

(GUIDE & TEMPLATE FOR T6 THERMAL IMAGER)

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

There is no specific format required when developing an ICA supplement, however, it must contain information specific to the modification and installed appliance that is not covered by the original ICA.

This document contains information, in an acceptable format, that you can copy and paste into a word processor for you to develop an ICAS for the T6 Thermal Imager.

Text highlighted in “red” is a guide which requires information unique to your aircraft and the installation.

Sections and figure #'s will likely change due to preferred formatting changes

You may use any information required by the ASI, ACO or AEG that meets the standards for their approval. The ICAS should be included as part of the data package.

FAA Order 8110.54 provides guidance on responsibilities, requirements, and content for instructions for continued airworthiness (ICA) as required by Title 14 of the Code of Federal Regulations (14 CFR) § 21.50 and the various airworthiness standards.

ICA's for new design approvals must contain the following, or as appropriate:

- A- Log of revisions
 - B- List of effective pages
 - C- Document control
 - D- Table of contents, defining each section, description and page number.
-
- 1- Scheduling information for each item
 - 2- The recommended overhaul periods
 - 3- An inspection program consisting of the thresholds for inspections.
 - 4- Troubleshooting information describing probable malfunctions.
 - 5- Information describing the order and method of removal and replacement.
 - 6- Descriptions of how to adjust and test the system.
 - 7- Diagram of structural access plates, and how to gain access.
 - 8- Details for applying special inspection techniques.
 - 9- Identification of primary structure and recommended inspection times.
 - 10- All data on structural fasteners, such as identification, and torque values.
 - 11- A list of special tools needed to accomplish recommended maintenance.

Proper formatting and contents begins on the next page

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INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

TrueView EVS T6 Infrared Thermal Imaging System

for installation on

(aircraft model here)

Registration No. (here)

Serial No. (here)

Document Number: (here)

Date: (here)

EXPORT WARNING: THIS SYSTEM, TECHNICAL DATA ARE SUBJECT TO EXPORT CONTROL OF EITHER THE INTERNATIONAL TRAFFIC IN FIREARMS REGULATIONS (ITAR) OR THE EXPORT ADMINISTRATION REGULATIONS (EAR) AND CANNOT BE EXPORTED WITHOUT THE AUTHORIZATION OF EITHER THE DEPARTMENT OF STATE OR THE DEPARTMENT OF COMMERCE PRIOR TO EXPORT.

APPROVED BY _____

< Create similar header above for each page >

LOG OF REVISIONS

(create block similar to this)

Rev Level	Page	Description	Prepared By	Approved By	Date
IR	ALL	Original Release	initial	initial	date

REVISION HIGHLIGHTS

(create block similar to this)

Page (s) Affected	Rev	Description of Change
ALL	IR	Original Release

LIST OF EFFECTIVE PAGES

Insert the revised pages into this document and delete the obsolete pages in accordance with the following list of effective pages. Revised pages are indicated by the correct revision status. Superseded and deleted pages shall be removed from the document.

The list of effective pages records not only each page of subject revision but also each previously issued page that is still current. Blank pages and pages that are no longer current do not appear on this list. If there is any question about the currency of the recipient's copy, it is recommended that each page in the document be checked against this list of effective pages. Any page that does not appear on the list of effective pages is to be removed.

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Page No.	Rev.	Date
1	IR	date
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22	IR	date

DOCUMENT CONTROL

A vertical bar along the right hand margin and the revision number in the upper right hand corner and date in the lower right hand corner will indicate the latest revision(s) to a page. Document updates will be distributed upon revision from:

You're company name
and address here

TABLE OF CONTENTS (example specific to this file)

(create block similar to this or your preference)

Section	Description	Page No.
--	LOG OF REVISIONS & REVISION HIGHLIGHTS	3
--	LIST OF EFFECTIVE PAGES	4
--	DOCUMENT CONTROL	5
--	TABLE OF CONTENTS	6
1.0	INTRODUCTION	7
	PURPOSE AND SCOPE	
2.0	DEFINITIONS AND ABBREVIATIONS	8
	TERM DEFINITIONS	
3.0	DESCRIPTION	9
	WIRING DIAGRAM	10
4.0	CAMERA ASSEMBLY - CAMERA LOCATION	11
5.0	TRUEVIEW EVS T6 COCKPIT CONTROLS	12
6.0	OPERATION, TRUEVIEW EVS T6 INFRARED THERMAL IMAGING SYSTEM	
7.0	AIRWORTHINESS LIMITATIONS	
8.0	WEIGHT AND BALANCE DATA	
9.0	PLACARDS AND MARKINGS	13
10.0	SAFETY PRECAUTIONS	
11.0	TOOLS AND MATERIALS	
12.0	PREFLIGHT CHECK	
13.0	INSPECTIONS AND STANDARD PRACTICES	14
	REMOVAL AND INSTALLATION PRACTICES	
	ELECTRICAL AND ELECTRONIC COMPONENTS	
14.0	INSPECTIONS	15
	100 HOUR & 12-MONTH INSPECTION	
15.0	COMPONENT REMOVAL AND INSTALLATION	16
	CAMERA – REMOVAL - INSTALLATION	
	TRANSITION PLATE (REMOVAL – INSTALLATION), PARTS LISTING	
	SYSTEM ILLUSTRATION (EXPLODED VIEW)	
16.0	TROUBLESHOOTING CAMERA ASSEMBLY	19
	TROUBLESHOOTING WIRING HARNESS	20
17.0	FUNCTIONAL CHECKS	21
18.0	MAINTENANCE AND REPAIR	
	MAINTENANCE	
	REPAIR	
	CLEANING	
19.0	SOFTWARE UPDATES	
20.0	LIGHTNING STRIKE	
21.0	HARD LANDING	
22.0	TOWING AND TAXIING	
23.0	RETURN COMPONENTS TO THE MANUFACTURER FOR SERVICE	22

SECTION 1.0 INTRODUCTION

PURPOSE AND SCOPE

This document provides instructions and requirements for field level inspection and maintenance of the TrueView EVS T6 Infrared Thermal Imaging System installed on (aircraft make and model) and complies with Title 14 of the Code of Federal Regulations (14 CFR) § (27.1529) (for rotorcraft) Title 14 of the Code of Federal Regulations (14 CFR) § (23.1529) (for airplanes)

This document does not duplicate supporting data contained in other sources. Where appropriate, in this document, specific reference is made to such data.

REFERENCES (list the references below as appropriate)

14 CFR §43.16 – Airworthiness limitations

14 CFR §91.403 – General [Requirements for Maintenance, Preventive Maintenance, and Alterations]

14 CFR § 27.1529 – Instructions for Continued Airworthiness (normal cat. rotorcraft)

14 CFR § 29.1529 – Instructions for Continued Airworthiness (transport cat. rotorcraft)

14 CFR Part 27 App. A, Instructions for Continued Airworthiness (normal cat. rotorcraft)

14 CFR Part 29 App. A, Instructions for Continued Airworthiness (transport cat. rotorcraft)

14 CFR § 23.1529 – Instructions for Continued Airworthiness (normal/commuter cat. airplanes)

14 CFR Part 23 App. A, Instructions for Continued Airworthiness (normal/commuter cat. airplanes)

List Aircrafts Maintenance Manual here, include latest revision

SECTION 2.0 DEFINITIONS AND ABBREVIATIONS

TERM DEFINITION

WARNING: ITEMS FOR WHICH PROCEDURES, PRACTICES, AND CONDITIONS WITH RESPECT TO MAINTENANCE OR INSTALLATION THAT IF NOT STRICTLY OBSERVED COULD RESULT IN INJURY TO OR DEATH OF PERSONNEL OR PROPERTY DAMAGE.

CAUTION: ITEMS FOR WHICH PROCEDURES, PRACTICES, AND CONDITIONS WITH RESPECT TO MAINTENANCE OR INSTALLATION THAT IF NOT STRICTLY OBSERVED COULD RESULT IN DAMAGE TO EQUIPMENT OR PROPERTY.

NOTE: Items on which special emphasis is placed as a means of bringing that information to the attention of the maintenance technician.

A/C	Aircraft
AIPC	Aircraft Illustrated Parts Catalog
AMM	Aircraft Maintenance Manual
ASSY	Assembly
AWD	Aircraft Wiring Diagram
CFR	Code of Federal Regulations
CHP	Chapter
CMM	Component Maintenance Manual
ESD	Electrostatic Sensitive Device
EVS	Enhanced Vision System
FAA	Federal Aviation Administration
FLIR	Forward Looking Infrared Red
IN-LB	Inch Pounds (torque)
IR	Infrared
LBL	Left Butt Line (lateral stations)(left from aircraft center line)
LBS	Pounds (weight)
LCD	Liquid Crystal Display
LED	Light Emitting Diode
MAX	Maximum
MIN	Minimum
OC	On Condition
P/N	Part Number
PARA	Paragraph
RBL	Right Butt Line (lateral stations)(right from aircraft center line)
REF	Reference
STA or FS	Station or Fuselage Station (longitudinal stations)
WD	Wiring Diagram
WL	Water Line (vertical stations)

SECTION 3.0 DESCRIPTION

The TrueView Enhanced Vision System (EVS) T6 is an externally mounted camera used for monitoring the aircraft surroundings. (describe location on aircraft here, i.e., wing, belly), the camera has a vertical sweep range of 28 degrees (forward looking), and provides video output. An optional video output/display source is available but is not included this ICA. (if it is, re-wright sentence)

The camera motion is pilot controlled by a trim control switch mounted in the (describe location of switch here) and is constrained to vertical (up/down) adjustment only. The TrueView EVS T6 System enhances a pilot's ability to fly an aircraft by providing increased visibility for improved situational awareness. The TrueView EVS T6 allows a pilot to identify the runway environment, ground features and hazards under day or night low visibility conditions but it is not a required system. TrueView EVS T6 operation is based on advanced infrared (IR) sensor functionality, adjusts to current conditions in real time to maintain optimal detection capability, and will not be used for landing approach credits per §91.175(l).

NOTE: The TrueView EVS T6 Infrared Thermal Imaging System is to be used for situational awareness only. Navigation predicated upon use will not be approved.

Each TrueView EVS T6 Infrared Thermal Imaging System component has the following function:

- 1- The (FLIR) camera assembly acquires the image and forwards the signal to a video source. The video source is not included as part of this field approval. (if it is, list it as part of the approval).
- 2- An (describe location of circuit breaker here) mounted circuit breaker is utilized to supply 28VDC power to the thermal imaging system.
- 3- A (describe location of trim switch here) mounted Trim Switch is utilized to enable piloting commands to the cameras linear servo tilt control for in flight adjustments throughout a vertical sweep range of 28 degrees (forward looking).
- 4- An video out SMA Connector provides the electrical connection from the imaging system to the video output/display source.

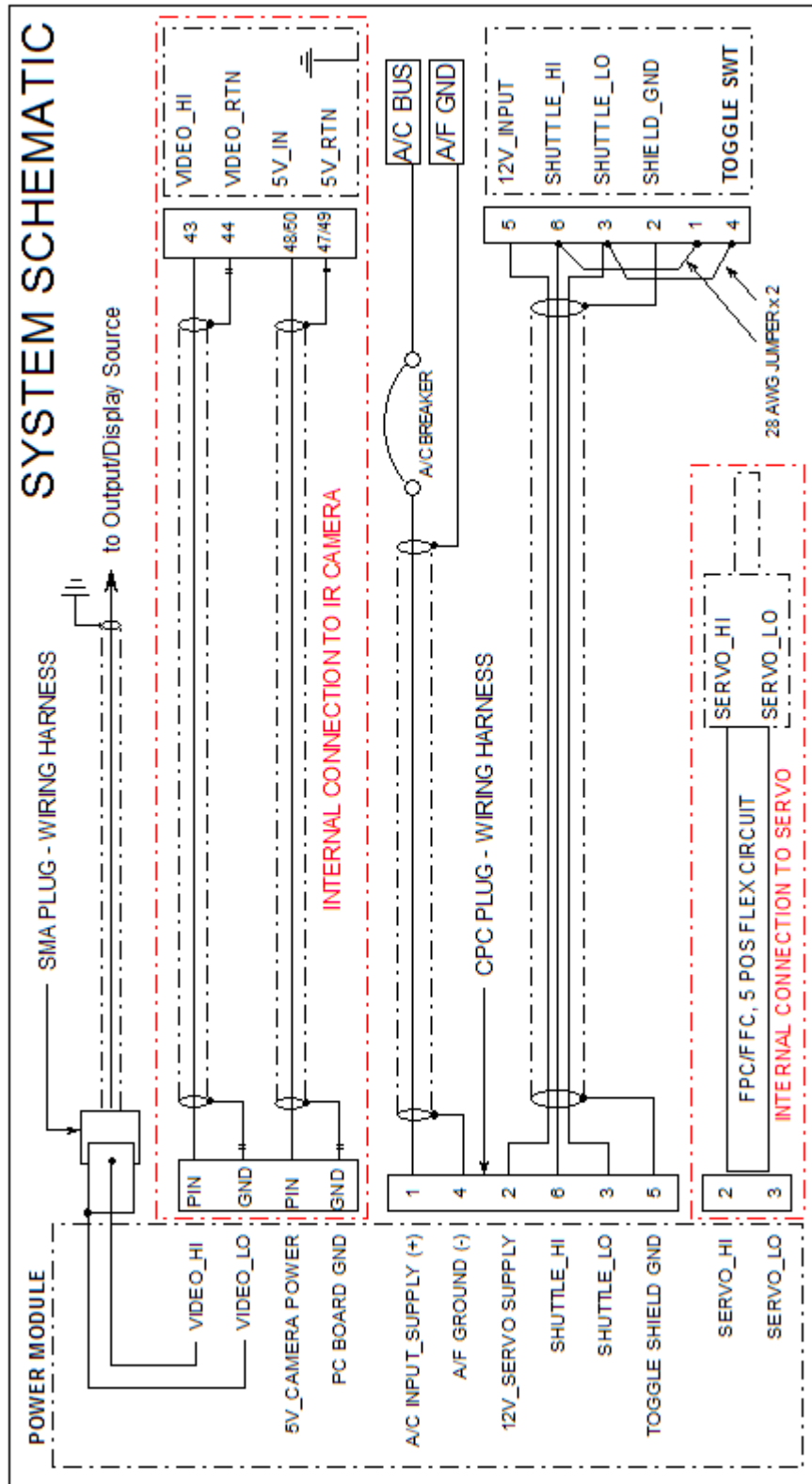
NOTE: Infrared is effective at day/night in smoke, haze, smog, and a broad spectrum of rain, snow, and radiation type fog; however penetration is limited during certain atmospheric conditions including: heavy rain, heavy snow, coastal (advection) fog, and most cloud formations.

The system schematic is representative of the system and may not show all the connections. The system schematic may be used for troubleshooting only and not for the repair of aircraft wiring. Refer to the AMM, Aircraft wiring diagram, manufacturing wiring drawings, optional component connections and additional technical details to aid in troubleshooting.

The TrueView EVS T6 Infrared Thermal Imaging System is composed of the following:

- 1- Camera assembly
- 2- Wiring Harness assembly
- 3- Toggle Switch
- 4- Circuit Breaker
- 5- Video display, if you're using an auxiliary display, describe in brief its operation in the appropriate section . If you're using the aircraft's on board display, reference the displays operating manual.

(copy and paste this image)



SECTION 4.0 CAMERA ASSEMBLY

1- The Camera is made of light weight composite material with a composite transition plate and vertical rotating shell. It contains a (FLIR) camera assembly, linear servo assembly, power module assembly and supporting wiring harness.

2- The camera is mounted at airframe (enter A/C Station locations here).

3- The (FLIR) camera motion is constrained to vertical (up/down) motion with a sweep range of 28 degrees (forward looking).

(copy and paste this image)

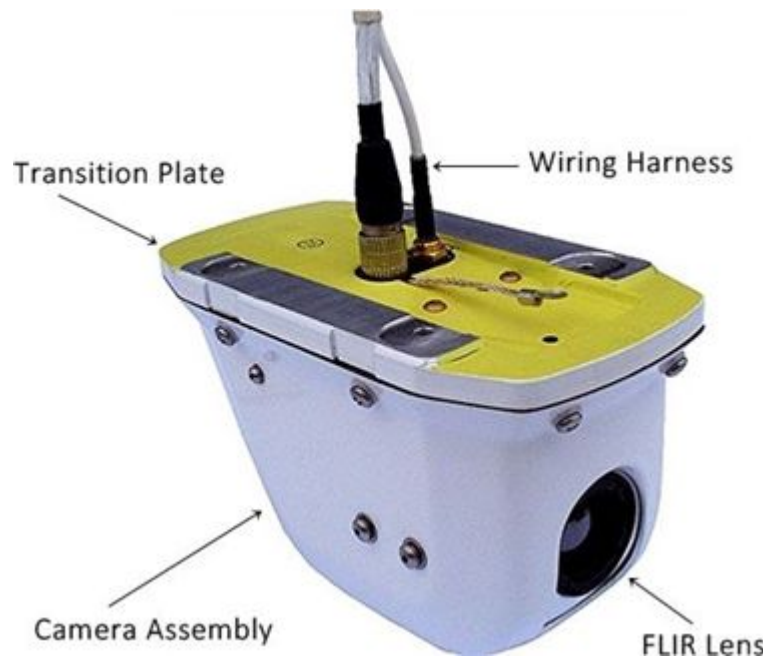


Image of camera location on aircraft

We can assist you with an image

or, you can describe in text

SECTION 5.0 TRUEVIEW EVS T6 COCKPIT CONTROLS

- 1- The circuit breaker is located (describe cb location here) and labeled "INFRARED".
- 2- The EVS T6 camera trim control toggle switch is mounted on the (describe switch location here) and labeled "CAMERA TRIM." The switch enables the pilot to adjust the cameras view in flight through a vertical sweep range of 28 degrees (forward looking).

Illustration of cockpit control location
and placards

We can provide an illustration for you
or you can describe in text

SECTION 6.0 OPERATION

TRUEVIEW EVS T6 INFRARED THERMAL IMAGING SYSTEM

The operation of the TrueView imaging systems is as follows:

- 1- Apply electrical power to the aircraft.
- 2- Power-up the cockpit display. (describe how depending on display installed)
- 3- Turn camera system on by closing "INFRARED" system circuit breaker located in the circuit breaker panel.
- 4- Use the "camera trim" switch to confirm proper functionality for varied viewing angles.
- 5- Shut down the camera system by opening the "INFRARED" circuit breaker located in the circuit breaker panel.
- 6- Power-down the cockpit display. (describe how depending on display installed)
- 7- Refer to the T6 camera vendor documentation, if necessary.

SECTION 7.0 AIRWORTHINESS LIMITATIONS

The Airworthiness Limitations section is FAA approved and specifies inspections and other maintenance required under 14 CFR §43.16 and 14 CFR §91.403 unless an alternative program has been approved by the FAA.

NO airworthiness limitations are associated with this system.

SECTION 8.0 WEIGHT AND BALANCE DATA

(create block similar to this)

Weight and Balance Information			
ITEM	PART NUMBER	WEIGHT (LBS)	STATION/LOCATION
Camera Assembly	T6-50205	0.75	Station #
Transition Plate Assy	T6-50212	0.25	Station #
Wiring Harness	T6-260-00	0.25	*
Toggle Switch	T6-260-02	**	Describe location
Circuit Breaker	T6-260-04	**	Describe location
Display	Part number	weight	Station #
* = Various Station			
** = Less than 1 lb, part of wiring harness assembly			

SECTION 9.0 PLACARDS AND MARKINGS

NOTE: Make sure placards are present and legible at all times. Replace all missing, torn or illegible placards immediately.

1- Placards are located in the cockpit. Refer to section 5 (if not changed) for positioning.

SECTION 10.0 SAFETY PRECAUTIONS

1- Observe standard safety precautions and wear safety glasses to prevent personal injury while installing this unit in the aircraft.

2- Make sure that the electrical power has been removed and circuit breakers are disabled prior to performing any maintenance procedures. Disconnect the aircraft battery and other backup power sources (as appropriate) when working on electrical power supply systems.

SECTION 11.0 TOOLS AND MATERIALS

(create block similar to this)

TOOLS* AND MATERIALS		
ITEM	MATERIAL	USE
Sealant	RTV102 or 108 (or equivalent)	Flange Sealing
Thread Lock Compound	MG# 8701 (or equivalent)	Low Strength Thread Lock
* No special tooling is required for maintaining this system		

SECTION 12.0 PREFLIGHT CHECK

There are no specific pre-flight requirements associated with this installation.

SECTION 13.0 INSPECTIONS AND STANDARD PRACTICES

STANDARD PRACTICES (copy and paste image of table shown below if required)

Table 10.1 - Recommended Torque Values						
Thread	Standard Type Nuts			Shear Type Nuts		
	MIN.	MAX.	UNITS	MIN.	MAX.	UNITS
8-32	12	15	in-lb	7	9	in-lb
10-32	20	25	in-lb	12	15	in-lb
1/4-28	50	70	in-lb	30	40	in-lb
5/16-24	100	140	in-lb	60	85	in-lb
3/8-24	160	190	in-lb	95	110	in-lb
Above table for use with the following bolt/screw and nut combinations:						
BOLT / SCREW:	AN3 – AN20, AN21 – AN37, AN42 – AN49, AN173 – AN186, AN502, AN503, AN525, MS9088, MS20073 – MS20081, MS24694, MS27039, NAS428, NAS1297					
STANDARD TYPE NUTS:	AN310, AN315, MS20365, MS14144, MS21043, MS21044, MS21047 – MS21049, MS21051 – MS21056, MS21058 – MS21062, MS21069 – MS21076, MS21225, NAS509, NAS1473, NAS1474					
SHEAR TYPE NUTS:	AN23 THRU AN31, AN316, AN320, MS14145, MS20364, NAS1022					

REMOVAL AND INSTALLATION PRACTICES

GENERAL

General removal and installation practices shall include the following:

- 1- Inspect removed attaching hardware for wear and condition. Replace if required.
- 2- Inspect mounting provisions (nut plates, inserts, etc.) for condition. Replace if required.
- 3- Bag and tag all removed hardware.
- 4- Identify and properly tag removed components.
- 5- Inspect components for wear and serviceability. If necessary, inspect components per manufacturers specifications (refer to section 23 (if not changed) for references to manufacturers manuals). Repair or replace unserviceable components.
- 6- Make sure component part numbers are correct and eligible for installation.
- 7- Use protective storage for removed components.

ELECTRICAL AND ELECTRONIC COMPONENTS

Electronic component removal and installation shall include the following:

- 1- Identify and mark all harnesses and leads before removal.
- 2- Cap all component and harness or lead connectors when disconnected.
- 3- When aircraft will be flown with components removed, install lockout collars on appropriate circuit breakers. Properly stow harnesses and leads to prevent interference with mechanisms and possible short circuits. Install blanking plates where required.
- 4- Bag ESD sensitive electronic components in ESD safe bags when removed.
- 5- Inspect all connectors for corrosion, damage, and bent pins. Repair and replace as required.
- 6- Inspect electrical components and mounting for corrosion. Inspect electrical bonding and grounding provisions for corrosion. Repair and treat to ensure good electrical bonding.

SECTION 14.0 INSPECTIONS

100-HOUR INSPECTION

NOTE: Inspection hourly/calendar intervals are the maximum permitted. Do not exceed these intervals. Refer to the (aircraft model maintenance manual here).

- 1- Inspect wiring for wear and security, repair or replace as required.
- 2- Inspect the camera installation for security, cleanliness, and corrosion. Repair, clean, or replace as required.

12-MONTH INSPECTION

NOTE: Inspection hourly/calendar intervals are the maximum permitted. Do not exceed these intervals. Refer to the (aircraft model maintenance manual here).

- 1- Perform the 100-hour inspection items.
- 2- Operate the camera system. Refer to section 6 (if not changed)
- 3- Make sure the picture quality is present and not degraded, correct, repair or replace as required.
- 4- Use the camera trim switch and move the camera through the full range of motion, repair or replace as required. Refer to section 6 (if not changed)

SECTION 15.0 COMPONENT REMOVAL AND INSTALLATION

NOTE: Follow the standard practices in section 13 (if not changed) for removal and installation.

CAMERA

REMOVAL - Refer to Figure (# here) (reference figure on page 18 by fig. #)

1- Remove electrical power and/or open the associated circuit breakers.

CAUTION: SUPPORT THE CAMERA ASSEMBLY (1) WHEN REMOVING THE ATTACHING HARDWARE. DO NOT COMPLETELY REMOVE THE CAMERA UNTIL THE WIRING HARNESS HAS BEEN DISCONNECTED. FAILURE DOING SO MAY CAUSE DAMAGE TO COMPONENT AND/OR WIRING HARNESS.

2- Gain internal access to wiring harness (11) and loosen as necessary allowing free movement of wiring harness.

3- Remove screws (2) and washers (3), 8 PLCS.

4- Disconnect the camera wiring harness (11) by lowering the camera assy (1).

5- Remove the camera assy (1) from the aircraft.

6- Clean all mounting areas of any dirt or debris.

NOTE: If helicopter operation is necessary without camera assy (1) install blank turret shell.

INSTALLATION – Refer to Figure (# here) (reference figure on page 18 by fig. #)

1- Remove electrical power and/or open the associated circuit breakers.

NOTE: Make sure mounting areas are clean.

2- Remove the blank turret shell, if previously installed.

3- Connect wiring harness (11) to camera assy (1).

NOTE: Install 8 screws (2) wet with low strength locking compound #8701 (or equivalent).

4- Position the camera assy (1), install washers (3) and screws (2). Torque screws (2) to 4 in/lbs.

5- Secure wiring harness (11) slack in position as necessary.

6- Perform an electrical bonding measurement from the camera assy (1) LH or RH # 2 screws to the airframe. Reading shall not exceed 2.5 Milliohms, repair as necessary.

7- Apply electrical power and/or close the associated circuit breakers.

8- Perform a functional check of the camera assembly. Refer to section 6. (if not changed)

TRANSITION PLATE

REMOVAL - Refer to Figure (# here) (reference figure on page 18 by fig. #)

- 1- Remove electrical power and/or open the associated circuit breakers.
- 2- Remove camera assembly (1), refer to camera removal steps.
- 3- Remove screw (7) and lock washer (8) from bonding strap.
- 4- Remove screws (4), lock washers (5) and washers (6), 4 PLCS.
- 5- Remove transition plate assembly (10).
- 6- Clean mounting areas of sealant and/or dirt.

INSTALLATION – Refer to Figure (# here) (reference figure on page 18 by fig. #)

NOTE: Make sure mounting areas are clean.

- 1- Remove electrical power and/or open the associated circuit breakers.
- 2- Position transition plate assy (10), install 4 screws (4), lock washers (5) and washers (6).
- 3- Attach bonding strap to bonding plate with screw (7) and lock washer (8).
- 4- Apply a sealant bead around the transition plate assy (10) base, refer to section 11 (if not changed) install camera assy (1), refer to camera installation in this section.

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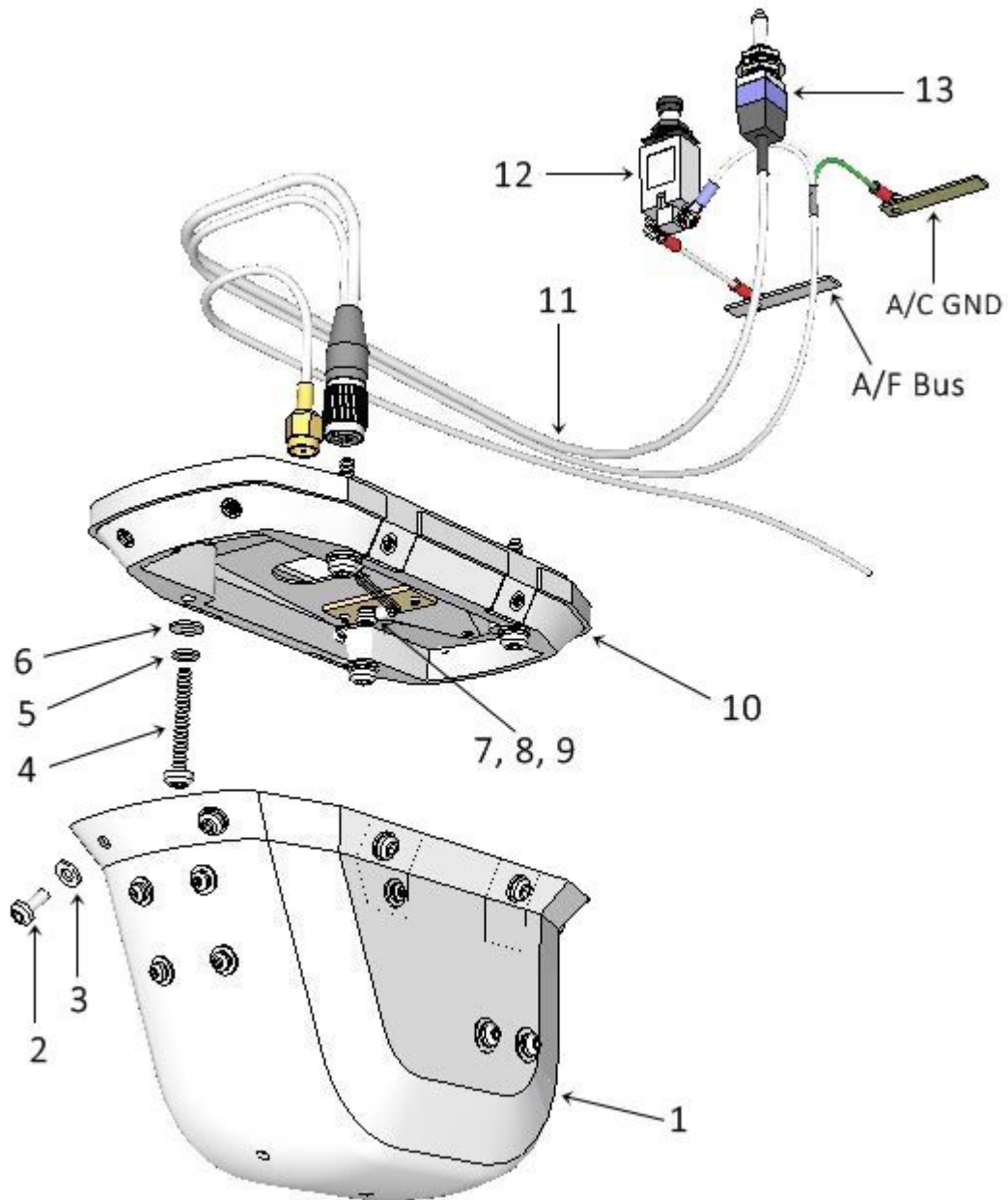
ITEM	PART No.	DESCRIPTION	QTY
1	T6-50205	CAMERA ASSEMBLY	1
2	T6-210-13	SCREW	8
3	T6-210-14	WASHER (NYLON)	8
4	T6-210-09	SCREW	4
5	T6-210-16	LOCK WASHER	4
6	T6-210-17	WASHER (REDUCED O.D.)	4
7	T6-260-22	SCREW	1
8	T6-260-23	LOCK WASHER	1
9	T6-260-16	BONDING STRAP	1
10	T6-50212	TRANSITION PLATE ASSEMBLY	1
11	T6-260-00	WIRING HARNESS ASSEMBLY	1
12	T6-260-04*	CIRCUIT BREAKER	1
13	T6-260-02	TOGGLE SWITCH	1

* T6-260-04 is KLIXON P/N: 7277-2-3/4, if different breaker used, enter part number

SYSTEM ILLUSTRATION – EXPLODED VIEW

(copy and paste the image below for parts illustration)

also assign figure number for reference for previous pages

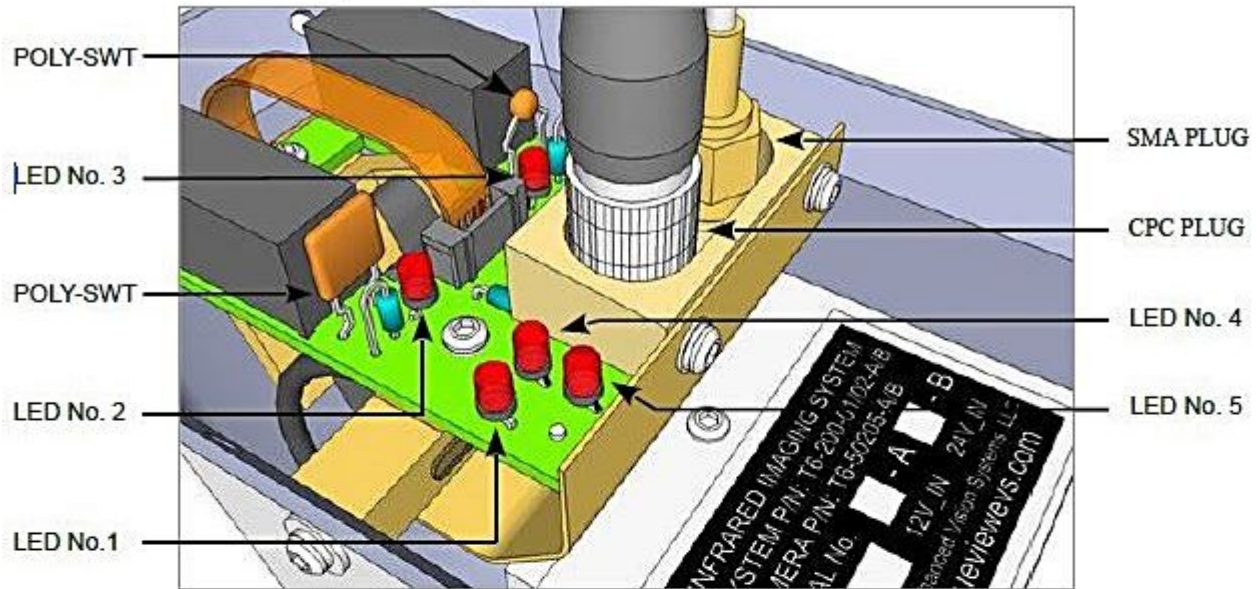


SECTION 16.0 TROUBLESHOOTING CAMERA ASSEMBLY

(copy and paste the image below if preferred) if not, describe in text as alternative.

With the camera removed from the transition plate, connected and powered-up, observe the following.

Troubleshooting the T6 Imager is accomplished by observing the 5 power level indicators illustrated



With the CPC and SMA Plugs engaged, and power available, observe the following:

NORMAL OPERATING CONDITIONS		TOGGLE SWITCH ACTION			CONDITION
LED Indicator	INDICATES	AFT_POSITION	CENTER	FWD_POSITION	
No. 1	PWR_IN FULL SYSTEM	LED No's. 1, 2 & 3 ALWAYS ON			NORMAL
No. 2	PWR_TO CAMERA				
No. 3	PWR_TO SERVO SWITCH				
No. 4	PWR_SERVO ACTIVE_AFT	ON	OFF	OFF	
No. 5	PWR_SERVO ACTIVE_FWD	OFF	OFF	ON	
TROUBLESHOOTING A FAILURE		REFER TO TROUBLESHOOTING NOTES BELOW			
LED Indicator	OBSERVATION [NOTES]	CAUSE		REMEDY	
No. 1	OUT — NOTE 1	NO INPUT POWER FROM A/C BUS		CONFIRM PWR TO CPC. [SEE PAGE 24]	
No. 2	OUT — NOTE 2	FAILED POLY-SWT / FAILED CONVERTER		RETURN FOR SERVICING	
No. 3	OUT — NOTE 3	FAILED POLY-SWT / FAILED CONVERTER		RETURN FOR SERVICING	
No. 4	NO BEEP_LT [4] [5]	FAULTY TOGGLE SWT OR CIRCUIT		SEE PAGE 24 for [TROUBLE SHOOTING HARNESS]	
No. 5	NO_BEEP LT [4] [5]				

NOTE: See Remedy column for the following conditions below:

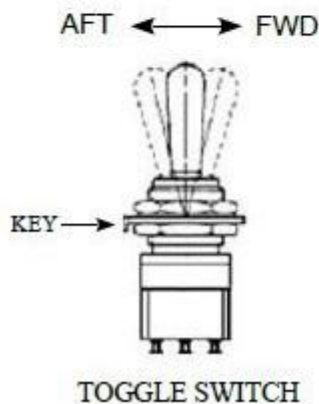
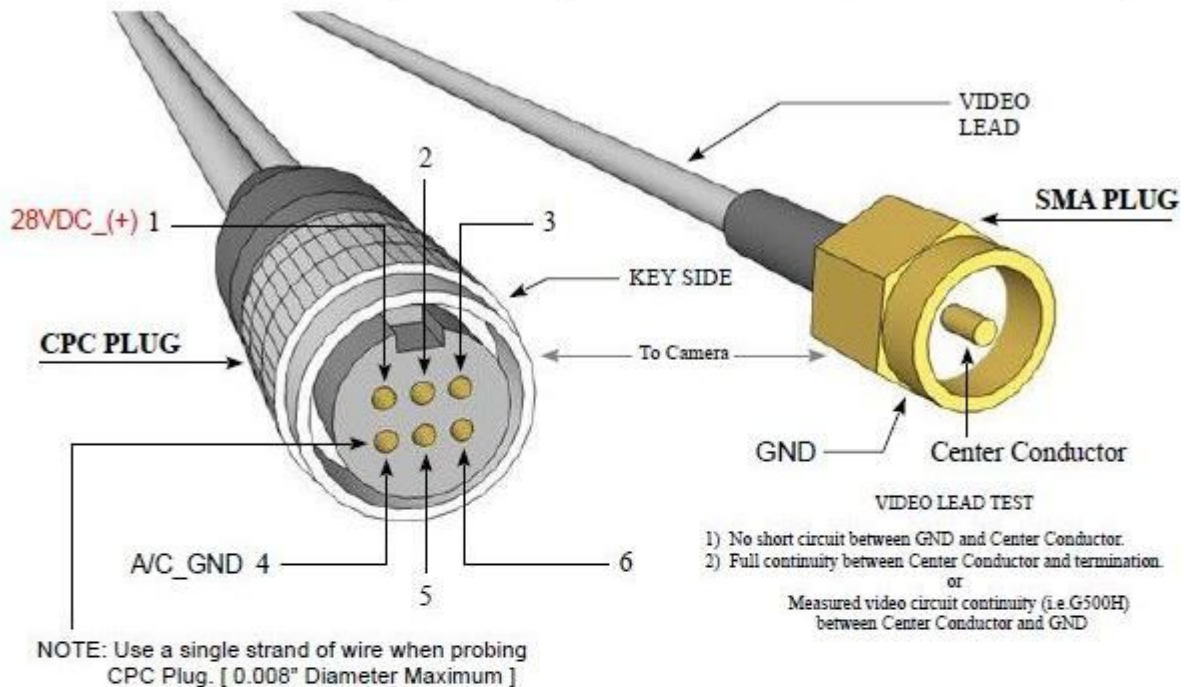
- 1- If LED No. 1 is not illuminated, supply power is not present to T6 camera system and will not function.
- 2- If LED No. 1 is ILLUMINATED and LED No. 2 is not illuminated, supply power to camera has fail and will not deliver an image.
- 3- If LED No. 1 is ILLUMINATED and LED No. 3 is not illuminated, supply power to "Tilt Control" switch has failed and will not function.
- 4- If LED No. 3 is ILLUMINATED and LED No's. 4 & 5 fail to illuminated when beeped, this indicates faulty "Tilt Control" switch/circuits.
- 5- If LED Nos. 4 & 5 illuminated when beeped, but no servo movement is observed, this indicates a faulty "Servo Unit".

(copy and paste the image below if preferred) if not, describe in text as alternative.

With the wiring harness disconnected, confirm power between pin (1) and pin (4). “Turn-Off” power and confirm continuity between “remaining pins vs toggle position” using continuity block below.

Confirm continuity between video circuit to output/display using the illustration below.

Troubleshooting Wiring Harness by Continuity



T6 - Wiring Harness Continuity Test through CPC Plug						
Power Circuit Test		Toggle Circuit Test		With Toggle Positioned		
Pin	Assignment	Observe Continuity		AFT	CENTER	FWD
1 [1]	28VDC_(+)	Between	2 & 6 [only]	-	-	X
2 [2]*	Trim_(+) Input	Between	3 & 5 [only]			
3 [2]	Trim_Lo	Between	2 & 3 [only]	X	-	-
4 [1]	A/C_GND	Between	5 & 6 [only]			
5 [2]	Trim_(-) Input	No Continuity Observed Across Any [2,3,5 & 6]		-	X	-
6 [2]	Trim_Hi					

[1] – Observe 28VDC supply power between Pins 1 and 4.

[2] – Use “Toggle Circuit Test” column for testing pins 2,3,5 & 6.

*Pin 2 receives 12VDC from Camera.

SECTION 17.0 FUNCTIONAL CHECKS

- 1- Operate the camera system. Refer to section 6 (if not changed)
- 2- Make sure the picture is present and the quality is not degraded. Repair or replace as required.
- 3- Use the camera toggle switch and move the camera through the full range of motion. Repair or replace as required.

SECTION 18.0 MAINTENANCE AND REPAIR

MAINTENANCE

Maintenance on system components is limited to On-Condition (OC). OC is a maintenance process having repetitive inspections or tests to determine the condition of an assembly with regard to continued serviceability. Corrective action is taken when required by condition of the unit.

REPAIR

Major repairs to the system components are made only during overhaul when the equipment is removed from the aircraft. Refer to Section 23 (if not changed) Return Components To The Manufacturer For Service for information about returning units for repair or overhaul.

CLEANING

CAUTION: DO NOT USE ANY ABRASIVE CLEANERS OR COMPOUNDS TO CLEAN THIS UNIT.

Clean the camera lens with soft lint-less cloth dampened with mild cleaning solution.

SECTION 19.0 SOFTWARE UPDATES

There are no routine software updates for this system.

SECTION 20.0 LIGHTNING STRIKE

No specific known issues are associated with lightning strikes and the installation of this equipment. Subsequent to a lightning strike, inspect the equipment per the requirements of Section 14 (if not changed)

SECTION 21.0 HARD LANDING

No specific known issues are associated with hard landings and the installation of this equipment. Subsequent to a hard landing, inspect the equipment per the requirements of Section 14 (if not changed)

SECTION 22.0 TOWING AND TAXIING

No known issues are associated with towing and taxiing and the installation of this equipment.

SECTION 23.0 RETURN COMPONENTS TO THE MANUFACTURER FOR SERVICE

There are no user serviceable parts associated with the installation of this equipment. For service contact:

(create similar block below for customer contact info)

<p>Your Company Name</p> <p>Address</p> <p>Contact Information</p>	<p>TrueView EVS LLC 1693 Newport Road Newport, N.Y. 13416 (315) 845-8493 e-mail: r.randazzo@trueviewevs.com web: www.trueviewevs.com</p>
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If you have any other questions, feel free to contact me.

Richard Randazzo
Engineering
315-845-8493
e-mail: r.randazzo@trueviewevs.com