

Advisory Wire

REFERENCE NO:	AW700-38-0625 REV 1	INFORMATION TYPE:	Maintenance Operational
ATA:	38-11	EFFECTIVITY:	Global Express / XRS (9002 - 9312, 9314 - 9380, 9384 - 9429)
SUBJECT:	Waste Tank Level DP Sensor – Fail message		Global 5000 (9127 to 9383, 9389 to 9400, 9404 to 9431 and 9998) Global 5000 feat. Vision Flight Deck (9386, 9401, 9445 - 9997) Global 6000 (9313, 9381, 9432 -9997)

1. REFERENCES:

- 1.1. Service Bulletin (SB) [700-38-035](#) Addition of heater and insulation blanket to the Delta Pressure (DP) sensor of the water tank assembly
- 1.2. SB [700-38-5002](#) Addition of heater and insulation blanket to the DP sensor of the water tank assembly
- 1.3. SB [700-38-6002](#) Addition of heater and insulation blanket to the DP sensor of the water tank assembly
- 1.4. SB [700-1A11-38-013](#) Addition of heater and insulation blanket to the DP sensor of the water tank Assembly
- 1.5. Waste Tank Servicing Supplemental Maintenance Manual (SMM) TASK 12-17-52-610-801
- 1.6. Zodiac Aerospace Service Information Letter (SIL) [7900330-SIL-38-001](#)

2. INTRODUCTION:

This Advisory Wire (AW) is to inform operators of a condition where the Delta Pressure (DP) sensor can generate a fail message or erratic readings on the Galley Touch Screen Equipment (GTSE) maintenance page. This sensor supplies information on the continuous level inside the waste tank.

Advisory Wire

3. DESCRIPTION:

Some operators have reported experiencing fail or erratic indication from the DP sensor. After analysis, it was found that the PVC level transmitter tubing was potentially kinked (Fig. 1). When the tank is pressurize, this kink could either, provide variation in waste level indication or indicate a SENSOR FAIL message on the GTSE. Serial number 435 through 1203 are potentially affected with this condition. Some units in the range have been modified with a smaller tube. The letter "R" follows the existing serial number to indicate it was repaired. All new units (above SN: 1204) were manufactured with the improvement.

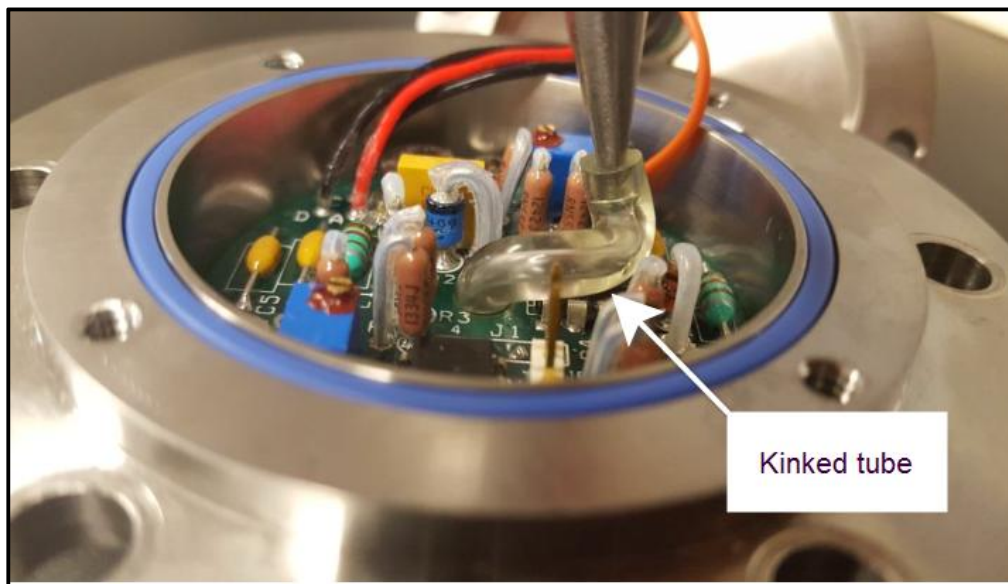


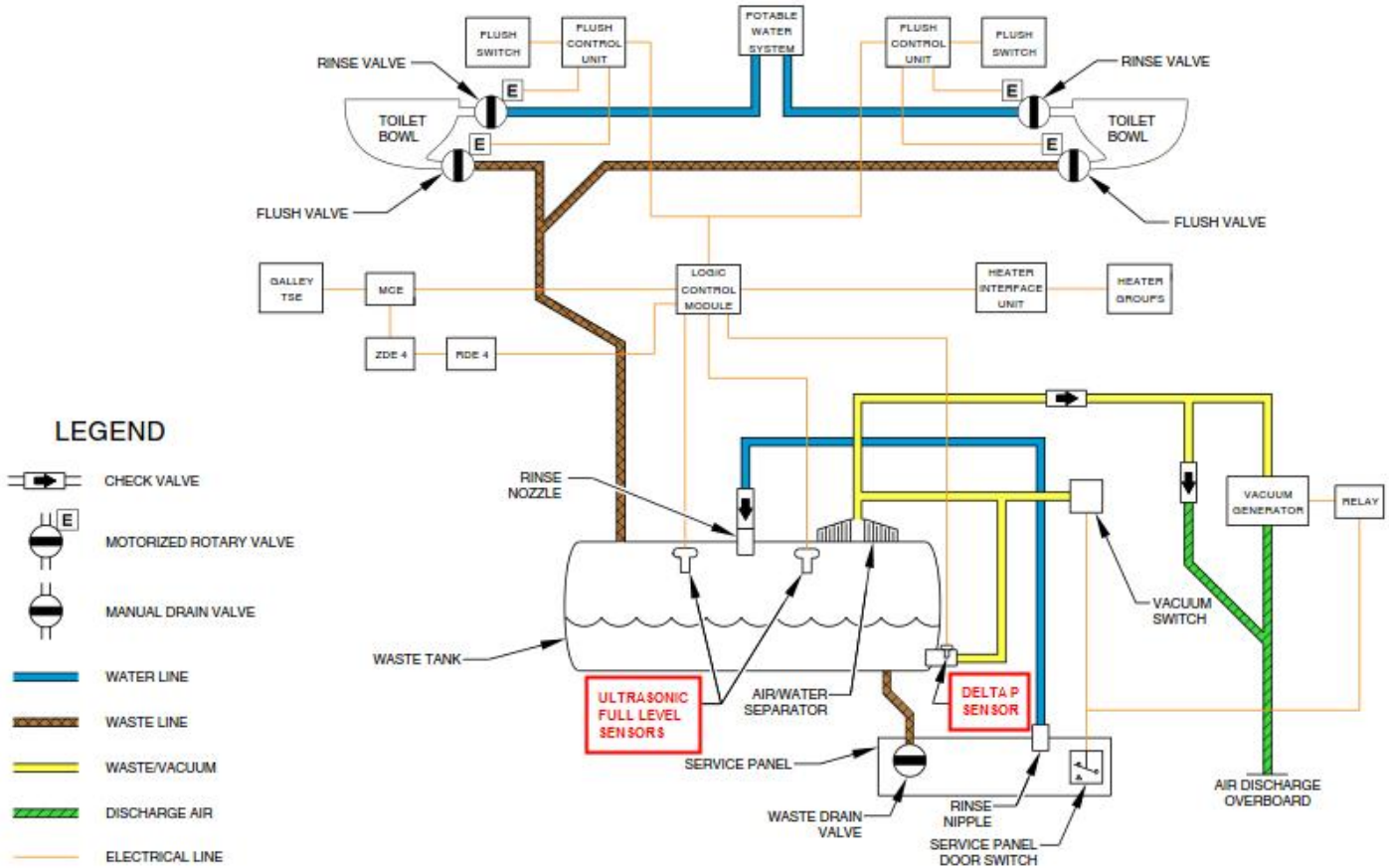
Fig. 1

Despite this modification, some operators are still experiencing a “dashed” indication on the GTSE. This fault has been seen only when the tank is empty.

The waste system is designed with two ultra-sonic sensors (Fig.2) that are working independently. Both ultra-sonic sensors need to be triggered (wet), before shutting down the waste system (full). The DP sensor continuously monitors waste tank fluid level.

Erratic readings, internal failure or failed DP sensor will not inhibit the waste system operation.

SUPPLEMENTAL MAINTENANCE MANUAL - PART 1



Waste Disposal System - Simplified Schematic

Fig. 2

4. ACTION:

In the meantime, Delta Pressure sensors currently installed and exhibiting similar symptoms should not be removed from the Aircraft until further notice.

Bombardier and Zodiac Aerospace are actively engaged to improve the DP Sensor reliability and will keep you informed on the progress.

Advisory Wire

Bombardier recommends performing the following actions.

- Verify the incorporation of the listed SB (ref. 1.1 to 1.4), that introduce the installation of a heater on the DP sensor in addition of an insulation blanket. If the SB has been incorporated, please ensure the insulation blanket is not damaged and still properly installed.
- Per SMM instruction (ref. 1.5), drain and rinse the waste tank before the pre-charge.
- Per vendor SIL instruction (ref. 1.6), perform a pre-charge by adding 2.5 gallons (9.5 liters) of water in the waste tank via the rinse water line. This practice will use water acting as a barrier and help stop particles from hitting the DP sensor diaphragm and slowing down the rapid decompression of a flush cycle.

Should you have further technical questions regarding the waste system, please contact your Bombardier FSR or the Customer Response Center (CRC) 24/7.