ADVISORY WIRE
AW300-27-0086

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FROM: BOMBARDIER CUSTOMER SERVICES BUSINESS AIRCRAFT

ADVISORY WIRE

REFERENCE NO: AW300-27-0086

SUBJECT: SPOILERS FAULT - Ailerons Not Centered on Power-Up

EFFECTIVITY: BD100-1A10 (20003 – 20999)

ATA: 27-61

This Advisory Wire contains Operational Information

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1.0 REFERENCES:

1.1 BD-100-1A10 Aircraft Flight Manual, Normal Procedures, Before Starting Engines and Shutdown.

All manuals are available on the CIC website (http://www.cic.bombardier.com) within the Technical Library > Manuals > Maintenance & Flight Manuals > Maintenance and Flight Manuals > for Challenger > Challenger 300 Publications.

2.0 INTRODUCTION:

This advisory wire is to inform operators of a condition where the Spoiler Electronic Control Units (SECUs) can detect a nuisance fault during aircraft power-up if the ailerons are not in the neutral position.

3.0 DESCRIPTION:

Several operators have reported “SPOILERS FAULT”, “RUDDER LIMITER FAULT” and/or “STAB TRIM FAULT” EICAS messages being posted after selecting battery power on when the aileron control wheel is tilted more than 8 degrees. When the “L” and “R” battery switches are selected to on, the SECUs perform a power-on built in test (PBIT). If the aileron control wheel is tilted more than 8 degrees left or right, the control wheel Rotary Variable Differential Transducer (RVDT) sends a command to deploy the Multi-Function Spoiler (MFS). Hydraulic pressure is not available at this point, therefore the MFS cannot deploy and the SECUs interpret this as a fault.

4.0 ACTION:

Crews should be aware of this fault condition, which can easily be reset by levelling the control wheel to near zero degree aileron position and resetting the SECU 1 and 2 circuit breakers. To avoid this condition from occurring, we recommend keeping the ailerons in the neutral position prior from selecting the “L” and “R” battery switches to on. This can be accomplished by keeping the aileron gust lock engaged until hydraulic pressure is applied per the AFM checklist (Ref. 1.1).