

# ADVISORY WIRE

## AW700-32-0200

**DATE:** December 21, 2006**PAGE:** 1 OF 3**FROM:** BOMBARDIER CUSTOMER SERVICES BUSINESS AIRCRAFT

### ADVISORY WIRE

**REFERENCE NO:** AW700-32-0200**SUBJECT:** Wheel Speed Transducer – Signal Reduction at High Speed**EFFECTIVITY:** BD700-1A10 (9002 - 9999)  
BD700-1A11 (9127 - 9999)**ATA:** 32-43

**This Advisory Wire contains Operational and Maintenance Information**

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# ADVISORY WIRE

## AW700-32-0200

**DATE:** December 21, 2006**PAGE:** 2 OF 3

### 1.0 REFERENCES:

1.1 Airplane Flight Manual (AFM) CSP700-1/CSP700-1A, Revision 52

### 2.0 INTRODUCTION:

This Advisory Wire informs Operators of the possibility of a wheel speed transducer (WST) signal issue resulting in a partial or complete loss of braking capability above 155 knots.

### 3.0 DESCRIPTION:

During the Global XRS flight test program, when performing high-speed landings at a ground speed above 155 knots, the amplitude of the WST signal to the Brake Control Unit (BCU) diminished to a level where braking was lost. Once the aircraft speed was below 155 knots, full braking was restored.

The WST signal is used by the BCU to monitor the wheel skid activity and to modulate the braking pressure on the wheels. When the WST signal amplitude is reduced, the BCU will interpret this as a skid condition and will remove the brake pressure. In this condition, the aircraft will lose brake functionality without any Engine Indication and Crew Alerting System (EICAS) indication. The braking capability will progressively recover as the ground speed reduces to below 155 knots.

Bombardier is working closely with the wheel speed transducer manufacturer to introduce an improved WST. Although the Ref. 1.1 AFM revision contains a reference to Service Bulletin 700-32-020 as corrective action for this condition. This Service Bulletin is currently not available. We will advise Operators of the corrective action and its availability upon finalizing all the details.

Until a final solution is available for this condition, the AFM (Ref.1.1) has been revised to modify the take-off and landing envelope showing where corrections to aircraft performance must be made to accommodate the aircraft braking system characteristic.

# ADVISORY WIRE

## AW700-32-0200

**DATE:** December 21, 2006**PAGE:** 3 OF 3**4.0 ACTION:**

Pilots should be aware of this condition and the associated AFM revisions, and should be prepared to use thrust reversers when the aircraft is at ground speeds above 155 knots. Also, Pilots should validate the Flight Management System Take Off and Landing Distance (FMS TOLD) value with those now published in AFM, Revision 52.