

# Advisory Wire

REFERENCE NO: AW700-24-0252, Rev 03

EFFECTIVITY: Global Express  
Global 5000  
Global Express XRS  
Global 5000 feat. Vision Flight Deck  
Global 6000  
Global 5500  
Global 6500

ATA: 24-00

**SUBJECT:** "ELEC SYS FAULT" and or "ELEC SYS FAIL" - Nuisance CAS Message during Power Up

## 1. REFERENCES:

- 1.1. SmartFix™ Plus
- 1.2. AW700-45-0065 – CAIMS Nuisance Fault Messages
- 1.3. AW700-45-0393 – Onboard Maintenance System (OMS) Nuisances

## 2. INTRODUCTION:

This Advisory Wire (AW) revision clarifies for which authorities the dispatch exception is available for the RAT GEN heater, considering that the Federal Aviation Administration (FAA) no longer supports it.

This AW provide troubleshooting recommendation in case of an ELEC SYS FAULT/ ELEC SYS FAIL EICAS message being posted.

## 3. DESCRIPTION:

The objective of the EICAS message associated with the electrical system is to assess the readiness of the aircraft for dispatch. An ELEC SYS FAULT condition allows for dispatch, whereas an ELEC SYS FAIL condition typically does not permit it. However, there is a singular exception for Transport Canada Civil Aviation (TCCA) and European Union Aviation Safety Agency (EASA): if it is verified that the ELEC SYS FAIL Crew Alerting System (CAS) message is posted solely for a RAT GEN heater failure, then dispatch is permissible following the guidelines set forth in the Master Main Equipment List (MMEL).

Recent investigation findings revealed that the AC Power Center (ACPC) power A from Secondary Power Distribution Assembly (SPDA) #2 and D from APU BATT DIRECT BUS controlled by the Battery Master Switch could be energized out of sequence and thereby induce an "ELEC SYS FAULT" and / or "ELEC SYS FAIL" messages during the power up sequence.

The situation previously mentioned may be attributed to a variance observed during the contactor's power-on Built-In Test (PBIT). This condition will be reported in the following manner: ELEC SYS FAULT or ELEC SYS FAIL EICAS messages, along with multiple associated ACPC Contactors K4, K6, K9, and K12 faults reported in CAIMS/OMS. When this issue is identified, it is advisable to conduct troubleshooting in accordance with the procedures specified in SmartFix™ Plus Observed Fault section.

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4. ACTION:

No immediate action is required.

Should you have any questions pertaining to this AW or require additional information, please contact your Bombardier Field Service Representative (FSR) or the Customer Response Center (CRC).