ADVISORY WIRE

You. First.

REFERENCE NO:	AW700-45-0065, Rev. 10	INFORMATION TYPE:	Maintenance
ATA:	45-00	EFFECTIVITY:	Global Express (9002 to 9153) Global 5000 (9127 to 9411, 9417 to 9431, 9998) Global Express XRS (9159 to 9429)
SUBJECT:	**CAIMS Nuisance Fault Messages**		

1. REFERENCES:
   - 1.1. SB 700-21-023 Introduction of Air Conditioning System Controller (ACSC) Software Version L92131AR
   - 1.2. AW700-21-0160 “PACK FAULT” CAS message while CAIMS (OMS) is Active
   - 1.3. SB 700-34-004 Verification and/or Installation of Latest Aircraft Database Version (GEX003V2 or later)
   - 1.4. SB 700-1A11-34-004 Addition of a Third FMS (FMS 3)
   - 1.5. SB 700-23-001 Satellite Communications (SATCOM) System Installation
   - 1.6. SB 700-1A11-23-003 Installation of SAT-6100 Satcom System
   - 1.7. SB 700-23-004 Flight Compartment Printer – Installation
   - 1.8. AW700-24-0148 AC Power Center – CAIMS Messages
   - 1.9. AW700-34-0147 Heads Up Display - Nuisance CAIMS Message
   - 1.10. SB 700-73-008 Full Authority Digital Engine-Control (FADEC) System – Introduction of the New Software Standard C.8.0
   - 1.11. SB 700-1A11-73-004 Introduction of the New EEC Software Standard C.8.0
   - 1.12. Rolls-Royce NTO # 40 Issue # 3 Nuisance Cockpit Effects and Maintenance Messages
   - 1.13. Rolls-Royce NTO # 175 Issue # 3 Nuisance Cockpit Effects and Maintenance Messages
   - 1.14. Basic issue 700T-0065 replaced by AW700-45-0065 CAIMS Nuisance Fault Messages
   - 1.15. AW700-34-0460 Enhanced Vision System Heater Controller (EVSHC) nuisance fault on power-up
   - 1.16. SB700-21-056 Modification – Temperature Control – Replacement of the Air-Conditioning System Controller (ACSC)

The above references can be found on the Customer Portal website.

2. INTRODUCTION:

This Advisory Wire (AW) provides the Operators with a summary, including reset procedures, of the known nuisance fault messages displayed by the Central Aircraft Information Maintenance System (CAIMS). This AW has been revised to mainly list the new nuisance Cockpit Effects and Fault Messages specified in Rolls-Royce NTO # 175 (Ref 1.13) and adding the new nuisance messages from the AW Ref (1.2).

3. DESCRIPTION:

Bombardier has received several reports that while performing maintenance on the aircraft, a number of CAIMS fault messages have been observed on the Portable Maintenance Access Terminal (PMAT) ACTIVE FAULTS display. In some cases, these faults messages could be considered nuisances and can be cleared by following their respective system fault reset procedures.

The attached Appendix 'A' provides a listing of today's known nuisance CAIMS fault messages with their respective recommended Reset Procedures, as well as an effectivity column that has been modified to contain software versions, Service Bulletins and Aircraft Serial Numbers. It also includes the associated Fault Code, Fault Type and LRU Short Name of each nuisance message.

4. ACTION:

Bombardier recommends that potential CAIMS nuisance fault messages listed in Appendix 'A' be addressed as follows:

4.1. Ensure that there is no related system malfunction or Crew Alerting System (CAS) message displayed associated to the CAIMS fault message.

4.2. Ensure that the fault is not annunciated due to an incorrect aircraft configuration (Circuit Breaker OUT, system selected OFF, etc.).

4.3. Only after confirming that it is a nuisance fault message (step 4.1 and 4.2), the message will be cleared per the respective Appendix 'A' reset procedure. In most cases the nuisance fault messages will be cleared following completion of the procedure in the comments column, unless specified otherwise in the table.

Bombardier will revise this AW as corrective actions to address some of the nuisance messages in Appendix 'A' are implemented in future software updates.

Notes:

a) Note that Maintenance Alert (MA) faults shown in magenta on the PMAT do not have associated CAS messages; therefore, if the fault is not in the listing of Appendix 'A', it should be considered as a valid MA fault and should be dealt with at the next **scheduled maintenance** period.

b) To prevent the logging of nuisance messages when maintenance is being performed on the aircraft, FAULT STORAGE can be SET to NOT ALLOWED. This will allow maintenance to be performed on the aircraft without storing unnecessary Fault Messages. You can change and confirm the FAULT STORAGE setting on the CAIMS DLL/ Environment Ctrl window.

c) The Nuisance Fault Messages in relation with ATA Chapter 73-20 do not cover nuisance faults for aircrafts having the newest EEC Software, version C8.0 (Post SB 700-73-008, ref. 1.10 or SB 700-1A11-73-004, ref. 1.11). Bombardier and Rolls-Royce are working to release a Nuisance Message NTO concerning this software in the near future. The faults only cover EEC Software versions C6.0 & C7.0.2, as well as X1.0 & X1.1.

Before considering that a fault message is a nuisance, ensure that all systems are working properly. Report any new nuisance message to your Field Service Representative (FSR) or Bombardier Customer Response Center (CRC).

APPENDIX A

APPENDIX A: CAIMS Nuisance Fault Messages Table

ATA	Fault Name on Bombardier Version	Fault Code	Fault Type	LRU	Effectivity	Reset Procedure
21-60-21	ACSC1 [NO DATA FROM CH A TO CH B]	2162316ECS	Internal Fault	ACSC 1-B	ACSC-11 (Post SB700-21-023) or ACSC-13	With ACSC–11 (Post SB 700-21-023, ref. 1.1) or ACSC-13, make sure OMS is not in maintenance mode. Refer to AW700-21-0160 (ref. 1.2).
	LH PACK DISCHARGE TEMP SEMSOR /WRG	2162422ECS	Probe/Sensor Fault			
	ACSC1 [NO DATA FROM CH B TO CH A]	2161316ECS	Internal Fault	ACSC 1-A		
	LH PACK DISCHARGE TEMP SEMSOR /WRG	2161422ECS	Probe/Sensor Fault			
	ACSC2 [NO DATA FROM CH A TO CH B]	2164316ECS	Internal Fault	ACSC 2-B		
	RH PACK DISCHARGE TEMP SENSOR /WRG	2164422ECS	Probe/Sensor Fault			
	ACSC2 [NO DATA FROM CH B TO CH A]	2163316ECS	Internal Fault	ACSC 2-A		
	RH PACK DISCHARGE TEMP SENSOR /WRG	2163422ECS	Probe/Sensor Fault			
	[ACSC1-A] AV RACK FAN	2161529ECS	Internal Fault	ACSC 1-A	ACSC-13 (All ACs except Global 5000)	This message is reported by the ACSC-1 to CAIMS. This message represents a failure of the avionics Rack Fan on the G5000. However, since this FAN is not installed on the GEX and XRS it is considered nuisance message, so on these (2) platforms, no further action required. This message will no longer show up with the implementation of SB700-21-056 (Ref 1.16)
	[ACSC1-B] AV RACK FAN	2162529ECS	Internal Fault	ACSC 1-B		
23-23-01	ADLU CDU/FMS/IAC#3 FAULT	2320006TDY	External Fault	ADLU	Pre SB 700-34-004 or SB 700-1A11-34-004	On aircraft Pre SB 700-34-004 (ref. 1.3) or SB 700-1A11-34-004 (ref. 1.4): Ignore this message.
	ADLU SATCOM FAULT	2320009TDY	External Fault	ADLU	Post SB 700-23-001 or SB 700-1A11-23-003	Post SB 700-23-001 (ref. 1.5) or SB 700-1A11-23-003 (ref. 1.6): Can be shown as active if aircraft is inside a hangar.
	ADLU ARINC 744 PRINTER FAULT	2320010TDY	External Fault	ADLU	All	If cockpit printer pn. 706300-1111 is not installed, disregard message. Refer to SB 700-23-004 (ref. 1.7).
	ADLU INTERNAL FAULT	2320001TDY	Internal Fault	ADLU	All	This fault can be considered as nuisance when: 1. All Datalink tests per AMM passed, and; 2. The value of Label 353 Bit 26 is set to "1" (Flash Failure = Fail) No further action required if the message is displayed due to the above conditions.
24-51-01	ACPC EXT A/D CNVTR CARD – A9 RS422	2451501ACP	External Fault	ACPC	All	Refer to SFP related CAIMS messages for the reset procedure.
	ACPC PRIMARY LOGIC CARD #1-A18 FAIL	2451303ACP	Internal Fault			
	ACPC PRIMARY LOGIC CARD #2-A8 FAIL	2451304ACP	Internal Fault			
	ACPC PRIMARY LOGIC CARD #3-A21 FAIL	2451305ACP	Internal Fault			
26-10-01	AVIONICS BAY SMK DET #1 /WRG/DAU 3	2612147WK	Probe/Sensor	FIDEEX	All	Completion installed smoke detectors trigger a CAIMS ACTIVE FAULT upon aircraft power-up. Do the IBIT for FIDEEX FIRE TEST on the EMS CDU to reset.
	AVIONICS BAY SMK DET #2 /WRG/DAU 3	2612248WK				
	SMOKE DETECTOR 1 /WRG/DAU 3	2611D43WK				
	SMOKE DETECTOR 2 /WRG/DAU 3	2611E44WK				
	SMOKE DETECTOR 3 /WRG/DAU 3	2611F45WK				

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ATA	Fault Name on Bombardier Version	Fault Code	Fault Type	LRU	Effectivity	Reset Procedure
26-10-01	SMOKE DETECTOR 4 /WRG/DAU 3	2612046WK	Probe/Sensor	FIDEEX	All	Completion installed smoke detectors trigger a CAIMS ACTIVE FAULT upon aircraft power-up. Do the IBIT for FIDEEX FIRE TEST on the EMS CDU to reset.
	SMOKE DETECTOR 7 /WRG/DAU 3	2612349WK				
	SMOKE DETECTOR 8 /WRG/DAU 3	261244AWK				
27-32-01	MACH TRANSDUCER/WRG/SPC CH A I/F	2730105STL	External Fault	SPC A	A/C 9158 & Subsequent	Not a Nuisance if reported during flight. When a/c static on ground, the default speed for the MADC is 30 kts and for the IESI is 0 kts
	MACH TRANSDUCER/WRG/SPC CH B I/F	2731105STL		SPC B		
	IRU#1/ IRU#3 /WRG/ SPC CH A I/F	2730102STL		SPC A	All	No action required, if it is reported in the fault history only. No impact on SPC operations.
	IRU#2/ IRU#3 /WRG/ SPC CH B I/F	2731102STL		SPC B		
27-61-05	INTEGD AVIONICS COMP #1/ WRG FAULT	27661251SX	External Fault	FCU #1	All	No action required if it is reported in “Historical Messages” only
	INTEGD AVIONICS COMP #2/ WRG FAULT	27661252SX		FCU #2		
	AIR DATA CMPTR # 1/ BUS # 1 FAULT	27660291SX		FCU #1		
	AIR DATA CMPTR # 1/ BUS # 2 FAULT	27660282SX		FCU #2		
	AIR DATA CMPTR # 2/ BUS # 1 FAULT	27660281SX		FCU #1		
	AIR DATA CMPTR # 2/ BUS # 2 FAULT	27660292SX		FCU #2		
	AIR DATA CMPTR # 3/ BUS # 1 FAULT	27660271SX		FCU #1		
	AIR DATA CMPTR # 3/ BUS # 2 FAULT	27660272SX		FCU #2		
	DATA ACQ UNIT #1/ GP BUS FAULT	27660211SX		FCU #1		
	DATA ACQ UNIT #2/ GP BUS FAULT	27660212SX		FCU #2		
	RAD ALTM RCVR-XCVR #1 / BUS FAULT	27660201SX		FCU #1		No action required if it is reported in “Historical Messages” only. This fault is recorded when the radio altimeter is out of range or not powered
	RAD ALTM RCVR-XCVR #2 / BUS FAULT	27660202SX		FCU #2		
30-31-01	LEFT HBMU	30303FFHBM	Fault	HBMU #1	All	Reset HBMU C/B while PITOT 1B CB is IN
	RIGHT HBMU	30304FFHBM		HBMU #2		Reset HBMU C/B while AOA 2 CB is IN
31-51-00	FWC #1 IOP Internal Fault	4016_05	External Fault	FWC #1	All	Fault code 05 is the ADC declaring that it does not see traffic on the cross-side bus (because the LRUs haven't powered up yet). This condition only occurs with the MADC. Refer PMAT/ IMT Failure Code Lookup for reset procedure.
	FWC #2 IOP Internal Fault	4017_05		FWC #2		
	FWC #3 IOP Internal Fault	4018_05		FWC #3		
32-43-01	BRAKE CONTROL UNIT/WRG	3245324HA	External Fault	BCU	All	Disregard in all cases, can't be cleared.
34-32-01	IAC/HUDC CONS FAULT	3430021HUD	External Fault	HFDC	All	Navigation sources are not selected to “LOC” on both Primary Flight Displays and both NAV units not tuned to the same ILS frequency. Refer to AW 700-34-0147 (ref. 1.9).
34-33-01	EVS HEAT FAIL	3000117IN	External Fault	EVSHC	All	The EVS HEAT FAIL CAS message display during power-up when accompanied with the CAIMS fault code 3000117IN should be considered as nuisance. As indicated in the AW700-34-0460 Enhanced Vision System Heater Controller nuisance fault on power-up.

ATA	Fault Name on Bombardier Version	Fault Code	Fault Type	LRU	Effectivity	Reset Procedure
72-20-00	L(R) ARINC CH A [INPUT] IACP	7326422L(R)BR	External Fault	EEC 1(2)A/B	EEC Software: X1.0 p/n -EECU1000-01AA X1.1 p/n -EECU1000-01AB C7.0.2 p/n -1520KDC08-010 -1520KDC07-010 -1520KDC05R-010 -1520KDC05-010 C6.0 p/n -1520KDC08-005 -1520KDC07-005 -1520KDC05R-005 -1520KDC05-005	These faults can be considered as nuisance faults ONLY under the condition(s) provided in Rolls-Royce NTOs. For Aircraft with EEC Software version C6.0 and C7.0.2 (Pre SB 700-73-008, ref. 1.10 or SB 700-1A11-73-004, ref. 1.11), see Rolls-Royce NTO # 40 Issue # 3 (15 April 2005) (ref. 1.12). For Aircraft with EEC Software versions X1.0 & X1.1, see Rolls-Royce NTO # 175 (ref. 1.13).
	L(R) ARINC CH B [INPUT] IACP	7326423L(R)BR				
	L(R) ARINC CH A [INPUT] IACP MA	7327621L(R)BR				
	L(R) ARINC CH B [INPUT] IACP MA	7327622L(R)BR				
	L(R) ARINC CH A [INPUT] IACS	7326424L(R)BR				
	L(R) ARINC CH B [INPUT] IACS	7326425L(R)BR				
	L(R) ARINC CH A [INPUT] IACS MA	7327623L(R)BR				
	L(R) ARINC CH B [INPUT] IACS MA	7327624L(R)BR				
	L(R) EEC CH A FAULT [1]	7326414L(R)BR				
	L(R) EEC CH B FAULT [1]	7326415L(R)BR				
	L(R) EEC CH A FAULT [7]	7325424L(R)BR				
	L(R) EEC CH B FAULT [7]	7325425L(R)BR				
	L(R) FMU [HPSOV]	7326320L(R)BR				
	L(R) IAC [WORD1] XCK MA	7327522L(R)BR				
	L(R) IAC [WORD2] XCK MA	7327523L(R)BR				
	L(R) IAC [WORD3] XCK MA	7327524L(R)BR				
	L(R) IAC [WORD4] XCK MA	7327525L(R)BR				
	L (R) DMC (FLIGHT LEG INPUT) MA	7327614L(R)BR				
	L(R) IAC [WORD5] XCK MA	7327616L(R)BR				
	L(R) T20 PROBE RNG MA	7327025L(R)BR				
	L(R) ARINC CH A [INPUT] ADCP	7326426L(R)BR				
	L(R) ARINC CH B [INPUT] ADCP	7326427L(R)BR				
	L(R) ARINC CH A [INPUT] ADCS	7326428L(R)BR				
	L(R) ARINC CH B [INPUT] ADCS	7326429L(R)BR				
	L(R) ARINC CH A[INPUT] ADCS [MA]	7327619L(R)BR				
	L(R) ARINC CH B[INPUT] ADCS [MA]	7327620L(R)BR				
	L(R) ARINC CH A[INPUT] ADCP [MA]	7327617L(R)BR				
	L(R) ARINC CH B[INPUT] ADCP [MA]	7327618L(R)BR				
	L(R) CH A AIR DATA COMPUTER T20 RNG [MA]	7327516L(R)BR				
	L(R) CH B AIR DATA COMPUTER T20 RNG [MA]	7327517L(R)BR				
	L(R) IOP CH A WRG/ FMU [IOP SOL]	7325524L(R)BR				
	L(R) IOP CH B WRG/ FMU [IOP SOL]	7325525L(R)BR				
	L(R) EEC CH A FAULT [3]	7326022L(R)BR				

ATA	Fault Name on Bombardier Version	Fault Code	Fault Type	LRU	Effectivity	Reset Procedure
72-20-00	L(R) EEC CH B FAULT [3]	7326023L(R)BR	External Fault	EEC 1(2)A/B	EEC Software: X1.0 p/n -EECU1000-01AA X1.1 p/n -EECU1000-01AB C7.0.2 p/n -1520KDC08-010 -1520KDC07-010 -1520KDC05R-010 -1520KDC05-010 C6.0 p/n -1520KDC08-005 -1520KDC07-005 -1520KDC05R-005 -1520KDC05-005	These faults can be considered as nuisance faults ONLY under the condition(s) provided in Rolls-Royce NTOs. For Aircraft with EEC Software version C6.0 and C7.0.2 (Pre SB 700-73-008, ref. 1.10 or SB 700-1A11-73-004, ref. 1.11), see Rolls-Royce NTO # 40 Issue # 3 (15 April 2005) (ref. 1.12). For Aircraft with EEC Software versions X1.0 & X1.1, see Rolls-Royce NTO # 175 (ref. 1.13).
	L(R) EEC CH A FAULT [13]	7327016L(R)BR				
	L(R) EEC CH B FAULT [13]	7327017L(R)BR				
	L(R) FUEL FLOW WRG/ TRANSMIT RNG MA	7326621L(R)BR				
	L(R) P30 TUBE [LEAK/ BLKG]/ EEC	7326014L(R)BR				
	L(R) FMU CH A WRG/ FMU [MICRO SW] DIS	7326318L(R)BR				
	L(R) FMU CH B WRG/ FMU [MICRO SW] DIS	7326319L(R)BR				
	L(R) HIGH TENSION IGNITION [1]	7326214L(R)BR				
	L(R) HIGH TENSION IGNITION [2]	7326215L(R)BR				
	L(R) BR, EEC CH A FAULT [2]	7326516L(R) BR				
	L(R) BR, EEC CH B FAULT [2]	7326517L(R)BR				
	L(R) SAV CH A WRG/SAV [SOL] RNG	7327316L(R)BR				
	L(R) SAV CH B WRG/SAV [SOL] RNG	7327317L(R)BR				
	L(R) IOP CH A WRG/FMU[IOP SOL] RNG	7326622L(R)BR				
	L(R) IOP CH B WRG/FMU[IOP SOL] RNG	7326623L(R)BR				
	L (R) EEC CH A FAULT [2]	7326714L(R)BR				
	L (R) EEC CH B FAULT [2]	7326715L(R)BR				