ADVISORY WIRE

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REFERENCE NO:	AW700-24-0174, Rev. 2	INFORMATION TYPE:	Maintenance Operational
ATA:	24-62	EFFECTIVITY:	Global Express / XRS (9002 - 9312, 9314 - 9380, 9384 - 9429) Global 5000 (9127 to 9383, 9389 to 9400, 9404 to 9431 and 9998)
SUBJECT:	Intermixing SPDA -13 or -15 with SPDA -9 or-11		

1. REFERENCES:

   1.1. Aircraft Maintenance Manual (AMM) TASK 24-41-00-861-801 (Connect and Energize External AC Power)

   1.2. Flight Crew Operating manual (FCOM) Volume 1, section 05-10 (Stall Protection System)

   1.3. Service Bulletin (SB) 700-31-031 (Global Express), 700-1A11-31-013 (Global 5000), Modification - Integrated Avionics Computer (IAC) System - IAC-009 Software Upgrade

   INTRODUCTION:

   The revision of this Advisory Wire is to update the dash number of the Secondary Power Distribution assemblies (SPDA) affecting the power-up sequence when intermixed with SPDA -9 or -11 and provide additional information concerning the “STALL WARN ADVANCE” message.

   This Advisory Wire is to inform Flight and Maintenance Crews about some flight deck variances that may be observed, during the power-up sequence, when intermixing different dash numbers of Electrical System Secondary Power Distribution Assemblies (SPDAs).

2. DESCRIPTION:

   It has come to our attention that operators may notice certain system power-up variances with associated flight deck effects, when SPDA P/N GL512-3201-13 (Build 6) or P/N GL512-3201-15 (Build 7) are intermixed with SPDA P/N GL512-3201-9 (GX-Build 4) or GL512-3201-11 (G5000-Build 4). This is due to the fact that the Power On Built In Test (PBIT) of the SPDA -13 or -15 takes 3-4 seconds longer to complete than the PBIT of SPDA -9 or -11.

   If there is at least one SPDA -13 or -15 installed in one of the four locations in the aircraft, the crew may notice that some system Line Replaceable Units (LRU) are now taking longer to power-up. The variances that may be noticed will depend on which position the SPDA(s) -13 or -15 have been installed.

   With one SPDA -13 or -15 installed in position 1 or 4, one of the Display Units (DU) 3 or 4 will take longer to come up upon selecting battery power, and it may be associated with a “DAU 4A FAIL” CAS message being posted momentarily.

If an SPDA -13 or -15 is installed in position 2 or 3 and the aircraft is pre Service Bulletin (SB) Ref. 1.3 configuration, a latched “STALL WARN ADVANCE” cyan or post SB Ref. 1.3` “STALL WARN ADVANCE” amber CAS message could be posted during power-up as the Stall Protection Computer PBIT will be missing valid data to complete its PBIT successfully. The message must be unlatched through the EMS CDU STALL WARN ADVANCE reset in the switch control mode.

When SPDA -13 or -15 is intermixed with -9 or -11, the above power-up variances are considered normal. As recommended in Aircraft Maintenance Manual (AMM) TASK 24-41-00-861-801 (Ref. 1.1) during power-up, “On the Engine Indication and Crew Alerting System (EICAS) primary page, wait until the Crew Alerting System (CAS) messages stabilize”.

3. ACTION:

In the case where a latched “STALL WARN ADVANCE” CAS message is being posted during power-up, Bombardier recommends that operators verify if an SPDA -13 or -15 is installed in position 2 or 3. If so, operators should clear the “STALL WARN ADVANCE” CAS message by selecting on the Electrical Management System Control Display Unit (EMSCDU), the switch control page 1/3 and reset the “STALL WARN ADVANCE” system to “NORM” as per FCOM Vol. 1 section 5-10 (Ref. 1.2).

Alternately, if there are only one or two SPDA -13 or -15 installed in the aircraft, Bombardier recommends that they be installed in position 1 and/or 4. This would eliminate the possibility of “STALL WARN ADVANCE” CAS message being posted. Additionally, if both SPDA -13 or -15 are installed in position 1 & 4, this will ensure that DU 3 and 4 power up simultaneously.

As there are many different aircraft configurations based on the various Service Bulletin incorporations, if operators notice any other differences post installation of SPDA -13 or -15, further troubleshooting is required.

Should you have any technical queries pertaining to this Advisory Wire, please contact your Field Service Representative.