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# ADVISORY WIRE

## AW300-22-0007

**DATE:** May 21, 2004

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**ADDRESS TO:**

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**FAX NUMBER:**

**FROM:** Bombardier Aerospace, Business Aircraft

### ADVISORY WIRE

**REFERENCE NO:** AW300-22-0007

**SUBJECT:** Nuisance IOC Message on Maintenance  
Diagnostic Computer

**EFFECTIVITY:** BD100-1A10 (20006 & sub's)

**ATA:** 22 - 12

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# ADVISORY WIRE

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### 1.0 INTRODUCTION

This Advisory Wire is to inform Operators of a nuisance condition that could result in the unnecessary troubleshooting of a ARINC communication bus or removal of the Engine Control Unit (ECU) based on fault(s) shown on Maintenance Diagnostic Computer (MDC).

### 2.0 DESCRIPTION

Field experience has revealed that the MDC may report “NO R-GP-4 BUS OUTPUT” and “NO L-GP-4 BUS OUTPUT” message(s) as current faults under ATA22-12 IAPS with or without CAS messages.

These messages are posted in the MDC when 3 out of 4 LRUs (L-FADEC, R-FADEC, R-GPS, WXR or APU) report no data is being received on the L(R)-GP-4 BUS.

The FADEC monitors all ARINC data on the ARINC receive line and will report the bus invalid if one sensor on the General Purpose (GP) bus is not received or refreshed, even if this sensor information is not used for any FADEC computation.

Therefore, the message “NO L(R)-GP-4 BUS” in the MDC can be considered nuisance when it is posted together with L(R) ENG “ARINC RECEIVER 1A”

In order to resolve the issue, the FADEC software will be modified as part of the V10B upgrade and the MDC software will be modified as part of the Avionics V6.0 upgrade.

### 3.0 ACTION

Bombardier recommends that Operators familiarize themselves with this issue and disregard these nuisance MDC messages prior to FADEC V10B and Avionics V6.0 upgrade. ECU or wiring should be diagnosed as faulty only if other related and non-related systems report the GP bus invalid.