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ADVISORY WIRE

700T-0048

DATE: September 10, 2001		PAGE 1 OF 2	
ADDRESS TO: DESTINATAIRE		A/C:	
		FAX NUMBER: NUMÉRO DE FAX:	
FROM/DE: Bombardier Aerospace, Business Aircraft			
ADVISORY WIRE			
REFERENCE NO:		700T-0048	
SUBJECT:		"AV BATT FAIL" EICAS Message	
EFFECTIVITY:		BD700-1A10 (9002 and Subs.)	
ATA:		24-30	
Si vous ne recevez pas toutes les pages, veuillez rappeler (514)-855-7469 If you do not receive all the pages, call (514) 855-7469 If you require technical information concerning this wire, please call your Field Service Representative.			

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1.0 INTRODUCTION

This Advisory Wire is to inform Operators of a condition where the "AV BATT FAIL" caution message may be posted on EICAS while the aircraft Electrical System has been powered on the ground for long duration during extremely hot weather conditions.

2.0 DESCRIPTION

The message "AV BATT FAIL" is posted to indicate that the avionics battery temperature has exceeded 57 degrees C and that the battery charging cycle has been terminated until the battery cools down. This condition is the result of the compounded effect of high ambient temperature, radiated heat from the sun and heat dissipation from the various components (Transformer Rectifier Units & Battery Charger) installed in the forward equipment compartment.

The aircraft can only be dispatched when the battery temperature has decreased and the "AV BATT FAIL" message is no longer posted.

3.0 ACTION

Bombardier Aerospace is presently reviewing different options to correct this condition and will keep operators informed of any further actions that may be required.

In the interim, we suggest that Operators take the following actions:

- 1) When the aircraft is being operated on the ground for extended periods of time in extreme hot weather conditions, leave both forward equipment compartment doors open.
- 2) During pre-flight operation monitor the avionics battery temperature on the DC synoptic page. If the temperature is increasing at the rate where it is estimated that the 57 degrees C value will be reached prior to take-off, leave both forward equipment compartment doors open until the aircraft is ready for departure.