	PAX ADRS CTRL SEC

(b) Open this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
C	7	C31629	FMC CDU-L

(56) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left control display unit (CDU), N34103.

These are the tasks:

Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801

Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.

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(a) Make sure that this circuit breaker is closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
C	7	C31629	FMC CDU-L

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(57) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
C	7	C31629	FMC CDU-L

(b) Open this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	7	C31631	FMC CDU-C

(58) If the MAT shows NOT ACTIVE for the maintenance message, then replace the center control display unit (CDU), N34303.

These are the tasks:

Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801

Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.

(a) Make sure that this circuit breaker is closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	7	C31631	FMC CDU-C

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(59) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	7	C31631	FMC CDU-C

(b) Open this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
C	20	C31630	FMC CDU-R

(60) If the MAT shows NOT ACTIVE for the maintenance message, then replace the right control display unit, N34203.

These are the tasks:

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Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801

Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.

(a) Make sure that this circuit breaker is closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
C	20	C31630	FMC CDU-R

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(61) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
C	20	C31630	FMC CDU-R

CAUTION DO NOT OPEN THE AIMS STANDBY-L OR STANDBY-R CIRCUIT BREAKERS ON THE STANDBY POWER MANAGEMENT PANEL, P310. IF YOU OPEN THESE CIRCUIT BREAKERS, YOU WILL REMOVE THE CONTENTS OF THE AIMS BATTERY-BACKED MEMORY.

(b) Open these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

(62) If the MAT shows NOT ACTIVE for the maintenance message, then replace the input/output module 1, M009, in the left AIMS cabinet, M31101.

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) Make sure that these circuit breakers are closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(63) If the MAT shows ACTIVE for the maintenance message, then do these steps:

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(a) Close these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

CAUTION DO NOT OPEN THE AIMS STANDBY-L OR STANDBY-R CIRCUIT BREAKERS ON THE STANDBY POWER MANAGEMENT PANEL, P310. IF YOU OPEN THESE CIRCUIT BREAKERS, YOU WILL REMOVE THE CONTENTS OF THE AIMS BATTERY-BACKED MEMORY.

(b) Open these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

(64) If the MAT shows NOT ACTIVE for the maintenance message, then replace the input/output module 1, M009, in the right AIMS cabinet, M31201.

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) Make sure that these circuit breakers are closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(65) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

(66) Replace the left EDIU, M73103.

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These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

——— END OF TASK ———

833. System ARINC 629 Bus (Right) Is Not Available - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-05092.

B. Description

(1) This message occurs when the right system ARINC 629 bus does not permit the right EDIU to transmit data. This condition can occur when an ARINC 629 transmitter on the right system bus transmits continuously.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE with the maintenance message, then do the fault isolation procedure below.

(3) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Open this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
B	10	C24649	BPCU DC

(2) If the MAT shows NOT ACTIVE for the maintenance message, then replace the bus power control unit (BPCU), M24002.

These are the tasks:

BPCU Removal, AMM TASK 24-41-05-000-801

BPCU Installation, AMM TASK 24-41-05-400-801.

(a) Make sure that this circuit breaker is closed:

Standby Power Management Panel, P310

Row	Col	Number	Name
B	10	C24649	BPCU DC

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
B	10	C24649	BPCU DC

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(b) Open these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
J	9	C24684	L GCU/BPCU

Standby Power Management Panel, P310

Row	Col	Number	Name
B	8	C24601	L GCU

(4) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left generator control unit (GCU), M24105.

These are the tasks:

Generator Control Unit Removal, AMM TASK 24-22-02-000-801

Generator Control Unit Installation, AMM TASK 24-22-02-400-801.

(a) Make sure that these circuit breakers are closed:

Right Power Management Panel, P210

Row	Col	Number	Name
J	9	C24684	L GCU/BPCU

Standby Power Management Panel, P310

Row	Col	Number	Name
B	8	C24601	L GCU

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(5) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
J	9	C24684	L GCU/BPCU

Standby Power Management Panel, P310

Row	Col	Number	Name
B	8	C24601	L GCU

(b) Open this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
H	7	C24606	APU GCU

(6) If the MAT shows NOT ACTIVE for the maintenance message, then replace the APU generator control unit (GCU), M24305.

These are the tasks:

Generator Control Unit Removal, AMM TASK 24-22-02-000-801

Generator Control Unit Installation, AMM TASK 24-22-02-400-801.

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(a) Make sure that this circuit breaker is closed:

Standby Power Management Panel, P310

Row	Col	Number	Name
H	7	C24606	APU GCU

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(7) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
H	7	C24606	APU GCU

(b) Open these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
J	2	C24602	R IDG DISC

Standby Power Management Panel, P310

Row	Col	Number	Name
B	9	C24600	R GCU

(8) If the MAT shows NOT ACTIVE for the maintenance message, then replace the right generator control unit (GCU), M24205.

These are the tasks:

Generator Control Unit Removal, AMM TASK 24-22-02-000-801

Generator Control Unit Installation, AMM TASK 24-22-02-400-801.

(a) Make sure that these circuit breakers are closed:

Right Power Management Panel, P210

Row	Col	Number	Name
J	2	C24602	R IDG DISC

Standby Power Management Panel, P310

Row	Col	Number	Name
B	9	C24600	R GCU

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(9) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
J	2	C24602	R IDG DISC

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Standby Power Management Panel, P310

Row	Col	Number	Name
B	9	C24600	R GCU

(b) Open this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
H	6	C24671	BACKUP CONVERTER CONTROL

(10) If the MAT shows NOT ACTIVE for the maintenance message, then replace the backup generator converter, M24008.

These are the tasks:

Backup Generator Converter Removal, AMM TASK 24-25-09-000-801

Backup Generator Converter Installation, AMM TASK 24-25-09-400-801.

(a) Make sure that this circuit breaker is closed:

Standby Power Management Panel, P310

Row	Col	Number	Name
H	6	C24671	BACKUP CONVERTER CONTROL

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(11) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
H	6	C24671	BACKUP CONVERTER CONTROL

(b) Set the power switch for the left ARINC Signal Gateway card (P85A12), on the left system card file (P85), to the OFF position.

NOTE: Use the power control decal on the front of the cardfile to find the appropriate switch.

(12) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left ARINC signal gateway card, P85A12.

These are the tasks:

ARINC Signal Gateway (ASG) Card Removal, AMM TASK 31-09-02-000-801

ARINC Signal Gateway (ASG) Card Installation, AMM TASK 31-09-02-400-802.

(a) Make sure the power switch for the left ARINC signal gateway card, P85A12, is in the ON position.

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(13) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Set the power switch for the left ARINC signal gateway card, P85A12, to the ON position.

(b) Set the power switch for the left ARINC signal gateway card (P84A12), on the right system card file (P84), to the OFF position.

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(14) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left ARINC signal gateway card, P84A12.

These are the tasks:

ARINC Signal Gateway (ASG) Card Removal, AMM TASK 31-09-02-000-801

ARINC Signal Gateway (ASG) Card Installation, AMM TASK 31-09-02-400-802.

(a) Make sure the power switch for the left ARINC signal gateway card, P84A12, is in the ON position.

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(15) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Set the power switch for the left ARINC signal gateway card, P84A12, to the ON position.

(b) Open these circuit breakers:

Left Power Management Panel, P110

Row	Col	Number	Name
H	26	C32600	PSEU 1 PRI PWR

Standby Power Management Panel, P310

Row	Col	Number	Name
D	1	C32603	PSEU 1 ALTN PWR

(16) If the MAT shows NOT ACTIVE for the maintenance message, then replace the proximity sensor electronics unit 1, M32021.

These are the tasks:

Proximity Sensor Electronics Unit Removal, AMM TASK 32-08-01-000-801

Proximity Sensor Electronics Unit Installation, AMM TASK 32-08-01-400-801.

(a) Make sure that these circuit breakers are closed:

Left Power Management Panel, P110

Row	Col	Number	Name
H	26	C32600	PSEU 1 PRI PWR

Standby Power Management Panel, P310

Row	Col	Number	Name
D	1	C32603	PSEU 1 ALTN PWR

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(17) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Left Power Management Panel, P110

Row	Col	Number	Name
H	26	C32600	PSEU 1 PRI PWR

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Standby Power Management Panel, P310

Row	Col	Number	Name
D	1	C32603	PSEU 1 ALTN PWR

(b) Open these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
L	13	C32601	PSEU 2 PRI PWR

Standby Power Management Panel, P310

Row	Col	Number	Name
D	2	C32624	PSEU 2 ALTN PWR

(18) If the MAT shows NOT ACTIVE for the maintenance message, then replace the proximity sensor electronics unit 2, M32025.

These are the tasks:

Proximity Sensor Electronics Unit Removal, AMM TASK 32-08-01-000-801

Proximity Sensor Electronics Unit Installation, AMM TASK 32-08-01-400-801.

(a) Make sure that these circuit breakers are closed:

Right Power Management Panel, P210

Row	Col	Number	Name
L	13	C32601	PSEU 2 PRI PWR

Standby Power Management Panel, P310

Row	Col	Number	Name
D	2	C32624	PSEU 2 ALTN PWR

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(19) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
L	13	C32601	PSEU 2 PRI PWR

Standby Power Management Panel, P310

Row	Col	Number	Name
D	2	C32624	PSEU 2 ALTN PWR

(b) Open these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
A	11	C28005	RFLNG DR LTS
G	10	C28624	FUEL QTY 2
J	8	C28600	RFLNG CTRL

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(Continued)

Standby Power Management Panel, P310

Row	Col	Number	Name
J	9	C28601	RFLNG VLVS
J	11	C28623	RFLNG QTY

(20) If the MAT shows NOT ACTIVE for the maintenance message, then replace the fuel quantity processor unit (FQPU), M28002.

These are the tasks:

Fuel Quantity Processor Unit (FQPU) - Removal, AMM TASK 28-41-01-000-801

Fuel Quantity Processor Unit (FQPU) - Installation, AMM TASK 28-41-01-400-801.

(a) Make sure that these circuit breakers are closed:

Standby Power Management Panel, P310

Row	Col	Number	Name
A	11	C28005	RFLNG DR LTS
G	10	C28624	FUEL QTY 2
J	8	C28600	RFLNG CTRL
J	9	C28601	RFLNG VLVS
J	11	C28623	RFLNG QTY

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(21) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Standby Power Management Panel, P310

Row	Col	Number	Name
A	11	C28005	RFLNG DR LTS
G	10	C28624	FUEL QTY 2
J	8	C28600	RFLNG CTRL
J	9	C28601	RFLNG VLVS
J	11	C28623	RFLNG QTY

(b) Open this circuit breaker:

APU Auxiliary Panel, P49

Row	Col	Number	Name
A	3	C49602	APUC 2

(22) If the MAT shows NOT ACTIVE for the maintenance message, then replace the APU controller (APUC), M49002.

These are the tasks:

APU Controller (APUC) Removal, AMM TASK 49-61-05-000-801

APU Controller (APUC) Installation, AMM TASK 49-61-05-400-801.

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(a) Make sure that this circuit breaker is open:

APU Auxiliary Panel, P49

Row	Col	Number	Name
A	3	C49602	APUC 2

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(23) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

APU Auxiliary Panel, P49

Row	Col	Number	Name
A	3	C49602	APUC 2

(b) Open this circuit breaker:

Right Power Management Panel, P210

Row	Col	Number	Name
E	6	C77400	R ENG VIB MON

(24) If the MAT shows NOT ACTIVE for the maintenance message, then replace the right airborne vibration monitor (AVM) signal conditioner, M77202.

These are the tasks:

Airborne Vibration Monitor (AVM) Signal Conditioner Unit Removal, AMM
TASK 77-31-03-000-803-H00

Airborne Vibration Monitor (AVM) Signal Conditioner Unit Installation, AMM
TASK 77-31-03-400-804-H00.

(a) Make sure that this circuit breaker is closed:

Right Power Management Panel, P210

Row	Col	Number	Name
E	6	C77400	R ENG VIB MON

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(25) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Right Power Management Panel, P210

Row	Col	Number	Name
E	6	C77400	R ENG VIB MON

(b) Open these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
F	21	C27514	SNSR EXC 2
K	4	C27602	FSEU 2

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(26) If the MAT shows NOT ACTIVE for the maintenance message, then replace the flap slat electronics unit (FSEU) 2, M27002.

These are the tasks:

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

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

(a) Make sure that these circuit breakers are closed:

Right Power Management Panel, P210

Row	Col	Number	Name
F	21	C27514	SNSR EXC 2
K	4	C27602	FSEU 2

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(27) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
F	21	C27514	SNSR EXC 2
K	4	C27602	FSEU 2

(b) Open this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
C	3	C36615	AIR SPLY L SOL

(28) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left air supply and cabin pressure controller (ASCPC), M36111.

These are the tasks:

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

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

(a) Make sure that this circuit breaker is closed:

Standby Power Management Panel, P310

Row	Col	Number	Name
C	3	C36615	AIR SPLY L SOL

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(29) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
C	3	C36615	AIR SPLY L SOL

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(b) Open this circuit breaker:

Right Power Management Panel, P210

Row	Col	Number	Name
P	14	C36616	AIR SPLY R SOL

(30) If the MAT shows NOT ACTIVE for the maintenance message, then replace the right air supply and cabin pressure controller (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) Make sure that this circuit breaker is closed:

Right Power Management Panel, P210

Row	Col	Number	Name
P	14	C36616	AIR SPLY R SOL

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(31) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Right Power Management Panel, P210

Row	Col	Number	Name
P	14	C36616	AIR SPLY R SOL

(b) Open these circuit breakers:

Left Power Management Panel, P110

Row	Col	Number	Name
H	3	C21433	L CTC CHAN 2 (AC)
H	24	C21647	L CTC CHAN 2 (DC)

(32) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left cabin temperature controller, M21631.

These are the tasks:

Cabin Temperature Controller (CTC) Removal, AMM TASK 21-61-01-000-801

Cabin Temperature Controller (CTC) Installation, AMM TASK 21-61-01-400-801.

(a) Make sure that these circuit breakers are closed:

Left Power Management Panel, P110

Row	Col	Number	Name
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)

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(33) If the MAT shows ACTIVE for the maintenance message, then do these steps:

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(a) Close these circuit breakers:

Left Power Management Panel, P110

Row	Col	Number	Name
H	3	C21433	L CTC CHAN 2 (AC)
H	24	C21647	L CTC CHAN 2 (DC)

(b) Open these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
G	28	C21432	R CTC CHAN 1 (AC)
H	2	C21642	R CTC CHAN 1 (DC)

(34) If the MAT shows NOT ACTIVE for the maintenance message, then replace the right cabin temperature controller (CTC), M21632.

These are the tasks:

Cabin Temperature Controller (CTC) Removal, AMM TASK 21-61-01-000-801

Cabin Temperature Controller (CTC) Installation, AMM TASK 21-61-01-400-801.

(a) Make sure that these circuit breakers are closed:

Right Power Management Panel, P210

Row	Col	Number	Name
G	28	C21432	R CTC CHAN 1 (AC)
H	2	C21642	R CTC CHAN 1 (DC)
H	3	C21648	R CTC CHAN 2 (DC)

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(35) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
G	28	C21432	R CTC CHAN 1 (AC)
H	2	C21642	R CTC CHAN 1 (DC)

(b) Open this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
D	6	C23603	OPAS 1

(36) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left overhead panel bus controller, M23112.

These are the tasks:

Left Overhead Panel Bus Controller (OPBC) Removal, AMM TASK 23-93-01-000-801

Left Overhead Panel Bus Controller (OPBC) Installation, AMM TASK 23-93-01-400-801.

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(a) Make sure that this circuit breaker is closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
D	6	C23603	OPAS 1

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(37) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
D	6	C23603	OPAS 1

(b) Open this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
G	20	C23602	OPAS 2

(38) If the MAT shows NOT ACTIVE for the maintenance message, then replace the right overhead panel bus controller, M23212.

These are the tasks:

Right Overhead Panel Bus Controller (OPBC) Removal, AMM TASK 23-93-01-000-802

Right Overhead Panel Bus Controller (OPBC) Installation, AMM TASK 23-93-01-400-802.

(a) Make sure that this circuit breaker is closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
G	20	C23602	OPAS 2

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(39) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
G	20	C23602	OPAS 2

(b) Open this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
M	23	C32621	LG BRAKE CONTROL-BITE/L-COMM

(40) If the MAT shows NOT ACTIVE for the maintenance message, then replace the brake system control unit (BSCU), M31017.

These are the tasks:

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Brake System Control Unit (BSCU) Removal, AMM TASK 32-42-01-000-801

Brake System Control Unit (BSCU) Installation, AMM TASK 32-42-01-400-801.

(a) Make sure that this circuit breaker is closed:

Left Power Management Panel, P110

Row	Col	Number	Name
M	23	C32621	LG BRAKE CONTROL-BITE/L-COMM

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(41) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
M	23	C32621	LG BRAKE CONTROL-BITE/L-COMM

(b) Open these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
M	13	C31652	WEU R1
M	14	C31654	WEU R2

(42) If the MAT shows NOT ACTIVE for the maintenance message, then replace the right warning electronics unit (WEU), M31207.

These are the tasks:

Warning Electronic Unit Removal, AMM TASK 31-51-01-000-801

Warning Electronic Unit Installation, AMM TASK 31-51-01-400-801.

(a) Make sure that these circuit breakers are open:

Right Power Management Panel, P210

Row	Col	Number	Name
M	13	C31652	WEU R1
M	14	C31654	WEU R2

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(43) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Right Power Management Panel, P210

Row	Col	Number	Name
M	13	C31652	WEU R1
M	14	C31654	WEU R2

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(b) Open this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	24	C22602	AFDC-R

(44) If the MAT shows NOT ACTIVE for the maintenance message, then replace the right autopilot flight director computer (AFDC), M22201.

These are the tasks:

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

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

(a) Make sure that this circuit breaker is closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	24	C22602	AFDC-R

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(45) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	24	C22602	AFDC-R

(b) Open this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
A	16	C23400	CAB SYS MGMT UNIT

(46) If the MAT shows NOT ACTIVE for the maintenance message, then replace the cabin system management unit (CSMU), M23061.

These are the tasks:

Cabin System Management Unit (CSMU) Removal, AMM TASK 23-39-11-000-801

Cabin System Management Unit (CSMU) Installation, AMM TASK 23-39-11-400-801.

(a) Make sure that this circuit breaker is closed:

Left Power Management Panel, P110

Row	Col	Number	Name
A	16	C23400	CAB SYS MGMT UNIT

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(47) If the MAT shows ACTIVE for the maintenance message, then do these steps:

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(a) Close this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
A	16	C23400	CAB SYS MGMT UNIT

(b) Open this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
C	7	C31629	FMC CDU-L

(48) If the MAT shows NOT ACTIVE for the maintenance message, then replace the left control display unit (CDU), N34103.

These are the tasks:

Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801

Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.

(a) Make sure that this circuit breaker is closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
C	7	C31629	FMC CDU-L

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(49) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
C	7	C31629	FMC CDU-L

(b) Open this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	7	C31631	FMC CDU-C

(50) If the MAT shows NOT ACTIVE for the maintenance message, then replace the center control display unit (CDU), N34303.

These are the tasks:

Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801

Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.

(a) Make sure that this circuit breaker is closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	7	C31631	FMC CDU-C

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(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(51) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	7	C31631	FMC CDU-C

(b) Open this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
C	20	C31630	FMC CDU-R

(52) If the MAT shows NOT ACTIVE for the maintenance message, then replace the right control display unit, N34203.

These are the tasks:

Control Display Unit (CDU) Removal, AMM TASK 34-61-02-020-801

Control Display Unit (CDU) Installation, AMM TASK 34-61-02-420-801.

(a) Make sure that this circuit breaker is closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
C	20	C31630	FMC CDU-R

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(53) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
C	20	C31630	FMC CDU-R

CAUTION

DO NOT OPEN THE AIMS STANDBY-L OR STANDBY-R CIRCUIT BREAKERS ON THE STANDBY POWER MANAGEMENT PANEL, P310. IF YOU OPEN THESE CIRCUIT BREAKERS, YOU WILL REMOVE THE CONTENTS OF THE AIMS BATTERY-BACKED MEMORY.

(b) Open these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

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(54) If the MAT shows NOT ACTIVE for the maintenance message, then replace the input/output module 3, M004, in the left AIMS cabinet, M31101.

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) Make sure that these circuit breakers are closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(55) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	12	C31609	AIMS L-1
B	13	C31611	AIMS L-2
B	14	C31617	AIMS L-3
B	15	C31619	AIMS L-4

CAUTION

DO NOT OPEN THE AIMS STANDBY-L OR STANDBY-R CIRCUIT BREAKERS ON THE STANDBY POWER MANAGEMENT PANEL, P310. IF YOU OPEN THESE CIRCUIT BREAKERS, YOU WILL REMOVE THE CONTENTS OF THE AIMS BATTERY-BACKED MEMORY.

(b) Open these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

(56) If the MAT shows NOT ACTIVE for the maintenance message, then replace the input/output module 3, M009, in the right AIMS cabinet M31201.

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.

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(a) Make sure that these circuit breakers are closed:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

(b) If the MAT continues to show NOT ACTIVE for the maintenance message, then you have corrected the fault.

(57) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Close these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
F	12	C31610	AIMS R-1
F	13	C31612	AIMS R-2
F	14	C31618	AIMS R-3
F	15	C31620	AIMS R-4

(58) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

——— END OF TASK ———

845. EDIU (R Eng, Ch C) has no input from Right AIMS on System ARINC 629 Bus (C2) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09728.

B. Description

(1) This message occurs when channel C of the right EDIU has not received input from the right AIMS over the C2 system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

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(2) Replace the input/output module, M003, in the right AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73204.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31318.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the right EDIU, M73203 to the 629 coupler, B73204 (WDM 73-21-23):

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73204 from the 629 coupler, B73204.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73204 and the right EDIU connector, DM73203AF.

DB73204		DM73203AF
pin 5	. . . . .	pin 2T
pin 4	. . . . .	pin 2TR
pin 2	. . . . .	pin 5T
pin 1	. . . . .	pin 5TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73204.

3) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the right AIMS cabinet Input/Output Module, M003 to the ARINC 629 coupler, B31318 (WDM 31-41-26):

(a) Remove the Input/Output Module, M003 from the right AIMS cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31318 from the ARINC 629 coupler, B31318.

(c) Do a wiring check between these pins of connector DB31318, and connector J240-B.

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DB31318		J240-B
pin 5	. . . . .	pin G3
pin 4	. . . . .	pin G4
pin 2	. . . . .	pin G1
pin 1	. . . . .	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31318.

3) Re-install the Input/Output Module, M003 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

846. EDIU (R Eng, Ch A) has no input from Right AIMS on System ARINC 629 Bus (C2) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09726.

B. Description

(1) This message occurs when channel A of the right EDIU has not received input from the right AIMS over the C2 system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M003, in the right AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

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(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73206.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31318.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the right EDIU, M73203 to the 629 coupler, B73206 (WDM 73-21-23):

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73206 from the 629 coupler, B73206.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73206 and the right EDIU connector, DM73203AF.

DB73206		DM73203AF
pin 5	. . . . .	pin 1T
pin 4	. . . . .	pin 1TR
pin 2	. . . . .	pin 3T
pin 1	. . . . .	pin 3TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73206.

3) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the right AIMS cabinet Input/Output Module, M003 to the ARINC 629 coupler, B31318 (WDM 31-41-26):

(a) Remove the Input/Output Module, M003 from the right AIMS cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31318 from the ARINC 629 coupler, B31318.

(c) Do a wiring check between these pins of connector DB31318, and connector J240-B.

DB31318		J240-B
pin 5	. . . . .	pin G3
pin 4	. . . . .	pin G4
pin 2	. . . . .	pin G1
pin 1	. . . . .	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

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2) Re-connect the ARINC 629 coupler connector, DB31318.

3) Re-install the Input/Output Module, M003 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

847. EDIU (R Eng, Ch C) has no input from Left AIMS on System ARINC 629 Bus (C2) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09724.

B. Description

(1) This message occurs when channel C of the right EDIU has not received input from the left AIMS over the C2 system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M003, in the left AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73204.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31314.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the right EDIU, M73203 to the 629 coupler, B73204 (WDM 73-21-23):

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73204 from the 629 coupler, B73204.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73204 and the right EDIU connector, DM73203AF.

DB73204	DM73203AF
pin 5	pin 2T
pin 4	pin 2TR
pin 2	pin 5T
pin 1	pin 5TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73204.

3) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the left AIMS cabinet Input/Output Module, M003 to the ARINC 629 coupler, B31314 (WDM 31-41-25):

(a) Remove the Input/Output Module, M003 from the left AIMS cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31314 from the ARINC 629 coupler, B31314.

(c) Do a wiring check between these pins of 629 coupler connector, DB31314 and connector J240-B.

DB31314	J240-B
pin 5	pin G3
pin 4	pin G4
pin 2	pin G1
pin 1	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31314.

3) Re-install the Input/Output Module, M003 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

848. EDIU (L Eng, Ch B) has no input from Right AIMS on System ARINC 629 Bus (C2) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09723.

B. Description

(1) This message occurs when channel B of the left EDIU has not received input from the right AIMS over the C2 system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output Module, M003, in the right AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

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

(3) Replace the ARINC 629 coupler, B73104.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31318.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the left EDIU, M73103 to the 629 coupler, B73104 (WDM 73-21-13):

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73104 from the 629 coupler, B73104.

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(c) Do a wiring check between these pins of the 629 coupler connector, DB73104 and the left EDIU connector, DM73103AC.

DB73104	DM73103AC
pin 5	pin 3T
pin 4	pin 3TR
pin 2	pin 6T
pin 1	pin 6TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).
2) Re-connect the 629 coupler connector, DB73104.
3) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the right AIMS cabinet Input/Output Module, M003 to the ARINC 629 coupler, B31318 (WDM 31-41-26):

(a) Remove the Input/Output Module, M003 from the right AIMS cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31318 from the ARINC 629 coupler, B31318.

(c) Do a wiring check between these pins of connector DB31318, and connector J240-B.

DB31318	J240-B
pin 5	pin G3
pin 4	pin G4
pin 2	pin G1
pin 1	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).
2) Re-connect the ARINC 629 coupler connector, DB31318.
3) Re-install the Input/Output Module, M003 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

849. EDIU (R Eng, Ch A) has no input from Left AIMS on System ARINC 629 Bus (C2) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09722.

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B. Description

(1) This message occurs when channel A of the right EDIU has not received input from the left AIMS over the C2 system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the right EDIU, M73203. These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M003, in the left AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73206.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31314.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the right EDIU, M73203 to the 629 coupler, B73206 (WDM 73-21-23):

(a) Remove the right EDIU, M73206 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73206 from the 629 coupler, B73206.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73206 and the right EDIU connector, DM73203AF.

DB73206		DM73203AF
pin 5	. . . . .	pin 1T
pin 4	. . . . .	pin 1TR
pin 2	. . . . .	pin 3T
pin 1	. . . . .	pin 3TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73206.

3) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the left AIMS cabinet Input/Output Module, M003 to the ARINC 629 coupler, B31314 (WDM 31-41-25):

(a) Remove the Input/Output Module, M003 from the left AIMS cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31314 from the ARINC 629 coupler, B31314.

(c) Do a wiring check between these pins of 629 coupler connector, DB31314 and connector J240-B.

DB31314		J240-B
pin 5	. . . . .	pin G3
pin 4	. . . . .	pin G4
pin 2	. . . . .	pin G1
pin 1	. . . . .	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31314.

3) Re-install the Input/Output Module, M003 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

850. EDIU (L Eng, Ch B) has no input from Left AIMS on System ARINC 629 Bus (C2) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09721.

B. Description

(1) This message occurs when channel B of the left EDIU has not received input from the left AIMS over the C2 system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

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(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M003, in the left AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73104.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31314.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the left EDIU, M73103 to the 629 coupler, B73104 (WDM 73-21-13):

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73104 from the 629 coupler, B73104.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73104 and the left EDIU connector, DM73103AC.

DB73104	DM73103AC
pin 5	pin 3T
pin 4	pin 3TR
pin 2	pin 6T
pin 1	pin 6TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73104.

3) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

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(6) Do this check of the wiring from the left AIMS cabinet Input/Output Module, M003 to the ARINC 629 coupler, B31314 (WDM 31-41-25):

(a) Remove the Input/Output Module, M003 from the left AIMS cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31314 from the ARINC 629 coupler, B31314.

(c) Do a wiring check between these pins of 629 coupler connector, DB31314 and connector J240-B.

DB31314	J240-B
pin 5	pin G3
pin 4	pin G4
pin 2	pin G1
pin 1	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31314.

3) Re-install the Input/Output Module, M003 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

851. EDIU (R Eng, Ch A) has no input from Right AIMS on System ARINC 629 Bus (Right) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09616.

B. Description

(1) This message occurs when channel A of the right EDIU has not received input from the right AIMS over the right system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

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Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M004, in the right AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73201.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31214.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the right EDIU, M73203 to the 629 coupler, B73201 (WDM 73-21-23):

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73201 from the 629 coupler, B73201.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73201 and the right EDIU connector, DM73203AF.

DB73201		DM73203AF
pin 5	. . . . .	pin 4T
pin 4	. . . . .	pin 4TR
pin 2	. . . . .	pin 6T
pin 1	. . . . .	pin 6TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73201.

3) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the right AIMS cabinet Input/Output Module, M004 to the ARINC 629 coupler, B31214 (WDM 31-41-26):

(a) Remove the Input/Output Module, M004 from the right AIMS cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31214 from the ARINC 629 coupler, B31214.

(c) Do a wiring check between these pins of connector DB31214, and connectors J250-A and J250-B.

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DB31214		J250-B
pin 5	. . . . .	pin G3
pin 4	. . . . .	pin G4
pin 2	. . . . .	pin G1
pin 1	. . . . .	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31214.

3) Re-install the Input/Output Module, M004 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

852. EDIU (L Eng, Ch C) has no input from Right AIMS on System ARINC 629 Bus (C2) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09713.

B. Description

(1) This message occurs when channel C of the left EDIU has not received input from the right AIMS over the C2 system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M003, in the right AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

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(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73106.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31318.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the left EDIU, M73103 to the 629 coupler, B73106 (WDM 73-21-23):

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73106 from the 629 coupler, B73106.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73106 and the left EDIU connector, DM73103AC.

DB73106	DM73103AC
pin 5	pin 1T
pin 4	pin 1TR
pin 2	pin 2T
pin 1	pin 2TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73106.

3) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the right AIMS cabinet Input/Output Module, M003 to the ARINC 629 coupler, B31318 (WDM 31-41-26):

(a) Remove the Input/Output Module, M003 from the right AIMS cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31318 from the ARINC 629 coupler, B31318.

(c) Do a wiring check between these pins of connector DB31318, and connector P3-A.

DB31318	J240-B
pin 5	pin G3
pin 4	pin G4
pin 2	pin G1
pin 1	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

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2) Re-connect the ARINC 629 coupler connector, DB31318.

3) Re-install the Input/Output Module, M003 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

853. EDIU (L Eng, Ch C) has no input from Left AIMS on System ARINC 629 Bus (C2) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09711.

B. Description

(1) This message occurs when channel C of the left EDIU has not received input from the left AIMS over the C2 system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M003, in the left AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73106.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31314.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the left EDIU, M73103 to the 629 coupler, B73106 (WDM 73-21-13):

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73106 from the 629 coupler, B73106.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73106 and the left EDIU connector, DM73103AC.

DB73106	DM73103AC
pin 5	pin 1T
pin 4	pin 1TR
pin 2	pin 2T
pin 1	pin 2TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73106.

3) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the left AIMS cabinet Input/Output Module, M003 to the ARINC 629 coupler, B31314 (WDM 31-41-25):

(a) Remove the Input/Output Module, M003 from the left AIMS cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31314 from the ARINC 629 coupler, B31314.

(c) Do a wiring check between these pins of 629 coupler connector, DB31314 and connector J240-B.

DB31314	J240-B
pin 5	pin G3
pin 4	pin G4
pin 2	pin G1
pin 1	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31314.

3) Re-install the Input/Output Module, M003 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

854. EDIU (R Eng, Ch B) has no input from Right AIMS on System ARINC 629 Bus (Right) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09618.

B. Description

(1) This message occurs when channel B of the right EDIU has not received input from the right AIMS over the right system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M004, in the right AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73203.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31214.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the right EDIU, M73203 to the 629 coupler, B73203 (WDM 73-21-23):

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

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(b) Disconnect connector DB73203 from the 629 coupler, B73203.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73203 and the right EDIU connector, DM73203AC.

DB73203	DM73203AC
pin 5	pin 4T
pin 4	pin 4TR
pin 2	pin 5T
pin 1	pin 5TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73203.

3) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the right AIMS cabinet Input/Output Module, M004 to the ARINC 629 coupler, B31214 (WDM 31-41-26):

(a) Remove the Input/Output Module, M004 from the right AIMS cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31214 from the ARINC 629 coupler, B31214.

(c) Do a wiring check between these pins of connector DB31214, and connectors J250-A and J250-B.

DB31214	J250-B
pin 5	pin G3
pin 4	pin G4
pin 2	pin G1
pin 1	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31214.

3) Re-install the Input/Output Module, M004 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

END OF TASK

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855. EDIU (R Eng, Ch B) has no input from Left AIMS on System ARINC 629 Bus (Right) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09614.

B. Description

(1) This message occurs when channel B of the right EDIU has not received input from the left AIMS over the right system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M004, in the left AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73203.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31211.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the right EDIU, M73203 to the 629 coupler, B73203 (WDM 73-21-23):

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73203 from the 629 coupler, B73203.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73203 and the right EDIU connector, DM73203AC.

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DB73203		DM73203AC
pin 5	. . . . .	pin 4T
pin 4	. . . . .	pin 4TR
pin 2	. . . . .	pin 5T
pin 1	. . . . .	pin 5TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73203.

3) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the left AIMS cabinet Input/Output Module, M004 to the ARINC 629 coupler, B31211 (WDM 31-41-25):

(a) Remove the Input/Output Module, M004 from the left cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31211 from the ARINC 629 coupler, B31211.

(c) Do a wiring check between these pins of ARINC 629 coupler connector, DB31211 and connector J250-B.

DB31211		J250-B
pin 5	. . . . .	pin G3
pin 4	. . . . .	pin G4
pin 2	. . . . .	pin G1
pin 1	. . . . .	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31211.

3) Re-install the Input/Output Module, M004 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

856. EDIU (L Eng, Ch C) has no input from Right AIMS on System ARINC 629 Bus (C1) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09527.

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B. Description

(1) This message occurs when channel C of the left EDIU has not received input from the right AIMS over the C1 system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M008, in the right AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73105.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31317.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the left EDIU, M73103 to the 629 coupler, B73105 (WDM 73-21-13):

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73105 from the 629 coupler, B73105.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73105 and the left EDIU connector, DM73103AF.

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DB73105		DM73103AF
pin 5	. . . . .	pin 2T
pin 4	. . . . .	pin 2TR
pin 2	. . . . .	pin 5T
pin 1	. . . . .	pin 5TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73105.

3) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the right AIMS cabinet Input/Output Module, M008 to the ARINC 629 coupler, B31317 (WDM 31-41-26):

(a) Remove the Input/Output Module, M008 from the right AIMS cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31317 from the ARINC 629 coupler, B31317.

(c) Do a wiring check between these pins of connector DB31317, and connector J410-B.

DB31317		J410-B
pin 5	. . . . .	pin G3
pin 4	. . . . .	pin G4
pin 2	. . . . .	pin G1
pin 1	. . . . .	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31317.

3) Re-install the Input/Output Module, M008 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

857. EDIU (R Eng, Ch A) has no input from Left AIMS on System ARINC 629 Bus (Right) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09612.

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B. Description

(1) This message occurs when channel A of the right EDIU has not received input from the left AIMS over the right system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M004, in the right AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73201.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31211.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the right EDIU, M73203 to the 629 coupler, B73201 (WDM 73-21-23):

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73201 from the 629 coupler, B73201.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73201 and the right EDIU connector, DM73203AF.

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DB73201		DM73203AF
pin 5	. . . . .	pin 4T
pin 4	. . . . .	pin 4TR
pin 2	. . . . .	pin 6T
pin 1	. . . . .	pin 6TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73201.

3) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the left AIMS cabinet Input/Output Module, M004 to the ARINC 629 coupler, B31211 (WDM 31-41-25):

(a) Remove the Input/Output Module, M004 from the left cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31211 from the ARINC 629 coupler, B31211.

(c) Do a wiring check between these pins of ARINC 629 coupler connector, DB31211 and connector J250-B.

DB31211		J250-B
pin 5	. . . . .	pin G3
pin 4	. . . . .	pin G4
pin 2	. . . . .	pin G1
pin 1	. . . . .	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31211.

3) Re-install the Input/Output Module, M004 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

858. EDIU (R Eng, Ch B) has no input from Right AIMS on System ARINC 629 Bus (C1) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09526.

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B. Description

(1) This message occurs when channel B of the right EDIU has not received input from the right AIMS over the C1 system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M008, in the right AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73205.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31317.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the right EDIU, M73203 to the 629 coupler, B73205 (WDM 73-21-23):

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73205 from the 629 coupler, B73205.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73205 and the right EDIU connector, DM73203AC.

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DB73205		DM73203AC
pin 5	. . . . .	pin 1T
pin 4	. . . . .	pin 1TR
pin 2	. . . . .	pin 2T
pin 1	. . . . .	pin 2TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73205.

3) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the right AIMS cabinet Input/Output Module, M008 to the ARINC 629 coupler, B31317 (WDM 31-41-26):

(a) Remove the Input/Output Module, M008 from the right AIMS cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31317 from the ARINC 629 coupler, B31317.

(c) Do a wiring check between these pins of connector DB31317, and connector J410-B.

DB31317		J410-B
pin 5	. . . . .	pin G3
pin 4	. . . . .	pin G4
pin 2	. . . . .	pin G1
pin 1	. . . . .	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31317.

3) Re-install the Input/Output Module, M008 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

859. EDIU (L Eng, Ch A) has no input from Right AIMS on System ARINC 629 Bus (C1) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09525.

B. Description

(1) This message occurs when channel A of the right EDIU has not received input from the right AIMS over the C1 system ARINC 629 bus.

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C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M008, in the right AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73102.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31317.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the left EDIU, M73103 to the 629 coupler, B73102 (WDM 73-21-13):

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73102 from the 629 coupler, B73102.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73102 and the left EDIU connector, DM73103AF.

DB73102		DM73103AF
pin 5	. . . . .	pin 1T
pin 4	. . . . .	pin 1TR
pin 2	. . . . .	pin 3T
pin 1	. . . . .	pin 3TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

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2) Re-connect the 629 coupler connector, DB73102.

3) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the right AIMS cabinet Input/Output Module, M008 to the ARINC 629 coupler, B31317 (WDM 31-41-26):

(a) Remove the Input/Output Module, M008 from the right AIMS cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31317 from the ARINC 629 coupler, B31317.

(c) Do a wiring check between these pins of connector DB31317, and connector J410-B.

DB31317		J410-B
pin 5	. . . . .	pin G3
pin 4	. . . . .	pin G4
pin 2	. . . . .	pin G1
pin 1	. . . . .	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31317.

3) Re-install the Input/Output Module, M008 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

END OF TASK

860. EDIU (L Eng, Ch C) has no input from Left AIMS on System ARINC 629 Bus (C1) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09523.

B. Description

(1) This message occurs when channel C of the left EDIU has not received input from the left AIMS over the C1 system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

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D. Fault Isolation Procedure

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M008, in the left AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73105.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31312.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the left EDIU, M73103 to the 629 coupler, B73105 (WDM 73-21-13):

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73105 from the 629 coupler, B73105.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73105 and the left EDIU connector, DM73103AF.

DB73105		DM73103AF
pin 5	. . . . .	pin 2T
pin 4	. . . . .	pin 2TR
pin 2	. . . . .	pin 5T
pin 1	. . . . .	pin 5TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73105.

3) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the left AIMS cabinet Input/Output Module, M008 to the ARINC 629 coupler, B31312 (WDM 31-41-25):

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(a) Remove the Input/Output Module, M008 from the left cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31312 from the ARINC 629 coupler, B31312.

(c) Do a wiring check between these pins of ARINC 629 coupler connector, DB31312 and connector J410-B.

DB31312	J410-B
pin 5	pin G3
pin 4	pin G4
pin 2	pin G1
pin 1	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31312.

3) Re-install the Input/Output Module, M008 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

861. EDIU (R Eng, Ch B) has no input from Left AIMS on System ARINC 629 Bus (C1) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09522.

B. Description

(1) This message occurs when channel B of the right EDIU has not received input from the left AIMS over the C1 system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

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(2) Replace the input/output module, M008, in the left AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73205.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31312.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the right EDIU, M73203 to the 629 coupler, B73205 (WDM 73-21-23):

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73205 from the 629 coupler, B73205.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73205 and the right EDIU connector, DM73203AC.

DB73205		DM73203AC
pin 5	. . . . .	pin 1T
pin 4	. . . . .	pin 1TR
pin 2	. . . . .	pin 2T
pin 1	. . . . .	pin 2TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73205.

3) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the left AIMS cabinet Input/Output Module, M008 to the ARINC 629 coupler, B31312 (WDM 31-41-25):

(a) Remove the Input/Output Module, M008 from the left cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31312 from the ARINC 629 coupler, B31312.

(c) Do a wiring check between these pins of ARINC 629 coupler connector, DB31312 and connector J410-B.

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DB31312		J410-B
pin 5	. . . . .	pin G3
pin 4	. . . . .	pin G4
pin 2	. . . . .	pin G1
pin 1	. . . . .	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31312.

3) Re-install the Input/Output Module, M008 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

862. EDIU (L Eng, Ch A) has no input from Left AIMS on System ARINC 629 Bus (C1) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09521.

B. Description

(1) This message occurs when channel A of the left EDIU has not received input from the left AIMS over the C1 system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M008, in the left AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

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(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73102.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31312.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the left EDIU, M73103 to the 629 coupler, B73102 (WDM 73-21-13)::

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73102 from the 629 coupler, B73102.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73102 and the left EDIU connector, DM73103AF.

DB73102		DM73103AF
pin 5	. . . . .	pin 1T
pin 4	. . . . .	pin 1TR
pin 2	. . . . .	pin 3T
pin 1	. . . . .	pin 3TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73102.

3) Re-install the right EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the left AIMS cabinet Input/Output Module, M008 to the ARINC 629 coupler, B31312 (WDM 31-41-25):

(a) Remove the Input/Output Module, M008 from the left cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31312 from the ARINC 629 coupler, B31312.

(c) Do a wiring check between these pins of ARINC 629 coupler connector, DB31312 and connector J410-B.

DB31312		J410-B
pin 5	. . . . .	pin G3
pin 4	. . . . .	pin G4
pin 2	. . . . .	pin G1
pin 1	. . . . .	pin G2

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

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1) Replace the ARINC 629 wiring (SWPM 20-13-00).
2) Re-connect the ARINC 629 coupler connector, DB31312.
3) Re-install the Input/Output Module, M008 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

863. EDIU (R Eng, Ch C) has no input from Right AIMS on System ARINC 629 Bus (C1) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09514.

B. Description

(1) This message occurs when channel C of the right EDIU has not received input from the right AIMS over the C1 system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the right EDIU, M73203.

This is the task:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M008, in the right AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73202.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31317.

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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.

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the right EDIU, M73203 to the 629 coupler, B73202 (WDM 73-21-23):

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73202 from the 629 coupler, B73202.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73202 and the right EDIU connector, DM73203AC.

DB73202	DM73203AC
pin 5	pin 3T
pin 4	pin 3TR
pin 2	pin 6T
pin 1	pin 6TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73202.

3) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the right AIMS cabinet Input/Output Module, M008 to the ARINC 629 coupler, B31317 (WDM 31-41-26):

(a) Remove the Input/Output Module, M008 from the right AIMS cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31317 from the ARINC 629 coupler, B31317.

(c) Do a wiring check between these pins of connector DB31317, and connector J410-B.

DB31317	J410-B
pin 5	pin G3
pin 4	pin G4
pin 2	pin G1
pin 1	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31317.

3) Re-install the Input/Output Module, M008 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

864. EDIU (R Eng, Ch C) has no input from Left AIMS on System ARINC 629 Bus (C1) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09512.

B. Description

(1) This message occurs when channel C of the right EDIU has not received input from the left AIMS over the C1 system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M008, in the left AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73202.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31312.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the right EDIU, M73203 to the 629 coupler, B73202 (WDM 73-21-23):

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73202 from the 629 coupler, B73202.

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(c) Do a wiring check between these pins of the 629 coupler connector, DB73202 and the right EDIU connector, DM73203AC.

DB73202	DM73203AC
pin 5	pin 3T
pin 4	pin 3TR
pin 2	pin 6T
pin 1	pin 6TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).
2) Re-connect the 629 coupler connector, DB73202.
3) Re-install the left EDIU, M73203 (AMM TASK 73-21-22-400-808-H00.

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the left AIMS cabinet Input/Output Module, M008 to the ARINC 629 coupler, B31312 (WDM 31-41-25):

(a) Remove the Input/Output Module, M008 from the left cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31312 from the ARINC 629 coupler, B31312.

(c) Do a wiring check between these pins of ARINC 629 coupler connector, DB31312 and connector J410-B.

DB31312	J410-B
pin 5	pin G3
pin 4	pin G4
pin 2	pin G1
pin 1	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).
2) Re-connect the ARINC 629 coupler connector, DB31312.
3) Re-install the Input/Output Module, M008 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

865. EDIU (L Eng, Ch B) has no input from Right AIMS on System ARINC 629 Bus (Left) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09417.

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B. Description

(1) This message occurs when channel B of the left EDIU has not received input from the right AIMS over the left system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M009, in the right AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73103.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31116.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the left EDIU, M73103 to the 629 coupler, B73103 (WDM 73-21-13):

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73103 from the 629 coupler, B73103.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73103 and the left EDIU connector, DM73103AC.

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DB73103		DM73103AC
pin 5	. . . . .	pin 4T
pin 4	. . . . .	pin 4TR
pin 2	. . . . .	pin 5T
pin 1	. . . . .	pin 5TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73103.

3) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00)

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the right AIMS cabinet Input/Output Module, M009 to the ARINC 629 coupler, B31116 (WDM 31-41-26):

(a) Remove the Input/Output Module, M009 from the right AIMS cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31116 from the ARINC 629 coupler, B31116.

(c) Do a wiring check between these pins of connector DB31116, and connector J420-B.

DB31116		J420-B
pin 5	. . . . .	pin G3
pin 4	. . . . .	pin G4
pin 2	. . . . .	pin G1
pin 1	. . . . .	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31116.

3) Re-install the Input/Output Module, M009 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

866. EDIU (L Eng, Ch A) has no input from Right AIMS on System ARINC 629 Bus (Left) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09415.

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B. Description

(1) This message occurs when channel A of the left EDIU has not received input from the right AIMS over the left system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M009, in the right AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73101.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31116.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the left EDIU, M73103 to the 629 coupler, B73101 (WDM 73-21-13):

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73101 from the 629 coupler, B73101.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73101 and the left EDIU connector, DM73103AF.

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DB73101		DM73103AF
pin 5	. . . . .	pin 4T
pin 4	. . . . .	pin 4TR
pin 2	. . . . .	pin 6T
pin 1	. . . . .	pin 6TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73101.

3) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the right AIMS cabinet Input/Output Module, M009 to the ARINC 629 coupler, B31116 (WDM 31-41-26):

(a) Remove the Input/Output Module, M009 from the right AIMS cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31116 from the ARINC 629 coupler, B31116.

(c) Do a wiring check between these pins of connector DB31116, and connector J420-B.

DB31116		J420-B
pin 5	. . . . .	pin G3
pin 4	. . . . .	pin G4
pin 2	. . . . .	pin G1
pin 1	. . . . .	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31116.

3) Re-install the Input/Output Module, M009 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

867. EDIU (L Eng, Ch B) has no input from Left AIMS on System ARINC 629 Bus (Left) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09413.

B. Description

(1) This message occurs when channel B of the left EDIU has not received input from the left AIMS over the left system ARINC 629 bus.

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C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M009, in the left AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73103.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31112.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the left EDIU, M73103 to the 629 coupler, B73103 (WDM 73-21-13):

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73103 from the 629 coupler, B73103.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73103 and the left EDIU connector, DM73103AC.

DB73103		DM73103AC
pin 5	. . . . .	pin 4T
pin 4	. . . . .	pin 4TR
pin 2	. . . . .	pin 5T
pin 1	. . . . .	pin 5TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

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2) Re-connect the 629 coupler connector, DB73103.

3) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the left AIMS cabinet Input/Output Module, M009 to the ARINC 629 coupler, B31112 (WDM 31-41-25):

(a) Remove the Input/Output Module, M009 from the left cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31112 from the ARINC 629 coupler, B31112.

(c) Do a wiring check between these pins of ARINC 629 coupler connector, DB31112 and connector J420-B.

DB31112		J420-B
pin 5	. . . . .	pin G3
pin 4	. . . . .	pin G4
pin 2	. . . . .	pin G1
pin 1	. . . . .	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31112.

3) Re-install the Input/Output Module, M009 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

868. EDIU (L Eng, Ch A) has no input from Left AIMS on System ARINC 629 Bus (Left) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-09411.

B. Description

(1) This message occurs when channel A of the left EDIU has not received input from the left AIMS over the left system ARINC 629 bus.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

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D. Fault Isolation Procedure

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the input/output module, M009, in the left AIMS.

These are the tasks:

Input/Output Module (IOM) Removal, AMM TASK 31-41-11-000-801

Input/Output Module (IOM) Installation, AMM TASK 31-41-11-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the ARINC 629 coupler, B73101.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the ARINC 629 coupler, B31112.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

(5) Do this check of the wiring from the left EDIU, M73103 to the 629 coupler, B73101 (WDM 73-21-13):

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector DB73101 from the 629 coupler, B73101.

(c) Do a wiring check between these pins of the 629 coupler connector, DB73101 and the left EDIU connector, DM73103AF.

DB73101		DM73103AF
pin 5	. . . . .	pin 4T
pin 4	. . . . .	pin 4TR
pin 2	. . . . .	pin 6T
pin 1	. . . . .	pin 6TR

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the 629 coupler connector, DB73101.

3) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation at the end of this task.

(6) Do this check of the wiring from the left AIMS cabinet Input/Output Module, M009 to the ARINC 629 coupler, B31112 (WDM 31-41-26):

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(a) Remove the Input/Output Module, M009 from the left cabinet (AMM TASK 31-41-11-000-801).

(b) Disconnect connector DB31112 from the ARINC 629 coupler, B31112.

(c) Do a wiring check between these pins of ARINC 629 coupler connector, DB31112 and connector J420-B.

DB31112		J420-B
pin 5	. . . . .	pin G3
pin 4	. . . . .	pin G4
pin 2	. . . . .	pin G1
pin 1	. . . . .	pin G2

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

1) Replace the ARINC 629 wiring (SWPM 20-13-00).

2) Re-connect the ARINC 629 coupler connector, DB31112.

3) Re-install the Input/Output Module, M009 (AMM TASK 31-41-11-400-801).

(e) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

869. EDIU Data Input from ARINC 629 is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-05051, 73-05052.

B. Description

(1) This message occurs when the EDIU detects that the data it receives from the ARINC 629 bus is invalid.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Look at the MAT to see if any ARINC 629 data bus related maintenance messages are shown.

(a) If any ARINC 629 data bus related maintenance messages are shown, do the fault isolation for those messages.

1) Do the repair confirmation procedure at the end of this task.

(b) If no ARINC 629 data bus related messages are shown, then continue with the subsequent step of this fault isolation procedure.

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(2) Replace the left (right) EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

870. The EEC Digital N1 Speed Signal is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08025, 73-08026.

B. Description

(1) The digital N1 speed signal is not in a valid range.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Do these steps to clear maintenance message 73-08025 or 73-08026 and, if the EICAS message THRUST ASYM COMP shows, to erase the EICAS message.

NOTE: You must clear the maintenance message, and if the EICAS message THRUST ASYM COMP shows, you must erase the EICAS message to determine if the fault is intermittent. After you clear the maintenance message and erase the EICAS message, continue with the initial evaluation.

(a) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

(b) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(c) Continue with the initial evaluation.

(3) Start the applicable engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screens on the MAT.

(b) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(c) If the maintenance message shows NOT ACTIVE, or does not show, check the MAT for any N1 speed messages.

1) If any N1 speed messages are shown, do the troubleshooting for those messages.

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(4) If the MAT shows NOT ACTIVE for the maintenance message during the engine operation, and no N1 speed messages show, or, if the message does not show, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline's policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(5) Stop the engine (AMM TASK 71-00-00-800-837-H00).

D. Fault Isolation Procedure

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(1) Disconnect the electrical connector DP73706 (Ch A) or DP72804 (Ch B) from the N1 speed sensor, M77005 (WDM 77-12-71).

(2) Measure the resistances between these pairs of receptacle pins:

DP73706	DP73706	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

DP72804	DP72804	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

(3) If the resistance is not in the range specified for each pair of pins, replace the N1 speed sensor, M77005.

These are the tasks:

N1 Speed Sensor Removal, AMM TASK 77-12-01-000-801-H01

N1 Speed Sensor Installation, AMM TASK 77-12-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(4) If the resistance is in the range specified for each pair of pins, connect the electrical connector DP73706 (Ch A) or DP73804 (Ch B) to the N1 speed sensor, M77005.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(5) Disconnect the electrical connector DP70707 (Ch A) or DP70808 (Ch B) from the EEC (FADEC), M73003.

(6) Measure the resistances between these pairs of connector pins:

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DP70707	DP70707	
n	N	5-200 ohms
n	GND	>100K ohms
N	GND	>100K ohms

DP70808	DP70808	
n	N	5-200 ohms
n	GND	>100K ohms
N	GND	>100K ohms

(7) If the resistance is not in the range specified for each pair of pins, replace the applicable electrical harness between N1 speed sensor, M77005, and the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(8) If the resistance is in the range specified for each pair of pins or if the fault continues, replace the EEC (FADEC), M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

(a) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(b) Continue with the repair confirmation.

(3) Start the applicable engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

(b) If the maintenance message does not show, then you have corrected the fault.

(4) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

871. Engine N1 is Greater Than N1 Speed Commmand from EEC - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08105, 73-08106.

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B. Description

(1) This message can be set by these unusual engine operational events:

(a) Engine N1 overspeed

(b) Bird strike

(c) Foreign object damage (FOD)

C. Initial Evaluation

(1) If this fault occurred after a reported bird strike or FOD, do this task: Engine Foreign Object Damage Inspection, AMM TASK 71-00-00-200-802-H01.

(a) Do the repair confirmation at the end of the task.

(2) If this fault occurred after an engine N1 overspeed event, do this task: Overspeed Inspection, AMM TASK 71-00-00-200-805-H01.

(a) Do the repair confirmation at the end of the task.

(3) If the fault did not occur after a reported bird strike, FOD, or engine N1 overspeed events, then continue with this initial evaluation procedure.

(4) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(5) Do these steps to clear the maintenance message, and, if the EICAS message THRUST ASYM COMP shows, to erase the EICAS message.

NOTE: You must clear the maintenance message, and if the EICAS message THRUST ASYM COMP shows, you must erase the EICAS message to determine if the fault is intermittent. After you clear the maintenance message and erase the EICAS message, continue with the INITIAL EVALUATION.

(a) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

(b) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(c) Continue with this initial evaluation.

(6) Start the applicable engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screens on the MAT.

(b) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(7) If the MAT shows NOT ACTIVE for the maintenance message during the engine operation, or, if the message does not show, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline's policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(8) Stop the engine (AMM TASK 71-00-00-800-837-H00).

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D. Fault Isolation Procedure

(1) On the MAT, go to EXTENDED MAINTENANCE, PRESENT LEG FAULTS, and look for any maintenance messages related to the N1 speed signal.

(a) If you find any maintenance messages related to the N1 speed signal, do the fault isolation task for the messages that you find.

(b) Do the repair confirmation at the end of this task.

(2) If you do not find any maintenance messages related to the N1 speed signal, continue with this fault isolation procedure.

(3) Disconnect the electrical connectors DP73704, DP73804 and DM77005 from the N1 speed sensor, M77005 (WDM 77-12-11).

(4) For each of the electrical connectors, DP73704, DP73804 and DM77005, measure the resistances between these pairs of receptacle pins into the N1 speed sensor, M77005:

DP73704	**DP73704**	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

DP73804	**DP73804**	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

DM77005	**DM77005**	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

(5) If the resistance is not in the range specified for each pair of pins, replace the N1 speed sensor, M77005.

These are the tasks:

N1 Speed Sensor Removal, AMM TASK 77-12-01-000-801-H01

N1 Speed Sensor Installation, AMM TASK 77-12-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(6) If the resistance is in the range specified for each pair of pins, connect the electrical connectors DM77005, DP73704, and DP73804 to the N1 speed sensor, M77005.

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(7) Disconnect the electrical connectors DP70707 and DP70808 from the EEC (FADEC), M73003.

(8) Measure the resistances between these pairs of connector pins:

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DP70707	DP70707	
n	N	5-200 ohms
n	GND	>100K ohms
N	GND	>100K ohms

DP70808	DP70808	
n	N	5-200 ohms
n	GND	>100K ohms
N	GND	>100K ohms

(9) If the resistance is not in the range specified for each pair of pins, replace the applicable electrical harness between the N1 speed sensor, M77005 and the EEC, M73003.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(10) If the resistance is in the range specified for each pair of pins, connect the electrical connectors DP70707 and DP70808 to the EEC, M73003 and continue with this fault isolation procedure.

(11) Replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(12) If the fault continues, replace the EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

(a) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(b) Continue with the repair confirmation.

(3) Start the engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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(b) If the maintenance message does not show, then you have corrected the fault.

(4) Stop the engine (AMM TASK 71-00-00-800-837-H00)..

——— END OF TASK ———

872. Analog N1 Signal to the EDIU Exceeded the Rate Limit - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08681, 73-08682.

B. Description

(1) The EDIU has detected that the rate of change of the analog N1 signal from the N1 speed probe has exceeded a rate limit.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Do these steps to clear the maintenance message and, if the EICAS message THRUST ASYM COMP shows, to erase the EICAS message.

NOTE: You must clear the maintenance message, and if the EICAS message THRUST ASYM COMP shows, you must erase the EICAS message to determine if the fault is intermittent. After you clear the maintenance message and erase the EICAS message, continue with the initial evaluation.

(a) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

(b) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(c) Continue with the initial evaluation.

(3) Start the applicable engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screens on the MAT.

(b) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(c) If the maintenance message shows NOT ACTIVE, or does not show, check the MAT for any N1 speed messages.

1) If any N1 speed messages are shown, do the fault isolation for those messages.

(4) If the MAT shows NOT ACTIVE for the maintenance message during the engine operation, and no N1 speed messages show, or, if the message does not show, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline's policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(5) Stop the engine (AMM TASK 71-00-00-800-837-H00).

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D. Fault Isolation Procedure

(1) Do these steps to examine the wiring between the left (right) EDIU, M73103 (M73203) and the left (right) N1 speed probe, M77005 (WDM 77-12-11).

(a) Remove the left (right) EDIU, M73103 (M73203) from the E1-5 (E4-1) rack (AMM TASK 73-21-22-000-804-H00).

1) Do a visual check of connector DM73103AB (DM73203AB).

2) If you find a problem, repair the connector as it is necessary.

(b) Remove connector DM77005 from the left (right) N1 speed probe, M77005.

1) Do a visual check of the connector DM77005.

2) If you find a problem, repair the connector as it is necessary.

(c) Do a wiring check between these pins of connector DM73103AB (DM73203AB) and connector DM77005.

DM73103AB	**DM77005**
F2	1
D2	2

DM73203AB	**DM77005**
F2	1
F2	2

(d) If you find a problem, repair or replace the electrical harnesses, W751, W8245, W8243, W8204, or W5224 (W751, W8145, W8143, W8104 or W5125).

(e) Do the repair confirmation procedure at the end of the task.

(f) If you do not find a problem, or if the fault continues, do these steps:

1) Re-connect connector DM73003C to the left (right) N1 speed probe, M77005.

2) Re-install the left (right) EDIU, M73103 (M73203) (AMM TASK 73-21-22-400-808-H00).

(2) If the fault continues, replace the left (right) N1 speed probe, M77005.

These are the tasks:

N1 Speed Sensor Removal, AMM TASK 77-12-01-000-801-H01

N1 Speed Sensor Installation, AMM TASK 77-12-01-400-801-H01.

(a) Do the repair confirmation at the end of this task.

(3) Replace the left (right) EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

(4) Replace the left (right) EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation at the end of this task.

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E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

(a) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(b) Continue with the repair confirmation.

(3) Start the engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

(b) If the maintenance message does not show, then you have corrected the fault.

(c) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

873. Left EDIU N1 Analog Speed Signal Out Of Range (Single Channel) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08045, 73-08245, 73-08445, 73-08645.

B. Description

(1) The left EEC provides a hardwired (analog) N1 signal to the left EDIU.

(2) This message will be set when the analog N1 signal is not received by the left EDIU, or the signal exceeds a speed limit.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULT screen on the MAT.

(2) Do these steps to clear the maintenance message you are troubleshooting and, if the EICAS message THRUST ASYM COMP shows, to erase the EICAS message.

NOTE: You must clear the maintenance message, and if the EICAS message THRUST ASYM COMP shows, you must erase the EICAS message to determine if the fault is intermittent. After you clear the maintenance message and erase the EICAS message, continue with the initial evaluation.

(a) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

(b) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(3) Start the left engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screens on the MAT.

(b) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

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(c) If the maintenance message shows NOT ACTIVE, or does not show, check the MAT for any N1 speed messages.

1) If any N1 speed messages are shown, do the troubleshooting for those messages.

(4) If the MAT shows NOT ACTIVE for the maintenance message during the engine operation, and no N1 speed messages show, or, if the message does not show, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline's policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(5) Stop the engine (AMM TASK 71-00-00-800-837-H00).

D. Fault Isolation Procedure

(1) Disconnect the electrical connector DM77005 from the left engine N1 speed sensor, M77005 (WDM 77-12-11).

(2) Measure the resistances between these pairs of receptacle pins into the left engine N1 speed sensor, M77005:

DM77005	DM77005	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

(3) If the resistance is not in the range specified for each pair of pins, replace the left engine N1 speed sensor, M77005.

These are the tasks:

N1 Speed Sensor Removal, AMM TASK 77-12-01-000-801-H01

N1 Speed Sensor Installation, AMM TASK 77-12-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(4) If the resistance is in the range specified for each pair of pins, then continue with this fault isolation task.

(5) Remove the left EDIU, M73103 from the E1-5 rack (AMM TASK 73-21-22-000-804-H00).

(6) Remove the left airborne vibration monitor (AVM) signal conditioning unit (SCU), M77102 from the E1-4 rack (AMM TASK 77-31-03-000-803-H00).

(7) Remove the Input/Output Modules M008 and M009 from the left and right AIMS cabinets (AMM TASK 31-41-11-000-801).

(8) Do a check for electrical continuity between all of these pins:

(a) Left AIMS Cabinet, M31101, connector J410-B, pin F12

(b) Left AIMS Cabinet, M31101, connector J420-B, pin F12

(c) Right AIMS Cabinet, M31201, connector J410-B, pin F12

(d) Right AIMS Cabinet, M31201, connector J420-B, pin F12

(e) Left AVM SCU, M77102, connector DM77102AC, pin A7

(f) Left EDIU, M73103, connector DM73103AB, pin F2

(g) Left Engine N1 Speed Sensor, M77005, connector DM77005, pin 1

(9) Do a check for electrical continuity between all of these pins:

(a) Left AIMS Cabinet, M31101, connector J410-B, pin G13

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(b) Left AIMS Cabinet, M31101, connector J420-B, pin G13

(c) Right AIMS Cabinet, M31201, connector J410-B, pin G13

(d) Right AIMS Cabinet, M31201, connector J420-B, pin G13

(e) Left AVM SCU, M77102, connector DM77102AC, pin C7

(f) Left EDIU, M73103, connector DM73103AB, pin D2

(g) Left Engine N1 Speed Sensor, M77005, connector DM77005, pin 2

(10) If you do not find electrical continuity between all of the pins, repair the wiring problems that you find.

(a) Re-install the Input/Output Modules M008 and M009 into the left and right AIMS cabinets (AMM TASK 31-41-11-400-801).

(b) Reconnect connector DM77005 to the left engine N1 speed sensor, M77005.

(c) Re-install the left AVM SCU, M77102 (AMM TASK 77-31-03-400-804-H00).

(d) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation procedure at the end of this task.

(11) If you do find electrical continuity between all of the pins, do these steps.

(a) Re-install the Input/Output Modules M008 and M009 into the left and right AIMS cabinets (AMM TASK 31-41-11-400-801).

(b) Reconnect connector DM77005 to the left engine N1 speed sensor, M77005.

(c) Re-install the left AVM SCU, M77102 (AMM TASK 77-31-03-400-804-H00).

(d) Continue with this fault isolation procedure.

(12) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Select the EXISTING FAULT screen on the MAT.

(2) On the P5 panel, cycle the THRUST ASYM COMP switch from the ON position, to the OFF position, and then back to the ON position.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, which allows you to erase the EICAS message.

(a) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(b) Continue with the repair confirmation.

(3) Start the left engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) Allow the engine to stabilize at ground idle speed.

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

(c) If the maintenance message does not show, then you have corrected the fault.

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(d) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

874. Right EDIU N1 Analog Speed Signal Out Of Range (Single Channel) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08046, 73-08246, 73-08446, 73-08646.

B. Description

(1) The right EEC provides a hardwired (analog) N1 signal to the right EDIU.

(2) This message will be set when the analog N1 signal is not received by the right EDIU, or the signal exceeds a speed limit.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULT screen on the MAT.

(2) Do these steps to clear the maintenance message you are troubleshooting and, if the EICAS message THRUST ASYM COMP shows, to erase the EICAS message.

NOTE: You must clear the maintenance message, and if the EICAS message THRUST ASYM COMP shows, you must erase the EICAS message to determine if the fault is intermittent. After you clear the maintenance message and erase the EICAS message, continue with the initial evaluation.

(a) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

(b) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(3) Start the right engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screens on the MAT.

(b) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(c) If the maintenance message shows NOT ACTIVE, or does not show, check the MAT for any N1 speed messages.

1) If any N1 speed messages are shown, do the troubleshooting for those messages.

(4) If the MAT shows NOT ACTIVE for the maintenance message during the engine operation, and no N1 speed messages show, or, if the message does not show, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline's policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(5) Stop the engine (AMM TASK 71-00-00-800-837-H00).

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D. Fault Isolation Procedure

(1) Disconnect the electrical connector DM77005 from the right engine N1 speed sensor, M77005 (WDM 77-12-11).

(2) Measure the resistances between these pairs of receptacle pins into the right engine N1 speed sensor, M77005:

DM77005	DM77005	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

(3) If the resistance is not in the range specified for each pair of pins, replace the right engine N1 speed sensor, M77005.

These are the tasks:

N1 Speed Sensor Removal, AMM TASK 77-12-01-000-801-H01

N1 Speed Sensor Installation, AMM TASK 77-12-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(4) If the resistance is in the range specified for each pair of pins, then continue with this fault isolation task.

(5) Remove the right EDIU, M73203 from the E4-1 rack (AMM TASK 73-21-22-000-804-H00).

(6) Remove the right airborne vibration monitor (AVM) signal conditioning unit (SCU), M77202 from the E2-4 rack (AMM TASK 77-31-03-000-803-H00).

(7) Remove the Input/Output Modules M003 and M004 from the left and right AIMS cabinets (AMM TASK 31-41-11-000-801).

(8) Do a check for electrical continuity between all of these pins:

(a) Left AIMS Cabinet, M31101, connector J240-B, pin F12

(b) Left AIMS Cabinet, M31101, connector J250-B, pin F12

(c) Right AIMS Cabinet, M31201, connector J240-B, pin F12

(d) Right AIMS Cabinet, M31201, connector J250-B, pin F12

(e) Right AVM SCU, M77202, connector DM77202AC, pin A7

(f) Right EDIU, M73203, connector DM73203AB, pin F2

(g) Right Engine N1 Speed Sensor, M77005, connector DM77005, pin 1

(9) Do a check for electrical continuity between all of these pins:

(a) Left AIMS Cabinet, M31101, connector J240-B, pin G13

(b) Left AIMS Cabinet, M31101, connector J250-B, pin G13

(c) Right AIMS Cabinet, M31201, connector J240-B, pin G13

(d) Right AIMS Cabinet, M31201, connector J250-B, pin G13

(e) Right AVM SCU, M77202, connector DM77202AC, pin C7

(f) Right EDIU, M73203, connector DM73203AB, pin D2

(g) Right Engine N1 Speed Sensor, M77005, connector DM77005, pin 2

(10) If you do not find electrical continuity between all of the pins, repair the wiring problems that you find.

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(a) Re-install the Input/Output Modules M003 and M004 into the left and right AIMS cabinets (AMM TASK 31-41-11-400-801).

(b) Reconnect connector DM77005 to the right engine N1 speed sensor, M77005.

(c) Re-install the right AVM SCU, M77202 (AMM TASK 77-31-03-400-804-H00).

(d) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation procedure at the end of this task.

(11) If you do find electrical continuity between all of the pins, do these steps.

(a) Re-install the Input/Output Modules M003 and M004 into the left and right AIMS cabinets (AMM TASK 31-41-11-400-801).

(b) Reconnect connector DM77005 to the right engine N1 speed sensor, M77005.

(c) Re-install the right AVM SCU, M77202 (AMM TASK 77-31-03-400-804-H00).

(d) Continue with this fault isolation procedure.

(12) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Select the EXISTING FAULT screen on the MAT.

(2) On the P5 panel, cycle the THRUST ASYM COMP switch from the ON position, to the OFF position, and then back to the ON position.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, which allows you to erase the EICAS message.

(a) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(b) Continue with the repair confirmation.

(3) Start the right engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) Allow the engine to stabilize at ground idle speed.

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

(c) If the maintenance message does not show, then you have corrected the fault.

(d) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

875. Left EDIU N1 Analog Speed Signal Disagrees with N1 Digital Speed Signal - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08055, 73-08255, 73-08455.

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B. Description

(1) This message will be set when the left EDIU detects that the analog N1 signal and the digital N1 signal disagree.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULT screen on the MAT.

(2) Do these steps to clear the maintenance message you are troubleshooting and, if the EICAS message THRUST ASYM COMP shows, to erase the EICAS message.

NOTE: You must clear the maintenance message, and if the EICAS message THRUST ASYM COMP shows, you must erase the EICAS message to determine if the fault is intermittent. After you clear the maintenance message and erase the EICAS message, continue with the INITIAL EVALUATION.

(a) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

(b) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(3) Start the left engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screens on the MAT.

(b) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(c) If the maintenance message shows NOT ACTIVE, or does not show, check the MAT for any N1 speed messages.

1) If any N1 speed messages are shown, do the troubleshooting for those messages.

(4) If the MAT shows NOT ACTIVE for the maintenance message during the engine operation, and no N1 speed messages show, or, if the message does not show, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline's policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(5) Stop the engine (AMM TASK 71-00-00-800-837-H00).

D. Fault Isolation Procedure

(1) Disconnect the electrical connectors DP73704, DP73804 and DM77005 from the left engine N1 speed sensor, M77005 (WDM 77-12-11).

(2) For each of the electrical connectors, DP73704, DP73804 and DM77005, measure the resistances between these pairs of receptacle pins into the left engine N1 speed sensor, M77005:

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DP73704	DP73704	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

DP73804	DP73804	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

DM77005	DM77005	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

(3) If the resistance is not in the range specified for each pair of pins, replace the left engine N1 speed sensor, M77005.

These are the tasks:

N1 Speed Sensor Removal, AMM TASK 77-12-01-000-801-H01

N1 Speed Sensor Installation, AMM TASK 77-12-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(4) If the resistance is in the range specified for each pair of pins, connect the electrical connector DP73704 and DP73804 to the N1 speed sensor M77005.

CAUTION MAKE SURE YOU REMOVE THE ELECTRICAL POWER FROM THE EEC (FADEC) BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT, YOU CAN CAUSE DAMAGE TO THE EEC (FADEC).

(5) Disconnect the electrical connector DP70707 and DP70808 from the EEC (FADEC), M73003.

(6) Measure the resistances between these pairs of connector pins:

DP70707	DP70707	
n	N	5-200 ohms
n	GND	>100K ohms
N	GND	>100K ohms

DP70808	DP70808	
n	N	5-200 ohms
n	GND	>100K ohms
N	GND	>100K ohms

(7) If the resistance is not in the range specified for each pair of pins, replace the applicable electrical harness between N1 speed sensor and the EEC (FADEC).

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

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(a) Do the repair confirmation procedure at the end of this task.

(8) If the resistance is in the range specified for each pair of pins, connect the electrical connector DP70707 and DP70808 to the EEC (FADEC), M73003 and continue with this fault isolation.

(9) Remove the left EDIU, M73103 from the E1-5 rack (AMM TASK 73-21-22-000-804-H00).

(10) Remove the left airborne vibration monitor (AVM) signal conditioning unit (SCU), M77102 from the E1-4 rack (AMM TASK 77-31-03-000-803-H00.

(11) Remove the Input/Output Modules M008 and M009 from the left and right AIMS cabinets (AMM TASK 31-41-11-000-801).

(12) Do a check for electrical continuity between all of these pins:

(a) Left AIMS Cabinet, M31101, connector J410-B, pin F12

(b) Left AIMS Cabinet, M31101, connector J420-B, pin F12

(c) Right AIMS Cabinet, M31201, connector J410-B, pin F12

(d) Right AIMS Cabinet, M31201, connector J420-B, pin F12

(e) Left AVM SCU, M77102, connector DM77102AC, pin A7

(f) Left EDIU, M73103, connector DM73103AB, pin F2

(g) Left Engine N1 Speed Sensor, M77005, connector DM77005, pin 1

(13) Do a check for electrical continuity between all of these pins:

(a) Left AIMS Cabinet, M31101, connector J410-B, pin G13

(b) Left AIMS Cabinet, M31101, connector J420-B, pin G13

(c) Right AIMS Cabinet, M31201, connector J410-B, pin G13

(d) Right AIMS Cabinet, M31201, connector J420-B, pin G13

(e) Left AVM SCU, M77102, connector DM77102AC, pin C7

(f) Left EDIU, M73103, connector DM73103AB, pin D2

(g) Left Engine N1 Speed Sensor, M77005, connector DM77005, pin 2

(14) If you do not find electrical continuity between all of the pins, repair the wiring problems that you find.

(a) Re-install the Input/Output Modules M008 and M009 into the left and right AIMS cabinets (AMM TASK 31-41-11-400-801).

(b) Reconnect connector DM77005 to the left engine N1 speed sensor, M77005.

(c) Re-install the left AVM SCU, M77102 (AMM TASK 77-31-03-400-804-H00).

(d) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation procedure at the end of this task.

(15) If you do find electrical continuity between all of the pins, do these steps.

(a) Re-install the Input/Output Modules M008 and M009 into the left and right AIMS cabinets (AMM TASK 31-41-11-400-801).

(b) Reconnect connector DM77005 to the left engine N1 speed sensor, M77005.

(c) Re-install the left AVM SCU, M77102 (AMM TASK 77-31-03-400-804-H00).

(d) Continue with this fault isolation procedure.

(16) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

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Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(17) Replace the left engine EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Select the EXISTING FAULT screen on the MAT.

(2) On the P5 panel, cycle the THRUST ASYM COMP switch from the ON position, to the OFF position, and then back to the ON position.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, which allows you to erase the EICAS message.

(a) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(b) Continue with the repair confirmation.

(3) Start the left engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) Allow the engine to stabilize at ground idle speed.

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

(c) If the maintenance message does not show, then you have corrected the fault.

(d) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

876. Right EDIU N1 Analog Speed Signal Disagrees with N1 Digital Speed Signal - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08056, 73-08256, 73-08456.

B. Description

(1) This message will be set when the right EDIU detects that the analog N1 signal and the digital N1 signal disagree.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULT screen on the MAT.

(2) Do these steps to clear the maintenance message you are troubleshooting and, if the EICAS message THRUST ASYM COMP shows, to erase the EICAS message.

NOTE: You must clear the maintenance message, and if the EICAS message THRUST ASYM COMP shows, you must erase the EICAS message to determine if the fault is intermittent. After you clear the maintenance message and erase the EICAS message, continue with the initial evaluation.

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(a) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

(b) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(3) Start the right engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screens on the MAT.

(b) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(c) If the maintenance message shows NOT ACTIVE, or does not show, check the MAT for any N1 speed messages.

1) If any N1 speed messages are shown, do the troubleshooting for those messages.

(4) If the MAT shows NOT ACTIVE for the maintenance message during the engine operation, and no N1 speed messages show, or, if the message does not show, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline's policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(5) Stop the engine (AMM TASK 71-00-00-800-837-H00).

D. Fault Isolation Procedure

(1) Disconnect the electrical connectors DP73704, DP73804 and DM77005 from the right engine N1 speed sensor, M77005 (WDM 77-12-11).

(2) For each of the electrical connectors, DP73704, DP73804 and DM77005, measure the resistances between these pairs of receptacle pins into the right engine N1 speed sensor, M77005:

DP73704	**DP73704**	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

DP73804	**DP73804**	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

DM77005	**DM77005**	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

(3) If the resistance is not in the range specified for each pair of pins, replace the right engine N1 speed sensor, M77005.

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These are the tasks:

N1 Speed Sensor Removal, AMM TASK 77-12-01-000-801-H01

N1 Speed Sensor Installation, AMM TASK 77-12-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(4) If the resistance is in the range specified for each pair of pins, connect the electrical connector DP73704 and DP73804 to the N1 speed sensor, M77005.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(5) Disconnect the electrical connector DP70707 and DP70808 from the EEC (FADEC), M73003.

(6) Measure the resistances between these pairs of connector pins:

DP70707	**DP70707**	
n	N	5-200 ohms
n	GND	>100K ohms
N	GND	>100K ohms

DP70808	**DP70808**	
n	N	5-200 ohms
n	GND	>100K ohms
N	GND	>100K ohms

(7) If the resistance is not in the range specified for each pair of pins, replace the applicable electrical harness between N1 speed sensor and the EEC (FADEC).

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(8) If the resistance is in the range specified for each pair of pins, continue with this fault isolation.

(9) Remove the right EDIU, M73203 from the E4-1 rack (AMM TASK 73-21-22-000-804-H00).

(10) Remove the right airborne vibration monitor (AVM) signal conditioning unit (SCU), M77202 from the E2-4 rack (AMM TASK 77-31-03-000-803-H00).

(11) Remove the Input/Output Modules M003 and M004 from the left and right AIMS cabinets (AMM TASK 31-41-11-000-801).

(12) Do a check for electrical continuity between all of these pins:

(a) Left AIMS Cabinet, M31101, connector J240-B, pin F12

(b) Left AIMS Cabinet, M31101, connector J250-B, pin F12

(c) Right AIMS Cabinet, M31201, connector J240-B, pin F12

(d) Right AIMS Cabinet, M31201, connector J250-B, pin F12

(e) Right AVM SCU, M77202, connector DM77202AC, pin A7

(f) Right EDIU, M73203, connector DM73203AB, pin F2

(g) Right Engine N1 Speed Sensor, M77005, connector DM77005, pin 1

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(13) Do a check for electrical continuity between all of these pins:

(a) Left AIMS Cabinet, M31101, connector J240-B, pin G13

(b) Left AIMS Cabinet, M31101, connector J250-B, pin G13

(c) Right AIMS Cabinet, M31201, connector J240-B, pin G13

(d) Right AIMS Cabinet, M31201, connector J250-B, pin G13

(e) Right AVM SCU, M77202, connector DM77202AC, pin C7

(f) Right EDIU, M73203, connector DM73203AB, pin D2

(g) Right Engine N1 Speed Sensor, M77005, connector DM77005, pin 2

(14) If you do not find electrical continuity between all of the pins, repair the wiring problems that you find.

(a) Re-install the Input/Output Modules M003 and M004 into the left and right AIMS cabinets (AMM TASK 31-41-11-400-801).

(b) Reconnect connector DM77005 to the right engine N1 speed sensor, M77005.

(c) Re-install the right AVM SCU, M77202 (AMM TASK 77-31-03-400-804-H00).

(d) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(e) Do the repair confirmation procedure at the end of this task.

(15) If you do find electrical continuity between all of the pins, do these steps.

(a) Re-install the Input/Output Modules M003 and M004 into the left and right AIMS cabinets (AMM TASK 31-41-11-400-801).

(b) Reconnect connector DM77005 to the right engine N1 speed sensor, M77005.

(c) Re-install the right AVM SCU, M77202 (AMM TASK 77-31-03-400-804-H00).

(d) Continue with this fault isolation procedure.

(16) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(17) Replace the right engine EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Select the EXISTING FAULT screen on the MAT.

(2) On the P5 panel, cycle the THRUST ASYM COMP switch from the ON position, to the OFF position, and then back to the ON position.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, which allows you to erase the EICAS message.

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(a) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(b) Continue with the repair confirmation.

(3) Start the right engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) Allow the engine to stabilize at ground idle speed.

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

(c) If the maintenance message does not show, then you have corrected the fault.

(d) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

877. AIMS Thrust Reverser Interlock Actuator Position Signal to EEC is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35421, 73-35422.

B. Description

(1) This message occurs when the AIMS thrust reverser interlock actuator position signal to the EEC is invalid.

C. Initial Evaluation

(1) Do this task: Test No. 13 - Engine Reverse Thrust Lever Interlock Test (MAT Initiated Test), AMM TASK 71-00-00-700-812-H01.

(2) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Look on the MAT for maintenance messages related to the thrust lever interlock actuator.

(a) If you find messages related to the thrust lever interlock actuator, do the fault isolation for those messages.

(b) If you do not find messages related to the thrust lever interlock actuator, or the fault continues, do the step below.

(2) Replace the applicable EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

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E. Repair Confirmation

(1) Do this task: Test No. 13 - Engine Reverse Thrust Lever Interlock Test (MAT Initiated Test), AMM TASK 71-00-00-700-812-H01.

(2) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position.

(3) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(4) Stop for 120 seconds.

(5) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

878. PSEU Landing Gear Lever Position Signal to EEC is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35411, 73-35412.

B. Description

(1) This message occurs when the proximity sensor electronics unit (PSEU) landing gear lever position signal to the EEC is invalid.

C. Initial Evaluation

(1) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Look on the MAT for maintenance messages related to the PSEU.

(a) If you find messages related to the PSEU, do the fault isolation for those messages.

(b) If you do not find messages related to the PSEU, or the fault continues, do the fault isolation procedure below.

(2) Replace the applicable EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

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E. Repair Confirmation

(1) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

879. Autothrottle Bleed Multiplier Signal to EEC is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35401, 73-35402.

B. Description

(1) This message occurs when the autothrottle bleed multiplier signal from the thrust management computing function (TMCF) to the EEC is invalid.

C. Initial Evaluation

(1) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Look on the MAT for maintenance messages related to the TMCF.

(a) If you find messages related to the TMCF, do the fault isolation for those messages.

(b) If you do not find messages related to the TMCF, or the fault continues, do the fault isolation procedure below.

(2) Replace the applicable EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

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(4) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

880. Autothrottle Arm Switch Signal to EEC is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35391, 73-35392.

B. Description

(1) This message occurs when the signal from the left (right) Autothrottle Arm Switch to the EEC is invalid.

C. Initial Evaluation

(1) Set the applicable EEC MAINT L or R ENG POWER switch on the Overhead Maintenance Panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Look on the MAT for maintenance messages related to the Autopilot Flight Director System (AFDS).

(a) If you find messages related to the AFDS, do the fault isolation for those messages.

(b) If you do not find messages related to the AFDS, or the fault continues, do the fault isolation procedure below.

(2) Replace the applicable EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

881. Low Range Radio Altimeter Signal to EEC is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35361, 73-35362, 73-35371, 73-35372, 73-35381, 73-35382.

B. Description

(1) This message occurs when the altitude signal from the left (center, right) low range radio altimeter (LRRA) to the EEC is invalid.

C. Initial Evaluation

(1) Make sure the applicable LRRAs (left, center or right) are powered.

(2) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Look on the MAT for maintenance messages related to the applicable (left, right or center) LRRA.

(a) If you find messages related to the applicable (left, right or center) LRRA, do the fault isolation for those messages.

(b) If you do not find messages related to the applicable (left, right or center) LRRA, or the fault continues, do the fault isolation procedure below.

(2) Replace the applicable EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Make sure the applicable LRRAs (left, center or right) are powered.

(2) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position.

(3) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(4) Stop for 120 seconds.

(5) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

882. Low Range Radio Altimeters Signals to EEC Disagree - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-13231, 73-13232, 73-23231, 73-23232.

B. Description

(1) This message occurs when 2 of 3 low range radio altimeter (LRRA) signals are valid, but their signals disagree. This fault can be set when the EEC is powered, the engine is running, and the computed air speed is less than 120 knots. The fault must exist for 2 minutes before this message is set, and the message is cleared after the signals agree for 2 minutes.

C. Initial Evaluation

(1) Make sure the LRRAs (left, center and right) are powered.

(2) Start the applicable engine (AMM TASK 71-00-00-800-835-H00).

(a) Allow the engine to idle for a minimum of 2 minutes.

(b) If the MAT shows ACTIVE 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.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(3) Stop the engine (AMM TASK 71-00-00-800-837-H00).

D. Fault Isolation Procedure

(1) Look on the MAT for maintenance messages related to the applicable (left, right or center) LRRA.

(a) If you find messages related to the applicable (left, right or center) LRRA, do the fault isolation for those messages.

(b) If you do not find messages related to the applicable (left, right or center) LRRA, or the fault continues, continue with the fault isolation procedure.

(2) Replace the applicable EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Start the applicable engine (AMM TASK 71-00-00-800-835-H00).

(a) Allow the engine to idle for a minimum of 2 minutes.

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

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(2) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

883. PFC On-Ground Signal is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-13241, 73-13242, 73-23241, 73-23242.

B. Description

(1) This message occurs when the on-ground signal from the primary flight computers (PFCs) have sent a fail warning or no computed data message. This fault can be set when the EEC is powered, the engine is running. The fault must exist for 2 minutes before this message is set, and the message is cleared after the on-ground signal is normal for 5 seconds.

C. Initial Evaluation

(1) Make sure the PFCs are powered.

(2) Start the applicable engine (AMM TASK 71-00-00-800-835-H00)..

(a) Allow the engine to idle for a minimum of 2 minutes.

(b) If the MAT shows ACTIVE 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.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(3) Stop the engine (AMM TASK 71-00-00-800-837-H00).

D. Fault Isolation Procedure

(1) Look on the MAT for maintenance messages related to the applicable PFC.

(a) If you find messages related to the applicable PFC, do the fault isolation for those messages.

(b) If you do not find messages related to the applicable PFC, or the fault continues, continue with the fault isolation procedure.

(2) Replace the applicable EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Start the applicable engine (AMM TASK 71-00-00-800-835-H00)..

(a) Allow the engine to idle for a minimum of 2 minutes.

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

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(2) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

884. Air Supply Cabin Pressure Controller PRSOV Position Signal to EEC is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35351, 73-35352.

B. Description

(1) This message occurs when the position signal of the PRSOV from the air supply cabin pressure controller provided to the EEC is invalid.

C. Initial Evaluation

(1) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Look on the MAT for maintenance messages related to the left (right) air supply cabin pressure controller.

(a) If you find messages related to the left (right) air supply cabin pressure controller, do the fault isolation for those messages.

(b) If you do not find messages related to the left (right) air supply cabin pressure controller, or the fault continues, do the fault isolation procedure below.

(2) Replace the applicable EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

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885. Single Air Driven Pump Discrete Signal to EEC is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35341, 73-35342.

B. Description

(1) This message occurs when the single air driven pump discrete signal provided to the EEC is invalid.

C. Initial Evaluation

(1) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Look on the MAT for maintenance messages related to the hydraulic power system.

(a) If you find messages related to the hydraulic power system, do the fault isolation for those messages.

(b) If you do not find messages related to the hydraulic power system, or the fault continues, do the fault isolation procedure below.

(2) Replace the center left hydraulic interface module (HYDIM), P85A4 in the left systems card file, P85.

These are the tasks:

Hydraulic Interface Module (HYDIM) Cards Removal, AMM TASK 29-11-50-000-801

Hydraulic Interface Module (HYDIM) Cards Installation, AMM TASK 29-11-50-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the left ARINC signal gateway card, P85A12 in the left systems card file, P85.

These are the tasks:

ARINC Signal Gateway (ASG) Card Removal, AMM TASK 31-09-02-000-801

ARINC Signal Gateway (ASG) Card Installation, AMM TASK 31-09-02-400-802.

(a) Do the repair confirmation procedure at the end of this task.

(4) Replace the left ASG ARINC 629 Coupler, B31101 in the left systems card file, P85.

(a) Do the repair confirmation procedure at the end of this task.

(5) Replace the applicable EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

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E. Repair Confirmation

(1) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

886. Airfoil Cowl and Ice Protection System Flow Regulating Shut Off Valve Position to EEC is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35331, 73-35332.

B. Description

(1) This message occurs when the airfoil cowl and ice protection system (ACIPS) flow regulating shut off valve position signal provided to the EEC is invalid.

NOTE: The flow regulating shut off valve is also known as the engine anti-ice (EAI) valve.

C. Initial Evaluation

(1) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Look on the MAT for maintenance messages related to the ACIPS or engine anti-ice system.

(a) If you find messages related to the ACIPS or engine anti-ice system, do the fault isolation for those messages.

(b) If you do not find messages related to the ACIPS or engine anti-ice system, or the fault continues, do the fault isolation procedure below.

(2) Replace the applicable EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

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E. Repair Confirmation

(1) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

887. Flaps Lever Signal to EEC is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35311, 73-35312, 73-35321, 73-35322.

B. Description

(1) This message occurs when the flaps lever signal provided to the EEC is invalid.

C. Initial Evaluation

(1) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Look on the MAT for maintenance messages related to the flap/slat electronic unit (FSEU) 1 or FSEU 2.

(a) If you find messages related to the FSEU 1 or FSEU 2, do the fault isolation for those messages.

(b) If you do not find messages related to the FSEU 1 or FSEU 2, or the fault continues, do the fault isolation procedure below.

(2) Look on the MAT for maintenance messages related to AIMS.

(a) If you find messages related to AIMS, do the fault isolation for those messages.

(b) If you do not find messages related to AIMS, or the fault continues, do the fault isolation procedure below.

(3) Replace FSEU 1, M27001 or FSEU 2, M27002.

These are the tasks:

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

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

(a) Do the repair confirmation procedure at the end of this task.

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(4) Replace the applicable EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

888. ADIRU P2 Signal to EEC is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35291, 73-35292.

B. Description

(1) This message occurs when the total pressure signal P2 provided by the ADIRU to the EEC is invalid.

C. Initial Evaluation

(1) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Look on the MAT for maintenance messages related to the air data inertial reference system (ADIRS).

(a) If you find messages related to ADIRS, do the fault isolation for those messages.

(b) If you do not find messages related to ADIRS, or the fault continues, do the fault isolation procedure below.

(2) Replace the ADIRU, M34001.

These are the tasks:

Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801

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Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the left (right) EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

889. SAARU P2 Signal to EEC is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35281, 73-35282.

B. Description

(1) This message occurs when the total pressure signal P2 provided by the SAARU to the EEC is invalid.

C. Initial Evaluation

(1) Set the applicable EEC MAINT L or R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Look on the MAT for maintenance messages related to the air data inertial reference system (ADIRS).

(a) If you find messages related to ADIRS, do the fault isolation for those messages.

(b) If you do not find messages related to ADIRS, or the fault continues, do the fault isolation procedure below.

(2) Replace the SAARU, M34002.

These are the tasks:

Secondary Attitude Air Data Reference Unit Removal, AMM TASK 34-21-02-000-801

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Secondary Attitude Air Data Reference Unit Installation, AMM TASK 34-21-02-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) Replace the left (right) EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

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801. EDIU (L Eng) Standby Power is not Available - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-02011.

B. Description

(1) The left engine EDIU does not have standby power in channel A and/or channel B.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A AND CH B, then do these steps:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Remove the safety tag and close this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
E	1	C73605	L EDIU 1A

(c) Measure the voltage at electrical connector DM73103AE, pin 116, in the E1-5 shelf.

(d) Open this circuit breaker and install safety tag:

Standby Power Management Panel, P310

Row	Col	Number	Name
E	1	C73605	L EDIU 1A

(e) If 28V DC is found, replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

1) Do the repair confirmation at the end of this task.

(f) If 28V DC is not found, do a continuity check between pin 116 and this circuit breaker (WDM 73-21-13).

This is the primary circuit breaker related to the fault:

Standby Power Management Panel, P310

Row	Col	Number	Name
E	1	C73605	L EDIU 1A

1) If circuit problems are found, repair the circuit as necessary (WDM 73-21-13).

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2) If no circuit problems are found, replace this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
E	1	C73605	L EDIU 1A

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A OR CH B ONLY, then do these steps:

(a) Replace the left EDIU, M73103.

These are the tasks:

AMM TASK 73-21-22-000-804-H00

AMM TASK 73-21-22-400-808-H00.

1) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

802. EDIU (R Eng) Standby Power is not Available - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-02012.

B. Description

(1) The right engine EDIU does not have standby power in channel A and/or channel B.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A AND CH B, then do these steps:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

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(b) Remove the safety tag and close this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
E	2	C73606	R EDIU 1A

(c) Measure the voltage at electrical connector DM73203AE, pin 116, in the E4-1 shelf.

(d) Open this circuit breaker and install safety tag:

Standby Power Management Panel, P310

Row	Col	Number	Name
E	2	C73606	R EDIU 1A

(e) If 28V DC is found, replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

1) Do the repair confirmation at the end of this task.

(f) If 28V DC is not found, do a continuity check between pin 116 and this circuit breaker (WDM 73-21-23).

This is the primary circuit breaker related to the fault:

Standby Power Management Panel, P310

Row	Col	Number	Name
E	2	C73606	R EDIU 1A

1) If circuit problems are found, repair the circuit as necessary (WDM 73-21-23).

2) If no circuit problems are found, replace this circuit breaker:

Standby Power Management Panel, P310

Row	Col	Number	Name
E	2	C73606	R EDIU 1A

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A OR CH B ONLY, then do these steps:

(a) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

1) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

803. EDIU (L Eng) Main Power is not Available - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-02021.

B. Description

(1) The left engine EDIU does not have main power in channel A.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(2) Remove the safety tag and close this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
M	17	C73601	L EDIU 2A

(3) Measure the voltage at electrical connector DM73103AE, pin 120, in the E1-5 shelf.

(4) Open this circuit breaker and install safety tag:

Left Power Management Panel, P110

Row	Col	Number	Name
M	17	C73601	L EDIU 2A

(5) If 28V DC is found, replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

(6) If 28V DC is not found, do a continuity check between pin 120 and this circuit breaker (WDM 73-21-13).

This is the primary circuit breaker related to the fault:

Left Power Management Panel, P110

Row	Col	Number	Name
M	17	C73601	L EDIU 2A

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(a) If circuit problems are found, repair the circuit as necessary (WDM 73-21-13).

(b) If no circuit problems are found, replace this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
M	17	C73601	L EDIU 2A

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

804. EDIU (R Eng) Main Power is not Available - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-02022.

B. Description

(1) The right engine EDIU does not have main power in channel A.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(2) Remove the safety tag and close this circuit breaker:

Right Power Management Panel, P210

Row	Col	Number	Name
N	9	C73602	R EDIU 2A

(3) Measure the voltage at electrical connector DM73203AE, pin 120, in the E4-1 shelf.

(4) Open this circuit breaker and install safety tag:

Right Power Management Panel, P210

Row	Col	Number	Name
N	9	C73602	R EDIU 2A

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(5) If 28V DC is found, replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

(6) If 28V DC is not found, do a continuity check between pin 120 and this circuit breaker (WDM 73-21-23).

This is the primary circuit breaker related to the fault:

Right Power Management Panel, P210

Row	Col	Number	Name
N	9	C73602	R EDIU 2A

(a) If circuit problems are found, repair the circuit as necessary (WDM 73-21-23).

(b) If no circuit problems are found, replace this circuit breaker:

Right Power Management Panel, P210

Row	Col	Number	Name
N	9	C73602	R EDIU 2A

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

805. EDIU (L Eng) Main Power is not Available - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-02031.

B. Description

(1) The left engine EDIU does not have main power in channel B.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

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D. Fault Isolation Procedure

(1) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(2) Remove the safety tag and close this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
M	18	C73603	L EDIU 1B

(3) Measure the voltage at electrical connector DM73103AB, pin 116, in the E1-5 shelf.

(4) Open this circuit breaker and install safety tag:

Left Power Management Panel, P110

Row	Col	Number	Name
M	18	C73603	L EDIU 1B

(5) If 28V DC is found, replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

(6) If 28V DC is not found, do a continuity check between pin 116 and this circuit breaker (WDM 73-21-13).

This is the primary circuit breaker related to the fault:

Left Power Management Panel, P110

Row	Col	Number	Name
M	18	C73603	L EDIU 1B

(a) If circuit problems are found, repair the circuit as necessary (WDM 73-21-13).

(b) If no circuit problems are found, replace this circuit breaker:

Left Power Management Panel, P110

Row	Col	Number	Name
M	18	C73603	L EDIU 1B

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

806. EDIU (R Eng) Main Power is not Available - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-02032.

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B. Description

(1) The right engine EDIU does not have main power in channel B.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(2) Remove the safety tag and close this circuit breaker:

Right Power Management Panel, P210

Row	Col	Number	Name
N	10	C73604	R EDIU 1B

(3) Measure the voltage at electrical connector DM73203AB, pin 116, in the E4-1 shelf.

(4) Open this circuit breaker and install safety tag:

Right Power Management Panel, P210

Row	Col	Number	Name
N	10	C73604	R EDIU 1B

(5) If 28V DC is found, replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

(6) If 28V DC is not found, do a continuity check between pin 116 and this circuit breaker (WDM 73-21-23).

This is the primary circuit breaker related to the fault:

Right Power Management Panel, P210

Row	Col	Number	Name
N	10	C73604	R EDIU 1B

(a) If circuit problems are found, repair the circuit as necessary (WDM 73-21-23).

(b) If no circuit problems are found, replace this circuit breaker:

Right Power Management Panel, P210

Row	Col	Number	Name
N	10	C73604	R EDIU 1B

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E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

807. EDIU (L Eng) Standby Power is not Available - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-02041.

B. Description

(1) The left engine EDIU does not have standby power in channel C.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(2) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

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

——— END OF TASK ———

808. EDIU (R Eng) Standby Power is not Available - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-02042.

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B. Description

(1) The right engine EDIU does not have standby power in channel C.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(2) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

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

——— END OF TASK ———

809. EDIU has an Internal Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-03011, 73-03012.

B. Description

(1) An internal fault has occurred in the EDIU.

C. Initial Evaluation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

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

D. Fault Isolation Procedure

(1) Replace the left (right) EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

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(2) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

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

——— END OF TASK ———

810. EDIU (L Eng) Has Incorrect Software Configuration - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03101.

B. Fault Isolation Procedure

(1) Do a check of the system configuration for this system on the MAT: 71-80 Engine Data Interface Unit (EDIU).

(a) Find the left EDIU, M73103 on the display and make sure that the software part numbers are correct.

(b) If a part number is incorrect, install software in the left EDIU, M73103 (AMM TASK 73-21-22-400-807-H00).

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

——— END OF TASK ———

811. EDIU (R Eng) Has Incorrect Software Configuration - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03102.

B. Fault Isolation Procedure

(1) Do a check of the system configuration for this system on the MAT: 71-80 Engine Data Interface Unit (EDIU).

(a) Find the right EDIU, M73203 on the display and make sure that the software part numbers are correct.

(b) If a part number is incorrect, install software in the right EDIU, M73203 (AMM TASK 73-21-22-400-807-H00).

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

——— END OF TASK ———

812. EDIU (L Eng) Data is Being Transmitted by Either EDIU (L) or Other LRU - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-05141.

B. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

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(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

C. Fault Isolation Procedure

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin D1 of electrical connector DM73103AE at the E1-5 shelf and structure ground (WDM 73-21-13).

(c) Make sure there is an open circuit between pins H1, K1 and F1 of electrical connector DM73103AE at the E1-5 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-13).

1) Install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin D3 of electrical connector DM73103AE at the E1-5 shelf and structure ground (WDM 73-21-13).

(c) Make sure there is an open circuit between pins H3, K3 and F3 of electrical connector DM73103AE at the E1-5 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-13).

1) Install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(3) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH C, then do these steps:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin D5 of electrical connector DM73103AE at the E1-5 shelf and structure ground (WDM 73-21-13).

(c) Make sure there is an open circuit between pins H5, K5 and F5 of electrical connector DM73103AE at the E1-5 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-13).

1) Install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

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D. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

813. EDIU (R Eng) Data is Being Transmitted by Either EDIU (R) or Other LRU - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-05142.

B. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

C. Fault Isolation Procedure

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pins H1, D1, and K1 of electrical connector DM73203AE at the E4-1 shelf and structure ground (WDM 73-21-23).

(c) Make sure there is an open circuit between pin F1 of electrical connector DM73203AE at the E4-1 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-23).

1) Install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pins K3, H3, and D3 of electrical connector DM73203AE at the E4-1 shelf and structure ground (WDM 73-21-23).

(c) Make sure there is an open circuit between pin F3 of electrical connector DM73203AE at the E4-1 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-23).

1) Install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

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2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(3) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH C, then do these steps:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pins K5, H5, and D5 of electrical connector DM73203AE at the E4-1 shelf and structure ground (WDM 73-21-23).

(c) Make sure there is an open circuit between pin F5 of electrical connector DM73203AE at the E4-1 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-23).

1) Install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

D. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

END OF TASK

814. EDIU (L Eng) Program Pins are Incorrect - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03111.

B. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

C. Fault Isolation Procedure

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C2, D1 and G2 of electrical connector DM73103AE at the E1-5 shelf and structure ground (WDM 73-21-13).

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(c) Make sure there is an open circuit between pins A4, E2, F1, H1 and K1 of electrical connector DM73103AE at the E1-5 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-13).

1) Install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C4, D3 and G4 of electrical connector DM73103AE at the E1-5 shelf and structure ground (WDM 73-21-13).

(c) Make sure there is an open circuit between pins A4, E4, F3, H3 and K3 of electrical connector DM73103AE at the E1-5 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-13).

1) Install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00)

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(3) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH C, then do these steps:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C6, D5 and G6 of electrical connector DM73103AE at the E1-5 shelf and structure ground (WDM 73-21-13).

(c) Make sure there is an open circuit between pins A4, E6, F5, H5 and K5 of electrical connector DM73103AE at the E1-5 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-13).

1) Install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(4) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair cfonfirmation at the end of this task.

D. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

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(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation Procedure.

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

——— END OF TASK ———

815. EDIU (R Eng) Program Pins are Incorrect - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03112.

B. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

C. Fault Isolation Procedure

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C2, D1, G2, H1 and K1 of electrical connector DM73203AE at the E4-1 shelf and structure ground (WDM 73-21-23).

(c) Make sure there is an open circuit between pins A4, E2, and F1 of electrical connector DM73203AE at the E4-1 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-23).

1) Install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C4, D3, G4, H3 and K3 of electrical connector DM73203AE at the E4-1 shelf and structure ground (WDM 73-21-23).

(c) Make sure there is an open circuit between pins A4, E4, and F3 of electrical connector DM73203AE at the E4-1 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-23).

1) Install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

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1) Do the repair confirmation at the end of this task.

(3) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH C, then do these steps:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C6, D5, G6, H5 and K5 of electrical connector DM73203AE at the E4-1 shelf and structure ground (WDM 73-21-23).

(c) Make sure there is an open circuit between pins A4, E6, and F5 of electrical connector DM73203AE at the E4-1 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-23).

1) Install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(4) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation at the end of this task.

D. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

816. EDIU (L Eng) Analog Discretes do not Agree Between Channels - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03121.

B. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

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C. Fault Isolation Procedure

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C2, D1 and G2 of electrical connector DM73103AE at the E1-5 shelf and structure ground (WDM 73-21-13).

(c) Make sure there is an open circuit between pins A4, E2, F1, H1 and K1 of electrical connector DM73103AE at the E1-5 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-13).

1) Install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C4, D3 and G4 of electrical connector DM73103AE at the E1-5 shelf and structure ground (WDM 73-21-13).

(c) Make sure there is an open circuit between pins A4, E4, F3, H3 and K3 of electrical connector DM73103AE at the E1-5 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-13).

1) Install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(3) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH C, then do these steps:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C6, D5 and G6 of electrical connector DM73103AE at the E1-5 shelf and structure ground (WDM 73-21-13).

(c) Make sure there is an open circuit between pins A4, E6, F5, H5 and K5 of electrical connector DM73103AE at the E1-5 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-13).

1) Install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

D. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

817. EDIU (R Eng) Analog Discretes do not Agree Between Channels - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03122.

B. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

C. Fault Isolation Procedure

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C2, D1, G2, H1 and K1 of electrical connector DM73203AE at the E4-1 shelf and structure ground (WDM 73-21-23).

(c) Make sure there is an open circuit between pins A4, E2, and F1 of electrical connector DM73203AE at the E4-1 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-23).

1) Install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pins C4, D3, G4, H3 and K3 of electrical connector DM73203AE at the E4-1 shelf and structure ground (WDM 73-21-23).

(c) Make sure there is an open circuit between pin F3 of electrical connector DM73203AE at the E4-1 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-23).

1) Install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(3) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH C, then do these steps:

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(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C6, D5, G6, H5 and K5 of electrical connector DM73203AE at the E4-1 shelf and structure ground (WDM 73-21-23).

(c) Make sure there is an open circuit between pins A4, E6, and F5 of electrical connector DM73203AE at the E4-1 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-23).

1) Install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

D. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

830. Engine Data Interface Unit has Incorrect Software Configuration - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-04131, 73-04132, 73-04141, 73-04142, 73-04151, 73-04152.

B. Description

(1) The EDIU does not have the correct software configuration.

C. Fault Isolation Procedure

(1) Do this task: Engine Data Interface Unit (EDIU) Software Installation, AMM TASK 73-21-22-400-807-H00.

——— END OF TASK ———

831. Left Fuel Switch Position Signal to EDIU Disagree - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03131.

B. Description

(1) This message is set when the EDIU detects a disagree between the signals that report the position of the left fuel control switch.

(a) The EDIU receives one of the left fuel control switch position signals as a hardwired discrete through the ELMS panel. The EDIU compares this signal with the left fuel switch position reported by the EEC through the 429 data bus.

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C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Look at the MAT to see if one or more of these messages is shown.

(a) 73-35491

(b) 73-35501

(2) If you see one or more of these maintenance messages on the MAT, do the fault isolation task for that message.

(3) If you do not see one or more of these messages on the MAT, then continue.

(4) Replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

(5) If the fault continues, do these steps to check the wiring between the left EDIU, M73103 and the ELMS panel, P110 (WDM 73-21-13):

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector D11032 from the power management panel P110.

(c) Make sure there is continuity between the P110 power management panel connector, D11032, pin 26, and the left EDIU connector, DM73103AE, pin A2.

(d) If you find a problem with the wiring, repair the wiring as necessary.

1) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

2) Re-connect connector D11032 to the power management panel, P110.

3) Do the repair confirmation at the end of this task.

(6) If the fault continues, replace the left engine ignition/fire detection relay, K76103 at the left power management panel, P110 (WDM 76-21-11).

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

END OF TASK

834. EDIU N1 Model Data is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08061, 73-08062.

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B. Description

(1) This message can be set by the unusual engine operational events that follow:

(a) Engine surge

(b) Bird strike

(c) N1 speed probe failure

(2) The EDIU uses several checks to make sure that the N1 speed signal that it gets from the engine is accurate.

(a) The EDIU calculates a predicted N1 value based on the pressure measured by the PS3 probe.

(b) The EDIU calculates a predicted N1 value based on the measured N2 rotor speed.

(3) The EDIU will set this fault if both of the above predicted N1 values disagree with the measured N1 speed.

(4) The EDIU also compares the rate-of-change of the measured N1 speed to the rate-of-change of the measured burner pressure, PS3. If these two rates-of-change do not correlate as predicted the EDIU will set this message.

(5) If the EDIU gets invalid burner pressure PS3 data from the EEC it will set this message.

C. Fault Isolation Procedure

(1) If this fault occurred after a bird strike or other foreign object damage, do these steps:

(a) Do this task: Engine Foreign Object Damage Inspection, AMM TASK 71-00-00-200-802-H01.

(b) Do the repair confirmation at the end of this task.

(2) If this fault occurred after an engine surge or stall, do these steps:

(a) Do this task:Engine Stall - Fault Isolation, 71-05 TASK 807.

(b) Do the repair confirmation at the end of this task.

(3) Look at the MAT for these related maintenance messages:

NOTE: X can be 1 or 2. Number 1 is the left engine and number 2 is the right engine.

73-1311X	73-2311X	73-3477X
76-1521X	76-2521X	76-3520X
77-1460X	77-1461X	77-1470X
77-1490X	77-2460X	77-2461X
77-2470X	77-2490X	

(a) If there are related maintenance messages, find each maintenance message in the Maintenance Message Index and do the specified fault isolation task.

(b) If there are no related maintenance messages, then continue with the subsequent step of this fault isolation procedure.

(4) Do this task: Engine Tachometer Inspection, AMM TASK 77-12-00-200-801-H01.

(a) If you find a problem with the engine tachometer system, repair or replace the components as necessary.

(b) If the engine tachometer system is OK, then continue.

(5) Do a visual inspection of the PS3 pressure sensing line.

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(a) If you find a leak or a blockage in the PS3 pressure sensing line, repair or replace the components as necessary.

D. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the P61 panel to the TEST position and stop for 120 seconds.

(2) Set the THRUST ASMY COMP switch to the OFF position and then back to the AUTO position.

(3) Select the EXISTING FLIGHT DECK EFFECTS screen on the MAT.

(4) If the MAT shows ACTIVE for the message THRUST ASMY COMP, then continue with the subsequent step of this fault isolation procedure.

(a) Set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position.

(5) If the MAT shows NOT ACTIVE for the message THRUST ASMY COMP (or the message does not show), then you have corrected the fault.

(a) Set the applicable EEC MAINT POWER switch on the P61 panel to the NORM position.

END OF TASK

835. TAC Switch Signal is Invalid to Eng Data Interface Unit (EDIU) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-07121, 73-07122.

B. Fault Isolation Procedure

(1) Look on the MAT for maintenance message 27-10807.

(a) If maintenance message 27-10807 is shown, do the fault isolation task for message 27-10807.

(b) If maintenance message 27-10807 is not shown, do these steps.

1) Set the THRUST ASYM COMP switch (on the overhead panel) to the OFF position for a minimum of 10 seconds.

2) Examine the MAT to make sure maintenance message 73-07121 is still shown.

a) If maintenance message 73-07121 is not shown on the MAT, do the corrective action for maintenance message 27-10807.

b) If maintenance message 73-07121 is shown, then continue.

3) Set the THRUST ASYM COMP switch (on the overhead panel) to the AUTO position.

4) Examine the MAT to make sure maintenance message 73-07121 is not shown.

a) If maintenance message 73-07121 is not shown, you have corrected the fault and no further fault isolation is required.

b) If maintenance message 73-07121 still shows, do the corrective action for maintenance message 27-10807.

5) If maintenance message 73-07121 returns on the subsequent flight, do the corrective action for maintenance message 27-10807.

END OF TASK

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836. Left and Right Engine T12 Signals Disagree and Both Disagree with TAT signal from ADIRU (or SAARU) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-07091, 73-07092.

B. Description

(1) This message will be set when all of these conditions occur:

(a) The difference between left engine T12 and right engine T12 is greater than 15 C.

(b) The difference between left engine T12 and Total Air Temperature (TAT) is greater than 15 C.

(c) The difference between right engine T12 and TAT is greater than 15 C.

(d) Computed air speed (CAS) is greater that 60 knots.

C. Fault Isolation Procedure

(1) Look at the MAT for these related maintenance messages:

NOTE: X can be 1 or 2. Number 1 is the left engine and number 2 is the right engine.

34-25800	34-33800	34-36800	73-1462X	73-2462X	73-3559X

(a) If there are related maintenance messages, find each maintenance message in the Maintenance Message Index and do the specified fault isolation task.

(2) Examine the TAT probe as follows:

(a) Examine the probe for any signs of damage caused by bird strike or FOD.

(b) Examine the probe for any blockage in the air passages.

(3) If you find signs of probe damage or blocked air passages, replace the total air temperature (TAT) probe, M34003.

These are the tasks:

Total Air Temperature Probe - Removal, AMM TASK 34-21-05-000-801

Total Air Temperature Probe - Installation, AMM TASK 34-21-05-400-801.

——— END OF TASK ———

837. Right Fuel Switch Position Signal to EDIU Disagree - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-03132.

B. Description

(1) This message is set when the EDIU detects a disagree between the signals that report the position of the right fuel control switch.

(a) The EDIU receives one of the right fuel control switch position signals as a hardwired discrete through the ELMS panel. The EDIU compares this signal with the right fuel switch position reported by the EEC through the 429 data bus.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

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(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

(1) Look at the MAT to see if one or more of these messages is shown.

(a) 73-35492

(b) 73-35502

(2) If you see one or more of these maintenance messages on the MAT, do the fault isolation task for that message.

(3) If you do not see one or more of these messages on the MAT, then continue.

(4) Replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

(5) If the fault continues, do these steps to check the wiring between the right EDIU, M73203 and the ELMS panel, P210 (WDM 73-21-23):

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Disconnect connector D21032 from the power management panel, P210.

(c) Make sure there is continuity between the P210 power management panel connector, D21032, pin 44, and the right EDIU connector, DM73203AE, pin A2.

(d) If you find a problem with the wiring, repair the wiring as necessary.

1) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

2) Re-connect connector D21032 to the power management panel, P210.

3) Do the repair confirmation at the end of this task.

(6) If the fault continues, replace the right engine ignition/fire detection relay, K76203 at the right power management panel, P210 (WDM 76-21-21).

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

841. EDIU L (R) Detects an Engine Shutdown Failure - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08071, 73-08072.

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B. Description

(1) This message is set when the EDIU detects that the fuel control switch has been set to the CUTOFF position, but N1 speed does not agree with an engine windmilling or shutdown condition.

NOTE: This message can occur during an abnormal engine shutdown. If this message occurred during an abnormal engine shutdown, look at the MAT for FMV, HMU, HPSOV, or other engine shutdown related messages. If you find engine shutdown related messages, do the fault isolation task for those messages. If maintenance message 73-08071(2) occurs after you do the fault isolation for the engine shutdown related messages that you find, then do the fault isolation procedure below.

C. Initial Evaluation

(1) Do this task: Test No. 16 - Engine Electronic Control (EEC) Test (MAT Initiated Test), AMM TASK 71-00-00-700-815-H01.

NOTE: When the test is completed, make sure that PASSED shows adjacent to TEST CONDITION on the MAT. If FAILED shows, refer to the applicable Maintenance Message Index in the FIM to correct the problem. Then continue with the next step of this initial evaluation.

(2) Access the pilot's log book for the previous flight. If there are any reports of problems during engine shutdown, do the fault isolation for the problems that were reported. Then continue with the next step of this initial evaluation.

(3) Look at the MAT for maintenance messages 73-03131 or 73-03132. If you find message 73-03131 or 73-03132, do the fault isolation task for the message that you find. Then continue with the next step of this initial evaluation.

(4) Start the engine (AMM TASK 71-00-00-800-835-H00).

(a) Allow the engine to achieve ground idle.

(5) Stop the engine (AMM TASK 71-00-00-800-837-H00).

(6) Examine the PRESENT LEG FAULTS on the MAT. If the maintenance message 73-08071(2) was set during the engine shutdown, then do the fault isolation procedure below.

(7) If the maintenance message was not set during the engine shutdown, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Replace the left (right) ignition/fire detection relay, K76103 (K76203) (WDM 76-21-11) (WDM 76-21-21).

(a) Do the repair confirmation procedure at the end of this task.

(2) Do a wiring check between the left (right) ignition/fire detection relay, K76103 (K76203) and the left (right) EDIU, M73103 (M73203):

(a) Remove the left (right) ignition/fire detection relay, K76103 (K76203) from the left (right) power management panel P110 (P210).

(b) Remove the left (right) EDIU, M73103 (M73203) from the E1-5 (E4-1) rack (AMM TASK 73-21-22-000-804-H00).

(c) Do a wiring check between these pins of the relay socket DK76103 (DK76203) and the left (right) EDIU connector, DM73103AE (DM73203AE).

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DK76103/DK76203	DM73103AE/DM73203AE
pin A2	pin A02

(d) Do a wiring check between these pin A3 of the relay socket DK76103 (DK76203) and ground.

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

1) Repair the wiring.

2) Re-install the left (right) ignition/fire detection relay, K76103 (K76203).

3) Re-install the left (right) EDIU, M73103 (M73203) (AMM TASK 73-21-22-400-808-H00).

4) Do the repair confirmation at the end of this task.

(f) If you do not find a problem with the wiring, then do these steps:

1) Re-install the left (right) ignition/fire detection relay, K76103 (K76203).

2) Re-install the left (right) EDIU, M73103 (M73203) (AMM TASK 73-21-22-400-808-H00).

3) Continue with the subsequent step of this procedure.

(3) If the fault continues, replace the left (right) EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Start the engine (AMM TASK 71-00-00-800-835-H00).

(a) Allow the engine to achieve ground idle.

(2) Stop the engine (AMM TASK 71-00-00-800-837-H00).

(3) Examine the PRESENT LEG FAULTS on the MAT. If the maintenance message 73-08071(2) was set during the engine shutdown, then continue with the fault isolation procedure at the subsequent step.

(4) If the maintenance message was not set during the engine shutdown, then you corrected the fault.

——— END OF TASK ———

844. EDIU Detects Invalid Burner Pressure (PS3) from EEC - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08125, 73-08126.

B. Description

(1) This message can be set by these unusual engine operational events:

(a) Engine surge or stall

(b) Bird strike or foreign object damage (FOD)

(c) N1 overspeed or signal fault

(d) EEC burner pressure (PS3) fault

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C. Initial Evaluation

(1) If this fault occurred after a reported engine surge or stall, do this task: Engine Stall Inspection, AMM TASK 71-00-00-200-801-H01.

(a) Do the repair confirmation at the end of the task.

(2) If this fault occurred after a reported bird strike or FOD, do this task: Engine Foreign Object Damage Inspection, AMM TASK 71-00-00-200-802-H01.

(a) Do the repair confirmation at the end of the task.

(3) If this fault occurred after an engine N1 overspeed event, do this task: Overspeed Inspection, AMM TASK 71-00-00-200-805-H01.

(a) Do the repair confirmation at the end of the task.

(4) If the fault did not occur after a reported surge or stall, bird strike, FOD, or engine N1 overspeed event, then continue with this initial evaluation procedure.

(5) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(6) Do these steps to clear the maintenance message, and, if the EICAS message THRUST ASYM COMP shows, to erase the EICAS message.

NOTE: You must clear the maintenance message, and if the EICAS message THRUST ASYM COMP shows, you must erase the EICAS message to determine if the fault is intermittent. After you clear the maintenance message and erase the EICAS message, continue with the INITIAL EVALUATION.

(a) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

(b) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(c) Continue with this initial evaluation.

(7) Start the applicable engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screens on the MAT.

(b) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(8) If the MAT shows NOT ACTIVE for the maintenance message during the engine operation, or, if the message does not show, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline's policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(9) Stop the engine (AMM TASK 71-00-00-800-837-H00).

D. Fault Isolation Procedure

(1) On the MAT, go to EXTENDED MAINTENANCE, PRESENT LEG FAULTS, and look for any maintenance messages related to the N1 speed signal.

(a) If you find any maintenance messages related to the N1 speed signal, do the fault isolation task for the messages that you find.

(b) Do the repair confirmation at the end of this task.

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(2) If you do not find any maintenance messages related to the N1 speed signal, continue with this fault isolation procedure.

(3) Do a visual inspection of the PS3 pressure sensing tubing from the combustor to the EEC.

(a) Repair the problems that you find.

(b) Do the repair confirmation at the end of this task.

(4) If you do not find any problems with the PS3 pressure sensing tubing from the combustor to the EEC, continue with this fault isolation procedure.

(5) Disconnect the electrical connectors DP73704, DP73804 and DM77005 from the N1 speed sensor, M77005 (WDM 77-12-11).

(6) For each of the electrical connectors, DP73704, DP73804 and DM77005, measure the resistances between these pairs of receptacle pins into the N1 speed sensor, M77005:

DP73704	**DP73704**	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

DP73804	**DP73804**	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

DP77005	**DP77005**	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

(7) If the resistance is not in the range specified for each pair of pins, replace the N1 speed sensor, M77005.

These are the tasks:

N1 Speed Sensor Removal, AMM TASK 77-12-01-000-801-H01

N1 Speed Sensor Installation, AMM TASK 77-12-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(8) If the resistance is in the range specified for each pair of pins, connect the electrical connectors DM77005, DP73704, and DP73804 to the N1 speed sensor, M77005.

CAUTION MAKE SURE YOU REMOVE THE ELECTRICAL POWER FROM THE EEC (FADEC) BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT, YOU CAN CAUSE DAMAGE TO THE EEC (FADEC).

(9) Disconnect the electrical connectors DP70707 and DP70808 from the EEC (FADEC), M73003.

(10) Measure the resistances between these pairs of connector pins:

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DP70707	DP70707	
n	N	5-200 ohms
n	GND	>100K ohms
N	GND	>100K ohms

DP70808	DP70808	
n	N	5-200 ohms
n	GND	>100K ohms
N	GND	>100K ohms

(11) If the resistance is not in the range specified for each pair of pins, replace the applicable electrical harness between the N1 speed sensor, M77005 and the EEC, M73003.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(12) If the resistance is in the range specified for each pair of pins, connect the electrical connectors DP70707 and DP70808 to the EEC, M73003 and continue with this fault isolation procedure.

(13) Replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(14) If the fault continues, replace the EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

(a) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(b) Continue with the repair confirmation.

(3) Start the applicable engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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(b) If the maintenance message does not show, then you have corrected the fault.

(4) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

845. Engine Configuration From Left EDIU and Left Engine EEC Disagree - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-08031.

B. Description

(1) This message is set when the left EDIU engine configuration (engine type and engine location) discretes are valid but disagree with the engine configuration reported by the left engine EEC.

C. Initial Evaluation

(1) Set the EEC MAINT L ENG POWER switch on the overhead maintenance panel, P61, to the NORM position.

(2) Select the EXTENDED MAINTENANCE, EXISTING FAULTS display on the MAT.

(3) Set the EEC MAINT L ENG POWER switch on the P61 panel to the TEST position and stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(a) Set the EEC MAINT L ENG POWER switch on the P61 panel to the NORM position.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

D. Fault Isolation Procedure

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(1) Make sure the EEC MAINT L ENG POWER switch on the P61 panel is in the NORM position.

(2) Do a check of the left EDIU engine configuration discretes (WDM 73-21-13):

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C2, C4, C6, D1, D3, D5, G2, G4, G6, of electrical connector DM73103AE at the E1-5 shelf and structure ground (WDM 73-21-13).

(c) Make sure there is an open circuit between pins A4, E2, E4, E6, F1, F3, F5, H1, H3, H5, K1, K3, K5, of electrical connector DM73103AE at the E1-5 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary.

1) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, then continue.

(3) Do a check of the left engine EEC engine configuration discretes (WDM 73-21-11):

(a) Disconnect the electrical connector, DM73003D from the left engine EEC, M73003.

(b) Make sure there is continuity between pins CC and FF of connector DM73003D.

(c) If you find a problem in the wire harness, repair the problems that you find.

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(4) Re-connect the electrical connector, DM73003D.

(a) Do the repair confirmation procedure at the end of this task.

(5) If you did not find a problem with the wiring, or if the problem continues, replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Make sure the EEC MAINT L ENG POWER switch on the P61 panel is in the NORM position.

(2) Select the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Set the EEC MAINT L ENG POWER switch on the P61 panel to the TEST position and stop for 120 seconds.

(4) Set the EEC MAINT L ENG POWER switch on the P61 panel to the NORM position.

(5) If the MAT shows the maintenance message, then continue with the subsequent step of this fault isolation procedure.

(6) If the MAT does not show the maintenance message, then you have corrected the fault.

——— END OF TASK ———

846. Engine Configuration From Right EDIU and Right Engine EEC Disagree - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-08032.

B. Description

(1) This message is set when the right EDIU engine configuration (engine type and engine location) discretes are valid but disagree with the engine configuration reported by the right engine EEC.

C. Initial Evaluation

(1) Set the EEC MAINT R ENG POWER switch on the overhead maintenance panel, P61, to the NORM position.

(2) Select the EXTENDED MAINTENANCE, EXISTING FAULTS display on the MAT.

(3) Set the EEC MAINT R ENG POWER switch on the P61 panel to the TEST position and stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(a) Set the EEC MAINT R ENG POWER switch on the P61 panel to the NORM position.

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

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D. Fault Isolation Procedure

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(1) Make sure the EEC MAINT R ENG POWER switch on the P61 panel is in the NORM position.

(2) Do a check of the right EDIU engine configuration discretes (WDM 73-21-23):

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C2, C4, C6, D1, D3, D5, G2, G4, G6, H1, H3, H5, K1, K3, K5 of electrical connector DM73103AE at the E1-5 shelf and structure ground (WDM 73-21-23).

(c) Make sure there is an open circuit between pins A4, E2, E4, E6, F1, F3, and F5, of electrical connector DM73103AE at the E1-5 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary.

1) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, then continue.

(3) Do a check of the right engine EEC engine configuration discretes (WDM 73-21-21):

(a) Disconnect the electrical connector, DM73003D from the right engine EEC, M73003.

(b) Make sure there is continuity between pins BB and FF of connector DM73003D.

(c) If you find a problem in the wire harness, repair the problems that you find.

(4) Re-connect the electrical connector, DM73003D.

(a) Do the repair confirmation procedure at the end of this task.

(5) If you did not find a problem with the wiring, or if the problem continues, replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Make sure the EEC MAINT R ENG POWER switch on the P61 panel is in the NORM position.

(2) Select the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Set the EEC MAINT R ENG POWER switch on the P61 panel to the TEST position and stop for 120 seconds.

(4) Set the EEC MAINT R ENG POWER switch on the P61 panel to the NORM position.

(5) If the MAT shows the maintenance message, then continue with the subsequent step of this fault isolation procedure.

(6) If the MAT does not show the maintenance message, then you have corrected the fault.

END OF TASK

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847. Continuous Ignition Switch (L) Position Signal from Left and Right AIMS is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-35301.

B. Description

(1) This message is set when the EEC detects an invalid continuous ignition signal from the L START/IGNITION switch.

(a) The continuous ignition signal is provided to the EEC by AIMS.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Set the L EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(a) Wait for 120 seconds.

(b) If there is a fault with the L START/IGNITION switch in the NORM position, then do the fault isolation procedure below.

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show) with the L START/IGNITION switch in the NORM position, then put the L START/IGNITION switch in the START position.

(a) Wait for 120 seconds.

(b) If there is a fault with the L START/IGNITION switch in the START position, then do the fault isolation procedure below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Make sure the applicable L EEC MAINT POWER switch is in the NORM position.

(2) Replace the L START/IGNITION switch, S80100.

(a) Do the repair confirmation procedure at the end of this task.

(3) Do this wiring check between the L START/IGNITION switch, S80100 and the input/output modules M008 and M009 in the left and right AIMS cabinets, M31101 and M31201 (WDM 74-11-11).

(a) Disconnect the electrical connector, DS80100 from the L START/IGNITION switch, S80100.

(b) Remove the input/output modules, M008 and M009 from the left and right AIMS cabinets, M31101 and M31201 (AMM TASK 31-41-11-000-801).

(c) Do a check for electrical continuity between these pins:

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	Left AIMS
DS80100	**Cabinet, J410-A**
pin 28	pin C20
DS80100	**Left AIMS Cabinet, J420-A**
pin 28	pin C20
DS80100	**Right AIMS Cabinet, J410-A**
pin 28	pin D4
DS80100	**Right AIMS Cabinet, J420-A**
pin 28	pin D4

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

1) Repair the wiring as necessary.
2) Re-connect connector DS80100.
3) Re-install the input/output modules, M008 and M009 into the left and right AIMS cabinets, M31101 and M31201 (AMM TASK 31-41-11-400-801).
4) Do the repair confirmation procedure at the end of this task.

(e) If you do not find a problem with the wiring, then do these steps:

1) Re-connect connector DS80100.
2) Re-install the input/output modules, M008 and M009 into the left and right AIMS cabinets, M31101 and M31201 (AMM TASK 31-41-11-400-801).
3) Continue with the subsequent step of this procedure.

(4) Replace the input/output modules M008 and M009 on the left AIMS cabinet, M31101.

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) Do the repair confirmation procedure at the end of this task.

(5) Replace the input/output modules M008 and M009 on the right AIMS cabinet, M31201.

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) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Make sure the L START/IGNITION switch is in the NORM position.

(3) Set the L EEC MAINT POWER switch to the TEST position.

(a) Wait for 120 seconds.

(b) If the fault shows ACTIVE with the L START/IGNITION switch in the NORM position, then set the L EEC MAINT POWER switch to the NORM position and continue with the subsequent step of this fault isolation procedure.

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(c) If the fault shows NOT ACTIVE (or the message does not show) with the L START/IGNITION switch in the NORM position, then do these steps:

1) Set the L START/IGNITION switch to the START position.
2) Wait for 120 seconds.
3) If the fault shows ACTIVE with the L START/IGNITION switch in the START position, then set the L EEC MAINT POWER switch to the NORM position and continue with the subsequent step of this fault isolation procedure.
4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then you corrected the fault.

——— END OF TASK ———

848. Continuous Ignition Switch (R) Position Signal from Left and Right AIMS is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-35302.

B. Description

(1) This message is set when the EEC detects an invalid continuous ignition signal from the R START/IGNITION switch.

(a) The continuous ignition signal is provided to the EEC by AIMS.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Set the R EEC MAINT POWER switch on the Overhead Maintenance Panel, P61, to the TEST position.

(a) Wait for 120 seconds.

(b) If there is a fault with the R START/IGNITION switch in the NORM position, then do the fault isolation procedure below.

(3) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show) with the R START/IGNITION switch in the NORM position, then put the R START/IGNITION switch in the START position.

(a) Wait for 120 seconds.

(b) If there is a fault with the R START/IGNITION switch in the START position, then do the fault isolation procedure below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airlines policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Make sure the applicable R EEC MAINT POWER switch is in the NORM position.

(2) Replace the R START/IGNITION switch, S80200.

(a) Do the repair confirmation procedure at the end of this task.

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(3) Do this wiring check between the R START/IGNITION switch, S80200 and the input/output modules M003 and M004 in the left and right AIMS cabinets, M31101 and M31201 (WDM 74-11-21).

(a) Disconnect the electrical connector, DS80200 from the R START/IGNITION switch, S80200.

(b) Remove the input/output modules, M003 and M004 from the left and right AIMS cabinets, M31101 and M31201 (AMM TASK 31-41-11-000-801).

(c) Do a check for electrical continuity between these pins:

DS80200	**Left AIMS Cabinet, J240-A**
pin 28	pin D15
DS80200	**Left AIMS Cabinet, J250-A**
pin 28	pin D15
DS80200	**Right AIMS Cabinet, J240-A**
pin 28	pin E12
DS80200	**Right AIMS Cabinet, J250-A**
pin 28	pin E12

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

1) Repair the wiring as necessary.

2) Re-connect connector DS80200.

3) Re-install the input/output modules, M003 and M004 into the left and right AIMS cabinets, M31101 and M31201 (AMM TASK 31-41-11-400-801).

4) Do the repair confirmation procedure at the end of this task.

(e) If you do not find a problem with the wiring, then do these steps:

1) Re-connect connector DS80200.

2) Re-install the input/output modules, M003 and M004 into the left and right AIMS cabinets, M31101 and M31201 (AMM TASK 31-41-11-400-801).

3) Continue with the subsequent step of this procedure.

(4) Replace the input/output modules M003 and M004 on the left AIMS cabinet, M31101.

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) Do the repair confirmation procedure at the end of this task.

(5) Replace the input/output modules M003 and M004 on the right AIMS cabinet, M31201.

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) Do the repair confirmation procedure at the end of this task.

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E. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Make sure the R START/IGNITION switch in the NORM position.

(3) Set the R EEC MAINT POWER switch to the TEST position.

(a) Wait for 120 seconds.

(b) If the fault shows ACTIVE with the R START/IGNITION switch in the NORM position, then set the R EEC MAINT POWER switch to the NORM position and continue with the subsequent step of this fault isolation procedure.

(c) If the fault shows NOT ACTIVE (or the message does not show) with the R START/IGNITION switch in the NORM position, then do these steps:

1) Set the R START/IGNITION switch to the START position.

2) Wait for 120 seconds.

3) If the fault shows ACTIVE with the R START/IGNITION switch in the START position, then set the R EEC MAINT POWER switch on the Overhead Maintenance Panel, P61, to the NORM position and continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

849. Left EEC Reset Signals Disagree - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-35491.

B. Description

(1) This message is set when the left engine EEC detects that the channel A and channel B reset signals disagree. This message can be set when the signals disagree for at least 5 seconds and the fault will be cleared when the signals agree for 5 seconds.

C. Initial Evaluation

(1) Set the L EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(2) If the maintenance message was not set, then do these steps:

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

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	5	C28001	L ENGINE FUEL SPAR VALVE

(b) Set the L FUEL CONTROL switch, on the P10 control stand, to the RUN position.

1) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

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2) If the MAT shows NOT ACTIVE for the maintenance message, or the message does not show, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(c) Set the L FUEL CONTROL switch to the CUTOFF position.

(d) Remove the safety tag and close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	5	C28001	L ENGINE FUEL SPAR VALVE

D. Fault Isolation Procedure

(1) Replace the left engine reset/fuel spar relay, K76102 (WDM 76-21-11).

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the left engine EEC reset/IDG disconnect relay, K76105 (WDM 76-21-11)

(a) Do the repair confirmation procedure at the end of this task.

(3) Do a wiring check between the left engine reset/fuel spar relay, K76102 and the left engine EEC, M73003:

(a) Remove the left engine reset/fuel spar relay, K76102 from the left power management panel, P110.

(b) Remove connector DM73003C from the left engine EEC, M73003.

(c) Do a wiring check between these pins of the relay socket DK76102 and the left engine EEC connector, DM73003C.

DK76102		DM73003C
pin B3	. . . . .	pin c
pin B2	. . . . .	pin v

1) Repair the wiring.

2) Re-install the left engine EEC reset/fuel spar relay, K76102.

3) Re-connect the connector DM73003C to the left engine EEC, M73003.

4) Do the repair confirmation at the end of this task.

(d) If you do not find a problem with the wiring, then do these steps:

1) Re-install the left engine EEC reset/fuel spar relay, K76102.

2) Re-connect the connector DM73003C to the left engine EEC, M73003.

3) Continue with the subsequent step of this procedure.

(4) Do a wiring check between the left engine EEC reset/IDG disconnect relay, K76105 and the left engine EEC, M73003:

(a) Remove the left engine EEC reset/IDG disconnect relay, K76105 from the left power management panel, P110.

(b) Remove connector DM73003D from the left engine EEC, M73003.

(c) Do a wiring check between these pins of the relay socket DK76105 and the left engine EEC connector, DM73003D.

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DK76105	DM73003D
pin A3	pin c
pin A2	pin v

1) Repair the wiring.
2) Re-install the left engine EEC reset/IDG disconnect relay, K76105.
3) Re-connect the connector DM73003D to the left engine EEC, M73003.
4) Do the repair confirmation at the end of this task.

(d) If you do not find a problem with the wiring, then do these steps:
1) Re-install the left engine EEC reset/IDG disconnect relay, K76105.
2) Re-connect the connector DM73003D to the left engine EEC, M73003.
3) Continue with the subsequent step of this procedure.

(5) Do a wiring check between the left engine EEC CH A reset disconnect relay, K76106, to connector D11016P from the left power management panel, P110.
(a) Remove the left engine EEC CH A reset disconnect relay, K76106 from the left power management panel, P110.
(b) Remove connector D11016P from the left power management panel, P110.
(c) Do a wiring check between these pins of the relay socket DK76106 and connector D11016P.

DK76106	D11016P
pin X1	pin 10
pin X2	pin 12

1) Repair the wiring.
2) Re-install the left engine EEC CH A reset disconnect relay, K76106.
3) Re-connect the connector D11016P to the left power management panel, P110.
4) Do the repair confirmation at the end of this task.

(d) If you do not find a problem with the wiring, then do these steps:
1) Re-install the left engine EEC CH A reset disconnect relay, K76106.
2) Re-connect the connector D11016P to the left power management panel, P110.
3) Continue with the subsequent step of this procedure.

(6) Do a wiring check between the left engine EEC CH B reset disconnect relay, K76108, to connector D11046P from the left power management panel, P110.
(a) Remove the left engine EEC CH B reset disconnect relay, K76108 from the left power management panel, P110.
(b) Remove connector D11046P from the left power management panel, P110.
(c) Do a wiring check between these pins of the relay socket DK76108 and the connector, D11046P.

DK76108	D11046P
pin X1	pin 3
pin X2	pin 7

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1) Repair the wiring.
2) Re-install the left engine EEC CH B reset disconnect relay, K76108.
3) Re-connect the connector D11046P to the left power management panel, P110.
4) Do the repair confirmation at the end of this task.

(d) If you do not find a problem with the wiring, then do these steps:
1) Re-install the left engine EEC CH B reset disconnect relay, K76108.
2) Re-connect the connector D11046P to the left power management panel, P110.
3) Continue with the subsequent step of this procedure.

(7) Replace the Left Engine Fuel Control switch, S76100 (WDM 76-21-11).

These are the tasks:

Engine Fuel Control Module Removal, AMM TASK 76-11-09-000-801-H01

Engine Fuel Control Module Installation, AMM TASK 76-11-09-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(8) If the fault continues, replace the left engine EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the L EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(a) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

(2) If the MAT shows NOT ACTIVE for the maintenance message, or the maintenance message does not show, then do these steps:

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

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	5	C28001	L ENGINE FUEL SPAR VALVE

(b) Set the L FUEL CONTROL switch, on the P10 control stand, to the RUN position.

1) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.
2) If the MAT shows NOT ACTIVE for the maintenance message, or the message does not show, then you corrected the fault.

(c) Set the L FUEL CONTROL switch to the CUTOFF position.

(d) Remove the safety tag and close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	5	C28001	L ENGINE FUEL SPAR VALVE

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(e) Set the L EEC MAINT POWER switch on the overhead maintenance panel, P61, to the NORM position.

——— END OF TASK ———

850. Fuel Control Switch (Left) Hardwired Position Signals Do Not Agree With AIMS - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-35501.

B. Description

(1) This message is set when the position of the left fuel control switch reported by AIMS does not agree with the hardwired signal from the switch. This message can be set whenever the EEC is powered and channel A and channel B hardwire signals agree. The fault is cleared after the AIMS and hardwired signals agree for 5 seconds.

C. Initial Evaluation

(1) Set the L EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(2) If the maintenance message was not set, then do these steps:

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

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	5	C28001	L ENGINE FUEL SPAR VALVE

(b) Set the L FUEL CONTROL switch, on the P10 control stand, to the RUN position.

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 the message does not show, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(c) Set the L FUEL CONTROL switch to the CUTOFF position.

(d) Remove the safety tag and close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	5	C28001	L ENGINE FUEL SPAR VALVE

D. Fault Isolation Procedure

(1) Look on the MAT for any maintenance messages related to the airplane information management system (AIMS).

(a) If you find maintenance messages related to AIMS, do the fault isolation for the messages you find.

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(b) If you do not find any maintenance messages related to AIMS, or if the fault continues, continue with this fault isolation procedure.

(2) Replace the left engine reset/fuel spar relay, K76102 (WDM 76-21-11).

(a) Do the repair confirmation procedure at the end of this task.

(3) Do a wiring check between the left engine reset/fuel spar relay, K76102 and the left and right AIMS cabinets, M31101 and M31201 (WDM 76-21-11)(WDM 31-41-16):

(a) Remove connector D11031P from the left power management panel, P110.

(b) Remove the Input/Output Modules M008 and M009 from the left and right AIMS cabinets (AMM TASK 31-41-11-000-801).

1) Do a check of the wiring between the left AIMS cabinet connector J410-A, pin C19, left AIMS cabinet connector J420-A, pin C19 and connector D11031P, pin 49.

2) Do a check of the wiring between the right AIMS cabinet connector J410-A, pin E15, right AIMS cabinet connector J420-A, pin E15 and connector D11031P, pin 49.

3) If you find problems with the wiring, do these steps:

a) Repair the wiring problems that you find.

b) Re-connect connector D11031P to the left power management panel, P110.

c) Re-install the Input/Output Modules M008 and M009 into the left and right AIMS cabinet (AMM TASK 31-41-11-400-801).

d) Do the repair confirmation at the end of this task.

(c) If you do not find a problem with the wiring, or if the fault continues, then do these steps:

1) Remove the left engine reset/fuel spar relay, K76102 from the left power management panel, P110.

2) Disconnect connector D11031P from the left power management panel, P110.

3) Do a wiring check in the P110 power management panel between pin A2 on the left engine reset/fuel spar relay receptacle, DK76102, and connector D11031P, pin 49.

4) Do a wiring check in the P110 power management panel between pin A1 on the left engine reset/fuel spar relay receptacle, DK76102, and ground.

5) Repair the problems that you find.

6) Re-install the left engine reset/fuel spar relay, K76102 to the left power management panel, P110.

7) Re-connect connector D11031P to the left power management panel, P110.

8) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Set the L EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(a) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

(2) If the MAT shows NOT ACTIVE for the maintenance message, or the maintenance message does not show, then do these steps:

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

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	5	C28001	L ENGINE FUEL SPAR VALVE

(b) Set the L FUEL CONTROL switch, on the P10 control stand, to the RUN position.

1) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

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

(c) Set the L FUEL CONTROL switch to the CUTOFF position.

(d) Remove the safety tag and close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	5	C28001	L ENGINE FUEL SPAR VALVE

(e) Set the L EEC MAINT POWER switch on the overhead maintenance panel, P61, to the NORM position.

——— END OF TASK ———

851. Right EEC Reset Signals Disagree - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-35492.

B. Description

(1) This message is set when the right engine EEC detects that the channel A and channel B reset signals disagree. This message can be set when the signals disagree for at least 5 seconds and the fault will be cleared when the signals agree for 5 seconds.

C. Initial Evaluation

(1) Set the R EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(2) If the maintenance message was not set, then do these steps:

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

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	19	C28002	R ENGINE FUEL SPAR VALVE

(b) Set the R FUEL CONTROL switch, on the P10 control stand, to the RUN position.

1) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

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2) If the MAT shows NOT ACTIVE for the maintenance message, or the message does not show, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(c) Set the R FUEL CONTROL switch to the CUTOFF position.

(d) Remove the safety tag and close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	19	C28002	R ENGINE FUEL SPAR VALVE

D. Fault Isolation Procedure

(1) Replace the right engine reset/fuel spar relay, K76202 (WDM 76-21-12).

(a) Do the repair confirmation procedure at the end of this task.

(2) Replace the right engine EEC reset/IDG disconnect relay, K76205 (WDM 76-21-12).

(a) Do the repair confirmation procedure at the end of this task.

(3) Do a wiring check between the right engine reset/fuel spar relay, K76202 and the right engine EEC, M73003:

(a) Remove the right engine reset/fuel spar relay, K76202 from the right power management panel, P210.

(b) Remove connector DM73003C from the right engine EEC, M73003.

(c) Do a wiring check between these pins of the relay socket DK76202 and the right engine EEC connector, DM73003C.

DK76202		DM73003C
pin B3	. . . . .	pin c
pin B2	. . . . .	pin v

1) Repair the wiring.

2) Re-install the right engine EEC reset/fuel spar relay, K76202.

3) Re-connect the connector DM73003C to the right engine EEC, M73003.

4) Do the repair confirmation at the end of this task.

(d) If you do not find a problem with the wiring, then do these steps:

1) Re-install the right engine EEC reset/fuel spar relay, K76202.

2) Re-connect the connector DM73003C to the right engine EEC, M73003.

3) Continue with the subsequent step of this procedure.

(4) Do a wiring check between the right engine EEC reset/IDG disconnect relay, K76205 and the right engine EEC, M73003:

(a) Remove the right engine EEC reset/IDG disconnect relay, K76205 from the right power management panel, P210.

(b) Remove connector DM73003D from the right engine EEC, M73003.

(c) Do a wiring check between these pins of the relay socket DK76205 and the right engine EEC connector, DM73003D.

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DK76205	DM73003D
pin A3	pin c
pin A2	pin v

1) Repair the wiring.
2) Re-install the right engine EEC reset/IDG disconnect relay, K76205.
3) Re-connect the connector DM73003D to the right engine EEC, M73003.
4) Do the repair confirmation at the end of this task.

(d) If you do not find a problem with the wiring, then do these steps:
1) Re-install the right engine EEC reset/IDG disconnect relay, K76205.
2) Re-connect the connector DM73003D to the right engine EEC, M73003.
3) Continue with the subsequent step of this procedure.

(5) Do a wiring check between the left engine EEC CH A reset disconnect relay, K76206, to the connector D21016P and D21031P from the right power management panel, P210.

(a) Remove the right engine EEC CH A reset disconnect relay, K76206 from the right power management panel, P210.

(b) Remove connectors D21016P and D21031P from the right power management panel, P210.

(c) Do a wiring check between these pins of the relay socket DK76206 and the connector D21016P.

DK76206	D21016P
pin X1	pin 5

(d) Do a wiring check between these pins of the relay socket DK76206 and the connector D21031P.

DK76206	D21031P
pin X2	pin 8

1) Repair the wiring.
2) Re-install the right engine EEC CH A reset disconnect relay, K76206.
3) Re-connect the connectors D21016P and D21031P to the right power management panel, P210.
4) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, then do these steps:
1) Re-install the right engine EEC CH A reset disconnect relay, K76206.
2) Re-connect the connectors D21016P and D21031P to the right power management panel, P210.
3) Continue with the subsequent step of this procedure.

(6) Do a wiring check between the left engine EEC CH B reset disconnect relay, K76208, to connectors D21046P and D21039P from the right power management panel, P210.

(a) Remove the right engine EEC CH B reset disconnect relay, K76208 from the right power management panel, P210.

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(b) Remove connectors D21046P and D21039P from the right power management panel, P210.

(c) Do a wiring check between these pins of the relay socket DK76208 and the connectors D21046P from the right power management panel, P210.

DK76208		D21046P
pin X1	. . . . .	pin 2

(d) Do a wiring check between these pins of the relay socket DK76208 and the connector D21039P from the right power management panel, P210.

DK76208		D21039P
pin X2	. . . . .	pin 4

(e) Do a wiring check between these pins of the relay socket DK76208 and the DK76205 from the right power management panel, P210.

DK76208		DK76205
pin X1	. . . . .	pin Y1
pin X1	. . . . .	pin X1

1) Repair the wiring.
2) Re-install the right engine EEC CH B reset disconnect relay, K76206.
3) Re-connect the connectors D21046P and D21039P to the right power management panel, P210.
4) Re-connect the relay socket DK76208 and the DK76205 to the right power management panel, P210.
5) Do the repair confirmation at the end of this task.

(f) If you do not find a problem with the wiring, then do these steps:

1) Re-install the right engine EEC CH B reset disconnect relay, K76206.
2) Re-connect the connectors D21046P and D21039P from the right power management panel, P210.
3) Re-connect the relay socket DK76208 and the DK76205 to the right power management panel, P210.
4) Continue with the subsequent step of this procedure.

(7) Replace the Right Engine Fuel Control switch, S76200 (WDM 76-21-12).

These are the tasks:

Engine Fuel Control Module Removal, AMM TASK 76-11-09-000-801-H01

Engine Fuel Control Module Installation, AMM TASK 76-11-09-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(8) If the fault continues, replace the right engine EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

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E. Repair Confirmation

(1) Set the R EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(a) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

(2) If the MAT shows NOT ACTIVE for the maintenance message, or the maintenance message does not show, then do these steps:

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

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	19	C28002	R ENGINE FUEL SPAR VALVE

(b) Set the R FUEL CONTROL switch, on the P10 control stand, to the RUN position.

1) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

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

(c) Set the R FUEL CONTROL switch to the CUTOFF position.

(d) Remove the safety tag and close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	19	C28002	R ENGINE FUEL SPAR VALVE

(e) Set the R EEC MAINT POWER switch on the overhead maintenance panel, P61, to the NORM position.

——— END OF TASK ———

852. Fuel Control Switch (Right) Hardwired Position Signals Do Not Agree With AIMS - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-35502.

B. Description

(1) This message is set when the position of the right fuel control switch reported by AIMS does not agree with the hardwired signal from the switch. This message can be set whenever the EEC is powered and channel A and channel B hardwire signals agree. The fault is cleared after the AIMS and hardwired signals agree for 5 seconds.

C. Initial Evaluation

(1) Set the R EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(2) If the maintenance message was not set, then do these steps:

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

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	19	C28002	R ENGINE FUEL SPAR VALVE

(b) Set the R FUEL CONTROL switch, on the P10 control stand, to the RUN position.

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 the message does not show, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(c) Set the R FUEL CONTROL switch to the CUTOFF position.

(d) Remove the safety tag and close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	19	C28002	R ENGINE FUEL SPAR VALVE

D. Fault Isolation Procedure

(1) Look on the MAT for any maintenance messages related to the airplane information management system (AIMS).

(a) If you find maintenance messages related to AIMS, do the fault isolation for the messages you find.

(b) If you do not find any maintenance messages related to AIMS, or if the fault continues, continue with this fault isolation procedure.

(2) Replace the right engine reset/fuel spar relay, K76202 (WDM 76-21-12).

(a) Do the repair confirmation procedure at the end of this task.

(3) Do a wiring check between the right engine reset/fuel spar relay, K76202 and the left and right AIMS cabinets, M31101 and M31201 (WDM 76-21-12)(WDM 31-41-16):

(a) Remove connector D21032 from the right power management panel, P210.

(b) Remove the Input/Output Modules M003 and M004 from the left and right AIMS cabinets (AMM TASK 31-41-11-000-801).

1) Do a check of the wiring between the left AIMS cabinet connector J240-A, pin E11, left AIMS cabinet connector J250-A, pin E11 and connector D21032P, pin 45.

2) Do a check of the wiring between the right AIMS cabinet connector J240-A, pin D7, right AIMS cabinet connector J250-A, pin D7 and connector D21032P, pin 45.

3) If you find problems with the wiring, do these steps:

a) Repair the wiring problems that you find.

b) Re-connect connector D21032P to the right power management panel, P210.

c) Re-install the Input/Output Modules M003 and M004 into the left and right AIMS cabinet (AMM TASK 31-41-11-400-801).

d) Do the repair confirmation at the end of this task.

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(c) If you do not find a problem with the wiring, or if the fault continues, then do these steps:

1) Remove the right engine reset/fuel spar relay, K76202 from the right power management panel, P210.
2) Disconnect connector D21032P from the right power management panel, P210.
3) Do a wiring check in the P210 power management panel between pin A2 on the right engine reset/fuel spar relay receptacle, DK76202, and connector D21032P, pin 45.
4) Do a wiring check in the P210 power management panel between pin A1 on the right engine reset/fuel spar relay receptacle, DK76202, and ground.
5) Repair the problems that you find.
6) Re-install the right engine reset/fuel spar relay, K76202 to the right power management panel, P210.
7) Re-connect connector D21032P to the right power management panel, P210.
8) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Set the R EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(a) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

(2) If the MAT shows NOT ACTIVE for the maintenance message, or the maintenance message does not show, then do these steps:

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

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	19	C28002	R ENGINE FUEL SPAR VALVE

(b) Set the R FUEL CONTROL switch, on the P10 control stand, to the RUN position.

1) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.
2) If the MAT shows NOT ACTIVE for the maintenance message, or the message does not show, then you corrected the fault.

(c) Set the R FUEL CONTROL switch to the CUTOFF position.

(d) Remove the safety tag and close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	19	C28002	R ENGINE FUEL SPAR VALVE

(e) Set the R EEC MAINT POWER switch on the overhead maintenance panel, P61, to the NORM position.

——— END OF TASK ———

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853. Communications Path between EEC (L Eng, Ch A or L Eng, Ch B) and Systems Bus (L, C1, C2) is Failed - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35431, 73-35441, 73-35451, 73-35461, 73-35471, 73-35481.

B. Description

(1) This message occurs when the data path between the EEC channel A or channel B and local bus (L, C1, C2), through the EDIU, is failed.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation at the end of this task.

(2) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(3) Disconnect the applicable connector from the E1-5 shelf.

(4) Do a wiring check between these pins of the applicable connectors at the E1-5 shelf and the applicable EDIU connector (WDM 73-21-13).

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L 629 BUS TO EEC CH A OR B	**D4340J**	**DM73103AF**
	40	4T
	41	4TR
	20	6T
	21	6TR

L 629 BUS TO EEC CH A OR B	**D4340J**	**DM73103AC**
	35	4T
	36	4TR
	17	5T
	18	5TR

C1 629 BUS TO EEC CH A OR B	**D4813J**	**DM73103AF**
	2	1T
	9	1TR
	10	3T
	22	3TR

C1 629 BUS TO EEC CH A OR B	**D4813J**	**DM73103AF**
	12	2T
	13	2TR
	24	5T
	25	5TR

C2 629 BUS TO EEC CH A OR B	**D4952J**	**DM73103AC**
	13	1T
	14	1TR
	3	2T
	12	2TR

C2 629 BUS TO EEC CH A OR B	**D4952J**	**DM73103AC**
	7	3T
	8	3TR
	1	6T
	9	6TR

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(5) If you find a problem with the wiring, repair the wiring as necessary.

(a) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(b) Reconnect the applicable connector to the E1-5 self.

(c) Do the repair confirmation at the end of this task.

(6) If you do not find a problem with the wiring, do a wiring check between these pins of the applicable connectors at the E1-5 shelf and the applicable ARINC 629 coupler (WDM 73-21-13).

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L 629 BUS TO EEC CH A OR B	**D4340J**	**B73101**
	40	5
	41	4
	20	2
	21	1

L 629 BUS TO EEC CH A OR B	**D4340J**	**B73103**
	35	5
	36	4
	17	2
	18	1

C1 629 BUS TO EEC CH A OR B	**D4813J**	**B73102**
	2	5
	9	4
	10	2
	22	1

C1 629 BUS TO EEC CH A OR B	**D4813J**	**B73105**
	12	5
	13	4
	24	2
	25	1

C2 629 BUS TO EEC CH A OR B	**D4952J**	**B73106**
	13	5
	14	4
	3	2
	12	1

C2 629 BUS TO EEC CH A OR B	**D4952J**	**B73104**
	7	5
	8	4
	1	2
	9	1

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(7) If you find a problem with the wiring, repair the wiring as necessary.

(a) Re-connect the applicable connectors to the E1-5 shelf.

(b) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(c) Do the repair confirmation at the end of this task.

(8) If you do not find a problem with the wiring, do a wiring check between these pins of the left EEC, M73003 and the left EDIU, M73103 (WDM 73-21-13).

EEC CH A	**DM73103AA**	**DM73003C**
	A1	K
	A2	L
	C1	AA
	C2	m
EEC CH A	**DM73103AD**	**DM73003C**
	K1	N
	K2	M
	H1	k
	H2	z
EEC CH B	**DM73103AA**	**DM73003D**
	A4	N
	B4	M
	C5	k
	D5	z
EEC CH B	**DM73103AD**	**DM73003D**
	J4	K
	K4	L
	G5	g
	H5	h

(9) If you find a problem with the wiring, repair the wiring as necessary.

(a) Re-connect the applicable connectors.

(b) Re-install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

(c) Do the repair confirmation at the end of this task.

(10) If you do not find a problem with the wiring, re-connect the applicable connectors, and replace the left EDIU, M73103.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

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(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

——— END OF TASK ———

854. Communications Path between EEC (R Eng, Ch A or R Eng, Ch B) and Systems Bus (R, C1, C2) is Failed - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35432, 73-35442, 73-35452, 73-35462, 73-35472, 73-35482.

B. Description

(1) This message occurs when the data path between the EEC channel A or channel B and local bus (R, C1, C2), through the EDIU, is failed.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(5) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation at the end of this task.

(2) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(3) Disconnect the applicable connector from the E4-1 shelf.

(4) Do a wiring check between these pins of the applicable connectors at the E4-1 shelf and the applicable EDIU connector (WDM 73-21-23).

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R 629 BUS TO EEC CH A OR B	**D4645J**	**DM73203AC**
	28	4T
	29	4TR
	12	5T
	13	5TR

R 629 BUS TO EEC CH A OR B	**D4645J**	**DM73203AF**
	32	4T
	33	4TR
	15	6T
	16	6TR

C1 629 BUS TO EEC CH A OR B	**D4648J**	**DM73203AC**
	32	3T
	33	3TR
	15	6T
	16	6TR

C1 629 BUS TO EEC CH A OR B	**D4648J**	**DM73203AC**
	28	1T
	29	1TR
	12	2T
	13	2TR

C2 629 BUS TO EEC CH A OR B	**D4953J**	**DM73203AF**
	7	2T
	8	2TR
	1	5T
	9	5TR

C2 629 BUS TO EEC CH A OR B	**D4953J**	**DM73203AF**
	13	1T
	14	1TR
	3	3T
	12	3TR

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(5) If you find a problem with the wiring, repair the wiring as necessary.

(a) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(b) Reconnect the applicable connector to the E4-1 self.

(c) Do the repair confirmation at the end of this task.

(6) If you do not find a problem with the wiring, do a wiring check between these pins of the applicable connectors at the E4-1 shelf and the applicable ARINC 629 coupler (WDM 73-21-23).

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R 629 BUS TO EEC CH A OR B	**D4645J**	**B73203**
	28	5
	29	4
	12	2
	13	1
R 629 BUS TO EEC CH A OR B	**D4645J**	**B73201**
	32	5
	33	4
	15	2
	16	1
C1 629 BUS TO EEC CH A OR B	**D4648J**	**B73202**
	32	5
	33	4
	15	2
	16	1
C1 629 BUS TO EEC CH A OR B	**D4648J**	**B73205**
	28	5
	29	4
	12	2
	13	1
C2 629 BUS TO EEC CH A OR B	**D4953J**	**B73204**
	7	5
	8	4
	1	2
	9	1
C2 629 BUS TO EEC CH A OR B	**D4953J**	**B73206**
	13	5
	14	4
	3	2
	12	1

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(7) If you find a problem with the wiring, repair the wiring as necessary.

(a) Re-connect the applicable connectors to the E4-1 shelf.

(b) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(c) Do the repair confirmation at the end of this task.

(8) If you do not find a problem with the wiring, do a wiring check between these pins of the right EEC, M73003 and the right EDIU, M73203 (WDM 73-21-23).

EEC CH A	**DM73203AA**	**DM73003C**
	A1	K
	A2	L
	C1	AA
	C2	m

EEC CH A	**DM73203AD**	**DM73003C**
	K1	N
	K2	M
	H1	k
	H2	z

EEC CH B	**DM73203AA**	**DM73003D**
	A4	N
	B4	M
	C5	k
	D5	z

EEC CH B	**DM73203AD**	**DM73003D**
	J4	K
	K4	L
	G5	g
	H5	h

(9) If you find a problem with the wiring, repair the wiring as necessary.

(a) Re-connect the applicable connectors.

(b) Re-install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

(c) Do the repair confirmation at the end of this task.

(10) If you do not find a problem with the wiring, re-connect the applicable connectors, and replace the right EDIU, M73203.

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation at the end of this task.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position.

(2) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

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(3) Stop for 120 seconds.

(4) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

END OF TASK

855. EDIU Computed N1 Speed Disagrees with N1 Speed from the Left (Right) Engine - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08091, 73-08092.

B. Description

(1) The N1 speed computed by the EDIU disagrees with the N1 speed provided to the EDIU by the engine.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Do these steps to clear the maintenance message and, if the EICAS message THRUST ASYM COMP shows, to erase the EICAS message.

NOTE: You must clear the maintenance message, and if the EICAS message THRUST ASYM COMP shows, you must erase the EICAS message to determine if the fault is intermittent. After you clear the maintenance message and erase the EICAS message, continue with the INITIAL EVALUATION.

(a) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

(b) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(c) Continue with the initial evaluation.

(3) Start the applicable engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screens on the MAT.

(b) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(c) If the maintenance message shows NOT ACTIVE, or does not show, check the MAT for any maintenance messages related to the engine N1 speed.

1) If any maintenance messages related to the engine N1 speed are shown, do the troubleshooting for those messages.

(4) If the MAT shows NOT ACTIVE for the maintenance message during the engine operation, and no N1 speed messages show, or, if the message does not show, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline's policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

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(5) Stop the engine (AMM TASK 71-00-00-800-837-H00).

D. Fault Isolation Procedure

(1) Remove the connector DM77005 from the N1 speed sensor, M77005.

(2) Measure the resistances between these pairs of pins on the sensor:

DM77005	DM77005	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

(3) If the resistance is not in the range specified for each pair of pins, replace the N1 speed sensor, M77005.

These are the tasks:

N1 Speed Sensor Removal, AMM TASK 77-12-01-000-801-H01

N1 Speed Sensor Installation, AMM TASK 77-12-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(4) If the resistance is in the range specified for each pair of pins, do this check of the wiring:

(a) Remove the left (right) EDIU, M73103 (M73203) (AMM TASK 73-21-22-000-804-H00).

(b) Remove the left (right) AVM, M77102 (M77202) (AMM TASK 77-31-03-000-803-H00).

(c) Remove the Input/Output Modules M008, M009 (M003, M004) from the left and right AIMS cabinets (AMM TASK 31-41-11-000-801).

(d) Do a check for electrical continuity between all of these pins:

1) Left AIMS Cabinet, M31101, connector J410-B (J240-B), pin F12

2) Left AIMS Cabinet, M31101, connector J420-B (J250-B), pin F12

3) Right AIMS Cabinet, M31201, connector J410-B (J240-B), pin F12

4) Right AIMS Cabinet, M31201, connector J420-B (J250-B), pin F12

5) Left (Right) AVM SCU, M77102, (M77202) connector DM77102AC (DM77202AC), pin A7

6) Left (Right) EDIU, M73103 (M73203), connector DM73103AB (DM73203AB), pin F2

7) Left (Right) Engine N1 Speed Sensor, M77005, connector DM77005, pin 1

(e) Do a check for electrical continuity between all of these pins:

1) Left AIMS Cabinet, M31101, connector J410-B (J240-B), pin G13

2) Left AIMS Cabinet, M31101, connector J420-B (J250-B), pin G13

3) Right AIMS Cabinet, M31201, connector J410-B (J240-B), pin G13

4) Right AIMS Cabinet, M31201, connector J420-B (J250-B), pin G13

5) Left (Right) AVM SCU, M77102 (M77202), connector DM77102AC (DM77202AC), pin C7

6) Left (Right) EDIU, M73103 (M73203), connector DM73103AB (DM73203AB), pin D2

7) Left (Right) Engine N1 Speed Sensor, M77005, connector DM77005, pin 2

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

1) Repair the wiring.

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2) Install the left (right) EDIU, M73103 (M73203) (AMM TASK 73-21-22-400-808-H00).

3) Install the left (right) AVM, M77102 (M77202) (AMM TASK 77-31-03-400-804-H00).

4) Re-install the Input/Output Modules M008, M009 (M003, M004) into the left and right AIMS cabinet (AMM TASK 31-41-11-400-801).

5) Reconnect connector DM77005 to the left engine N1 speed sensor, M77005.

6) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

(a) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(b) Continue with the repair confirmation.

(3) Start the engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

(b) If the maintenance message does not show, then you have corrected the fault.

(c) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

856. EDIU Analog N1 Input Failure on the Left (Right) Engine - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08111, 73-08112.

B. Description

(1) The left (right) EDIU has an out of range analog N1 speed input signal from the N1 speed sensor on the left (right) engine.

C. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Do these steps to clear the maintenance message and, if the EICAS message THRUST ASYM COMP shows, to erase the EICAS message.

NOTE: You must clear the maintenance message, and if the EICAS message THRUST ASYM COMP shows, you must erase the EICAS message to determine if the fault is intermittent. After you clear the maintenance message and erase the EICAS message, continue with the INITIAL EVALUATION.

(a) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

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(b) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(c) Continue with the initial evaluation.

(3) Start the applicable engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screens on the MAT.

(b) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure that is shown below:

(c) If the maintenance message shows NOT ACTIVE, or does not show, check the MAT for any maintenance messages related to the engine N1 speed.

1) If any maintenance messages related to the engine N1 speed are shown, do the troubleshooting for those messages.

(4) If the MAT shows NOT ACTIVE for the maintenance message during the engine operation, and no N1 speed messages show, or, if the message does not show, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline's policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

(5) Stop the engine (AMM TASK 71-00-00-800-837-H00).

D. Fault Isolation Procedure

(1) Remove the connector DM77005 from the N1 speed sensor, M77005.

(2) Measure the resistances between these pairs of pins on the sensor:

DM77005	DM77005	
1	2	5-200 ohms
1	GND	>100K ohms
2	GND	>100K ohms

(3) If the resistance is not in the range specified for each pair of pins, replace the N1 speed sensor, M77005.

These are the tasks:

N1 Speed Sensor Removal, AMM TASK 77-12-01-000-801-H01

N1 Speed Sensor Installation, AMM TASK 77-12-01-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

(4) If the resistance is in the range specified for each pair of pins, do this check of the wiring:

(a) Remove the left (right) EDIU, M73103 (M73203) (AMM TASK 73-21-22-000-804-H00).

(b) Remove the left (right) AVM, M77102 (M77202) (AMM TASK 77-31-03-000-803-H00).

(c) Remove the Input/Output Modules M008, M009 (M003, M004) from the left and right AIMS cabinets (AMM TASK 31-41-11-000-801).

(d) Do a check for electrical continuity between all of these pins:

1) Left AIMS Cabinet, M31101, connector J410-B (J240-B), pin F12

2) Left AIMS Cabinet, M31101, connector J420-B (J250-B), pin F12

3) Right AIMS Cabinet, M31201, connector J410-B (J240-B), pin F12

4) Right AIMS Cabinet, M31201, connector J420-B (J250-B), pin F12

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5) Left (Right) AVM SCU, M77102, (M77202) connector DM77102AC (DM77202AC), pin A7
6) Left (Right) EDIU, M73103 (M73203), connector DM73103AB (DM73203AB), pin F2
7) Left (Right) Engine N1 Speed Sensor, M77005, connector DM77005, pin 1

(e) Do a check for electrical continuity between all of these pins:
1) Left AIMS Cabinet, M31101, connector J410-B (J240-B), pin G13
2) Left AIMS Cabinet, M31101, connector J420-B (J250-B), pin G13
3) Right AIMS Cabinet, M31201, connector J410-B (J240-B), pin G13
4) Right AIMS Cabinet, M31201, connector J420-B (J250-B), pin G13
5) Left (Right) AVM SCU, M77102 (M77202), connector DM77102AC (DM77202AC), pin C7
6) Left (Right) EDIU, M73103 (M73203), connector DM73103AB (DM73203AB), pin D2
7) Left (Right) Engine N1 Speed Sensor, M77005, connector DM77005, pin 2

(f) If you find a problem with the wiring, then do these steps:
1) Repair the wiring.
2) Install the left (right) EDIU, M73103 (M73203) (AMM TASK 73-21-22-400-808-H00).
3) Install the left (right) AVM, M77102 (M77202) (AMM TASK 77-31-03-400-804-H00).
4) Re-install the Input/Output Modules M008, M009 (M003, M004) into the left and right AIMS cabinet(AMM TASK 31-41-11-400-801).
5) Reconnect connector DM77005 to the left engine N1 speed sensor, M77005.
6) Do the repair confirmation procedure at the end of this task.

(5) If the problem continues, do these steps:
(a) Replace the left (right) EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(b) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) On the P5 panel, push the THRUST ASYM COMP switch twice.

NOTE: If the MAT shows NOT ACTIVE for the maintenance message, then cycling the THRUST ASYM COMP switch will clear the maintenance message. Cycling the switch will also remove a latch on the EICAS status message THRUST ASYM COMP, allowing you to erase the EICAS message.

(a) If the EICAS message THRUST ASYM COMP shows, then erase the EICAS message (AMM TASK 31-61-00-800-802).

(b) Continue with the repair confirmation.

(3) Start the engine and operate the engine to ground idle (AMM TASK 71-00-00-800-835-H00).

(a) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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(b) If the maintenance message does not show, then you have corrected the fault.

(c) Stop the engine (AMM TASK 71-00-00-800-837-H00).

——— END OF TASK ———

859. Airplane Model Data Invalid (L) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-35661.

B. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

C. Fault Isolation Procedure

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C2 of electrical connector DM73103AE at the E1-5 shelf and structure ground (WDM 73-21-13).

(c) Make sure there is an open circuit between pins E2 and A4 of electrical connector DM73103AE at the E1-5 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-13).

1) Install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C4 of electrical connector DM73103AE at the E1-5 shelf and structure ground (WDM 73-21-13).

(c) Make sure there is an open circuit between pins E4 and A4 of electrical connector DM73103AE at the E1-5 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-13).

1) Install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

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(3) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH C, then do these steps:

(a) Remove the left EDIU, M73103 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C6 of electrical connector DM73103AE at the E1-5 shelf and structure ground (WDM 73-21-13).

(c) Make sure there is an open circuit between pins E6 and A4 of electrical connector DM73103AE at the E1-5 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-13).

1) Install the left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new left EDIU, M73103 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(4) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation at the end of this task.

D. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

END OF TASK

860. Airplane Model Data Invalid (R) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-35662.

B. Initial Evaluation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

(a) Select the maintenance message and then select MAINTENANCE MESSAGE DATA.

(b) Make a record of the EDIU channel that shows with the DETECTED BY indication.

(c) Do the fault isolation procedure that is shown below.

(4) If the MAT shows NOT ACTIVE for the maintenance message (or the maintenance message does not show), then there was an intermittent fault.

C. Fault Isolation Procedure

(1) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH A, then do these steps:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

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(b) Make sure there is continuity between pin C4 of electrical connector DM73203AE at the E4-1 shelf and structure ground (WDM 73-21-23).

(c) Make sure there is an open circuit between pins E2 and A4 of electrical connector DM73203AE at the E4-1 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-23).

1) Install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(2) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH B, then do these steps:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C4 of electrical connector DM73203AE at the E4-1 shelf and structure ground (WDM 73-21-23).

(c) Make sure there is an open circuit between pins E4 and A4 of electrical connector DM73203AE at the E4-1 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-23).

1) Install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(3) IF THE MAINTENANCE MESSAGE IS DETECTED BY EDIU CH C, then do these steps:

(a) Remove the right EDIU, M73203 (AMM TASK 73-21-22-000-804-H00).

(b) Make sure there is continuity between pin C6 of electrical connector DM73203AE at the E4-1 shelf and structure ground (WDM 73-21-23).

(c) Make sure there is an open circuit between pins E6 and A4 of electrical connector DM73203AE at the E4-1 shelf and structure ground.

(d) If you find a problem with the wiring, repair the wiring as necessary (WDM 73-21-23).

1) Install the right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

2) Do the repair confirmation at the end of this task.

(e) If you do not find a problem with the wiring, install a new right EDIU, M73203 (AMM TASK 73-21-22-400-808-H00).

1) Do the repair confirmation at the end of this task.

(4) If the MAT shows ACTIVE for the maintenance message, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation at the end of this task.

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D. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

(2) Stop for 120 seconds.

(3) If the MAT shows ACTIVE for the maintenance message, then continue with the subsequent step of this fault isolation procedure.

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

END OF TASK

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801. Electronic Engine Control (EEC) is not powered - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-00001, 73-00002.

B. Description

(1) This message occurs when the airplane is on the ground without the engine running and the EEC MAINT POWER switch on the P61 panel is in the NORM position.

END OF TASK

803. Total Pressure Signal from the ADIRU is Invalid - Fault Isolation

A. Description

(1) The EDIU detects an invalid total pressure signal. The total pressure signal is calculated by the ADIRU and provided to the EDIU via the 629 bus.

B. Fault Isolation Procedure

(1) Examine the MAT for messages related to the air data inertial reference system (ADIRS).

(a) If you find a message related to the ADIRS, do the fault isolation for that message.

1) Do the repair confirmation procedure at the end of this task.

(b) If there are no ADIRS related messages, continue with the next step of this fault isolation procedure.

(2) If there are no ADIRS related messages, or if the fault continues, replace the ADIRU, M34001.

These are the tasks:

Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801

Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, replace the EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

C. Repair Confirmation

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

(a) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

END OF TASK

813. Autothrottle Arm Switch Position Signal from Left and Right Aims Disagree - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35601, 73-35602.

B. Description

(1) The EEC detects that the autothrottle arm switch position signals provided through the left and right AIMS disagree. This fault can be reported whenever the EEC is powered and the fault is cleared when the signals agree for 5 seconds.

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(2) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

C. Fault Isolation Procedure

(1) Examine the MAT for messages related to the autopilot flight director system (AFDS) or thrust management computer system (TMCS).

(a) If you find a message related to the AFDS or the TCMS, do the fault isolation for that message.

1) Do the repair confirmation procedure at the end of this task.

(b) If there are no AFDS or TCMS related messages, continue with the next step of this fault isolation procedure.

(2) Examine the MAT for messages related to the airplane information management system (AIMS).

(a) If you find a message related to the AIMS, do the fault isolation for that message.

1) Do the repair confirmation procedure at the end of this task.

(b) If there are no AIMS related messages, continue with the next step of this fault isolation procedure.

(3) If the fault continues, replace the EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

(4) If the fault continues, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

D. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

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

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

END OF TASK

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814. Engine Configuration Box Failure - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-33121, 73-33122.

B. Description

(1) The engine configuration box is failed.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Make sure the applicable EEC MAINT POWER switch is in the NORM position.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Disconnect electrical connector DP73706 at the engine configuration box, M73027 (WDM 73-21-73).

(a) Examine the connector and receptacle for missing, bent or damaged pins.

1) If damage is noted on the wiring harness, replace the harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01.

(b) If there is no obvious damage to the connector, clean the connector and receptacle.

(c) Re-connect the connector to the receptacle.

(d) Do the repair confirmation procedure at the end of this task.

(3) If the fault continutes, disconnect connector DP73706 at the configuration box, M73027, and disconnect connectors DP70707 and DP70808 at the EEC, M73003.

(a) Do a wiring check between these pins of connector DP73706 at the configuration box, M73027, and connector DP70707 at the EEC, M73003.

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DP70707	DP73706
pin H	pin 7
pin K	pin 19
pin q	pin 8
pin h	pin 2
pin k	pin 10
pin L	pin 9

(b) Do a wiring check between these pins of connector DP73706 at the configuration box, M73027, and connector DP70808 at the EEC, M73003.

DP70808	DP73706
pin q	pin 16
pin h	pin 15
pin k	pin 5
pin L	pin 14
pin H	pin 13
pin J	pin 4

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

1) Replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01.

2) Re-connect the connectors DP70707, DP70808 and DP73706.

3) Do the repair confirmation procedure at the end of this task.

(4) If the fault continues, replace the configuration box, M73027.

These are the tasks:

Configuration Type Box Removal, AMM TASK 73-21-21-000-801-H01

Configuration Type Box Installation, AMM TASK 73-21-21-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

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

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

——— END OF TASK ———

815. Engine Rating Plug Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-33151, 73-33152.

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B. Description

(1) The engine rating plug has failed.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Make sure the applicable EEC MAINT POWER switch is in the NORM position.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Remove the engine rating plug, M73025, from the electrical connector DP15 at the EEC, M73003 (AMM TASK 73-21-19-000-801-H01).

(a) Examine the engine rating plug, M73025, for missing, bent or damaged pins and sockets.

1) If there is damage to the engine rating plug, M73025, replace the rating plug.

These are the tasks:

Engine Rating Plug Removal, AMM TASK 73-21-19-000-801-H01

Engine Rating Plug Installation, AMM TASK 73-21-19-400-801-H01.

(b) Clean the engine rating plug connector and the EEC receptacle.

(c) Re-install the engine rating plug, M73025, to the receptacle (AMM TASK 73-21-19-400-801-H01).

(d) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, replace the engine rating plug, M73025.

These are the tasks:

Engine Rating Plug Removal, AMM TASK 73-21-19-000-801-H01

Engine Rating Plug Installation, AMM TASK 73-21-19-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

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

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(b) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

——— END OF TASK ———

816. Engine Rating Plug Parity Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-33141, 73-33142.

B. Description

(1) The engine rating plug has failed.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Make sure the applicable EEC MAINT POWER switch is in the NORM position.

CAUTION

REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Remove the engine rating plug, M73025, from the electrical connector DP15 at the EEC, M73003 (AMM TASK 73-21-19-000-801-H01).

(a) Examine the engine rating plug, M73025, for missing, bent or damaged pins and sockets.

1) If there is damage to the engine rating plug, M73025, replace the rating plug.

These are the tasks:

Engine Rating Plug Removal, AMM TASK 73-21-19-000-801-H01

Engine Rating Plug Installation, AMM TASK 73-21-19-400-801-H01.

(b) Clean the engine rating plug connector and the EEC receptacle.

(c) Re-install the engine rating plug, M73025, to the receptacle (AMM TASK 73-21-19-400-801-H01).

(d) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, replace the engine rating plug, M73025.

These are the tasks:

Engine Rating Plug Removal, AMM TASK 73-21-19-000-801-H01

Engine Rating Plug Installation, AMM TASK 73-21-19-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

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E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

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

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

——— END OF TASK ———

817. Air Data Module Monitor Signal Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35611, 73-35612.

B. Description

(1) The EEC detects that the air data module monitor signal provided through left and right AIMS is invalid. This fault can be reported whenever the EEC is powered and the fault is cleared when the signals agree for 5 seconds.

(2) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

C. Fault Isolation Procedure

(1) Examine the MAT for messages related to the air data intertial reference system (ADIRS).

(a) If you find a message related to the ADIRS, do the fault isolation for that message.

1) Do the repair confirmation procedure at the end of this task.

(b) If there are no ADIRS related messages, continue with the next step of this fault isolation procedure.

(2) Examine the MAT for messages related to the airplane information management system (AIMS).

(a) If you find a message related to the AIMS, do the fault isolation for that message.

1) Do the repair confirmation procedure at the end of this task.

(b) If there are no AIMS related messages, continue with the next step of this fault isolation procedure.

(3) If the fault continues, replace the EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

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(a) Do the repair confirmation procedure at the end of this task.

(4) If the fault continues, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

D. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

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

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

——— END OF TASK ———

818. Start/Ignition Switch Position Signals Disagree (Left Engine) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-35511.

B. Description

(1) The start switch position signal provided digitally to the EEC does not agree with the analog start switch position signal hardwired into the EEC. This fault can be reported whenever the EEC is powered and the fault is cleared when the start switch position signals agree for 5 seconds.

C. Initial Evaluation

(1) Set the EEC MAINT L ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, or the message does not show, then do these steps:

1) Open this circuit breaker and install safety tag:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	1	C80601	L ENG START VALVE

2) Set the L START/IGNITION switch on the overhead panel, P5, to the START position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

a) Set the L START/IGNITION switch on the overhead panel, P5, to the NORM position.

b) Do the fault isolation procedure below.

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4) If the MAT shows NOT ACTIVE for the maintenance message, there was an intermittent fault. Do these steps:

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

a) Set the L START/IGNITION switch on the overhead panel, P5, to the NORM position.

b) Remove the safety tag and close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	1	C80601	L ENG START VALVE

D. Fault Isolation Procedure

(1) Make sure the EEC MAINT L ENG POWER switch is in the NORM position.

(2) Replace the L START/IGNITION switch, S80100 on the cargo fire/engine control panel, P5 (WDM 80-11-11).

(a) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, do these steps to check the wiring between the L START/IGNITION switch connector, DS80100 and the left overhead panel card file, M23117 (WDM 80-11-11).

DS80100	DM23117K
pin 39	pin A6
pin 25	pin A5

(a) If you find a problem with the wiring, repair the problem, and do the repair confirmation procedure at the end of this task.

(4) If the fault continues, do these steps to check the wiring between the L START/IGNITION switch connector, DS80100 and the left engine EEC, M73003 (WDM 80-11-11).

DS80100	DM73003C
pin 31	pin W
pin 34	pin R-

(a) If you find a problem with the wiring, repair the problem, and do the repair confirmation procedure at the end of this task.

(5) If the fault continues, replace the left engine EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the EEC MAINT L ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

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(a) If the MAT shows ACTIVE for the maintenance message, then set the EEC MAINT L ENG POWER switch to the NORM position, and continue with the subsequent step of this fault isolation procedure.

(b) If the MAT shows NOT ACTIVE for the maintenance message, or the message does not show, then do these steps:

1) Open this circuit breaker and install safety tag:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	1	C80601	L ENG START VALVE

2) Set the L START/IGNITION switch on the overhead panel, P5, to the START position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

a) Set the L START/IGNITION switch on the overhead panel, P5, to the NORM position.

b) Continue with the subsequent step of the fault isolatin procedure.

4) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.

a) Set the L START/IGNITION switch on the overhead panel, P5, to the NORM position.

b) Remove the safety tag and close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	1	C80601	L ENG START VALVE

——— END OF TASK ———

819. Start/Ignition Switch Position Signals Disagree (Right Engine) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-35512.

B. Description

(1) The start switch position signal provided digitally to the EEC does not agree with the analog start switch position signal hardwired into the EEC. This fault can be reported whenever the EEC is powered and the fault is cleared when the start switch position signals agree for 5 seconds.

C. Initial Evaluation

(1) Set the EEC MAINT R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, or the message does not show, then do these steps:

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1) Open this circuit breaker and install safety tag:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	16	C80600	R ENG START VALVE

2) Set the R START/IGNITION switch on the overhead panel, P5, to the START position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

a) Set the R START/IGNITION switch on the overhead panel, P5, to the NORM position.

b) Do the fault isolation procedure below.

4) If the MAT shows NOT ACTIVE for the maintenance message, there was an intermittent fault. Do these steps:

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

a) Set the R START/IGNITION switch on the overhead panel, P5, to the NORM position.

b) Remove the safety tag and close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	16	C80600	R ENG START VALVE

D. Fault Isolation Procedure

(1) Make sure the EEC MAINT R ENG POWER switch is in the NORM position.

(2) Replace the R START/IGNITION switch, S80200 on the cargo fire/engine control panel, P5 (WDM 80-11-21).

(a) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, do these steps to check the wiring between the R START/IGNITION switch connector, DS80200 and the right overhead panel card file, M23217 (WDM 80-11-21).

DS80200	DM23217J
pin 39	pin B13
pin 25	pin B12

(a) If you find a problem with the wiring, repair the problem, and do the repair confirmation procedure at the end of this task.

(4) If the fault continues, do these steps to check the wiring between the R START/IGNITION switch connector, DS80200 and the right engine EEC, M73003 (WDM 80-11-21).

DS80200	DM73003C
pin 31	pin W
pin 34	pin R-

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(a) If you find a problem with the wiring, repair the problem, and do the repair confirmation procedure at the end of this task.

(5) If the fault continues, replace the right engine EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the EEC MAINT R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then set the EEC MAINT R ENG POWER switch to the NORM position, and continue with the subsequent step of this fault isolation procedure.

(b) If the MAT shows NOT ACTIVE for the maintenance message, or the message does not show, then do these steps:

1) Open this circuit breaker and install safety tag:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	16	C80600	R ENG START VALVE

2) Set the R START/IGNITION switch on the overhead panel, P5, to the START position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

3) If the MAT shows ACTIVE for the maintenance message, then do these steps:

a) Set the R START/IGNITION switch on the overhead panel, P5, to the NORM position.

b) Continue with the subsequent step of the fault isolatin procedure.

4) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.

a) Set the R START/IGNITION switch on the overhead panel, P5, to the NORM position.

b) Remove the safety tag and close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
B	16	C80600	R ENG START VALVE

END OF TASK

820. Continuous Ignition Signals from AIMS and OPBC Disagree (Left Engine) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-35521.

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B. Description

(1) The continuous ignition signal from AIMS does not agree with the continuous ignition signal from the OPBC. The EEC can set this message whenever it is powered.

C. Initial Evaluation

(1) Set the EEC MAINT L ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, or the message does not show, then do these steps:

1) Open these circuit breakers and install safety tags:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	1	C74401	L ENG STBY IGN 1
A	2	C74407	L ENG STBY IGN 2
E	1	C74403	L ENG IGN 1
E	14	C74405	L ENG IGN 2

2) Set the L START/IGNITION switch on the overhead panel, P5, to the CON position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

3) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

4) If the MAT shows NOT ACTIVE for the maintenance message, there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

5) Set the L START/IGNITION switch on the overhead panel, P5, to the NORM position.

6) Remove the safety tags and close these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	1	C74401	L ENG STBY IGN 1
A	2	C74407	L ENG STBY IGN 2
E	1	C74403	L ENG IGN 1
E	14	C74405	L ENG IGN 2

D. Fault Isolation Procedure

(1) Make sure the EEC MAINT L ENG POWER switch is in the NORM position.

(2) Replace the L START/IGNITION switch, S80100 on the cargo fire/engine control panel, P5 (WDM 74-11-11).

(a) Do the repair confirmation procedure at the end of this task.

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(3) Do a wiring check between the L START/IGNITION switch, S80100 and the left and right AIMS cabinets, M31101 and M31201 (WDM 74-11-11):

(a) Remove connector DS80100 from the L START/IGNITION switch, D80100.

(b) Remove the Input/Output Modules M008 and M009 from the left and right AIMS cabinets (AMM TASK 31-41-11-000-801).

1) Do a check of the wiring between the left AIMS cabinet connector J410-A, pin C20, left AIMS cabinet connector J420-A, pin C20 and connector DS80100, pin 28.

2) Do a check of the wiring between the right AIMS cabinet connector J410-A, D4, right AIMS cabinet connector J420-A, pin D4 and connector DS80100, pin 28.

3) If you find problems with the wiring, do these steps:

a) Repair the wiring problems that you find.

b) Re-connect connector DS80100 to the L START/IGNITION switch, D80100.

c) Re-install the Input/Output Modules M008 and M009 into the left and right AIMS cabinet (AMM TASK 31-41-11-400-801).

d) Do the repair confirmation at the end of this task.

(4) If the fault continues, do these steps to check the wiring between the L START/IGNITION switch connector, DS80100 and the overhead panel card file connector, DM23117K (WDM 74-11-11).

DS80100	DM23117K
pin 38	pin A8
pin 40	pin A7

(a) If you find a problem with the wiring, repair the problem and do the repair confirmation procedure at the end of this task.

(5) If the fault continues, replace the input/output modules M008 and M009 in the left AIMS cabinet, M31101.

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) Do the repair confirmation procedure at the end of this task.

(6) If the fault continues, replace the input/output modules M008 and M009 in the right AIMS cabinet, M31201.

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) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the EEC MAINT L ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then set the EEC MAINT L ENG POWER switch to the NORM position, and continue with the subsequent step of this fault isolation procedure.

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(b) If the MAT shows NOT ACTIVE for the maintenance message, or the message does not show, then do these steps:

1) Open these circuit breakers and install safety tags:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	1	C74401	L ENG STBY IGN 1
A	2	C74407	L ENG STBY IGN 2
E	1	C74403	L ENG IGN 1
E	14	C74405	L ENG IGN 2

2) Set the L START/IGNITION switch on the overhead panel, P5, to the CON position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

3) If the MAT shows ACTIVE for the maintenance message, then set the EEC MAINT L ENG POWER switch to the NORM position, and continue with the subsequent step of this fault isolation procedure.

4) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.

5) Set the L START/IGNITION switch on the overhead panel, P5, to the NORM position.

6) Remove the safety tags and close these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	1	C74401	L ENG STBY IGN 1
A	2	C74407	L ENG STBY IGN 2
E	1	C74403	L ENG IGN 1
E	14	C74405	L ENG IGN 2

END OF TASK

821. Continuous Ignition Signals from AIMS and OPBC Disagree (Right Engine) - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 73-35522.

B. Description

(1) The continuous ignition signal from AIMS does not agree with the continuous ignition signal from the OPBC. The EEC can set this message whenever it is powered.

C. Initial Evaluation

(1) Set the EEC MAINT R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, or the message does not show, then do these steps:

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1) Open these circuit breakers and install safety tags:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	14	C74400	R ENG STBY IGN 1
A	15	C74406	R ENG STBY IGN 2
E	2	C74404	R ENG IGN 2
E	15	C74402	R ENG IGN 1

2) Set the R START/IGNITION switch on the overhead panel, P5, to the CON position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

3) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

4) If the MAT shows NOT ACTIVE for the maintenance message, there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

5) Set the R START/IGNITION switch on the overhead panel, P5, to the NORM position.

6) Remove the safety tags and close these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	14	C74400	R ENG STBY IGN 1
A	15	C74406	R ENG STBY IGN 2
E	2	C74404	R ENG IGN 2
E	15	C74402	R ENG IGN 1

D. Fault Isolation Procedure

(1) Make sure the EEC MAINT R ENG POWER switch is in the NORM position.

(2) Replace the R START/IGNITION switch, S80200 on the cargo fire/engine control panel, P5 (WDM 74-11-21).

(a) Do the repair confirmation procedure at the end of this task.

(3) Do a wiring check between the R START/IGNITION switch, S80200 and the left and right AIMS cabinets, M31101 and M31201 (WDM 74-11-21):

(a) Remove connector DS80200 from the R START/IGNITION switch, D80200.

(b) Remove the Input/Output Modules M003 and M004 from the left and right AIMS cabinets (AMM TASK 31-41-11-000-801).

1) Do a check of the wiring between the left AIMS cabinet connector J240-A, pin D15, left AIMS cabinet connector J250-A, pin D15 and connector DS80200, pin 28.

2) Do a check of the wiring between the right AIMS cabinet connector J240-A, pin E12, right AIMS cabinet connector J250-A, pin E12 and connector DS80200, pin 28.

3) If you find problems with the wiring, do these steps:

a) Repair the wiring problems that you find.

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b) Re-connect connector DS80200 to the R START/IGNITION switch, D80200.

c) Re-install the Input/Output Modules M003 and M004 into the left and right AIMS cabinet (AMM TASK 31-41-11-400-801).

d) Do the repair confirmation at the end of this task.

(4) If the fault continues, do these steps to check the wiring between the R START/IGNITION switch connector, DS80200 and the left and right AIMS cabinet connectors, D6626 and D6726 (WDM 74-11-21).

DS80200	D6626
pin 28	pin 19

DS80200	D6726
pin 28	pin 30

(a) If you find a problem with the wiring, repair the problem and do the repair confirmation procedure at the end of this task.

(5) If the fault continues, do these steps to check the wiring between the R START/IGNITION switch connector, DS80200 and the overhead panel card file connector, DM23217J (WDM 74-11-21).

DS80200	DM23217J
pin 38	pin B15
pin 40	pin B14

(a) If you find a problem with the wiring, repair the problem and do the repair confirmation procedure at the end of this task.

(6) If the fault continues, replace the input/output modules M003 and M004 in the left AIMS cabinet, M31101.

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) Do the repair confirmation procedure at the end of this task.

(7) If the fault continues, replace the input/output modules M003 and M004 in the right AIMS cabinet, M31201.

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) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the EEC MAINT R ENG POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then set the EEC MAINT R ENG POWER switch to the NORM position, and continue with the subsequent step of this fault isolation procedure.

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(b) If the MAT shows NOT ACTIVE for the maintenance message, or the message does not show, then do these steps:

1) Open these circuit breakers and install safety tags:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	14	C74400	R ENG STBY IGN 1
A	15	C74406	R ENG STBY IGN 2
E	2	C74404	R ENG IGN 2
E	15	C74402	R ENG IGN 1

2) Set the R START/IGNITION switch on the overhead panel, P5, to the CON position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

3) If the MAT shows ACTIVE for the maintenance message, then set the EEC MAINT R ENG POWER switch to the NORM position, and continue with the subsequent step of this fault isolation procedure.

4) If the MAT shows NOT ACTIVE for the maintenance message, then you corrected the fault.

5) Set the R START/IGNITION switch on the overhead panel, P5, to the NORM position.

6) Remove the safety tags and close these circuit breakers:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
A	14	C74400	R ENG STBY IGN 1
A	15	C74406	R ENG STBY IGN 2
E	2	C74404	R ENG IGN 2
E	15	C74402	R ENG IGN 1

——— END OF TASK ———

822. N1 Modifier Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35571, 73-35572.

B. Description

(1) The engine rating plug N1 modifier value is not available.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

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D. Fault Isolation Procedure

(1) Replace the engine rating plug, M73025.

These are the tasks:

Engine Rating Plug Removal, AMM TASK 73-21-19-000-801-H01

Engine Rating Plug Installation, AMM TASK 73-21-19-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

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

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

——— END OF TASK ———

823. Airplane Model/Engine Rating Disagree Fault - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35671, 73-35672.

B. Description

(1) The engine rating and the airplane model do not agree.

C. Initial Evaluation

(1) Set the applicable EEC MAINT POWER switch on the Overhead Maintenance Panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

(a) If the MAT shows ACTIVE for the maintenance message, then do the fault isolation procedure below.

(b) If the MAT shows NOT ACTIVE for the maintenance message, then there was an intermittent fault.

NOTE: If you have an intermittent fault, you must use your judgement (and your airline policy) to make a decision if you will replace components and if so, which components to replace. Then monitor the airplane on the subsequent flight.

D. Fault Isolation Procedure

(1) Replace the engine rating plug, M73025.

These are the tasks:

Engine Rating Plug Removal, AMM TASK 73-21-19-000-801-H01

Engine Rating Plug Installation, AMM TASK 73-21-19-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

E. Repair Confirmation

(1) Set the applicable EEC MAINT POWER switch on the overhead maintenance panel, P61, to the TEST position. If there is a fault, then the MAT will show the maintenance message in 120 seconds or less.

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

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

——— END OF TASK ———

824. L EEC Mode Switch is Failed - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 23-43420.

B. Description

(1) The left EEC mode switch is failed due to failure in the wire harness between the L EEC mode switch, S5, and the R Overhead Panel Card File (OPCF), M23117.

C. Possible Causes

(1) L EEC mode switch, M80001S5.

(2) Wiring.

(3) Overhead panel card file chassis (right), M23117.

D. Fault Isolation Procedure

(1) Replace the L EEC Mode Switch, M80001S5 (WDM 73-21-11).

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

(2) Look for a failure in the wire harness between the L EEC Mode Switch, S5, and the L Overhead Panel Card File (OPCF), M23117.

(a) Disconnect the electrical connectors, DS5 from the L EEC Mode Switch, S5, and DM23117K from the L OPCF, M23117.

(b) Look for wire to wire shorts, shorts to ground, and continuity in the circuit as shown below (WDM 73-21-11) (Table 201).

NOTE: When you look for shorts to ground, the insulation resistance must be more than 100K ohms.

Table 201/73-29-15-993-802-H00

L EEC MODE SWITCH (S5) DS5 Contacts	L OPCF (M23117) DM23117K Contacts
6	A14
4	A12
5	A13

(c) If you find a problem in the wire harness, repair the wire harness.

(d) Do the Repair Confirmation procedure at the end of this task.

(3) Replace the L Overhead Panel Card File (OPCF), M23117.

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

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E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows the maintenance message, then continue with the subsequent step of this Fault Isolation Procedure.

(3) If the MAT does not show the maintenance message, then you have corrected the fault.

——— END OF TASK ———

825. R EEC Mode Switch is Failed - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance message: 23-43870.

B. Description

(1) The right EEC mode switch is failed due to failure in the wire harness between the R EEC mode switch, S6, and the R Overhead Panel Card File (OPCF), M23217.

C. Possible Causes

(1) R EEC mode switch, M80001S6.

(2) Wiring.

(3) Overhead panel card file chassis (right), M23217.

D. Fault Isolation Procedure

(1) Replace the R EEC Mode Switch, M80001S6 (WDM 73-21-21).

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

(2) Look for a failure in the wire harness between the R EEC Mode Switch, S6, and the R Overhead Panel Card File (OPCF), M23217.

(a) Disconnect the electrical connectors, DS6 from the R EEC Mode Switch, S6, and DM23217J from the R OPCF, M23217.

(b) Look for wire to wire shorts, shorts to ground, and continuity in the circuit as shown below (WDM 73-21-21) (Table 202).

NOTE: When you look for shorts to ground, the insulation resistance must be more than 100K ohms.

Table 202/73-29-15-993-801-H00

R EEC MODE SWITCH (S6) DS6 Contacts	R OPCF (M23217) DM23217J Contacts
6	B11
4	B9
5	B10

(c) If you find a problem in the wire harness, repair the wire harness.

(d) Do the Repair Confirmation procedure at the end of this task.

(3) Replace the R Overhead Panel Card File (OPCF), 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.

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

E. Repair Confirmation

(1) Select the Existing Fault Screen on the MAT.

(2) If the MAT shows the maintenance message, then continue with the subsequent step of this Fault Isolation Procedure.

(3) If the MAT does not show the maintenance message, then you have corrected the fault.

——— END OF TASK ———

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801. Total Pressure Signal from the ADIRU is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-07011, 73-07012.

B. Description

(1) The EDIU detects an invalid total pressure signal. The total pressure signal is calculated by the ADIRU and provided to the EDIU via the 629 bus.

C. Fault Isolation Procedure

(1) Examine the MAT for messages related to the air data intertial reference system (ADIRS).

(a) If you find a message related to the ADIRS, do the fault isolation for that message.

1) Do the repair confirmation procedure at the end of this task.

(b) If there are no ADIRS related messages, continue with the next step of this fault isolation procedure.

(2) If there are no ADIRS related messages, or if the fault continues, replace the ADIRU, M34001.

These are the tasks:

Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801

Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, replace the EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

D. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

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

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

END OF TASK

802. Total Pressure Signal from the SAARU is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-07021, 73-07022.

B. Description

(1) The EDIU detects an invalid total pressure signal. The total pressure signal is calculated by the SAARU and provided to the EDIU via the 629 bus.

C. Fault Isolation Procedure

(1) Examine the MAT for messages related to the Air Data Intertial Reference System (ADIRS).

(a) If you find a message related to the ADIRS, do the fault isolation for that message.

1) Do the repair confirmation procedure at the end of this task.

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(b) If there are no ADIRS related messages, continue with the next step of this fault isolation procedure.

(2) If there are no ADIRS related messages, or if the fault continues, replace the SAARU, M34002.

These are the tasks:

Secondary Attitude Air Data Reference Unit Removal, AMM TASK 34-21-02-000-801

Secondary Attitude Air Data Reference Unit Installation, AMM TASK 34-21-02-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, replace the EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

D. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

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

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

——— END OF TASK ———

803. Static Air Pressure (P0) Signal from the ADIRU is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-07041, 73-07042.

B. Description

(1) The EDIU detects an invalid static air pressure signal. The static air pressure signal is calculated by the ADIRU and provided to the EDIU via the 629 bus.

C. Fault Isolation Procedure

(1) Examine the MAT for messages related to the air data intertial reference system (ADIRS).

(a) If you find a message related to the ADIRS, do the fault isolation for that message.

1) Do the repair confirmation procedure at the end of this task.

(b) If there are no ADIRS related messages, continue with the next step of this fault isolation procedure.

(2) If there are no ADIRS related messages, or if the fault continues, replace the ADIRU, M34001.

These are the tasks:

Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801

Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, replace the EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

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(a) Do the repair confirmation procedure at the end of this task.

D. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

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

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

——— END OF TASK ———

804. Static Air Pressure Signal (P0) from the SAARU is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-07051, 73-07052.

B. Description

(1) The EDIU detects an invalid static air pressure signal. The static air pressure signal is calculated by the SAARU and provided to the EDIU via the 629 bus.

C. Fault Isolation Procedure

(1) Examine the MAT for messages related to the air data intertial reference system (ADIRS).

(a) If you find a message related to the ADIRS, do the fault isolation for that message.

1) Do the repair confirmation procedure at the end of this task.

(b) If there are no ADIRS related messages, continue with the next step of this fault isolation procedure.

(2) If there are no ADIRS related messages, or if the fault continues, replace the SAARU, M34002.

These are the tasks:

Secondary Attitude Air Data Reference Unit Removal, AMM TASK 34-21-02-000-801

Secondary Attitude Air Data Reference Unit Installation, AMM TASK 34-21-02-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, replace the EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

D. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

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

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

——— END OF TASK ———

805. Total Air Temperature (TAT) Signal from the ADIRU is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-07071, 73-07072.

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B. Description

(1) The EDIU detects an invalid total air temperature signal. The total air temperature signal is calculated by the ADIRU and provided to the EDIU via the 629 bus.

C. Fault Isolation Procedure

(1) Examine the MAT for messages related to the air data inertial reference system (ADIRS).

(a) If you find a message related to the ADIRS, do the fault isolation for that message.

1) Do the repair confirmation procedure at the end of this task.

(b) If there are no ADIRS related messages, continue with the next step of this fault isolation procedure.

(2) If there are no ADIRS related messages, or if the fault continues, replace the ADIRU, M34001.

These are the tasks:

Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801

Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, replace the EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

D. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

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

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

——— END OF TASK ———

806. Total Air Temperature (TAT) from the SAARU is Invalid - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-07081, 73-07082.

B. Description

(1) The EDIU detects an invalid total air temperature signal. The total air temperature signal is calculated by the SAARU and provided to the EDIU via the 62 bus.

C. Fault Isolation Procedure

(1) Examine the MAT for messages related to the air data inertial reference system (ADIRS).

(a) If you find a message related to the ADIRS, do the fault isolation for that message.

1) Do the repair confirmation procedure at the end of this task.

(b) If there are no ADIRS related messages, continue with the next step of this fault isolation procedure.

(2) If there are no ADIRS related messages, or if the fault continues, replace the SAARU, M34002.

These are the tasks:

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Secondary Attitude Air Data Reference Unit Removal, AMM TASK 34-21-02-000-801

Secondary Attitude Air Data Reference Unit Installation, AMM TASK 34-21-02-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, replace the EDIU, M73103 (M73203).

These are the tasks:

Engine Data Interface Unit (EDIU) Removal, AMM TASK 73-21-22-000-804-H00

Engine Data Interface Unit (EDIU) Installation, AMM TASK 73-21-22-400-808-H00.

(a) Do the repair confirmation procedure at the end of this task.

D. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

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

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

——— END OF TASK ———

810. EEC Software Disagree - Fault Isolation

A. Description

(1) The left and right EEC detect that they are operating with incompatible software, or the data rating plug is incompatible with the engine type.

B. Fault Isolation Procedure

(1) Compare the software between the left and right EEC to make sure they are compatible.

(a) If the software is not compatible, install the correct software to the EEC (AMM TASK 73-21-15-400-802-H01).

(b) Do the repair confirmation procedure at the end of this task.

(2) Examine the data entry plug to make sure it is compatible with the EEC software and engine thrust rating.

(a) If the data entry plug is not compatible with the EEC software or the engine thrust rating, replace the data entry plug with a compatible plug.

These are the tasks:

Engine Rating Plug Removal, AMM TASK 73-21-19-000-801-H01

Engine Rating Plug Installation, AMM TASK 73-21-19-400-801-H01.

(b) Do the repair confirmation procedure at the end of this task.

C. Repair Confirmation

(1) Set the EEC MAINT L ENG POWER and EEC MAINT R ENG POWER switch on the overhead panel, P61, to the TEST position. If there is a fault, then the MAT will show a maintenance message in 120 seconds or less.

(a) If the MAT shows NOT ACTIVE for the maintenance message, or the message does not show, do these steps:

1) Set the applicable EEC MAINT L(R) ENG POWER switch to the NORM position.

2) No more action is necessary, you corrected the fault.

(b) If the MAT shows ACTIVE for the maintenance message, do these steps:

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1) Set the applicable EEC MAINT L(R) ENG POWER switch to the NORM position.
2) Continue with this fault isolation procedure at the subsequent step.

——— END OF TASK ———

811. Fuel Flow Indication High or Low with All Other Engine Parameters Normal - Fault Isolation

A. Description

(1) The fuel flow indication displayed on the EICAS secondary engine display shows high or low fuel flow, with all other engine parameters indicating normal.

B. Fault Isolation Procedure

(1) Make sure the applicable EEC MAINT POWER switch is in the NORM position.

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(2) Disconnect electrical connector DP72304 from the fuel flow transmitter, M73009 (WDM 73-31-71).

(3) Measure the resistance between these pairs of pins on the fuel flow transmitter receptacle:

DP72304		DP72304	
pin 1	. . . . .	pin 2	5 - 500 ohms
pin 2	. . . . .	pin 3	5 - 500 ohms
pin 1	. . . . .	GND	> 100K ohms
pin 2	. . . . .	GND	> 100K ohms
pin 3	. . . . .	GND	> 100K ohms

(4) If the resistance is not in the specified range for each pair of pins, replace the fuel flow transmitter, M73009.

These are the tasks:

Fuel Flow Transmitter Removal, AMM TASK 73-31-01-000-801-H01

Fuel Flow Transmitter Installation, AMM TASK 73-31-01-400-801-H01.

(a) Monitor the airplane for the fuel flow indication fault on the subsequent flight.

CAUTION REMOVE ELECTRICAL POWER FROM THE EEC BEFORE YOU DISCONNECT THE ELECTRICAL CONNECTORS. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE EEC CAN OCCUR.

(5) If the resistance is in the specified range for each pair of pins, or if the fault continues, re-connect connector DP72304 to the fuel flow transmitter, and disconnect connector DP70305 from the EEC (FADEC), M73003 (WDM 73-31-71).

(6) Measure the resistance between these pairs of pins on the harness connector, DP70305:

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DP70305		DP70305	
pin S	. . . . .	pin R	5 - 500 ohms
pin P	. . . . .	pin R	5 - 500 ohms
pin P	. . . . .	GND	> 100K ohms
pin R	. . . . .	GND	> 100K ohms
pin S	. . . . .	GND	> 100K ohms

(7) If the resistance is not in the specified range for each pair of pins, replace the applicable wiring harness.

These are the tasks:

EEC (FADEC) Electrical Harness Removal, AMM TASK 73-22-01-000-801-H01

EEC (FADEC) Electrical Harness Installation, AMM TASK 73-22-01-400-801-H01.

(a) Monitor the airplane for the fuel flow indication fault on the subsequent flight.

(8) If the resistance is in the specified range for each pair of pins, or if the fault continues, replace the fuel flow transmitter, M73009.

These are the tasks:

Fuel Flow Transmitter Removal, AMM TASK 73-31-01-000-801-H01

Fuel Flow Transmitter Installation, AMM TASK 73-31-01-400-801-H01.

——— END OF TASK ———

812. Flap Lever Position Signals Disagree - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35581, 73-35582.

B. Description

(1) The EEC detects that the flaps lever position signal disagrees. This fault can be reported whenever the EEC is powered.

C. Fault Isolation Procedure

(1) Examine the MAT for messages related to the primary flight control system (PFCS) or high lift control system (HLCS).

(a) If you find a message related to the PFCS or HLCS, do the fault isolation for that message.

1) Do the repair confirmation procedure at the end of this task.

(b) If there are no PFCS or HLCS related messages, continue with the next step of this fault isolation procedure.

(2) If there are no PFCS or HLCS related messages, or if the fault continues, replace the FSEU 1, M27001.

These are the tasks:

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

Flap/Slat Electronics Unit (FSEU) Software Installation, AMM TASK 27-51-01-400-802.

(a) Do the repair confirmation procedure at the end of this task.

(3) If there are no PFCS or HLCS related messages, or if the fault continues, replace the FSEU 2, M27002.

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These are the tasks:

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

Flap/Slat Electronics Unit (FSEU) Software Installation, AMM TASK 27-51-01-400-802.

(a) Do the repair confirmation procedure at the end of this task.

(4) If the fault continues, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

D. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

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

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

——— END OF TASK ———

813. Two Pitot Air Data Modules Not Available - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35541, 73-35542.

B. Description

(1) The EEC detects that less than two of the air data modules are in use. The problem must exist for 15 seconds before the EEC will set this fault. The fault can be reported whenever the EEC is powered.

C. Fault Isolation Procedure

(1) Examine the MAT for messages related to the air data inertial reference system (ADIRS).

(a) If you find a message related to the ADIRS, do the fault isolation for that message.

1) Do the repair confirmation procedure at the end of this task.

(b) If there are no ADIRS related messages, continue with the next step of this fault isolation procedure.

(2) If there are no ADIRS related messages, or if the fault continues, replace the ADIRU, M34001.

These are the tasks:

Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801

Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, replace the SAARU, M34002.

These are the tasks:

Secondary Attitude Air Data Reference Unit Removal, AMM TASK 34-21-02-000-801

Secondary Attitude Air Data Reference Unit Installation, AMM TASK 34-21-02-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(4) If the fault continues, replace the EEC, M73003. These are the tasks:

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EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

D. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

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

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

——— END OF TASK ———

814. Total Pressure Signals from the ADIRU and SAARU Disagree - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-35531, 73-35532.

B. Description

(1) The EEC detects a disagree in the total pressure signals provided by the ADIRU and the SAARU.

C. Fault Isolation Procedure

(1) Examine the MAT for messages related to the air data inertial reference system (ADIRS).

(a) If you find a message related to the ADIRS, do the fault isolation for that message.

1) Do the repair confirmation procedure at the end of this task.

(b) If there are no ADIRS related messages, continue with the next step of this fault isolation procedure.

(2) If there are no ADIRS related messages, or if the fault continues, replace the ADIRU, M34001.

These are the tasks:

Air Data Inertial Reference Unit - Removal, AMM TASK 34-21-01-000-801

Air Data Inertial Reference Unit - Installation, AMM TASK 34-21-01-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(3) If the fault continues, replace the SAARU, M34002.

These are the tasks:

Secondary Attitude Air Data Reference Unit Removal, AMM TASK 34-21-02-000-801

Secondary Attitude Air Data Reference Unit Installation, AMM TASK 34-21-02-400-801.

(a) Do the repair confirmation procedure at the end of this task.

(4) If the fault continues, replace the EEC, M73003.

These are the tasks:

EEC (FADEC) Removal, AMM TASK 73-21-15-000-801-H01

EEC (FADEC) Installation, AMM TASK 73-21-15-400-801-H01.

(a) Do the repair confirmation procedure at the end of this task.

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D. Repair Confirmation

(1) Look at the EXTENDED MAINTENANCE, EXISTING FAULTS screen on the MAT.

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

(b) If the MAT shows ACTIVE for the maintenance message, then continue with the fault isolation procedure at the subsequent step.

——— END OF TASK ———

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801. Procedure To Be Determined - Fault Isolation

A. Maintenance Messages

(1) This task is for maintenance messages: 73-08122, 73-08311, 73-08312, 73-08651, 73-08652, 73-09911, 73-09921, 73-13311, 73-13312, 73-23311, 73-23312, 75-21041, 75-21042.

B. 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. EICAS Message Latched by AIMS - Fault Isolation

A. Initial Evaluation

NOTE: AIMS can latch this EICAS message when it occurs. After you find the cause of the fault and correct it, it is possible that the EICAS message will continue to show.

(1) Do not erase the EICAS message until you complete the task for the correlated maintenance message.

(2) When this EICAS message occurs, do these steps:

(a) Make sure that you have the correlated maintenance message number that shows on the MAT with the EICAS message.

(b) Go back to the FIM Fault Code Index and find the fault code for the EICAS message.

(c) Find the correlated maintenance message number and the task number to the right of the fault code.

(d) Go to the specified task in the FIM and do the steps in the task.

(e) After you do the actions in the task to correct the fault, do these steps:

1) Look at the MAT for the EICAS message.

2) If the MAT shows LATCHED for the EICAS message, then you must erase it from the EICAS status display (AMM TASK 31-61-00-800-802).

——— END OF TASK ———

803. Scheduled Maintenance Task ENG EEC C2 - Fault Isolation

A. Initial Evaluation

NOTE: AIMS can latch this scheduled maintenance task (SMT) message when it occurs. After you find the cause of the fault and correct it, it is possible that the SMT message will continue to show.

(1) Do not erase the SMT message until you complete the task for the correlated maintenance message.

(2) When this SMT message occurs, do these steps:

(a) Make sure that you have the correlated maintenance message number that shows on the MAT with the SMT message.

(b) Go back to the FIM Fault Code Index and find the fault code for the SMT message.

(c) Find the correlated maintenance message number and the task number to the right of the fault code.

(d) Go to the specified task in the FIM and do the steps in the task.

(e) After you do the actions in the task to correct the fault, do these steps:

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1) Look at the MAT for the SMT message.

2) If the MAT shows LATCHED for the SMT message, then you must erase it from the maintenance task display (AMM TASK 31-61-00-800-803).

——— END OF TASK ———

804. Observed Fault with Correlated Maintenance Messages - Fault Isolation

A. Initial Evaulation

(1) Initial Evaulation

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

1) The first two digits of the fault code are the FIM chapter that you need. Go to the Fault Code Index in that chapter and find the fault code.

2) Find the maintenance message to the right of the fault code.

3) Find the task number on the same line as the maintenance message number.

4) Go the the task in the FIM and do the steps in the task.

——— END OF TASK ———

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