



Electrical faults: AC Bus 1 and AC Bus 3 failed

The Captain's Transfer bus is no longer powered.

DC bus 1 and DC bus 3 remain powered by the DC Tie bus.

The AC Sync bus, AC bus's 2 and 4, DC Tie bus, and the DC buses, all remain powered with no time limit. The Standby Power selector in the flight deck must be in the AUTO position for both Standby buses to be powered.

The APU Batt and the Main Batt, provide 30 minutes of power to their associated Standby buses as follows: The APU Standby bus is powered from: APU Batt, APU Hot Batt bus, APU Standby Inverter, and then the APU Standby bus. This critical bus provides power to the left: FMC, ND, and PFD. The Main Standby bus is powered from: Main Batt, Main Hot Batt bus, Main Standby Inverter, and then the Main Standby bus. This critical bus provides power to the left: ADC, Comm, EFIS control, EIU, CDU, upper EICAS, ILS, and VOR.