

NEXT ASSY	USED ON TH57 IFR
070-10360- 002	

INSTRUCTIONS

**TEST SET
T-262-002**

**UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES TOLERANCES:
FRACTIONS DECIMALS ANGLES
± 1/32 .XY ± .02 .XYZ ± .003±1°
For Use on TH57 IFR / 206B (VFR)**

GENERAL

This document describes the procedures for checkout and troubleshooting the improved MINISTAB FCS 200 Systems installed in Bell TH57 IFR or 206B helicopters using the SFENA T-262-002 Series Test Set.

T-262-002 Series Test Sets are portable equipment designed to operate inside the helicopter, for ground testing only. Before using this test set, please carefully read these instructions in order to get acquainted with the various controls and indicators. Follow strictly the recommendations and warnings.

WARNING

REMOVE ALL POWER FROM AIRCRAFT BEFORE DISCONNECTING AND CONNECTING ANY MINISTAB COMPONENTS. FAILURE TO DO SO COULD RESULT IN SHOCK HAZARD AND EQUIPMENT DAMAGE.

CAUTION

COMPONENTS IN THIS SYSTEM USE C-MOS DEVICES. CONNECTING OR DISCONNECTING MINISTAB COMPONENTS WITH POWER ON WILL DAMAGE THESE DEVICES. WHEN CONTROLLER SWITCHES STAB, FT AND ALT ARE OFF (BLACK), THIS DOES NOT INDICATE THAT THE MINISTAB IS SWITCHED OFF.

When all tests have been completed, make sure that all controls have been reinstalled, the circuit breakers turned off, all test connections removed, and all flight control switches are in the proper position.

If, during the procedure, a test result is different from the result expected, the last column of each test shows the probably defective component in the system.

CAUTION

REPLACEMENT OF COMPONENT(S) PRIOR TO ACCOMPLISHING THE FOLLOWING MAY RESULT IN DAMAGE TO NEW COMPONENT.

Confirm diagnosis of the fault condition by further troubleshooting as follows:

1. Referring to the applicable wiring diagram, continuity check all wiring from connector mating with the suspected faulty component to each destination point to insure there are no shorts or broken wires.
2. With harness disconnected from suspected faulty component, apply power to system and check power voltages from interconnected components and grounds are present.

NOTE:

If more than one component is suspected, accomplish steps 1 and 2 for each mating connector.

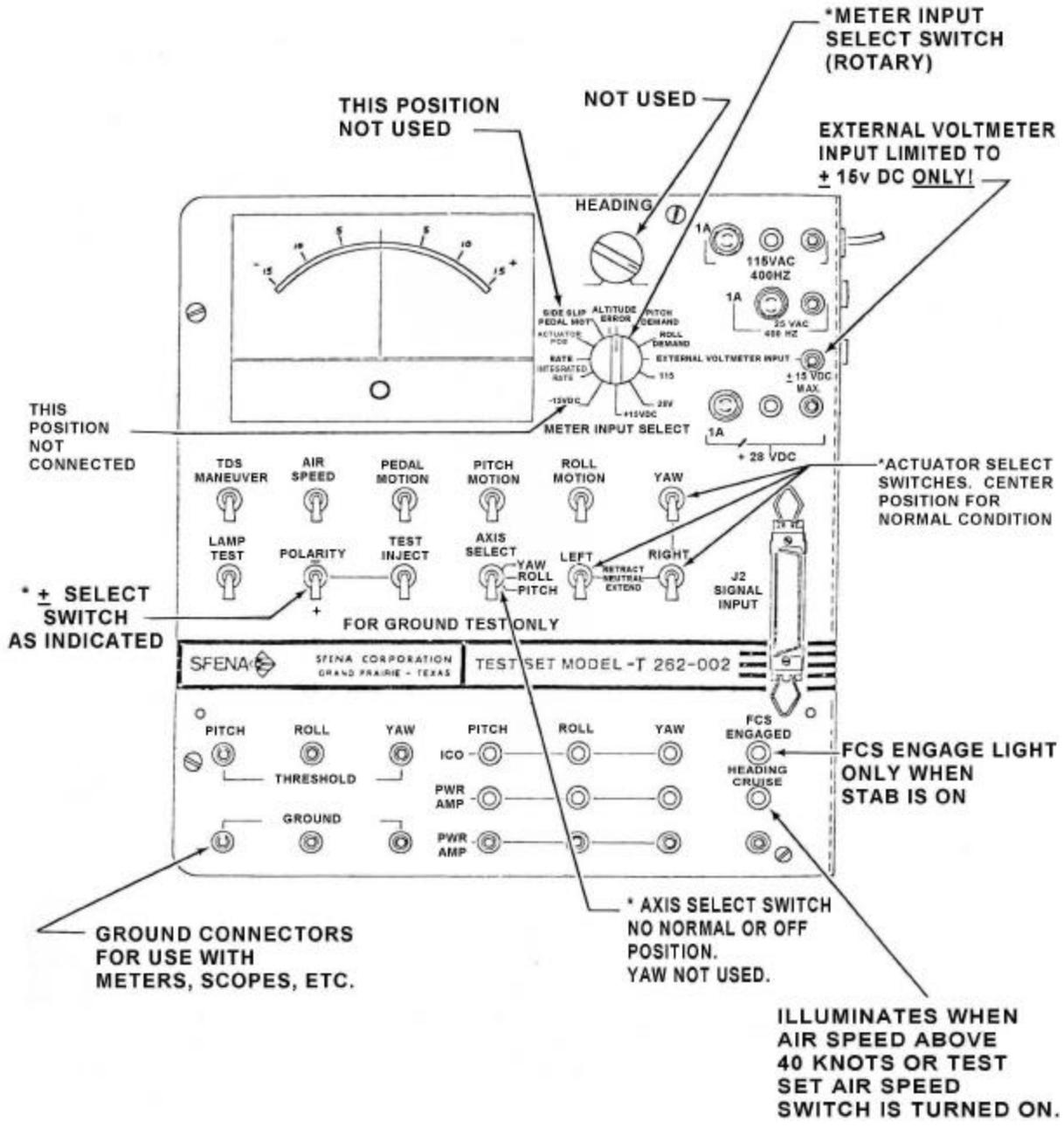
3. Where more than one identical part (computer 75258V1M2 and actuator 3424V15M2, for example) are installed in the system, exchange suspected component with component known to be working condition and repeat failed test. If test passes, replace suspected faulty component.

In Section 10, a Pitot/Static Test Set is required to make diagnostic checks of MINISTAB equipment. Only qualified personnel should be assigned to operate equipment during these tests. SFENA Corporation will not accept responsibility for damage to any equipment caused by operator error.

The symbols > = Greater Than

< = Less Than

Controller switches are powered and dim controlled through the caution light Dim/Bright switch on the console. For ground test, the following procedure may be used to bypass the caution light circuit breaker and engine out warning horn. After power is applied, turn the lighting rehostate to full bright, position the caution light dim switch to the dim position, the Controller switches should be illuminated at this time.



NOTE: ALL SWITCHES ARE POSITIONED UP FOR "ON" EXCEPT THOSE MARKED WITH AN *. SEE NOTES.

TEST PROCEDURES

TEST A	PRELIMINARY CHECK OUT
TEST 1	POWER-UP CHECKOUT
TEST 2	K28 CONTROL UNIT CHECKOUT
TEST 3	LOGIC CHECKOUT
TEST 4	FORCE TRIM SYSTEM CHECKOUT
TEST 5	ACTUATOR SYSTEM CHECKOUT
TEST 6	K60 ACTUATOR POSITION DISPLAY CHECKOUT
TEST 7	ROLL CHANNEL CHECKOUT
TEST 8	PITCH CHANNEL CHECKOUT
TEST 9	YAW CHANNEL CHECKOUT
TEST 10	ALTITUDE HOLD CHECK