

ADVISORY WIRE

AW300-27-0037, Rev. 1

DATE: July 11, 2006**PAGE:** 1 OF 3**FROM:** BOMBARDIER CUSTOMER SERVICES BUSINESS AIRCRAFT

ADVISORY WIRE

REFERENCE NO: AW300-27-0037, Rev 1**SUBJECT:** Spoiler Electronic Control Unit (SECU) –
Circuit Breaker Reset Procedure**EFFECTIVITY:** BD100-1A10 (20006 & Subs)**ATA:** 27-61

This Advisory Wire contains Operational and Maintenance Information

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1.0 INTRODUCTION:

The revision to this Advisory Wire is to provide Operators with additional information regarding the radio altimetry system availability prior to considering initiating reset of the circuit breakers.

2.0 DESCRIPTION

The following CAS messages (see the list below) displayed during the SECU1 or 2 power-up are caused by the opposite SECU and/or the other systems not having completed their power up sequence while one of the SECUs is still performing its Built in Test (BIT). The absence of data is interpreted by the SECU under BIT as invalid data. This results in one or more nuisance CAS message being posted. Note that there is no relationship between the messages and whether the spoilers were ON or OFF during SECU power up.

Typical CAS messages that may be displayed by the SECU on power up:

- SPOILERS FAIL (amber)
- SPOILERS FAULT (amber)
- ROLL SPOILERS FAIL (amber)
- ROLL SPOILERS FAULT (amber)
- ROLL SPOILERS OFF (amber)
- FLT SPOILERS FAULT (amber)
- GND SPOILERS FAIL (amber)
- SPOILERS FAULT (cyan)

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3.0 ACTION:

Should any of the above messages appear, follow the reset procedure below:

Circuit Breaker Reset Procedure:

To determine which SECU is posting the message, go to the Flight Control synoptic page and check if one or more of the Multi Function Spoilers (MFS) or Ground Spoiler (GS) panel boxes are amber or magenta. Do the breaker reset as follows:

- Reset SECU1 circuit breaker “SPOILER CTRL 1” CBP1-B9 if any of the inboard MFS and GS #2, #4, #5 and #7 surface indication are amber or magenta.
- Reset SECU2 circuit breaker “SPOILER CTRL 2” CBP2-B9 if any of the outboard MFS and GS #1, #3, #6 and #8 surface indication are amber or magenta.

- Notes:
1. It is not permissible to cycle the SECU1 or 2 circuit breakers in the air.
 2. Only one breaker reset is allowed. If the message(s) persists, further troubleshooting is required per SmartFix Task 27-60_Spoilers_BD100_010.
 3. It is preferable to only cycle the breaker associated with the SECU that is posting the start-up fault.
 4. The identification of the boards is from left to right. The #1 indication is the outboard position of the left wing and the #8 indication is the outboard of the right wing.
 5. The circuit breaker resetting should be performed when all the aircraft systems are operational, the hydraulic pressure available and prior to the normal flight control check (Ref. Quick Reference Handbook (QRH) Normal Procedures CSP 100-15, Page N09 or Flight Crew Operating Manual CSP 100-6, Rev. 1, Volume 1, Page 04-03-05).
 6. Ensure the Radio Altimeter is providing valid data; otherwise the message(s) will persist.

This issue will be addressed in the upcoming SECU C6 software and hardware upgrade, certification scheduled for Q4/2006.