

Chapter 29

INDICATOR UNIT, PAGE ENG., TYPE C640

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LEADING PARTICULARS

<i>Indicator unit, Type C640</i>	<i>Ref. No. 5CZ/5912</i>
<i>Voltage</i>	28 volts d.c.
<i>Overall dimensions</i>	4.718 in. × 3.625 in. × 3.5 in.

Introduction

1. The indicator unit, Type C640, is used with the flasher and excitation unit, Type C811, in the standard warning system, Mk. 2. The complete system is described in A.P.4343, Vol. 1, Sect. 23, and the flasher and excitation unit in A.P.4343C, Vol. 1, Book 2, Sect. 3.

DESCRIPTION

2. The unit groups on one indicator panel the appropriate emergency warning lamps for the aircraft, which are arranged as shown in fig. 1. Four screws secure the lamp panel to the light alloy case, on which are also mounted a 12-way test switch, Type C182/T; a cancel switch, Type C180/A1/C, a mute switch, Type C675/A2/M, a ground test switch, Type C180/F20/GT, and a fire-warn- ing push-switch, Type C180/A3/F.

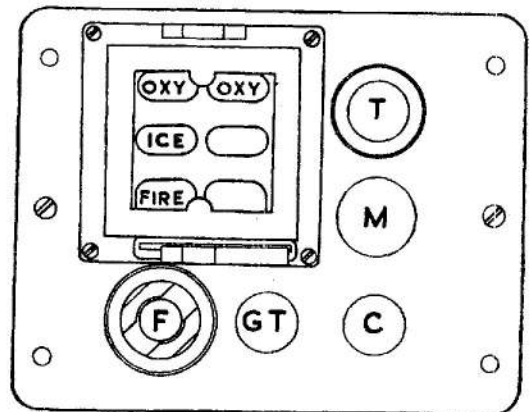


Fig 1. Indicator unit, Type C640

3. These push-switches are described in A.P.4343C, Vol. 1, Book 1, Sect. 1; C180/A are single-pole, double-throw spring-return switches with red illuminated heads; C180/F20 is similar, but with a sea-grey, non-illuminated head; and C675/A2 is a double-pole, single-throw switch with a red illuminated head, which may be set in either operating position. The final letter in the coding of each switch indicates the engraving. A circuit diagram of the unit is given in fig. 2.

4. The filament lamps in the lamp panel and in the push-switches are 28-volt, 0.04 amp. midget-flange type (Ref. No. 5L/9959118). A resistor is connected in series with the mute button lamp, since this lamp

may be lit for long periods when the aircraft is on the ground.

5. Electrical connections to the unit are made to a 25-pole Mk. 4 plug (Ref. No. Z560200), and a 6-pole Mk. 4 socket (Ref. No. Z560260) on the back of the unit.

6. The unit is secured by 4 fixing holes $\frac{5}{32}$ in. dia.

SERVICING

7. Little servicing is possible, apart from the fitting of new filament lamps as required in the lamp panel and in the push-switches. The push-switches should be tested for correct operation; a faulty switch should be renewed.

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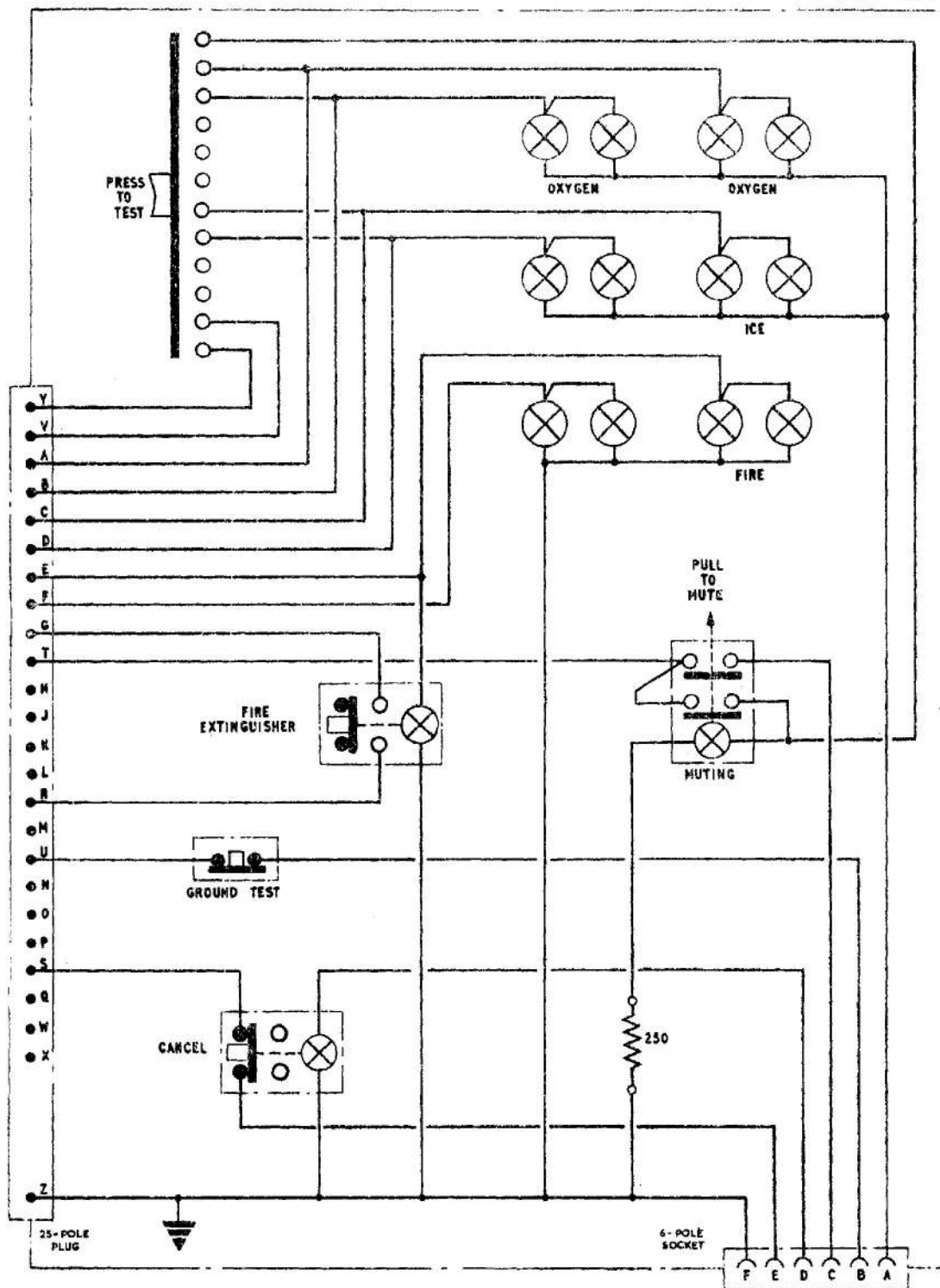


Fig. 2 Circuit diagram

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Instrument panel from a MiG-21 (XP558)