

NOTICE TO OPERATORS BR700-710A2-20 ENGINES



Rolls-Royce

NTO No.: 53

Issue No.: 01 Date: 26th June 2003

TITLE: TROUBLESHOOTING IN CASE OF AN EEC BOX 1 FAILURE

Valid until: N/A

ATA Area: 73-20-00

EFFECTIVITY: GX A2-20 ENGINES WITH C6.0 EEC SOFTWARE

A "Lane Disconnect Fault" can be set within the EEC when the L (R) engine fuel RUN/CUT switch in the throttle quadrant is pushed to 'OFF' with a rotating engine, i.e. during a Wet Crank or Shutdown, either on the ground or in flight. It can also be set in the unlikely event of an aircraft power interrupt occurring during the initial phase (N2 between 7 and 35%) of an engine start.

The "Lane Disconnect Fault" results in a temporary inability for the lane with the fault to take control of the engine. If the lane in control then experiences an additional fault, the EEC would not be able to revert back to the other lane. This could result in a scenario where the EEC commands the engine to pull back to idle or to shutdown.

The "Lane Disconnect Fault" is annunciated with a "FADEC FAIL" on EICAS and "L (R) EEC CH A FAULT[1]" or "L (R) EEC CH B FAULT[1]" on CAIMS. To prevent disruption of the flight schedule and to avoid unnecessary EEC rejections, RRD recommends the operator to carry out the following

**"FADEC FAIL" – DND and
"L (R) EEC CH A FAULT[1]" or L (R) "EEC CH B FAULT[1]"**

- If fault is shown during engine start up **STOP the engine**
- Erase the CAIMS memory.
- Check START MODE SELECTOR: **AUTO**
- Check power lever: **IDLE**
- Check L (R) engine fuel RUN/CUT switch: **OFF**
- Check N1 and N2 shaft speeds: **below 7%.**
- Transition of the L (R) engine fuel RUN/CUT switch to: **RUN**
- Wait **3 seconds**
- Transition of the L (R) engine fuel RUN/CUT switch to: **OFF**
- If no FADEC FAIL is shown on the EICAS, the L (R) EEC CH A FAULT[1] or L (R) EEC CH B FAULT[1] on CAIMS was caused by a "Lane Disconnect Fault" and no further actions are required. Continue with the normal start procedure.
- If the fault re-occurs replace the EEC. Refer to the Fault Isolation Manual (FIM) for maintenance actions.

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When you experience a combination of a “FADEC FAULT” (STD) and “L (R) EEC CH A FAULT[1]” or L (R) “EEC CH B FAULT[1]” you are not dealing with an Lane disconnect fault and the troubleshooting needs to be continued as per the Fault Isolation Manual (FIM).

Goodrich and RRD intend to eliminate the “Lane Disconnect FAULT” caused by an EEC reset with the engine running with the next EEC software upgrade.