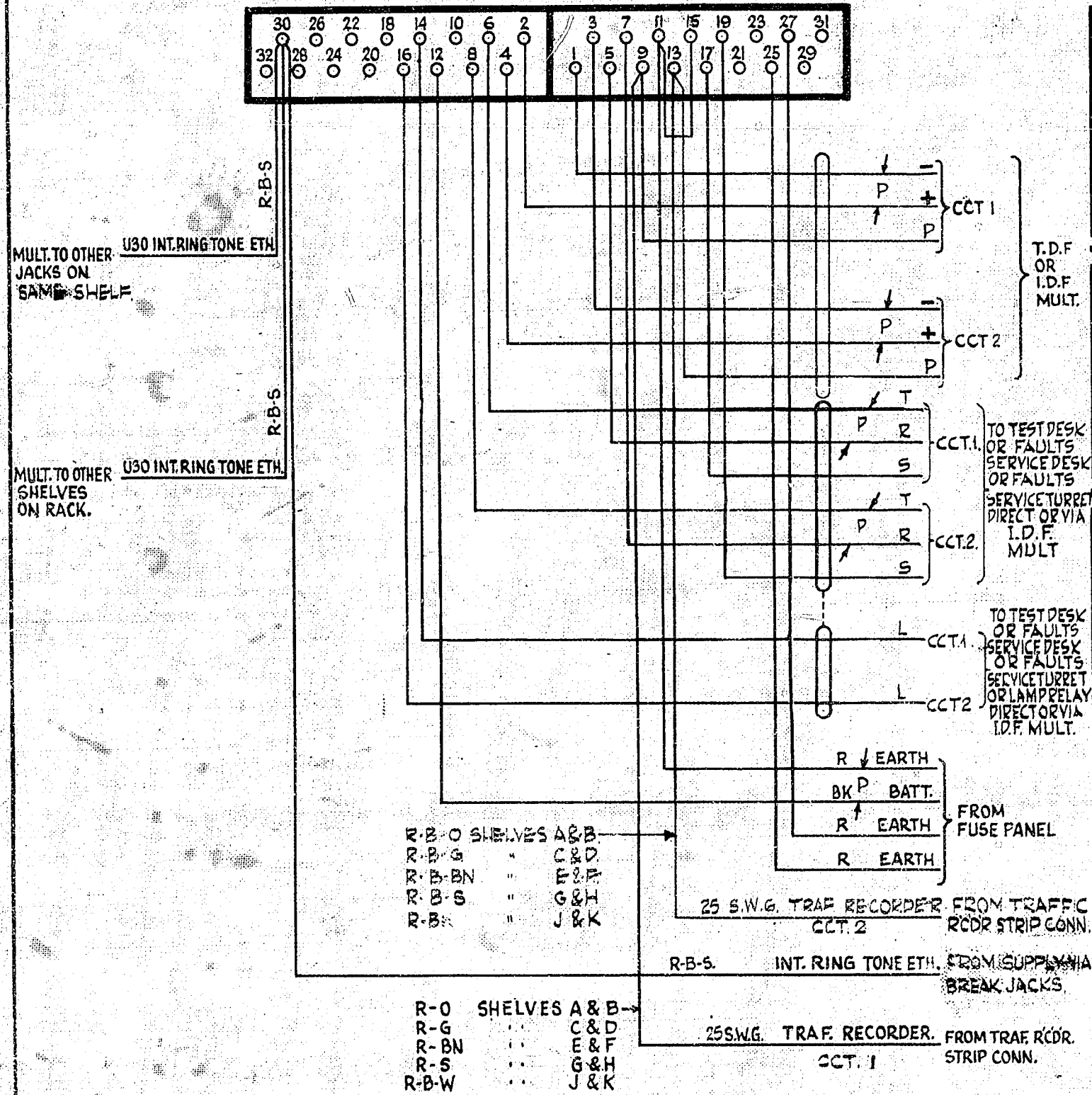


FIG.1.

1/2 FAULTS SERVICE WITHOUT NIGHT SWITCHING.
AS SEEN FROM REAR

NOTE 1



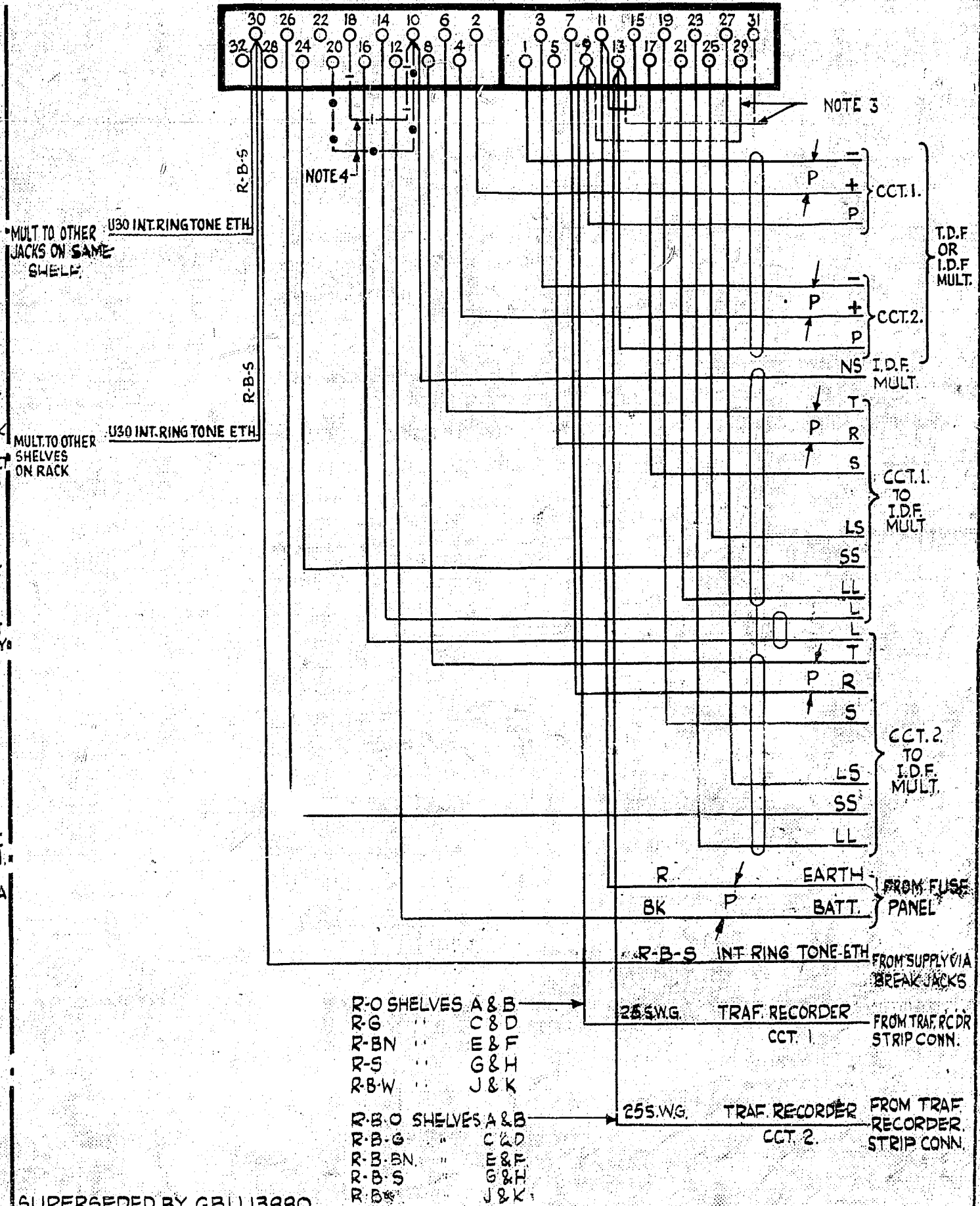
NOTES.

1. SHELF JACK POINTS U9 & 11 AND U13 & U15 (FIGS. 1 & 3) MAKE CONTACT WHEN RELAY SET IS REMOVED.
2. ALL WIRING TO BE 22 S.W.G UNLESS OTHERWISE SPECIFIED.
3. FAULTS SERVICE CCTS NOT EXTENDED TO MANUAL BOARD TO BE BUSIED OUT BY INSERTION OF STRAP BETWEEN U29 & U9 FOR 1ST CCT. & U13 & U31 FOR 2ND CCT. (FIG.3) AS SHOWN
4. IN FIG.3 STRAP SHELF JACK POINTS U10 & U18 AND/OR U10 & U20 SHOWN THUS & FOR LINES WHICH ARE NOT NIGHT BUSIED.

FIG.3.

1/2 FAULTS SERVICE WITH NIGHT SWITCHING TO S.C.S MAN.BD.
AS SEEN FROM REAR

NOTE 1



SUPERSEDED BY GBU.13880.

SUPERSESSION NOTE ADDED				(70898)	G.	18.1.63	DBK	FAULTS SERVICE LINES TERMINATING ON TEST OR FAULTS SERVICE DESK OR EQUIV WITH OR WITHOUT NIGHT SWITCHING TO AUTO-MANUAL BOARD S.C.S		
FLT SERVICE WAS COMPLAINTS LEAD WAS DIRECT TO TEST DESK				(35256)	5.	14.10.60	OK			
FIGS. 1 & 3 UPTS 14 & 16 WERE WIRED TO I.D.F. MULT.					4.					
NOTE 4 & ASSOCIATED STRAPS WERE NOT SHN. BE.3					3.					
NOTE 3 ADDED. MINOR AMENDMENTS.					2.					
AMENDMENT PARTICULARS						ISSUE DATE	APP. REF.	50% H		
N.Z.P.O.						DRAWN	CHECKED	WIRING	CIRCUIT	GBU 10560