



**ENG OIL PRESS** 1, 2, 3, or 4 below 35 PSI

**HYD SYS PRESS** is below limits. Monitoring EDP and ADP press lights on FE panel will not go out if system is pressurized by electric pump.

**GPWS INOP** Ground Proximity Warning System not working properly.

**LOW N<sub>1</sub>** Inhibited on ground when landing flaps selected. Flashing: Engine(s) N<sub>1</sub> less than 50% above 10,000 or less than 45% below 10,000 with Nacelle Anti-Ice on.

**CARGO DOORS** If during Takeoff: Pack Valve Switches...CLOSE. land at nearest suitable airport. Check FE panel to see if more than one light illuminated. If FWD CARGO DR, AFT CARGO DR, or SIDE CARGO DR lights on FE panel illuminated, accomplish depressurization procedure. With resettable pilot's NOSE DR light installed, and only one light illuminated on FE panel, press RESET switch on FE door panel to extinguish pilot's light and rearm system for subsequent warning.

**YAW DAMPER UPPER** Turn coordinator is out of sequence with flap position. With Flaps Up, Turn Coordinator is deactivated, still operating. Normally illuminated if flaps are extended if: Standby Power Light is On.

**YAW DAMPER LOWER** Turn coordinator is out of sequence with flap position. With Flaps Up, Turn Coordinator still operating. Normally illuminated if flaps are extended if: Standby Power Light is On.

**GEAR NOT CENTERED** repeater Light. There is an unlocked gear condition. Body Gear Steering Unlocked. Illuminates for either a PRIMARY or ALT body gear unlocked indication.

**ESS BUS OFF** Essential AC Bus is Not Powered.

**AUTO STAB TRIM A** "A" Autopilot Stab Trim has failed, or an out of trim condition as existed for 12 seconds.

**AUTO STAB TRIM B** "B" Autopilot Stab Trim has failed, or an out of trim condition as existed for 12 seconds.

**STAB TRIM GREEN BAND** Green Band Switch not selected for actual aircraft weight and CG.

**ELEV FEEL** Loss of either Elevator Feel Computers, or hydraulic pressure difference between computers is more than 25% such as during engine start.

**L.E. FLAPS** Leading Edge Flaps not in agreement with flap handle.

**FLAP LD RELIEF** With Flaps 25 Selected, Illuminates between 196 and 208 KIAS when Load Relief Drives Flaps automatically to 20 Degrees. Between 190 and 194 KIAS Load Relief returns flaps to 25 degrees and light extinguishes. (With Flaps 30 between 170 and 183, relief drives flaps to 25 and returns to 30 degrees between 168 and 165 and light extinguishes.)

**RUDDER RATIO** Significant difference between Rudder Ratio Changer inputs to Rudders. On when Rudder Ratio Test Switch is pressed. Rudder Ratio Changers reduce the amount of rudder travel as airspeed increases. Less than 170Kts=Full Deflection, 25 Degrees; More than 170Kts=4 Degrees. This is a differences light. Something in the system does not agree with another component in the system.

**AUTO SPOILERS** Auto Spoiler System is Inoperative. Possibly won't auto extend, or auto retract. You have to use the Spoiler Handle Manually.

**ANTI SKID** Braking effectiveness could be reduced. Do not use autobrakes. Electrical fault exists in the AntiSkid system. One or more AntiSkid lights are illuminated on the FE panel.

**ANTI SKID HYD** Parking Brake Valve is not fully open. If the valve is not fully open, A/S Pressure Relief may not be sufficient to give you proper Anti-Skid Protection.

**BRAKE OVHT** Any brake is approaching an overheat condition.

**MSAS GRS** ??? I have no Idea

**OXYGEN** Passenger O2 manifold is pressurized, and the masks are out. This is a repeater light off the FE panel.

**PROBE HEAT** Any probe heat light is on. This is a repeater. It means either you have a heater failure with the probe switch ON or, the heater is OFF.

**ENG LOOP FAULT** Repeater light from FE panel. One or more engine fire loops have a fault.

**DUCT PRESS** Repeater light from FE panel. Could mean low duct pressure, or duct overheat.

**G/S ANT 1, 2, or 3** A specific Glide Slope Antenna on the gear doors has not switched from the nose cone antenna, or is not switching properly.