Advisory Wire

REFERENCE NO: AW700-45-0002, Rev. 17

ATA: 45-45

EFFECTIVITY: Global Express
Global 5000
Global Express XRS

SUBJECT: **CAIMS Member System Functionality Status LDI Sparrow.037**

1. REFERENCES:
   - 1.1. Service Bulletin 700-33-023 / 700-1A11-33-008 “Modification - Navigation Lighting - Replacement of the Halogen Navigation Lights with LED Units”.
   - 1.2. Service Bulletin 700-23-003 “Modification – Cabin Communication System (CCS) – ‘Office in the Sky’ Installation”.
   - 1.3. Service Bulletin 700-23-019 “Modification – Cabin Communication System (CCS) – ‘Office in the Sky’ Installation on Aircraft with Provisions”.
   - 1.4. Service Bulletin 700-34-046 / 700-1A11-34-019 “Modification – Air-Data Computer System – Introduction of New AMADC for TAT Split”.
   - 1.5. Service Bulletin 700-34-048 / 700-1A11-34-022 “Weather Radar System”. Replaced by Honeywell Service Bulletin 7021450-34-18
   - 1.6. Service Bulletin 700-34-050 / 700-1A11-34-024 ‘’Modification – Head Up Display System – Introduction of new Head-Up Flight Display Computer (HFDC) to support Batch 3’’.
   - 1.7. Service Bulletin 700-31-034 / 700-1A11-31-017 ‘’Modification – Central Processing System – Batch 3.3 Software Upgrade’’.
   - 1.8. Service Bulletin 700-34-062 / 700-1A11-34-036 ‘’Modification – Dependent Position Determining – Introduction of Automatic Dependent Surveillance – Broadcast Out Capability (ADS-B OUT)’’.
   - 1.9. Honeywell Service Information Letter D201702000006 “Bombardier Global Express/5000/XRS Active Latched Nuisance CAS Messages: YD FAIL and AFCS FAIL along with FGC (Flight Guidance Computer) Toggle Lockup when exiting PMAT Applications - CAIMS or NVM Download Management”.
   - 1.10. Advisory Wire AW700-45-0890 ‘’AM-200 Portable Maintenance Access Terminal (PMAT I) Part Number 7023300-913 Support’’.
   - 1.11. Global Express, 5000 and XRS Aircraft Maintenance Manual (AMM) Task 45-45-00-960-804, ‘’Installation of Loadable Diagnostic Information (LDI) on the CAIMS PMAT’’.

2. INTRODUCTION:

The revision 17 of this AW is to advise operators about a discrepancy found in the “PRIMARY FLIGHT CONTROL SURFACE POSITION” associated with the RUDER DPOSITION SENSOR deployment. It also narrows down the issue pertaining NVM download (Ref 1.9) to only MOD “AE” IACs PN 7017300-6XXXX. Additionally, we have certified a new PMAT II 7023300-801 Mod. C, to overcome component obsolescence issues, for more information, refer to AW700-45-0890 (Ref. 1.10).

The Central Aircraft Information Maintenance System (CAIMS) uses the predefined data of the loadable diagnostic information (LDI) database to display plain English fault messages for troubleshooting. The LDI database has extensively evolved through multiple revisions over the years.

3. DESCRIPTION:

LDI database revision is part of Bombardier’s commitment to continuous support improvement of the Global platform. The new LDI Sparrow.037 is compatible with CAIMS 7.3 (PMAT P/N 7023300-913) and CAIMS 8.0 (PMAT P/N 7023300-801). For PMATs (P/N 7023300-909) operating with CAIMS 7.1, the LDI Condor.029 is to be used. Customers may acquire Sparrow.037 or Condor.029 as follows:

i. LDI Sparrow.037 and Condor.029 are available on the Bombardier Customer Portal website under Services & Support > Technical Tools > Global Express / XRS / 5000 Downloads > CAIMS LDI Software. Follow the instructions in the AMM (Ref 1.11) to install the LDI (autoload or manual loading) on the PMAT.

   Note that the Condor.029 is no longer updated.

   Also note that the CAIMS/PMAT software image of PMAT II 7023300-801 Mod. C newly received from the supplier, following repair or new purchase, includes the latest LDI Sparrow.037. As a result, with PMAT II Mod. C there is no longer a need to download the latest LDI from the Customer Portal.

3.1. LDI Sparrow.037 CONTAINS THE FOLLOWING CHANGES:

- **Data Acquisition Unit (DAU)**
  - Adding A429 RCVR DAU 1-2-3-4 to monitor Validity and Activity Pages.

- **Changed pages "Discrete Signals – Screen 2/12 and 8/12" to clarify the Left and Right Thrust Reversers Text (ENRGZ/NOT ENRGZ and SOL ON/OFF) as follows:**
  - When the discrete to DAU is ground, the relay is not energized.

    (D38)-L TR DCV SOL NOT ENRGZ (2/12)

    (D32)-L TR UPR DR SOL OFF

    (D35)-L TR LWR DR SOL OFF (8/12)

    (D38)-R TR DCV SOL NOT ENRGZ

    (D32)-R TR UPR DR SOL OFF (8/12)

    (D35)-R TR LWR DR SOL OFF
  - Otherwise, it is ENRGZ.

    (D38)-L TR DCV SOL ENRGZ (2/12)

    (D32)-L TR UPR DR SOL ON

    (D35)-L TR LWR DR SOL ON (8/12)

    (D38)-R TR DCV SOL ENRGZ

    (D32)-R TR UPR DR SOL ON

    (D35)-R TR LWR DR SOL ON

- **Oil Replenishment System (ORS) Page (ATA 79)**
  - Oil Replenishment System page for Engine and APU information monitoring

- **SPDA 3 and 4 (ATA 24)**
  - Minor changes on Load status Index text on SPDA 3 and 4:
    - SPDA 3, add “VLV” to “013 LOAD 1:L ENG LUBE” VLV
    - SPDA 3, add “VLV” to “020 LOAD 1:R ENG LUBE” VLV
    - SPDA 4, remove “OPT” from “005 LOAD 2:VOR / ILS 3” (OPT)
    - SPDA 4, change spare “002 LOAD 2:SPARE 172” to “002 L LOGO LT”
    - SPDA 4, remove “OPT” from “002 LOAD 1:VHF COM 3” (OPT)
    - SPDA 4, change spare “026 LOAD 1:SPARE 521” to “026 R LOGO LT”

3.2. CAIMS SYSTEM FUNCTIONALITY AND STATUS

The following is a description of CAIMS functionalities. Please refer to Table 1 to establish the functionalities available for each Member System Line Replaceable Unit (LRU).

- **Active Faults (On Ground and In-Flight):**

  This function (in each smart LRU) continuously monitors the system for active faults. If it detects an active fault, the smart LRU transmits the fault data to the PMAT. The Active Faults Display shows all active faults as they occur. This function permits the monitoring of faults of each Member System during the flight.

- **Stored Faults (On Ground):**

  The STORED FAULTS function has been utilized to retrieve a flight fault by date and flight leg and used in SmartFix™ Plus or the Fault Isolation Manual to confirm intermittent faults. The SYSTEM DIAGNOSTICS – FLIGHT FAULTS function can be used as an alternate source for identifying intermittent faults.

  When the STORED FAULTS and SYSTEM DIAGNOSTICS - FLIGHT FAULTS functions are not available, and the fault is not active, the applicable Aircraft Maintenance Manual (AMM) operational and functional tests should be used for fault confirmation.

- **System Diagnostics – LRU Test (On Ground):**

  SYSTEM DIAGNOSTICS - LRU TEST function available, which is capable of executing INITIATED BUILT-IN TEST(s). It also provides DISPLAY DATA PAGE(s) of real-time data, which improves the troubleshooting of the suspected LRU.

- **System Diagnostics – Flight and Ground Faults (On Ground):**

  SYSTEM DIAGNOSTICS FLIGHT and GROUND FAULTS functions allow fault retrieval in the order of most recent to least recent date/leg. For flight faults, the STORED FAULTS function can be used as an alternate source of identifying intermittent faults.

  If both STORED FAULTS and SYSTEMS DIAGNOSTICS FLIGHT/ GROUND FAULTS are not available, and the fault is not ACTIVE, the applicable AMM operational and functional tests should be used for fault confirmation.

  Note: If a “Data Transfer Error” message appears during Stored Flight Faults Summary (SFFS) retrieval, then the Flight Faults can be retrieved directly from the affected LRU via SYSTEMS DIAGNOSTICS / Affected LRU ATA / LRU Name / FLIGHT FAULTS.

- **Non-Volatile Memory (NVM) Download:**

  Note: NVM downloads are only required when requested by the Bombardier Customer Response Centre (CRC) or as a task in your Engine Trend monitoring program.

  – For PMAT II, CAIMS 8.0, P/N 7023300-801: to do an NVM download, the CAIMS application should be started before launching the NVM application.

  – If there is an “Initialization error” message at the bottom NVM window, then completely power down PMAT (with CB out) and start again.

  – If NVM is not operational: reset appropriate DAU channel (do not reset a/c power) and restart PMAT. Try to download NVM from different LRU to check if it is a PMAT issue.

  – The Magnastar/Office-In-The-Sky option (post Service Bulletin Ref. 1.2 or Ref. 1.3) is not CAIMS compliant. Therefore the CABIN COMM selection on the NVM download panel will not interface with PMAT. However, the Magnastar Maintenance Terminal (MMT) software (P/N MX902156) can be used to perform some tests, view active and fault history. There are two ways the MMT can be interfaced with a Magnastar unit:

    i. By selecting the NVM panel to CABIN COMM, then connecting the RS232 PMAT cable connector P250 to the COM port of a laptop computer hosting the MMT software.

ii. Connecting the computer directly to the Magnastar unit using MMT cable (P/N MX422632-801).

– In both cases (i) & (ii), the Teledyne MMT software instructions should be followed.

- **CAIMS / Technical Publications Hyperlink Termination**

  As part of our ongoing commitment to offer customers the best service and support, the Technical Publications delivery of the DVD containing the maintenance and flight manuals was replaced with the web service. Consequently, the support of the Bombardier Aerospace Browser (Dynatext) was terminated, which caused the hyperlinks between the CAIMS–PMAT and the maintenance manuals to become inoperative (generating an error message when selected). As a result, when conducting troubleshooting, users must identify the respective failure code or CAS message and continue with SmartFix Plus for the fault isolation procedure and links to the maintenance manuals. Note that the troubleshooting procedures from the original Dynatext browser have all been migrated to SmartFix Plus and further evolved since its launch.

- **HFDC P/N issue following software upgrade**

  When HFDC software is upgraded with SB 700-34-050 / 700-1A11-34-024 (Ref. 1.6), the HFDC P/N displayed on CAIMS is different from expected P/N. Batch 3 (HFDC P/N C19006DA04 and C19006EA04) software upgrade is performed by exchanging the HFDC On-Board Replaceable Modules (OBRM). However, the HFDC P/N displayed on CAIMS is located in the HFDC flash memory and not on the OBRM. The P/N in the flash memory is not updated when installing the new OBRM with SB 700-34-050 / 700-1A11-34-024 (Ref. 1.6) therefore, operators should disregard the HFDC pre-batch 3 P/N displayed on CAIMS. HFDC should not be replaced for that condition. However when the HFDC will go through recertification or repair, the P/N in the flash memory will be updated thru normal shop process. There is no AMM Task requiring verifying the HFDC P/N on CAIMS after SB 700-34-050 / 700-1A11-34-024 (Ref. 1.6) upgrade.

  CAIMS path to see HFDC P/N:

  - SYSTEM DIAG > 34-00 NAVIGATION > COMPUTER (HUD) > LRU TEST > HFDS TEST (IBIT) > CONFIRM
  - HFDC PART NUMBER will be show with only the last four (4) digits (DA0x or EA0x)

- **Incorrect IAC Configuration Module strapping status on CAIMS page:**

  The following strapping status are not shown correctly on PMAT strapping page and should be disregarded: W20, W35, W36, W53 and W58. Moreover:

  - During Service Bulletin (Ref. 1.7) installation, it was noticed that these strapping W34 and W37 status were not correctly shown and should be disregarded as the above strappings.
  - During Service Bulletin (Ref. 1.8) installation, it was noticed that the strapping W59 status was not correctly shown and should be disregarded as the above strappings.

  CAIMS path to strapping page:

  - SYSTEM DIAG > 31-00 INDICATING/RECORDING SYSTEM > INTEGRATED AVIONICS COMPUTER (FWC) #1 > ASCB TEST (VIA FWC1) >LRU TEST > IAC CONFIG MODULE STATUS (page 4 of 4)

- **AFCS FAIL and YD FAIL nuisance CAS messages along with Flight Guidance Control (FGC) toggle lockup when MOD "AE" of IACs 1 or 2 position only (P/N 7017300-6XXXX) installed:**

  It has been discovered that sometime, after exiting PMAT CAIMS or NVM download management applications would trigger the following cyan AFCS FAIL advisory and amber YD FAIL caution nuisance CAS messages per the Honeywell Service Information Letter (Ref. 1.9):

  - AFCS1 FAIL and YD1 FAIL
  - AFCS 2 FAIL and YD 2 FAIL
  - AFCS 1-2 FAIL and YD1-2 FAIL

  In addition, users are not be able to toggle between No. 1 and No. 2 FGC autopilot operation.

  The condition when present will remain latched even after aircraft power cycle.
  A particularity of this condition is that only when the corresponding IAC power is cycled by resetting its circuit breaker, the nuisance CAS messages along with FGC toggle lockup would be cleared. During normal operation, when exiting PMAT CAIMS or NVM Download Management application the AFCS FAIL and YD FAIL CAS messages may be posted briefly (20 seconds) and then clear.

  Due to the nature of the lock up condition simply performing an aircraft power off/on cycle will not clear the fault. On ground only, the following specific procedure need to be performed in order to clear the nuisance condition, while the aircraft is powered:

  - For AFCS 1 FAIL and YD 1 FAIL CAS message and FGC lockup, open AFCS/IAC No.1 circuit breaker on for 1 minute then close it.
  - For AFCS 2 FAIL and YD 2 FAIL CAS message and FGC lockup, open AFCS/IAC No.2 circuit breaker on for 1 minute then close it.
  - For AFCS 1-2 FAIL and YD 1-2 FAIL CAS message and FGC lockup, open AFCS/IAC No.2 circuit breaker on for 1 minute then close it. Then open AFCS/IAC No.1 circuit breaker on for 1 minute then close it.

  It is important to make sure these CAS messages are cleared before returning the aircraft to service and be familiar with the additional details in the SIL.

  This condition will be evaluated for rectification in future Integrated Avionics Computer (IAC) software or hardware change.

- **PRIMARY FLIGHT CONTROL SURFACE POSITION:**

It should be noted that The Rudder position screen shot below shows reads "RUDDER IS RH DEPLOYED IF POSITION IS < 0" however, this should read "RUDDER IS RH DEPLOYED IF POSITION IS > 0"

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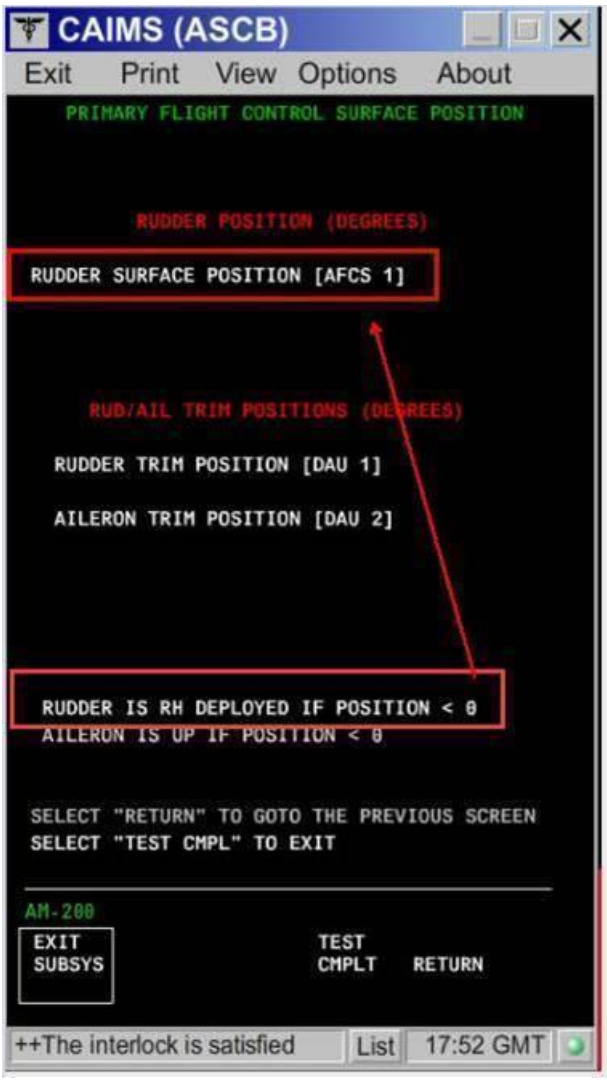
The following screen typo will be corrected at the next CAIMS LDI Database update opportunity.



Note: The same applies to "RUDDER SURFACE POSITION (AFCS 2)"

BCU Test Pages:

To apply MEL to a Wheel Speed Transducer (WST) coil as per DDG 32−43−05, it requires maintenance action.

This action askes for several OMS tests pages to be performed. Part of the preconditions for these tests include ensuring the following breakers are CLOSED:

- BRAKE PRESSURE INDICATOR
- HYD. SYSTEM INDICATOR #2
- HYD SYSTEM INDICATOR #3

These circuit breakers do not exist so, it has been established that the following BCU Test Pages contain the same incorrect Circuit Breaker reference and should be updated

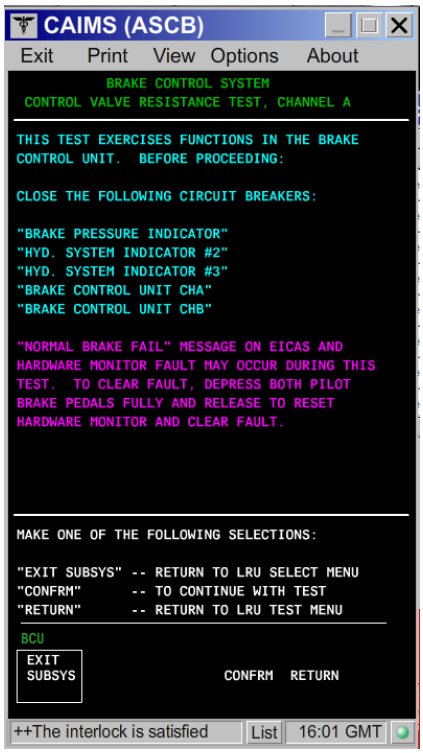
1. CONTROL VALVE RESISTANCE TEST CH A
2. CONTROL VALVE RESISTANCE TEST CH B
3. DISCRETE EICAS DISPLAY TEST AUTOBRAKE
4. DISCRETE EICAS DISPLAY TEST CH A
5. DISCRETE EICAS DISPLAY TEST CH B
6. PEDAL (LVDT) LOOP BACK TEST CH A
7. PEDAL (LVDT) LOOP BACK TEST CH B
8. PRESSURE PULSE TEST CH A AND CH B
9. SHUTOFF VALVE OPERATION TEST CH A AND CH B
10. WHEEL SPEED XDCR RESISTANCE TEST CH A
11. WHEEL SPEED XDCR RESISTANCE TEST CH B
12. HARDWARE MONITOR OPERATION CH A
13. HARDWARE MONITOR OPERATION CH B

Corrective Action:

Future LDI change will be required to be applied to the thirteen (13) Test Pages to modify the circuit breakers reference instructions of the first page

“WAS”: CLOSE THE FOLLOWING CIRCUIT BREAKERS:

- "BRAKE PRESSURE INDICATOR"
- "HYD. SYSTEM INDICATOR #2"
- "HYD. SYSTEM INDICATOR #3"
- "BRAKE CONTROL UNIT CH A"
- "BRAKE CONTROL UNIT CH B"



“IS”: CLOSE THE FOLLOWING CIRCUIT BREAKERS:

- EMS CDU IND/RECORD “DCU 1A PRI” and “DCU 1B PRI”
- EMS CDU IND/RECORD “DCU 1A SEC” and “DCU 1B SEC”
- EMS CDU IND/RECORD “DCU 2A PRI” and “DCU 2B PRI”
- EMS CDU IND/RECORD “DCU 2A SEC” and “DCU 2B SEC”
- EMS CDU LDG GEAR “BRAKE CTL CH A“ and “BRAKE CTL CH B”
- EMS CDU HYD “HYD 2 PRESS XDCR” and “HYD 3 PRESS XDCR”

4. ACTION:

Operators should be familiar with the information in this AW and the functionalities available for each CAIMS member system as shown in Table 1.

For best maintenance practices, it is recommended to always ensure that the PMAT is loaded with the latest version of the LDI. Therefore, Operators using CAIMS 7.3 (PMAT P/N 7023300-913) and CAIMS 8.0 (PMAT P/N 7023300-801) should load the new LDI Sparrow.037 per the AMM procedure (Ref. 1.11). Also see below for more details on LDI AUTOLOAD Function and CD ROM Burn procedure.

Note that repaired PMAT may come with LDI Phoenix.030 loaded. Therefore, ensure to have the PMAT reloaded with latest LDI version.

The later PMAT II 7023300-801 Mod. C, the CAIMS/PMAT software image have been updated to include the latest LDI Sparrow.037.

In most cases, troubleshooting can be carried out using ACTIVE FAULTS and LRU TEST functions for the majority of CAIMS Systems. For a member system that detects intermittent faults but does not have the STORED FAULTS, FLIGHT FAULTS and GROUND FAULTS functions available, contact your Bombardier Field Service Representative (FSR) for troubleshooting assistance.

LDI AUTOLOAD Function and CD ROM Burn procedure

With the distribution of the Technical Publications Maintenance DVD, the LDI autoloader function will continue to be utilized by PMAT P/N7023300-801 through its DVD drive.

For PMAT P/N7023300-909 and PMAT P/N7023300-913 with a CD-ROM drive, the customer has to burn the LDI on a CD-ROM by following the procedure available on the Customer Portal website.

Note that when the LDI is downloaded from the Customer Portal website, it is important that the proper structure be respected to ensure the proper function of the AUTOLOAD.

AUTOLOAD function ensures that a corrupted LDI will be repaired automatically when detected during power-up.

On the Bombardier Customer Portal website under Services & Support > Technical Tools > Global Express / XRS / 5000 Downloads > CAIMS LDI Software. Follow the instruction “Create your own CD of CAIMS-LDI for your PMAT”.

Table 1: LRU Parameter Updates

ATA	LRU NAME	LRU Mnemonic	Active Faults	LRU Test	Stored Flight/Ground Faults	NVM Download / Clear	CAIMS Availability	
							7.1	7.3/ 8.0
21	Cabin Pressure Controller #1	CPC_1	Yes	Yes	Yes	Yes	Yes	Yes
	Cabin Pressure Controller #2	CPC_2	Yes	Yes	Yes	Yes	Yes	Yes
	Air-Conditioning Syst. Cntr #1-Ch.A	ACSC_1A	Yes	Yes	Yes	Yes	Yes	Yes
	Air-Conditioning Syst. Cntr #1-Ch.B	ACSC_1B	Yes	Yes	Yes	Yes	Yes	Yes
	Air-Conditioning Syst. Cntr #2-Ch.A	ACSC_2A	Yes	Yes	Yes	Yes	Yes	Yes
	Air-Conditioning Syst. Cntr #2-Ch.B	ACSC_2B	Yes	Yes	Yes	Yes	Yes	Yes
22	Integrated Avionics Computer (AFCS)#1	AFCS_1	Yes	Yes	Yes[2]	Yes[2]	Yes	Yes
	Integrated Avionics Computer (AFCS)#2	AFCS_2	Yes	Yes	Yes[2]	Yes[2]	Yes	Yes
	Throttle Quadrant (Auto Throttle)	TQA	Yes	Yes-via FMS[6]	Yes-via FMS[6]	No	Yes	Yes
23	Satellite Data Unit (SATCOM)	SDU	Yes	Yes	Yes	No[1]	Yes	Yes
	Airborne Data Link Unit	ADLU	Yes	No[1]	No[1]	No[1]	Yes	Yes
24	APU Generator Control Unit	APU_GCU	Yes	Yes	Yes	No[1,3]	Yes	Yes
	Generator Control Unit #1	GCU_1	Yes	Yes	Yes	No[1,3]	Yes	Yes
	Generator Control Unit #2	GCU_2	Yes	Yes	Yes	Yes	Yes	Yes
	Generator Control Unit #3	GCU_3	Yes	Yes	Yes	Yes	Yes	Yes
	Generator Control Unit #4	GCU_4	Yes	Yes	Yes	No[1,3]	Yes	Yes
	AC Power Center	ACPC	Yes	Yes	Yes	Yes	Yes	Yes
	DC Power Center	DCPC	Yes	Yes	Yes	Yes	Yes	Yes
	Sec Pwr Distr Assy SPDA, No 1	SPDA_1	Yes	Yes	Yes	Yes	Ch A	Yes
	Sec Pwr Distr Assy SPDA, No 2	SPDA_2	Yes	Yes	Yes	Yes	Ch A	Yes
	Sec Pwr Distr Assy SPDA, No 3	SPDA_3	Yes	Yes	Yes	Yes	Ch A	Yes
	Sec Pwr Distr Assy SPDA, No 4	SPDA_4	Yes	Yes	Yes	Yes	Ch A	Yes
	EMS, Control Display Unit #1	EMS_CDU_1	Yes	Yes	Yes	Yes	Yes	Yes
	EMS, Control Display Unit #2	EMS_CDU_2	Yes	Yes	Yes	Yes	Yes	Yes
26	FIDEEX CONTROL UNIT	FIDEX	Yes	Yes	Yes	Yes	Yes	Yes
27	Stall Protection Computer	SPC_A	Yes	Yes	Yes	Yes	Yes	Yes
	Stall Protection Computer	SPC_B	Yes	Yes	Yes	Yes	Yes	Yes
	Slat /Flap Control Unit #1	SFCU1	Yes	Yes	Yes[4]	Yes	Yes	Yes
	Slat /Flap Control Unit #2	SFCU2	Yes	Yes	Yes[4]	No[5]	Yes	Yes
	Flight Control Unit #1	FCU_1	Yes	Yes	Yes	Yes	Yes	Yes
	Flight Control Unit #2	FCU_2	Yes	Yes	Yes	Yes	Yes	Yes
28	Computer (FMQGC ChA)	FMQGC_A	Yes	Yes	Yes	Yes	Yes	Yes
	Computer (FMQGC ChB)	FMQGC_B	Yes	Yes	Yes	Yes	Yes	Yes
30	EVS Heater Controller	EVSHC	Yes	Yes	Yes	No[1]	No	Yes
	Heater/Brake-Temp Mon #1	HBMU_1	Yes	Yes	Yes	Yes	Yes	Yes
	Heater/Brake-Temp Mon #2	HBMU_2	Yes	Yes	Yes	Yes	Yes	Yes
	Wshld/Side Wnd Temp-Ctr L	WTC_L	Yes	Yes	Yes	No[1]	Yes	Yes
	Wshld/Side Wnd Temp-Ctr R	WTC_R	Yes	Yes	Yes	No[1]	Yes	Yes
31	DAU1	DAU1	Yes	Yes	Yes	Yes[10]	Yes	Yes
	DAU2	DAU2	Yes	Yes	Yes	Yes[10]	Yes	Yes
	DAU3	DAU3	Yes	Yes	Yes	Yes[10]	Yes	Yes
	DAU4	DAU4	Yes	Yes	Yes	Yes[10]	Yes	Yes
	Integrated Avionics Computer (FWC)#1	FWC_1	Yes	Yes	Yes[6]	Yes	Yes	Yes
	Integrated Avionics Computer (FWC)#2	FWC_2	Yes	Yes	Yes[6]	Yes	Yes	Yes
	Integrated Avionics Computer (FWC)#3	FWC_3	Yes	Yes	Yes[6]	Yes	Yes	Yes
32	LGECU A	LGECU A	Yes	Yes	Yes	Yes	Yes	Yes
	LGECU B	LGECU B	Yes	Yes	Yes	Yes	Yes	Yes
	Brake Control Unit	BCU	Yes	Yes	Yes[9]	Yes[9]	Yes	Yes
	Steering Control Unit	NWS	Yes	Yes	No[14]	No[14]	Yes	Yes
33	Navigation Lights	EL	No	Yes[16]	No[1]	No[1]	Yes	Yes

ATA	LRU NAME	LRU Mnemonic	Active Faults	LRU Test	Stored Flight/Ground Faults	NVM Download / Clear	CAIMS Availability	
							7.1	7.3/ 8.0
34	Micro Air Data Computer 1	ADC_1	Yes	Yes	Yes[7]	Yes[8]	Yes	Yes
	Micro Air Data Computer 2	ADC_2	Yes	Yes	Yes[7]	Yes[8]	Yes	Yes
	Micro Air Data Computer 3	ADC_3	Yes	Yes	Yes[7]	Yes[8]	Yes	Yes
	Computers HFDS	HFDS	Yes	Yes	Yes	Yes	Yes	Yes
	Computer EVS	EVS	Yes	Yes	Yes	Yes	No	Yes
	Weather Radar (RTA)	WX	Yes	No	Yes[11,12]	No[1]	Yes	Yes
	Computer (EGPWS)	GPWS	Yes	Yes	Yes	Yes[15]	Yes	Yes
	Inertial Reference Unit #1	IRU_1	Yes	Yes	No	No	Yes	Yes
	Inertial Reference Unit #2	IRU_2	Yes	Yes	No	No	Yes	Yes
	Inertial Reference Unit #3	IRU_3	Yes	Yes	No	No	Yes	Yes
	Sensor Unit (GPS)	GPS	No[1]	Yes-via FMS	No[1]	No	No	No
	Integrated Avionics Computer (FMS)#1	FMS_1	Yes	Yes	Yes[13]	Yes	Yes	Yes
	Integrated Avionics Computer (FMS)#2	FMS_2	Yes	Yes	Yes[13]	Yes	Yes	Yes
	Integrated Avionics Computer (FMS)#3	FMS_3	Yes	Yes	Yes[13]	Yes	Yes	Yes
36	Bleed Management Controller #1	BMC_1	Yes	Yes	Yes	Yes	Yes	Yes
	Bleed Management Controller #2	BMC_2	Yes	Yes	Yes	Yes	Yes	Yes
45	AM-200 Portable Maintenance Access Terminal (PMAT)	AM-200	Yes	Yes	No[1]	No[1]	No	Yes
49	Controller (FADEC)	FADEC	Yes	Yes	Yes	Yes	Yes	Yes
73	Electronic Engine Controller 1A	EEC_1A	Yes	Yes	Yes	Yes	Yes	Yes
	Electronic Engine Controller 1B	EEC_1B	Yes	Yes	Yes	Yes	Yes	Yes
	Electronic Engine Controller 2A	EEC_2A	Yes	Yes	Yes	Yes	Yes	Yes
	Electronic Engine Controller 2B	EEC_2B	Yes	Yes	Yes	Yes	Yes	Yes
77	Engine Vibration Mon Unit	EVMU	Yes	Yes	Yes	Yes	Yes	Yes
79	Oil Replenishment System	OIL	No	Yes	No	No	No	Yes

Footnotes for Table 1

1. This Function is “Not Supported”
2. Only for IAC Batch 2 and subs.
3. Patch cable (Ref. GSE P/N G700-242402-1) allows NVM download without swapping GCU#1, GCU#4 or APU GCU with GCU#2 or GCU#3
4. Stored Flight and Ground faults are available only from SFCU-15 and higher version.
5. A workaround for SFCU-17 & SFCU-19 NVM download is described by “AW700-27-0373, -17 Slat Flap Control Unit NVM Download”, and in AMM 45-45-00-970-822.
6. Throttle Quadrant (Auto Throttle) is available under ATA 34 (IAC-FMS test), since it is part of IAC LRU.
7. For FWC and MADC the stored and ground faults functions are available. When faults are requested per date different than the date on the aircraft clocks, the results are sometimes unreliable.
8. NVM Clear function is not working for AMADC P/N 7030700-70702. This function was corrected with the introduction of AMADC P/N 7030700-70708 Post Service Bulletin (Ref. 1.4) Modification – Air-Data Computer System – Introduction of New AMADC for TAT Split.
9. For BCU the flight, ground faults and NVM functions are available, but the ground faults are not always returned.
10. If NVM download is not functional, then reset the appropriate DAU channel via CB and restart PMAT. If the problem persists, retry power down, wait 10 seconds and then power up. This will prevent unnecessary removals of DAU and reduce the DAU NFF rate.
11. Post Service Bulletin (Ref. 1.5) Weather Radar System – Cap and Stow two CAIMS wires to prevent ground clutter on Multi-Function Display, Stored Flight/Ground Fault CAIMS functionalities are inoperative for WX.
12. LDI Phoenix.030 Stored Flight/Ground faults for Wx are not available.
13. For FMS the Stored Faults function is available. When faults are requested per date different than the date on the aircraft clocks, the results are sometimes unreliable.
14. NVM Download and Clear function are available using the laptop computer; refer to AMM 32-51-01-970-801.
15. EGPWS, NVM Clear function is available for P/N 965-0976-040-214-214 and later.
16. This function is no longer used for Post Service Bulletin (Ref. 1.1) Replacement of Halogen Navigation Lights with LED Units.