

ADVISORY WIRE

AW300-24-0023, Rev 1

DATE: December 1, 2006**PAGE:** 1 OF 3**FROM:** BOMBARDIER BUSINESS AIRCRAFT CUSTOMER SUPPORT

ADVISORY WIRE

REFERENCE NO: AW300-24-0023, Rev 1**SUBJECT:** Nuisance "ELECTRICAL FAULT" CAS Message
During APU Start**EFFECTIVITY:** BD100-1A10 (20003 & Subs)**ATA:** 24-00

This Advisory Wire contains Operational and Maintenance Information

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DATE: December 1, 2006**PAGE:** 2 OF 3**1.0 REFERENCE:**

1.1 Advisory Wire [AW300-24-0012](#), issued December 17, 2004

2.0 INTRODUCTION:

This Advisory Wire is to inform Operators of two situations where a nuisance “ELECTRICAL FAULT” Crew Alerting System (CAS) message may be posted during APU start. This revision contains additional information related to the clearing of these messages.

3.0 DESCRIPTION:

The following nuisance messages may appear during an APU start:

1. An “ELECTRICAL FAULT” amber or cyan message may post on EICAS upon the APU generator coming online. All parameters on the Electrical Synoptic page appear normal and the APU generator is providing 28vdc. Usually, the Maintenance Diagnostic Computer (MDC) will report the PCB 9 (APU GEN GCU) card as being faulty. This nuisance message can be reset by leaving power on for a while to charge the batteries and then, either cycling the APU GEN toggle switch or completely shutting down the aircraft and recycling power, including disconnecting and reconnecting the batteries.
2. On a cold soaked aircraft the “ELECTRICAL FAULT” and “APU GEN FAIL” amber CAS messages may post following the APU start, prior to the APU generator coming on line. In the reported cases, the APU generator output was 0 vdc. In one case, after the aircraft warmed up, the power was recycled, the fault cleared and the generator delivered 28 vdc. In the other case, during the aircraft warm up, the APU generator started delivering 28 vdc by itself, with no power reset. However, the “ELECTRICAL FAULT” message remained on until the power was recycled, including disconnecting and reconnecting the batteries.

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Note: After initial power-up or recycling of power, the MDC may also report nuisance messages for the LGCU (PCB 5) or RGCU (PCB 6).

4.0 ACTION:

If any of the above messages are experienced, ensure you keep the APU or the engines running to recharge the batteries and warm up the aircraft (if cold soaked). Often, these messages can be cleared by recycling the appropriate GEN toggle switch on the left or right Secondary Power Center (SPC). This should be the first course of action. If this action does not clear the message, then completely shut down the aircraft and recycle power, including disconnecting and reconnecting the batteries. If the message does reset, the message should be considered a nuisance, otherwise troubleshooting is required.

SMARTFIX Model 24-00_ELECTRICAL_SYS_BD100-007 will incorporate the pertinent troubleshooting information from this Advisory Wire.

As a reminder, per the [Master Minimum Equipment List \(24-20-01\)](#), the aircraft can be dispatched with the APU generator channel inoperative. Ensure you familiarize yourself with the Ref. 1.1 Advisory Wire regarding battery drainage.

These nuisances are currently under investigation and we will keep you informed of any new developments as they arise.