SERVICE BULLETIN SUMMARY

This Service Bulletin is available at:
https://customer.aero.bombardier.com/portal/public/cic/

MODEL BD-100-1A10 (CL-300)

ATA 28-11

FUEL

REWORK – WING TANK – ADDITION OF SEALANT TO FACILITATE WATER DRAINAGE FROM WING FUEL TANKS AND PREVENT ERRATIC FUEL INDICATIONS

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

EFFECTIVITY	A/C Serial No. **20003** to **20152**			
COMPLIANCE	Alert	☐		
	Recommended	☒		
	Optional	☐		
MANPOWER	8 man-hours			
KITS and/or PARTS	**YES**	☒	**NO**	☐
TOOLING	**YES**	☐	**NO**	☒
GSE	**YES**	☒	**NO**	☐
REQUIRED FOR SMART PARTS	**YES**	☐	**NO**	☒
PREREQUISITE SERVICE BULLETINS	It is suggested to perform this Service Bulletin at the same time as Service Bulletin 100-28-06 and 100-28-07 to minimize downtime and cost. Defueling and venting of the fuel tanks must be done to do this Service Bulletin.			

To place an order for material or kits, please call Bombardier Spare Parts Sales at:
1-888-222-1428 (in North America)
1-316-946-2377 (outside North America)

SERVICE BULLETIN

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MODEL BD-100-1A10 (CL-300)

ATA 28-11

FUEL

REWORK – WING TANK – ADDITION OF SEALANT TO FACILITATE WATER DRAINAGE FROM WING FUEL TANKS AND PREVENT ERRATIC FUEL INDICATIONS

1. PLANNING INFORMATION

NOTES: 1. It is suggested to perform this Service Bulletin at the same time as Service Bulletin 100-28-06 and 100-28-07 to minimize downtime and cost.

2. Defueling and venting of the fuel tanks must be done to do this Service Bulletin.

A. Effectivity

BD-100-1A10 aircraft, Serial No. **20003** to **20152**.

All other subsequent BD-100-1A10 aircraft are scheduled for the modification in production (Ref.: Modification Summary, 100T501240).

NOTE: The instructions given 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 Aerospace Service Bulletin(s).

Before you do this bulletin, examine all STC, STA or equivalent action changes to make sure that this bulletin can be completed.

The following is a list of aircraft on which the intent of this Service Bulletin has been met as these aircraft have been previously modified in accordance with the respective drawing and related SNIEO:

AIRCRAFT, SERIAL NO.	DRAWING/RNIEO NO.
20051	1005711007 / SNIEO, S02
20076	1005711007 / SNIEO, S01
20090	
20105	
20115	
20146	
20066	1005711007 / SNIEO, S04
20060	K1000070228 / SNIEO, S02
20082	K1000070228 / SNIEO, S01

B. Reason

Many fuel indication issues have occurred as a result of fuel probe/compensator No. 8 being contaminated with water. Water may collect at the bottom of the tank, between the forward stringers, due to sealant that is applied to provide thermal insulation in the event of a wheels-up landing. The sealant is applied up against the stringers and may prevent water from draining towards the water drain valves.

The accomplishment of this Service Bulletin will remove sealant to provide a drain path for any trapped water. Sealant is also added to reduce areas where a drain path is not possible and where water may accumulate without reaching the drain valve.

These modifications will eliminate the erratic fuel indications caused by water accumulation in the fuel tanks.

C. Description

This Service Bulletin gives instructions to:

- Defuel the fuel tanks,
- Prepare the fuel tanks for access,
- Get access to the rework area in the fuel tanks,
- Remove sealant to provide water drain paths,
- Apply sealant in the required areas,
- Clean up the fuel tanks, and
- Close the fuel tanks

D. Compliance

Recommended at the next access opportunity or next 96 months, general visual inspection of the left and right internal section of the wing including all of the installed components, attachments and fittings from WS35.596 to WS342.698. (Time Limits/Maintenance checks – TLMC - Chapter 5, Task No. 57-ZL-00-308), whichever comes first.

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 the JAA and by EASA in accordance with established procedures.

F. Manpower

NOTES: 1. The man-hours given are estimates to help you schedule the tasks given in this bulletin. The estimates are for direct labor performed by an experienced crew and do not include the time for familiarization, planning, aircraft preparation in hangar such as towing and positioning of scaffolds, removal of interior furnishings, repainting, supervision and inspection.

2. This Service Bulletin may require consumable materials that have specific curing times (refer to Paragraph 3.). The accumulated curing time is not included in the labor estimates and should be considered for planning purposes before you schedule this Service Bulletin.

3. Labor hours are based on the fact that the modification will be done at the next access or the next 96 months inspection. Therefore no man-hours are allotted to prepare the aircraft for maintenance or to put the aircraft on jacks.

8 man-hours are necessary to do this rework.

The labor required to do this Service Bulletin is at no cost if:

(i) the aircraft is in new aircraft warranty at time of Service Bulletin release (Basic Issue), and

(ii) the work is done at Bombardier Business Aviation Services (BBAS) or Authorized Service Facilities (ASF), and

(iii) this Service Bulletin is scheduled in less than 96 months from aircraft entry into service date.

G. Material – Cost and Availability

No kit is necessary to do this rework. For material data, refer to Paragraph 3.

Up to 0.5 U.S. gal. (2.0 L) of sealant BAMS 552-002 may be required to do this modification. See Paragraph 3.A. for details.

This sealant is available at no cost if:

(i) the aircraft is in new aircraft warranty at time of Service Bulletin release (Basic Issue), and

(ii) a no-charge purchase order is sent to Bombardier Aerospace in less than 96 months from aircraft entry into service date.

H. Tooling

GSE REFERENCE NO.	PART NO.	DESCRIPTION
12C-10-04		Fuel Sampler
24-00-24	S4933959-501	Tag, Circuit Breaker
28-00-04		Breathing Apparatus Kit
28C-13-01		Fuel Venting Kit (two are necessary)
Commercially Available		Explosimeter
Commercially Available		Explosion Proof Light
Commercially Available		Explosion Proof Extension Cord
Commercially Available		Non-static Container with Rounded Corners
Commercially Available		5 U.S. gal. (18.93 L) Fuel Container
Commercially Available		Air Compressor
Commercially Available		Torque Wrench

I. Weight and Balance

WEIGHT	MOMENT
+1.80 pounds (0.81 kg)	+918 pound-inches (10.57 kgm)

J. Electrical Load Data

No change.

K. References

– Bombardier Aerospace, Modification Summary, BB100T501240, Rev. C.

- Bombardier Aerospace, Kit Drawing, K1000070228, Rev. A.
- BD-100 Aircraft Maintenance Manual (AMM), Chapters 6, 24, 28 and 51.
- BD-100 Structural Repair Manual (SRM), Chapter 51.

L. Other Publications Affected

None.

M. Equivalent Service Bulletin

None.

2. ACCOMPLISHMENT INSTRUCTIONS

NOTES: 1. All TASKs referenced in the procedures that follow are from the BD-100 Aircraft Maintenance Manual, unless otherwise specified.

2. All references made to zones, access panels and/or doors, are from the BD-100 Aircraft Maintenance Manual, Chapter 6.

A. Aircraft Setup

(1) Obey all the electrostatic-discharge precautions. Refer to TASK 24-00-00-910-802.

(2) Obey all the fuel-system safety precautions. Refer to TASK 28-00-00-910-801.

(3) Do the suction defueling of the fuel tanks. Refer to TASK 12-11-09-650-801.

(4) Obey all the electrical/electronic safety precautions. Refer to TASK 24-00-00-910-801.

(5) Remove the electrical power from the aircraft. Refer to TASK 24-00-00-861-802.

(6) Install a DO NOT CONNECT – FUEL TANK MAINTENANCE placard on the dc external power receptacle.

(7) Open and tag the circuit breakers that follow:

LOCATION	CB NO.	NAME	ZONE
LCBP	A9	L FUEL PUMP CTRL	211
LCBP	A10	L FUEL PUMP PWR	211
LSPC	C1	L ENG FUEL SOV	221
LSPC	C2	FUEL GRAVITY XFLOW	221
LSPC	C3	FUEL QTY 1	221
RCBP	A9	R FUEL PUMP PWR	212
RCBP	A10	R FUEL PUMP CTRL	212
RDCPC	C4	REFUEL DEFUEL CTRL	312

LOCATION	CB NO.	NAME	ZONE
RDCPC	C5	REFUEL DEFUEL VALVES	312
RSPC	C1	R ENG FUEL SOV	222
RSPC	C2	FUEL XFER VALVE	222
RSPC	C3	FUEL QTY 2	222

(8) Prepare the fuel tank for access. Refer to TASK 28-10-00-840-801.

(9) Disconnect the aircraft batteries. Refer to TASK 24-32-00-040-801.

(10) Install a DO NOT CONNECT – FUEL TANK MAINTENANCE placard on the batteries connectors.

(11) Remove access panel 161AB, 161BB, 162AB and 162BB. Refer to TASK 28-11-01-000-801.

NOTE: Access panel 161BB and 162BB are removed only for ventilation purposes.

B. Modification

(1) Using a non-metallic tool, remove the sealant to provide water drainage paths in all areas identified as flag note 14. Refer to Kit Drawing K1000070228; view A-A, sections E-E and R-R.

NOTE: The use of paint remover to soften sealant is not permitted.

(2) Using a non-metallic tool, remove sealant in areas identified as flag note 18 as necessary to create a water drainage path. Refer to Kit Drawing K1000070228; flag note14, 18 and view A-A.

(3) Prepare areas indicated by flag note 13 of Kit Drawing K1000070228, view A-A, sections L-L, N-N, and P-P for thermal insulation sealant application as follows:

(a) Using a Scotch-brite, sand the exposed surface of the cured sealant.

(b) Vacuum and clean the area to be sealed. Refer to TASK 51-25-00-110-801.

(4) Verify the thickness of the sealant in the area indicated by flag note 16. The sealant should be at 0.75 to 0.85 inch (19.05 to 21.59 mm) from the top of the stringer. Refer to Kit Drawing K1000070228; section P-P.

(a) If the sealant thickness is greater than 0.85 inch (21.59 mm), remove excess sealant using non-metallic tools or Scotch-brite and prepare surface as per Paragraph 2.B.(3). Refer to Kit Drawing K1000070228.

(b) If the sealant thickness is less than 0.75 inch (19.05 mm), prepare surface as per Paragraph 2.B.(3). Refer to Kit Drawing K1000070228.

(5) Inspect the reworked areas for damage to structure or finish before the application of new sealant. If any damage is present, contact Bombardier Aerospace Customer Support Engineering for disposition.

(6) Inspect the reworked area sealant for damage and good adhesion to structure.

NOTE: No gaps or void between sealant is permitted.

(7) If any sealant is missing or damaged over fasteners, skin splices or splice edges, repair area as per AMM requirements. A minimum thickness of 0.06 in (1.56 mm) over fasteners and a minimum thickness of 0.10 in (2.54 mm) at the base of the fasteners and around washers is required. Refer to TASK 51-23-00-390-810.

NOTE: Minimum sealant thickness over fasteners is required to meet EMC/Lightning requirements.

(8) Install thermal insulation sealant, Part No. PR-1429 B-1/2 or PR-1429 B-2 (BAMS 552-006) as per TASK 51-23-00-390-807, in the areas indicated by flag note 13 and 16 as required to provide a smooth and evenly sloped water drainage path. Refer to Kit Drawing K1000070228; view A-A, sections L-L, N-N, and P-P.

NOTES: 1. It is permissible to use PR-1776M B-1/2 or PR-1776M B-2 (BAMS 552-002) sealant as a substitute for PR-1429 B-1/2 or PR-1429 B-2 (BAMS 552-006) in this area, only if the existing thermal sealant is not damaged during this modification.

If repair to the existing thermal sealant is required, you must use PR-1429 B-1/2 or PR-1429 B-2 (BAMS 552-006) sealant. This type of sealant is mandatory for thermal protection.

2. Fuel tank sealant must be cured before application of the thermal insulating sealant.

3. The sealant ramp transitions along the wing bottom skin must be smooth.

4. There shall be no humps or steps between sections that may prevent water drainage, especially along the forward face of each stringer.

5. To prevent sealant from adhering to the tools, it is permissible to use a solution of 1 part isopropyl alcohol to 5 or 6 parts of distilled water to wet the tools used to smoothen sealant.

(9) Install thermal insulating sealant, Part No. PR-1429 B-1/2 or PR-1429 B-2 (BAMS 552-006) as per TASK 51-23-00-390-807, in the chemical mill pockets indicated by flag note 15 flush with the skin ± 0.020 inch (0.5 mm). Refer to Kit Drawing K1000070228.

NOTE: It is permissible to use PR-1776M B-1/2 or PR-1776M B-2 (BAMS 552-002) sealant as a substitute for PR-1429 B-1/2 or PR-1429 B-2 (BAMS 552-006) in this area, only if the existing thermal sealant is not damaged during this modification.

If repair to the existing thermal sealant is required, you must use PR-1429 B-1/2 or PR-1429 B-2 (BAMS 552-006) sealant. This type of sealant is mandatory for thermal protection.

C. Close-out

(1) After the sealant has cured, close the fuel tank. Refer to TASK 28-10-00-840-803.

(2) Install access panel 161AB, 161BB, 162AB and 162BB. Refer to TASK 28-11-01-400-801 and TASK 20-21-00-910-801.

(a) Torque the screws between 18 to 21 lbf in (2.03 to 2.37 Nm).

NOTE: While you torque the screws, keep a constant distance between the cover and the access port. The constant distance is 0.03 to 0.07 in (0.76 to 1.77 mm).

(3) Remove all tools, equipment and unwanted materials from the aircraft.

(4) Remove the tags and close the circuit breakers that follow:

LOCATION	CB NO.	NAME	ZONE
LCBP	A9	L FUEL PUMP CTRL	211
LCBP	A10	L FUEL PUMP PWR	211
LSPC	C1	L ENG FUEL SOV	221
LSPC	C2	FUEL GRAVITY XFLOW	221
LSPC	C3	FUEL QTY 1	221
RCBP	A9	R FUEL PUMP PWR	212
RCBP	A10	R FUEL PUMP CTRL	212
RDCPC	C4	REFUEL DEFUEL CTRL	312
RDCPC	C5	REFUEL DEFUEL VALVES	312
RSPC	C1	R ENG FUEL SOV	222

LOCATION	CB NO.	NAME	ZONE
RSPC	C2	FUEL XFER VALVE	222
RSPC	C3	FUEL QTY 2	222

(5) Remove the DO NOT CONNECT – FUEL TANK MAINTENANCE placard from the aircraft batteries.

(6) Connect the aircraft batteries. Refer to TASK 24-32-00-440-801.

(7) Remove the DO NOT CONNECT – FUEL TANK MAINTENANCE placard from the dc external power receptacle.

D. Testing

(1) Do the operational test of the batteries. Refer to TASK 24-32-01-710-801.

(2) Do the pressure refueling procedure as necessary. Refer to TASK 12-11-01-650-801.

(3) Examine the wing-tank access panel 161AB/162AB for leaks. No leaks are permitted.

E. 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).

3. MATERIAL INFORMATION

A. Part

Up to 0.5 U.S. gal. (2.0 L) of the following sealant may be required to do this Service Bulletin and can be obtained from Bombardier, Spare Parts Center, Montréal:

DESCRIPTION	PART No./NAME	SPECIFICATION
Sealant, Integral Fuel Tank CT: (24 hours)	PR-1776M B-2 (N383-2981)	BAMS 552-002

NOTE: When ordering, mention Part No. N383-2981 and a quantity of 6, which corresponds to 0.5 U.S. gal. (2.0 L) of the sealant above.

B. Material

The consumable materials that follow, or equivalent, are necessary to do this Service Bulletin. These can be purchased from a local supplier:

DESCRIPTION	PART No./NAME	SPECIFICATION	QUANTITY	SUPPLIER (See Note)
Brushes	-	-	As Necessary	B
Cloth, no-lint	-	-	As Necessary	B
Isopropyl Alcohol	-	-	As Necessary	B
Scotch-brite	-	-	As Necessary	B
Scraper non metallic	-	-	As Necessary	B
Sealant, Integral Fuel Tank CT: (30 hours) B-1/2 (48 hours) B-2	Pro-Seal 870 B-1/2 or Pro-Seal 870 B-2	MIL-S-81733 Type II	As Necessary	A
Sealant, Integral Fuel Tank CT: (14 days) B-1/2 (21 days) B-2	Pro-Seal 870 C-12 or Pro-Seal 870 C-24	MIL-S-81733 Type IV	As Necessary	A

DESCRIPTION	PART No./NAME	SPECIFICATION	QUANTITY	SUPPLIER (See Note)
Sealant, Thermal Insulating CT: (24 hours) B-1/2 (48 hours) B-2	PR-1429 B-1/2 or PR-1429 B-2	BAMS 552-006	As Necessary	A
Spatula	-	-	As Necessary	B

NOTES:
1. Bombardier Aerospace does not pay for the consumable materials listed above.
2. Refer to the table below for each supplier's address listed by codes.
3. The Curing Time (CT), if applicable, for each consumable material is indicated with the description of each product.
4. At time of release of this Service Bulletin, the information on the supplier was valid and accurate. In the event that this information has changed, the operator is encouraged to use the World Wide Web to find a local supplier.

SUPPLIERS ADDRESSES BY CODES	
Code: A	**Code: B**
PRC-Desoto International 5430 San Fernando Road, PO Box 1800, Glendale, CA, USA, 91209 Tel: 1-800-228-5635 Tel: (818)-240-2060 Fax: (818)-549-7790 ppg.com/prc-desoto	Commercially Available

BOMBARDIER
AEROSPACE

Bombardier Inc., Montreal
P.O. Box 6087, Station Centre-ville
Montreal, Quebec, Canada H3C 3G9

DRAWN BY:	SHEET	MS CODE		REV
DAVID LENCZ	1 OF 3	BB	PL K1000070228	-A
TITLE KIT - FUEL TANK THERMAL SEALANT REWORK, BL 0.00				
CAGE CODE 3AB48	MODEL VERSION: 05 MODEL TYPE: MAST			

QTY REQ'D PER RH	QTY REQ'D PER LH	FIND NO.	ZONE SHEET	CAGE CODE	PART, DASH OR IDENTIFYING NO.	DESCRIPTION	SIZE	MATERIAL SPEC	FNSH CODE	PCCN	NOTE
		1	7B/1	3AB48	K1000070228-001	KIT - INSTL					
		2									
		3									
		4									

NOTES

1. SEE THE RELATED T MOD/DCP FOR EFFECTIVITY (REF 100T501240)
2. THIS KIT DRAWING INCORPORATES REQUIREMENTS OF DCP BA100-35081.
3. THE PURPOSE OF THIS MODIFICATION IS TO PREVENT WATER ACCUMULATION IN THE FUEL TANKS.
4. QUANTITY: (1) KIT PER AIRCRAFT REQUIRED.
5. THIS KIT MAY BE ACCOMPLISHED AT A BOMBARDIER BUSINESS AVIATION SERVICES FACILITY, OR AN AUTHORIZED SERVICE FACILITY.
6. FINISH SPEC PER BAERD BD 100-001.
7. FINISH CODE PER BAERD-GEN-004 (BD-100 SRM CHAPTER 51-01-04).
8. IDENTIFY PER BAPS 144-005.
9. DIMENSIONS AND TOLERANCES PER ASME Y14.5M-1994.
10. STANDARD FABRICATION PER BAPS 188-000.

BT0501-1 CT4 REV 2004-06

SB100-28-008-70228-A-S -S1-PL

PL K1000070228 – Kit – Fuel Tank Thermal Sealant Rework BL 0.00
(Sheet 1 of 3, Revision A)

BOMBARDIER
AEROSPACE

Bombardier Inc., Montreal
P.O. Box 6087, Station Centre-ville
Montreal, Quebec, Canada H3C 3G9

DRAWN BY:	SHEET	MS CODE		REV
DAVID LENCZ	2	BB	PL K1000070228	-A
CAGE CODE 3AB48	MODEL VERSION: 05		MODEL TYPE: MAST	

NOTES (CONTINUED)

11. INSTALL BAMS 552-006 THERMAL INSULATION SEALING PER BAPS 157-027 (AMM CHAPTER 51-23-00).

    IT IS PERMISSIBLE TO USE A SOLUTION OF 1 PART ISOPROPYL ALCOHOL TO 5 OR 6 PARTS DISTILLED WATER (1:5 OR 1:6) TO WET TOOLS USED TO SMOOTHEN SEALANT (TO PREVENT SEALANT FROM ADHERING TO TOOLS).

    IT IS PERMISSIBLE TO RE-APPLY THE SEALANT ON CURED SEALANT AS PER THE FOLLOWING PROCEDURE:
    - SAND THE OUTER SURFACE OF CURED SEALANT WITH SCOTCH-BRITE.
    - CLEAN THE SANDED SURFACE PER BAPS 180-009.
    - RE-APPLY THE SEALANT PER BAPS 157-027.

12. ENSURE FILLET SEALING AND BRUSH COAT SEALING OVER FASTENERS IS COMPLETE (AS DESCRIBED IN NOTE 14) BEFORE ADDING THERMAL INSULATION SEALING.

△3 ADD SEALANT (THERMAL INSULATION REF. NOTES 11 & 12) AS SHOWN TO PROVIDE AN EVENLY SLOPED WATER DRAINAGE PATH. THE SEALANT RAMP TRANSITIONS ALONG THE WING BOTTOM SKIN MUST BE SMOOTH. THERE SHALL BE NO HUMPS OR STEPS BETWEEN SECTIONS THAT WILL PREVENT WATER DRAINAGE, ESPECIALLY ALONG THE FWD FACE OF EACH STRINGER.

△4 REMOVE SEALANT AS SHOWN TO PROVIDE A WATER DRAINAGE PATH.
CAUTION: USE ONLY NON-METALLIC TOOLS TO REMOVE SEALANT. USE OF PAINT REMOVER TO SOFTEN SEALANT IS NOT PERMITTED.
AFTER REMOVING SEALANT AS SHOWN TO CREATE WATER DRAINAGE PATHS:
- THOROUGHLY VACUUM AND CLEAN REWORKED AREAS AS PER BAPS 180-009 (BD-100 AMM CHAPTER 51-25-00).
- INSPECT REMAINING SEALANT FOR DAMAGE AND GOOD ADHESION TO STRUCTURE. NO GAPS OR VOIDS BETWEEN SEALANT AND STRUCTURE PERMITTED. REPAIR IF REQUIRED.
- IF ANY SEALANT IS REMOVED FROM BL 0.0 SPLICE EDGES RE-APPLY PER: BD-100 SRM CHAPTER 51-23-00
- IF SEALANT IS DAMAGED OVER ANY FASTENER OR SKIN SPLICE IT SHALL BE REPAIRED PER BD-100 AMM CHAPTER 51-23-00
  WITH MIN .06 THK OVER FASTENER AND MIN .10 THK AT FASTENER BASE AND AROUND WASHER
  NO VOIDS, PIN HOLES IS ALLOWED IN THE OUTER SURFACE OF SEALANT
  NO VISIBLE OUTLINE OF FASTENER THREADS
  NO EXPOSED METAL
  (MINIMUM THICKNESS OF SEALANT OVER FASTENERS IS REQUIRED TO MEET EMC/LIGHTNING REQUIREMENTS.)
- INSPECT REWORKED AREAS FOR DAMAGE TO STRUCTURE OR FINISH PRIOR TO RE-APPLYING SEALANT.
  IF STRUCTURE OR FINISH DAMAGE IS PRESENT, CONTACT BA SERVICE ENGINEERING FOR DISPOSITION.

BT0501-2 CT4 REV 2004-06

SB100-28-008-70228-A-S-S2-PL

PL K1000070228 – Kit – Fuel Tank Thermal Sealant Rework BL 0.00
(Sheet 2 of 3, Revision A)

BOMBARDIER
AEROSPACE

Bombardier Inc., Montreal
P.O. Box 6087, Station Centre-ville
Montreal, Quebec, Canada H3C 3G9

DRAWN BY:	SHEET	MS CODE		REV
DAVID LENCZ	3	BB	PL K1000070228	-A
CAGE CODE 3AB48	MODEL VERSION: 05		MODEL TYPE: MAST	

NOTES (CONTINUED)

△A FILL CHEM MILL POCKETS WITH SEALANT ; FILL FLUSH WITH SKIN +/-.020
(BAMS 552-002 CAN BE USED AS A SUBSTITUTE TO BAMS 552-006 IN ALL 4 POCKETS)

△B BEFORE ADDING SEALANT, INSPECT THICKNESS OF EXISTING SEALANT AND REDUCE THICKNESS
(SHAVE SEALANT) IF NOT WITHIN INDICATED TOLERANCES. REMOVE SEALANT AS PER FLAGNOTE 14.

△7 EXISTING SEALANT (100571100?).

△8 EXISTING SEALANT INSTALLED PER DRAWING 100571100? OVER SKIN SPLICE FASTENERS MAY BE REMOVED
AS PER FLAGNOTE 14 OR MAY REMAIN IN PLACE PROVIDED A DRAIN PATH IS CREATED (SEE VIEW A-A ZONE 8C/2).

19 WHERE SEALANT IS ADDED, IT IS PERMISSIBLE TO USE BAMS 552-002 AS A SUBSTITUTE FOR BAMS 552-006
AS LONG AS BAMS 552-002 IS NOT USED TO REPLACE EXISTING BAMS 552-006. IF EXISTING THERMAL SEALANT IS
DAMAGED DURING REWORK, REPAIR MUST BE MADE USING BAMS 552-006 ONLY (NO SUBSTITUTION ALLOWED)
NOTE THAT THIS TYPE OF SEALANT IS MANDATORY FOR THERMAL PROTECTION

20 IF SMOOTHENING OPERATION IS REQUIRED TO THE SURFACE OF THERMAL SEALANT IT IS PERMISSIBLE TO USE BAMS 552-002
AS A SUBSTITUTE TO BAMS 552-006 AS LONG AS BAMS 552-002 IS NOT USED WITHIN THE ZONE DEFINE BY NOTE 17.

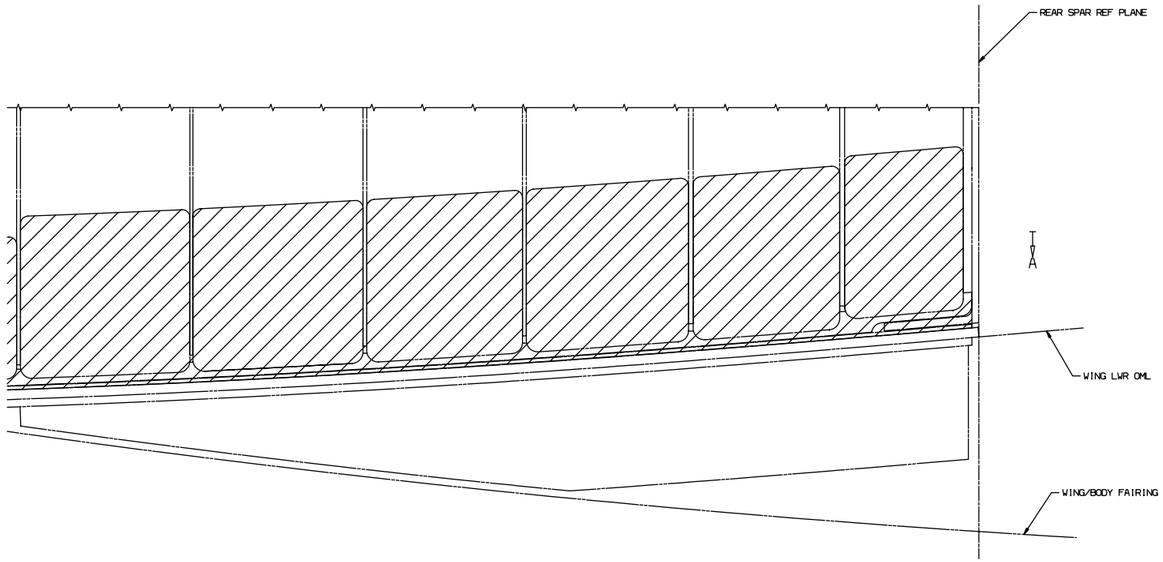
BT0501-2 CT4 REV 2004-06

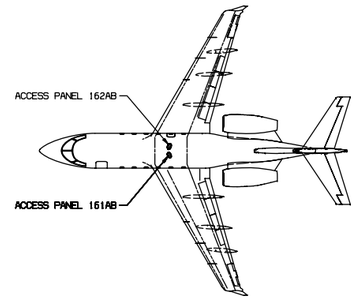
SB100-28-008-70228-A-S-S3-PL

PL K1000070228 – Kit – Fuel Tank Thermal Sealant Rework BL 0.00
(Sheet 3 of 3, Revision A)

PROCEDURE NOTES:

1. REMOVE THE ELECTRICAL POWER FROM THE AIRCRAFT AS PER BD-100 AMM CHAPTER 24-00-00.
2. PREPARE THE FUEL TANK FOR ACCESS AS PER BD-100 AMM CHAPTER 28-10-00.
3. REMOVE WING-TANK ACCESS PANELS 161AB & 162AB AS PER BD-100 AMM CHAPTER 28-11-01.
4. REMOVE SEALANT AS SHOWN IN THIS KIT DRAWING.
5. CLEAN AND INSPECT REWORK AREAS AS SHOWN IN THIS KIT DRAWING.
6. ADD SEALANT AS SHOWN IN THIS KIT DRAWING.
7. THOROUGHLY CLEAN REWORK AREAS AS PER BD-100 AMM CHAPTERS 28-10-00 AND 51-25-00.
8. RE-INSTALL WING-TANK ACCESS PANELS AS PER BD-100 AMM CHAPTER 28-11-01.
9. RESTORE AIRCRAFT TO AIRWORTHY CONDITION.
10. UPDATE A/C RECORDS TO REFLECT INCORPORATION OF THIS MODIFICATION.





(INSTL -001)
(SCALE: 1:100)

PARTS DISPOSITION LIST					
QTY		PART NO.	NAME	REMOVED PARTS DISPOSITION	SPARE DISPOSITION
RH	LH				
N/A	N/A	BAMS 552-006	FUEL RESISTANT SEALANT	SCRAP	N/A

MODIFICATION KIT DRAWING

BOMBARDIER AEROSPACE — Bombardier Inc. 400 Cote Vertu Road, West Dorval, Quebec, Canada H4S 1Y9

KIT - FUEL TANK THERMAL SEALANT REWORK, BL 0.00

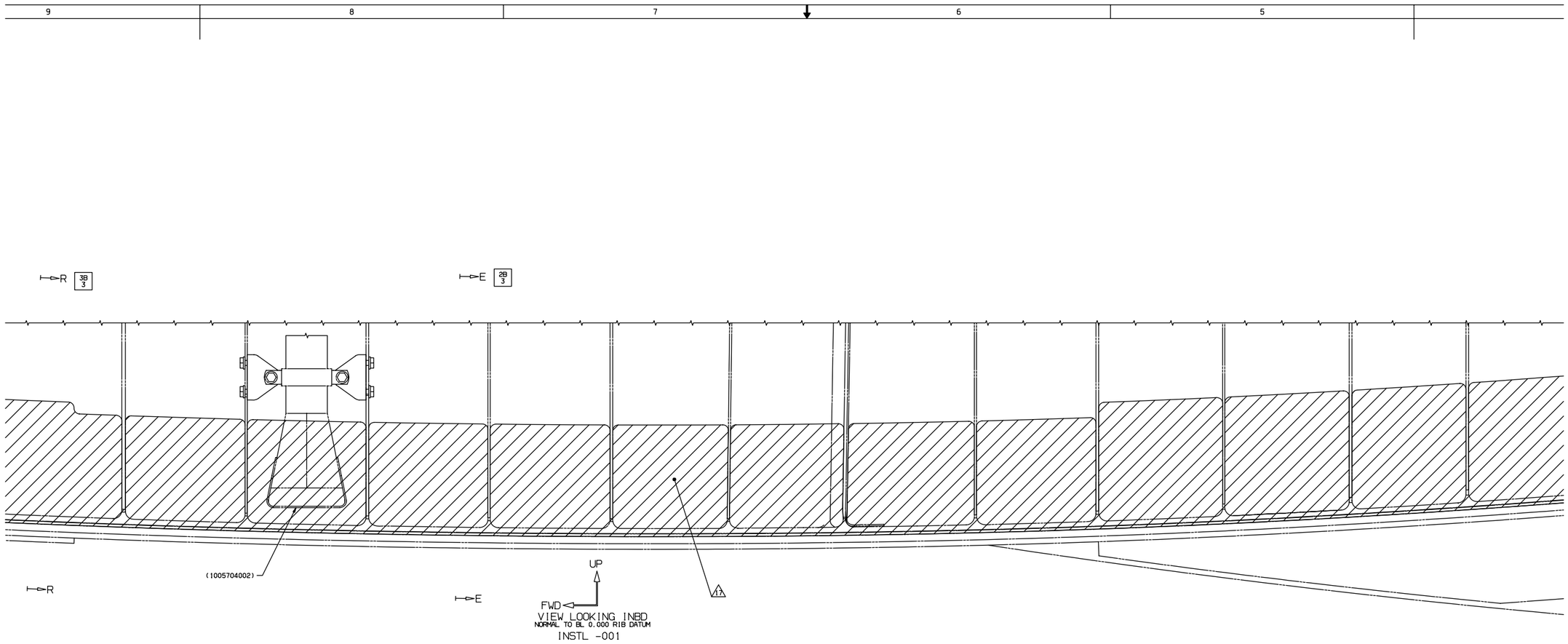
DRAWN DAVID LENCZ
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES
LINEAR TOLERANCES .XX ± .03, .XXX ± .010
ANGULAR TOLERANCES ± 0° 30'
ALL MACHINE SURFACE 125

SUPPLIER NAME AND CAGE CODE: BOMBARDIER INC. MONTREAL 3AB48
SEE PL SHEET FOR PARTS LIST AND PL SPECIFIC NOTES
SEE EDRN FOR DRAWING FILE NAME, APPROVALS AND REVISIONS.

SIZE | DWG NO. | REV: J | BB | K1000070228 | -A
CAGE CODE 3AB48 | MODEL VERSION: 05 TYPE: MAST
SCALE 1:1 & NOTED | SHEET 1 OF 3

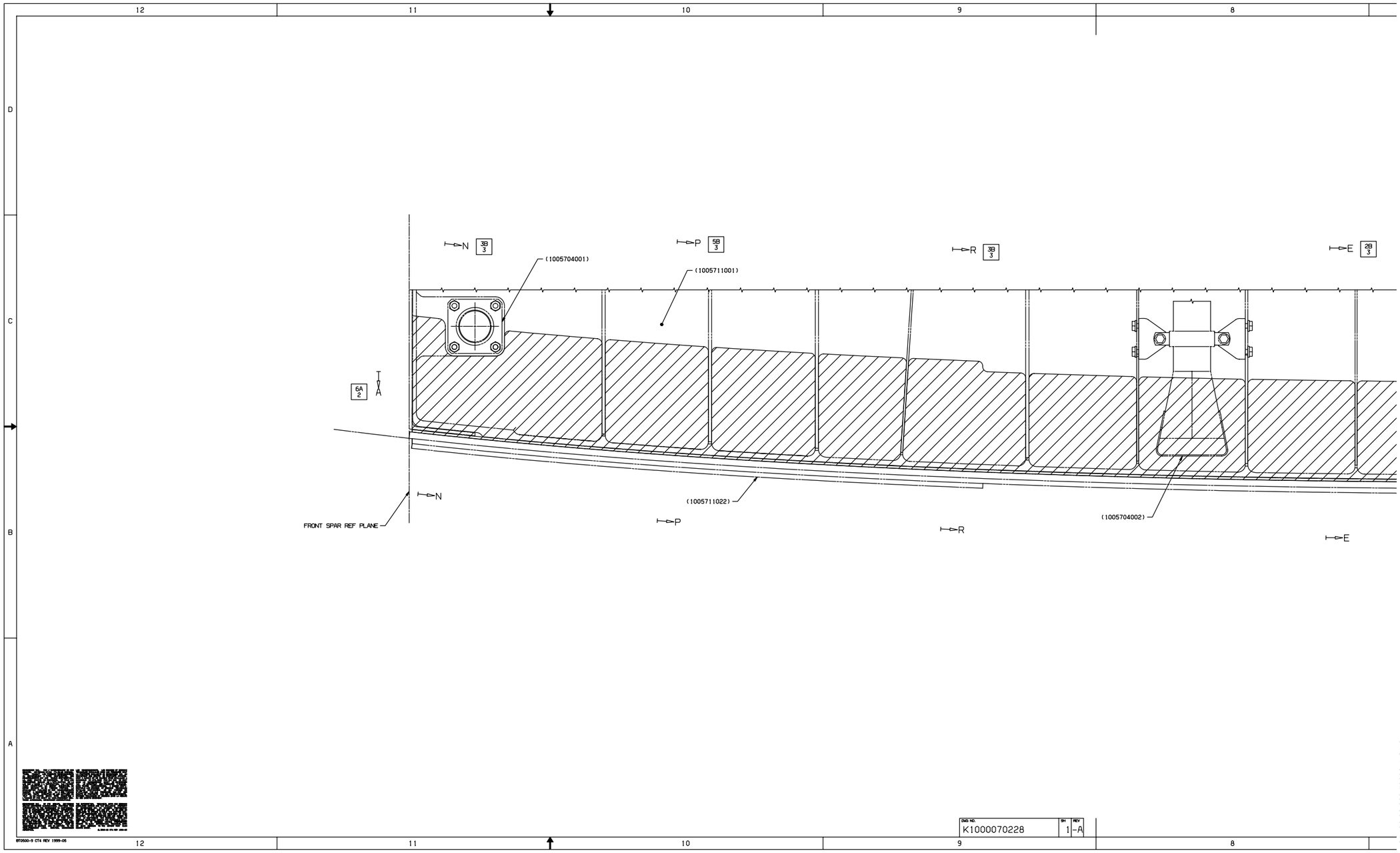
DWG NO. K1000070228 | SH 1 | REV -A

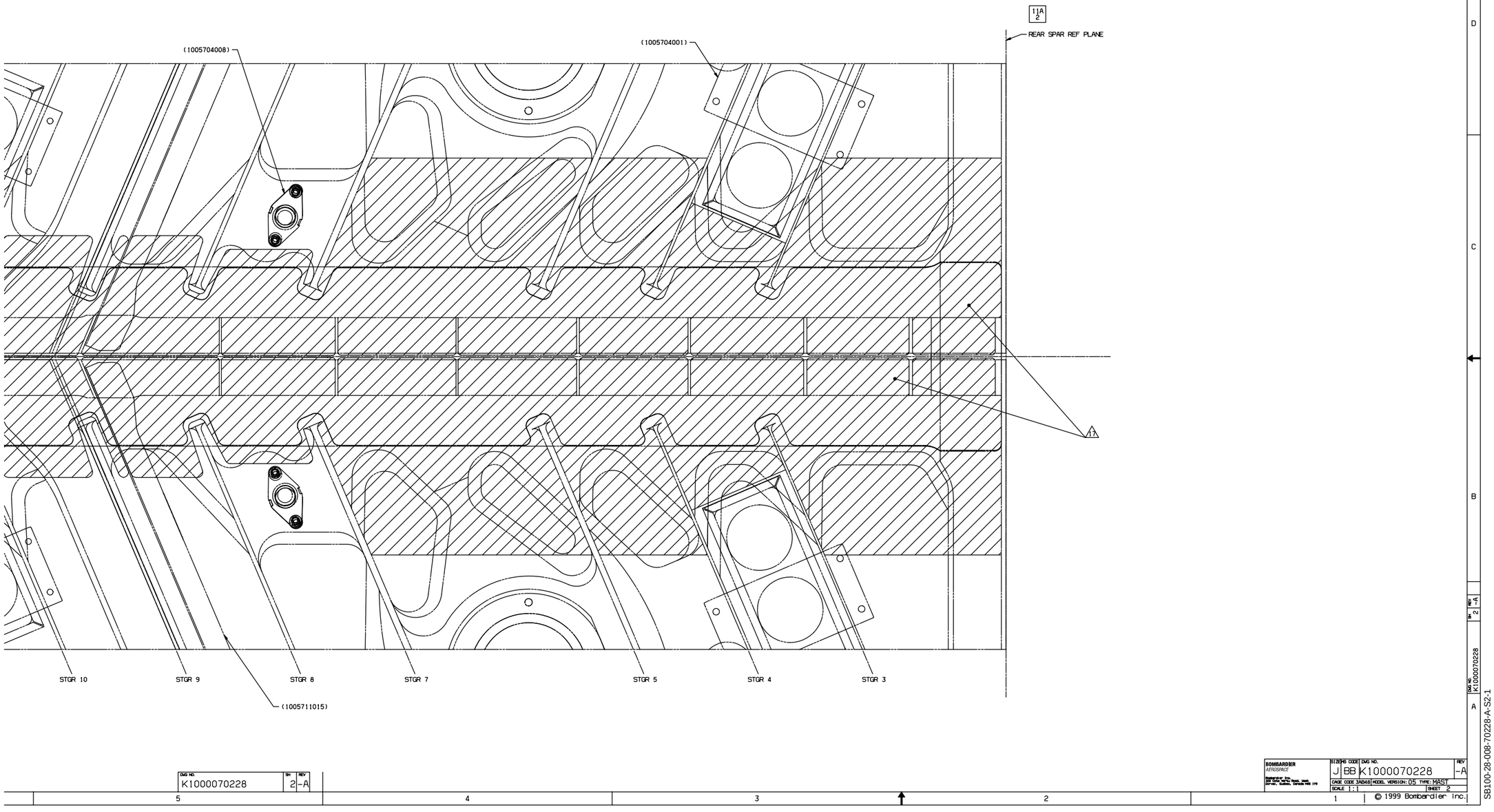
SB100-28-008-70228-A-S1-1



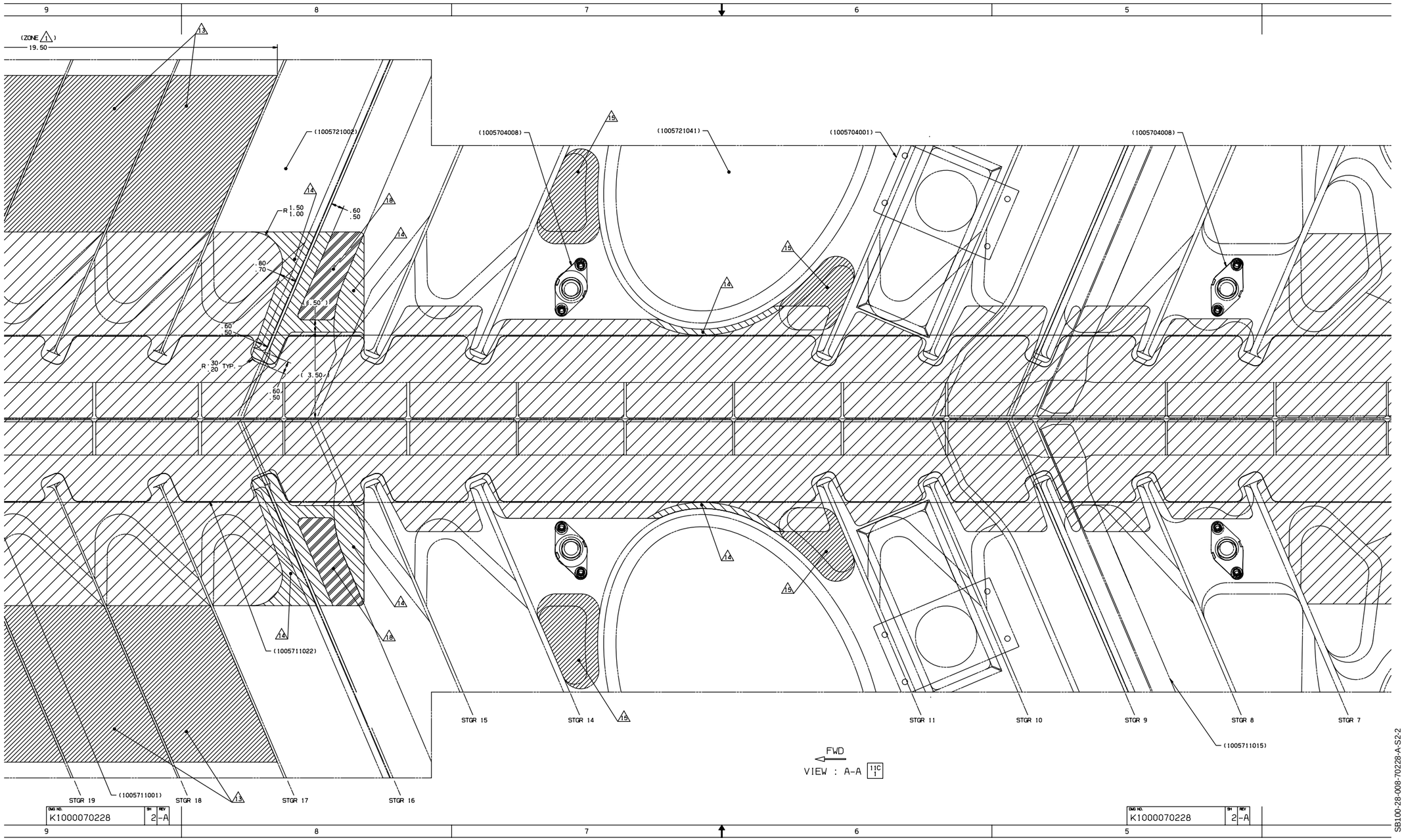
SB100-28-008-70228-A-S1-2

K1000070228 – Kit – Fuel Tank Thermal Sealant Rework BL 0.00
(Sheet 1 of 3, Rev. A, continued)

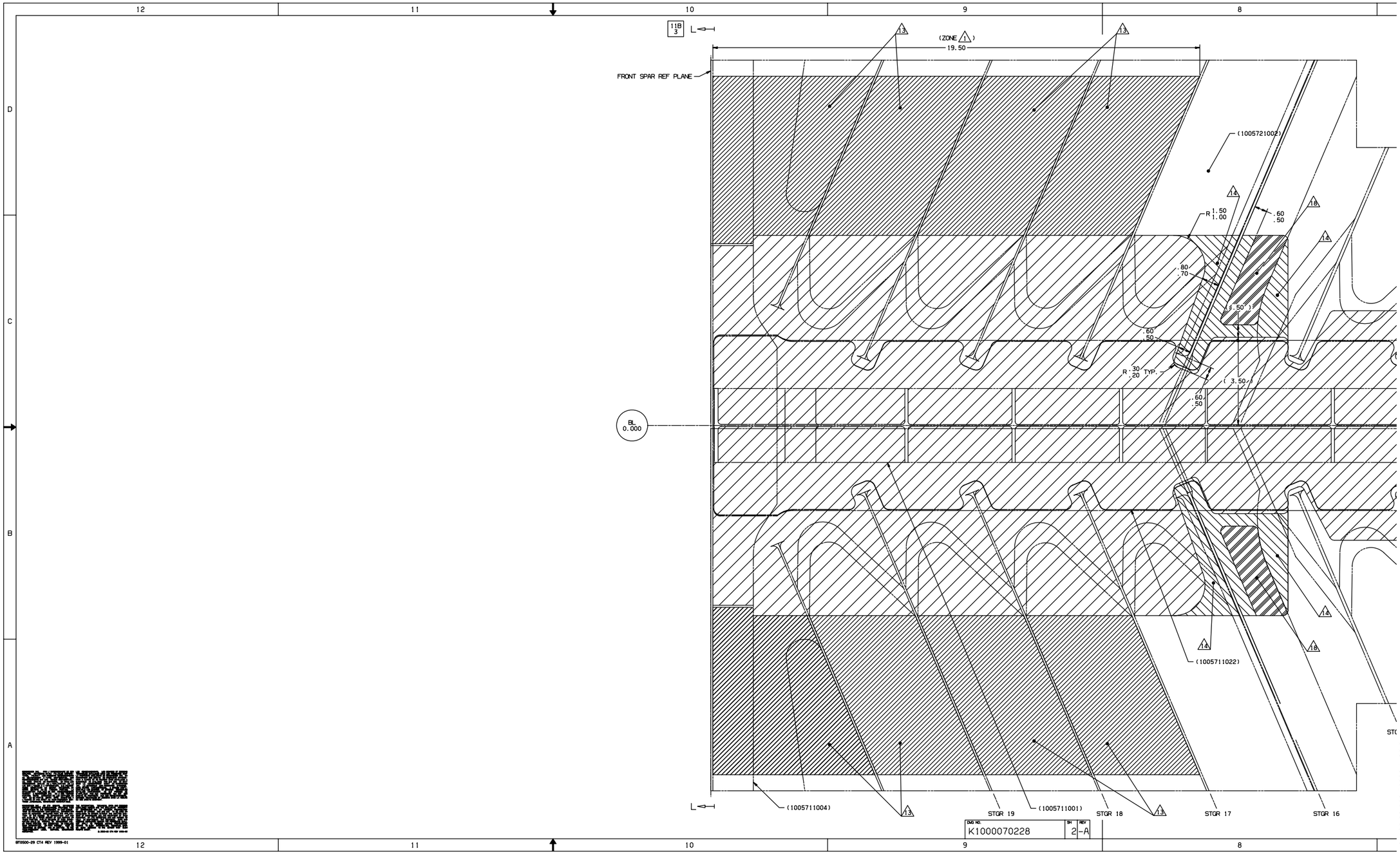

12
11
10
9
8
D
C
B
A
N
3B 3
P
5B 3
R
3B 3
E
2B 3
(1005704001)
(1005711001)
6A 2
A
N
FRONT SPAR REF PLANE
(1005711022)
P
R
(1005704002)
E
DWG NO.
K1000070228
SH
1
REV
-A
SB100-28-008-70228-A-S1-3



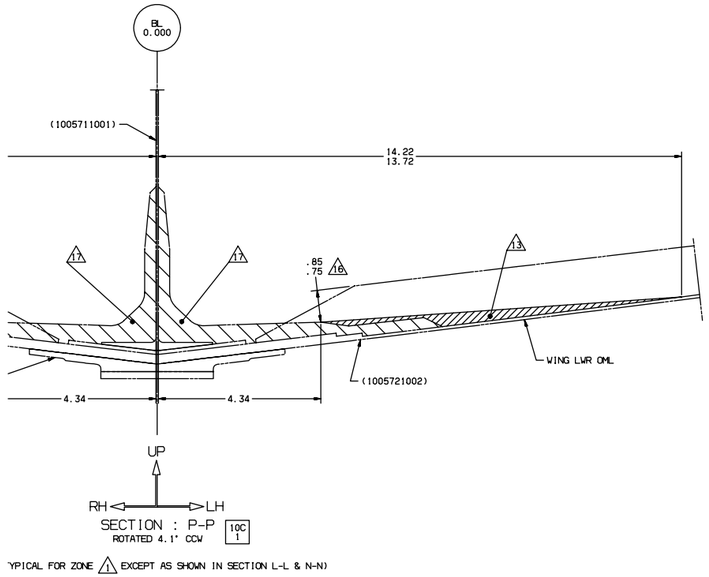
K1000070228 – Kit – Fuel Tank Thermal Sealant Rework BL 0.00
(Sheet 2 of 3, Rev. A)

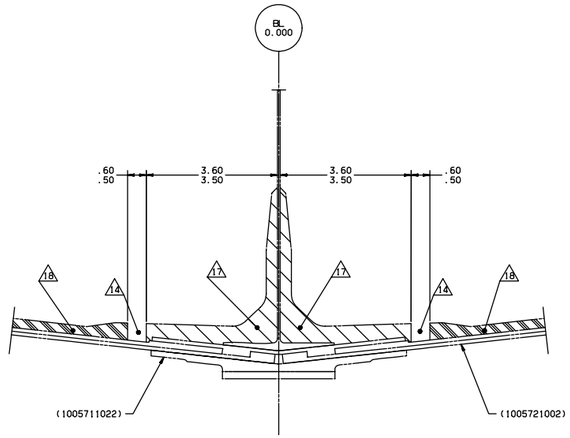


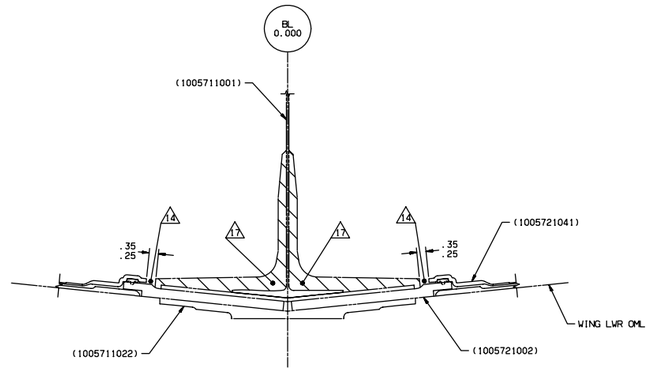
K1000070228 – Kit – Fuel Tank Thermal Sealant Rework BL 0.00
(Sheet 2 of 3, Rev. A, continued)



K1000070228 – Kit – Fuel Tank Thermal Sealant Rework BL 0.00
(Sheet 2 of 3, Rev. A, continued)







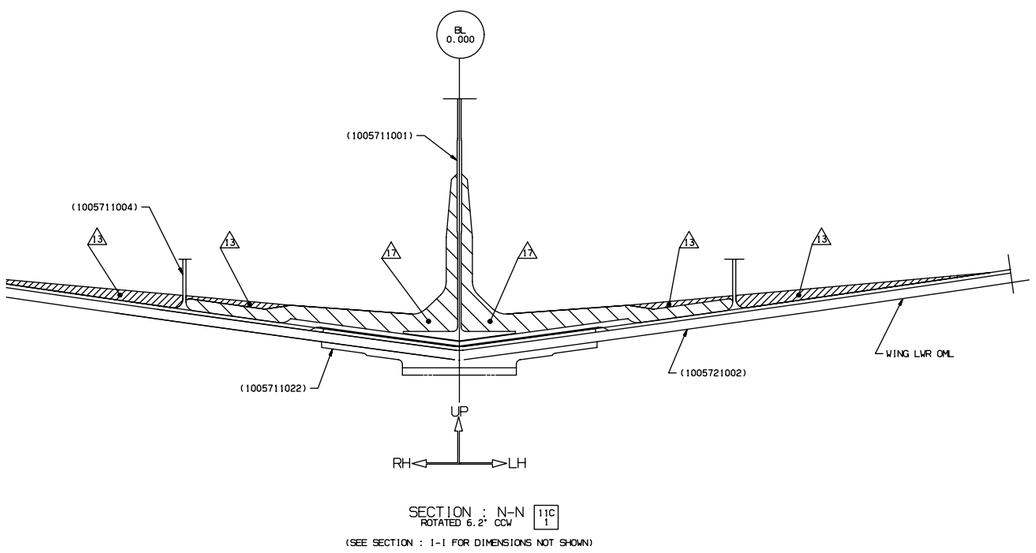
TYPICAL FOR ZONE 1 EXCEPT AS SHOWN IN SECTION L-L & N-N)

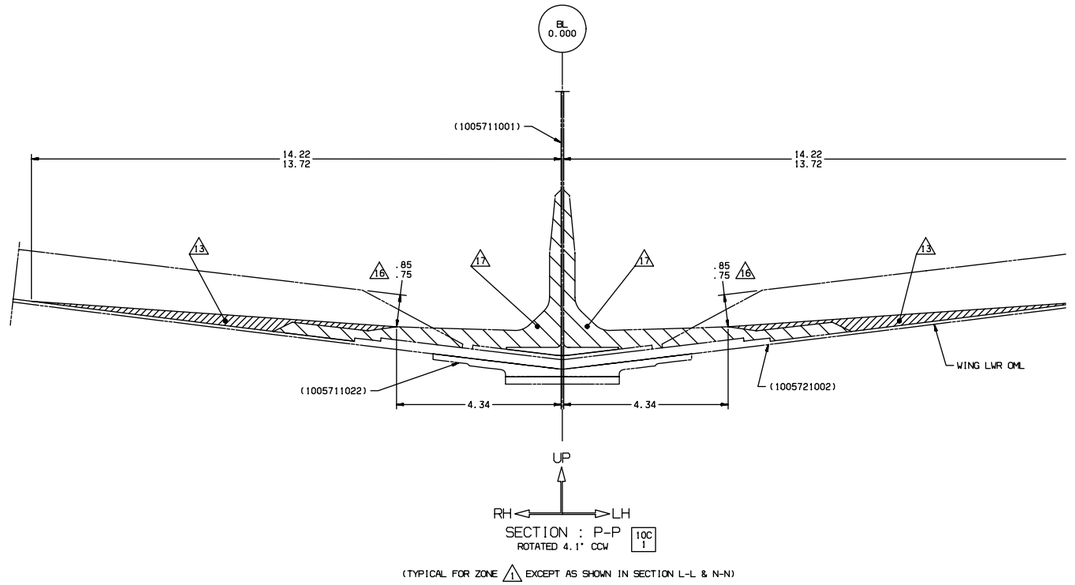
DWG NO. K1000070228 | SH 3 | REV -A

BOMBARDIER AEROSPACE | SIZE J | CAGE CODE BB | DWG NO. K1000070228 | REV -A | CAGE CODE 3AB48 | MODEL VERSION: 05 TYPE: MAST | SCALE 1:1 | SHEET 3

SB100-28-008-70228-A-S3-1

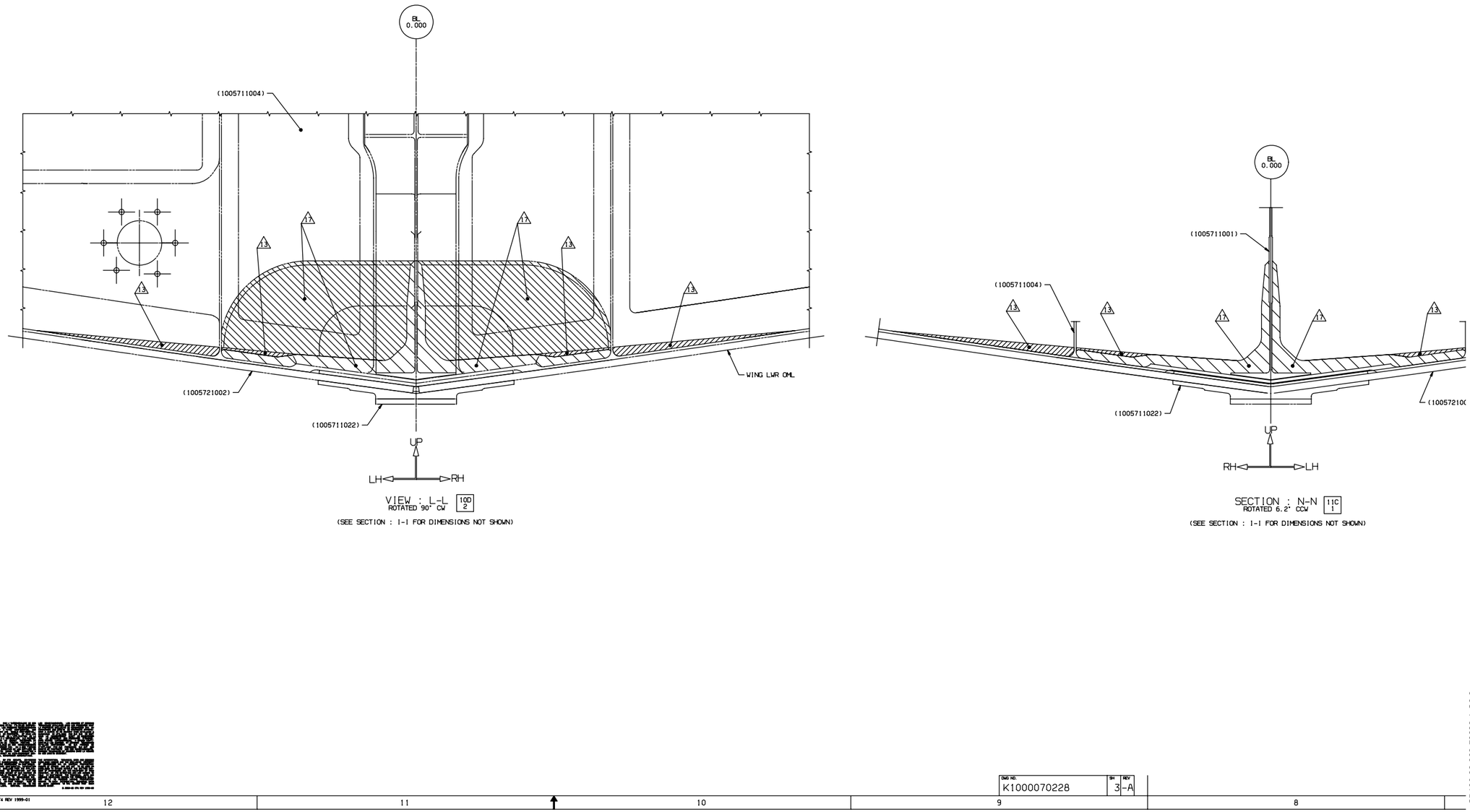
K1000070228 – Kit – Fuel Tank Thermal Sealant Rework BL 0.00
(Sheet 3 of 3, Rev. A)





SB100-28-008-70228-A-S3-2

K1000070228 – Kit – Fuel Tank Thermal Sealant Rework BL 0.00
(Sheet 3 of 3, Rev. A, continued)



K1000070228 – Kit – Fuel Tank Thermal Sealant Rework BL 0.00
(Sheet 3 of 3, Rev. A, continued)

SERVICE BULLETIN EVALUATION FORM

(Your ideas will help us provide better bulletins)

SERVICE BULLETIN:	100-28-08	**ISSUE:**	Basic	**DATED:**	Jul 09 /2007

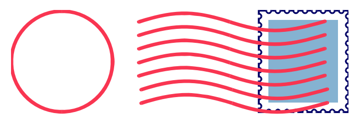
TITLE: Rework – Wing Tank – Addition of Sealant to Facilitate Water Drainage from Wing Fuel Tanks and Prevent Erratic Fuel Indications

	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE
• **Instructions to do the Service Bulletin were accurate.** Comments:	❑	❑	❑	❑	❑
• **Illustration(s), figure(s), and/or kit drawing(s) were helpful to carry out instructions.** Comments:	❑	❑	❑	❑	❑
• **If a kit was required, did the kit contents received agree with the contents listed in the bulletin?** Comments:	❑	❑	❑	❑	❑
• **The loose parts listed under Paragraph 3 were easily procured.** Comments:	❑	❑	❑	❑	❑
• **Work was accomplished in the prescribed time.** Comments	❑	❑	❑	❑	❑
• **Overall, I was satisfied with this Service Bulletin.** Comments:	❑	❑	❑	❑	❑

For administrative use only	**PLEASE SUPPLY US WITH THE FOLLOWING DATA AND FAX TO: (514) 855-2535**	
0631TPDD6923	**OPERATOR:**	
	AIRCRAFT SERIAL NO.:	
	TELEPHONE:	
	FACSIMILE:	
	NAME: (Please print)	

THANK YOU FOR YOUR RESPONSE!

PLEASE RETURN THIS COMPLETED EVALUATION FORM BY MAIL OR FAX



Bombardier Business Aircraft Customer Services (BBACS)

P.O. Box 6087, Station Centre-ville
Montréal, Québec, Canada H3C 3G9

Attention: Supervisor, Service Bulletin Group
Department 631

BOMBARDIER CHALLENGER 300

BOMBARDIER CUSTOMER SERVICES BUSINESS AIRCRAFT

SERVICE BULLETIN INCORPORATION SHEET – "100-28-08"

Upon completion of the Service Bulletin, please fill in this form and either fold and mail in the envelope provided, or fax to:(514) 855-8798, or e-mail to Fracas at fracas.montreal@aero.bombardier.com

NOTE: For configuration control purposes, please fill out one form for each Service Bulletin.

Service Bulletin Number	Rev.	* Parts Completed	Further Action Required YES	Further Action Required NO
100-28-08	Basic	-	☐	☐
-	-	-	☐	☐
-	-	-	☐	☐
		-		

Actual hours to accomplish Service Bulletin:

Access: _____ Modification: _____ Tests: _____ Restore: _____

* NOTES:
1. 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.
2. For repetitive checks (usually PART A), only the initial check should be reported unless otherwise stated in the Service Bulletin.
3. When more than one part is carried out at the same time, each part should be reported.

Is the aircraft enrolled on the CAMP computerized maintenance program?	**Yes**	**No**
	☐	☐

Aircraft Serial No. _____ Aircraft Reg. No. _____

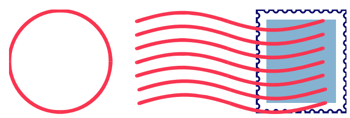
Airframe Landings _____ Airframe Hours _____

Date of Incorporation _____ Service Order No. _____

Facility & Location Incorporation Bulletin _____

PRINT NAME _____ DATE: _____

SIGNATURE: _____



Bombardier Business Aircraft Customer Services (BBACS)

P.O. Box 6087, Station Centre-ville
Montréal, Québec, Canada H3C 3G9

Attention: Maintenance Engineering
Department 051