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# ADVISORY WIRE

## 700T-0124

<b>DATE:</b> July 16, 2003	<b>PAGE:</b> 1 OF 3
<b>ADDRESS TO:</b>	<b>A/C:</b>
<b>FAX NUMBER:</b>	
<b>FROM:</b> Bombardier Business Aviation Services	
<b>ADVISORY WIRE</b>	
<b>REFERENCE NO:</b> 700T-0124	
<b>SUBJECT:</b> Hydraulic System Filters: Possible Incorrect Filters Installed in Hydraulic Systems 1, 2 and 3.	
<b>EFFECTIVITY:</b> BD700-1A10 (9001 to 9125)	
<b>ATA:</b> 29	
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# ADVISORY WIRE

## 700T-0124

**DATE:** July 16, 2003

**PAGE** 2 OF 3

### 1.0 REFERENCES

- 1.1 Illustrated Parts Catalogue (IPC) 29-12-13, 29-12-17 and 29-12-21.
- 1.2 Aircraft Maintenance Manual (AMM) 29-10-00-870-801, 29-10-00-870-802, 29-10-00-616-801, 29-10-00-616-802 and 29-10-00-616-803.
- 1.3 Service Bulletin 700-29-017 Special Check – No. 1, No. 2 And No. 3 Hydraulic Systems – Inspection of Element Part No.

### 2.0 INTRODUCTION

This Advisory Wire is to inform Operators of the possibility that an incorrect hydraulic filter element may be installed on some Global Express aircraft. It also provides details on the steps that will be taken to inspect aircraft for correct filter installation and replacement if required.

### 3.0 DESCRIPTION

During routine maintenance, an Operator found the incorrect part number filter elements installed in the number 2 hydraulic system. Further investigation revealed that the IPC ref. 1.1 listed the incorrect part number filters for the pressure, return and case drain filters of all three systems. The IPC listed the part numbers for the Challenger hydraulic system filters. As a result, it is possible that a wrong filter was installed during maintenance.

Although the filters used for the Challenger hydraulic system are smaller than the Global Express filters, it is possible to install them into the filter bowls of the Global Express hydraulic system. The incorrect filters will continue to provide filtration however, in the long term, since the filter specifications are slightly different, the system may become contaminated and the filters may no longer provide proper filtration. The IPC was changed at revision 11 to reflect the correct part number filters.

# ADVISORY WIRE

## 700T-0124

**DATE:** July 16, 2003

**PAGE** 3 OF 3

In order to ensure that there is no aircraft in service with incorrect filters installed, the ref. 1.3 Service Bulletin will be released. The Bulletin will recommend that within 250 hours, the aircraft maintenance records be inspected to determine if the hydraulic filters were replaced since C of A. If the records show that a filter has been replaced, the related system filters will require a visual inspection to check for correct part numbers. If incorrect filter part numbers are found installed, they will have to be changed and a fluid sample will have to be evaluated. If the result exceeds class 9, the affected system fluid will require flushing per the ref. 1.2 AMM tasks.

#### **4.0 ACTION**

There are no actions for Operators to take at this time unless you are doing maintenance on hydraulic filters. In this case, make sure the correct filters are installed in the hydraulic system per the ref. 1.1 IPC. Bombardier will shortly be releasing the ref. 1.3 Bulletin to address this issue.