

CRJ-900 System Resets Record of Revision

RR-i

ORIGINAL

15 MAY 14

Revision Number	Revision Date	Initials	Revision Number	Revision Date	Initials	Revision Number	Revision Date	Initials
Original	15 MAY 14	PSA	23			46		
1	29 JAN 15	PSA	24			47		
2			25			48		
3			26			49		
4			27			50		
5			28			51		
6			29			52		
7			30			53		
8			31			54		
9			32			55		
10			33			56		
11			34			57		
12			35			58		
13			36			59		
14			37			60		
15			38			61		
16			39			62		
17			40			63		
18			41			64		
19			42			65		
20			43			66		
21			44			67		
22			45			68		
<p>Follow revision instructions. For missing pages, please contact Technical Publications: CoMail: DAY / PHQ 1-800-235-0986 x52805 / 52594</p>								

Revision Number	Revision Date	Initials	Revision Number	Revision Date	Initials	Revision Number	Revision Date	Initials
69			92			115		
70			93			116		
71			94			117		
72			95			118		
73			96			119		
74			97			120		
75			98			121		
76			99			122		
77			100			123		
78			101			124		
79			102			125		
80			103			126		
81			104			127		
82			105			128		
83			106			129		
84			107			130		
85			108			131		
86			109			132		
87			110			133		
88			111			134		
89			112			135		
90			113			136		
91			114			137		

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1-800-235-0986 x52805 / 52594

SYSTEM RESETS TABLE OF CONTENTS

TOC-1

ORIGINAL

15 MAY 14

SYSTEM RESETS TABLE OF CONTENTS

ADG FAIL Msg	1-13
L(R) AOA HEAT Msg	1-5
DUCT MON FAULT Msg	1-14
FIRE SYS FAULT Msg	1-1
FUEL CH 1/2 FAIL Msg.....	1-2
IB(OB) SPOILERONS/IB (OB) FLT SPLRS Msg.....	1-3
ICE DET 1(2) FAIL Status Msg.....	1-15
ICE DET FAIL Msg	1-3
PITCH FEEL FAULT Msg	1-16
L(R) PITOT HEAT Msg.....	1-6
RUD LIMIT FAULT Msg.....	1-17
SSCU 1(2) FAULT Msg.....	1-19
STALL FAIL Msg	1-8
L(R) STATIC HEAT Msg.....	1-7
STBY PITOT HEAT Msg	1-10
STEERING INOP Msg.....	1-9
TAT PROBE HEAT Msg	1-11
TRU FAN FAIL Msg	1-18
XFLOW PUMP Msg	1-12

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CRJ-900 System Resets - List of Effective Pages

LEP-iii

REVISION 1

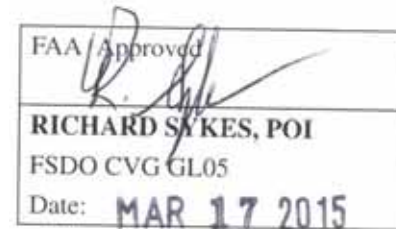
29 JAN 15

CRJ-900 System Resets - List of Effective Pages

Original Issue	15 MAY 14	18	ORIGINAL	15 MAY 14
		19	ORIGINAL	15 MAY 14
		20	ORIGINAL	15 MAY 14
Record of Revision				
i	ORIGINAL	15 MAY 14		
ii	ORIGINAL	15 MAY 14		

Table of Contents / LEPs Tab

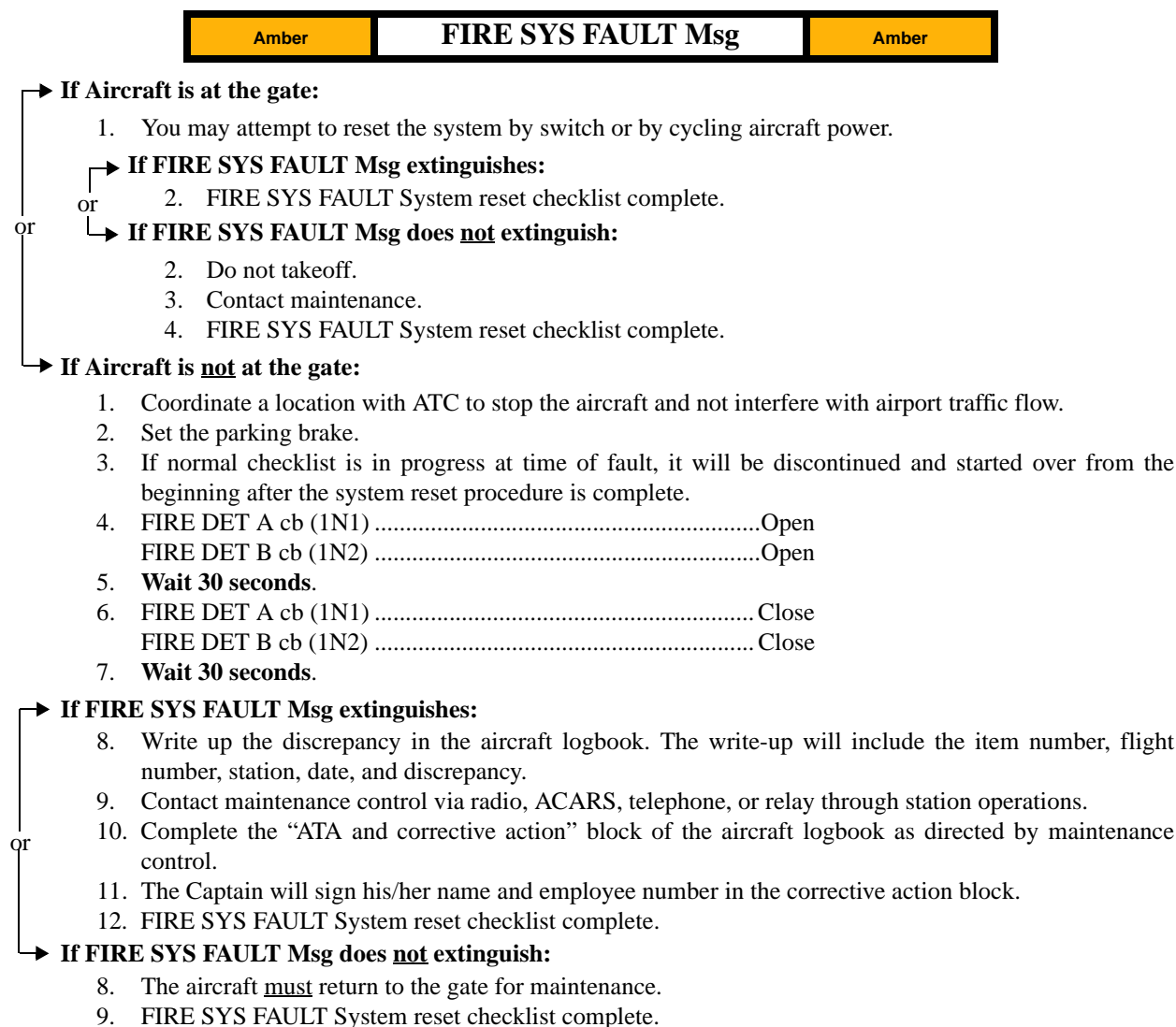
TOC-1	ORIGINAL	15 MAY 14
TOC-2	ORIGINAL	15 MAY 14
LEP-iii	REVISION 1	29 JAN 15
LEP-iv	REVISION 1	29 JAN 15

**Chapter 1: System Resets**

1	ORIGINAL	15 MAY 14
2	ORIGINAL	15 MAY 14
3	ORIGINAL	15 MAY 14
4	ORIGINAL	15 MAY 14
5	ORIGINAL	15 MAY 14
6	REVISION 1	29 JAN 15
7	ORIGINAL	15 MAY 14
8	ORIGINAL	15 MAY 14
9	ORIGINAL	15 MAY 14
10	ORIGINAL	15 MAY 14
11	ORIGINAL	15 MAY 14
12	ORIGINAL	15 MAY 14
13	ORIGINAL	15 MAY 14
14	ORIGINAL	15 MAY 14
15	ORIGINAL	15 MAY 14
16	ORIGINAL	15 MAY 14
17	ORIGINAL	15 MAY 14

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Chapter 1: System Resets



Amber

FUEL CH 1/2 FAIL Msg

Amber

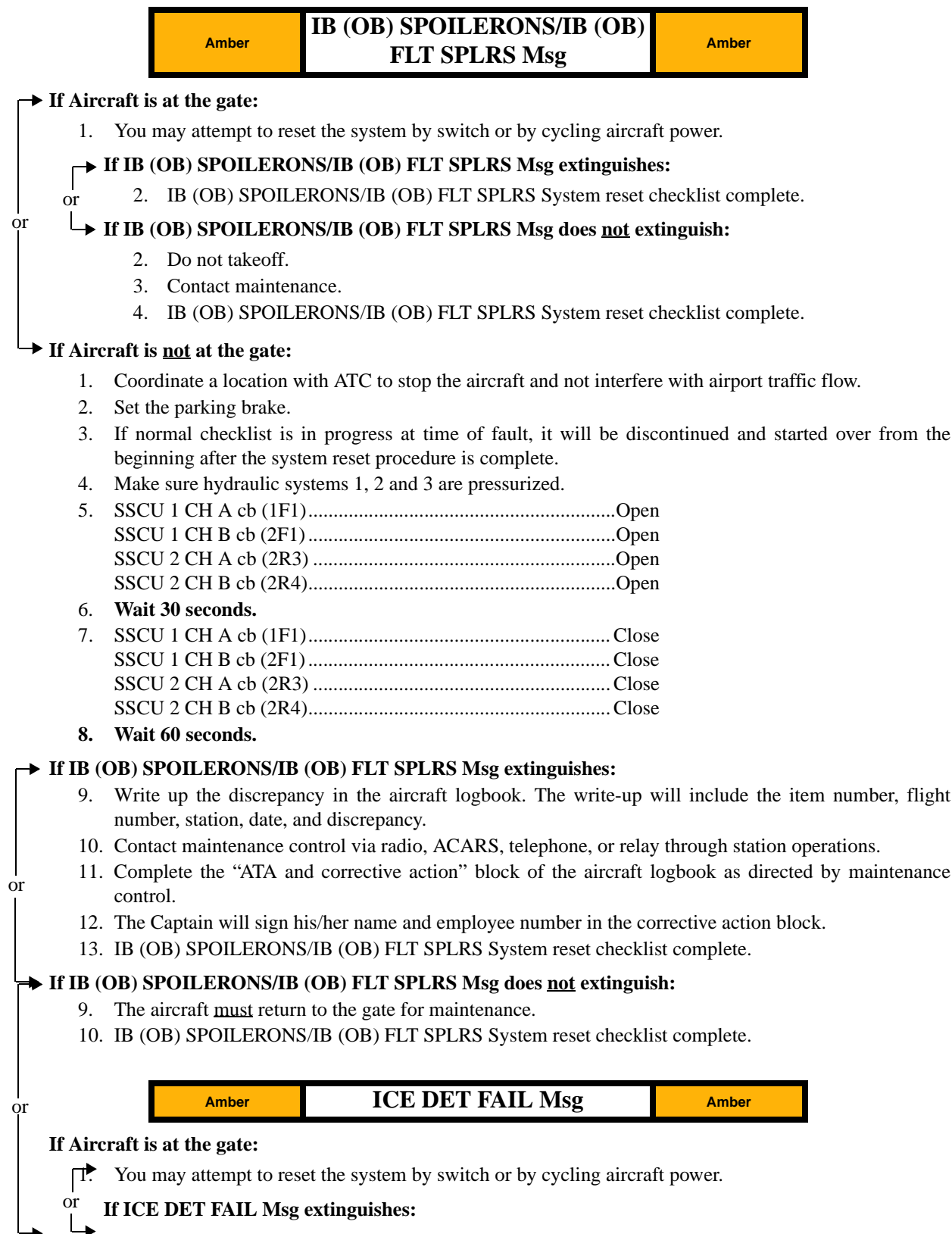
- **If Aircraft is at the gate:**
1. You may attempt to reset the system by switch or by cycling aircraft power.
- **If FUEL CH 1/2 FAIL Msg extinguishes:**
- or
2. FUEL CH 1/2 FAIL System reset checklist complete.
- **If FUEL CH 1/2 FAIL Msg does not extinguish:**
2. Do not takeoff.
 3. Contact maintenance.
 4. FUEL CH 1/2 FAIL System reset checklist complete.
- **If Aircraft is not at the gate:**
1. Coordinate a location with ATC to stop the aircraft and not interfere with airport traffic flow.
 2. Set the parking brake.
 3. If normal checklist is in progress at time of fault, it will be discontinued and started over from the beginning after the system reset procedure is complete.
 4. FUEL SYS CONT cb (1M11) Open
FUEL SYS CONT cb (2U11) Open
 5. **Wait 30 seconds.**
 6. FUEL SYS CONT cb (1M11) Close
FUEL SYS CONT cb (2U11) Close
 7. **Wait 30 seconds.**
- **If FUEL CH 1/2 FAIL Msg extinguishes:**
- or
8. Write up the discrepancy in the aircraft logbook. The write-up will include the item number, flight number, station, date, and discrepancy.
 9. Contact maintenance control via radio, ACARS, telephone, or relay through station operations.
 10. Complete the “ATA and corrective action” block of the aircraft logbook as directed by maintenance control.
 11. The Captain will sign his/her name and employee number in the corrective action block.
 12. FUEL CH 1/2 FAIL System reset checklist complete.
- **If FUEL CH 1/2 FAIL Msg does not extinguish:**
8. The aircraft must return to the gate for maintenance.
 9. FUEL CH 1/2 FAIL System reset checklist complete.

System Resets

1-3

ORIGINAL

15 MAY 14



2. ICE DET FAIL System reset checklist complete.

If ICE DET FAIL Msg does not extinguish:

2. Do not takeoff.
3. Contact maintenance.
4. ICE DET FAIL System reset checklist complete.

If Aircraft is not at the gate:

1. Coordinate a location with ATC to stop the aircraft and not interfere with airport traffic flow.
2. Set the parking brake.
3. If normal checklist is in progress at time of fault, it will be discontinued and started over from the beginning after the system reset procedure is complete.
4. ICE DET 1 cb (1T11) Open
ICE DET 2 cb (2A14) Open
5. **Wait 30 seconds.**
6. ICE DET 1 cb (1T11) Close
ICE DET 2 cb (2A14) Close
7. **Wait 30 seconds.**

If ICE DET FAIL Msg extinguishes:

8. Write up the discrepancy in the aircraft logbook. The write-up will include the item number, flight number, station, date, and discrepancy.
9. Contact maintenance control via radio, ACARS, telephone, or relay through station operations.
10. Complete the “ATA and corrective action” block of the aircraft logbook as directed by maintenance control.
11. The Captain will sign his/her name and employee number in the corrective action block.
12. ICE DET FAIL System reset checklist complete.

or

If ICE DET FAIL Msg does not extinguish:

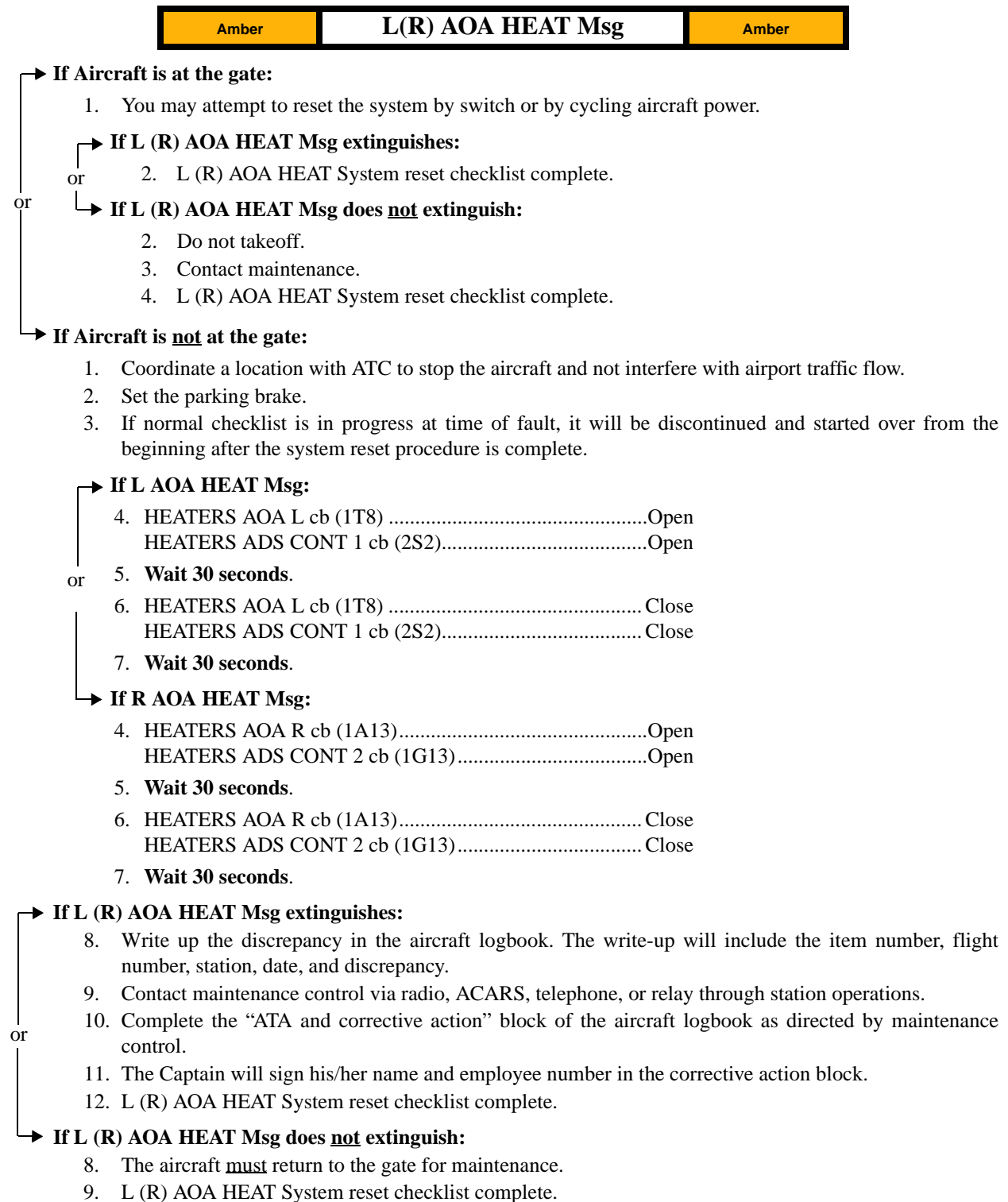
8. The aircraft must return to the gate for maintenance.
9. ICE DET FAIL System reset checklist complete.

System Resets

1-5

ORIGINAL

15 MAY 14



Amber

L(R) PITOT HEAT Msg

Amber

→ If Aircraft is at the gate:

1. You may attempt to reset the system by switch or by cycling aircraft power.

→ If L(R) PITOT HEAT Msg extinguishes:

2. L(R) PITOT HEAT System reset checklist complete.

or

→ If L(R) PITOT HEAT Msg does not extinguish:

2. Do not takeoff.
3. Contact maintenance.
4. L(R) PITOT HEAT System reset checklist complete.

→ If Aircraft is not at the gate:

1. Coordinate a location with ATC to stop the aircraft and not interfere with airport traffic flow.
2. Set the parking brake.
3. If normal checklist is in progress at time of fault, it will be discontinued and started over from the beginning after the system reset procedure is complete.

→ If L PITOT HEAT Msg:

4. HEATERS PITOT L cb (1T7) Open
- HEATERS ADS CONT 1 cb (2S2) Open

or

5. Wait 30 seconds.

6. HEATERS PITOT L cb (1T7) Close
- HEATERS ADS CONT 1 cb (2S2) Close

7. Wait 30 seconds.**→ If R PITOT HEAT Msg:**

4. HEATERS PITOT R cb (1A14) Open
- HEATERS ADS CONT 2 cb (1G13) Open

5. Wait 30 seconds.

6. HEATERS PITOT R cb (1A14) Close
- HEATERS ADS CONT 2 cb (1G13) Close

7. Wait 30 seconds.**→ If L(R) PITOT HEAT Msg extinguishes:**

8. Write up the discrepancy in the aircraft logbook. The write-up will include the item number, flight number, station, date, and discrepancy.
9. Contact maintenance control via radio, ACARS, telephone, or relay through station operations.
10. Complete the "ATA and corrective action" block of the aircraft logbook as directed by maintenance control.
11. The Captain will sign his/her name and employee number in the corrective action block.
12. L(R) PITOT HEAT System reset checklist complete.

or

→ If L(R) PITOT HEAT Msg does not extinguish:

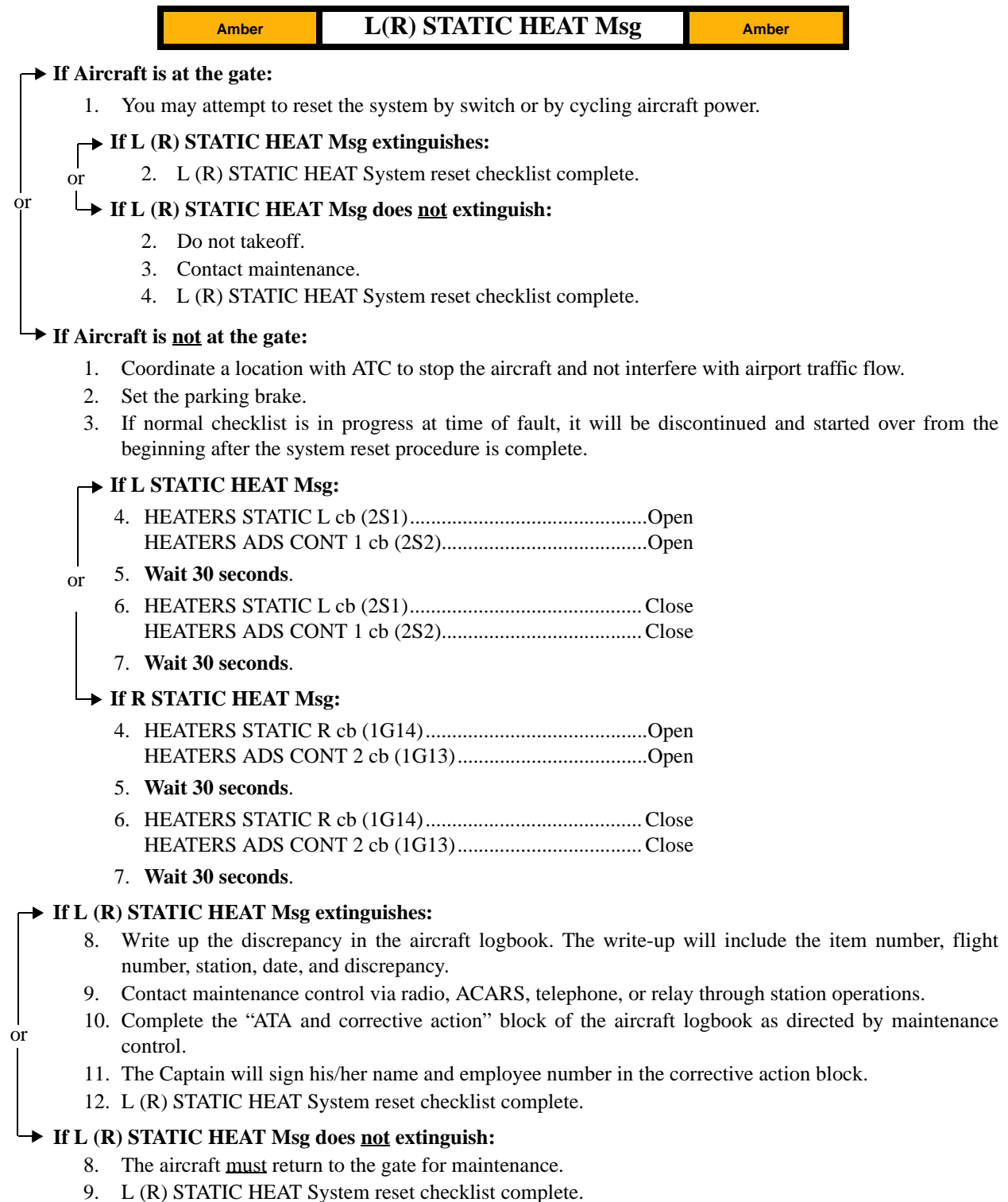
8. The aircraft must return to the gate for maintenance.
9. L(R) PITOT HEAT System reset checklist complete.

System Resets

1-7

ORIGINAL

15 MAY 14



Amber

STALL FAIL Msg

Amber

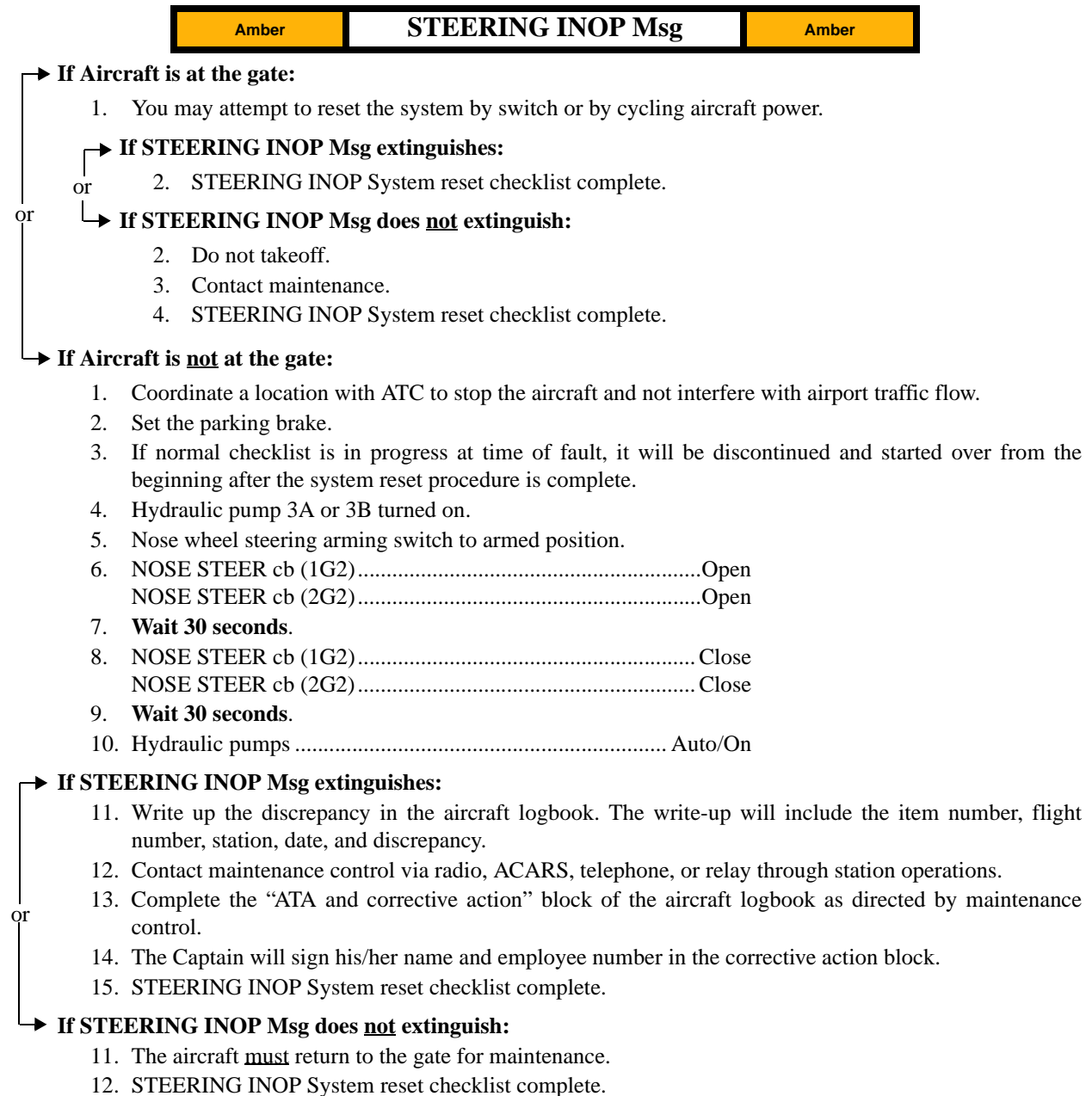
- **If Aircraft is at the gate:**
1. You may attempt to reset the system by switch or by cycling aircraft power.
- **If STALL FAIL Msg extinguishes:**
- or
2. STALL FAIL System reset checklist complete.
- **If STALL FAIL Msg does not extinguish:**
2. Do not takeoff.
 3. Contact maintenance.
 4. STALL FAIL System reset checklist complete.
- or
- **If Aircraft is not at the gate:**
1. Coordinate a location with ATC to stop the aircraft and not interfere with airport traffic flow.
 2. Set the parking brake.
 3. If normal checklist is in progress at time of fault, it will be discontinued and started over from the beginning after the system reset procedure is complete.
 4. STALL PROT L CH cb (1Q2) Open
STALL PROT R CH cb (2U5) Open
 5. **Wait 30 seconds.**
 6. STALL PROT L CH cb (1Q2) Close
STALL PROT R CH cb (2U5) Close
 7. **Wait 30 seconds.**
- **If STALL FAIL Msg extinguishes:**
8. Write up the discrepancy in the aircraft logbook. The write-up will include the item number, flight number, station, date, and discrepancy.
 9. Contact maintenance control via radio, ACARS, telephone, or relay through station operations.
 10. Complete the “ATA and corrective action” block of the aircraft logbook as directed by maintenance control.
 11. The Captain will sign his/her name and employee number in the corrective action block.
 12. STALL FAIL System reset checklist complete.
- or
- **If STALL FAIL Msg does not extinguish:**
8. The aircraft must return to the gate for maintenance.
 9. STALL FAIL System reset checklist complete.

System Resets

1-9

ORIGINAL

15 MAY 14



Amber

STBY PITOT HEAT Msg

Amber

→ If Aircraft is at the gate:

1. You may attempt to reset the system by switch or by cycling aircraft power.

→ If STBY PITOT HEAT Msg extinguishes:

2. STBY PITOT HEAT System reset checklist complete.

or

→ If STBY PITOT HEAT Msg does not extinguish:

2. Do not takeoff.
3. Contact maintenance.
4. STBY PITOT HEAT System reset checklist complete.

→ If Aircraft is not at the gate:

1. Coordinate a location with ATC to stop the aircraft and not interfere with airport traffic flow.
2. Set the parking brake.
3. If normal checklist is in progress at time of fault, it will be discontinued and started over from the beginning after the system reset procedure is complete.
4. HEATERS PITOT STBY cb (1A9) Open
HEATERS ADS CONT STBY cb (2S3) Open
5. **Wait 30 seconds.**
6. HEATERS PITOT STBY cb (1A9) Close
HEATERS ADS CONT STBY cb (2S3) Close
7. **Wait 30 seconds.**

→ If STBY PITOT HEAT Msg extinguishes:

8. Write up the discrepancy in the aircraft logbook. The write-up will include the item number, flight number, station, date, and discrepancy.
9. Contact maintenance control via radio, ACARS, telephone, or relay through station operations.
10. Complete the “ATA and corrective action” block of the aircraft logbook as directed by maintenance control.
11. The Captain will sign his/her name and employee number in the corrective action block.
12. STBY PITOT HEAT System reset checklist complete.

or

→ If STBY PITOT HEAT Msg does not extinguish:

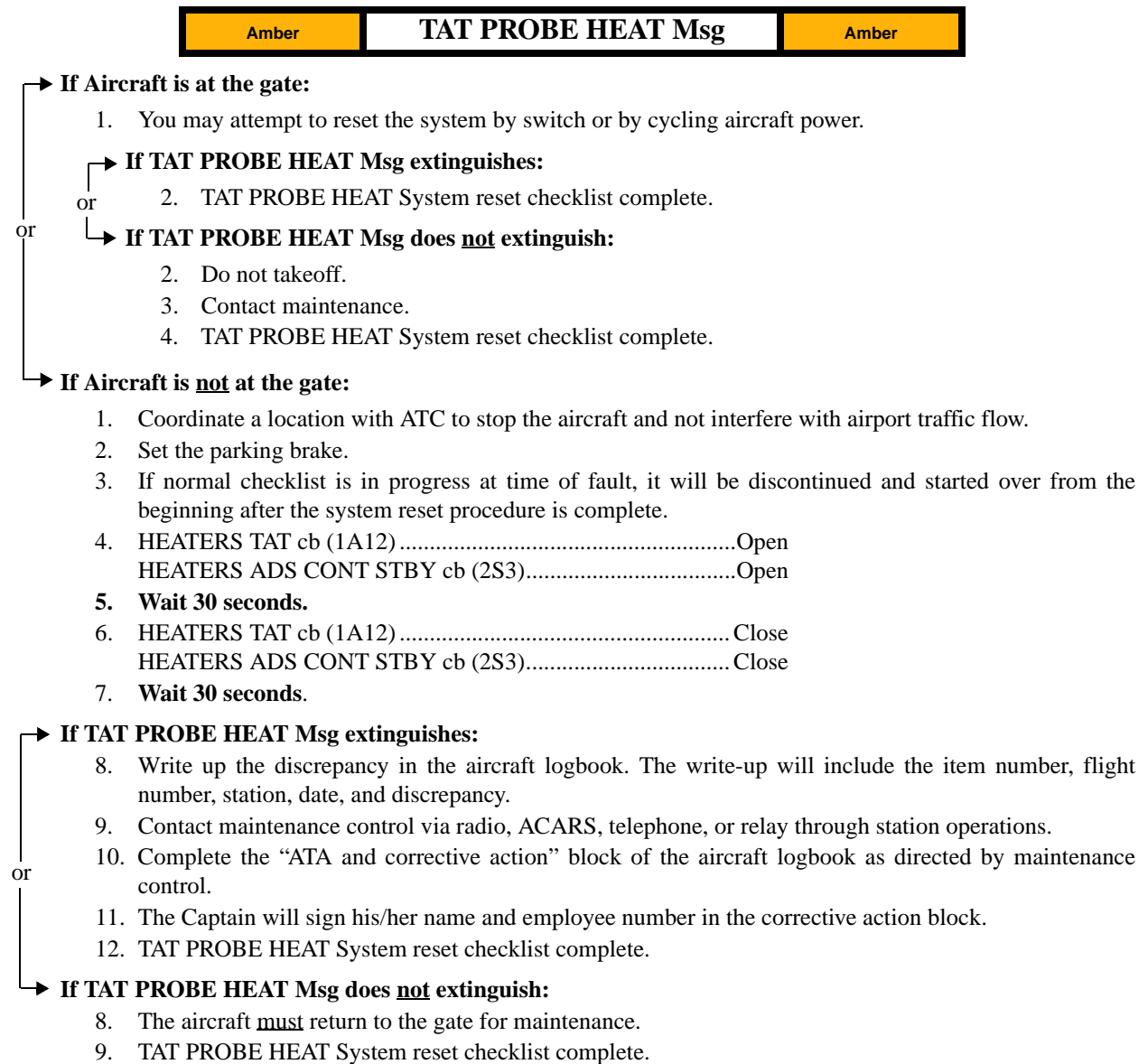
8. The aircraft must return to the gate for maintenance.
9. STBY PITOT HEAT System reset checklist complete.

System Resets

1-11

ORIGINAL

15 MAY 14



Amber

XFLOW PUMP Msg

Amber

→ If Aircraft is at the gate:

1. You may attempt to reset the system by switch or by cycling aircraft power.

→ If XFLOW PUMP Msg extinguishes:

2. XFLOW PUMP System reset checklist complete.

or

→ If XFLOW PUMP Msg does not extinguish:

2. Do not takeoff.
3. Contact maintenance.
4. XFLOW PUMP System reset checklist complete.

→ If Aircraft is not at the gate:

1. Coordinate a location with ATC to stop the aircraft and not interfere with airport traffic flow.
2. Set the parking brake.
3. If normal checklist is in progress at time of fault, it will be discontinued and started over from the beginning after the system reset procedure is complete.
4. Select/verify XFLOW AUTO OVERRIDE is not in MAN (auto mode).
5. FUEL SYST CONT cb (1M11)..... Open
FUEL SYST CONT cb (2U11) Open
6. **Wait 30 seconds.**
7. FUEL SYST CONT cb (1M11)..... Close
FUEL SYST CONT cb (2U11) Close
8. If message is still present:
9. CROSSFLOW PUMP cb (1S5) Open
CROSSFLOW PUMP cb (2R7)..... Open
10. **Wait 30 seconds.**
11. CROSSFLOW PUMP cb (1S5) Close
CROSSFLOW PUMP cb (2R7)..... Close
12. Confirm the XFLOW PUMP caution message is not shown.
13. Select the XFLOW AUTO OVERRIDE PBA to MAN (manual mode).
14. Wait 2 minutes minimum and verify that the XFLOW PUMP caution message is not displayed.

→ If XFLOW PUMP Msg extinguishes:

15. Write up the discrepancy in the aircraft logbook. The write-up will include the item number, flight number, station, date, and discrepancy.
16. Contact maintenance control via radio, ACARS, telephone, or relay through station operations.
17. Complete the “ATA and corrective action” block of the aircraft logbook as directed by maintenance control.
18. The Captain will sign his/her name and employee number in the corrective action block.
19. XFLOW PUMP System reset checklist complete.

or

→ If XFLOW PUMP Msg does not extinguish:

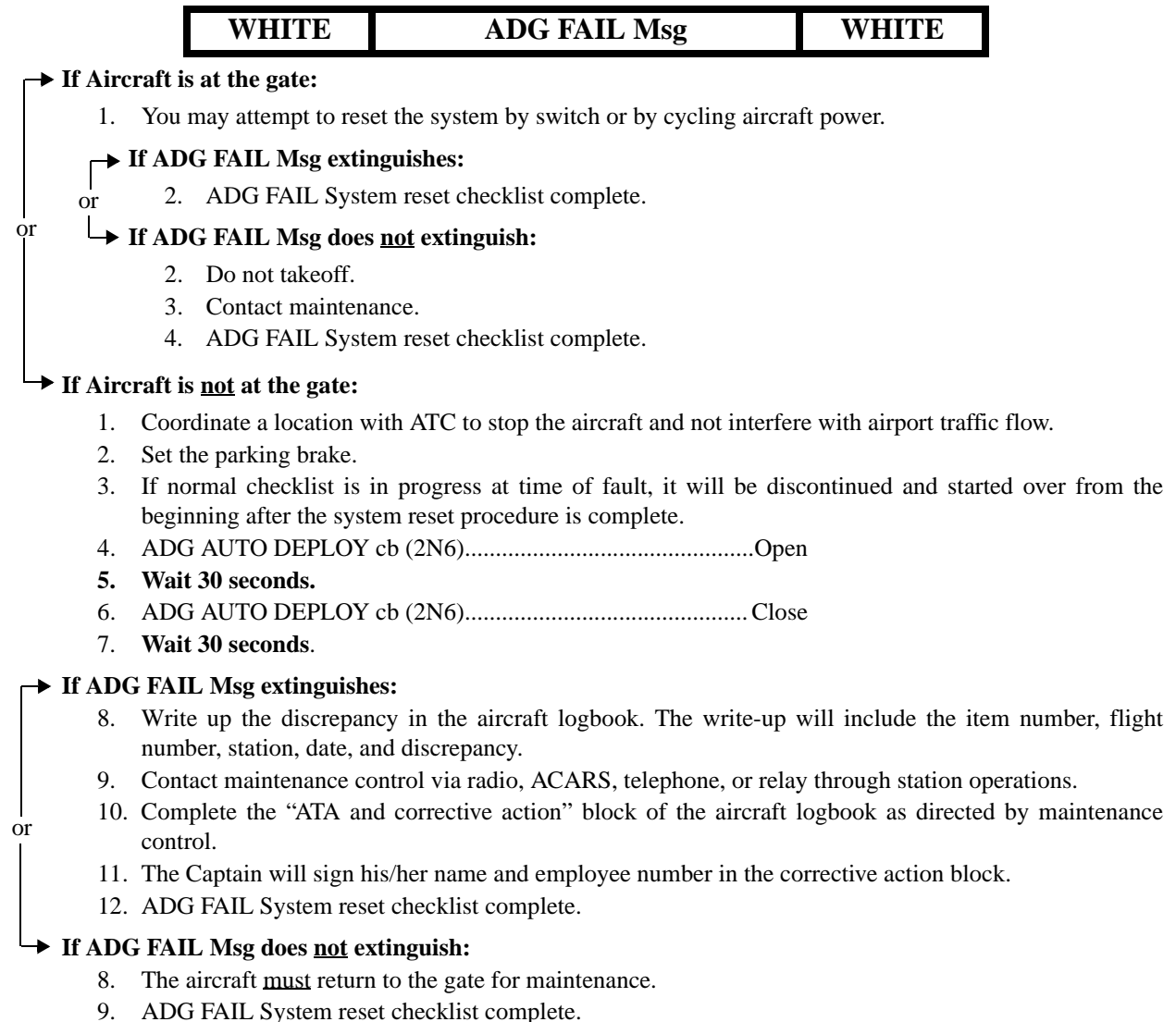
15. The aircraft must return to the gate for maintenance.
16. XFLOW PUMP System reset checklist complete.

System Resets

1-13

ORIGINAL

15 MAY 14



WHITE

DUCT MON FAULT Msg

WHITE

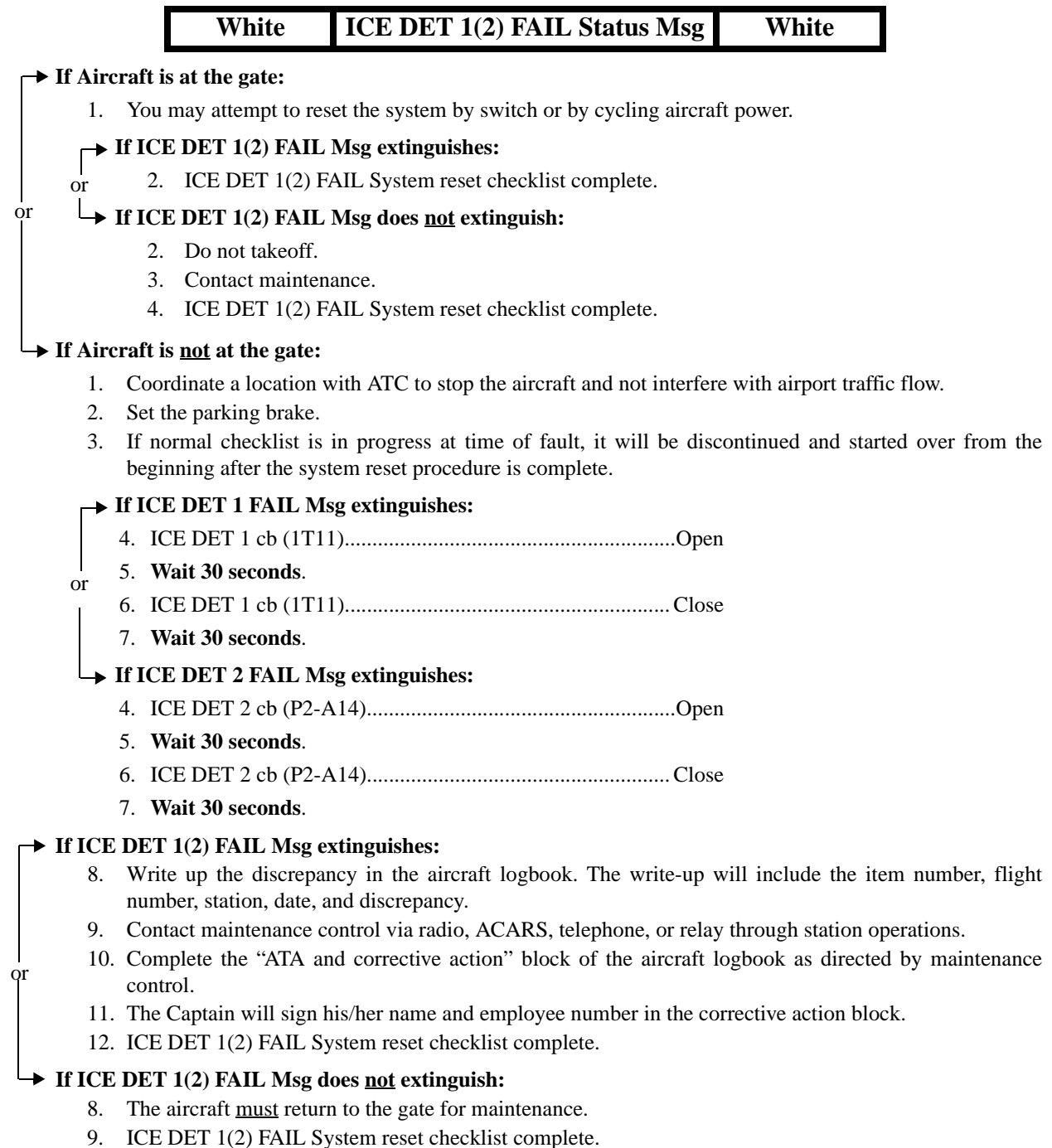
- **If Aircraft is at the gate:**
1. You may attempt to reset the system by switch or by cycling aircraft power.
- **If DUCT MON FAULT Msg extinguishes:**
- or
2. DUCT MON FAULT System reset checklist complete.
- **If DUCT MON FAULT Msg does not extinguish:**
2. Do not takeoff.
 3. Contact maintenance.
 4. DUCT MON FAULT System reset checklist complete.
- or
- **If Aircraft is not at the gate:**
1. Coordinate a location with ATC to stop the aircraft and not interfere with airport traffic flow.
 2. Set the parking brake.
 3. If normal checklist is in progress at time of fault, it will be discontinued and started over from the beginning after the system reset procedure is complete.
 4. A/ICE CONT CH A cb (1D7) Open
A/ICE CONT CH B cb (2T1) Open
 5. **Wait 30 seconds.**
 6. A/ICE CONT CH A cb (1D7) Close
A/ICE CONT CH B cb (2T1) Close
 7. **Wait 30 seconds.**
- **If DUCT MON FAULT Msg extinguishes:**
8. Write up the discrepancy in the aircraft logbook. The write-up will include the item number, flight number, station, date, and discrepancy.
 9. Contact maintenance control via radio, ACARS, telephone, or relay through station operations.
 10. Complete the “ATA and corrective action” block of the aircraft logbook as directed by maintenance control.
 11. The Captain will sign his/her name and employee number in the corrective action block.
 12. DUCT MON FAULT System reset checklist complete.
- or
- **If DUCT MON FAULT Msg does not extinguish:**
8. The aircraft must return to the gate for maintenance.
 9. DUCT MON FAULT System reset checklist complete.

System Resets

1-15

ORIGINAL

15 MAY 14



WHITE

PITCH FEEL FAULT Msg

WHITE

- **If Aircraft is at the gate:**
1. You may attempt to reset the system by switch or by cycling aircraft power.
- **If PITCH FEEL FAULT Msg extinguishes:**
- or
2. PITCH FEEL FAULT System reset checklist complete.
- **If PITCH FEEL FAULT Msg does not extinguish:**
2. Do not takeoff.
 3. Contact maintenance.
 4. PITCH FEEL FAULT System reset checklist complete.
- or
- **If Aircraft is not at the gate:**
1. Coordinate a location with ATC to stop the aircraft and not interfere with airport traffic flow.
 2. Set the parking brake.
 3. If normal checklist is in progress at time of fault, it will be discontinued and started over from the beginning after the system reset procedure is complete.
 4. SSCU 1 CH A cb (1F1) Open
SSCU 1 CH B cb (2F1)..... Open
SSCU 2 CH A cb (2R3)..... Open
SSCU 2 CH B cb (2R4) Open
 5. **Wait 30 seconds.**
 6. SSCU 1 CH A cb (1F1) Close
SSCU 1 CH B cb (2F1)..... Close
SSCU 2 CH A cb (2R3)..... Close
SSCU 2 CH B cb (2R4) Close
 7. **Wait 30 seconds.**
- **If PITCH FEEL FAULT Msg extinguishes:**
8. Write up the discrepancy in the aircraft logbook. The write-up will include the item number, flight number, station, date, and discrepancy.
 9. Contact maintenance control via radio, ACARS, telephone, or relay through station operations.
 10. Complete the “ATA and corrective action” block of the aircraft logbook as directed by maintenance control.
 11. The Captain will sign his/her name and employee number in the corrective action block.
 12. PITCH FEEL FAULT System reset checklist complete.
- or
- **If PITCH FEEL FAULT Msg does not extinguish:**
8. The aircraft must return to the gate for maintenance.
 9. PITCH FEEL FAULT System reset checklist complete.

System Resets

1-17

ORIGINAL

15 MAY 14

WHITE

RUD LIMIT FAULT Msg

WHITE

- If Aircraft is at the gate:
1. You may attempt to reset the system by switch or by cycling aircraft power.
- or
- If RUD LIMIT FAULT Msg extinguishes:
2. RUD LIMIT FAULT System reset checklist complete.
- or
- If RUD LIMIT FAULT Msg does not extinguish:
2. Do not takeoff.
 3. Contact maintenance.
 4. RUD LIMIT FAULT System reset checklist complete.
- If Aircraft is not at the gate:
1. Coordinate a location with ATC to stop the aircraft and not interfere with airport traffic flow.
 2. Set the parking brake.
 3. If normal checklist is in progress at time of fault, it will be discontinued and started over from the beginning after the system reset procedure is complete.
 4. Make sure hydraulic system 1, 2, and 3 are pressurized.
 5. SSCU 1 CH A cb (1F1).....Open
SSCU 1 CH B cb (2F1).....Open
SSCU 2 CH A cb (2R3).....Open
SSCU 2 CH B cb (2R4).....Open
 6. **Wait 30 seconds.**
 7. SSCU 1 CH A cb (1F1)..... Close
SSCU 1 CH B cb (2F1)..... Close
SSCU 2 CH A cb (2R3)..... Close
SSCU 2 CH B cb (2R4)..... Close
 8. **Wait 60 seconds.**
- If RUD LIMIT FAULT Msg extinguishes:
9. Write up the discrepancy in the aircraft logbook. The write-up will include the item number, flight number, station, date, and discrepancy.
 10. Contact maintenance control via radio, ACARS, telephone, or relay through station operations.
 11. Complete the “ATA and corrective action” block of the aircraft logbook as directed by maintenance control.
 12. The Captain will sign his/her name and employee number in the corrective action block.
 13. RUD LIMIT FAULT System reset checklist complete.
- or
- If RUD LIMIT FAULT Msg does not extinguish:
9. The aircraft must return to the gate for maintenance.
 10. RUD LIMIT FAULT System reset checklist complete.

WHITE

TRU FAN FAIL Msg

WHITE

- **If Aircraft is at the gate:**
1. You may attempt to reset the system by switch or by cycling aircraft power.
- **If TRU FAN FAIL Msg extinguishes:**
- or
2. TRU FAN FAIL System reset checklist complete.
- **If TRU FAN FAIL Msg does not extinguish:**
2. Do not takeoff.
 3. Contact maintenance.
 4. TRU FAN FAIL System reset checklist complete.
- or
- **If Aircraft is not at the gate:**
1. Coordinate a location with ATC to stop the aircraft and not interfere with airport traffic flow.
 2. Set the parking brake.
 3. If normal checklist is in progress at time of fault, it will be discontinued and started over from the beginning after the system reset procedure is complete.
 4. ESS TRU 1 cb (1T2)..... Open
TRU 1 cb (1B5) Open
 5. **Wait 60 seconds.**
 6. ESS TRU 1 cb (1T2)..... Close
TRU 1 cb (1B5) Close
 7. If message is still present.
 8. ESS TRU 2 cb (2T2)..... Open
TRU 2 cb (2B5) Open
 9. **Wait 60 seconds.**
 10. ESS TRU 2 cb (2T2)..... Close
TRU 2 cb (2B5) Close
 11. **Wait 60 seconds.**
- **If TRU FAN FAIL Msg extinguishes:**
12. Write up the discrepancy in the aircraft logbook. The write-up will include the item number, flight number, station, date, and discrepancy.
 13. Contact maintenance control via radio, ACARS, telephone, or relay through station operations.
 14. Complete the “ATA and corrective action” block of the aircraft logbook as directed by maintenance control.
 15. The Captain will sign his/her name and employee number in the corrective action block.
 16. TRU FAN FAIL System reset checklist complete.
- or
- **If TRU FAN FAIL Msg does not extinguish:**
12. The aircraft must return to the gate for maintenance.
 13. TRU FAN FAIL System reset checklist complete.

System Resets

1-19

ORIGINAL

15 MAY 14

WHITE

SSCU 1(2) FAULT Msg

WHITE

- If Aircraft is at the gate:
1. You may attempt to reset the system by switch or by cycling aircraft power.
- If SSCU 1(2) FAULT Msg extinguishes:
- or
2. SSCU 1(2) FAULT System reset checklist complete.
- or
- If SSCU 1(2) FAULT Msg does not extinguish:
2. Do not takeoff.
 3. Contact maintenance.
 4. SSCU 1(2) FAULT System reset checklist complete.
- If Aircraft is not at the gate:
1. Coordinate a location with ATC to stop the aircraft and not interfere with airport traffic flow.
 2. Set the parking brake.
 3. If normal checklist is in progress at time of fault, it will be discontinued and started over from the beginning after the system reset procedure is complete.
 4. Make sure Hydraulic system 1, 2 and 3 are pressurized.
 5. SSCU 1 CH A cb (1F1).....Open
SSCU 1 CH B cb (2F1).....Open
SSCU 2 CH A cb (2R3).....Open
SSCU 2 CH B cb (2R4).....Open
 6. **Wait 30 seconds.**
 7. SSCU 1 CH A cb (1F1)..... Close
SSCU 1 CH B cb (2F1)..... Close
SSCU 2 CH A cb (2R3)..... Close
SSCU 2 CH B cb (2R4)..... Close
 8. **Wait 60 seconds.**
- If SSCU 1(2) FAULT Msg extinguishes:
9. Write up the discrepancy in the aircraft logbook. The write-up will include the item number, flight number, station, date, and discrepancy.
 10. Contact maintenance control via radio, ACARS, telephone, or relay through station operations.
 11. Complete the “ATA and corrective action” block of the aircraft logbook as directed by maintenance control.
 12. The Captain will sign his/her name and employee number in the corrective action block.
 13. SSCU 1(2) FAULT System reset checklist complete.
- or
- If SSCU 1(2) FAULT Msg does not extinguish:
9. The aircraft must return to the gate for maintenance.
 10. SSCU 1(2) FAULT System reset checklist complete.

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