

SERVICE BULLETIN

**BD700-1A10, BD700-1A11
NLG SHOCK STRUT ASSEMBLY
REMOVAL OF A SECTION OF THE SHRINKABLE TUBING**

1. **Planning Information**

A. Effectivity

Top Assembly Affected: NLG SHOCK STRUT ASSEMBLY
Top Assembly Part Number(s): 1285A0000-0X (M-D Inc. P/N 22175-10X)

B. Reason

This service bulletin is issued to publish the Liebherr service bulletin 1285A-32-06 Rev 0 Dated Dec 15/08.

2. **Accomplishment Instructions**

WARNING: MAKE SURE THAT THE GROUND LOCK PINS ARE INSTALLED AND THAT THE HYDRAULIC PRESSURE IS REMOVED AND THAT THE ELECTRICAL POWER IS OFF.

Refer to the Liebherr service bulletin 1285A-32-06 Rev 0 Dated Dec 15/08 for all of the necessary information. A reproduction is included as an appendix to this cover bulletin.

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SERVICE BULLETIN

1285A-32-06

(D9893)

LANDING GEAR - NLG STRUT ASSY PNR 22175-10X (Liebherr
PNR 1285A0000-0X) - Harmonization of Shrink Sleeve Design

1. Planning Information

A. Effectivity

Aircraft: GLOBAL EXPRESS BD 700

Unit Affected: NLG Strut Assy PNR 22175-10X
fitted with Steering Actuator Assembly (LH) PNR 1287A0000-0X
and Steering Actuator Assembly (RH) PNR 1288A0000-0X

Serial Numbers Affected: All serial numbers

B. Reason

- Harmonization of shrink sleeve design of LVDT harnesses to improve the harness flexibility

C. Description (refer to Figure 1 thru Figure 3 of this Service Bulletin)

- (1) Refer to Figure 2. This Service Bulletin informs the operator about a future production standard and the necessary steps for an in-service rework.
- (2) Removal of the black shrink sleeve in the flexible areas where the harness is bending when the LVDT harness moves between the Steering Actuator's forward clamp (refer to LIEBHERR-AEROSPACE / Messier-Dowty CMM 32-51-25, fig. 1-270) and the swivel valve bracket (refer to LIEBHERR-AEROSPACE / Messier-Dowty CMM 32-21-01, fig. 2-90).
- (3) Thus, the harness without heat shrink sleeve is more flexible.
- (4) The modification can be done without a part number change.

D. Compliance

This Service Bulletin is recommended to be done on repair if the heat shrinking sleeve shows signs of damage in the flexible area and at the earliest opportunity to avoid possible damage of the harness flexible area.

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Customer Service
P.O. Box 1363
88153 Lindenberg
Germany

Issued: Dec 15/08

Rev.: 0

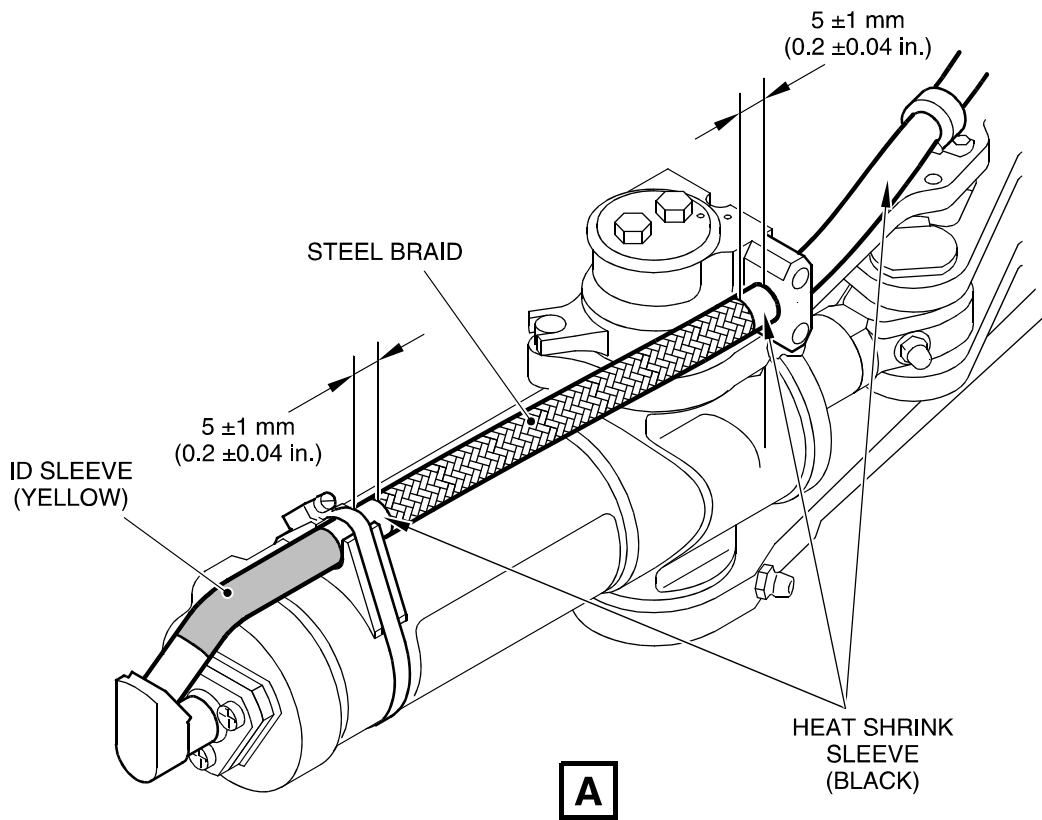
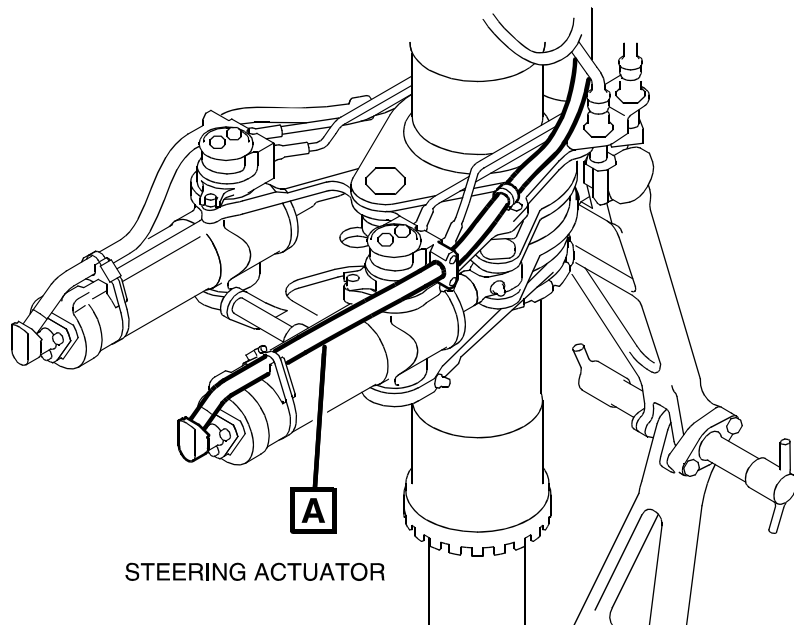
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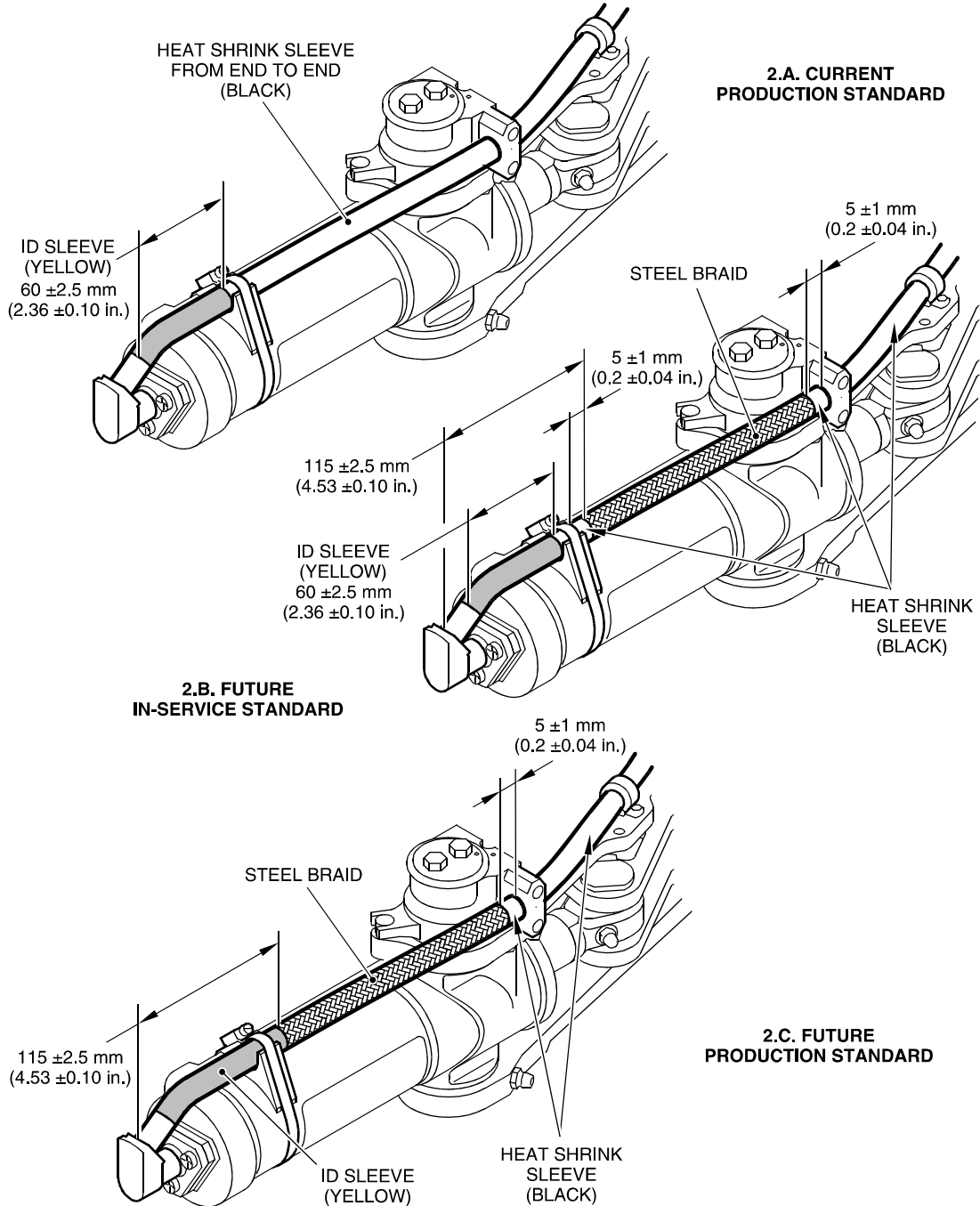
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IN-SERVICE REWORK OF THE STEERING ACTUATOR
Figure 1

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CHANGES TO STEERING ACTUATOR
Figure 2

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E. Approval

The technical content of this Service Bulletin has been reviewed and accepted by Bombardier Aerospace.

F. Manpower

The estimate to do this Service Bulletin is approximately 0.5 man-hours.

G. Weight and Balance

Not affected.

H. Electrical Load Data

Not affected.

I. Software accomplishment Summary

Not affected.

J. References

- LIEBHERR-AEROSPACE / Messier-Dowty CMM 32-21-01, NLG STRUT ASSY
- LIEBHERR-AEROSPACE / Messier-Dowty CMM 32-51-25, STEERING ACTUATOR ASSY LH/RH
- Messier-Dowty SB700-32-032

K. Other Publications Affected

- LIEBHERR-AEROSPACE / Messier-Dowty CMM 32-21-01, NLG STRUT ASSY
- LIEBHERR-AEROSPACE / Messier-Dowty CMM 32-51-25, STEERING ACTUATOR ASSY LH/RH

L. Interchangeability and Intermixability

Not affected (no part number change).

2. Material Information

A. Material - Price and Availability

- (1) Rework in the LIEBHERR-AEROSPACE repair shop

Additional repair prices are subject to individual quotes.

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B. Industry Support Information

- (1) Ethyl Alcohol or equivalent. Refer to paragraph 3.A.(3).
- (2) For more information contact LIEBHERR-AEROSPACE at the address that follows:

LIEBHERR-AEROSPACE LINDENBERG GmbH
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P.O. Box 1363
Phone: +49 (0)8381 46 4304, fax: +49 (0)8381 46 4103
88153 Lindenberg - Germany

C. Material Necessary for Each Component

Not affected.

D. Material Necessary for Each Spare

Refer to paragraph 2.C. of this Service Bulletin.

E. Re-identified Parts

Not affected (no part number change).

F. Tooling - Price and Availability
- Razor blade or scalpel

3. Accomplishment Instructions

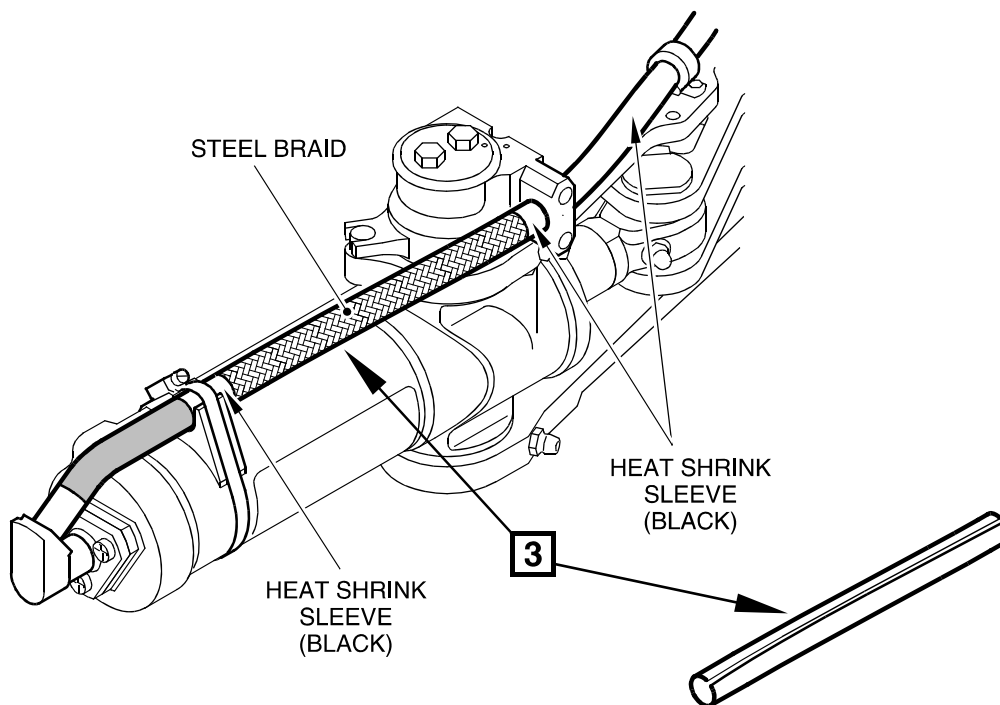
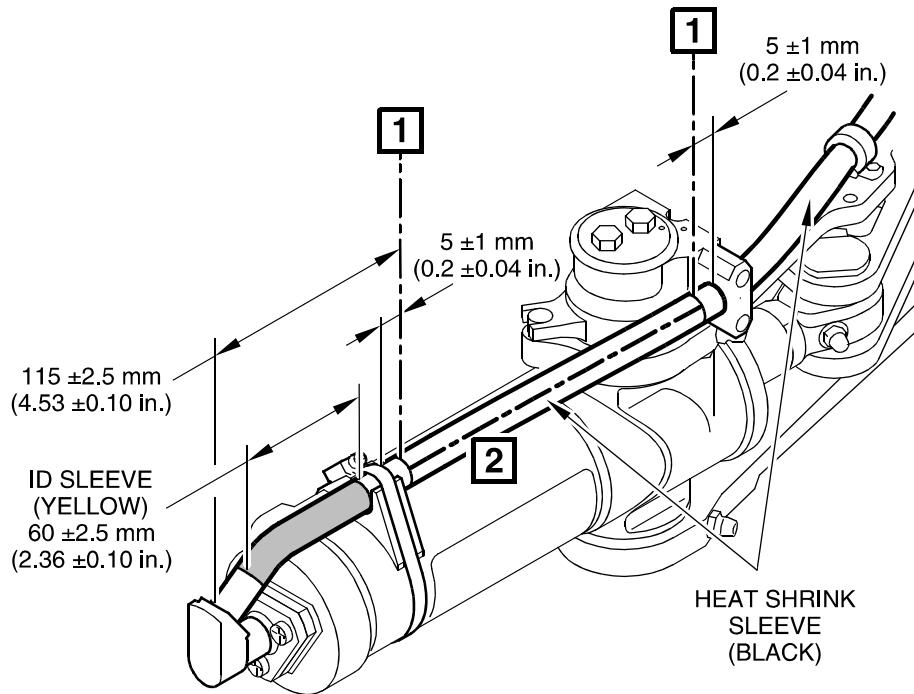
A. Repair Procedure:

CAUTION: Make sure that you do not damage the steel braid with the razor blade or scalpel.

NOTE: The procedure can be done on aircraft or in the repair shop. It has to be done for the two Steering Actuators PNR 1287A0000-0X (LH) and PNR 1288A0000-0X (RH). Refer to Figure 1 of this Service Bulletin, to the LIEBHERR-AEROSPACE and Messier-Dowty CMMs 32-21-01 and 32-51-25 for a repair in the shop and to the Messier-Dowty SB700-32-032 for a repair on aircraft.

- (1) Inspect the black heat shrink sleeve in the flexible area of the harness of each Steering Actuator Assy for signs of damage.
 - (a) If the damage affects the braided steel sleeve of the LVDT harness, remove the steering actuator and replace per CMM requirements. Send the damaged steering actuator to LIEBHERR-AEROSPACE.
 - (b) If the damage affects only the black heat shrink sleeve, continue with step 3.A.(2).

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REPAIR PROCEDURE
Figure 3

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(2) Refer to Figure 3 of this Service Bulletin. Use a sharp knife or scalpel to carefully remove the black heat shrink sleeve in the affected area between the clamp and the bracket at a distance of 5 ± 1 mm (0.2 ± 0.04 in).

(a) Step 1

Cut in circular direction at a distance of 5 ± 1 mm (0.2 ± 0.04 in) of the clamp and of the bracket.

(b) Step 2

Cut in longitudinal direction between the two cuts.

(c) Step 3

Remove the heat shrink sleeve.

(3) Re-identification (refer to Figure 4)

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PART. NO.	
SER. NO.	DATE
MOO.	SB1285A-32-06
INSP.	
FLUID	

WRITE THE SB NUMBER
IN THE RELATED FIELD ON
THE IDENTIFICATION PLATE

RE-IDENTIFICATION

Figure 4

(a) Re-identify the modified NLG Steering Actuator with identification plate marking:

NOTE: Make sure that you clean the area of application with Ethyl Alcohol or equivalent.


- 1 Use a permanent marker or ink and write „SB1285A-32-06“ in the related modification field of the identification plate.
- 2 Apply a thin layer of varnish to the treated area for protection.

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Approved by:



(F.-J. Deuling)

Prepared by:



(B. Köster)