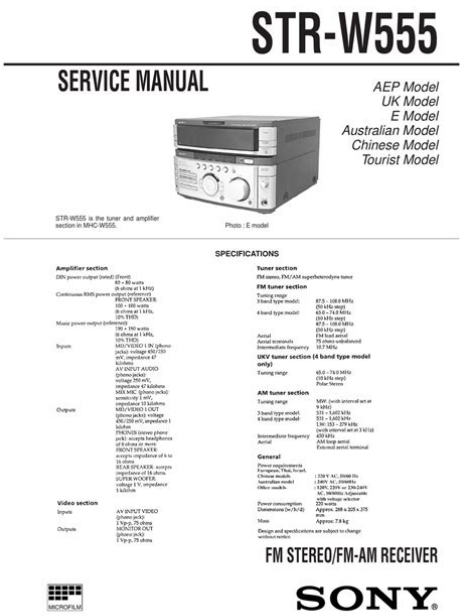
105s5 service manual



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- **1.0.**

Egyszer atettem egy masik asztalra a lampat, de a lanyom ha nem vagyok itthon ugyis visszateszi mert ez a kedvenc tanulo helye. Philips CM8833II monitor ezt keresik sorkis Sziasztok! Ez az a moncsi amit sokan keresnek Hangszorok is vannak benne meg ha jollatom sorosport hatul. Sajnos ez azthiszem bontas lesz, erositsetek meg igazam vane. Bekapcs utan budos szag terjeng, nagyfesz keves, meglestem primitiv modon csavarhuzoval es a hangja sem tetszik, pattogo vagy pittyego vagy tudomisen, de fura hangokat hallat. Szerintem beterhel a sorki es ez okozza a budos elektromos szagot is. Csatoltam egy kepet a dogrol amugy. Koszonom! Udv. Pityesz Similar manuals You can write in English language into the forum not only in Hungarian. Icons placed on the left of file name will prompt you in which format and in what language repair manual download Philips 105S5 Monitor are represented in this file. It can be ordered in the File Request section. To participate you need to register. Registration is free. Click here to register now. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. Thanks in advance. By continuing to use this site, you are consenting to our use of cookies. Do not attempt to remove the back cover, as you will be exposed to shock hazard. The back cover should only be removed by qualified services personnel. Do not place objects on top of the monitor cabinet, which could fall into vents or which could cover them and prevent proper cooling of the monitor’s electronic devices. Do not expose the monitor to rain or excessive moisture to avoid the risk of shock or permanent damage to the set. Avoid exposing the monitor to direct sun light, stoves or any other heat sources. To prevent overheating, make sure that the v entilation openings of the m onitor are not covered. Keep moisture and dust away.http://nakajima-ya.com/user_data/image/buy-niceic-technical-manual.xml

When positioning this monitor, make sure that the mains plug and socket are easily accessible. Do not use alcohol or ammonia based liquid to clean the monitor. If necessary, clean with a slightly damp cloth. Disc onnect the monitor from the mains supply before cleaning. Consult a service technician if the moni tor does not operate normally when operating instructions of this manual are followed. LCD Monitor. Sign up now. Using the online preview, you can quickly view the contents and go to the page where you will find the solution to your problem with Philips Color Monitor 105S5. To start viewing the user manual Philips Color Monitor 105S5 on full screen, use the button Fullscreen. However, if you do not want to take up too much of your disk space, you can always download it in the future from ManualsBase. The option to print the manual has also been provided, and you can use it by clicking the link above Print the manual. You do not have to print the entire manual Philips Color Monitor 105S5 but the selected pages only. paper. If you want to quickly view the content of pages found on the following pages of the manual, you can use them. Do not attempt to remove the back cover, as you will be exposed to shock hazard. The back cover should only be removed by qualified services personnel. Do not place objects on top of the monitor cabinet, which could fall into vents or which could cover them and prevent proper cooling of the monitor's electronic devices. Do not expose the It also supports timings of graphics adapters including VGA, SVGA, XGA, 1024X768 Please read this user's guide carefully to obtain the best performance from your Monitor, and keep this user's guide for future reference. FEATURES Automatically scan horizontal and vertical frequPOWER SWITCH AND INDICATOR Press this switch to turn on the monitor and the indicator will ligConnect power cord. No picture Is the power switch on. Turn on power switch.

Is the signal cable properly Connect signal cable properly.Is the monitor in the power Press any key on the keyboard save mode.Is the signal cable properly Check for bent or missing pins. Picture is unstable connected ReconfigurIf, unfortunately, something should go wrong with this product Philips guarantees free of charge labor and replacement parts irrespective of the country where it is repaired during a period of 12 months from date of purchase. This international Philips guarantee complements the existing national guarantee obligations to you of dealers and Philips in the country of purcVESA is a registered trademark of the Video Electronics Standards Association. Easy to install, easy to personalize and compatible with both PC and Mac computers, this affordable CRT 105S5 conforms to Green Design standards. See all benefits Unfortunately this product is no longer available Find similar products This product qualifies for VAT relief If youre eligible for VAT relief on medical devices, you can claim it on this product. The VAT amount will be deducted from the price shown above. Look for full details in your shopping basket. CRT monitor outstanding CRT value and quality Great quality and value merge in this great monitor. Easy to install, easy to personalize and compatible with both PC and Mac computers, this affordable CRT 105S5 conforms to Green Design standards. See all benefits outstanding CRT value and quality Great quality and value merge in this great monitor. Easy to install, easy to personalize and compatible with both PC and Mac computers, this affordable CRT 105S5 conforms to Green Design standards. See all benefits Unfortunately this product is no longer available Find similar products This product qualifies for VAT relief If youre eligible for VAT relief on medical devices, you can claim it on this product. The VAT amount will be deducted from the price shown above. Look for full details in your shopping basket.

CRT monitor outstanding CRT value and quality Great quality and value merge in this great monitor. Easy to install, easy to personalize and compatible with both PC and Mac computers, this affordable CRT 105S5 conforms to Green Design standards. XGA 1024x768 resolution for sharper display For graphics monitors, the screen resolution signifies the number of dots pixels on the entire screen. For example, a 1024by768 pixel screen is capable of displaying 1024 distinct dots on each of 768 lines, or about 786 thousand pixels. XGA provides resolutions of 640 by 480 or 1024 by 768 pixels.

Compatibility with PC and Mac platforms The ability to work with a variety of platforms; Philips monitors are compatible to connect with PC by employing a VGA connection and connect with Macintosh. Quick and easy to personalize OnScreenDisplay control An onscreen panel for adjusting a monitor. The OSD is used for contrast, brightness, horizontal, vertical positioning and other monitor adjustments. Easy, user friendly plugandplay installation Plugandplay is a peripheral connectivity standard. A plug and play display device can be connected to a PC and operate without requiring user intervention to adjust complicated settings.What does this mean. Subscribe Philips values and respects your privacy. Please read the Privacy Notice for more information Thanks for subscribing to our newsletter. Sorry, your subscription to our newsletter failed. Please try again later. Hide Show Compare now Select to compare Selected products. The Philips Monitor manuals are sorted by popularity among Guidessimo users by the number of downloads and views on our website. Each modulator may also adjust the brake actuating forces at other wheels that are on the same axle or in the same axle set in response to the same signal or signals. Wear of the service brake must be compensated for by means of a system of automatic adjustment.

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Each passenger car and each multipurpose passenger vehicle, truck, and bus with a GVWR of 10,000 pounds or less must be capable of meeting the requirements of S5.1.1 through S5.1.6 under the conditions prescribed in S6, when tested according to the procedures and in the sequence set forth in S7. Each school bus with a GVWR greater than 10,000 pounds must be capable of meeting the requirements of S5.1.1 through S5.1.5, and S5.1.7 under the conditions specified in S6, when tested according to the procedures and in the sequence set forth in S7. Each multipurpose passenger vehicle, truck and bus other than a school bus with a GVWR greater than 10,000 pounds must be capable of meeting the requirements of S5.1.1, S5.1.2, S5.1.3, and S5.1.7 under the conditions specified in S6, when tested according to the procedures and in the sequence set forth in S7. Except as noted in S5.1.1.2 and S5.1.1.4, if a vehicle is incapable of attaining a speed specified in S5.1.1, S5.1.2, S5.1.3, or S5.1.6, its service brakes must be capable of stopping the vehicle from the multiple of 5 mph that is 4 to 8 mph less than the speed attainable in 2 miles, within distances that do not exceed the corresponding distances specified in Table II. If a vehicle is incapable of attaining a speed specified in S5.1.4 in the time or distance interval set forth, it must be tested at the highest speed attainable in the time or distance interval specified.If the speed attainable in 2 miles is not less than 84 mph, a passenger car or other vehicle with a GVWR of 10,000 pounds or less shall also be capable of stopping from 80 mph within the corresponding distances specified in Column II of Table II.If the speed attainable in 2 miles is not less than 84 mph, a passenger car, or other vehicle with a GVWR of 10,000 lbs., or less, shall also be capable of stopping from 80 mph within the corresponding distance specified in column I of table II.

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A vehicle equipped with one or more brake power assist units shall meet the requirements of either S5.1.3.1, S5.1.3.2, or S5.1.3.4 chosen at the option of the manufacturer, and a vehicle equipped with one or more brake power units shall meet the requirements of either S5.1.3.1, S5.1.3.3, or S5.1.3.4 chosen at the option of the manufacturer.The service brakes on a vehicle equipped with one or more brake power assist units, with one such unit inoperative, shall be capable of stopping a vehicle from 60 mphThe service brakes of a vehicle equipped with one or more brake power assist units or brake power units with a backup system, with one brake power assist unit or brake power unit inoperative and depleted of all reserve capability and with only the backup system operating in the failed subsystem, shall be capable of stopping the vehicle from 60 mph in 15 consecutive stops at an average deceleration for each stop that is not lower than 12 fpsps equivalent stopping distance 323 feet.When stopped four consecutive times under the conditions specified in S6, each vehicle with a GVWR greater than 10,000 pounds manufactured on or after July 1, 2005 and each vehicle with a

GVWR greater than 10,000 pounds manufactured in two or more stages on or after July 1, 2006 shall stop from 30 mph or 75 percent of the maximum drivethrough speed, whichever is less, at least three times within the 12foot lane, without any part of the vehicle leaving the roadway. Stop the vehicle with the vehicle at its lightly loaded vehicle weight, or at the manufacturers option, at its lightly loaded vehicle weight plus not more than an additional 1000 pounds for a roll bar structure on the vehicle.Each vehicle shall be manufactured with a parking brake system of a friction type with a solely mechanical means to retain engagement, which shall under the conditions of S6, when tested according to the procedures specified in S7, meet the requirements specified in S5.2.1, S5.2.2, or S5.2.

3 as appropriate, with the system engaged Each vehicle shall have a brake system indicator lamp or lamps, mounted in front of and in clear view of the driver, which meet the requirements of S5.3.1 through S5.3.5. A vehicle with a GVWR of 10,000 pounds or less may have a single common indicator lamp. A vehicle with a GVWR of greater than 10,000 pounds may have an indicator lamp which is common for gross loss of pressure, drop in the level of brake fluid, or application of the parking brake, but shall have a separate indicator lamp for antilock brake system malfunction.The indicator lamp shall also be activated as a check of lamp function whenever the ignition is turned to the “on” run position. The indicator lamp shall be deactivated at the end of the check of lamp function unless there is a malfunction or a message about a malfunction that existed when the key switch was last turned to the “off” position.The letters and background of a single common indicator shall be of contrasting colors, one of which is red.The letters and background of a separate lamp for an antilock system, a regenerative system, or a lamp displaying both an antilock and a regenerative system shall be of contrasting colors, one of which is yellow.A master cylinder shall have a reservoir compartment for each service brake subsystem serviced by the master cylinder. Loss of fluid from one compartment shall not result in a complete loss of brake fluid from another compartment.Reservoirs, whether for master cylinders or other type systems, shall have a total minimum capacity equivalent to the fluid displacement resulting when all the wheel cylinders or caliper pistons serviced by the reservoirs move from a new lining, fully retracted position as adjusted initially to the manufacturers recommended setting to a fully worn, fully applied position, as determined in accordance with S7.18c of this standard.

Reservoirs shall have completely separate compartments for each subsystem except that in reservoir systems utilizing a portion of the reservoir for a common supply to two or more subsystems, individual partial compartments shall each have a minimum volume of fluid equal to at least the volume displaced by the master cylinder piston servicing the subsystem, during a full stroke of the piston. Each brake power unit reservoir servicing only the brake system shall have a minimum capacity equivalent to the fluid displacement required to charge the system pistons or accumulators to normal operating pressure plus the displacement resulting when all the wheel cylinders or caliper pistons serviced by the reservoir or accumulators move from a new lining fully retracted position as adjusted initially to the manufacturers recommended setting to a fully worn, fully applied position.On each vehicle with a GVWR greater than 10,000 pounds but not greater than 19,500 pounds and motor homes with a GVWR greater than 10,000 pounds but not greater than 22,500 pounds manufactured before March 1, 2001, the antilock brake system may also directly control the wheels of the rear drive axle by means of a single sensor in the driveline. Wheels on other axles of the vehicle may be indirectly controlled by the antilock brake system.For an EV that is equipped with both ABS and RBS that is part of the service brake system, the ABS must control the RBS.Each vehicle shall be capable of completing all performance requirements of S5 without All mechanical components of the braking system shall be intact and functional. Friction facing tearout complete detachment of lining shall not exceed 10 percent of the lining on any single frictional element.Where a range of conditions is specified, the vehicle shall be capable of meeting the requirements at all points within the range.

However, if the weight on any axle of a vehicle at lightly loaded vehicle weight exceeds the axles proportional share of the gross vehicle weight rating, the load required to reach GVWR is placed so that the weight on that axle remains the same as a lightly loaded vehicle weight.If a battery is replaced rather than recharged, the replacement battery is to be charged and measured for state of charge in accordance with these procedures. During each burnish procedure, each propulsion battery is restored to the recommended state of charge or a state of charge of not less than 95 percent after each increment of 40 burnish stops until each burnish procedure is complete. The batteries may be charged at a more frequent interval if, during a particular 40stop increment, the EV is incapable of achieving the initial burnish test speed. During each burnish procedure, the propulsion batteries may be charged by an external means or replaced by batteries that are charged to the state of charge recommended by the manufacturer or a state of charge of not less than 95 percent. For EVs having a manual control for setting the level of regenerative braking, the manual control, at the beginning of each burnish procedure, is set to provide maximum regenerative braking throughout the burnish.If batteries are replaced rather than recharged, each replacement battery shall be charged and measured for state of charge in accordance with these procedures. No further charging of any propulsion battery occurs during any of the performance tests in the test sequence of this standard. If the propulsion batteries are depleted during a test sequence such that the vehicle reaches automatic shutdown, will not accelerate, or the low state of charge warning lamp is illuminated, the vehicle is to be accelerated to brake test speed by auxiliary means.The RBS is operational during all burnishes and all tests, except for the test of a failed RBS.

If the vehicle is equipped with a neutral gear that automatically disables the RBS, the test procedures which are designated to be conducted in gear may be conducted in neutral. Any electromotive force that is applied to the propulsion motors automatically remains in effect unless otherwise specified by the test procedure. Conduct 10 stopping tests from a speed of 100 kph or the maximum vehicle speed, whichever is less. At least two of the 10 stopping distances must be less than or equal to 70 meters. The vehicle is loaded to GVWR for these tests and the transmission is in the neutral position when the service brake control is actuated and throughout the remainder of the test. The battery or batteries providing power to those electricallyactuated brakes, at the beginning of each test, shall be in a depleted state of charge for conditions a, b, or c of this paragraph as appropriate. An auxiliary means may be used to accelerate an EV to test speed. The critical value is determined by measuring the stateofcharge of each propulsion battery at the instant that automatic shutdown occurs and averaging the statesofcharge recorded. Tire inflation pressure is the pressure recommended by the vehicle manufacturer for the GVWR of the vehicle.For all other tests during all decelerations, the transmission selector is in the control position, other than overdrive, recommended by the manufacturer for driving on a level surface at the applicable test speed. To avoid engine stall during tests required to be run in gear a manual transmission may be shifted to neutral or the clutch disengaged when the vehicle speed decreases to 20 mph.If the vehicle is equipped with an adjustable engine speed governor, it is adjusted according to the manufacturers recommendation.Burnish stops are conducted on any surface. The parking brake test surface is clean, dry, smooth, Portland cement concrete.The parking brake test surface is clean, dry, smooth, Portland cement concrete.

The vehicle is aligned in the center of the roadway at the start of each brake application. Stops, other than spike stops, are made without any part of the vehicle leaving the roadway.The wheels on the two rearmost nonliftable, nonsteerable axles may lock up according to b.For center grooved shoes or pads, thermocouples are installed within oneeighth of an inch to onequarter inch of the groove and as close to the center as possible.A vehicle with a GVWR greater than 10,000 pounds equipped with an interlocking axle system or a front wheel drive system that is engaged and disengaged by the driver is tested with the system disengaged.Where manufacturer options are specified, the manufacturer shall select the option by the time it certifies the vehicle and may not

thereafter select a different option for the vehicle.A vehicle shall be deemed to comply with the stopping distance requirements of S5.1 if at least one of the stops at each speed and load specified in each of S7.3, S7.5b, S7.8, S7.9, S7.10, S7.15 and S7.17 check stops is made within a stopping distance that does not exceed the corresponding distance specified in Table II. When the transmission selector control is required to be in neutral for a deceleration, a stop or snub must be obtained by the following proceduresConduct a general check of instrumentation by making not more than 10 stops from a speed of not more than 30 mph, or 10 snubs from a speed of not more than 40 to 10 mph, at a deceleration of not more than 10 fpsps. If instrument repair, replacement, or adjustment is necessary, make not more than 10 additional stops or snubs after such repair, replacement, or adjustment.Make six stops from 30 mph. Then make six stops from 60 mph.Accelerate to 40 mph after each stop and maintain that speed until making the next stop.After burnishing, adjust the brakes in accordance with the manufacturers published recommendations.Make 500 snubs between 40 mph and 20 mph at a deceleration rate of 10 f.p.s.p.s.

Except where an adjustment is specified, after each brake application accelerate to 40 mph and maintain that speed until making the next brake application at a point 1 mile from the initial point of the previous brake application. If the vehicle cannot attain a speed of 40 mph in 1 mph, continue to accelerate until the vehicle reaches 40 mph or until the vehicle has traveled 1.5 miles from the initial point of the previous brake application, whichever occurs first. The brakes shall be adjusted three times during the burnish procedure, in accordance with the manufacturers recommendations, after 125, 250, and 375 snubs. After burnishing, adjust the brakes in accordance with the manufacturers published recommendations.Make four stops in the lightlyloaded weight condition specified in S5.1.7. Use a full brake application for the duration of the stop, with the clutch pedal depressed or the transmission selector control in the neutral position, for the duration of each stop.For vehicles with a GVWR of 10,000 pounds or less, or any school bus, make six stops from 30 mph. Then, for any vehicle, make six stops from 60 mph. Then, for a vehicle with a GVWR of 10,000 pounds or less, make four stops from 80 mph if the speed attainable in 2 miles is not less than 84 mph.The parking brake tests for any vehicle on different grades, in different directions, and for different loads may be conducted in any order. The force required for actuation of a handoperated brake system shall be measured at the center of the hand grip area or at a distance of 1If the vehicle does not remain stationary, reapplication of the service brake to hold the vehicle stationary, with reapplication of a force to the parking brake control at the level specified in S7.7.1.3 a or b as appropriate for the vehicle being tested without release of the ratcheting or other holding mechanism of the parking brake may be used twice to attain a stationary position.

If no recommendations are furnished, run the vehicle in an unburnished condition.Make six stops from 60 mph with vehicle at lightly vehicle weight, or at the manufacturers option for a vehicle with GVWR greater than 10,000 pounds, at lightly loaded vehicle weight plus not more than an additional 1,000 pounds for a roll bar structure on the vehicle. This test is not applicable to a vehicle which has a GVWR of not less than 7,716 pounds and not greater than 10,000 pounds and is not a school bus.Make four stops if the vehicle is equipped with a split service brake system, or 10 stops if the vehicle is not so equipped, each from 60 mph, by a continuous application of the service brake control. Restore the service brake system to normal at completion of this test.Restore the service brake system to normal at completion of this test.Make four stops, each from 60 mph. If more than one antilock or variable proportioning brake subsystem is provided, disconnect or render one subsystem inoperative and run as above. Restore system to normal at completion of this test. Repeat for each subsystem provided.Determine whether the brake system indicator lamp is activated when the failure is induced. Determine whether the brake system indicator lamp is activated when the RBS is disconnected. Exhaust any residual brake power reserve capability of the disconnected system. On vehicles with brake power units, disconnect the primary source of power. Make four stops, each from 60 mph by a continuous application of the service brake control. Restore the system

to normal at completion of this test. For vehicles equipped with more than one brake power unit or brake power assist unit, conduct tests of each in turn.On vehicles with brake power assist units, the unit is charged to maximum prior to start of test. Engine may be run up in speed, then throttle closed quickly to attain maximum charge on vacuum assist units.

Brake power units shall also be charged to maximum accumulator pressure prior to start of test. No recharging is allowed after start of test.Make six stops each from 60 mph, to achieve the average deceleration for each stop as specified in table III. Apply the brake control as quickly as possible. Maintain control force until vehicle has stopped.Make one stop from 60 mph at an average deceleration of not lower than 7 fpsps for passenger cars equivalent stopping distance 554 feet, or 6 fpsps for vehicles other than passenger cars equivalent stopping distance 646 feet and determine whether the control force exceeds 150 pounds.Disconnect the primary source of power of one subsystem. Make 15 stops, each from 60 mph, with the backup system activated for the failed subsystem, to achieve an average deceleration of 12 fpsps for each stop.For vehicles equipped with more than one brakepower assist or brakepower unit, conduct tests of each in turn.Make three stops from 30 mph at 10 fpsps for each stop. Control force readings may be terminated when vehicle speed falls to 5 mph. Average the maximum brake control force required for the three stops.With transmission in neutral or declutched, make three snubs from 40 to 20 mph at 10 fpsps for each snub. Average the maximum brake control force required for the three snubs.Make 5 stops from 60 mph at 15 fpsps followed by 5 stops at the maximum attainable deceleration between 5 and 15 fpsps for each stop. Attain the required deceleration within 1 second and, as a minimum, maintain it for the remainder of the stopping time. Control force readings may be terminated when vehicle speed falls to 5 mph. Leave an interval of 0.4 mi between the start of brake applications. Accelerate immediately to the initial test speed after each stop. Drive 1 mi at 30 mph after the last fade stop, and immediately follow the recovery procedure specified in S7.11.3.1.