

ADVISORY WIRE

REFERENCE NO:	AW300-76-0243	INFORMATION TYPE:	Maintenance Operational
ATA:	76-00	EFFECTIVITY:	Challenger 300 (20003 to 20500) Challenger 350 (20501 to 20999)
SUBJECT:	Electronic Control Unit (ECU) Water Ingress		

1. REFERENCES:

- 1.1. Honeywell SB AS907-76-9021, available on HW website.
<https://myaerospace.honeywell.com/wps/myportal>

2. INTRODUCTION:

This advisory wire (AW) is to inform Operators of the availability of the Ref 1.1 Honeywell SB regarding a solution to potential water ingress in the Engine ECU.

3. DESCRIPTION:

Some aircraft have experienced EICAS messages and ECU fault codes in flight or upon aircraft power up after the aircraft was parked in heavy rain. If the aircraft is parked in rain for an extended period of time, water may enter the ECU. The more intense the rain and/or length of rain exposure contributes to the possibility of water entering the ECU. This condition may lead to unscheduled maintenance, aircraft dispatch delays, loss of trust control events, and the possibility of un-commanded in flight shutdown.

On May 13th, Honeywell released the Ref 1.1 VSB as an interim in-service solution to alleviate the issue. The VSB is being incorporated on all production aircraft delivered after May 31st, 2016 and will be indicated in the aircraft logbook. It provides instructions for the application of sealant around the split line, screws which secure the ECU cover to the body, and the through-bolt threads, nut, and washer on the ECU cover. The ECU cover is not removed to incorporate this modification.

Honeywell is working on a forward fit solution that may include sealing of the ECU cover and/or the upper cowl T2 and the ECU Access panels, which will be available at a later date. In the meantime, Honeywell recommends the application of the sealant through incorporation of the Ref 1.1 VSB on all CL300 and CL350 ECU in service.

4. ACTION:

Bombardier recommends Operators incorporate Ref 1.1 as per the compliance statement in the SB. We will keep you informed of the investigation through a revision to the Advisory Wire.