

ADVISORY WIRE

REFERENCE NO:	AW700-28-0469	INFORMATION TYPE:	Maintenance Operational
ATA:	28-41	EFFECTIVITY:	Global Express 9002 to 9153
SUBJECT:	Fuel Management and Quantity Gauging Computer Tray Connector Inspection		Global 5000 9127 to 9411, 9417 to 9431, 9998
			Global Express XRS 9159 to 9429
			Global 5000 feat. Bombardier Vision Flight Deck 9386, 9401, 9445 to 9571,9574
			Global 6000 9313, 9381, 9432 to 9572

1. REFERENCE:

- 1.1 In Service Modsum, IS700-28-0002 rev. B (Wiring-Fuel gauging system fuel computer connector A47EP1 screw P/N change).

2. INTRODUCTION:

This Advisory Wire is to inform Operators of a potential fouling condition between the Fuel Management and Quantity Gauging Computer (FMQGC) and a screw installed on the FMQGC tray connector.

3. DESCRIPTION:

During installation of the FMQGC on the aircraft production line, it was reported that a screw installed on the insert fitting at the rear of the FMQGC tray connector was excessively long and protruding on the opposite side of the connector (A47P1--refer to Figure 1). The screw is used to maintain the connector blocks in the connector shell and, on certain aircraft, is also used as a shield termination.

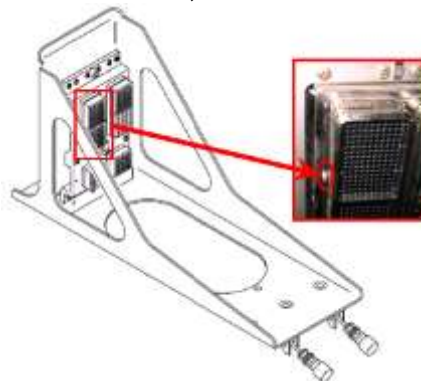


Figure 1: FMQGC tray connector (A47P1).

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A longer screw caused a fouling condition with the backside of the FMQGC and prevented the unit from being fully inserted into its mounting tray. The extent of the physical damage observed on the FMQGC was limited to minor paint damage (screw print) on the external casing.

Bombardier has conducted an investigation which has revealed an inconsistency with the assembly manual, resulting in having longer screws installed surrounding connector block E (A47EP1) of the FMQGC tray connector (refer to Figure 2).

Based on measurements taken from the affected aircraft and the Aeronautical Radio Incorporated (ARINC) connector specification, an analysis was performed and revealed that the protruding screw would have no effect on the electrical engagement of the FMQGC into the connector and consequently have no impact on the safety of flight.

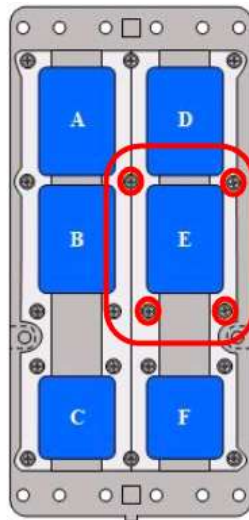


Figure 2: View looking inboard of FMQGC connector tray (A47P1).

In order to eliminate the potential fouling condition during aircraft production, the assembly manual has been revised starting at A/C S/N 9573 to install a shorter screw on the connector assembly. Bombardier has released an In-Service Modsum (ISMS--ref. 1.1) which consists of an inspection of the FMQGC tray connector (A47P1) for any protruding screws.

4. ACTION:

Bombardier recommends that Operators inspect all the screws surrounding block E of the FMQGC connector (A47P1) for possible fouling condition, in accordance with the ISMS (ref. 1.1). Following the visual inspection, should the Operator confirm a fouling condition, the applicable screws should be replaced with a shorter one as instructed in the ISMS.

The ISMS can be found under the *Technical Library / Engineering & Service Documents* section of the Bombardier Customer Information Center (CIC) website (<http://cic.bombardier.com>).

Should you have any technical queries pertaining to this Advisory Wire, please contact your [Field Service Representative](#) (FSR).