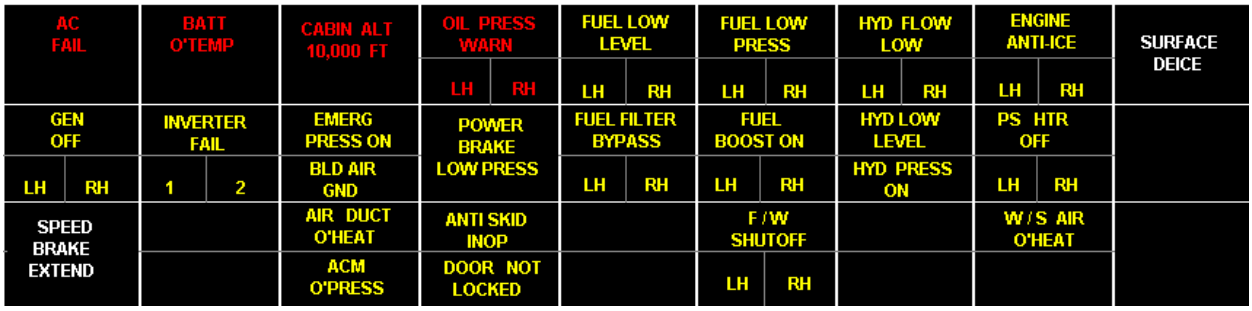
Citation 550/551 Annunciator Quiz. *(Unit Number 0626)*

Mark the answer choice with the correct annunciator from the picture.



1- Unit Numbers 2 through 505 The selected inverter has failed. 550 and on:
AC Bus Failure, One or both inverters have failed. Triggers MASTER WARNING

2- Steady Illumination: Battery temp has reached 145 degrees F. Flashing indicated the battery has reached a temperature of 165 degrees F. Triggers MASTER WARNING

3- Cabin pressure is above 10,000 Feet Triggers MASTER WARNING

4- Oil pressure is below 35 PSI in the left or right engine. Triggers MASTER WARNING

5- Fuel quantity according to the float switch is between 169 and 219 pounds useable in the indicated tank.

6- Fuel pressure is low.

7- Left or right hydraulic pump output is below normal. Unit numbers 2 through 436 indicate "L/R HYD PRESS LOW".

8- Either of the following:
1. Throttle is below the 60% N2 position
2. Nacelle Inlet Temp is below 104 degrees C
3. Engine Stator Anti-Ice Vale is not fully open
4. Failure of automatic temperature controller (light modulates on and off)
5. Failure of wing leading edge to stay within range (one or more heating elements inop.)
6. Wing leading edge temperature below 16 degrees C

9- Indicates proper boot inflation pressure. Illuminates twice during the 12 second cycle.

10- Generator power relay is open. Illumination of both LH and RH triggers the MASTER WARNING.

11- Either the #1 or the #2 inverter has failed. Illumination of either LH or RH lights triggers the AC Fail Annunciator, which in turn triggers the MASTER WARNING.

12- Emergency pressurization has been manually selected, or the ACM has overheated. During ACM overheat, if the ACM cools down with 12 seconds, it will revert to normal operation. During overheat on the Ground, the emergency pressurization valve does not open (de-activated by squat switch) but the light illuminates.

13- Pressurization source selector is in the GND position and the Ground Valve is open.

14- Brake hydraulic pressure is low. Anti Skid Inop will also illuminate.

15- Filter bypassing of the indicated filter is impending or occurring

16- With fuel boost pump switch in the NORM position, this illuminates with the FUEL BOOST ON Annunciator. This also illuminates with the switch in the ON Position. Automatically illuminates with the switch in the normal position during engine start, and crossfeeding.

17- Fluid level is below .2 gallons.

18- System is pressurized. On when T/R's are deployed, and when gear or speed brakes are cycling.

19- Pitot static heater is off, or with the switch on, power has been disconnected from the pitot tube heater, or one or both static port heaters.

20- Left and right speed brakes are fully extended.

21- Temp in the duct from the ACM to the cabin is excessively high temperature.

22- Unit numbers 482, 485 and on... The ground valve has closed because the secondary overpressure switch has activated. Normal DC power must be removed to reset.

23- Control switch is off, the unit is is test mode, or the Anti Skid Unit is inoperative. This Annunciator is off with the gear handle in the UP position.

24- Indicates that either nose baggage door tailcone compartment door, or main cabin door is not locked.

25- The fuel and hydraulic shutoff valves are fully closed. They can be re-opened by pressing the ENG FIRE switch a second time.

26- With the control switch in either position, bleed air to the windshield exceeds 146 degrees C. or With the control switch off it indicates that the shutoff valve has failed open, or is leaking bleed air, allowing line pressure to exceed 5 psi.