

Appendix 1
ALIGHTING GEAR TEST BOX
(26SR/95290)

LIST OF CONTENTS

	<i>Para.</i>		<i>Para.</i>		<i>Para.</i>
Description and operation					
<i>Introduction</i>	1	<i>Testing the alighting gear circuits</i>		<i>Functioning one undercarriage</i>	
<i>Description</i>	2	<i>Procedure before testing</i>	8	<i>Procedure before functioning</i>	11
<i>Use of the test box</i>	5	<i>Testing</i>	9	<i>Functioning</i>	12
<i>Test box supplies, splitter box</i>	7	<i>Procedure after testing</i>	10	<i>Procedure after functioning</i>	13
				Servicing	
				<i>Care and maintenance of the test box</i>	14

LIST OF TABLES

	<i>Table</i>		<i>Table</i>		<i>Table</i>
<i>Connections for testing the alighting gear circuits</i>	1	<i>Nose undercarriage main down</i>	7	<i>Main undercarriage door up (with leg up)</i>	13
<i>Main undercarriage up</i>	2	<i>Nose undercarriage emergency down</i>	8	<i>Main undercarriage door down (with leg up or down)</i>	14
<i>Main undercarriage main down</i>	3	<i>Connections necessary before functioning one undercarriage</i>	9	<i>Main undercarriage leg down</i>	15
<i>Main undercarriage emergency down</i>	4	<i>Main undercarriage door and leg up</i>	10	<i>Main undercarriage door up (with leg down)</i>	16
<i>Main undercarriage extreme emergency down</i>	5	<i>Main undercarriage door and leg down</i>	11	<i>Main undercarriage door emergency down</i>	17
<i>Nose undercarriage main up</i>	6	<i>Main undercarriage leg up</i>	12		

LIST OF ILLUSTRATIONS

	<i>Fig.</i>		<i>Fig.</i>		<i>Fig.</i>
Schematic diagrams		Routing diagrams			
<i>Alighting gear test box (1) (Circuitry testing circuit)</i>	1	<i>Alighting gear control (2) (Circuitry check)</i>	4	<i>Alighting gear test box (Mod. GE.1339)</i>	7 (1) & (2)
<i>Alighting gear test box (2) (Function testing circuit)</i>	2	<i>Alighting gear control (3) (Circuitry check)</i>	5	<i>Cable looms</i>	8 (1) & (2)
<i>Alighting gear control (1) (Circuitry check)</i>	3	<i>Alighting gear control (Function check)</i>	6	Illustrations	
				<i>Test box</i>	9 (1) & (2)

DESCRIPTION AND OPERATION

Introduction

1. The test box is provided to facilitate the testing and servicing of the alighting gear control circuits, thereby simplifying fault tracing. The test box has two functions. It enables the aircraft wiring to the various actuators to be tested for continuity and also provides for a function check to be carried out on the alighting gear. As the alighting gear can be functioned by using the test box, the actuators themselves can be checked for serviceability whilst they are on the aircraft.

Description

2. Contained in the test box is all the equipment necessary to carry out a complete continuity test of the alighting gear circuits and the equipment required to control and function certain motors. When carrying out a function check certain aircraft limit micro switches must be connected to the test box.

3. For continuity testing the aircraft wiring, lamps, mounted in the face of the box, represent the various motor circuits, i.e. Shunt and Series fields, C/W and AC/W rotation. Certain lamps are initially dimmed by a 10 ohm resistance to enable the operator to distinguish between the dim and bright illumination which is used to indicate the direction of rotation of the associated motor. Three switches, marked MAIN IN, MAIN OUT and EMERG. OUT respectively, mounted on the face of the box, enable the supply to be switched either to the door or leg main and emergency actuator circuits, this being necessary due to the disconnection of the door actuator limit switches. As the motor series field is connected to the negative side of the armature, via a pair of contacts in the motor's associated reversing relay, a SERIES FIELD switch is provided to connect a supply to this point and so check the series field circuit through the reversing relay.

Note . . .

(1) *The test box does not provide for the functioning of the nose undercarriage because there is no suitable break point for the con-*

nection of the test box looms to the aircraft wiring.

(2) *No provision is made for the functioning of the main undercarriage main motor, therefore raising and lowering of the leg is by means of the emergency motor only and the following check must be carried out immediately after each operation of the undercarriage leg, or door using the emergency motor.*

(a) *Remove the arc chutes from the main undercarriage leg and door emergency contactors.*

(b) *Check that the contacts have not welded together, and that the contact arms are not interlocked.*

4. The test box circuit for functioning the alighting gear is supplied from an external source. The control lines are supplied at 28-volts d.c. and the heavy duty loads are supplied at 112 volts d.c. Two fuses are provided in the test box: a 5-amp fuse, mounted in the front panel, protects the 28-volt circuits; and a 40-amp. H.R.C. fuse, mounted inside the box behind the panel, protects the 112-volt lines. All the equipment required to function the alighting gear is contained within the box with the exception of certain limit switches. When the alighting gear is functioned the aircraft undercarriage leg UP limit, and EMERGENCY DOWN limit micro switches are connected to the test box. Two lamps, mounted adjacent to the supply switches, light to indicate that a supply is connected to the test box when the respective supply is selected to ON.

Use of the test box

5. When using the test box for continuity testing the alighting gear circuitry, the various actuators are disconnected from the aircraft wiring and the test box and the test looms substituted. During this test no supplies are distributed from the test box and the aircraft bus-bars must be energized. All the alighting gear function selections are made from the cabin and when made will light lamps in the test box to indicate the various motor circuits and the direction of rotation of the motor.

6. When functioning the alighting gear the actuators are disconnected from the aircraft wiring and the test box is connected, via the test looms, to the actuators and various other connections in the alighting gear control circuit. For this test supplies are connected to the test box, via the adaptor box, and then distributed from the box, via the test looms, to the alighting gear circuit and actuator. It is essential, therefore, that the circuit under test should be isolated to prevent a supply being fed from the test box to the aircraft bus-bar. Control of the alighting gear is by switches on the test box and as no function selection is required to be made from the aircraft cabin the aircraft bus-bars need not be energized.

Note . . .

The alighting gear limit switches may be over-ridden in order to function the doors whilst the legs are in the FULLY LOCKED DOWN position. The switch (labelled DOOR UP) for this operation is sprung to OFF and the toggle is guarded.

Test box supplies, splitter box

7. When the test box is required for functioning the alighting gear, the external supplies are connected to the test box via a splitter box. The splitter box is fitted with two 'NATO' plugs, one for the 28-volts, the other for the 112-volts supplies, to accommodate the ground supply truck sockets. The two supplies are connected from the splitter box to the test box by two looms which when not in use are to be stowed in the compartment provided in the splitter box. When functioning the alighting gear, the splitter box must be bonded to the test box at the connections provided.

Testing the alighting gear circuits

Procedure before testing

8. The procedure necessary before testing the alighting gear circuit is as follows:—

(1) Connect the test looms to the aircraft connections and test box as detailed in Table 1.

(2) Make safe circuits not to be tested. To do this remove from panel J the HRC

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fuses for undercarriage sections not being tested, e.g., if the port undercarriage is connected to the test box, remove the nose and starboard undercarriage H.R.C. fuses.

(3) When making circuitry tests it should be remembered that the operating coils of reversing relays are short rated and the reversing relays in the sections not being tested should have their operating coils disconnected. Disconnection of the main undercarriage reversing relay coils not required may be made by disconnecting the main earth connection from the connector blocks to which the relay earths are connected, e.g., if the starboard undercarriage is being tested disconnect the main earths from connections E1 and 2, E3 and 5 and E4 on the port main undercarriage connector panel. If the port undercarriage is being tested, disconnect the earths from E1 and 2, E3 and 5 and E4 on the starboard main undercarriage connector panel. The nose undercarriage reversing relay coils can be isolated by opening the uplock micro switches.

(4) The armatures of the main leg emergency and the door main motors have braking resistors connected in parallel with them. During testing it is necessary to open circuit these resistors by removing the connections from one end of the resistor and insulating the cables from earth.

Note . . .

Some braking resistors have two cables connected to each end. When these are disconnected, the cables from one end must remain in contact with each other and insulated from earth.

- (5) Remove the main undercarriage leg micro switch cover.
- (6) 112-volt and 28-volt bus-bars must be energized.
- (7) For nose undercarriage test remove the clutch slip detector two pin plug on the actuator.
- (8) Ensure that the nosewheel uplock

micro switches are in the undercarriage up position, i.e., micro switches released. These micro switches must be in this position for the duration of the test.

- (9) Trip all contactors.

Testing

9. The procedure for testing the alighting gear circuits is contained in Tables 2-8. Where reference is made to the removal of any fuse proceed as follows:—

- (1) Disconnect the supply from the aircraft.
- (2) Remove the fuse.
- (3) Reconnect the supply to the aircraft and check that the test box indication is correct.
- (4) Disconnect the supply from the aircraft and replace the fuse.
- (5) Reconnect the supply to the aircraft and check that the test box indication is correct.

Table 1
Connections for testing the alighting gear circuits

Aircraft connection	Test loom	Test box connection
Main undercarriage emergency loom	N	Socket No. 4
Main undercarriage Main motor connections (AC/W, C/W, 4, 6 and --ve)	N	Socket No. 4
Door main motor loom Door emergency motor loom	O	Socket No. 5
Limit switch looms Door main in Door main out Door emergency out	P	Socket No. 6
Nose main motor loom Nose emergency motor loom	M	Socket No. 3

Table 2
Main undercarriage up

Location	Operation	Test box indication	Check
		Main chassis lamps will indicate as below	
Panel D door	Reset main contactor		
Control pedestal	Press undercarriage UP button	1 and 4 bright, 2 and 3 dim	
Test box	Select SERIES FIELD CHASSIS switch to MAIN	All lamps bright	
Panel D. See para. 9	Remove and replace fuse No. 16	All lamps go off and come on again	Main 28-volt supply to UP push switch
Main contactor	Manually trip the main contactor	All lamps go off. (Warning lamp on starboard console comes on)	
Starboard console	Press the undercarriage main contactor RESET push switch	All lamps come on. (Warning lamp on starboard console goes off)	
Wheel bay	Release UP limit micro-switches. Mechanically hold the UP limit micro-switches in the released position until completion of the UP test	All lamps off	Leg reversing relay UP coil de-energized
		Chassis door lamps will indicate as below	
Test box	Select CHASSIS DOOR MAIN IN switch to DOOR	1 and 4 bright, 2 and 3 off	Door reversing relay UP coil energized
Test box	Select SERIES FIELD DOOR switch to MAIN	All lamps bright	
Main undercarriage panel. See para. 9	Remove and replace 60 amp. H.R.C. fuse for the door main motor	All lamps go out and come on again	
Wheel bay	Allow the UP limit micro switches to return to normal	All lamps go out. (Chassis main lamps bright)	
Test box	Return all switches to OFF	All lamps off	

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Table 3
Main undercarriage main down

Location	Operation	Test box indication	Check
		Chassis door lamps will indicate as below	
Control pedestal	Press undercarriage DOWN button	All lamps off	
Wheel bay	Depress DOWN limit micro switches on the undercarriage legs and keep depressed until the completion of the DOWN test	All lamps off	
Test box	Select MAIN OUT switch to DOOR	2 and 4 bright, 1 and 3 off	Leg reversing relay DOWN coil energized
Test box	Select SERIES FIELD DOOR switch to MAIN	All lamps bright	
Panel D. See para 9	Remove and replace fuse No. 30	All lamps go off and come on again	Main 28-volt supply to DOWN push switch
Main undercarriage panel. See para. 9	Remove and replace 60 amp. H.R.C. fuse for the door main motor	All lamps go off and come on again	
		Chassis main lamps will indicate as below	
Test box	Select MAIN OUT switch to CHASSIS	All lamps bright	
Main contactor	Manually trip the main contactor	All lamps go off. (Warning lamp on starboard console comes on)	
Starboard console	Press the undercarriage main contactor RESET push switch	All lamps come on. (Warning lamp on starboard console goes off)	
Panel D. See para. 9	Remove fuse No. 98 (starboard undercarriage) or No. 99 (port undercarriage)	1 and 3 dim 2 and 4 bright	Brake hold-in relay de-energized
Test box	Select SERIES FIELD CHASSIS switch to MAIN	All lamps bright	
	Replace fuse No. 98 or 99. Return all switches to OFF. Release the DOWN limit micro switches.		

Table 4

Main undercarriage emergency down

Location	Operation	Test box indication	Check
		Chassis door emergency lamps will indicate as below	
Control pedestal	Press undercarriage EMERGENCY DOWN button	All lamps off	
Test box	Select CHASSIS/DOOR EMERGENCY OUT switch to DOOR	1 and 3 bright, 2 off	
Test box	Select SERIES FIELD DOOR switch to EMERGENCY	All lamps bright	
Main undercarriage panel. See para. 9	Remove and replace 40 amp. H.R.C. fuse for undercarriage door emergency motor	All lamps go out and come on again	
		Chassis emergency lamps will indicate as below	
Test box	Select CHASSIS/DOOR EMERGENCY OUT switch to CHASSIS	All lamps off	
Wheel bay	Manually depress EMERGENCY DOWN limit micro switches together and keep depressed until end of EMERGENCY DOWN test	1 and 3 bright, 2 off	Leg emergency relay energized
Test box	Select SERIES FIELD CHASSIS switch to EMERGENCY	All lamps bright	
Panel J. See para, 9	Remove and replace 60 amp. H.R.C. fuse for the undercarriage leg emergency motor	All lamps go off and come on again	
Wheel bay	Release EMERGENCY DOWN micro switches	All lamps go off	
Wheel bay	Remake EMERGENCY DOWN micro switches	All lamps bright	
Panel E. See para. 9	Remove and replace fuse No. 37	All lamps go off and come on again	Main 28-volt supply to EMERG. DOWN push switches
	Release the EMERGENCY DOWN micro switches. Return all switches to OFF		

R E S T R I C T E D

Table 5
Main undercarriage extreme emergency down

Location	Operation	Test box indication	Check
	Remove or make safe all detonators port and starboard		
		Chassis main lamps will indicate as below	
Test box	Ensure all switches are OFF	All lamps off	
Starboard console	Select undercarriage EXTREME EMERGENCY switch to DOWN	All lamps off	
Wheel bay	Manually depress MAIN DOWN micro switches and keep depressed	All lamps bright	Leg reversing relay DOWN coil energized
Starboard console	Select EXTREME EMERGENCY switch to NORMAL then DOWN	All lamps go off and come on again	
Panel D. See para. 9	Remove and replace fuse No. 92 (starboard undercarriage) or No. 93 (port undercarriage)	All lamps go off and come on again	Main 28-volt supply to EXT. EMERG. DOWN switch
	Release the MAIN DOWN micro switches to OFF. (The main motor circuits have been proved in previous tests)		

Table 6
Nose undercarriage main up

Location	Operation	Test box indication	Check
		(Nose main lamps will indicate as below)	
Control pedestal	Press undercarriage UP button	1 and 4 bright, 2 and 3 dim	Nose reversing relay UP coil energized
Test box	Select SERIES FIELD NOSE switch to MAIN	All lamps bright	
Wheel bay	Release nose UP LOCK micro switches and hold	All lamps off	Nose reversing relay UP coil de-energized
Wheel bay	Depress nose UP LOCK micro switches	All lamps bright	
Panel J	Manually trip the nose undercarriage main contactor	All lamps off	
Starboard console	Press nose undercarriage RESET push switch	All lamps bright	
Wheel bay	Bridge terminals B and C of No. 1 NOSE UP LOCK micro switch and remove bridge	All lamps off. Here contactor trips in wheel bay	Nose slugged relay coil energized causing contactor to trip
Panel D	Operate contactor RESET push switch	All lamps on	
Wheel bay	Release the nosewheel central micro switch	All lamps off	Nose reversing relay UP coil de-energized
Wheel bay	Depress the nosewheel central micro switch	All lamps on	
	Return all switches to off. Return all micro switches to normal positions		

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Table 7
Nose undercarriage main down

Location	Operation	Test box indication	Check
		Nose main lamps will indicate as below	
Control pedestal	Press undercarriage DOWN button	All lamps off	
Wheel bay	Depress DOWN LOCK micro switches and keep depressed	2 and 4 bright, 1 and 3 dim	Nose reversing relay DOWN coil energized
Test box	Select SERIES FIELD NOSE switch to MAIN	All lamps bright	
Panel J	Manually trip the nose undercarriage main contactor	All lamps off	
Starboard console	Press nose undercarriage RESET push switch	All lamps bright	
Wheel bay	Release DOWN LOCK micro switches	All lamps off	Nose reversing relay DOWN coil de-energized
	Return all switches to OFF		

Table 8
Nose undercarriage emergency down

Location	Operation	Test box indication	Check
		Nose emergency lamps will indicate as below	
Control pedestal	Press undercarriage EMERGENCY DOWN button	All lamps off	
Wheel bay	Depress EMERGENCY DOWN micro-switch and keep depressed	1 and 3 bright, 2 off	Nose emergency relay coil energized
Test box	Select NOSE SERIES FIELD EMERGENCY switch	All lamps bright	
Panel J. See para. 9	Remove and replace 20 amp. H.R.C. fuse for nose undercarriage emergency motor	All lamps go out and come on again	
Wheel bay	Release EMERGENCY DOWN micro switch	All lamps off	Nose emergency relay coil de-energized
	Return all switches to OFF		

Procedure after testing

10. After testing the alighting gear circuits, proceed as follows:—

- (1) Disconnect the 112-volt and 28-volt supplies from the aircraft.
- (2) Disconnect the test box looms from the aircraft.
- (3) Reconnect the aircraft looms to the associated equipment and any cables that may have been disconnected whilst carrying out the tests.

(4) Replace the undercarriage leg micro switches cover and any fuses that may have been removed.

(5) Ensure that all micro switches are in their normal positions.

Functioning one undercarriage

Procedure before functioning

11. The procedure necessary before functioning one undercarriage is as follows:—

(1) Connect the test looms to the aircraft equipment and connections as detailed in Table 9.

Note . . .

Ensure that the test box looms feed correctly into the circuit; i.e., power from the test box must feed the undercarriage actuators and not feed back into the control equipment in the cabin.

Note . . .

All the test box looms are to be passed through the access panel in the top of the wing above the undercarriage bay. They are to be secured along the top of the undercarriage bay to prevent them being damaged when the undercarriage is functioned.

(2) Isolate the circuit by removing the circuit fuses to prevent feed back to the aircraft bus-bars.

(3) Connect the test looms into the test box.

(4) Connect the splitter box to the test box. (Bond the splitter box to the test box between their negative terminals with the lead provided).

(5) Connect the 112-volt and 28-volt supplies to the adapter box.

Functioning

12. The instructions for functioning one undercarriage are contained in Tables 10-17.

Table 9
Connections necessary before functioning one undercarriage

Loom Part No.	Test box connection	Aircraft connection
K	Socket No. 1	Undercarriage down lock connector block A8. Undercarriage down lock connector block A7. Undercarriage main panel A2. Undercarriage reversing relay C4. Main undercarriage leg emergency motor.
L (Main loom or emergency loom)	Socket No. 2	Door main motor or door emergency motor.
Q	Socket No. 7	Door out limit switches. (Red plug on bottom of actuator) Door in limit switches. (Red plug at top end of actuator) Door junction box A7.
AJ	—VE terminal	Aircraft structure

Table 10
Main undercarriage door and leg up

Location	Operation	Function
Test box	Select the 112-volt and 28-volt supplies on Select the CHASSIS CONTROL switch to UP Select the MAIN FUNCTION switch to UP and hold Select the DOOR SELECTOR switch to UP and hold	Undercarriage leg and door travel UP

Table 11
Main undercarriage door and leg down

Location	Operation	Function
Test box	Select the 112-volt and 28-volt supplies on Select the CHASSIS CONTROL switch to DOWN Select the MAIN FUNCTION switch to DOWN and hold Select the DOOR SELECTOR switch to DOWN and hold	Undercarriage door and leg travel DOWN

Table 12
Main undercarriage leg up

Location	Operation	Function
Test box	Select the 112-volt and 28-volt supplies on Select the CHASSIS CONTROL switch to UP Select the MAIN FUNCTION switch to UP and hold	Undercarriage leg travels UP

Table 13
Main undercarriage door up (with leg up)

Location	Operation	Function
Test box	Select the 112-volt and 28-volt supplies on Select the DOOR SELECTOR switch to UP and hold	Undercarriage door travels UP

Table 14
Main undercarriage door down (with leg up or down)

Location	Operation	Function
Test box	Select the 112-volt and 28-volt supplies on Select the DOOR SELECTOR switch to DOWN and hold	Undercarriage door travels DOWN

Table 15
Main undercarriage leg down

Location	Operation	Function
Test box	Select the 112-volt and 28-volt supplies on Select the CHASSIS CONTROL switch to DOWN Select the MAIN FUNCTION switch to DOWN and hold Select the DOOR SELECTOR switch to DOWN and hold	Undercarriage leg travels DOWN

Table 16
Main undercarriage door up (with leg down)

Location	Operation	Function
Test box	Select the 112-volt and 28-volt supplies on Select the DOOR UP switch on and hold Select the DOOR SELECTOR switch to UP and hold	Undercarriage door travels UP

Table 17
Main undercarriage door emergency down

Location	Operation	Function
Test box	Select the 112-volt and 28-volt supplies on Select the DOOR SELECTOR switch to DOWN and hold Select the EMERGENCY DOOR switch on and hold	Undercarriage door travels DOWN

Procedure after functioning

13. The following procedure should be adopted after functioning the undercarriage:—

- (1) Disconnect the 112-volt and 28-volt supplies from the test box supplies adaptor box.
- (2) Disconnect the test looms from the aircraft equipment.
- (3) Reconnect the aircraft looms to their associated equipment and connections.
- (4) Put back any fuses that may have been previously removed.

SERVICING

Care and maintenance of the test box

14. The test box should be handled carefully to prevent damage to the filaments of

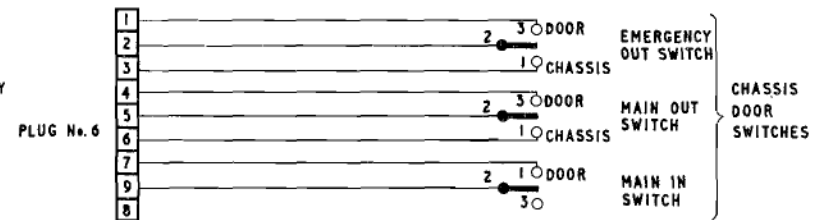
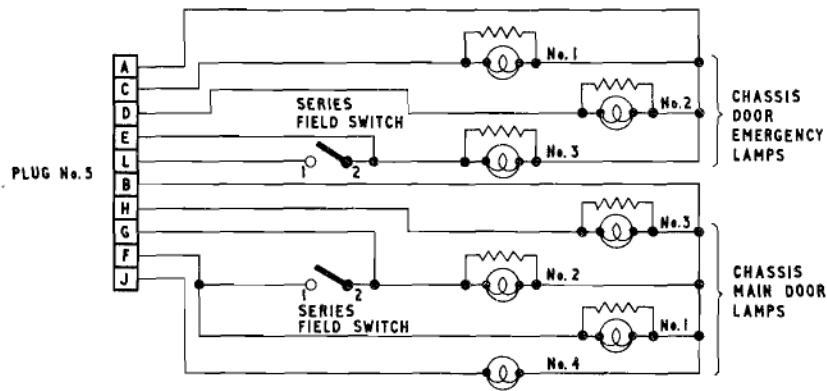
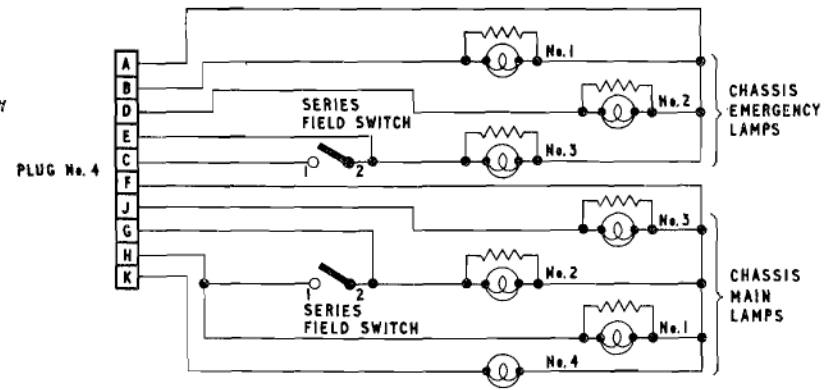
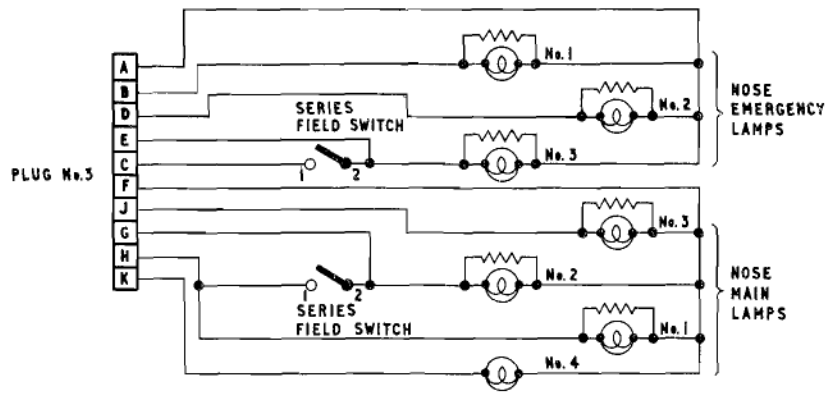
the indicating lamps and other equipment in the test box. Distortion of the test loom sockets and damage to the threads of the sockets, resulting in difficulty in connecting the test box looms to the test box and aircraft connections, can be avoided by fitting the blanking caps to the sockets when the test looms are not being used. To avoid undue strain on the aircraft connections when the test looms are connected, the long test looms should be supported to take the weight of the loom from the aircraft connections.

15. Frequent continuity and insulation tests should be carried out on the test box wiring and test looms. The filaments of

the indicating lamps should also be checked for serviceability.

16. The equipment provided in the test box to function the alighting gear should also be tested at frequent intervals. This check may be carried out by connecting a 28-volt d.c. supply to the operating coils of the various relays and checking for continuity through the relay contacts with a lamp and battery or other suitable equipment.

17. If sockets have at any time to be changed on those looms which pass through to the top of the main plane, the knurling must be removed from the replacement socket for at least $\frac{1}{16}$ in. on the diameter, otherwise it will not pass through the hole in the main plane.



MAIN LAMPS	
No. 1	UP
No. 2	DOWN
No. 3	SERIES FIELD
No. 4	SHUNT FIELD
EMERGENCY LAMPS	
No. 1	DOWN
No. 2	SERIES FIELD
No. 3	SHUNT FIELD

Fig. 1 Alighting gear test box (1) (Circuitry testing circuit)
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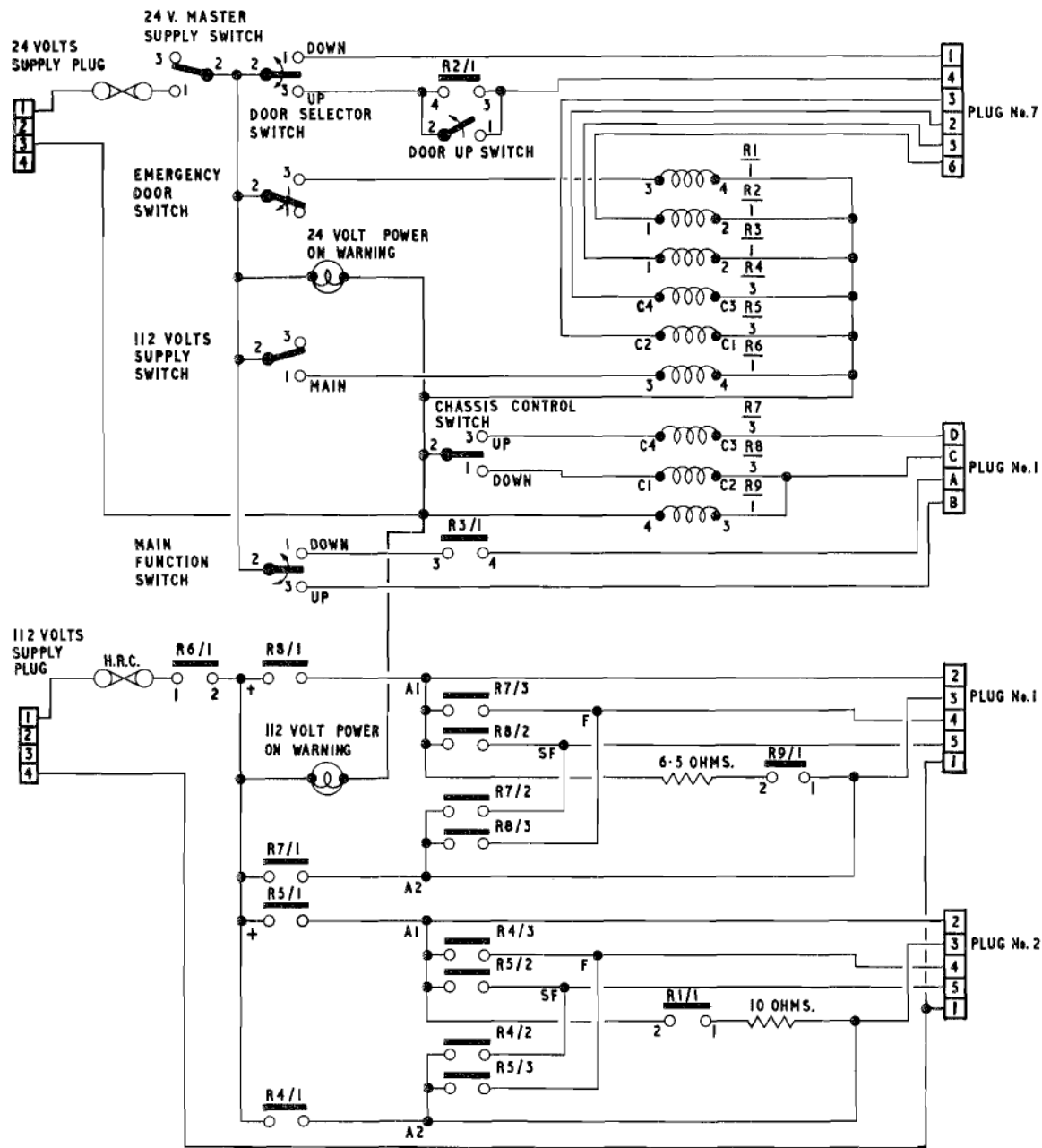


Fig. 2 Alighting gear test box (2) (Function testing circuit)
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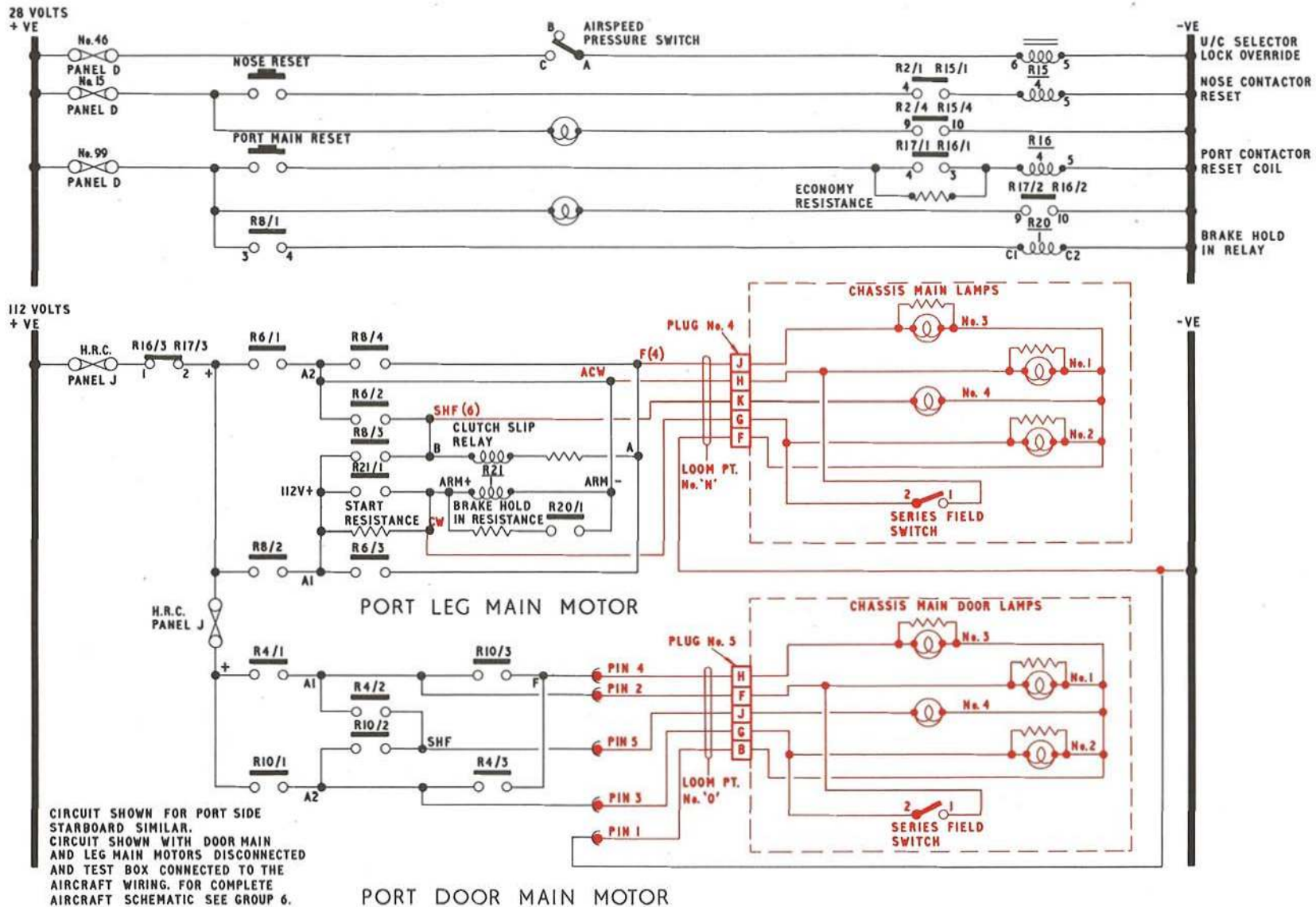
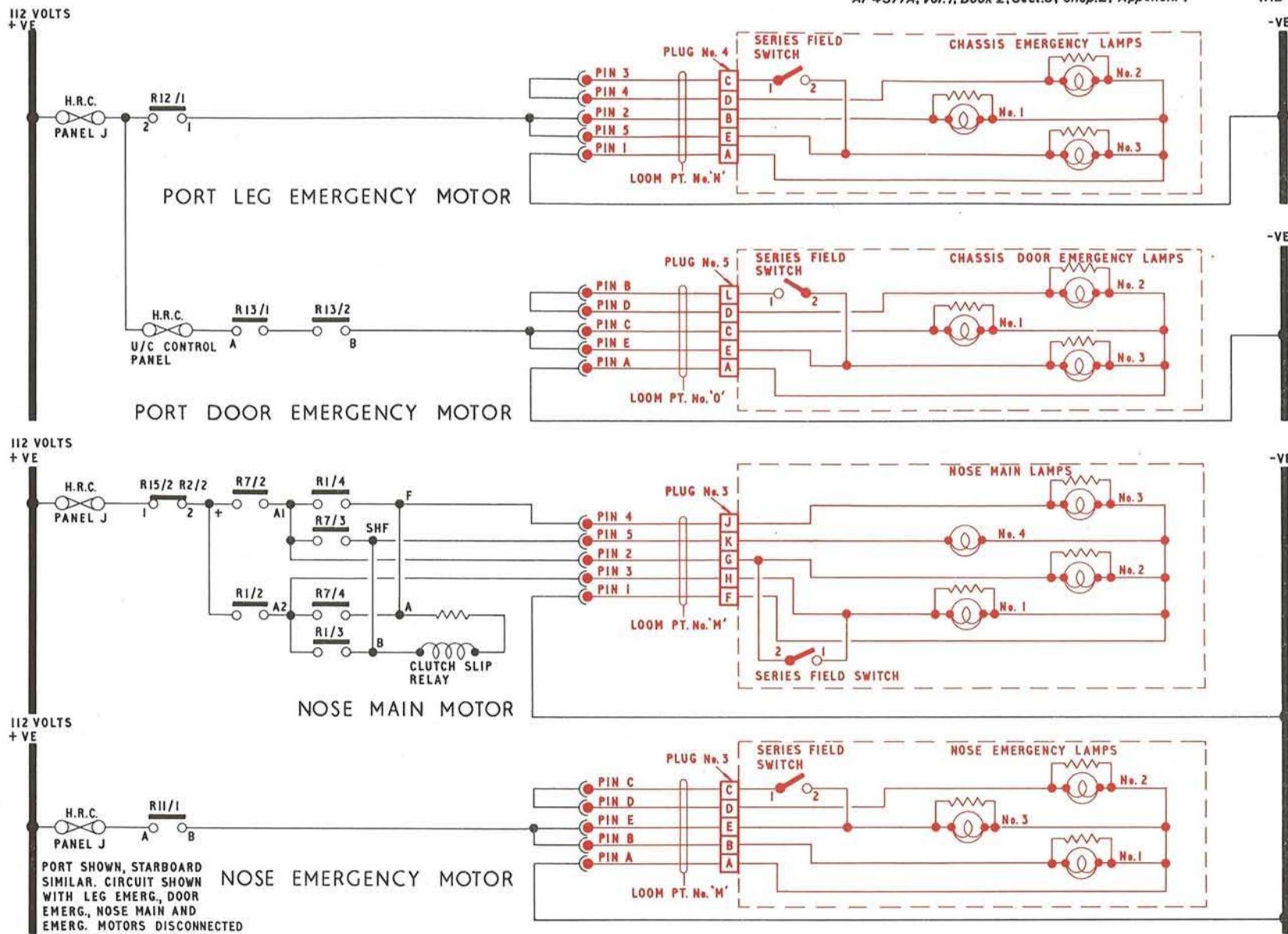


Fig. 4 Alighting gear control (2) (Circuitry check)
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PORT SHOWN, STARBOARD SIMILAR. CIRCUIT SHOWN WITH LEG EMERG., DOOR EMERG., NOSE MAIN AND EMERG. MOTORS DISCONNECTED AND TEST BOX CONNECTED TO AIRCRAFT WIRING. FOR COMPLETE AIRCRAFT SCHEMATIC SEE GROUP 6.

Fig. 5 Alighting gear control (3) (Circuitry check)
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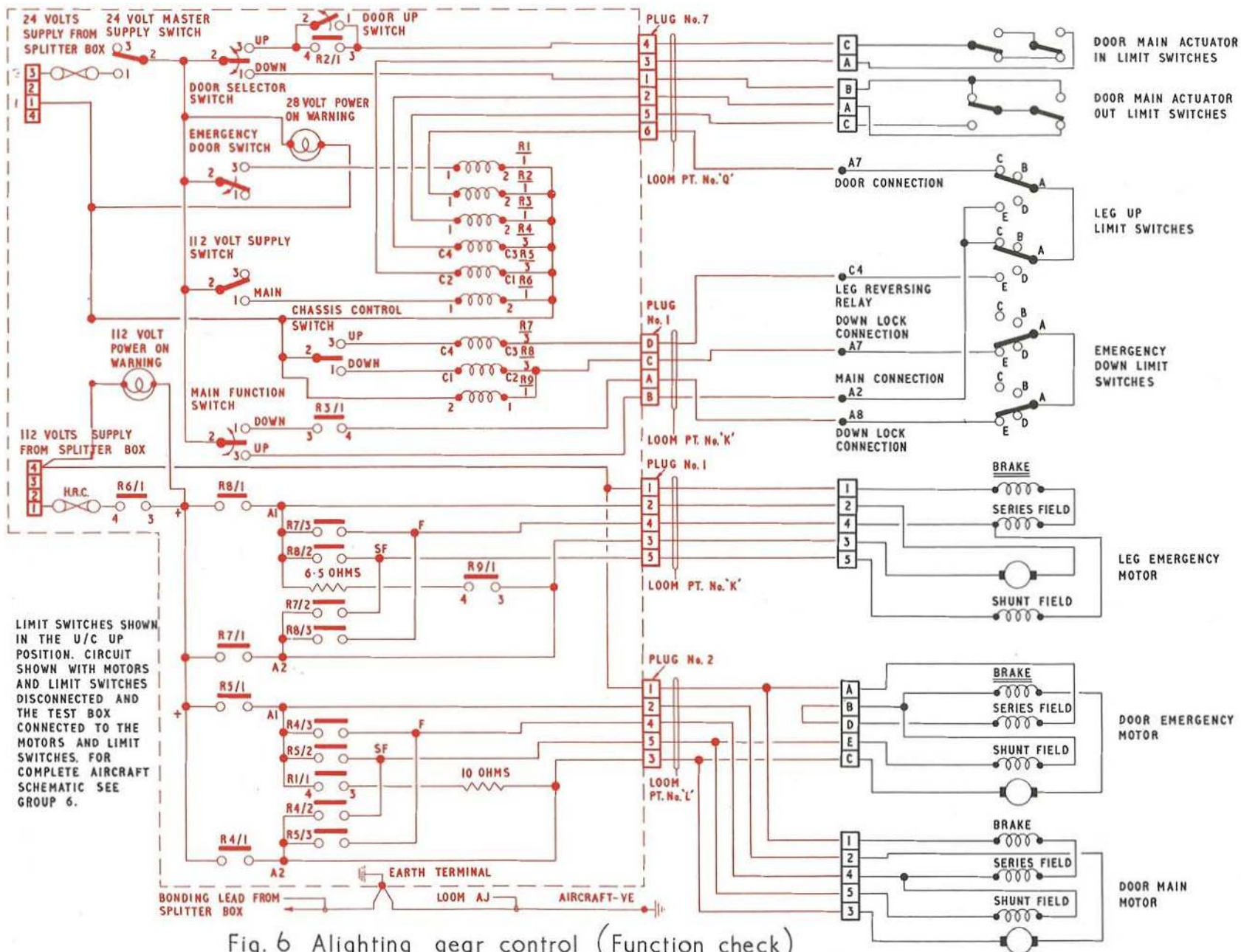


Fig. 6 Alighting gear control (Function check)
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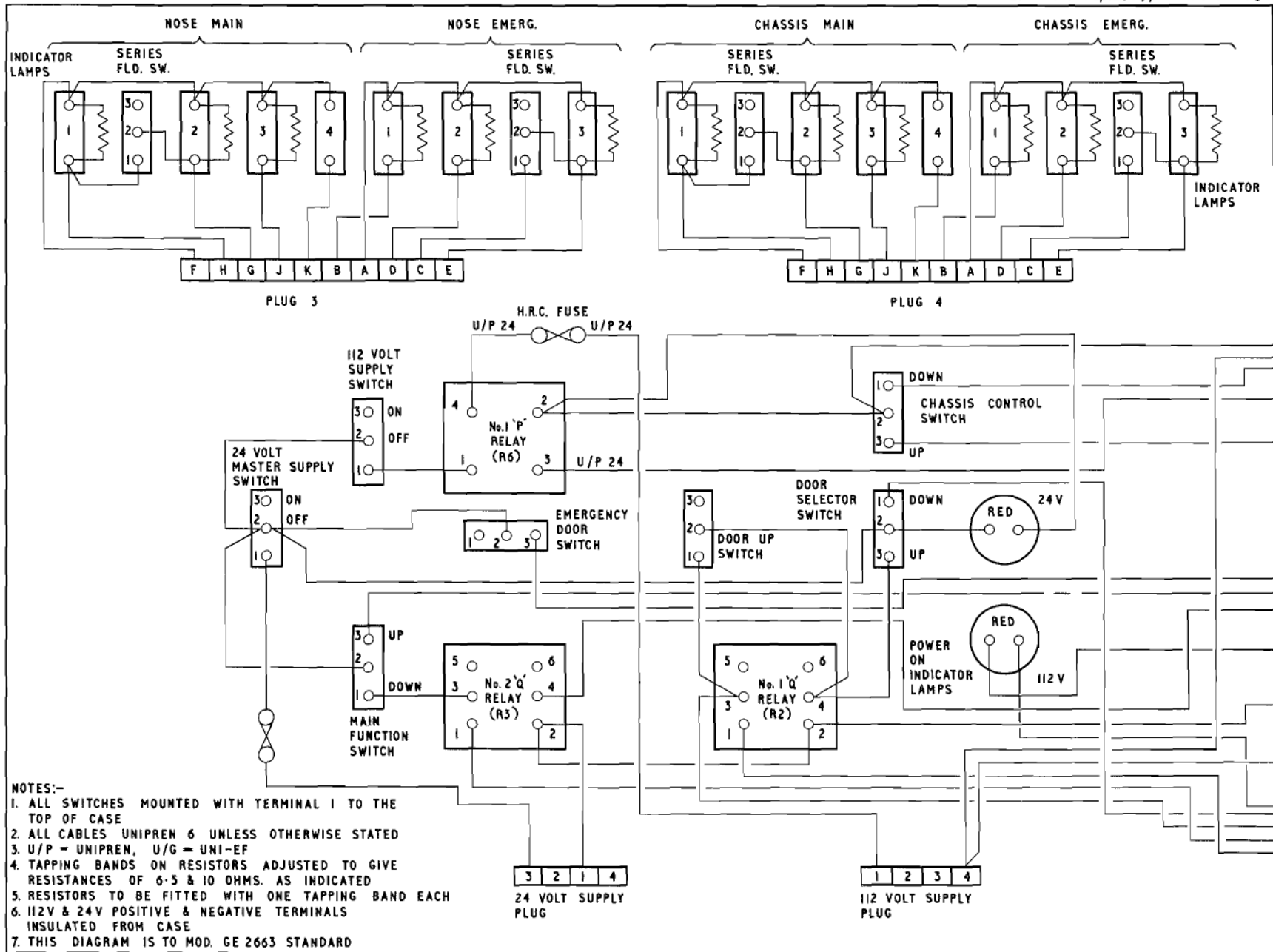


Fig. 7 (1) Alighting gear test box (Mod. G.E. 1339)

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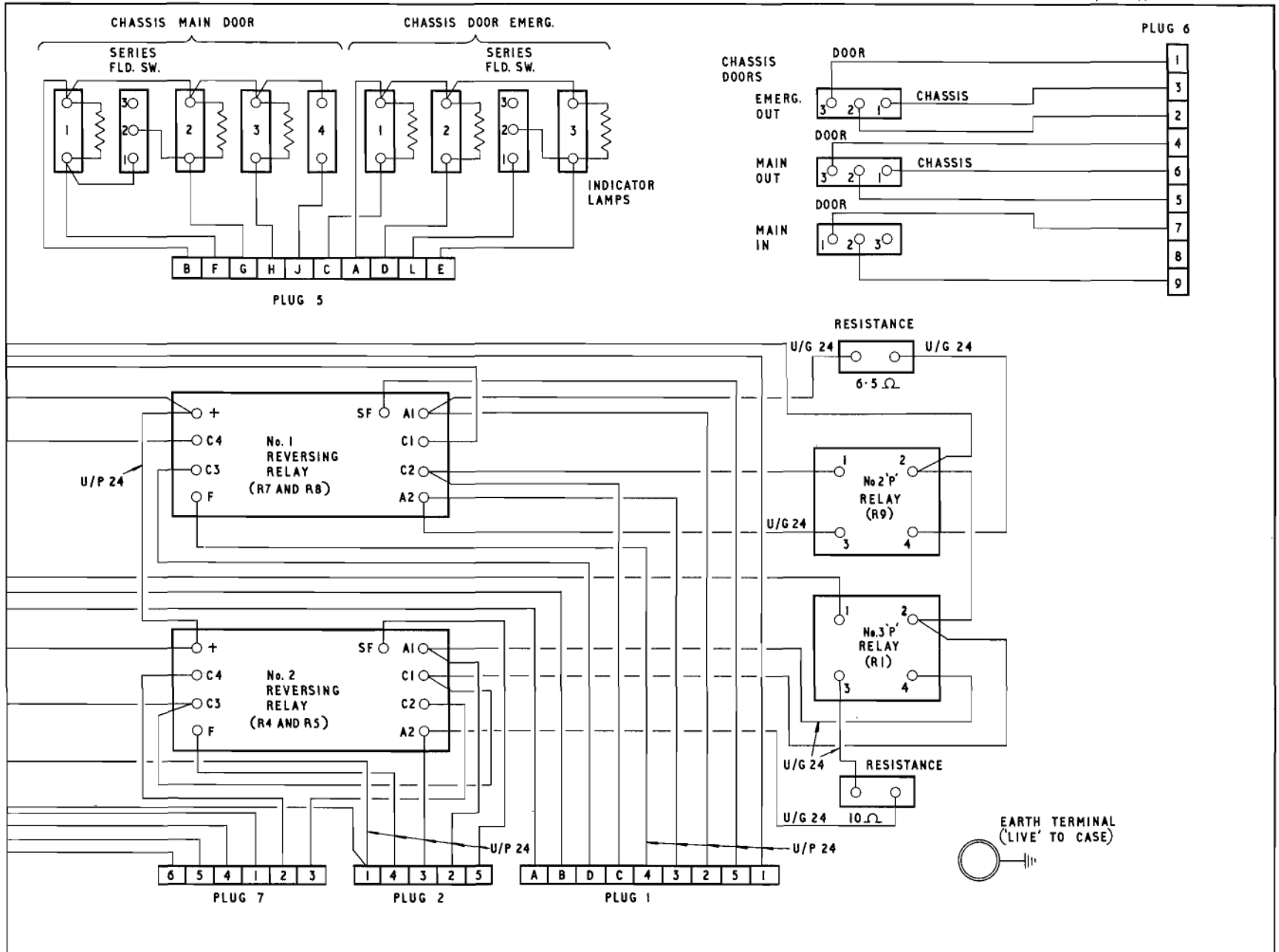


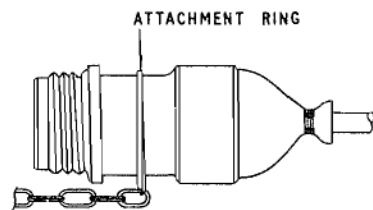
Fig. 7 (2) Alighting gear test box (Mod. G.E.1339)

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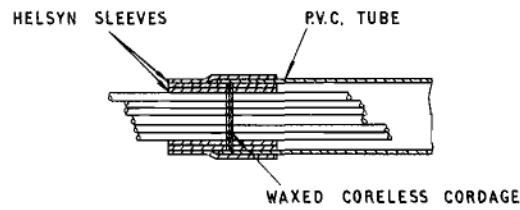
PART No.	FROM				TO			
	END FITTINGS	EQUIPMENT	LENGTH	EQUIPMENT	END FITTINGS	CABLE SIZE		
K	(No.1) CZ 60505 5X/243 67479 PT.6389	TEST BOX SKT. PIN A	41'-0"	DOWN LOCK T/B A8	Z 84503 Z 19980	UNISHEATH GROUND 7		
		" " " " B	41'-0"	CHASSIS PANEL A2	" "	" "	" "	
		" " " " C	41'-0"	DOWN LOCK T/B A7	" "	" "	" "	
		" " " " D	41'-0"	MAIN REVERSING RELAY C4	BARE END	" "	" "	
		" " " " 1 RED	39'-6"	CHASSIS PIN 1 RED	5X/6064	TRIPREN 24		
		" " " " 2 BLUE		" " 2 BLUE	5X/921			
		" " " " 3 YELLOW		" " 3 YELLOW	5X/6423			
		" " " " 4 RED	39'-6"	" " 4 RED	67479 PT. 6365	DUPREN 24		
" " " " 5 BLUE	" " 5 BLUE							
L	(No.2) 5X/6064 5X/1335 67479 PT.6385	TEST BOX SKT. PIN 1 RED	42'-0"	DOOR PIN 1 RED	5X/6064 5X/335 5X/6423 67479 PT. 6365	TRIPREN 24		
		" " " " 2 BLUE		" " 2 BLUE				
		" " " " 3 YELLOW		" " 3 YELLOW				
		" " " " 4 RED	" " 4 RED					
		" " " " 5 BLUE	" " 5 BLUE					
	(No.2) 5X/6064 5X/1333 67479 PT.6385 5X/3146	TEST BOX SKT. PIN 1 RED	42'-0"	DOOR PIN A RED	5X/6376 5X/240 5X/6500 67479 PT. 6363	TRIPREN 12		
		" " " " 3 YELLOW		" " C YELLOW				
		" " " " 5 BLUE		" " E BLUE				
			THESE TWO PINS TO BE D					
			SHORTED TOGETHER B					
	AT THIS END ONLY							
M	(No.3) 5X/6134 5X/319 67479 PT.6389 5X/3148	TEST BOX SKT. PIN A RED	33'-0"	NOSE EMERG. PIN A RED	5X/6016 5X/6293 5X/3152 5X/240 5X/1964 5X/3148	QUINPREN 6		
		" " " " B BLUE		" " B BLUE				
		" " " " C WHITE		" " C WHITE				
		" " " " D YELLOW		" " D YELLOW				
		" " " " E GREEN		" " E GREEN				
		" " " " F RED						
		TEST BOX SKT. PIN 1 RED	33'-0"	NOSE MAIN PIN 1 RED	5X/6061 5X/6294 5X/3090 5X/1333 5X/1965 5X/3148	QUINPREN 6		
		" " " " 2 BLUE		" " 2 BLUE				
		" " " " 3 YELLOW		" " 3 YELLOW				
		" " " " 4 GREEN		" " 4 GREEN				
		" " " " 5 WHITE		" " 5 WHITE				
N	(No.4) 5X/6385 5X/242 67479 PT.6387 5X/3148	TEST BOX SKT. PIN A RED	42'-0"	CHASSIS EMERG. PIN 1 RED	5X/6061 5X/6294 5X/3090 5X/1333 5X/1965 5X/3148	QUINPREN 6		
		" " " " B BLUE		" " 2 BLUE				
		" " " " C WHITE		" " 3 WHITE				
		" " " " D YELLOW		" " 4 YELLOW				
		" " " " E GREEN		" " 5 GREEN				
	" " " " F	42'-0"	CHASSIS MAIN NEG.	31904 TAG	UNISHEATH GROUND 7			
	" " " " G	42'-0"	" " C.W.	" "	" "			
	" " " " H	42'-0"	" " A.C.W.	" "	" "			
	" " " " J	42'-0"	" " SERIES FIELD	" "	" "			
	" " " " K	42'-0"	" " SHUNT FIELD	" "	" "			

Fig. 8 (I) Cable looms
RESTRICTED

PART No.	FROM				TO					
	END FITTINGS	EQUIPMENT		LENGTH	EQUIPMENT		END FITTINGS	CABLE SIZE		
O	(No.5) 5X/6089 5X/320 67479 PT. 6387 5X/3148	TEST BOX SKT. PIN A	RED	42' - 0"	CHASSIS DOOR EMERG. PIN A	RED	5X/6016 5X/6293 5X/3152 5X/240 5X/1964 5X/3148	QUINPREN 6		
		" " " " C	BLUE		" " " " C	BLUE				
		" " " " D	GREEN		" " " " D	GREEN				
		" " " " E	YELLOW		" " " " E	YELLOW				
		" " " " L	WHITE		" " " " B	WHITE				
		" " " " B	RED		CHASSIS DOOR MAIN PIN 1	RED			5X/6061 5X/6294 5X/3090 5X/1333 5X/1965 5X/3148	QUINPREN 6
		" " " " F	BLUE	" " " " 2	BLUE					
		" " " " G	YELLOW	" " " " 3	YELLOW					
		" " " " H	GREEN	" " " " 4	GREEN					
		" " " " J	WHITE	" " " " 5	WHITE					
		" " " " "	"	" " " " "	"					
		P	(No.6) 5X/6039 5X/921 67479 PT. 6385 5X/3148	TEST BOX SKT. PIN 1	RED	42' - 0"	CHASSIS DOOR EMERG. OUT PIN A	RED	5X/6006 5X/6301 5X/3151 5X/1383 5X/1963 5X/3148	TRIPREN 6
				" " " " 2	BLUE		" " " " B	BLUE		
				" " " " 3	YELLOW		" " " " C	YELLOW		
42' - 0"	" " " " 4			RED	CHASSIS DOOR MAIN OUT PIN A	RED	5X/6006 5X/6301 5X/3151 5X/1383 5X/1963 5X/3148	TRIPREN 6		
	" " " " 5			BLUE	" " " " B	BLUE				
	" " " " 6			YELLOW	" " " " C	YELLOW				
	42' - 0"			" " " " 7	RED	CHASSIS DOOR MAIN IN PIN A	RED	5X/6006 5X/6301 5X/3151 5X/1383 5X/1963 5X/3148	TRIPREN 6	
				" " " " 8	BLUE	" " " " B	BLUE			
				" " " " 9	YELLOW	" " " " C	YELLOW			
Q	(No.7) 5X/6039 5X/335 67479 PT. 6385 5X/3148			TEST BOX SKT. PIN 1	RED	46' - 0"	DOOR OUT LIMITS PIN B	RED	5X/6799 5X/3148 5X/1383 67479/6361 5X/6321	TRIPREN 6
				" " " " 2	BLUE		" " " " A	BLUE		
				" " " " 5	YELLOW		" " " " C	YELLOW		
		46' - 0"	" " " " 4	RED	DOOR IN LIMITS PIN C	RED	5X/6799 67479 PT. 6361 5X/6312 5X/3148 5X/1383	TRIPREN 6		
			" " " " 3	BLUE	" " " " A	BLUE				
			" " " " 6	"	DOOR J.B. A7				284503 5X/3148 Z19980	UNISHEATH GROUND 7
AJ	5K/1809 BONDING LEAD	TEST BOX EARTH POINT		15' - 0"	AIRFRAME		5K/1884	UNISHEATH GROUND 7		
					LOCAL EARTH					



TYPICAL METHOD OF SECURING SOCKET BLANKING ASSY. TO SOCKET



TYPICAL METHOD OF SECURING CABLES IN CONDUIT

NOTES:-

1. CABLE ENDS CRIMPED, CABLE SLEEVE Z49397 USED AS REQUIRED
2. SINGLE CORE LOOMS RUN IN P.V.C. SLEEVING TO SPEC. E & 1659 TO WITHIN 3FT. OF LOOSE ENDS AND BOUND TIGHTLY. LOOSE CABLES SECURED INSIDE P.V.C. CONDUIT BY MEANS OF HELSYN SLEEVES (SEE DETAIL)
3. PLUG BLANKING ASSY. SECURED TO PLUG BY FIXING TAG UNDER ONE OF PLUG ASSY. BOLTS
4. CABLES CLEARLY IDENTED BOTH ENDS - PLUG No. AT TEST BOX END
5. LOOM 'L' (MAIN) - TO END - STRIP BACK PREN CABLE 2FT. UNTWIST AND SLIDE BACK P.V.C. SEE NOTE 2

Fig. 8 (2) Cable looms
RESTRICTED

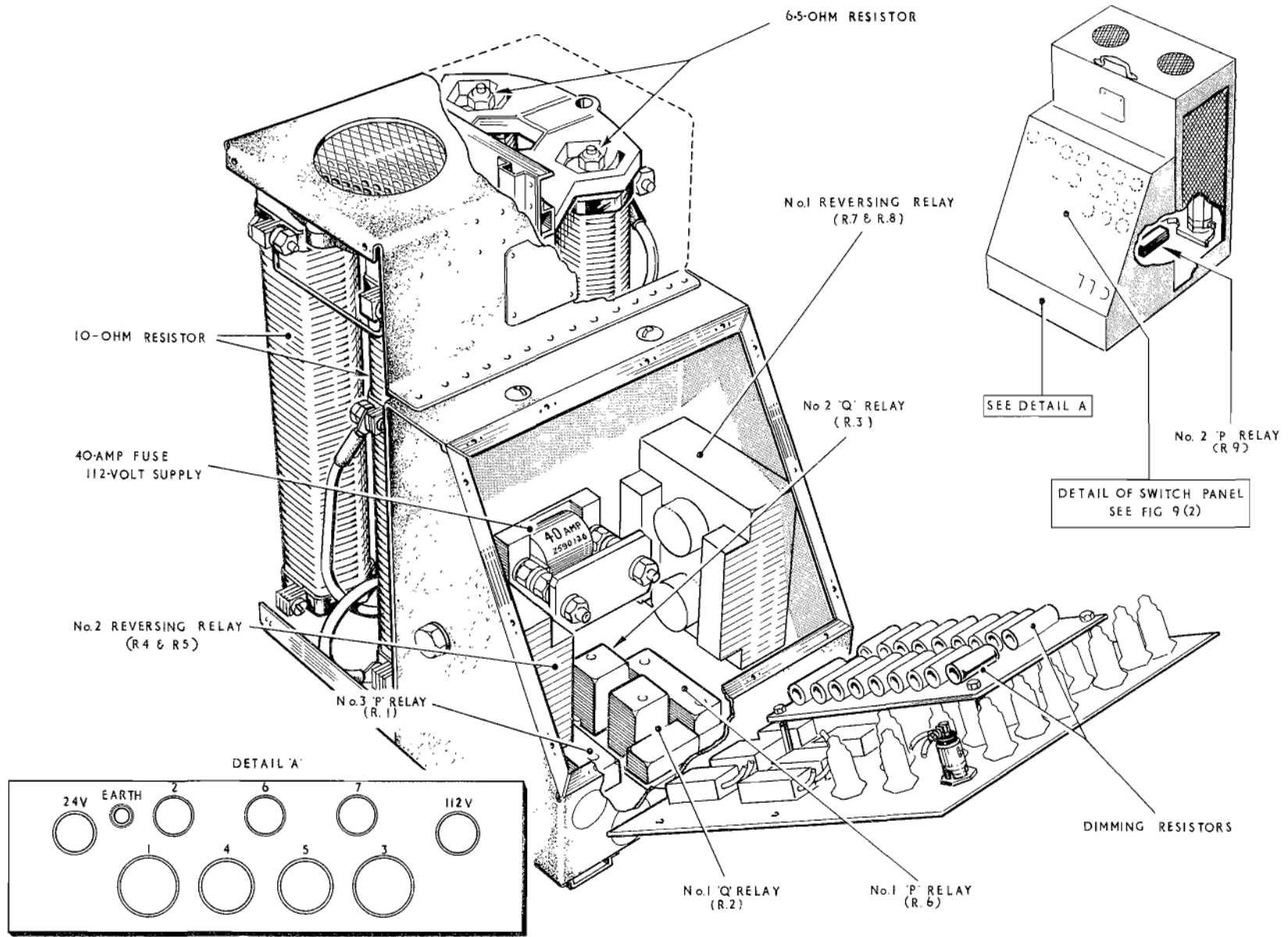


Fig.9(1) Alighting gear test box.
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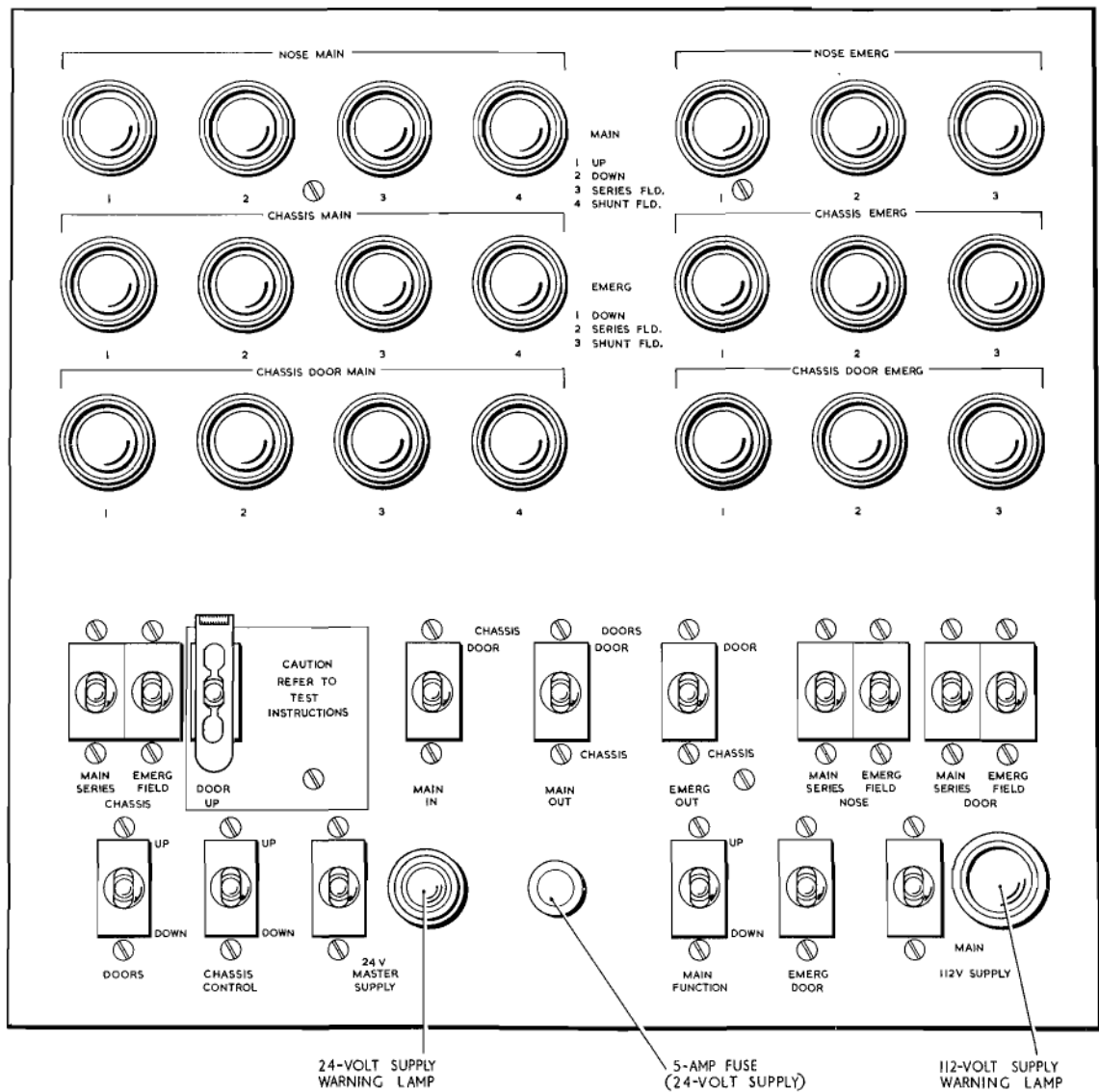


Fig.9(2) Alighting gear test box

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