ADVISORY WIRE

You. First.

REFERENCE NO:	AW700-32-0573	INFORMATION TYPE:	Maintenance Operational
ATA:	32-43	EFFECTIVITY:	Global Express / XRS (9002 - 9312, 9314 - 9380, 9384 - 9429) Global 5000 (9127 to 9383, 9389 to 9400, 9404 to 9431 and 9998) Global 5000 feat. Vision Flight Deck (9386, 9401, 9445 - 9997) Global 6000 (9313, 9381, 9432 -9997)
SUBJECT:	**Main Landing Gear Trailing Arm Water Ingress Survey**		

1. REFERENCES:

   1.1. SB 700-32-028 Rev.: 1 and sub; Rework – Brake Control System – Application of Sealant at the Axle Trailing Arm and Wheel Speed Transducer-Harness. Released April 1, 2015

   1.2. SB 700-1A11-32-015 Rev.:1 and sub; Rework – Brake Control System – Application of Sealant at the Axle Trailing Arm and Wheel Speed Transducer-Harness. Released April 1, 2015

   1.3. SB 700-32-5010 Rev.: NC and sub; Rework – Brake Control System – Application of Sealant at the Axle Trailing Arm and Wheel Speed Transducer-Harness. Released April 1, 2015

   1.4. SB 700-32-6010 Rev.: NC and sub; Rework – Brake Control System – Application of Sealant at the Axle Trailing Arm and Wheel Speed Transducer-Harness. Released April 1, 2015

   1.5. Messier VSB M-DT SB700-32-033 Rev 4 and sub; Main Landing Gear Assembly Sealant at the Axle End Cap. Released Oct 3, 2014

   1.6. Advisory Council item # 32-27-M-878 Trailing Arm Water Ingress

2. INTRODUCTION:

In line with the action taken during the Advisory Council meeting (Ref 1.6), Bombardier is looking for feedback from Operators that have complied with SB Ref 1.1 to 1.4 or any Operators of aircraft with S/N 9706 and subs for finding of water ingress inside the main landing gear (MLG) trailing arm.

3. DESCRIPTION:

Bombardier Aerospace (BA) and Safran Landing System (SLS formerly Messier-Dowty) have been working actively on trying to prevent water ingress inside the trailing arm since 2009. After SB revision (Ref. 1.1 to 1.4) release, Bombardier was informed at the April, 2016 Advisory Council meeting that some Operators have found water inside the wheel hubcap. Second occurrence was reported to BA. In order to properly assess the effectiveness of the solution, BA is requesting feedback from Operators.

4. ACTION:

Any operator performing MLG wheel / Wheel speed transducer / Brake unit replacement, upon wheel hubcap removal are invited to record their finding on the following table and send back to BA Technical Services at the following address:

bag_bbad_global_program@aero.bombardier.com.

Pictures of the harness and sealant around the point of entry into the trailing arm would also be much appreciated.

A/C S/N:	SB INCORPORATION DATE:	MAINTENANCE PERFORM:	HUBCAP POSITION:
EVIDENCE OF WATER (Y/N):	QTY(APPROX) TRACE-OZ-CUP	CONDITION OF SEALANT AROUND HARNESS POINT OF ENTRY (POOR-FAIR-GOOD):	

Should you have any technical queries pertaining to this Advisory Wire, please contact your local Field Service Representative (FSR).