

SERVICE BULLETIN REVISION TRANSMITTAL SHEET

MODEL BD-700-1A11 (BD-700)

Discard the Revision 01 of this Service Bulletin dated Mar 08/2022 and replace in its entirety with this Revision 02.

Service Bulletin No. 700-32-5506

Date of Basic Issue Oct 27/2021

Revision No. 01 Dated Mar 08/2022

Revision No. 02 Dated Mar 02/2023

This revision has no effect for aircraft on which the Basic Issue or Revision 01 of this Service Bulletin was done thus no other action is necessary. Do not sign the log book if you have not done this revision. Keep the previous log book entry. You may make an entry as "Not Applicable" for this revision.

This revision is issued to:

1. Change, in the Service Bulletin Summary Sheet, the TLMC, CH 5 affected to YES.
2. Change, in Paragraph 1., to add Note 2.
3. Change, in Paragraph 1.K., to update TCCA Airworthiness Directive reference and add TLMC reference.
4. Change, in Paragraph 2.A., to revise step (2) and (3).
5. Make miscellaneous minor changes, as necessary, with no change of context.

SERVICE BULLETIN SUMMARY

This Service Bulletin is available at:
my.businessaircraft.bombardier.com

MODEL BD-700-1A11 (BD-700)

ATA 32-43

LANDING GEAR

SPECIAL CHECK – BRAKE CONTROL SYSTEM – DETERMINATION OF HYDRAULIC SYSTEM NO. 2 AND NO. 3 BRAKE ACCUMULATOR CYCLES (PART NO. GW415-1250 AND GW415-1200)

The information below is provided for your reference. For full details, including labor and part coverage, please see corresponding paragraph contained within this bulletin.

RECOMMENDED	COMPLIANCE TIME	
RELIABILITY/DISPATCHABILITY/COST AVOIDANCE	Not applicable	
EFFECTIVITY: A/C Serial No. 60007 to 61999		
MANPOWER: Refer to Paragraph 1.F.		
CONTINUED AIRWORTHINESS (CAW) FLEET CAMPAIGN	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
TLMC, CH 5 AFFECTED	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
KITS and/or PARTS	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
TOOLING/GSE	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
PLANNING INFORMATION	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
DEDICATED SCHEDULE	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
PREREQUISITE SERVICE BULLETINS: N/A		
NOTE: This Service Bulletin may be subject to an Airworthiness Directive which will make it necessary to implement this Service Bulletin.		

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ATA 32-43

LANDING GEAR

**SPECIAL CHECK – BRAKE CONTROL SYSTEM – DETERMINATION OF HYDRAULIC
SYSTEM NO. 2 AND NO. 3 BRAKE ACCUMULATOR CYCLES
(PART NO. GW415-1250 AND GW415-1200)**

1. PLANNING INFORMATION

- NOTES:
1. Before you do this Service Bulletin, examine all STC, STA or equivalent action changes to make sure that this Service Bulletin can be completed.
 2. BD-700-1A11 aircraft Serial No. **60047** and subsequent have complied with the component tracking requirements of this Service Bulletin, through the documented Aircraft Life Limited Parts Serialization list provided at aircraft entry into service.

A. Effectivity

BD-700-1A11 aircraft, Serial No. **60007** to **61999**.

NOTE: The instructions in this Service Bulletin are only applicable to the systems and parts installed at the time of delivery of the aircraft or as changed by Bombardier Aviation Service Bulletin(s).

Refer to applicable governmental agency regulations and requirements and make sure that the work described in this Service Bulletin is performed in compliance with manufacturer's recommendations and/or acceptable industry standards.

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Global 5500

MODEL BD-700-1A11 (BD-700)

B. Reason

1. Condition:

Failure investigations on the accumulator design determined that the Hydraulic System No. 2 and No. 3 brake accumulators are fatigue life limited. The established time limit for brake system accumulators for System No. 2 is 8366 landings and for System No. 3 is 5816 landings. As the accumulators were not originally identified as limited life, there has been no specific requirement to track any life cycles of these parts. As a result, some accumulators may not have sufficient records for operators to establish the total cycles on the hardware and are unable to satisfy the intent of the TLMC life limits.

2. Objective/Benefit:

This Service Bulletin gives instructions to determine the cycles for the accumulators that do not have the records of total accumulator cycles to support the fleet to establish removal instructions, and time lines based on the accumulator cycles.

C. Description

This Service Bulletin gives instructions to:

- Determine the accumulator cycles for the brake accumulators in Hydraulic System No. 2 and No. 3, Part No. GW415-1250 and GW415-1200.

D. Compliance

Recommended – Reliability/Dispatchability/Cost Avoidance

- NOTES:**
1. Bombardier Aviation recommends that this Service Bulletin be done at the operator's earliest convenience, unless otherwise directed by the airworthiness authority of the operator.
 2. If it is not possible to complete all the instructions in this Service Bulletin because of the aircraft configuration, submit an SRPSA for analysis and to get an approved disposition to complete this Service Bulletin.

Standard SRPSA fees may apply. Refer to the Services section of the Bombardier customer portal for the latest prices, rates and fees.

E. Approval

The technical content of this Service Bulletin has been approved under the authority of Transport Canada Civil Aviation (TCCA) Design Approval Organization (DAO) No. DAO #93-Q-02.

- NOTES:**
1. The technical content of this Service Bulletin is accepted by the FAA under the Canada/USA bilateral Aviation Safety Agreement.
 2. The technical content of this Service Bulletin is accepted by EASA under the Canada/EU bilateral Aviation Safety Agreement.

Global 5500

MODEL BD-700-1A11 (BD-700)

F. Manpower

No labor is required.

G. Material – Cost and Availability

No kit or parts are necessary to do this Service Bulletin.

H. Tooling

No equipment or special tools are necessary.

I. Weight and Balance

No change.

J. Electrical Load Data

No change.

K. References

- I – TCCA Airworthiness Directive, CF-2022-25.
- Bombardier Aviation, Restriction and/or Special Instruction (RSI), C-01807, Rev. NC.
- I – GL 5500 Time Limits/Maintenance Checks (TLMC), 05-10-11.

L. Other Publications Affected

None.

M. Equivalent Service Bulletins

- For the Global Express and Global Express XRS BD-700-1A10 aircraft, use SB 700-32-043.
- For the Global 5000 BD-700-1A11 aircraft, use SB 700-1A11-32-030.
- For the Global 5000 BD-700-1A11 Featuring Global Vision Flight Deck aircraft, use SB 700-32-5020.
- For the Global 6000 BD-700-1A10 aircraft, use SB 700-32-6020.
- For the Global 6500 BD-700-1A10 aircraft, use SB 700-32-6506.

2. ACCOMPLISHMENT INSTRUCTIONS

A. Special Check — Determination of Brake Accumulator Cycles

NOTE: If it is not possible to complete all the instructions in this Service Bulletin because of the configuration of the aircraft, submit an SRPSA for an analysis and to get an approved disposition to complete this Service Bulletin.

Global 5500

MODEL BD-700-1A11 (BD-700)

(1) For aircraft that have not replaced the accumulator, Part No. GW415-1200 or GW415-1250 previously, the total number of landings to apply to the accumulator is equal to the aircraft landings.

(2) For aircraft that have replaced the accumulator and have landing history from the overhauled or repaired/inspected unit, or the unit was new on installation, the total landings to apply to the accumulator landings will be the sum of the previously recorded landings which accumulated on the aircraft since replacement.

NOTE: A new unused accumulator unit will have previous landings = 0.

(3) For aircraft that have replaced the accumulator and have no previous history of landings for the overhauled or repaired/inspected unit, calculate the total number of landings as follows:

Total landings = (Service Time) x Utilization factor (landings/month) +
Installed Flight landings.

Where,

Service Time = Number of months accumulated from the Manufacturing date on the accumulator name plate to the date of the present installation minus 12.

NOTE: The present installation date is determined from the current aircraft logs or maintenance records.

Utilization Factor = 22 landings/month.

Installed landings = total landings from when the unit was installed on the current aircraft to present.

B. Recording

When this Service Bulletin is completed, make an entry in the aircraft log and send the attached Incorporation Notice to Bombardier Business Aircraft Customer Services (BBACS).

For information, correction(s), comment(s) and/or feedback regarding Service Bulletins released on the Customer Portal, please contact the Service Bulletin Group at the following email address:

bbad_SBgroup@aero.bombardier.com

3. MATERIAL INFORMATION

A. Kit

No kits required.

Global 5500

MODEL BD-700-1A11 (BD-700)

B. Parts

No parts required.

C. Material

No materials required.

D. Publications

No publications required.

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SERVICE BULLETIN EVALUATION FORM

(Your ideas will help us provide better bulletins)

SERVICE BULLETIN: 700-32-5506 **ISSUE:** Rev. 02 **DATED:** Mar 02/2023

TITLE: SPECIAL CHECK – BRAKE CONTROL SYSTEM – DETERMINATION OF
HYDRAULIC SYSTEM NO. 2 AND NO. 3 BRAKE ACCUMULATOR
CYCLES (PART NO. GW415-1250 AND GW415-1200)

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bbad_SBgroup@aero.bombardier.com

NOTE: Please use Salesforce **only** for troubleshooting issues or when Engineering deviation is necessary to accomplish the Service Bulletin modification.

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SERVICE BULLETIN INCORPORATION SHEET – "700–32–5506"

BOMBARDIER SUBMISSION	<p>Upon completion of the Service Bulletin, please fill-in, fax to (514) 855–8798 or e-mail to Fracas at fracas.montreal@aero.bombardier.com</p> <p>If you're reporting Service Bulletin (SB) Incorporations to CAMP, sending this Incorporation Sheet to Bombardier is not mandatory. If your aircraft is on another tracking system, please contact Bombardier to make arrangements for automated data submission.</p>
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Service Bulletin Number	Rev.	* Parts Completed	COMPLIED WITH			Remarks/Reason (Mandatory if N/A)
			YES	NO	N/A	
700–32–5506	02		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Actual hours to accomplish Service Bulletin: _____

- * **NOTES:**
- Where the Service Bulletin is divided into a number of parts (e.g., PARTS A, B, C, D, etc.) which can be carried out separately, indicate only those parts completed at this time.
 - For repetitive checks (usually PART A) only the initial check should be reported unless otherwise stated in the Service Bulletin.
 - When more than one part is carried out at the same time, each part should be reported.
 - Fill in 'Remark/Reason' to explain compliance method when N/A is selected. (E.g. Part not installed, N/A by effectivity, N/A by Part Serial Number, etc.)
 - PCW means 'Previously Complied With'.

Aircraft Serial No. _____	Aircraft Reg. No. _____
Airframe Hours: _____	Airframe Landings _____
S.B. Incorporation Date _____ (dd/mm/yy)	Service Order No. _____
Facility incorporating S.B. _____	
Name _____	Signature _____ Date _____ Signature not required if sent by E-Mail (dd/mm/yy)