

## Annunciator Cross Reference

Lights/annunciators with brief explanations follow. Specific information about what causes each light to illuminate is described in the appropriate system chapter. Lights and annunciators are listed in alphabetical order disregarding left and right (L/R).

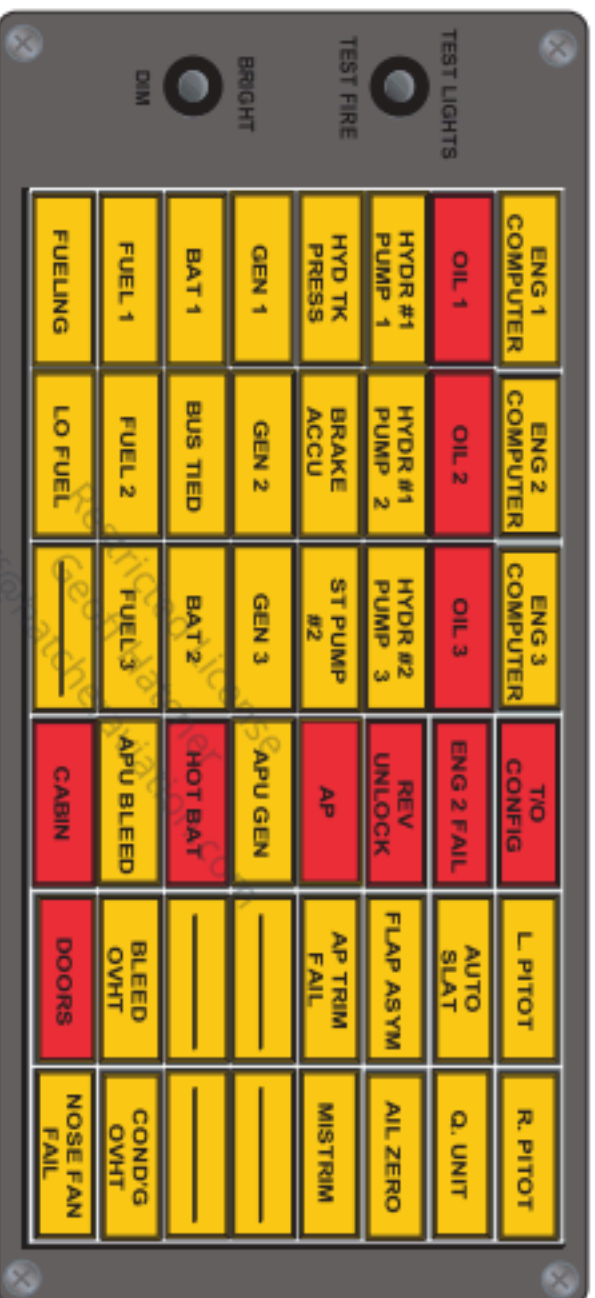


Figure 32: Annunciators

## Annunciator Legend Definitions

Annunciator	Definition
ALL ZERO	Illumination of the amber ALL ZERO advisory light indicates the emergency aileron trim is not in the 0 or neutral position.
AP	Illumination of the red AP annunciator indicates autopilot failure or disengagement of the autopilot.
AP TRIM FAIL	Illumination of the amber AP TRIM FAIL annunciator indicates the automatic pilot trim coupler has failed.
APU BLEED	The APU BLEED annunciator illuminates when the air bleed valve is not closed with one of the following conditions: <ul style="list-style-type: none"> <li>BLEED button set to OFF, BLEED button set to ON and throttle lever <math>\geq 54^\circ</math>.</li> </ul>
APU GEN	Illumination of the APU GEN annunciator indicates the APU generator is not connected to the system.
AUTO SLAT	The amber AUTO SLAT annunciator illuminates with aircraft airspeed greater than 280 Kts and autoslat system not disarmed (possible untimely slat extension). Untimely extension of slats at IAS greater than 280 Kts.
BAT 1	Illumination of amber BAT 1 annunciator indicates the Battery 1 is not connected to its respective Main bus.
BAT 2	Illumination of amber BAT 2 annunciator indicates the Battery 2 is not connected to its respective Main bus.
BLEED OVHT	A steady BLEED OVHT annunciator indicates overheat in one of the engine bleed air lines (above $300^\circ\text{C}$ ( $572^\circ\text{F}$ )). As the HP switches are sequentially turned off, a flashing annunciator indicates the engine associated with the overheated bleed air line. HP2 associated with engine No. 2, HP3 with engine No. 3, and HP1 with engine No. 1. The annunciator extinguishes for a bleed air temperature decreasing below $265^\circ\text{C}$ ( $510^\circ\text{F}$ ).

Figure 33: Annunciator Legend

Annunciator	Definition
<b>BRAKE ACCU</b>	Illumination of the BRAKE ACCU annunciator indicates Parking Brake pressure is less than 1,200 PSI.
<b>BUS TIED</b>	Illumination of the amber BUS TIED annunciator indicates the main bus relays in the tied position.
<b>CABIN</b>	The red CABIN annunciator illuminates and the warning horn sounds if the cabin pressure altitude is greater than 10,000 ft. (Illumination of indicator light together with CABIN voice warning)
<b>COND'G OVHT</b>	Illumination of the amber COND'G OVHT annunciator indicates a high temperature in the cabin or cockpit distribution ducts (temperature higher than 90°C (194°F)).
<b>DOORS</b>	Illumination of the red DOORS annunciator indicates non-locking or non-closing of passenger door, non-closing of baggage compartment, and non-closing of rear compartment on ground.
<b>ENG 1 COMPUTER</b>	Illumination of amber ENG 1 COMPUTER annunciator indicates the control switch of the computer 1 is off, or computer 1 has failed (electrical power supply failure or incorrect data).
<b>ENG 2 COMPUTER</b>	Illumination of amber ENG 2 COMPUTER annunciator indicates the control switch of the computer 2 is off, or computer 2 has failed (electrical power supply failure or incorrect data).
<b>ENG 3 COMPUTER</b>	Illumination of amber ENG 3 COMPUTER annunciator indicates the control switch of the computer 3 is off, or computer 3 has failed (electrical power supply failure or incorrect data).
<b>ENG 2 FAIL</b>	The red ENG 2 FAIL light illuminates any time the inlet door microswitch is open. The ENG 2 FAIL light illuminates on the ground when the No. 2 throttle control lever is greater than 84° FCU and the No. 2 engine power is not more than 85% N <sub>1</sub> .
<b>FLAP ASYM</b>	The FLAP ASYM annunciator illuminates and the FLAP CONTROL CB trips when an asymmetric condition is detected between the left and right wing flaps. When the asymmetry circuits activate, the FLAP CONTROL CB automatically trips, which stops further flap movement. Do not attempt to reset the FLAP CONTROL CB in flight.

Figure 33: Annunciation Legend

Annunciator	Definition
<b>FUEL 1</b>	The amber FUEL 1 annunciator illuminates when the pressure drop in LP fuel system 1.
<b>FUEL 2</b>	The amber FUEL 2 annunciator illuminates when the pressure drop in LP fuel system 2.
<b>FUEL 3</b>	The amber FUEL 3 annunciator illuminates when the pressure drop in LP fuel system 3.
<b>FUELING</b>	The amber FUELING annunciator illuminates if: one of the three vent valves is not fully closed; gravity fueling switch is not in the OFF position; defueling valve is not closed; pressure refueling access door is open; or the D bus is not powered.
<b>GEN 1</b>	Illumination of the amber GEN 1 annunciator indicates that the corresponding reverse current relay is open. The corresponding generator is not connected to its respective Main bus.
<b>GEN 2</b>	Illumination of the amber GEN 2 annunciator indicates that the corresponding reverse current relay is open. The corresponding generator is not connected to its respective Main bus.
<b>GEN 3</b>	Illumination of the amber GEN 3 annunciator indicates that the corresponding reverse current relay is open. The corresponding generator is not connected to its respective Main bus.
<b>HOT BAT</b>	Illumination of the red HOT BAT annunciator indicates either or both batteries have an internal temperature of 150°F or more. This light is in parallel with the red (HOT) light on the battery temperature gauge.
<b>HYD TK PRESS</b>	Illumination of the amber HYD TK PRESS annunciator indicates air pressure of hydraulic tank of system 1 or 2 ≤ 16 PSI.
<b>HYDR #1 PUMP 1</b>	Illumination of the amber HYDR #1 PUMP 1 annunciator indicates that the pressure < 1,500 PSI in hydraulic system 1.

Figure 33: Annunciation Legend

Annunciator	Definition
<b>HYDR #1 PUMP 2</b>	Illumination of the amber HYDR #1 PUMP 2 annunciator indicates that the pressure < 1,500 PSI in hydraulic system 2.
<b>HYDR #1 PUMP 3</b>	Illumination of the amber HYDR #1 PUMP 3 annunciator indicates that the pressure < 1,500 PSI in hydraulic system 3.
<b>L PITOT</b>	Illumination of the L PITOT annunciator indicates that the electrical current flow to the associated left pilot or static port heating elements is incorrect.
<b>LO FUEL</b>	Illumination of the amber LO FUEL annunciator indicates that the fuel level in any feeder tank is less than 300 lbs for a time duration of at least 15 seconds. The annunciator will extinguish when the fuel levels in the three feeder tanks are above 300 lbs.
<b>MISTRIM</b>	Illumination of the amber MISTRIM annunciator indicates that the horizontal stabilizer position does not agree with the position commanded by the autopilot.
<b>NOSE FAN FAIL</b>	Illumination of the amber NOSE FAN FAIL annunciator indicates that the failure of nose cone fan.
<b>OIL 1</b>	Illumination of the red OIL 1 annunciator indicates that the oil pressure of the engine 1 has dropped below 50 PSI for each engine.
<b>OIL 2</b>	Illumination of the red OIL 2 annunciator indicates that the oil pressure of the engine 2 has dropped below 50 PSI for each engine.
<b>OIL 3</b>	Illumination of the red OIL 3 annunciator indicates that the oil pressure of the engine 3 has dropped below 50 PSI for each engine.
<b>Q. UNIT</b>	Illumination of the amber Q UNIT annunciator indicates that the failure or abnormal position of one of the two ARTHUR actuators.

Figure 33: Annunciation Legend








Annunciator	Definition
	Illumination of the R PITOT annunciator indicates that the electrical current flow to the associated right pitot or static port heating elements is incorrect.
	Illumination of the red REV UNLOCK annunciator indicates that the anomaly in deployment or retraction sequences. Untimely unlocking or untimely unlocking hydraulic pressure (in flight only).
	Illumination of the amber ST PUMP #2 annunciator indicates that the operating time of electric pump during the recirculation greater than 60 seconds.
	<p>If A/C configuration is not correct upon takeoff, warning panel "T/O CONFIG" red light illuminates and the "NO TAKE OFF" voice warning is triggered.</p> <p>The A/C takeoff configuration is not correct if one of the following conditions is present:</p> <ul style="list-style-type: none"> <li>flaps position angle <math>\geq 22^\circ</math>,</li> <li>airbrakes not retracted,</li> <li>HS position angle outside the authorized range at takeoff (<math>-3^\circ</math> to <math>-7^\circ</math>),</li> <li>slats retracted,</li> <li>parking brake engaged and/or residual pressure in wheel brake greater than 135 PSI,</li> <li>autopilot engaged.</li> </ul> <p>The warning can only be triggered within the following configuration:</p> <ul style="list-style-type: none"> <li>A/C on the ground;</li> <li>at least one throttle lever set to a position greater than <math>84^\circ</math>.</li> </ul> <p><b>NOTE: This warning cannot be silenced.</b></p>
	Total 5 - Reserved for future use.

Figure 33: Annunciation Legend