

Advisory Wire

REFERENCE NO: AW300-79-0401 INFORMATION TYPE: Maintenance Operational
ATA: 79-10 EFFECTIVITY: Challenger 300 Challenger 350
SUBJECT: Oil filler cap installation

1. REFERENCES:

1.1 Honeywell Service Bulletin (SB) AS907-79-9007 "Reliability"

2. INTRODUCTION:

Recently it has been noted that there have been incidents of the oil filler oil cap PN 3036061-3 not being properly reinstalled/secured during maintenance.

3. DESCRIPTION:

There have been reports that the oil filler cap has not been installed correctly due to the securing chain laying slightly over the threaded lip. (Figures 1 & 2) This can cause damage to the O-Ring and allow oil to escape. There have been also instances where the oil cap has not been secured at all allowing oil to escape. Both conditions can lead to an inflight shut down due to loss of oil or low oil pressure.

4. ACTION:

During the maintenance process it is imperative that care be taken to ensure that the oil filler cap has been installed correctly. It is worth taking the time to check it twice to ensure correct installation.

- Pre SB (Ref Item 1.1) When reinstalling the cap ensure that the chain is completely clear of the filler hole. Ensure that the cap has been securely installed.
- Post SB (Ref Item 1.1 & Figure 3) Ensure that the cap has been securely installed.

Figure 1

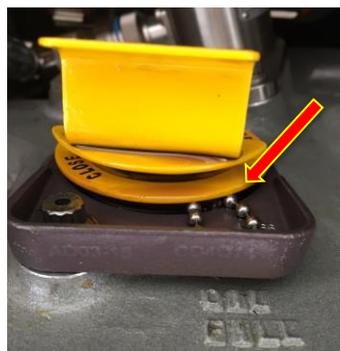


Figure 2



Figure 3



Should you have any questions pertaining to this AW or require additional information, please contact your Bombardier Field Service Representative (FSR) or the Customer Response Center (CRC 24/7) team.