

# NOTICE TO OPERATORS BR700-710A2-20 ENGINES



# Rolls-Royce

**NTO No.: 40**

**Issue No.: 03 Date: 15<sup>th</sup> April 2005**

**TITLE: Nuisance Cockpit Effects and Maintenance Messages**

**Valid until: N/A**

**ATA Area: 73-20-00**

**EFFECTIVITY: All engines with EEC software C6.0 and C7.0.2 software (post SB BR700-73-101145)**

1. To improve troubleshooting of Full Authority Digital Engine Control (FADEC) maintenance messages, Rolls-Royce Deutschland would like to inform operators of potential Electronic Engine Controller (EEC) generated nuisance cockpit effects ("FADEC FAIL" or "FADEC FAULT") and their related maintenance messages. These may be transmitted to the aircraft as a result of false or unexpected indications from FADEC components or a wrong operating procedure.

Any maintenance message is either a valid failure or a nuisance message.

To identify whether the message is valid or nuisance, follow the procedure, which is given under: "Operator Action" in the attached table.

If the message does not reappear after the "Operator Action" procedure, the message can then be regarded as a "nuisance message".

In addition to the "FADEC FAIL" (DO NOT DISPATCH) and "FADEC FAULT" (SHORT TERM DISPATCH) cockpit effect it is also possible to get nuisance "LONG TERM DISPATCH" related maintenance messages.

Bombardier, Goodrich and RR are working together to minimize nuisance messages.

2. Reason for issue 3:

The attached table has been amended, to give now also troubleshooting guidelines for FADEC related Air Data Computer (ADC) and Integrated Avionics Computer (IAC) maintenance messages. Furthermore some operator actions have been revised to reflect in-service experiences.

- FADEC FAIL (DND) - pages 02 – 06
- FADEC FAULT (STD) - page 07 – 09 (page 8 and 9 new with issue 3)
- LTD - pages 10 – 15 (page 12 to 15 new with issue 3)

3. To prevent nuisance cockpit effect and maintenance messages caused by switching off the electrical aircraft power too early after engine shut down, the minimum time between engine shut down and switching off the electrical power from the aircraft has to be at least 5 minutes.

4. In an effort to minimize impact to operators and to reduce unnecessary EEC removals, RRD has developed troubleshooting guidelines that supplement the Fault Isolation Manual (FIM) procedure. However when engine anomalies are observed and are believed to be attributable to the EEC, RRD requests that operators troubleshoot in accordance with the attached guidelines and submit the pertinent information specified therein.

5. All operators should note that some of the actions attached include engine running. The procedures how to run the engine are all included in the Engine Maintenance Manual.

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1	CHA IOP High Side Short COSS Failure  CHB IOP High Side Short COSS Failure	7325524L(R)BR  7325525L(R)BR	L (R) IOP CH A WRG/FMU[IOP SOL]  L (R) IOP CH B WRG/FMU[IOP SOL]	FIM TASK 73-20-00-810-824  FIM TASK 73-20-00-810-825	<ol style="list-style-type: none"> <li>1. Set the circuit breakers that follow to <b>OUT</b>: <ul style="list-style-type: none"> <li>▪ L (R) FADEC CH A, L (R) FADEC CH B</li> </ul> </li> <li>2. Disconnect the EEC connector channel A (P1044) and the EEC connector channel B (P1047). Measure the insulation resistance between pin # 7 and the backshell. If the resistance value is less than 20 MΩ do <b>not</b> supply electrical power to the EEC! This could result in damage to the EEC. Do the related FIM TASK.</li> <li>3. If the resistance value is more than 20MΩ, reconnect the EEC connectors P1044 and P1047 to the EEC.</li> <li>4. Set the circuit breakers that follow to <b>IN</b>: <ul style="list-style-type: none"> <li>▪ L (R) FADEC CH A, L (R) FADEC CH B.</li> </ul> </li> <li>5. Erase the CAIMS memory. Refer to (AMM TASK 45-45-00-970-822)</li> <li>6. Perform an Engine Start. Refer to (EMM TASK 71-00-00-866-806)</li> <li>7. Stop the Engine. Refer to (EMM TASK 71-00-00-866-809)</li> <li>8. Look for the fault message on the CAIMS PMAT display. Refer to (AMM TASK 45-45-00-970-802)</li> <li>9. If the fault message occurs again, do the related FIM TASK.</li> </ol>

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2	HPSOV Failure	7326320L(R)BR	L (R) FMU [HPSOV]	<a href="#">FIM TASK 73-20-00-810-870</a>	<p style="text-align: center;"><b><u>EEC ABORTED AUTO START</u></b></p> <ol style="list-style-type: none"> <li>1. If an EEC aborted Automatic Ground Start Abort (CAS message "AUTOSTART ABORT") can be confirmed no further actions are required (Refer to <a href="#">FIM TASK 80-11-00-810-808</a>)</li> <li>2. If not, erase the CAIMS memory. Refer to (<a href="#">AMM TASK 45-45-00-970-822</a>)</li> <li>3. Wet motor the engine. Refer to (<a href="#">EMM TASK 71-00-00-866-817</a>)</li> </ol> <p><b>NOTE:</b> Ensure that the indicated fuel flow is greater than 200 pph.</p> <ol style="list-style-type: none"> <li>4. Look for the fault message on the CAIMS PMAT. Refer to (<a href="#">AMM TASK 45-45-00-970-802</a>)</li> <li>5. If the fault message occurs again or the engine fuel flow is not normal, do the related FIM TASK.</li> </ol>

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	Nuisance or Misleading Maintenance Message "Do Not Dispatch" FADEC FAIL	CAIMS message number	CAIMS PMAT FAULT MESSAGE	Related TASK	Operator Action
3	CHA EEC BOX 7 Failure	7325424L(R)BR	L (R) EEC CH A FAULT[7]	FIM TASK 73-20-00-810-808	<ol style="list-style-type: none"> <li>1. Erase the CAIMS memory. Refer to (AMM TASK 45-45-00-970-822)</li>   <li><b>NOTE:</b> THIS MAINTENANCE MESSAGE IS STORED / LATCHED WITHIN THE EEC NVM. CYCLING OF THE EEC POWER OR SWAPPING OF THE EEC TO ANOTHER ENGINE WILL NOT CLEAR THE FAULT MESSAGE.</li>   <li>2. Start the engine. Refer to (EMM TASK 71-00-00-866-806)</li>   <li>3. Stop the engine. Refer to (EMM TASK 71-00-00-866-809)</li>   <li>4. Look for the fault message on the CAIMS PMAT. Refer to (AMM TASK 45-45-00-970-802)</li>   <li>5. If the fault message occurs again, do the related FIM TASK.</li> </ol>
	CHB EEC BOX 7 Failure	7325425L(R)BR	L (R) EEC CH B FAULT[7]	FIM TASK 73-20-00-810-809	

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	Nuisance or Misleading Maintenance Message <b>"Do Not Dispatch" FADEC FAIL</b>	CAIMS message number	CAIMS PMAT FAULT MESSAGE	Related TASK	Operator Action
4	CHA HPSOV MSW Failure	7326318L(R)BR	L (R) FMU CH A WRG/FMU[MICRO SW] DIS	FIM TASK 73-20-00-810-822	<p align="center"><b><u>EEC ABORTED AUTO START</u></b></p> <p>1. If an EEC aborted Automatic Ground Start Abort (CAS message "AUTOSTART ABORT" - Refer to <a href="#">FIM TASK 80-11-00-810-808</a>) can be confirmed or the fault message was flagged during a manual engine start below 15% N2, the fault message can be regarded as a nuisance message.</p> <p><b>NOTE:</b> In accordance with the Operators Instructions (OI) Chapter 3, Normal Operation Procedure, page 3, the engine run switch has to be operated within N2 - 15% or above.</p> <p>2. If the fault message occurs again or the engine fuel flow is not normal, do the related FIM TASK.</p>
	CHB HPSOV MSW Failure	7326319L(R)BR	L (R) FMU CH B WRG/FMU[MICRO SW] DIS	FIM TASK 73-20-00-810-823	

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	<b>Nuisance or Misleading Maintenance Message</b> <b>"Do Not Dispatch" FADEC FAIL</b>	<b>CAIMS message number</b>	<b>CAIMS PMAT FAULT MESSAGE</b>	<b>Related TASK</b>	<b>Operator Action</b>
<b>5</b>	P30 Pipe Leakage / Blockage	7326014L(R)BR	L (R) P30 TUBE[LEAK/BLKG]/EEC	<b>FIM TASK</b> <b>73-20-00-810-834</b>	<ol style="list-style-type: none"> <li>1. Erase the CAIMS memory. Refer to (<a href="#">AMM TASK 45-45-00-970-822</a>)</li> <li>2. Perform a Power Assurance Test. Refer to (<a href="#">EMM TASK 71-00-00-866-818</a>)</li> <li>3. Look for the maintenance messages regarding P30, P20 and/or T20 faults on the CAIMS PMAT. Refer to (<a href="#">AMM TASK 45-45-00-970-802</a>)</li> <li>4. If P20 and/ or T20 messages also show up, do the message related FIM TASK first.</li> </ol>
<b>6</b>	CHA EEC BOX 3 Failure  CHB EEC BOX 3 Failure	7326022L(R)BR  7326023L(R)BR	L (R) EEC CH A FAULT[3]  L (R) EEC CH B FAULT[3]	<b>EMM TASK</b> <b>73-21-01-000-801</b>	<ol style="list-style-type: none"> <li>1. Erase the CAIMS memory. Refer to (<a href="#">AMM TASK 45-45-00-970-822</a>)</li> <li>2. Set the circuit breakers that follow to OUT: <ul style="list-style-type: none"> <li>▪ L (R) FADEC CH A, L (R) FADEC CH B</li> </ul> </li> <li>3. Set the circuit breakers that follow to IN: <ul style="list-style-type: none"> <li>▪ L (R) FADEC CH A, L (R) FADEC CH B</li> </ul> </li> <li>4. Look for the fault message on the CAIMS PMAT display. Refer to (<a href="#">AMM TASK 45-45-00-970-802</a>)</li> <li>5. If the fault message occurs again, do the related EMM TASK.</li> </ol>

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1	CHA EEC Box 01 Failure  CHB EEC Box 01 Failure	7326414L(R)BR  7326415L(R)BR	L (R) EEC CH A FAULT[1]  L (R) EEC CH B FAULT[1]	EMM TASK 73-21-01-000-801	<ol style="list-style-type: none"> <li>1. Erase the CAIMS memory. Refer to (AMM TASK 45-45-00-970-822)</li> <li>2. Perform an Engine Start. Refer to (EMM TASK 71-00-00-866-806)</li> <li>3. Stop the Engine. Refer to (EMM TASK 71-00-00-866-809)</li> <li>4. Look for the fault messages that follow on the CAIMS PMAT: <ul style="list-style-type: none"> <li>▪ L (R) EEC CH A FAULT[1]</li> <li>▪ L (R) EEC CH B FAULT[1]</li> </ul> </li> <li>5. If the fault message: L (R) EEC CH A FAULT[1] is shown, do the FIM TASK as follow: <ul style="list-style-type: none"> <li>▪ L (R) N1 SPEED CH B WRG/PROBE RNG and</li> <li>▪ L (R) N2 SPEED CH B WRG/PROBE RNG</li> </ul> </li> <li>6. If the fault message: L (R) EEC CH B FAULT[1] is shown, do the FIM Task as follow: <ul style="list-style-type: none"> <li>▪ L (R) N1 SPEED CH A WRG/PROBE RNG and</li> <li>▪ L (R) N2 SPEED CH A WRG/PROBE RNG</li> </ul> </li> <li>7. If one of the above maintenance messages was set, the L (R) EEC CH A FAULT[1] or L (R) EEC CH B FAULT[1] was a nuisance message.</li> </ol>

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2	CHA ARINC I/P BUS IACP Failure	7326422L(R)BR	L (R) ARINC CH A [INPUT] IACP	<a href="#">FIM TASK 73-20-00-810-839</a>	<p>If the fault was set with the A/C on ground, engines not running:</p> <ul style="list-style-type: none"> <li>Restart CAIMS</li> </ul> <p>No further actions are required.</p> <p>If the fault message was flagged during normal flight operation, do the related FIM TASK.</p>
	CHB ARINC I/P BUS IACP Failure	7326423L(R)BR	L (R) ARINC CH B [INPUT] IACP	<a href="#">FIM TASK 73-20-00-810-840</a>	
3	CHA ARINC I/P BUS IACS Failure	7326424L(R)BR	L (R) ARINC CH A [INPUT] IACS	<a href="#">FIM TASK 73-20-00-810-841</a>	<p>If the fault was set with the A/C on ground, engines not running:</p> <ul style="list-style-type: none"> <li>Restart CAIMS</li> </ul> <p>No further actions are required.</p> <p>If the fault message was flagged during normal flight operation, do the related FIM TASK.</p>
	CHB ARINC I/P BUS IACS Failure	7326425L(R)BR	L (R) ARINC CH B [INPUT] IACS	<a href="#">FIM TASK 73-20-00-810-842</a>	

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4	CHA ARINC I/P BUS ADCP Failure CHB ARINC I/P BUS ADCP Failure	7326426L(R)BR 7326427L(R)BR	L (R) ARINC CH A [INPUT] ADCP L (R) ARINC CH B [INPUT] ADCP	FIM TASK 73-20-00-810-835  FIM TASK 73-20-00-810-836	If the fault was set with the A/C on ground, engines not running: <ul style="list-style-type: none"> <li>▪ Restart CAIMS</li> </ul> No further actions are required.  If the fault message was flagged during normal flight operation, do the related FIM TASK.
5	CHA ARINC I/P BUS ADCS Failure CHB ARINC I/P BUS ADCS Failure	7326428L(R)BR 7326429L(R)BR	L (R) ARINC CH A [INPUT] ADCS L (R) ARINC CH B [INPUT] ADCS	FIM TASK 73-20-00-810-837  FIM TASK 73-20-00-810-838	If the fault was set with the A/C on ground, engines not running: <ul style="list-style-type: none"> <li>▪ Restart CAIMS</li> </ul> No further actions are required.  If the fault message was flagged during normal flight operation, do the related FIM TASK.

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	Nuisance or Misleading Maintenance Message "Long Term Dispatch"	CAIMS message number	CAIMS PMAT FAULT MESSAGE	Related TASK	Operator Action
1	CHA EEC Box 13 Failure  CHB EEC Box 13 Failure	7327016L(R)BR  7327017L(R)BR	L(R) EEC CH A FAULT [13]  L(R) EEC CH B FAULT [13]	EMM TASK 73-21-01-000-801	<ol style="list-style-type: none"> <li>1. Set the circuit breakers that follow to <b>OUT</b>: <ul style="list-style-type: none"> <li>▪ L (R) FADEC CH A, L (R) FADEC CH B</li> </ul> </li> <li>2. Set the circuit breakers that follow to <b>IN</b>: <ul style="list-style-type: none"> <li>▪ L (R) FADEC CH A, L (R) FADEC CH B</li> </ul> </li> <li>3. Look for the fault messages that follow on the CAIMS PMAT: <ul style="list-style-type: none"> <li>▪ L (R) BVSB 5.1 CH A(B) WRG/BVSB RNG (MA) Refer to (FIM TASK 75-30-00-810-802(803))</li> <li>▪ L (R) BVSB 5.2 CH A(B) WRG/BVSB RNG (MA) Refer to (FIM TASK 75-30-00-810-804(805))</li> <li>▪ L (R) BVSB 5.3 CH A(B) WRG/BVSB RNG (MA) Refer to (FIM TASK 75-30-00-810-806(807))</li> <li>▪ L (R) BVSB 8 CH A(B) WRG/BVSB RNG (MA) Refer to (FIM TASK 75-30-00-810-808(809))</li> </ul> </li> <li>4. If one of the above messages is shown, do the applicable FIM Task. The L(R) EEC CH A(B) FAULT[13] was a nuisance message.</li> <li>5. If the fault message L(R) EEC CH A(B) FAULT[13] is active, do the related EMM TASK within the next 500 hours or at the next "A" check.</li> </ol>

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	Nuisance or Misleading Maintenance Message "Long Term Dispatch"	CAIMS message number	CAIMS PMAT FAULT MESSAGE	Related TASK	Operator Action
2	Fuel Flow Transmitter Failure	7326621L(R)BR	L (R) FUEL FLOW WRG/TRANSMIT RNG MA	FIM TASK 73-30-00-810-806	<ol style="list-style-type: none"> <li>1. Get access to CAIMS PMAT</li> <li>2. Get access to "stored faults" and look for the fault messages: <ul style="list-style-type: none"> <li>▪ L (R) EEC CH A FAULT[14] - FADEC FAULT or</li> <li>▪ L (R) EEC CH A FAULT[1] - FADEC FAIL</li> </ul> </li> <li>3. If one of these fault messages is shown, no maintenance on the fuel flow transmitter is necessary. L (R) FUEL FLOW WRG/TRANSMIT RNG MA was a misleading message.</li> <li>4. If not, do the <a href="#">EMM TASK 73-21-01-000-801</a>.</li> </ol>
3	T20 Probe Cross/Range Check Failure	7327025L(R)BR	L (R) T20 PROBE RNG MA	FIM TASK <a href="#">73-20-00-810-880</a>	<p>If the fault was set with the A/C on ground, engines not running:</p> <ul style="list-style-type: none"> <li>▪ No further actions are required.</li> </ul> <p>If the fault message was flagged during normal flight operation, do the related FIM TASK.</p>

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4	CHA ARINC I/P BUS IACP Failure	7327621L(R)BR	L (R) ARINC CH A [INPUT] IACP MA	<a href="#">FIM TASK 73-20-00-810-839</a>	<p>If the fault was set with the A/C on ground, engines not running:</p> <ul style="list-style-type: none"> <li>No further actions are required.</li> </ul> <p>If the fault message was flagged during normal flight operation, do the related FIM TASK.</p>
	CHB ARINC I/P BUS IACP Failure	7327622L(R)BR	L (R) ARINC CH B [INPUT] IACP MA	<a href="#">FIM TASK 73-20-00-810-840</a>	
5	CHA ARINC I/P BUS IACS Failure	7327623L(R)BR	L (R) ARINC CH A [INPUT] IACS MA	<a href="#">FIM TASK 73-20-00-810-841</a>	<p>If the fault was set with the A/C on ground, engines not running:</p> <ul style="list-style-type: none"> <li>No further actions are required.</li> </ul> <p>If the fault message was flagged during normal flight operation, do the related FIM TASK.</p>
	CHB ARINC I/P BUS IACS Failure	7327624L(R)BR	L (R) ARINC CH B [INPUT] IACS MA	<a href="#">FIM TASK 73-20-00-810-842</a>	

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6	CH A ADC T20 RNG Failure	7327516L(R)BR	L (R) CH A AIR DATA COMPUTER T20 RNG (MA)	<a href="#">FIM TASK 73-20-00-810-843</a>	<p>If the fault was set with the A/C on ground, engines not running:</p> <ul style="list-style-type: none"> <li>No further actions are required.</li> </ul> <p>If the fault message was flagged during normal flight operation, do the related FIM TASK.</p>
	CH B ADC T20 RNG Failure	7327517L(R)BR	L (R) CH B AIR DATA COMPUTER T20 RNG (MA)	<a href="#">FIM TASK 73-20-00-810-844</a>	
7	CHA ARINC I/P BUS ADCP Failure	7327617L(R)BR	L (R) ARINC CH A [INPUT] ADCP (MA)	<a href="#">FIM TASK 73-20-00-810-835</a>	<p>If the fault was set with the A/C on ground, engines not running:</p> <ul style="list-style-type: none"> <li>No further actions are required.</li> </ul> <p>If the fault message was flagged during normal flight operation, do the related FIM TASK.</p>
	CHB ARINC I/P BUS ADCP Failure	7327618L(R)BR	L (R) ARINC CH B [INPUT] ADCP (MA)	<a href="#">FIM TASK 73-20-00-810-836</a>	
8	CHA ARINC I/P BUS ADCS Failure	7327619L(R)BR	L (R) ARINC CH A [INPUT] ADCS	<a href="#">FIM TASK 73-20-00-810-837</a>	<p>If the fault was set with the A/C on ground, engines not running:</p> <ul style="list-style-type: none"> <li>No further actions are required.</li> </ul> <p>If the fault message was flagged during normal flight operation, do the related FIM TASK.</p>
	CHB ARINC I/P BUS ADCS Failure	7327620L(R)BR	L (R) ARINC CH B [INPUT] ADCS (MA)	<a href="#">FIM TASK 73-20-00-810-838</a>	

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9	IAC Word 1 Cross Check Failure	7327522L(R)BR	L (R) IAC [WORD1] XCK (MA)	FIM TASK 73-20-00-810-859	<p>If the fault message was set with the A/C on ground, engines not running:</p> <ul style="list-style-type: none"> <li>▪ De-select "CAIMS Active" (on the Environment control page) to change CAIMS IAC Host</li> <li>▪ Re-select "CAIMS Active"</li> </ul> <p>If the fault message was flagged during normal flight operation, do the related FIM TASK.</p>
10	IAC Word 2 Cross Check Failure	7327523L(R)BR	L (R) IAC [WORD2] XCK (MA)	FIM TASK 73-20-00-810-860	<p>If the fault message was set with the A/C on ground, engines not running:</p> <ul style="list-style-type: none"> <li>▪ De-select "CAIMS Active" (on the Environment control page) to change CAIMS IAC Host</li> <li>▪ Re-select "CAIMS Active"</li> </ul> <p>If the fault message was flagged during normal flight operation, do the related FIM TASK.</p>

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11	IAC Word 3 Cross Check Failure	7327524L(R)BR	L (R) IAC [WORD3] XCK (MA)	FIM TASK 73-20-00-810-861	<p>If the fault message was set with the A/C on ground, engines not running:</p> <ul style="list-style-type: none"> <li>▪ De-select "CAIMS Active" (on the Environment control page) to change CAIMS IAC Host</li> <li>▪ Re-select "CAIMS Active"</li> </ul> <p>If the fault message was flagged during normal flight operation, do the related FIM TASK.</p>
12	IAC Word 4 Cross Check Failure	7327525L(R)BR	L (R) IAC [WORD4] XCK (MA)	FIM TASK 73-20-00-810-862	<p>If the fault message was set with the A/C on ground, engines not running:</p> <ul style="list-style-type: none"> <li>▪ De-select "CAIMS Active" (on the Environment control page) to change CAIMS IAC Host</li> <li>▪ Re-select "CAIMS Active"</li> </ul> <p>If the fault message was flagged during normal flight operation, do the related FIM TASK.</p>
13	IAC Word 5 Cross Check Failure	7327616L(R)BR	L (R) IAC [WORD5] XCK (MA)	FIM TASK 73-20-00-810-863	<p>If the fault message was set with the A/C on ground, engines not running:</p> <ul style="list-style-type: none"> <li>▪ De-select "CAIMS Active" (on the Environment control page) to change CAIMS IAC Host</li> <li>▪ Re-select "CAIMS Active"</li> </ul> <p>If the fault message was flagged during normal flight operation, do the related FIM TASK.</p>

# NOTICE TO OPERATORS BR700-710A2-20 ENGINES



# Rolls-Royce

**NTO No.: 40**

**Issue No.: 03 Date: 15<sup>th</sup> April 2005**

## EEC Troubleshooting Data

Event date: \_\_\_\_\_  
Aircraft S/N: \_\_\_\_\_ EEC Position: \_\_\_\_\_  
EEC Part Number: \_\_\_\_\_ Serial Number: \_\_\_\_\_

To improve troubleshooting and reporting of EEC failures in the field, please use the following guidelines prior to replacing an EEC.

1. Record all EEC faults and messages and provide details of engine operation regime when fault occurred (i.e. ground run, during cruise, all engine parameters).
2. Erase the CAIMS EEC memory.  
Refer to ([AMM 45-45-00-970-822](#))
3. If the fault does not show up after the FADEC is powered up again perform an Engine Ground Run to the engine conditions where the fault occurred under §1.  
Refer to ([EMM 71-00-00-866-806 & 809](#)).
4. When a fault does re-occur or is intermittent, follow the appropriate fault isolation procedure in the Fault Isolation Manual.
5. Record the appropriate fault isolation procedure that has been followed, and any findings / fixes that resulted. Also, note if there are no findings.
6. If there are no findings during the fault isolation procedure, remove the suspect EEC and install it into the other (serviceable) engine.
7. Perform an Engine Ground Run to the engine conditions where the fault occurred under §1. Refer to ([EMM 71-00-00-866-806 & 809](#)).

Note: Swapping an EEC from side to side should **not** be the first step in troubleshooting.

8. Did swapping the EEC confirm the fault on the serviceable engine?

**YES or NO ?**

If the fault did not re-occur, it is unlikely that the EEC is the fault cause.

9. On confirmed failure of an EEC, download the CAIMS NVM data file  
(Refer to [AMM 45-45-01-970-822](#)).
10. Provide details of all troubleshooting and findings in the EVENT / REJECTION REPORT and send them together with the NVM file via electronic mail to:

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[Mattias.Gruebe@Rolls-Royce.com](mailto:Mattias.Gruebe@Rolls-Royce.com)

or by facsimile at +1 (416) 373 7496 and

+49 (33708) 6 51 1162