

Invalid Data Fields	Associated LRU(s)	Solution
<p style="text-align: center;">ATTITUDE FAIL</p>  <p>The image shows a black display with a white semi-circular scale at the top. A white arrow points to the top of the scale. Below the scale, the text "ATTITUDE FAIL" is displayed in white. At the bottom, there is a white horizontal line with a white arrow pointing upwards.</p>	<p style="text-align: center;">GRS 77</p>	<p>Ensure the GRS 77 is fastened down tightly in its mounting rack and that the mounting rack is not loose (CAUTION - do not loosen the mounting rack hardware to the airframe shelf or the aircraft will need to be re-leveled and the PITCH/ROLL OFFSET procedure performed).</p> <p>Ensure GPS has acquired at least four satellites, has a 3D navigation solution, and a DOP of less than 5.0. This is particularly important for an ATTITUDE FAIL that appears during ground operation only.</p> <p>Ensure that a cell phone or a device using cell phone technology is not turned on (even in a monitoring state) in the cabin.</p> <p>Cycle power to restart initialization.</p> <p>Load configuration files to the PFD, MFD, GIA1, and GIA2</p> <p>Ensure GRS connector is secure and proper wire harness strain relief is provided.</p> <p>Perform an Engine Run-Up Test to check if engine vibration is causing the GRS 77 to go offline.</p> <p>Calibrate the GRS 77 (Pitch/Roll Offset and Magnetometer Calibration):</p> <ul style="list-style-type: none"> ✓ If problem persists, replace defective GRS 77 and GRS 77 configuration module. <p>Contact Garmin Aviation Product Support if condition continues after replacing the GRS 77 and config module for additional assistance.</p>
<p style="text-align: center;">HDG FAIL</p>  <p>The image shows a black display with the text "HDG FAIL" in white. Below the text, there is a white horizontal line with a white arrow pointing upwards.</p>	<p style="text-align: center;">GRS 77 & GMU 44</p>	<p>Ensure metal objects (tool boxes, power carts, etc.) are not interfering with the magnetometer and aircraft is not in hangar or near buildings.</p> <p>Ensure that a cell phone or a device using cell phone technology is not turned on (even in a monitoring state) in the cabin.</p> <p>Cycle power, after moving aircraft away from metal objects, to determine if metal objects were the source of the problem.</p> <p>Ensure GRS 77 and GMU 44 connectors are secure.</p> <p>Check the wiring and any inline connectors between the GRS and GMU for faults.</p> <p>Perform a Magnetometer Interference Test to check for interference from onboard electrical system components (e.g. NAV lights). Pay particular attention to any new electrical devices that have been installed since the aircraft was new. Correct any discrepancies that do not allow this test to pass before continuing.</p> <p>Recalibrate the GMU 44</p> <p>Load configuration files to the PFD, MFD, GIA1, and GIA2:</p> <p>If problem persists replace the GRS 77 with a known good unit:</p> <ul style="list-style-type: none"> ✓ If problem persists, replace defective GMU 44. ✓ If problem persists, replace the GRS 77.