

MAR 06 1996

- NOTES:
- UNLESS OTHERWISE SPECIFIED:
ALL WIRE 15 AWG 24.
PLAIN AWG 24 - AWG 10 WIRE SHALL BE ASNE0261CF().
PLAIN AWG 8 - AWG 00 WIRE SHALL BE MIL-W-81381/22.
SINGLE CONDUCTOR SHIELDED WIRE SHALL BE ASNE02705J().
TWISTED PAIR SHIELDED WIRE SHALL BE ASNE0272TK().
TRIPLE TWISTED SHIELDED WIRE SHALL BE ASNE0274UD().
TWISTED PAIR WIRE SHALL BE ASNE0264PF().
 - WIRING TO BE INSTALLED IN ACCORDANCE WITH FAA AC 43.13-1A CHAPTER 11, SECTIONS 3, 4, 5, AND 7. WIRING SEPARATION PER FES 158.
 - SYMBOLS
▲ EXISTING WIRE ▽ CHASSIS GROUND
 - ④ WIRE GAUGE DETERMINED BY PIN SIZE.
 - THIS INSTALLATION SHALL BE IN COMPLIANCE WITH FES-180.
 - THIS DRAWING PRESENTS DATA IN ACCORDANCE WITH DASSAULT AVIATION MOD 45 AND M852.

PROPRIETARY INFORMATION - THE INFORMATION ON THIS DRAWING IS CONSIDERED PROPRIETARY AND MAY NOT IN WHOLE, OR IN PART, BE REPRODUCED OR USED FOR THE MANUFACTURE OF THE PART DISCLOSED HEREIN WITHOUT WRITTEN PERMISSION OF DASSAULT FALCON JET CORPORATION.			
DRAFTSMAN DONNA ALDRICH	DATE 09-13-95		
PROJECT DESIGN Frank D. Brian	DATE 9-26-95		
GROUP LEADER Brian	DATE 9-27-95	TITLE NO. 2 INERTIAL REFERENCE SYSTEM	110794
RELEASE NUMBER 96-477 95-1774	CODE IDENT 56338	DRAWING NUMBER F2M-191-D016	REVISION

REVISIONS			
LTR	DESCRIPTION	DATE	APPROVED
A	SH 1: AT DIP SWITCH LOGIC CHART ADDED CSU STRAPPING FOR VERSION 4. SH 2: CHANGED WORD 8 STRAPS 1 THRU 4, ADDED WORD 11, AT DIP SWITCH LOGIC CHART ADDED CSU STRAPPING FOR VERSION 4.	02-26-96	S. BREVER 7.2 DB 76-497

NAV CONFIGURATION CHART

WORD	STRAP	DEFINITION	SET	NOTES
0	1	RESERVED	0 (UP)	N/A
0	2	RESERVED	0 (UP)	N/A
0	3	RESERVED	0 (UP)	N/A
0	4	RESERVED	0 (UP)	N/A
0	5	RESERVED	0 (UP)	N/A
0	6	RESERVED	0 (UP)	N/A
0	7	RESERVED	0 (UP)	N/A
0	8	RESERVED	0 (UP)	N/A
0	9	RESERVED	0 (UP)	N/A
0	10	RESERVED	0 (UP)	N/A
0	11	RESERVED	0 (UP)	N/A
0	12	RESERVED	0 (UP)	N/A
0	13	RESERVED	0 (UP)	N/A
0	14	RESERVED	0 (UP)	N/A
0	15	RESERVED	0 (UP)	N/A
0	16	PARITY	1 (DN)	SUMS OF BITS 1-15 THAT ARE 1
1	1	CROSS SIDE NAV	1 (DN)	0=INHIBIT 1=ALLOW
1	2	V NAV MODE	0 (UP)	0=INHIBIT 1=ALLOW
1	3	FD TRANSFER	0 (UP)	0=INHIBIT 1=ALLOW
1	4	FD DISPLAY	0 (UP)	0=V-BAR 1=XPTR
1	5	BRG PTR SELECT CODE	0 (UP)	0,0=NONE 0,1=2
1	6	BRG PTR SELECT CODE	0 (UP)	1,0=1 1,1=NOT USED
1	7	SPARE	0 (UP)	NOT USED
1	8	SPARE	0 (UP)	NOT USED
1	9	GPS SOLE MEANS NAV	0 (UP)	1=CERTIFIED 0=NOT CERTIFIED
1	10	AFIS	0 (UP)	0=NOT USED 1=PRESENT
1	11	MLS 1	0 (UP)	1=PRESENT
1	12	MLS 2	0 (UP)	1=PRESENT
1	13	CDU TYPE	0 (UP)	NOT USED
1	14	ALPHA MARGIN INDICATOR	0 (UP)	1=ENABLE
1	15	LOW SPD CUE ENABLE	1 (DN)	1=ENABLE
1	16	PARITY	1 (DN)	SUMS OF BITS 1-15 THAT ARE 1
2	1	MLS TYPE CODE	0 (UP)	NO MLS
2	2	MLS TYPE CODE	0 (UP)	NO MLS
2	3	ADF RANGE	0 (UP)	1=190.0-1799.0 KHZ. 0=EXT
2	4	ADF 1	1 (DN)	1=PRESENT
2	5	ADF 2	1 (DN)	1=PRESENT
2	6	ADF TYPE	1 (DN)	1=ADF 452
2	7	DME 1	1 (DN)	1=PRESENT
2	8	DME 2	1 (DN)	1=PRESENT
2	9	DME TYPE	1 (DN)	1=DME 442
2	10	DSPLY WIND/GS/VS DATA SOURCE	1 (DN)	1=IRS
2	11	VIR 1	1 (DN)	1=PRESENT
2	12	VIR 2	1 (DN)	1=PRESENT
2	13	VIR TYPE	1 (DN)	1=VIR 432
2	14	TACAN 1	0 (UP)	1=PRESENT
2	15	TACAN 2	0 (UP)	1=PRESENT
2	16	TACAN TYPE	0 (UP)	NOT USED

NAV CONFIGURATION CHART


WORD	STRAP	DEFINITION	SET	NOTES
3	1	HF 1	0 (UP)	1=PRESENT
3	2	HF 2	0 (UP)	1=PRESENT
3	3	HF TYPE CODE	0 (UP)	
3	4	HF TYPE CODE	0 (UP)	NO HF
3	5	VHF RANGE CODE	0 (UP)	0,0=TBD 1,0=118-151.975MHZ
3	6	VHF RANGE CODE	1 (DN)	0,1=118-136.975MHZ 1,1=118-135.975MHZ
3	7	VHF 1	1 (DN)	1=PRESENT
3	8	VHF 2	1 (DN)	1=PRESENT
3	9	VHF 3	0 (UP)	1=PRESENT
3	10	VHF TYPE	1 (DN)	1=VHF 422
3	11	TDR 1 TYPE CODE	0 (UP)	0,0,0=NONE
3	12	TDR 1 TYPE CODE	0 (UP)	1,0,0=TDR 90/CAD 870
3	13	TDR 1 TYPE CODE	1 (DN)	1,1,0=TDR 94
3	14	TDR 2 TYPE CODE	0 (UP)	0,0,1=TDR 940
3	15	TDR 2 TYPE CODE	0 (UP)	1,0,1=TPR 720
3	16	TDR 2 TYPE CODE	1 (DN)	
4	1	FMS CONFIGURATION	1 (DN)	
4	2	FMS CONFIGURATION	1 (DN)	1,1,0=2 FMC-2CDU
4	3	FMS CONFIGURATION	0 (UP)	
4	4	FMS TYPE CODE	0 (UP)	0,0,0=N/A 1,0,0=COLLINS 4XXX
4	5	FMS TYPE CODE	1 (DN)	0,1,0=GNS
4	6	FMS TYPE CODE	0 (UP)	
4	7	VL F 1	0 (UP)	1=PRESENT
4	8	VL F 2	0 (UP)	1=PRESENT
4	9	VL F TYPE CODE	0 (UP)	
4	10	VL F TYPE CODE	0 (UP)	NO VLF
4	11	GPS TYPE CODE	0 (UP)	
4	12	GPS TYPE CODE	0 (UP)	NO GPS
4	13	GPS 1	0 (UP)	NO GPS
4	14	GPS 2	0 (UP)	NO GPS
4	15	SPARE	0 (UP)	NOT USED
4	16	EFD ALT DATA SOURCE	1 (DN)	1=ADC INERTIAL 0=PRES ALT
5	1	ATT/HDG 1	1 (DN)	1=PRESENT
5	2	ATT/HDG 2	1 (DN)	1=PRESENT
5	3	ATT/HDG 3	1 (DN)	1=PRESENT
5	4	ATT/HDG 4	0 (UP)	1=PRESENT
5	5	IRS TYPE CODE	0 (UP)	
5	6	IRS TYPE CODE	0 (UP)	TBD
5	7	ATT/HDG 1 AHRS/IRS	1 (DN)	0=AHRS 1=IRS
5	8	ATT/HDG 2 AHRS/IRS	1 (DN)	0=AHRS 1=IRS
5	9	ATT/HDG 3 AHRS/IRS	0 (UP)	0=AHRS 1=IRS
5	10	ATT/HDG 4 AHRS/IRS	0 (UP)	0=AHRS 1=IRS
5	11	EXT CLOCK 1	0 (UP)	1=PRESENT
5	12	EXT CLOCK 2	0 (UP)	1=PRESENT
5	13	CLOCK TYPE CODE	0 (UP)	
5	14	CLOCK TYPE CODE	0 (UP)	NOT USED
5	15	ADC 1	1 (DN)	1=PRESENT
5	16	ADC 2	1 (DN)	1=PRESENT

DIP SWITCH LOGIC

0 = UP (WORDS 0 THRU 15)
0 = DN (FCS, FMS, AND ATC)
CSU STRAPPING FOR VERSION 4

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- NOTES:
- THIS CHART SHOWS PROPER SWITCH SETTINGS FOR THE CONFIGURATION STRAPPING UNITS. BOTH CSU'S ARE LOCATED IN THE IAPS BOX.

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DRAFTSMAN	DATE		
DONNA ALDRICH	09-13-95		
PROJECT DESIGN	DATE	TITLE NAV CONFIGURATION CHART	
FRANK O'BRIEN	9-26-95		
GROUP LEADER	DATE	CODE IDENT DRAWING NUMBER REVISION 56338 F2M-193-D016 A	
DANIELOWICZ	9-27-95		
RELEASE NUMBER	95-1774		
-501 SHEET 1 OF 2			

NAV CONFIGURATION CHART

WORD	STRAP	DEFINITION	SET	NOTES
6	1	WXP	1 (DN)	0-SINGLE 1-DUAL
6	2	WX CONFIGURATION CODE	1 (DN)	0,0,0-84X
6	3	WX CONFIGURATION CODE	0 (UP)	1,0,0-85X
6	4	WX CONFIGURATION CODE	0 (UP)	OTHERS-SPARES
6	5	RAD ALT 1	1 (DN)	1-PRESENT
6	6	RAD ALT 2	0 (UP)	1-PRESENT
6	7	SPARE	0 (UP)	NOT USED
6	8	RAD ALT TYPE CODE	0 (UP)	0,0-ALT 55B
6	9	RAD ALT TYPE CODE	0 (UP)	OTHERS-TBO
6	10	LORAN 1	0 (UP)	1-PRESENT
6	11	LORAN 2	0 (UP)	1-PRESENT
6	12	LORAN TYPE CODE	0 (UP)	NOT USED
6	13	LORAN TYPE CODE	0 (UP)	NOT USED
6	14	TCAS CONFIGURATION	0 (UP)	0,0,0-NONE
6	15	TCAS CONFIGURATION	0 (UP)	1,0,0-TTR 920
6	16	TCAS CONFIGURATION	0 (UP)	OTHERS-SPARES
7	1	DCP 1	1 (DN)	1-PRESENT
7	2	DCP 2	1 (DN)	1-PRESENT
7	3	PPD 1	1 (DN)	1-PRESENT
7	4	PPD 2	1 (DN)	1-PRESENT
7	5	MFD 1	1 (DN)	1-PRESENT
7	6	MFD 2	1 (DN)	1-PRESENT
7	7	MFD 3	0 (UP)	1-PRESENT
7	8	LDU 1	0 (UP)	1-PRESENT
7	9	DBU	1 (DN)	1-PRESENT
7	10	DCU 3	0 (UP)	1-PRESENT
7	11	EICAS DISPLAY 1	0 (UP)	1-PRESENT
7	12	EICAS DISPLAY 2	0 (UP)	1-PRESENT
7	13	EMS	0 (UP)	1-PRESENT
7	14	MARKER BEACON ANT 1	0 (UP)	NO MKR SENSE SEL
7	15	MARKER BEACON ANT 2	0 (UP)	NO MKR SENSE SEL
7	16	MFD SIZE	0 (UP)	0-7X7 1-7X6
8	1	AIRCRAFT TYPE CODE	0 (UP)	
8	2	AIRCRAFT TYPE CODE	0 (UP)	
8	3	AIRCRAFT TYPE CODE	0 (UP)	NOT USED
8	4	AIRCRAFT TYPE CODE	0 (UP)	
8	5	AIRCRAFT TYPE CODE	1 (DN)	
8	6	AIRCRAFT TYPE CODE	1 (DN)	
8	7	AIRCRAFT TYPE CODE	0 (UP)	1,1,0,0-FALCON 2000
8	8	AIRCRAFT TYPE CODE	0 (UP)	
8	9	TCAS OVERLAY DISPLAY	0 (UP)	1-ENABLE
8	10	TCAS ONLY DISPLAY	0 (UP)	1-ENABLE
8	11	EXPANDED LOC ENABLE	1 (DN)	1-ENABLE
8	12	RISEING RUNWAY ENABLE	0 (UP)	1-ENABLE
8	13	HGS 1	0 (UP)	1-PRESENT
8	14	HGS 2	0 (UP)	1-PRESENT
8	15	PPD 1 HDG DISPLAY	0 (UP)	1-ACTIVE
8	16	PPD 2 HGS DISPLAY	0 (UP)	1-ACTIVE

NAV CONFIGURATION CHART

WORD	STRAP	DEFINITION	SET	NOTES
9	1	VHF 3/AUX VHF POSITION	0 (UP)	0-NO VHF 3 1-VHF 3
9	2	AUX VHF	0 (UP)	0-NO AUX VHF 1-AUX VHF
9	3	L MFD AUTOMATIC TA POP-UP	1 (DN)	1-ENABLE
9	4	R MFD AUTOMATIC TA POP-UP	1 (DN)	1-ENABLE
9	5	HF CHANNELS	0 (UP)	NO HF
9	6	RTU CROSS-SIDE TUNING	1 (DN)	0-BRICKVALL 1-FULL
9	7	DME FREQ RANGE	1 (DN)	0-EXT 1-108.0-117.95 MHZ
9	8	ACARS INST	0 (UP)	1-PRESENT
9	9	DISPLAY RANGES	1 (DN)	0-GEN AV 1-AIR TRANS
9	10	MRK BCN SENS SELECT	0 (UP)	0-EXT RTU SEL 1-INTERNAL
9	11	MLS MANUAL TUNING	0 (UP)	1-DISABLE
9	12	RTU INDEPENDENT DME TUNING	1 (DN)	1-ENABLE
9	13	DCP 5 NM RANGE	1 (DN)	1-ENABLE
9	14	DCP 600 NM RANGE	1 (DN)	1-ENABLE
9	15	L RTU CDI	1 (DN)	1-ENABLE
9	16	R RTU CDI	1 (DN)	1-ENABLE
10	1	FMS SYNC/INDEPENDENT SEL	0 (UP)	N/A COLLINS FMS
10	2	FMS SYNC/INDEP PWR UP DEFAULT	0 (UP)	N/A COLLINS FMS
10	3	FMS WEIGHT UNITS SEL DISABLE	0 (UP)	N/A COLLINS FMS
10	4	FMS WEIGHT PWR UP DEFAULT	0 (UP)	N/A COLLINS FMS
10	5	FMS FUEL PWR UP DEFAULT UNITS	0 (UP)	N/A COLLINS FMS
10	6	FMS IRS-ATT HDG ENTRY LOCATION	0 (UP)	N/A COLLINS FMS
10	7	FMS GATE ENTRY SEL ENTRY ENABLE	0 (UP)	N/A COLLINS FMS
10	8	FMS FLT NO. ENTRY DISABLE	0 (UP)	N/A COLLINS FMS
10	9	MFD TEXT WINDOW DISABLE	0 (UP)	N/A COLLINS FMS
10	10	FMS HOLD SPD SEL ENABLE	0 (UP)	N/A COLLINS FMS
10	11	FMS HOLD SPD DEFAULT	0 (UP)	N/A COLLINS FMS
10	12	FMS FAA HOLD SPD	0 (UP)	N/A COLLINS FMS
10	13	FMS ICAO HOLD SPD	0 (UP)	N/A COLLINS FMS
10	14	FMS ICAO HOLD SPD	0 (UP)	N/A COLLINS FMS
10	15	FMS MAG/TRUE SEL ENABLE	0 (UP)	N/A COLLINS FMS
10	16	VHF 3 CDU ACCESS ENABLE	0 (UP)	N/A COLLINS FMS
11	1	FDR INSTALLED	1 (DN)	1-PRESENT
11	2	SPARE	0 (UP)	NOT USED
11	3	SPARE	0 (UP)	NOT USED
11	4	SPARE	0 (UP)	NOT USED
11	5	SPARE	0 (UP)	NOT USED
11	6	SPARE	0 (UP)	NOT USED
11	7	AIRCRAFT TYPE VARIATION	0 (DN)	1,0,0,0,0-FAA
11	8	AIRCRAFT TYPE VARIATION	0 (UP)	0,0,0,0,0-JAA
11	9	AIRCRAFT TYPE VARIATION	0 (UP)	
11	10	AIRCRAFT TYPE VARIATION	0 (UP)	
11	11	AIRCRAFT TYPE VARIATION	0 (UP)	
11	12	AIRCRAFT TYPE VARIATION	0 (UP)	
11	13	SPARE	0 (UP)	NOT USED
11	14	SPARE	0 (UP)	NOT USED
11	15	SPARE	0 (UP)	NOT USED
11	16	SPARE	0 (UP)	NOT USED

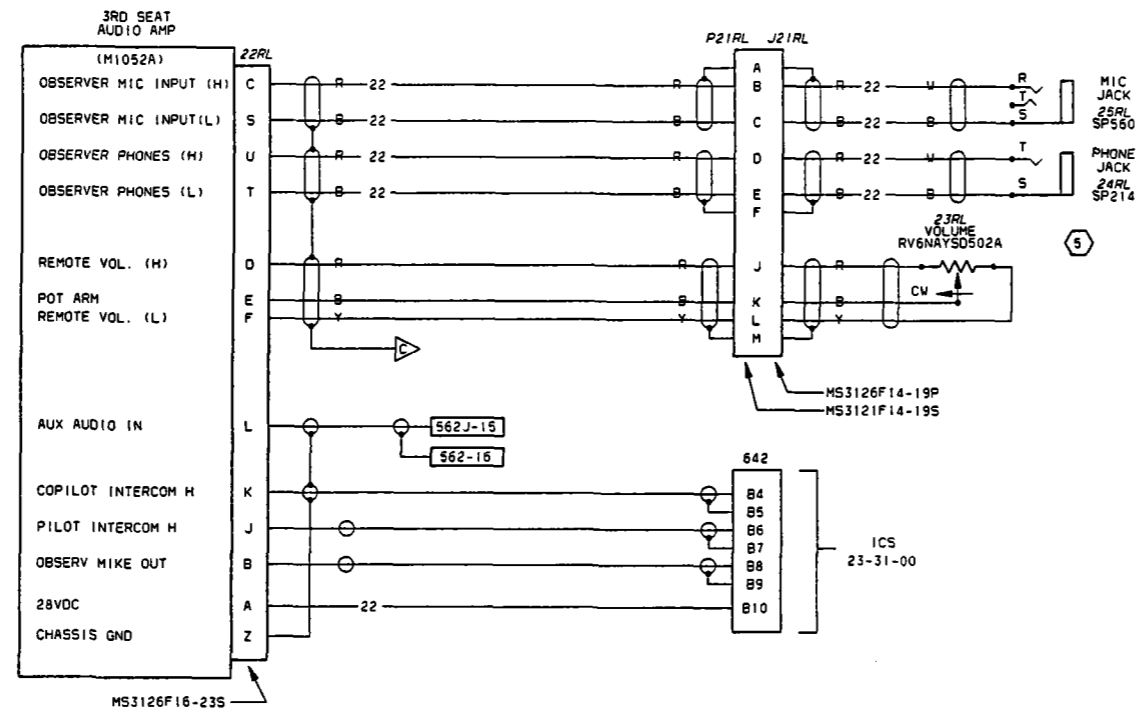
NAV CONFIGURATION CHART

WORD	STRAP	DEFINITION	SET	NOTES
12		STRAPS 1-16 (SPARES)	0 (UP)	NOT USED
13		STRAPS 1-16 (SPARES)	0 (UP)	NOT USED
14		STRAPS 1-16 (SPARES)	0 (UP)	NOT USED
15		STRAPS 1-16 (SPARES)	0 (UP)	NOT USED
FCS	1	FCS AIRCRAFT CONFIGURATION	0 (DN)	
FCS	2	FCS AIRCRAFT CONFIGURATION	0 (DN)	
FCS	3	FCS AIRCRAFT CONFIGURATION	0 (DN)	
FCS	4	FCS AIRCRAFT CONFIGURATION	1 (UP)	1-AFTER CERTIFICATION
FCS	5	FCS AIRCRAFT CONFIGURATION	0 (DN)	
FCS	6	FCS AIRCRAFT CONFIGURATION	0 (DN)	
FCS	7	FCS AIRCRAFT CONFIGURATION	0 (DN)	
FCS	8	FCS AIRCRAFT CONFIGURATION	0 (DN)	
FMS		STRAPS 1-8 (NOT USED)	0 (DN)	
ATC		STRAPS 1-16 (SPARES)	0 (DN)	NO AUTO TRIM CPTR

DIP SWITCH LOGIC


0 = UP (WORDS 0 THRU 15)
0 = DN (FCS, FMS, AND ATC)
CSU STRAPPING FOR VERSION 4


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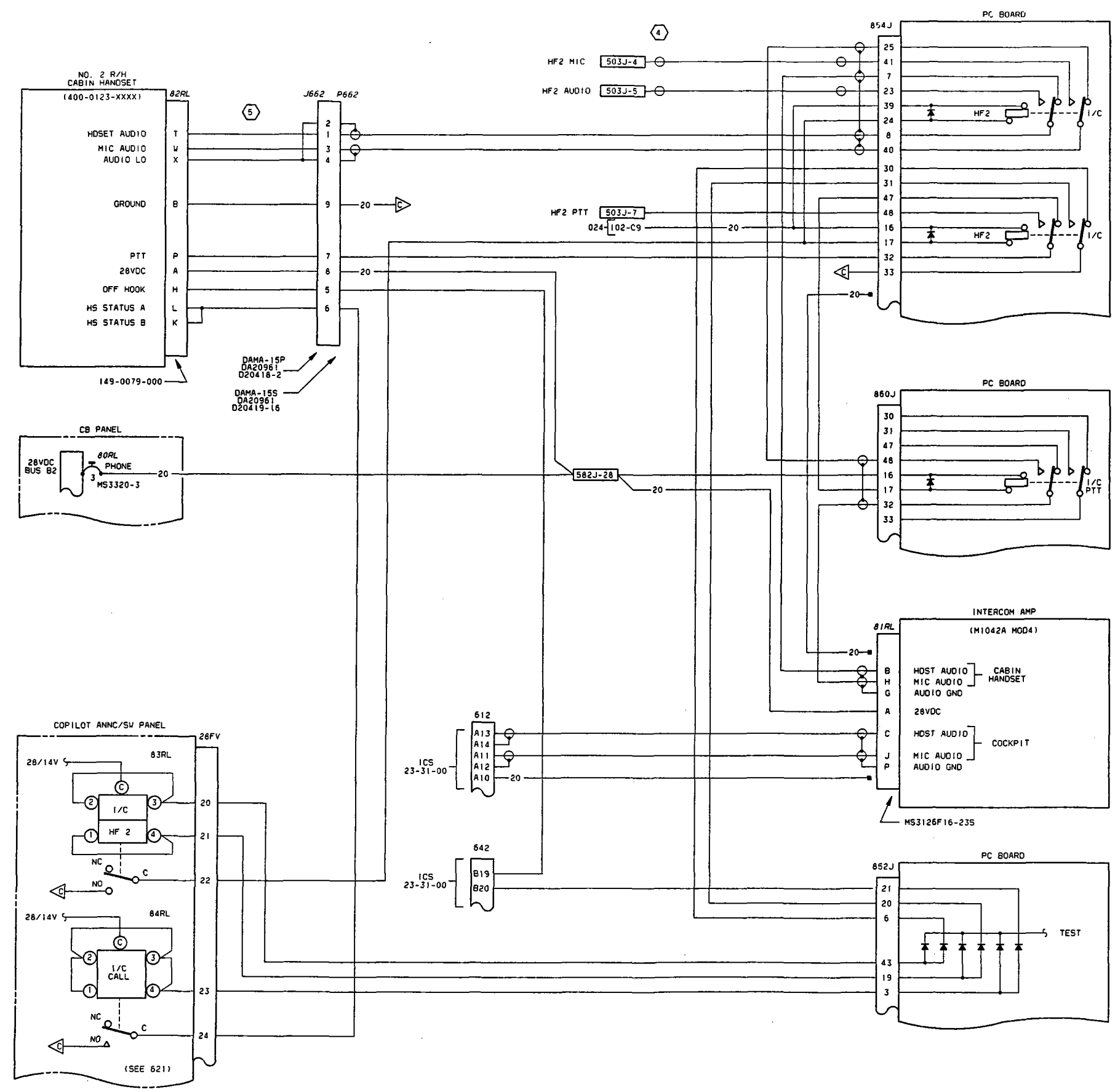
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NOTES:

- UNLESS OTHERWISE SPECIFIED:
ALL WIRE IS AWG 24.
PLAIN AWG 24 - AWG 10 WIRE SHALL BE ASNE0261CF().
PLAIN AWG 8 - AWG 00 WIRE SHALL BE MIL-W-81381/22.
SINGLE CONDUCTOR SHIELDED WIRE SHALL BE ASNE0270SJ().
TWISTED PAIR SHIELDED WIRE SHALL BE ASNE0272TK().
TRIPLE TWISTED SHIELDED WIRE SHALL BE ASNE0274UD().
TWISTED PAIR WIRE SHALL BE ASNE0264PF().
- WIRING TO BE INSTALLED IN ACCORDANCE WITH FAA AC 43.13-1A CHAPTER 11, SECTIONS 3, 4, 5, AND 7. WIRING SEPARATION PER FES 158.
- SYMBOLS
 CHASSIS GROUND
- THIS INSTALLATION SHALL BE IN COMPLIANCE WITH FES-180.
- MIL-C-27500-()-TG-()-T14 WIRE WILL BE USED FOR INTERNAL WIRING OF PANEL ASSEMBLIES.
- THIS DRAWING PRESENTS DATA IN ACCORDANCE WITH DASSAULT AVIATION MOD 50.

<small>PROPRIETARY INFORMATION - THE INFORMATION ON THIS DRAWING IS CONSIDERED PROPRIETARY AND MAY NOT IN WHOLE OR IN PART, BE REPRODUCED OR USED FOR THE MANUFACTURE OF THE PART DISCLOSED HERE-IN WITHOUT WRITTEN PERMISSION OF DASSAULT FALCON JET CORPORATION.</small>				
DRAFTSMAN DONNA ALDRICH	DATE 09-13-95	 102794 TITLE OBSERVER INTERPHONE		
PROJECT DESIGN <i>Frank O'Brien</i>	DATE 9-26-95			
GROUP LEADER <i>[Signature]</i>	DATE 9-27-95	CODE IDENT 56336	DRAWING NUMBER F2M-201-D016	REVISION
RELEASE NUMBER 96-499 95-1724	-501		SHEET 1 OF 1	

REVISIONS			
LTR	DESCRIPTION	DATE	APPROVED
A	DELETED SHIELDS AT 82RL-T & V. REVISED J662-2 & 4. DELETED WIRE GAUGES AT 82RL-B & A. ADDED NOTE 5.	02-26-96	D. ALDRICH <i>[Signature]</i> 96-422



MAR 06 1996

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- UNLESS OTHERWISE SPECIFIED:
ALL WIRE IS AWG 24.
PLAIN AWG 24 - AWG 10 WIRE SHALL BE ASNE0261CF().
PLAIN AWG 8 - AWG 00 WIRE SHALL BE MIL-V-81381/22.
SINGLE CONDUCTOR SHIELDED WIRE SHALL BE ASNE02705J().
TWISTED PAIR SHIELDED WIRE SHALL BE ASNE0272TK().
TRIPLE TWISTED SHIELDED WIRE SHALL BE ASNE0274UD().
TWISTED PAIR WIRE SHALL BE ASNE0264PF().
 - WIRING TO BE INSTALLED IN ACCORDANCE WITH FAA AC 43.13-1A CHAPTER 11, SECTIONS 3, 4, 5, AND 7. WIRING SEPARATION PER FES 158.
 - SYMBOLS
■ CAP & STOV ◻ CHASSIS GROUND
 - SHIELDED WIRES CONNECTED BY A TERMINAL JUNCTION HAVE THE SHIELDS JOINED TOGETHER. (THIS JUNCTION IS NOT ILLUSTRATED ON THE PRINT.)
 - USE M22759-18-22-9 WIRE BETWEEN WH10 HANDSET & DISCONNECT.

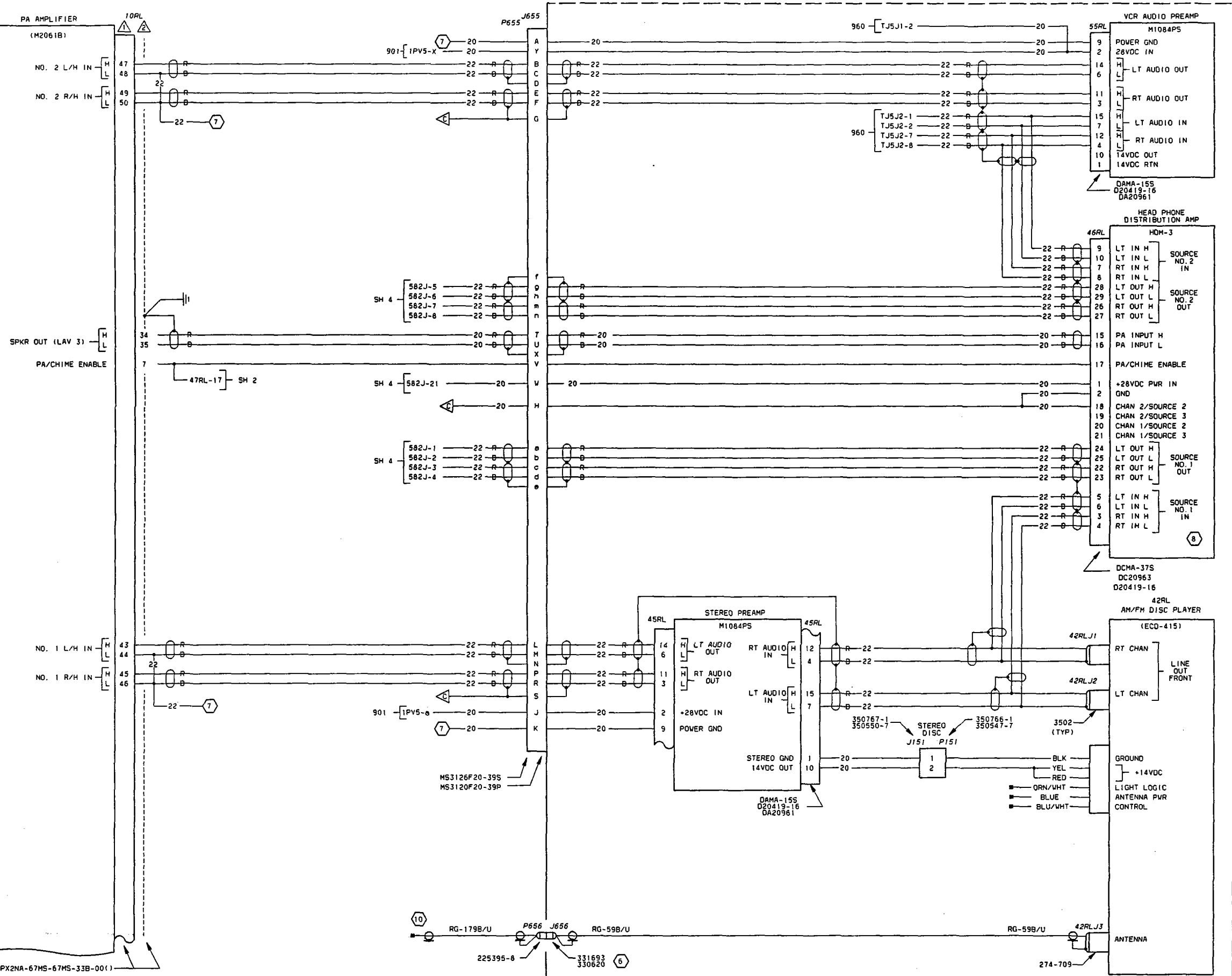
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DRAFTSMAN DONNA ALDRICH	DATE 09-27-95		110794
PROJECT DESIGN FRANK O'BRIEN	DATE 9-27-95		TITLE CABIN INTERCOM
GROUP LEADER DANIELOVICZ	DATE 9-27-95	CODE IDENT 96.338	DRAWING NUMBER F2M-205-D016
RELEASE NUMBER 95-1774			REVISION A

-501 SHEET 1 OF 1

AUX GALLEY/ENTERTAINMENT CABINET

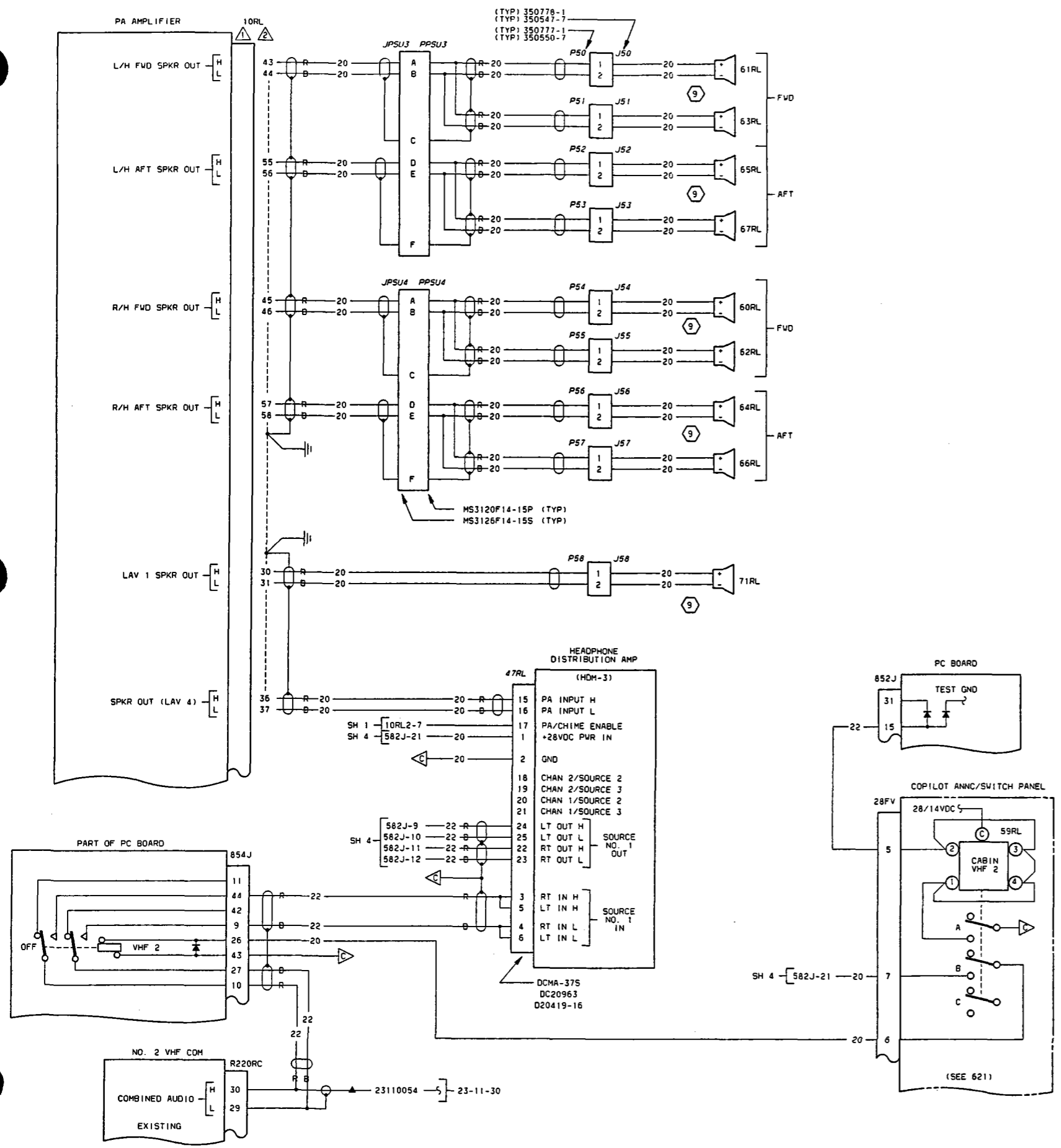
REVISIONS			
LTR	DESCRIPTION	DATE	APPROVED
A	SH 4: ADDED WIRE. DEST & REF AT 10RL1-22.	02-26-96	D. ALDRICH FRD



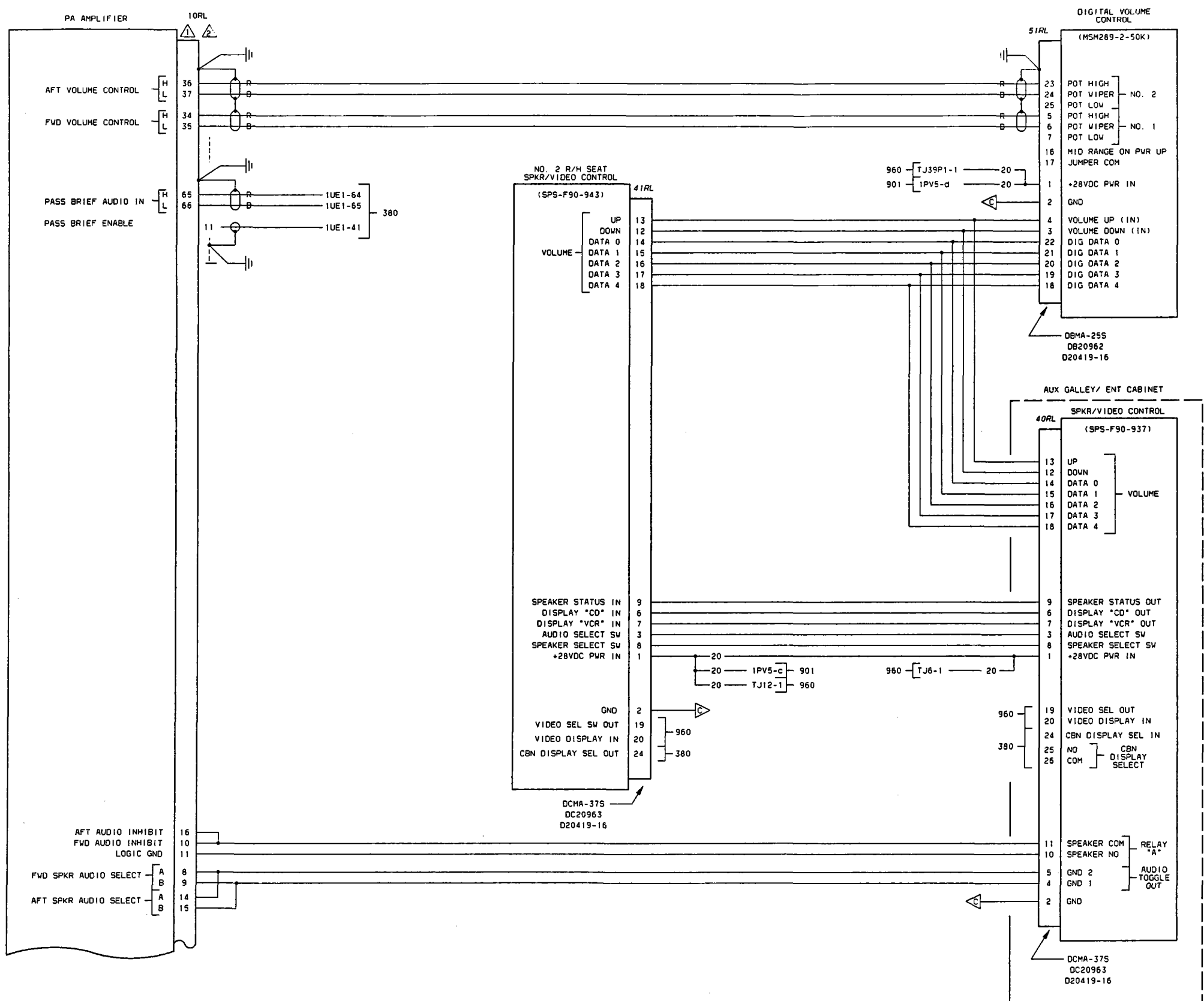
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- NOTES:
- UNLESS OTHERWISE SPECIFIED:
ALL WIRE IS AVG 24.
PLAIN AVG 24 - AVG 10 WIRE SHALL BE ASNE0261CF(1).
PLAIN AVG 8 - AVG 00 WIRE SHALL BE MIL-W-81381/22.
SINGLE CONDUCTOR SHIELDED WIRE SHALL BE ASNE02705J(1).
TWISTED PAIR SHIELDED WIRE SHALL BE ASNE0272TK(1).
TRIPLE TWISTED SHIELDED WIRE SHALL BE ASNE0274UD(1).
TWISTED PAIR WIRE SHALL BE ASNE0254PF(1).
 - FOR WIRES INSTALLED WITHIN CABINETS
THE FOLLOWING WILL BE INSTALLED:
PLAIN WIRE IS MIL-W-22755/16-(1)-9.
TWISTED CABLE IS MIL-C-27500-(1)-TE-(1)-U00.
SHIELDED CABLE IS MIL-C-27500-(1)-TG-(1)-T14.
 - SYMBOLS
▲ EXISTING WIRE ◻ CHASSIS GROUND
 - WIRING TO BE INSTALLED IN ACCORDANCE WITH FAA AC 43.13-1A CHAPTER 11, SECTIONS 3, 4, 5, AND 7. WIRING SEPARATION PER FES 158.
 - SOLDER ALL CONNECTIONS AT SPEAKERS.
 - HEADPHONE PANELS ARE DAISY CHAINED FROM CONNECTOR "B" TO NEXT UNIT CONNECTOR "A". SEE FLOOR PLAN FOR PLUG LAYOUT.
 - WITH P/N 311693 BULKHEAD JACK USE INSULATING BUSHING 330620. TWO EACH REQUIRED WITH EACH JACK.
 - RUN WIRE, GAUGE SIZE AS INDICATED. TO SAME CHASSIS TIE POINT AS 10RL1-5.
 - MOUNT UNIT AS CLOSE AS POSSIBLE TO THE AUDIO SOURCES.
 - USE WIRE MIL-W-22759/16-20-9.
 - RUN COAX TO FIRST R/H WINDOW. WITH SHIELD CUT BACK. LOOP COAX AROUND WINDOW.

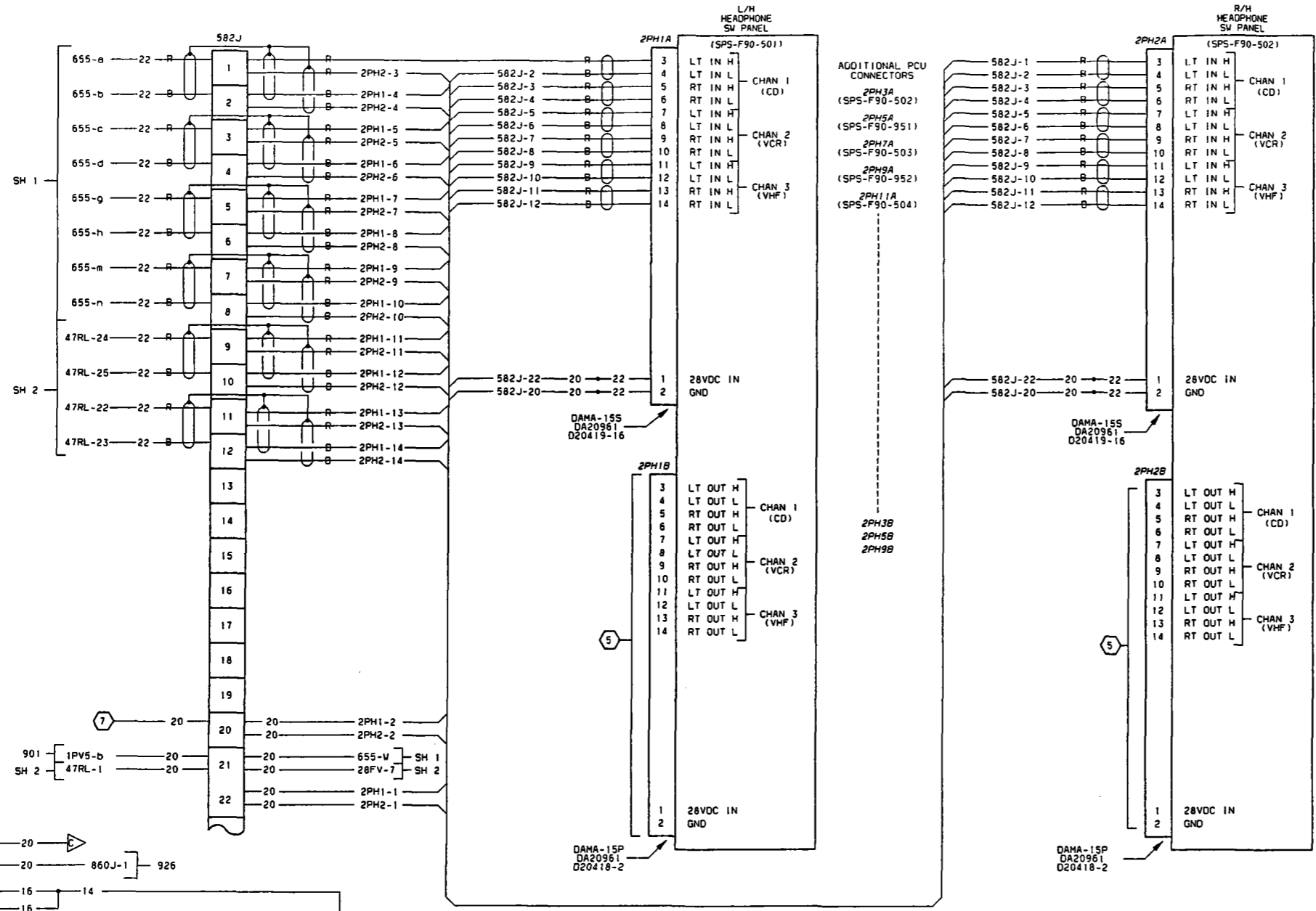
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DRAFTSMAN DONNA ALDRICH	DATE 09-13-95		110794
PROJECT DESIGN FRANK O'BRIEN	DATE 9-26-95		TITLE CABIN AUDIO SYSTEM
GROUP LEADER DANIELOWICZ	DATE 9-27-95	CODE IDENT 56338	REVISION A
RELEASE NUMBER 95-1774	DRAWING NUMBER F2M-220-D016	-501 SHEET 1 OF 4	



MAR 06 1996

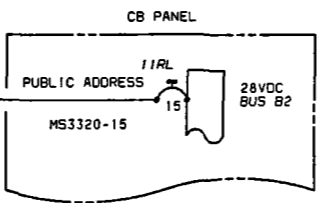
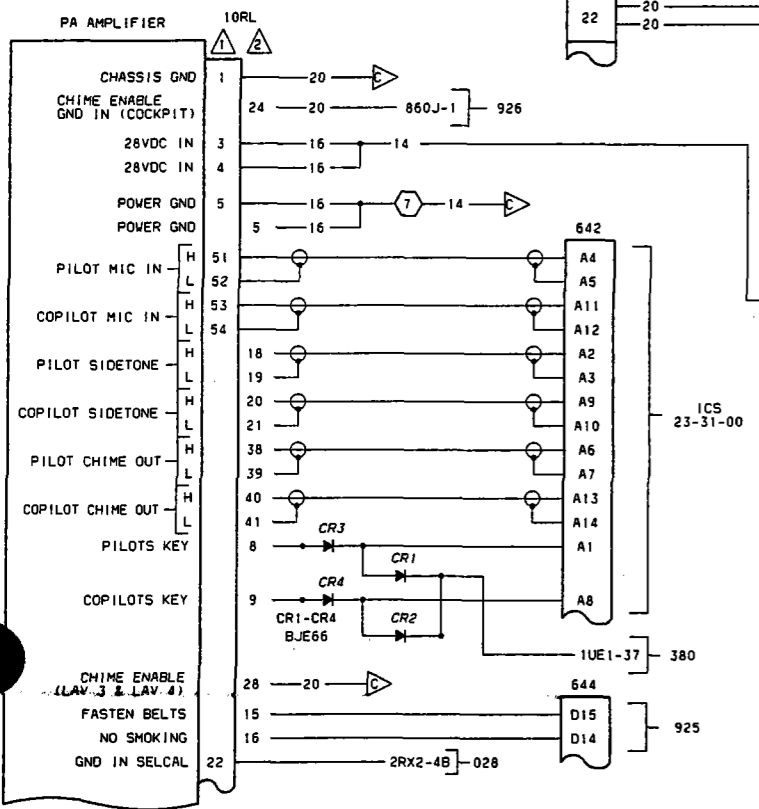
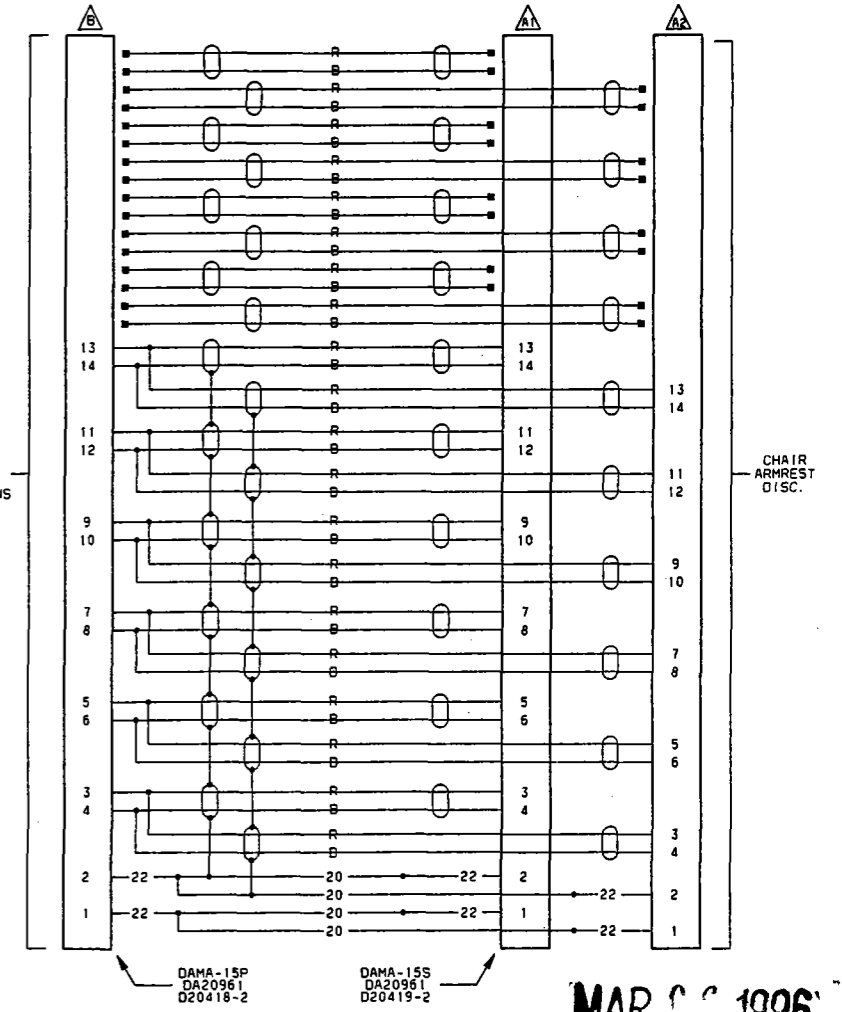
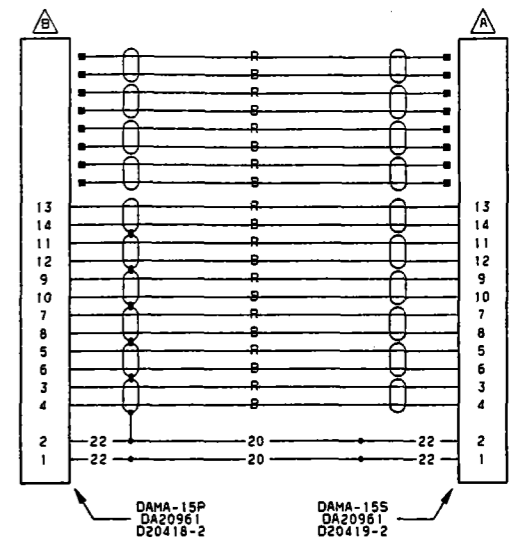


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ADDITIONAL PCU CONNECTORS

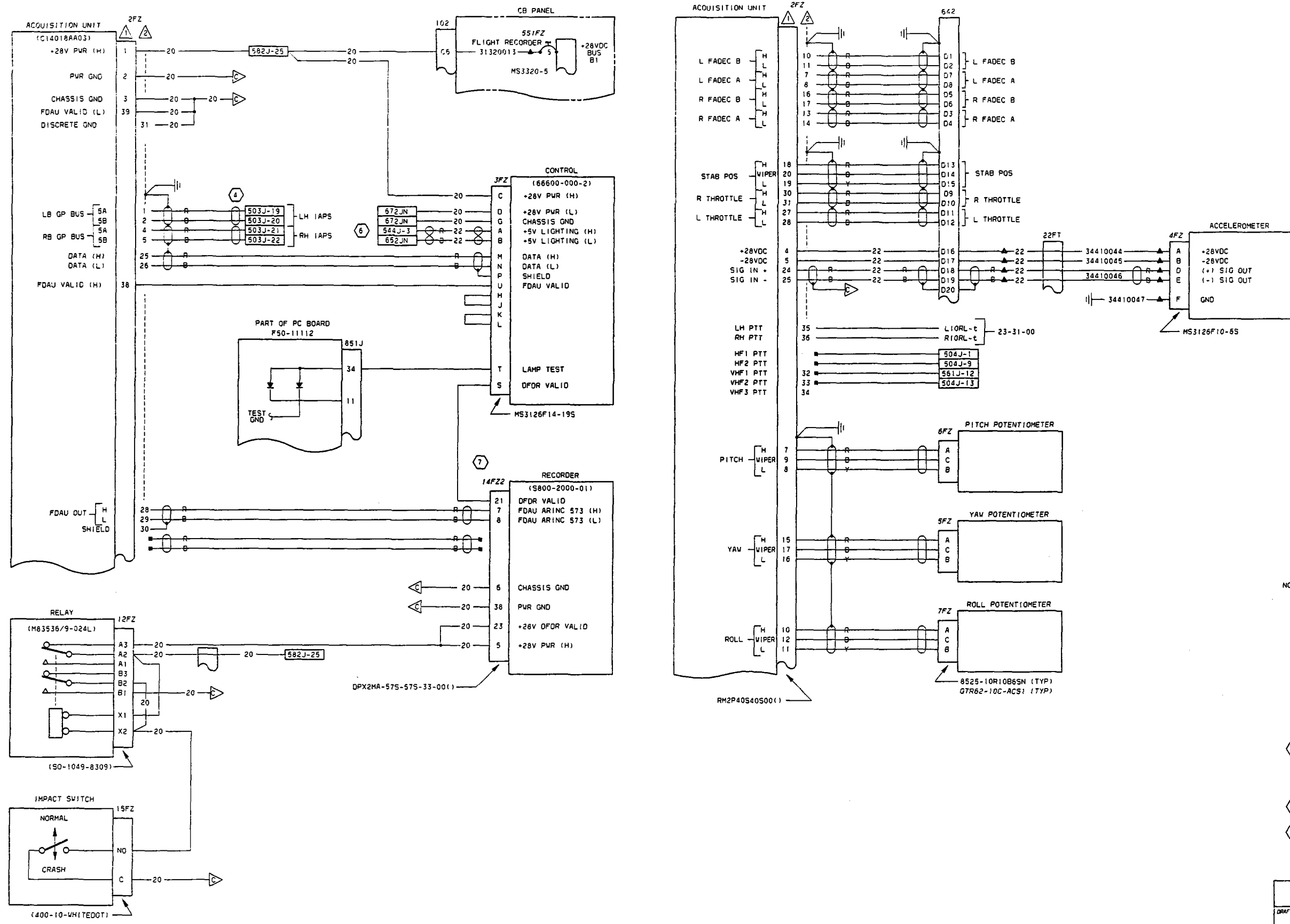
NOTE:
PASSENGER CONTROL UNITS UTILIZE TWO PIGTAILED CONNECTOR ASSEMBLIES. CONNECTORS ARE ARRANGED TO FACILITATE "15V CHAIN" INSTALLATION OF WIRE HARNESSES FROM THE PRECEDING DECU. TYPICAL "B" CONNECTOR TO "A" CONNECTOR WIRING IS SHOWN BELOW.



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NOTE:
PIGTAIL TO BE USED IN ARMREST DECU INSTALLATIONS.

REVISIONS			
LTR	DESCRIPTION	DATE	APPROVED
A	MOVED PINS 36 & 35 AT 2FZ2. DELETED CAP & STOW WIRES FROM L10RL-t & R10RL-t. CAP & STOW WIRES FROM 504J-1, 504J-9, 561J-12 & 504J-13. CHANGED P/N AT ACQUISITION UNIT.	02-26-96	D. ALDRICH M.O.B. 26-999

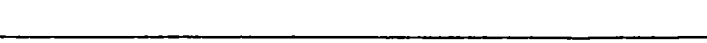
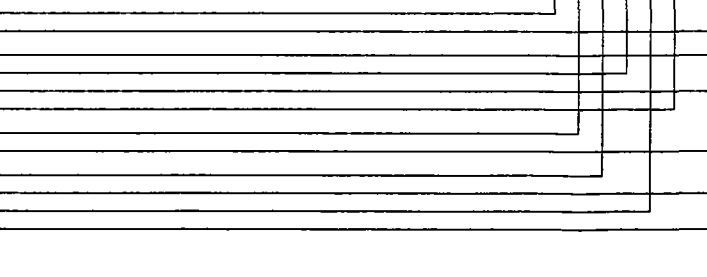
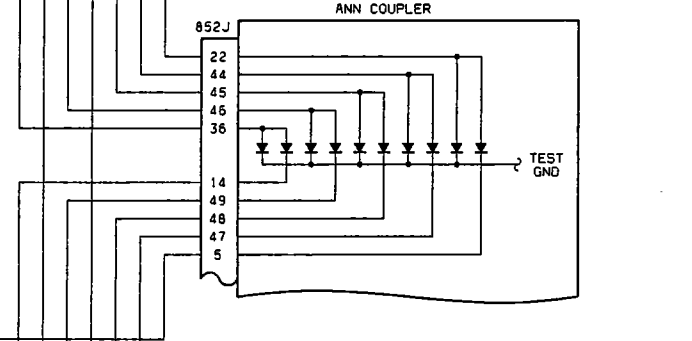
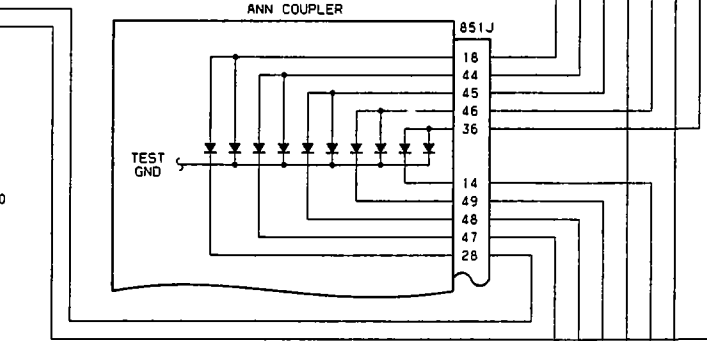
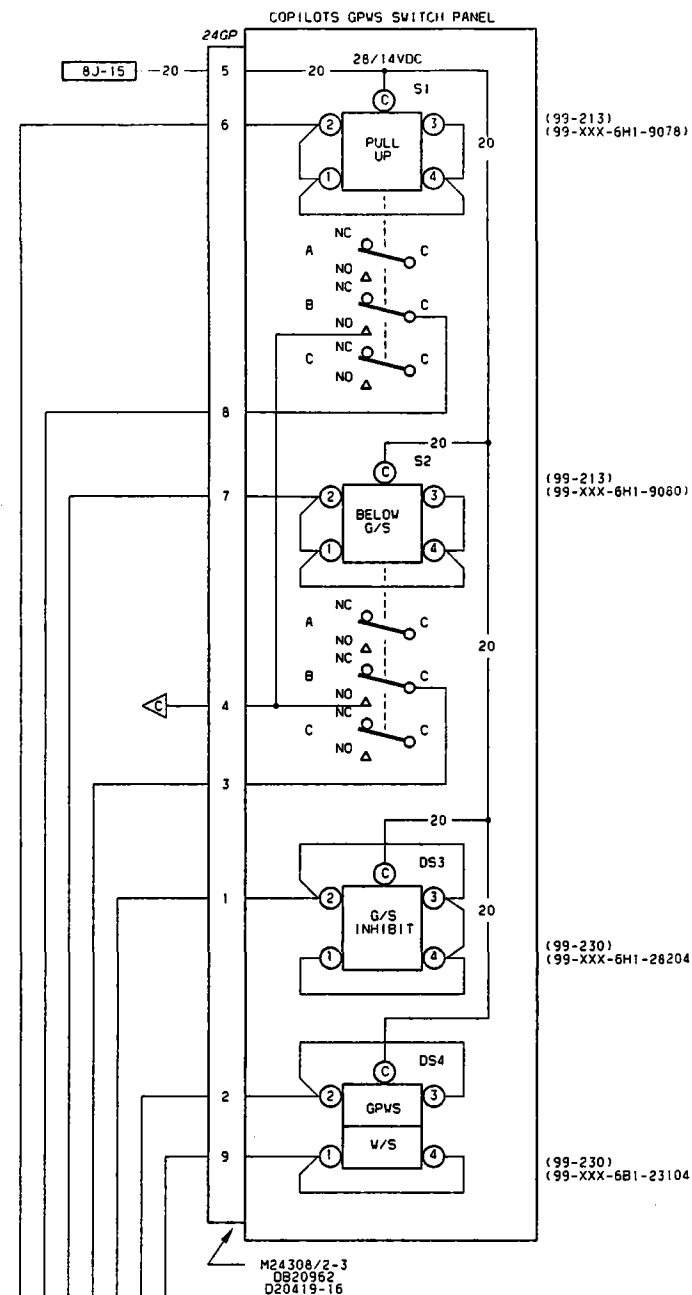
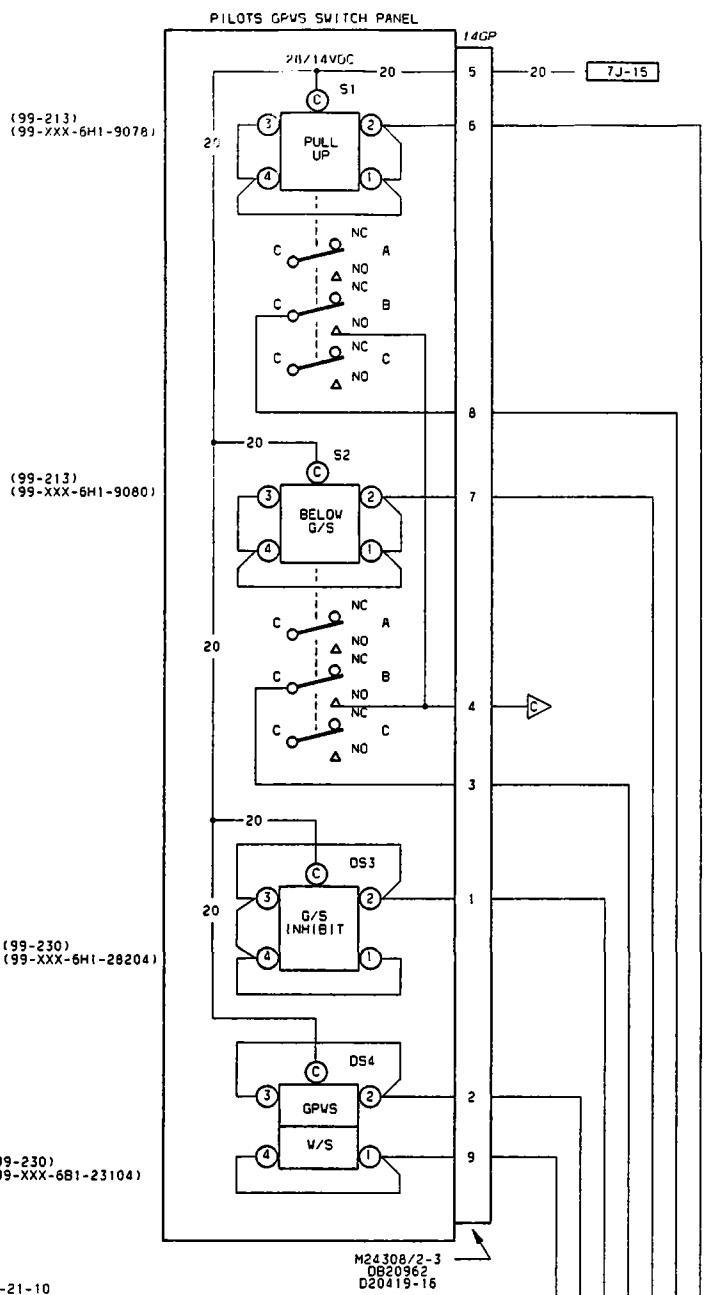
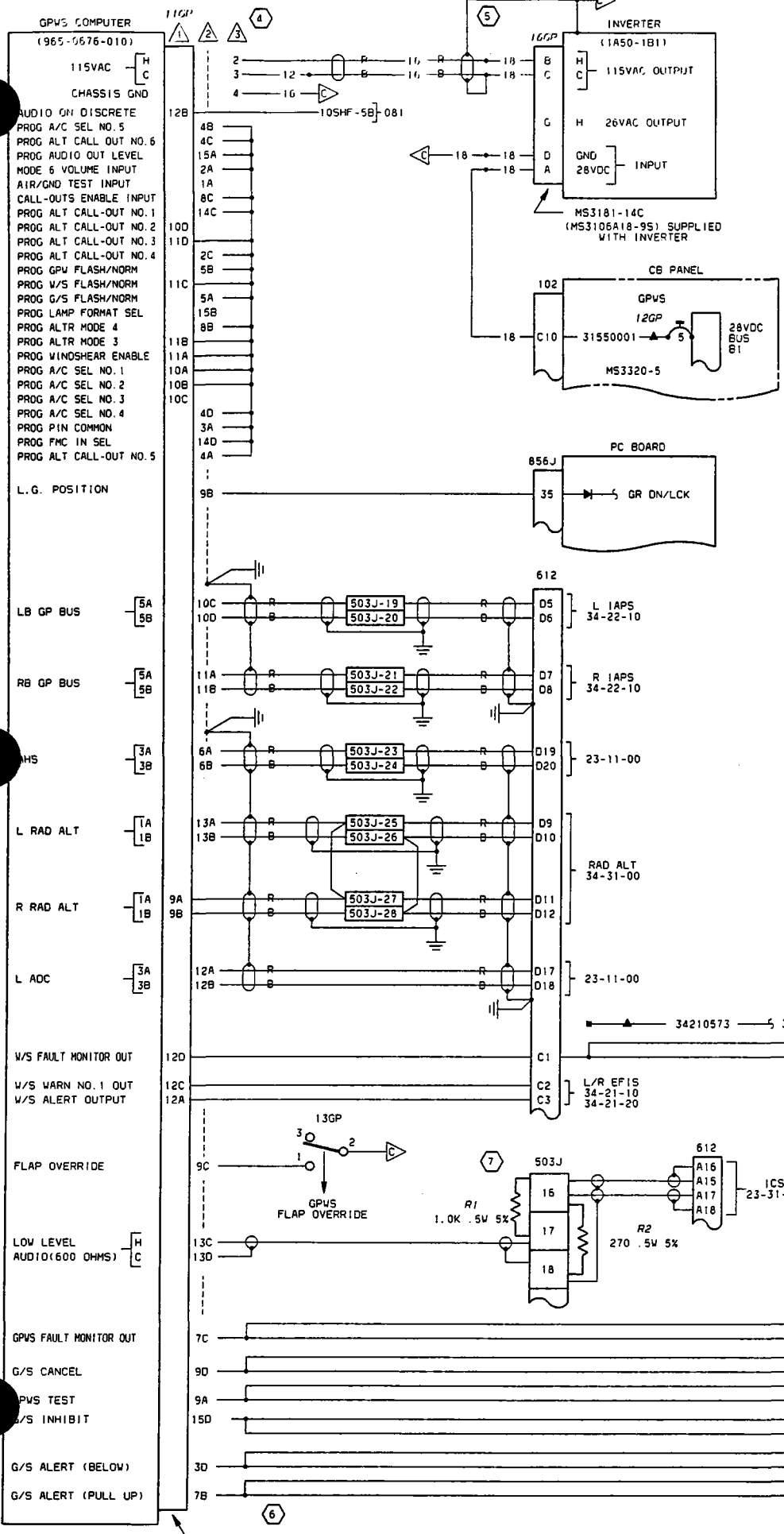


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- NOTES:
- UNLESS OTHERWISE SPECIFIED:
ALL WIRE IS AWG 24.
PLAIN AWG 24 - AWG 10 WIRE SHALL BE ASNE0261CF().
PLAIN AWG 8 - AWG 00 WIRE SHALL BE MIL-W-81381/22.
SINGLE CONDUCTOR SHIELDED WIRE SHALL BE ASNE02705J().
TWISTED PAIR SHIELDED WIRE SHALL BE ASNE0272TK().
TRIPLE TWISTED SHIELDED WIRE SHALL BE ASNE0274UD().
TWISTED PAIR WIRE SHALL BE ASNE0264PF().
 - WIRING TO BE INSTALLED IN ACCORDANCE WITH FAA AC 43.13-1A CHAPTER 11, SECTIONS 3, 4, 5, AND 7. WIRING SEPARATION PER FES 158.
 - SYMBOLS
▲ EXISTING WIRE ◻ CHASSIS GROUND ■ CAP & STOW
 - SHIELDED WIRES CONNECTED BY A TERMINAL JUNCTION HAVE THE SHIELDS JOINED TOGETHER. (THIS JUNCTION IS NOT ILLUSTRATED ON THE PRINT.)
 - THIS INSTALLATION SHALL BE IN COMPLIANCE WITH FES-180.
 - TO EXISTING LIGHTING OR TEST CIRCUITRY.
 - 14FZ2 IS THE BOTTOM PLUG OF THE DPX2MA PART NUMBER CALLED OUT.
 - THIS DRAWING PRESENTS DATA IN ACCORDANCE WITH STC 5A82475W-D WITH MINOR CHANGES.

<small>PROPRIETARY INFORMATION - THE INFORMATION ON THIS DRAWING IS CONSIDERED PROPRIETARY AND MAY NOT IN WHOLE, OR IN PART, BE REPRODUCED OR USED FOR THE MANUFACTURE OF THE PART DISCLOSED HERE-IN WITHOUT WRITTEN PERMISSION OF DASSAULT FALCON JET CORPORATION.</small>			
DRAFTSMAN DONNA ALDRICH 09-26-95	DATE 09-26-95		
PROJECT DESIGN FRANK O'BRIEN 9-27-95	DATE 9-27-95	TITLE FLIGHT DATA RECORDER	
GROUP LEADER DANIELOVICZ 9-27-95	DATE 9-27-95	CODE IDENT 5633B	DRAWING NUMBER F2M-260-D016
RELEASE NUMBER 95-1774	SHEET 1 OF 1	REVISION A	-501

REVISIONS			
LTR	DESCRIPTION	DATE	APPROVED



MAR 06 1996

- NOTES:
- UNLESS OTHERWISE SPECIFIED:
ALL WIRE 15 AWG 24.
PLAIN AWG 24 - AWG 10 WIRE SHALL BE ASNE0261CF().
PLAIN AWG 8 - AWG 00 WIRE SHALL BE MIL-W-81381/22.
SINGLE CONDUCTOR SHIELDED WIRE SHALL BE ASNE02705J().
TWISTED PAIR SHIELDED WIRE SHALL BE ASNE02721K().
TRIPLE TWISTED SHIELDED WIRE SHALL BE ASNE02740D().
TWISTED PAIR WIRE SHALL BE ASNE0264PF().
 - WIRING TO BE INSTALLED IN ACCORDANCE WITH FAA AC 43.13-1A CHAPTER 11, SECTIONS 3, 4, 5, AND 7. WIRING SEPARATION PER FES 158.
 - SYMBOLS
▲ EXISTING WIRE ■ CAP & STOW
◁ CHASSIS GROUND
 - SYMBOLS:
⊠ DENOTES TOP PLUG ⊡ DENOTES MIDDLE PLUG
⊓ DENOTES BOTTOM PLUG
 - GROUND CHASSIS OF INVERTER TO AIRFRAME AT THE INVERTER AND USE DUST COVER MS3181-14C FOR UNUSED J2 CONNECTOR. USE MIL-W-22759/16-(1)-9 FROM SPLICE TO CONNECTOR.
 - THE LAST TWO DIGITS OF THIS PART NUMBER (BKAD112530008) DENOTES KEYING OR POLARIZING PIN POSITIONS. OTHER PART NUMBERS (BKAD1125300XX) MAY BE USED IF PROPERLY KEYED AT TIME OF INSTALLATION.
 - RESISTOR VALUES MAY BE VARIED TO OBTAIN SUITABLE AUDIO LEVEL. RECOMMENDED VALUES R1 = 1000 OHMS, R2 = 270 OHMS 1/2 W.
 - THIS INSTALLATION SHALL BE IN COMPLIANCE WITH FES-180.
 - THIS DRAWING PRESENTS DATA IN ACCORDANCE WITH DASSAULT AVIATION MOD 923.

<small>PROPRIETARY INFORMATION - THE INFORMATION ON THIS DRAWING IS CONSIDERED PROPRIETARY AND MAY NOT IN WHOLE OR IN PART, BE REPRODUCED OR USED FOR THE MANUFACTURE OF THE PART DISCLOSED HERE-IN WITHOUT WRITTEN PERMISSION OF DASSAULT FALCON JET CORPORATION.</small>			
DRAFTSMAN DONNA ALDRICH	DATE 09-13-95		
PROJECT DESIGN Fred O'Brien	DATE 9-26-95		
GROUP LEADER [Signature]	DATE 9-27-95	TITLE GROUND PROXIMITY WARNING SYSTEM/W/S	110794
RELEASE NUMBER 96-499 95-1774	CODE IDENT 56.338	DRAWING NUMBER F2M-275-D016	REVISION
		-501	SHEET 1 OF 1