

ADVISORY WIRE

REFERENCE NO:	AW700-21-0160, Rev. 2	INFORMATION TYPE:	Maintenance Operational
ATA:	21-52	EFFECTIVITY:	Global Express 9002 to 9153
SUBJECT:	“PACK FAULT” CAS message while CAIMS / OMS is active		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 9997 Global 6000 9313, 9381, 9432 to 9997

1. REFERENCES:

- 1.1 AW700-45-0065 CAIMS Nuisance Fault Messages
- 1.2 AW700-45-0393 Onboard Maintenance System (OMS) nuisances

2. INTRODUCTION:

This Advisory Wire is to inform of additional information concerning nuisance conditions that may be present during air conditioning pack operation on the ground with active CAIMS (Central Aircraft Information Maintenance System) for Global Express, XRS and Global 5000 / active OMS (Onboard Maintenance System) for Global 5000 featuring Vision Flight Deck & Global 6000.

This revision is to include the Advisory Wire for the OMS nuisances in the references section under Ref. 1.2.

3. DESCRIPTION:

During normal troubleshooting of the Air Conditioning System (ACS), CAIMS / OMS provides information for fault isolation. In some cases, the ACS troubleshooting requires data monitoring using a CAIMS active mode such as System Diagnostic, Stored Fault or Bus Reader while the “faulty pack” is running (note: the OMS is in Maintenance Mode when MAINT MODE ACTIVE (cyan) advisory message is posted on the Engine Indication and Crew Alerting System (EICAS)). Unfortunately, none of the CAIMS / OMS active modes can be used to troubleshoot the ACS while the “faulty pack” is running.

When CAIMS / OMS is actively interrogating the ACS controller, the additional tasks being demanded to the controller are overloading the ACS controller microprocessor. The microprocessor overload is causing the ACS controller to occasionally drop some pack operational control commands, resulting in irregular

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pack operation and airflow fluctuation causing nuisance CAIMS / OMS fault and “LH PACK FAULT” or “RH PACK FAULT” Crew Alerting System (CAS) message.

The faults logged in CAIMS / OMS may be related to the Pack Discharge Temperature Sensor (PDTS), loss of the RS-422 bus communication between ACS controller channels and other various faults depending on the tasks that were dropped by the ACS controller.

4. ACTION:

Operators should be aware that, when the situations described above occur, some nuisance CAS messages may be posted with valid CAIMS / OMS fault messages and it is almost impossible to discriminate between them. Therefore during troubleshooting, we recommend not using CAIMS / OMS in active mode while the packs are operating.

Should your aircraft be subject to ECS malfunction in normal operation (CAIMS / OMS not active), it is recommended to follow SMARTFIX™ Plus for troubleshooting steps or contact your local FSR.