

ADVISORY WIRE

REFERENCE NO: AW300-23-0148, Rev. 3 INFORMATION TYPE: Maintenance Operational

ATA: 23-71 EFFECTIVITY: Challenger 300 (20003 to 20500)
Challenger 350 (20501 to 20999)

SUBJECT: “CVR FAIL” Advisory Message posted on Aircraft with CVR RIPS installed

1. REFERENCES:

- 1.1. Service Bulletin 100-23-20 - Modification - Voice Recorder System - Introduction of the Recorder Independent Power Supply (RIPS) for the Cockpit Voice Recorder (CVR)
- 1.2. Service Bulletin 350-23-009 - Modification - Voice Recorder System - Introduction of the Recorder Independent Power Supply (RIPS) for the Cockpit Voice Recorder (CVR)
- 1.3. Flight Crew Operating Manual (FCOM) Volume 2, Revision 35, Section 06-01-26, add a description of the RIPS on airplane 20292 to 20500 incorporating SB100-23-20
- 1.4. Flight Crew Operating Manual (FCOM) Volume 2, Revision 7, Section 06-01-25, add a description of the RIPS on airplane 20501 to 20999 incorporating SB350-23-009

2. INTRODUCTION:

The revision to this Advisory Wire is to inform Operators that the effectivity of this AW also include the Challenger 350 incorporating SB350-23-009.

3. DESCRIPTION:

When the aircraft is powered on, if the RIPS is not fully charged, a “CVR FAIL” EICAS message will be posted as long as RIPS is in ‘charge mode’.

This may last from one to ten minutes depending on RIPS battery charging state.

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It is a normal condition if “CVR FAIL” message is posted for a maximum 10 minutes in the following conditions:

- After each A/C power up
- After CVR circuit breaker cycling
- Immediately after RIPS operation, when the power to CVR is recovered

While the aircraft is in flight, the RIPS may be exposed to temperatures below 0°C. When the temperature of the insulated RIPS battery reaches 0°C, a heating device is activated which will trigger the “CVR FAIL” message while the heater is operating.

The duration of the RIPS battery heating varies and continues until the battery temperature reaches +10°C. Depending upon the duration of the flight and the exposure to low temperatures, the RIPS battery heater may activate multiple times. Typical in-flight occurrences of these “CVR FAIL” message have durations of approximately 3 minutes. In these conditions, the message is indicating a normal operation of the RIPS heater being on, there is no need for pilot action.

During this time, CVR recording is not interrupted. Also, if trying to accomplish a CVR test while the message is posted, no CVR Test indication and no Headset audio will be available at the Control Unit. These features are restored when the “CVR FAIL” message extinguishes.

To clarify this issue, the Ref. 1.3 and 1.4 FCOM include the details about the cyan “CVR FAIL” advisory message, being a nuisance.

4. ACTION:

Operators with aircraft that have the Ref 1.1 or 1.2 SB incorporated should be aware of the details about this “CVR FAIL” advisory message. In those conditions described in the section 3.0 of this AW, the “CVR FAIL” message should be considered as a nuisance advisory message and no action by the pilot is required.

Pilots should review the Ref. 1.2 and 1.3 FCOM, so they are aware of the possibility that the “CVR FAIL” cyan message could be a nuisance.