

ANNUNCIATOR PANEL

The annunciator panel is designed to provide the pilot with an easily interpreted display of both normal and abnormal system conditions. Two flashing MASTER WARNING lights (MASTER WARNING RESET) are used in conjunction with the panel to ensure rapid recognition of any red annunciator light. In addition, the MASTER WARNING light will flash if both amber GEN OFF lights should illuminate.

The MASTER WARNING lights can be reset by pressing either light. Resetting the MASTER WARNING light rearms the system so that it will function should another failure occur.

The annunciator system is powered from the main direct current (DC) buses through the WARN LTS 1 and 2 circuit breakers on the left cockpit panel.

All system light bulbs can be tested by placing the rotary TEST selector on the center pedestal to the ANNU position. This will illuminate all lights and cause the MASTER WARNING lights to flash.

Burned out bulbs can be replaced by pushing in the light assemblies to the left and right of the failed bulb; then use a tool to remove the assembly with the burned out bulb.

If the MASTER WARNING light illuminates in a steady mode, it indicates that there has been a loss of power to the annunciator panel from either the left or right DC electrical bus.

The master warning and annunciator panel lights system consists of two master warning light switches and an annunciator panel light cluster which provides a visual indication to the operator of certain conditions and/or functions of selected systems.

The annunciator panel is located in the fire tray and contains a cluster of caution/warning lights with selected color lenses and legend plates arranged according to airplane systems. The annunciator panel lights operate in conjunction with the master warning lights located on the pilot's instrument panel and on the copilot's instrument panel.

A rotary-type test switch is located on the pedestal to verify the integrity of the master warning and annunciator lamp filaments.

OPERATION

Each annunciator segment has a legend which illuminates to indicate an individual system fault. Red lights indicate a warning malfunction, which requires immediate corrective action. Amber lights indicate a caution malfunction, that requires immediate attention, but not necessarily immediate action. White lights indicate a system function has been accomplished. The master warning lights illuminate simultaneously with red light function only, or both generator (amber light) annunciator panel segments light, to alert the operator of the system fault on the annunciator panel. The master warning light incorporates a reset switch, which is actuated by pushing in on the warning light lens. The warning light, when pushed, will turn off (reset) the master warning light; thus, making the system available to alert the operator if any other system fault should occur. The master warning light will stay illuminated until reset, even if the malfunction which caused the light to illuminate has been corrected. The annunciator segment light will remain on until system fault has been corrected.

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Figure 2-26

1. **BATT O'TEMP** The red battery overtemperature light will flash and the MASTER WARNING will flash if battery temperature exceeds 145°F. Pressing the MASTER WARNING will cause the flashing annunciator to change to steady on and the MASTER WARNING to extinguish.

The red battery overtemperature light and the >160° light will flash and the MASTER WARNING will flash if battery temperature continues to climb above 160°. Pressing the MASTER WARNING will cause the flashing annunciator to change to steady on and the MASTER WARNING to extinguish.
2. **CAB ALT** Normal Altitude Mode - The red cabin altitude light will flash and the MASTER WARNING will flash to advise that the cabin pressure altitude is above 10,000 feet (+350 feet or - 350 feet) during operation out of low altitude airports (8,000 feet or less), and anytime airplane altitude is greater than 24,500 feet. Pressing the MASTER WARNING will cause the flashing annunciator to change to steady on and the MASTER WARNING to extinguish.

High Altitude Mode - The red cabin altitude light will flash and the MASTER WARNING will flash to advise that the cabin pressure altitude is above 14,500 feet (+500 feet or -500 feet) during operation out of high elevation airports (greater than 8,000 feet), with an airplane altitude less than 24,500 feet. Pressing the MASTER WARNING will cause the flashing annunciator to change to steady on and the MASTER WARNING to extinguish.
3. **LO OIL PRESS** The red oil pressure warning light will flash and the MASTER WARNING flash if oil pressure is below safe limits (20 PSI) in left or right engine. Pressing the MASTER WARNING will cause the flashing annunciator to change to steady on and the MASTER WARNING to extinguish.

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4. LO HYD FLOW L R
The amber hydraulic flow low light illuminates steady to advise that left and/or right hydraulic system flow is below approximately 0.35 to 0.55 gallons per minute. If conditions continue for more than five seconds, the amber annunciator will begin to flash steady and illuminate the MASTER CAUTION. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
5. LO HYD LEVEL
The amber hydraulic low light flashes and the MASTER CAUTION illuminates if the hydraulic system level is below approximately 74 to 76 cubic inches. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
6. HYD PRESS
On the ground, the amber hydraulic pressure light will illuminate when hydraulic pressure rises above 370 +/- 25 PSIG. The light will extinguish when pressure decreases to 200 PSIG minimum.

In the air the amber annunciator, if on for more than 40 seconds, will flash and illuminate the MASTER CAUTION light. Pressing the MASTER CAUTION will cause the MASTER CAUTION to extinguish.
7. STAB MIS COMP
The amber stabilizer miscompare light and the MASTER CAUTION illuminates steady to advise that a miscompare exists between flap handle position and the horizontal stabilizer position. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
8. SPD BRK EXTEND
The white speed brake extend light advises that the left and right speed brakes are fully extended.
9. ENG VIB L R
The white engine vibration light advises that the left and/or right engine vibration has exceeded prescribed limits.
10. OIL FLTR BP L R
The amber oil filter bypass light flashes and the MASTER CAUTION illuminates to advise that bypass of the left and/or right oil filter is impending. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
11. GND IDLE
On the ground, the white ground idle light indicates the EEC is in ground idle mode (49.3% N₂).

In the air, the white annunciator flashes and the MASTER CAUTION illuminates when the EEC is in ground idle mode. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.

Once the airplane has transitioned from flight to ground mode, the annunciator will illuminate steady 8 seconds after throttles are positioned to idle.

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|-----|------------------------|---|
| 12. | NO
TAKEOFF | <p>On the ground, the amber no takeoff annunciator will illuminate steadily if one or more of the following conditions exist: Flaps not within takeoff range (less than 7° or more than 15°), elevator out of trim for takeoff, horizontal stabilizer is out of takeoff position, or speed brakes are out of takeoff position.</p> <p>As the throttles are advanced beyond climb setting, the no takeoff annunciator will flash and the MASTER CAUTION illuminate if one or more the following conditions exist: Flaps not within takeoff range (less than 7° or more than 15°), elevator out of trim for takeoff or horizontal stabilizer is out of takeoff position. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.</p> |
| 13. | P/S
HTR
L R | <p>On the ground, the amber pitot/static heater failure annunciator illuminates steady to indicate an inoperative heating element in the pitot-static system. In the air, the amber light flashes and the MASTER CAUTION illuminates steady to advise of an inoperative heating element. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.</p> |
| 14. | EMER
PRESS | <p>The amber emergency pressurization light flashes and the MASTER CAUTION illuminates to advise that emergency pressurization has been manually selected or automatically activated by an air cycle machine overheat. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.</p> |
| 15. | ACM
O'HEAT | <p>The amber ACM overheat light flashes and the MASTER CAUTION illuminates to advise of an overtemperature condition of air cycle machine (in excess of 420°F). This light will trip in conjunction with the EMER PRESS light. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.</p> |
| 16. | ----- | Reserved |
| 17. | ----- | Reserved |
| 18. | AHRS
AUX PWR
1 2 | <p>The white attitude heading reference system light illuminates steady, advising that primary DC power has been lost on the respective AHRS and is operating on secondary power from the AHRS auxiliary battery.</p> |

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19. ENG ANTI-ICE L R
- On the ground, with left and/or right anti-ice switches selected to either the ENGINE or the WING/ENGINE position, the amber engine anti-ice light will illuminate steady with no illumination of MASTER CAUTION to advise of low temperature in the respective engine inlet. The light will extinguish after respective engines reach normal operating temperature.
- After normal operating temperature has been reached, an under-temperature condition will cause the respective annunciator to flash and the MASTER CAUTION light to illuminate. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
- In the air, with left and/or right anti-ice switches selected to the WING/ENGINE position, the amber engine anti-ice light will flash and the MASTER CAUTION light will illuminate if normal operating temperatures are not reached within 4 minutes and 45 seconds. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
- Nuisance trips (less than 5 seconds between resumption of normal temperature and the detection of a new under-temperature condition) are inhibited by circuit logic.
- If the respective left and/or right WING/ENGINE anti-ice switches are selected to the OFF position and the respective engine anti-ice fan stator valve is open, the annunciator will flash and illuminate the MASTER CAUTION. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
20. FUEL GAUGE L R
- The amber fuel GAUGE light flashes and the MASTER CAUTION illuminates to advise that a fault has been detected in the respective fuel gauging system. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
21. LO FUEL LEVEL L R
- The amber low fuel level light flashes and the MASTER CAUTION illuminates to advise that a minimum of 360 pounds of fuel remain the respective tank. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
22. EEC MANUAL L R
- The white electronic engine control light advises that the EEC is in the manual mode because either a fault has been detected in the system or the pilot has selected manual mode.
23. GEN OFF L R
- The amber generator off light flashes and the MASTER CAUTION illuminates to advise that left and/or right generator is not connected to the airplane bus. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
- Failure of the remaining generator will trigger the concurrent and synchronous flashing of L and R annunciator and MASTER WARNING, and the MASTER CAUTION will change to steady illuminating. Pressing the MASTER WARNING along will extinguish master and warning and MASTER CAUTION when both generators have been tripped.

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30. ANTISKID
INOP
- On the ground, the amber antiskid inop light flashes and the MASTER CAUTION illuminates to advise that the antiskid system is inoperative. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
- In the air, the light will illuminate steady for 20 seconds before it flashes and the MASTER CAUTION illuminates to advise that the antiskid system is inoperative. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
31. STBY
P/S HTR
- In the air, the amber standby pitot/static heater light flashes and the MASTER CAUTION illuminates steady to advise that the pitot/static heater has failed. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish. On the ground, the light will illuminate steady with no MASTER CAUTION illumination to show the pitot-static heater has failed.
32. AOA HTR
FAIL
- On the ground, the amber AOA heater failure annunciator illuminates steady to indicate an inoperative heating element in the angle-of-attack vane.
- In the air, the amber AOA heater fail light flashes and the MASTER CAUTION illuminates steady to advise of an inoperative heating element in the angle-of-attack vane. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
33. AIR DUCT
O'HEAT
CKPT CAB
- The amber air duct overheat light flashes and the MASTER CAUTION illuminates steady to advise that the temperature in either the cockpit or cabin warm air duct has exceeded 300°F. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
34. RADOME
FAN
- The amber radome fan light flashes and the MASTER CAUTION illuminates steady to advise that the nose cone mounted radome fan has failed. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
35. - - - - -
- Reserved
36. TAIL DEICE
FAIL
L R
- The amber light flashes and the MASTER CAUTION illuminates steady if, after the system is selected on, the respective tail deice valve has a loss of voltage and/or the respective tail deice system has a loss of pressure during the 6 second on cycle time. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
37. TAIL DEICE
PRESS
L R
- The white light illuminates steady to indicate the tail deice system is operating (pressure greater than 10 PSI).
38. - - - - -
- Reserved

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39. FUEL XFEED The white light illuminates steady to indicate the fuel crossfeed has been selected and the fuel crossfeed valve is in the open position. If the fuel crossfeed is selected off and the fuel crossfeed valve is not closed, the white annunciator will flash and the MASTER CAUTION illuminate steady on. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
40. FUEL BOOST L R Under most conditions, the amber fuel boost on light will illuminate steady to advise that electric power has been applied to the left and/or right fuel boost pump. In the air, the amber fuel boost will initially illuminate steady. After 10 seconds, the annunciator will flash and the MASTER CAUTION illuminate steady if the fuel system has low pressure, the airplane is in the air, and the respective throttle is out of cutoff position. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
41. LOW FUEL PRESS L R On the ground and prior to both left and right engine start, the amber low fuel pressure light will illuminate steady to indicate that fuel pressure is below 5.3 to 5.8 PSI in left and/or right systems. After both engines have been started, the amber low fuel pressure light flashes and the MASTER CAUTION illuminates steady to indicate that fuel pressure is below 5.3 to 5.8 PSI in left and/or right systems. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
42. W/S FAULT L R On the ground and prior to either engine start, the annunciator will illuminate steady for 8 seconds to advise of a controller failure, and may illuminate in conjunction with the windshield overheat light. After 8 seconds, the fault light flashes and the MASTER CAUTION illuminates steady. After both engines have been started, the amber fault light flashes and the MASTER CAUTION illuminates steady to indicate a controller failure. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
43. W/S O'HEAT L R The amber overheat light flashes and the MASTER CAUTION illuminates steady to indicate an overtemperature condition in the left or right electrically heated windows. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
44. F/W SHUTOFF L R The amber firewall shutoff light flashes and the MASTER CAUTION illuminates steady to indicate that the left and/or right fuel and hydraulic shutoff valves are closed. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.

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45. FIRE DET SYS L R The amber light flashes and the MASTER CAUTION illuminates steady to indicate a failure in the left or right fire detection warning system. Extinguishing bottles and firewall shutoff valves are still operative. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
46. ACC DOOR UNLOCKED NOSE TAIL The amber light flashes and the MASTER CAUTION illuminates steady to indicate that the nose or tail accessory doors are not in the latched position. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
47. DOOR SEAL The amber light flashes and the MASTER CAUTION illuminates steady to indicate door seal pressure has dropped below 5.5 PSIG. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
48. CABIN DOOR The amber light flashes and the MASTER CAUTION illuminates steady to indicate failure or improper position of door switch(es), and/or possible disengagement of the cabin door pin. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
49. EMER EXIT The amber light flashes and the MASTER CAUTION illuminates steady indicating potential failure of emergency exit door, or improper position of the emergency door handle. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
50. LAV DOOR The amber light flashes and the MASTER CAUTION illuminates steady if the lavatory doors are not in the latched open position with flaps not up or with the airplane on the ground. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
51. BLD AIR O'HEAT L R The amber bleed air overheat light flashes and the MASTER CAUTION illuminates steady if left or right engine bleed air temperature is greater than 560°F as measured downstream of the pylon mounted air-to-air heat exchanger. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
52. CHECK PFD 1 The amber check PFD 1 light flashes and the MASTER CAUTION illuminates steady if the pilot's primary flight display (PFD) has a malfunction. Check the pilot's PFD against the standby instruments or the copilot's PFD. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.
53. CHECK PFD 2 The amber check PFD 2 light flashes and the MASTER CAUTION illuminates steady if the copilot's primary flight display (PFD) has a malfunction. Check the copilot's PFD against the standby instruments or the pilot's PFD. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.

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54. WING O'HEAT L R The amber wing overheat light flashes and the MASTER CAUTION illuminates steady if left or right forward wing spar temperature has exceeded 160°F. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.

55. WING ANTI-ICE L R On the ground, with left and/or right anti-ice switches selected to the WING/ENGINE position, the amber wing anti-ice light will illuminate steady with no illumination of MASTER CAUTION to advise of low temperature (less than 220°F) in the respective wing. The light will extinguish after respective wings reach normal operating temperature.

After normal operating temperature has been reached, an under-temperature condition will cause the respective annunciator to flash and the MASTER CAUTION light to illuminate. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.

In the air, with left and/or right anti-ice switches selected to the WING/ENGINE position, the amber wing anti-ice light will flash and the MASTER CAUTION light will illuminate if normal operating temperatures are not reached within 4 minutes and 45 seconds. Pressing the MASTER CAUTION will cause the flashing annunciator to change to steady on and the MASTER CAUTION to extinguish.

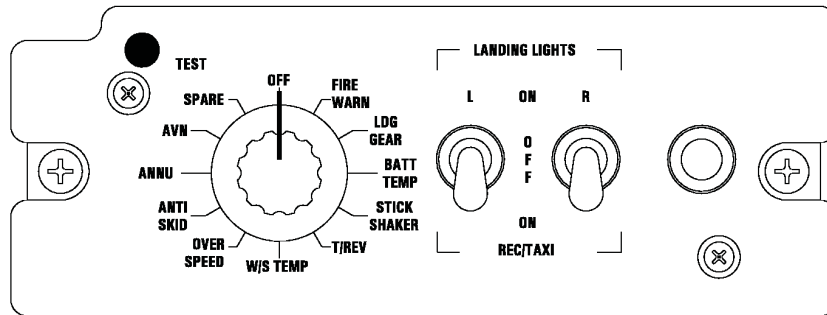
Nuisance trips (less than 5 seconds between resumption of normal temperature and the detection of a new under-temperature condition) are inhibited by circuit logic.

TEST SYSTEM

The test selector is located in the upper left corner of the pilot's switch panel and offers several positions of test. It will function only when the BATT switch is ON. A red light above the test selector switch illuminates whenever the test selector switch is in any position but OFF.

ROTARY TEST SWITCH

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Figure 2-27

OFF

- The red light will be off and the test system inoperative.

NOTE

The red light above the rotary test switch should illuminate for all the other test positions, including the spare position.

FIRE WARN

- The LH ENG FIRE and RH ENG FIRE lights should illuminate.

LDG GEAR

- The green LH, RH and NOSE lights should illuminate.
- The red GEAR UNLOCK light should illuminate.
- The gear warning horn should sound.

BATT TEMP

- The red BATT O'TEMP > 160° annunciator should flash.
- The battery temperature gage should indicate 160°F.
- The MASTER WARNING should flash (cancelable).

STICK SHAKER

- Stick shaker should activate immediately on both control columns.
- The AOA gage needle should swing to the top of the red band.
- The red chevron in the AOA indexer should flash.

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T/REV (Thrust Reverser)

- The ARM, UNLOCK, and DEPLOY thrust reverser indicator lights should illuminate steady.
- The MASTER WARNING should flash (cancelable).

W/S TEMP (Windshield Temperature)

- With windshield heat selected on, the W/S O'HEAT annunciator should illuminate steady for 3 to 4 seconds then extinguish.

NOTE

If windshield heat is selected on with the engines shut down, W/S FAULT should annunciate because the AC generator is not supplying power.

OVERSPEED

NOTE

The avionics switch must be on for the check of overspeed warning and related EFIS display information.

- The MADCO output reverts to Functional Test Mode and PFD1/PFD 2 should indicate 265 KIAS, Mach 0.4, 5,000 feet altitude and a vertical speed of 2,000 feet per minute. The audible overspeed warning should sound.

ANTISKID

- With the antiskid switch on, the ANTISKID INOP annunciator should flash for 3 to 4 seconds, then extinguish.
- The MASTER CAUTION should illuminate steady during the self-test.

ANNU (Annunciator)

NOTE

The avionics switch must be on for the annunciator check.

- All lights on the annunciator panel should illuminate.
- MASTER WARNING should flash and MASTER CAUTION should illuminate steady (non Cancelable).
- Engine instrument LCDs should show steady 8s.
- The AP OFF annunciators should illuminate steady.
- The Flight Director Mode Selector (FDMS) buttons should illuminate left to right and then remain on steady.

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- The annunciators to the right of the Mode Selector panel should illuminate steady. They are as follows, but may vary depending on installed options:
 1. AP XFER FD1/AP XFER FD2
 2. TERR NORM, TERR INHIB (optional system)
 3. TAWS FLAP NORM, TAWS FLAP OVRD (optional system)
 4. TAWS G/S, CANCELLED (optional system)
 5. TAWS TEST (optional system)
 6. PHONE CALL
- All A/P control panel lights should illuminate steady.

A pulsating aural horn, which is a combination of the following 2 inputs should sound:

1. Altitude alert tone (steady).
2. Phone call tone (pulsating and becomes steady when the PHONE CALL button is depressed).

AVN (Avionics)

NOTE

The avionics switch must be on for the avionics check.

- MASTER CAUTION should illuminate steady (cancelable)
- The Flight Director Mode Selector buttons should illuminate left to right and then remain on steady.
- All A/P control panel lights should illuminate steady.
- After a short delay the following annunciators on the annunciator panel should flash, indicating a successful self-test:
 1. RADOME FAN
 2. CHECK PFD 1
 3. CHECK PFD 2

The annunciators to the right of the mode selector panel should illuminate steady. They are as follows, but may vary depending on which options are installed.

1. AP XFER FD1/AP XFER FD2
2. TERR NORM, TERR INHIB
3. TAWS FLAP NORM, TAWS FLAP OVRD
4. TAWS G/S, CANCELLED
5. TAWS TEST
6. PHONE CALL

The AP OFF and YD OFF annunciators on PFD should illuminate steady. A pulsating aural horn, which is a combination of the following 2 inputs should sound:

1. Altitude alert tone (steady).
2. Phone call tone (pulsating and becomes steady when the PHONE CALL button is depressed).

SPARE

- This is an unused position, and should not activate any system.