ADVISORY WIRE

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REFERENCE NO:	AW300-32-0263	INFORMATION TYPE:	Maintenance Operational
ATA:	32-50	EFFECTIVITY:	Challenger 300 (20003 – 20500) Challenger 350 (20501 – 20999)
SUBJECT:	Nose Landing Gear Overtow Switch Inadvertently Tripped		

1. REFERENCES:
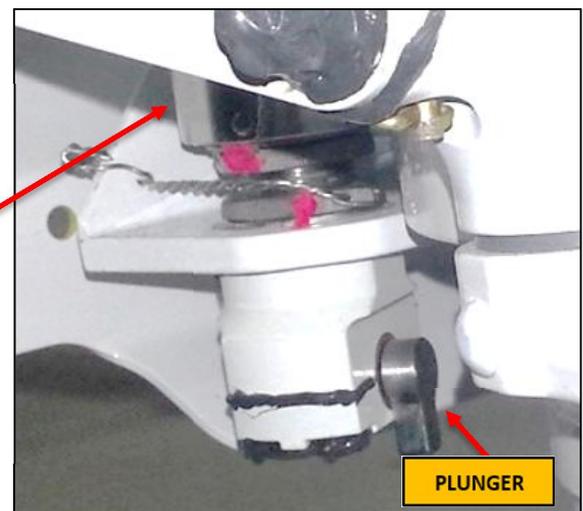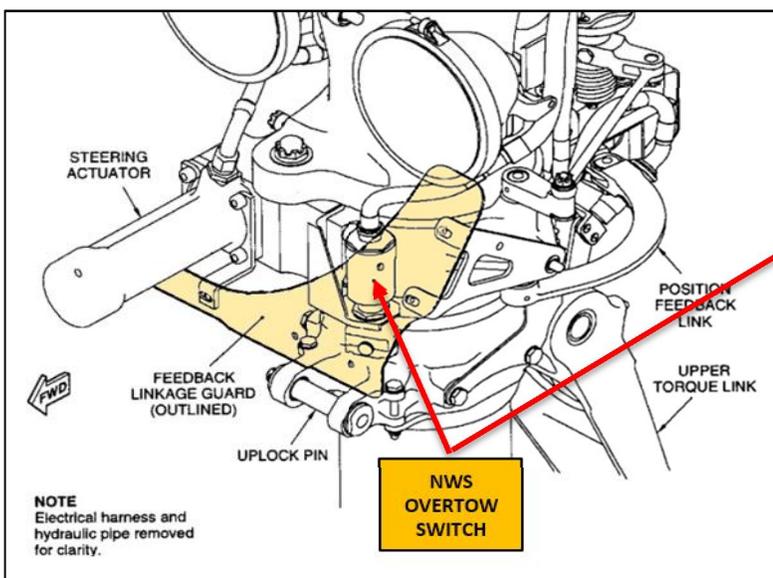
   1.1. AMM 12-21-00-110-809 - Cleaning of the Landing Gear and Undercarriage Area

   1.2. AMM 05-51-23-210-801 - General Visual Inspection after the Nose Landing Gear (NLG) Exceeds the Tow Limits

2. INTRODUCTION:

The purpose of this Advisory Wire is to raise awareness concerning an increasing number of AOG attributed to the accidental tripping of the Nosewheel Landing Gear (NLG) Overtow Switch, resulting in a "NWS LIMIT EXCEEDED" CAS message.

3. DESCRIPTION:

The purpose of the NLG Overtow Switch is to provide an indication in case the nose gear has been rotated over the 120 degree limit. It is located on the NLG forward face, behind the Nosewheel Steering feedback linkage guard. It is composed of a microswitch, a cam and a plunger. When the plunger is rotated out of the vertical position, a caution message is displayed in the cockpit.

NWS OVERTOW SWITCH POSITION

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Although the microswitch assembly is protected from forward access by a guard, the plunger is easily accessible from below or the sides. Hence, there is a possibility of accidently tripping the NLG Overtow Switch during cleaning or maintenance operations, or even preflight inspections, if one is not careful or unaware of the presence of the switch.

Resetting the plunger requires dismantling the cam housing which needs to be resealed (Ref. 1.2). This is a lengthy procedure that may hinder return to service, or cause delays.

4. ACTION:

Operators should advise maintenance personnel, flight crews or any person required to work on, or close to the NLG, of the location of the switch and of the consequences of accidently tripping it.

The landing gear cleaning task (Ref. 1.1) will be revised to include a caution relative to the NLG Overtow Switch location.