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ADVISORY WIRE
700T-0022 Rev. 1

DATE: May 6, 2002	**PAGE:** 1 OF 3
ADDRESS TO: DESTINATAIRE	**A/C:**
FAX NUMBER: NUMÉRO DE FAX:	
FROM/DE: Bombardier Aerospace, Business Aircraft	

ADVISORY WIRE

REFERENCE NO: 700T-0022 Rev. 1

SUBJECT: Hydraulic System –Fluid Transfer

EFFECTIVITY: BD700-1A10 (9002 & subs.)

Si vous ne recevez pas toutes les pages, veuillez rappeler (514)-855-7469
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ADVISORY WIRE
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1.0 REFERENCE:

1.1 Advisory Wire 700T-0022. issued August 21, 2000.

2.0 INTRODUCTION:

This revision to the ref. Advisory Wire is to provide operators with more information concerning hydraulic fluid transfer between systems and to provide procedures for Transferring hydraulic fluid back to the original system.

3.0 INFORMATION:

Operators have reported hydraulic fluid transferring from the # 2 system to the #3 system over a period of time. It is usually noted on the hydraulic synoptic page as a reduced #2 reservoir quantity and an increased #3 reservoir quantity. Be aware that transfer can also occur from the #3 system to the #2 system.

The only location this hydraulic fluid transfer is possible is via the brake shuttle valves. These components port fluid from the main brake system or the parking brake system to actuate the brakes. Note that it is normal for a small amount of fluid to be transferred from one system to another.

Transfer occurs when the parking brake is set while both #2 & #3 hydraulic systems are pressurized and the parking brake is subsequently released with only the # 3 hydraulic system pressurized.

If transfer has occurred, it is possible to transfer fluid back to the original system. The procedures to transfer fluid from one system to another are outlined in the Action section below.

Note: The next Info Service will contain an article, which will provide a more in depth explanation of how the transfer can take place.

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4.0 ACTION:

Flight crews and maintenance personnel should become familiar with the following procedures, which can be used to return fluid to the #2 reservoir.

Repeating either of the procedures below, about 7 times will result in a 2 – 4% reduction in the #3 reservoir and increase the #2 reservoir about 6 %, due to the larger #3 reservoir.

Using external AC power or with APU and at least one engine running.

1) Aircraft chocked
2) Pressurize #2 & #3 hyd. systems
3) Apply parking brake handle (No foot pedals)
4) Apply foot brake pedals and hold
5) Release parking brake handle
6) Release foot brake pedals
7) Repeat as required

Using APU only

1) Aircraft chocked
2) Pressurize 3 hyd. System
3) Apply parking brake handle (No foot pedals)
4) Turn off #3 hyd. Pump.
5) Turn on #2B hyd. Pump.
6) Apply foot brake pedals and hold
7) Release parking brake handle
8) Release foot brake pedals
9) Turn off #2B hyd. pump
+10) Repeat as required

Bombardier Aerospace together with our suppliers continue to review the brake system with a view to eliminating hyd. system fluid transfer