

<b>EDM FAIL</b>	Engine Data Manager failed	<b>EB-13</b>
<b>ADC FAIL</b>	Air Data Computer failed	<b>EB-15</b>
<b>GEN</b>	Generator inop	<b>EB-21</b>
<b>GEN BUS</b>	Generator bus inop/voltage < 12.88V	<b>EB-23</b>
<b>BAT BUS</b>	Battery bus inop/voltage < 12.88V	<b>EB-27</b>
<b>FUEL PX</b>	< 10 psi in motive flow line	<b>EC-3</b>
<b>OBOGS FAIL</b>	OBOGS sys malf	<b>ED-3</b>
<b>CKPT PX</b>	Over pressurization / press > 3.9 to 4.0 psi	<b>ED-9</b>
<b>PMU FAIL</b>	PMU failure	<b>EE-13</b>
<b>CHIP</b>	Oil contamination/chip	<b>EE-17</b>
<b>OIL PX</b>	≤ 15 psi / 15-40 psi 5 sec (Idle) or ≤ 40 psi (↑ Idle)	<b>EE-19</b>
<b>CANOPY</b>	Unlocked / Unsafe	<b>EG-7</b>
<b>CHK ENG</b>	Eng parameters exceeded ops limits	<b>No procd</b>
<b>HYDR FL LO</b>	Hydraulic reservoir below 1 qt	<b>EA-3</b>
<b>EHYD PX LO</b>	Emergency hyd pressure ≤ 2400±150 psi	<b>EA-3</b>
<b>IAC1/IAC2 FAIL</b>	Integrated Avionics Computer 1/2 failed	<b>EB-3</b>
<b>IAC1/IAC2 OVHT</b>	Integrated Avionics Computer 1/2 over heat	<b>No procd</b>
<b>IAC1/IAC2 CONFIG</b>	IAC1/2 have mismatched config	<b>No procd</b>
<b>IRS FAIL</b>	Inertial Reference System failed	<b>EB-5</b>
<b>UFCP1/UFCP2 FAIL</b>	Up Front Control Panel 1/2 failed	<b>EB-9</b>
<b>BUS TIE</b>	Switch open / Bus tie inop	<b>EB-33</b>
<b>IAC XTALK</b>	Loss of communications between IACs	<b>EB-39</b>
<b>ADS-B FAIL</b>	Xpndr indicates an ADS-B Out function failure	<b>EB-41</b>
<b>XPNDR FAIL</b>	Transponder failed	<b>EB-43</b>
<b>FUEL BAL</b>	Imbalance > 30 lbs for 2 min / FP or EDM Fail	<b>EC-5</b>
<b>FP FAIL</b>	Fuel probe malf	<b>EC-9</b>
<b>L / R FUEL LO</b>	Left / Right tank below 110 lbs usable fuel	<b>No procd</b>
<b>OBOGS TEMP</b>	OBOGS temp > 200°F	<b>ED-5</b>
<b>DUCT TEMP</b>	Environmental duct or Defog duct > 300°F	<b>ED-7</b>
<b>CKPT ALT</b>	Cockpit altitude > 19,000 ft	<b>ED-11</b>
<b>PMU STATUS</b>	Detect/accommodate fault in-flight or WOW failure	<b>EE-15</b>
<b>OIL PX</b>	15-40 psi 5 sec (Idle) 40-90 psi 10 sec (↑ Idle)	<b>EE-19</b>
<b>TAD FAIL</b>	Rudder trim aid device failed	<b>EG-13</b>
<b>L / R PHT INOP</b>	Left / Right pitot heater is not energized	<b>No procd</b>
<b>CHK ENG</b>	Eng parameters are outside normal range	<b>No procd</b>
<b>IGN SEL</b>	Ignition ON	<b>No procd</b>
<b>M FUEL BAL</b>	Fuel Bal switch in MANUAL	<b>No procd</b>
<b>ST READY</b>	PCL positioned for auto start	<b>No procd</b>
<b>BOOST PUMP</b>	Activated by switch/starter relay/low press switch	<b>EC-3</b>
<b>ANTI ICE</b>	Probes Anti Ice switch ON	<b>No procd</b>
<b>TAD OFF</b>	Rudder trim aid device OFF	<b>No procd</b>
<b>TRIM OFF</b>	Trim Disconnect switch depressed	<b>No procd</b>
<b>NWS ON</b>	Nose Wheel Steering engaged	<b>No procd</b>
<b>SPDBRK OUT</b>	Speed Brake extended/extending	<b>No procd</b>
<b>EDM A/B INOP</b>	Internal failure of EDM channel A/B	<b>EB-17</b>
<b>ADC A/B INOP</b>	Internal failure of ADC channel A/B	<b>EB-19</b>
<b>RPT AFT/FWD</b>	Respective cockpit MFD repeating to other IAC	<b>No procd</b>
<b>RPT ERR</b>	Both cockpits selected repeat mode	<b>No procd</b>
<b>STATUS/BIT</b>	BIT page in FMS has updated/changed	<b>No procd</b>
<b>IRS DEGD</b>	IRS/GPS hybrid ops mode is degraded	<b>No procd</b>
<b>MX-G</b>	Over G events in log, after 1 min on grnd/IAC pwr	<b>No procd</b>