

Advisory Wire

REFERENCE NO:	AW300-45-0016, Rev. 9	INFORMATION TYPE:	Maintenance Operational
ATA:	45-00	EFFECTIVITY:	Challenger 300 (20003 – 20500) Challenger 350 (20501 – 20999)
SUBJECT:	MDC Nuisance Fault Messages		

1. REFERENCES:

- 1.1. Advisory Wire AW300-45-0033

2. INTRODUCTION:

This revision to the Advisory Wire (AW) introduces an updated list of nuisance fault messages in “Appendix A”, as well as additional clarifications in the description section.

3. DESCRIPTION:

There have been several reports from Operators that nuisance fault messages have been observed on the MDC while performing maintenance on the aircraft.

The attached Appendix “A” provides a revised listing of the known MDC nuisance fault messages. Completing the associated reset procedure will clear most messages, unless otherwise specified in the table.

Corrective actions have been developed to address some of these nuisance messages and these changes will be implemented in the upcoming upgrades as indicated in Appendix “A”. The remaining nuisance messages are still being investigated to determine a corrective action.

Service message faults shown in the MDC Current Service Messages page or in the MDC service message history do not have associated CAS messages; therefore, if the fault is not in the listing of Appendix ‘A’, it should be considered as a valid Service Message fault and should be dealt with at the next scheduled maintenance period.

The latest available MDTs are identified in the Ref. 1.1 Advisory Wire.

4. ACTION:

Until a solution is available, we recommend that MDC nuisance fault messages listed in Appendix "A" be addressed as follows:

- 4.1. Ensure that there are no related system malfunctions or Crew Alerting System (CAS) messages displayed that are associated to the MDC fault message. If there is a CAS message associated with the MDC fault message, troubleshooting must be done in the normal manner using SmartFix Plus and the AMM to determine the cause of the CAS message.

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4.2. Ensure that the fault is not caused by an incorrect cockpit configuration, i.e. circuit breaker out, system switch selected off, etc.

Note: If a fault message is not covered in the list and there is no CAS message or related system malfunction, please report it to your local Bombardier Field Service Representative.

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Appendix “A” - Table 1: lists all current known nuisance messages that are under investigation.

ATA #	Fault name	Fault number	Affected LRU	Advisory Wire	Reset procedure / Remarks	Corrective action	Nuisance can be seen on:			
							CL300			CL350
							Proline 21	Proline 21 Advanced (retrofit)	Proline 21 Advanced (baseline)	Proline 21 Advanced
22-13	FGC 1 (2) YD DISENGAGE	B3-006728 B3-006741	FGC 1 FGC 2	N/A	The probable cause of this nuisance is due to a sharp turn during taxi.	Nuisance is under investigation.	X	X	X	X
27-35	NO AHC1 (AHC2) LAT ACCEL INPUT	B3-007962 B3-372792	SPC	N/A	Nuisance Message if not associated with CAS message.	Nuisance is under investigation.	X	X		
27-35	NO IRS1 (IRS2) LAT ACCEL INPUT	B3-648394 B3-672170	SPC	N/A	Nuisance Message if not associated with CAS message	Nuisance is under investigation.			X	X
34-61	NO L-FMC-6 BUS OUTPUT	B3-661764	FMC 1	AW300-34-0189	Switching to the map format for the L PFD and/or the R PFD should clear these nuisance messages.	Nuisance corrected with the introduction of FMC-6200 p/n: 822-2488-130 installed with SB100-34-41		X	X	
34-61	NO R-FMC-2 BUS OUTPUT	B3-006775	FMC 2	AW300-34-0189	Switching to the map format for the L PFD and/or the R PFD should clear these nuisance messages.	Nuisance corrected with the introduction of FMC-6200 p/n: 822-2488-130 installed with SB100-34-41		X	X	
49-00	OPN / SHRT IGN EXCITER	B3-006326	APU IGNIT UNIT	N/A	The ignition unit fault is a nuisance caused by the Built-in-Test (BITE) limits in the ECU. Should be ignored unless the APU is experiencing light-off problems accompanied by a no flame shutdown fault. Refer to Honeywell SIL “Nuisance Ignition Faults”.	There are no planned APU ECU software upgrades scheduled at this time	X	X	X	X

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Appendix “A” - Table 2: lists the messages that have corrective actions available.

ATA #	Fault name	Fault number	Affected LRU	Advisory Wire	Reset procedure / Remarks	Corrective action	Nuisance can be seen on:			
							CL300			CL350
							Proline 21	Proline 21 Advanced (retrofit)	Proline 21 Advanced (baseline)	Proline 21 Advanced
22-12	NO PSEU-A (B) INPUT	B3-223997 B3-224026	IOC 1 IOC 2	AW300-34-0189	Nuisance Message if not associated with CAS message.	Nuisance is corrected in MDT p/n 810-0042-272 and subsequent. (Fault logic modified)		X	X	X
22-12	CSU 1 / CSU 2 MISCOMPARE	B3-405655	IOC 1 IOC 2	N/A	Strapping to be confirmed good and the CSU pages shows similar data for both CSUs, then it is a nuisance.	Nuisance is corrected in MDT p/n 810-0042-272 and subsequent. (Fault timer extended)	X	X	X	X
23-71	RIPS STATUS FAULT	B3-532270	CVR	AW300-23-0230	This MDC fault is triggered due to a RIPS internal wiring issue that monitors a non-reportable parameter.	Nuisance is corrected with the introduction of RIPS p/n 100-2010-100 (MOD. 1).	X	X	X	X
24-30	R LOGIC/ RBTC/LBTC FAULT	B3-007828	R Logic PCB	N/A	These faults occur only on ground (maintenance mode), when the aircraft electrical system is powered with the external DC power and both main batteries are disconnected.	Nuisances are cleared when aircraft is back in normal operation.	X	X	X	X
	L LOGIC/ LBTC/RBTC FAULT	B3-007105	L Logic PCB							
27-35	SPC INTERNAL FAULT	B3-007953	SPC	AW300-27-0105	Refer to AW300-27-0105.	Nuisances are corrected with the introduction of SPC p/n 822-1792-003 (SB100-27-14).	X	X		

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27-35	NO ISI BUS OUTPUT	B3-007001 B3-007002	ISI	N/A	STBY INST Battery switch is OFF position. Turn ON to clear the fault. If this doesn't clear the fault then use SmartFix Plus troubleshooting tool.	Nuisances are cleared when aircraft is back in normal operation.	X	X	X	X
27-40	SPC Channel A (B) INPUT	B3-006855 B3-006856	HSTECU							
27-35	NO L FLAP ANALOG	B3-007958	SPC	AW300-27-0058	Refer to AW300-27-0058.	Nuisances are corrected with the introduction of FCU p/n 2257A0000-03.	X	X	X	X
27-40	NO FCU INPUT ON L(R)-GP-5	B3-006869 B3-006870	HSTECU							
27-52	FCU INTERNAL FAULT	B3-006677	FCU							
27-60	NO FCU INPUT ON L(R)-GP-5	B3-007891 B3-007892	SECU 1 SECU 2							
28-00	NO COMM WITH FQGC	B3-006796	Refuel /Defuel PANEL	N/A	These faults occur only on ground (maintenance mode), when the aircraft electrical system is powered with the external DC power and both main batteries are disconnected.	Nuisance is cleared when aircraft is back in normal operation.	X	X	X	X

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28-41	FQGC Internal Fault	B3-006789	FQGC	AW300-28-0118	This fault could be triggered if tank probes are contaminated with water. Refer to AW300-28-0118 and Smart fix Plus for troubleshooting.	Nuisance is cleared when aircraft is back in normal operation.	X	X	X	X
31-41	NO A (B) RDC-3 BUS OUTPUT	B3-369046 B3-369048	RDC	N/A	This fault could be triggered if IASC is not powered or not communicating with RDC.	Nuisance is corrected in MDT p/n 810-0042-134 and subsequent.	X			
32-61	DEGRADED ARINC A (B) INPUT	B3-007658 B3-007659	PSEU	AW300-34-0189	(PSEU PROX SYS FAULT will be posted on EICAS) Make sure A/C clock date and time are valid.	Nuisances are cleared when aircraft is back in normal operation. (Descriptive text modified)		X	X	X
34-14	Internal Fault	B3-006272 B3-006284	ADC 1 ADC 2	N/A	Refer to Rockwell Collins IDOC 0128-09.	Nuisances are corrected in MDT p/n 810-0042-134 and subsequent.	X			
34-55	No L-GPS-1 bus output No R-GPS-1 bus output	B3-006808 B3-006815	GPS 1 GPS 2	N/A	Following a/c compliance to STC ST01611WI-D. There is no loss of actual function.	Nuisances are corrected in MDT p/n 810-0042-139 and subsequent (Rockwell Collins STC ST01611WI-D).	X			

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46-00	APPLICATION FAULT	B3-478758	FSU 1 MAPS	AW300-34-0189	Make sure A/C clock date and time are valid. After setting the A/C clock, power cycle the FSU1 and FSU2 (if installed) using the circuit breakers. There could also be a mis-configuration of the FSA software. If cycling power when system has a valid clock does not correct the issue you might consider reloading the FSA.	Nuisances are cleared when aircraft is back in normal operation. (Descriptive text modified)		X	X	X
		B3-478807	FSU 2 MAPS							
		B3-478778	FSU 1 XM GWX							
		B3-478823	FSU 2 XM GWX							
49-00	NO APU ECU-1 BUS TO RDC	B3-006320	APU ECU	N/A	Nuisance Message if not associated with CAS message.	Nuisance is corrected in MDT p/n 810-0042-272 and subsequent. (Fault timer extended)	X	X	X	X
52-70	AEBDRCL RIGGING	B3-007537	PSEU / PX47	AW300-32-0021	Disregard this fault in AIR mode only.	Nuisances are corrected in MDT p/n 810-0042-134 and subsequent.	X			
	BABDRCL RIGGING	B3-007541	PSEU / PX48							