NOTICE TO OPERATORS
BR700-710A2-20 ENGINES
NTO No.: 88
Issue No.: 02 Date: 20.03.2006

TITLE: **Engine Vibration Monitoring Unit (EVMU)**
Amber dashing of the Engine N1 vibration indication

Valid until: N/A **ATA Area: 77-31-04**

EFFECTIVITY: **ALL EVMU prior P/N: 10609B10B14**

Reason for issue 2:

- To make the NTO applicable to EVMU P/N: 10609B05B08Y1.
- The dashing of the N1 vibration indication can occur on either the LH or RH engine

The purpose of this NTO is to inform operators about possible amber dashing of the LH or RH engine N1 vibration indication on the Engine Indication and Crew Alerting System (EICAS) primary display. Furthermore this NTO gives instruction on how to prevent the occurrence of amber engine vibration dashing.

Amber dashing of the LH or RH engine N1 vibration indication has been reported by several in-service A/C incorporating either the B08 or B13 EVMU software standards.
When amber dashing occurs for the RH engine, the LH engine N1 vibration level is displayed on EICAS (Engine Indication Crew Alerting System).
Vice versa when the amber dashing occurs for the LH engine, the RH engine N1 vibration level is displayed on EICAS.
This is per design intent, even with the vibration level below the exceedance threshold. AMETEK (EVMU vendor) has identified the root cause of the amber dashing to be a coding error in the vibration range check test of the EVMU software. A software-fix is currently being validated and will be implemented in the next EVMU software.

In the interim, RRD recommends to de-power the EVMU via the EMS CDU (Electrical Management System – Control and Display Unit) electronic circuit breaker for at least 10 seconds prior the first flight of the day.

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