BOMBARDIER AEROSPACE

Business Aircraft

SERVICE BULLETIN

This Service Bulletin is available at:
www.cic.bombardier.com

MODEL BD-700-1A10 (BD-700)

ATA 28-20

FUEL

MODIFICATION – DISTRIBUTION – PERMANENT WIRING CONFIGURATION FOR THE FUEL RE-CIRCULATION SYSTEM FOLLOWING POWER SOURCE CHANGE

1. PLANNING INFORMATION

A. Compliance

Recommended

NOTES: 1. The Service Bulletin that follows is a pre-requisite and must be done before or at the same time as this Service Bulletin.

SERVICE BULLETIN	TITLE	EFFECTIVITY
700-28-034	Modification – Distribution – Replacement of the Fuel Control Panel/Activation of the Fuel Re-Circulation System	PART A: 9002 to 9084 PART B: 9002 to 9110

2. The Service Bulletin that follows must be done at the same time as this Service Bulletin.

SERVICE BULLETIN	TITLE	EFFECTIVITY
700-24-045	Modification – AC and DC Power Distribution – Unit Change and Activation of Build 4 Electrical System	9002 to 9122

B. Approval

This modification is approved by the Bombardier Aerospace, Design Approval Designee(s) for Transport Canada Aviation (TCA).

This modification is also Federal Aviation Administration (FAA) approved under the TCA/FAA bilateral agreement.

C. Effectivity

BD-700-1A10 aircraft, Serial No. **9002** to **9122**.

All other subsequent BD-700-1A10 aircraft are scheduled for the modification in production (Ref.: Modification Summary 700T01626 and 700T01696).

NOTE: The instructions given in this Service Bulletin are only applicable to the systems and parts installed at the time of delivery of the aircraft or as changed by Bombardier Aerospace Service Bulletin(s).

Before you do this bulletin, examine all STC, STA or equivalent action changes to make sure that this bulletin can be completed.

D. Reason

This Service Bulletin gives instructions to remove the temporary wiring and to connect the permanent wiring installed by SB 700-28-032, 'Modification – Distribution – Wiring Provision Installation for the Fuel Re-Circulation System'.

This system is temporarily powered by circuit breakers (CB) A1 and A2 on the APU Starter Contactor Assembly (ASCA) through relays in the junction boxes JB5 and JB6 because these CB are also used to power the cockpit and external refuel/defuel panels. The introduction of the Build 4 electrical system changes the power source for the fuel re-circulation system through the replacement of the Electrical Management System Control-and-Display Units (EMS CDU) and the Secondary Power Distribution Assemblies (SPDA) 2 and 4. After this bulletin is done, the permanent wiring will be connected to these new units that have electronic circuits breakers dedicated to the fuel re-circulation system.

E. Description

This Service Bulletin gives instructions to:

- Get access to the aft equipment and to the avionics compartments,
- Remove junction boxes JB5 and JB6, the SPDA 1, 2 and 4, the EMS CDU 1 and 2 and the FUEL control panel,
- Remove additional units to reroute wires FBF6192-22 and FAE6206-22 if access by floor panels is not available.
- Do the wiring modification,
- Do a continuity check on all the wiring re-routed and connected by this Service Bulletin,
- Re-install the units removed to do the modification and do the necessary operational tests to make sure the applicable systems operate correctly,
- Do the operational test of the fuel re-circulation system, and
- Close and install all doors or panels opened or removed for access.

F. Manpower

NOTE: The man-hours given are estimates to help you schedule the tasks given in this bulletin. The estimates are for direct labor performed by an experienced crew and do not include the time for familiarization, planning, aircraft preparation in hangar such as towing and positioning of scaffolds, removal of interior furnishings, curing times for consumable materials, repainting, supervision and inspection.

For more information related to the manpower estimates, refer to SB 700-00-002.

Thirty man-hours are necessary to do this modification if access by floor panels is available to reroute wires FBF6192-22 and FAE6206-22.

Forty-five man-hours are necessary to do this modification if access by floor panels is not available to reroute wires FBF6192-22 and FAE6206-22.

For aircraft in new aircraft warranty, labor is at no cost if the work is done at Business Aviation Services or Authorized Service Facilities. For Bombardier Aerospace to pay for the labor, the Service Bulletin must also be scheduled in less than 12 months from its release date.

G. Material - Cost and Availability

Kit 700K28-039 is necessary to do this modification.

NOTE: Due to the limited number of kits, it is strongly recommended that operators contact Bombardier Aerospace to schedule an incorporation plan. Contact Bombardier Aerospace at the number below before beginning work on the aircraft.

For aircraft in service:

Customer Support Program Office

Tel: (514) 855-8872
Fax: (514) 855-8798

For aircraft in new aircraft warranty, this kit is available at no cost if a no-charge purchase order is sent to Bombardier Aerospace in less than 12 months from the Service Bulletin release date.

In addition to the kit shown above, the parts given in paragraph 3.B. may be necessary to do this Service Bulletin.

During or after the above free period, Smart Parts Plus does not pay for the kit.

H. Tooling - Price and Availability

No equipment or special tools are necessary.

I. Weight and Balance

No change

J. Electrical Load Data

This modification decreases the intermittent load (on pilot's request) as follows:

BUS	AMPS	KW	KVAR
APU BATT DIR	0.900	-	-
DC 1	0.096	-	-

This modification increases the intermittent load (on pilot's request) as follows:

BUS	AMPS	KW	KVAR
DC BUS 1	0.546	-	-
DC BUS 2	0.450	-	-

The load on the BATT bus remains the same (0.096A).

K. References

- Bombardier Aerospace, Modification Summary 700T701626, Rev. A-1
- Bombardier Aerospace, Modification Summary 700T701696, Rev. A
- Bombardier Aerospace, Modification Summary R700T400108, Rev. A-1
- BD-700 Aircraft Maintenance Manual, Chapters 6, 21, 22, 23, 24, 27, 28, 31, 32, 33, 34, 52, 53 and 77
- BD-700 Wiring Manual, Chapters 20 and 28
- Bombardier Aerospace, SB 700-23-001 “Modification – Satellite Communications (SATCOM) System – Installation”
- Bombardier Aerospace, SB 700-23-003 “Modification – Cabin Communication System (CCS) – “Office-in-the-Sky” Installation”
- Bombardier Aerospace, SB 700-28-032 “Modification – Distribution – Wiring Provision Installation for the Fuel Re-Circulation System”
- Bombardier Aerospace, SB 700-28-034 “Modification – Distribution – Replacement of the Fuel Control Panel/Activation of the Fuel Re-Circulation System”
- Bombardier Aerospace, SB 700-24-045 “Modification – AC and DC Power – Unit Change and Activation of Build 4 Electrical System”.

L. Other Publications Affected

- BD-700 Wiring Manual, Chapter 28
- BD-700 Aircraft Maintenance Manual, Chapter 28
- Flight Crew Operating Manual, CSP700-6, Revision 32, dated May 22/2002.

M. Equivalent Service Bulletin

None

2. ACCOMPLISHMENT INSTRUCTIONS

NOTES: 1. All TASKs referenced in the procedures that follow are from the BD-700 Aircraft Maintenance Manual, unless otherwise specified.

2. All references made to zones, access panels and/or doors, are from the BD-700 Aircraft Maintenance Manual, Chapter 6.

A. Aircraft Setup

(1) Obey all electrical/electronic safety precautions. Refer to TASK 24-00-00-910-801.

(2) Remove the electrical power from the aircraft. Refer to TASK 24-00-00-861-802.

(3) Install a warning placard on the ELECTRICAL control panel in the flight compartment and on the aft service control panel to make sure that power is not applied to the aircraft.

(4) Open the door 311BB to get access to the aft equipment compartment.

(5) Remove the flight compartment floor panel 221DLF. Refer to TASK 53-11-01-000-801.

(6) Disconnect the avionics battery. Refer to TASK 24-00-00-040-801.

(7) Disconnect the APU battery. Refer to TASK 24-00-00-040-802.

(8) Remove the external avionics compartment access panel 140BB. Refer to TASK 52-45-11-000-801.

(9) Remove the units that follow in the flight and the avionics compartments in conjunction with the same instruction given in SB 700-24-045:

UNIT	TASK
EMS CDU 1 and 2	24-70-01-000-801
SPDA 1	24-62-01-000-801
SPDA 2	24-62-01-000-802
SPDA 4	24-62-01-000-804

(10) Remove and keep the units that follow in the flight and the avionics compartments:

UNIT	TASK
Junction Box JB5	24-00-09-000-801
Junction Box JB6	24-00-13-000-801
FUEL Control Panel	28-20-01-000-801

(11) If it is not possible to remove the applicable floor panels to reroute wires FAE6206-22 and FBF6192-22, remove the units that follow as necessary:

UNIT	TASK
DAU 3	31-42-01-000-801
EVMU	77-31-04-000-801
TCAS Transmitter-Receiver	34-43-01-000-801
VHF COM 2	23-11-01-000-801
IAC 2	31-41-01-000-801
DAU 2	31-42-01-000-801
IAC 3	31-41-01-000-801
HUD (post SB 700-34-002)	34-32-01-000-801
DAU 4	31-42-01-000-801
ARTU (post SB 700-23-003)	23-14-01-000-801
FMQGC	28-41-01-000-801
SDU (post SB 700-23-001)	23-13-01-000-801
RFU (post SB 700-23-001)	23-13-25-000-801

(12) Remove the floor panel 231ALF to get access to connectors P201, P203, P212 and P218. Refer to TASK 53-21-01-000-801.

B. Modification

(1) Do the wiring change given in Figure 1.

NOTES: 1. Use the table that follows to determine the contacts to use for the corresponding connector-pin:

USE CONTACT	FOR CONNECTOR-PIN	
M39029/56-348	A91P1-pin 63, A94P1-pin 63, AP5P1-pin 30, AP5P2-pin 11,	A91P1-pin 64, A94P1-pin 64, AP5P1-pin 29, AP5P2-pin 30
M39029/56-351	A16P2-pin G,	A14P2-pin L

2. If wires FAE6206-22 and FBF6192-22 do not have the length necessary to be connected to their new destination, it is permitted to splice these wires with a solder sleeve splice, Part No. M83519/1-1. Use the necessary length of wire, Part No. B0801150-22-9. Refer to the BD-700 Wiring Manual, Chapter 20, WIRE REPAIR.

3. If it is too difficult to delete the wires listed in Table 3 of Figure 1 because of access, it is permitted to cap and stow these wires. Refer to the BD-700 Wiring Manual, Chapter 20, STOWAGE OF ELECTRICAL WIRE – Maintenance Practices.

(2) Check for electrical continuity all wiring re-routed and connected by this Service Bulletin.

(3) Install the units that follow in the flight and the avionics compartments:

UNIT	TASK
Junction Box JB5	24-00-09-400-801
Junction Box JB6	24-00-13-400-801
FUEL Control Panel	28-20-01-400-801

NOTE: Install the four new SPDA and the two new EMS CDU as given in SB 700-24-045.

(4) Install all the units that follow if they were removed to reroute wires FAE6206-22 and FBF6192-22:

UNIT	TASK
DAU 3	31-42-01-400-801
EVMU	77-31-04-400-801
TCAS Transmitter-Receiver	34-43-01-400-801
VHF COM 2	23-11-01-400-801
IAC 2	31-41-01-400-801
DAU 2	31-42-01-400-801
IAC 3	31-41-01-400-801
HUD (post SB 700-34-002)	34-32-01-400-801
DAU 4	31-42-01-400-801
ARTU (post SB 700-23-003)	23-14-01-400-801
FMQGC	28-41-01-400-801
SDU (post SB 700-23-001)	23-13-01-400-801
RFU (post SB 700-23-001)	23-13-25-400-801

(5) Connect the avionics battery. Refer to TASK 24-00-00-440-801.

(6) Connect the APU battery. Refer to TASK 24-00-00-440-802.

(7) Remove the warning placards from the ELECTRICAL control panel in the flight compartment and from the aft service control panel.

C. Testing – Operational (Applicable Systems)

(1) Connect and energize the external ac power. Refer to TASK 24-41-00-861-801.

(2) On the pilot or copilot EMS CDU, make sure the new circuit breakers that follow are set to IN:

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
FUEL	L FUEL RECIRC VLV	DC 1
FUEL	R FUEL RECIRC VLV	DC 2

(3) Do the operational test of the FUEL control panel. Refer to TASK 28-20-01-710-801.

(4) Do the operational test of the SPDA 1 in conjunction with the same instructions given in SB 700-24-045. Refer to TASK 24-62-01-710-801.

(5) Do the operational test of the SPDA 2 in conjunction with the same instructions given in SB 700-24-045. Refer to TASK 24-62-01-710-802.

(6) Do the operational test of the SPDA 4 in conjunction with the same instructions given in SB 700-24-045. Refer to TASK 24-62-01-710-804.

(7) Do the operational test of the EMS CDU in conjunction with the same instructions given in SB 700-24-045. Refer to TASK 24-70-01-710-801.

(8) If it was removed to reroute wire FAE 6206-22, do the operational test of the Engine Vibration Monitoring Unit (EVMU) during the engine run to do the operational test of the fuel re-circulation system given below. Refer to TASK 77-31-04-710-801.

(9) Do the operational test of the units that follow if they were removed to reroute wires FAE6206-22 and FBF6192-22:

UNIT	TASK
DAU 3	31-42-00-710-801
TCAS Transmitter-Receiver	34-43-00-710-801
VHF COM 2	23-11-00-710-801
IAC 2	31-41-01-710-801
DAU 2	31-42-00-710-801
IAC 3	31-41-01-710-801
HUD (post SB 700-34-002)	34-32-01-710-801
DAU 4	31-42-00-710-801
ARTU (post SB 700-23-003)	23-14-01-710-801
FMQGC	28-41-01-740-801
SDU (post SB 700-23-001)	23-13-01-710-801
RFU (post SB 700-23-001)	23-13-01-710-801

(10) Do the operational test of the junction boxes JB5 and JB6. Refer to TASK 24-00-09-710-801 and TASK 24-00-13-710-801.

NOTE: Do only the checks to make sure you do not get the Engine Indication and Crew Alerting System (EICAS) messages indicated. All the operational tests listed in the above two TASKS are given together in the step that follows.

(11) Do the operational tests given in the table below:

DESIGNATION	TASK
Operational Test of the Close Command of the Outflow Valves	21-31-00-710-805
Operational Test of the Pack Inlet Flow Sensors	21-51-13-710-801
Operational Test of the Manual Shutoff of the Air Conditioning Units	21-52-00-710-803
Operational Test of the Emergency Pressurization Function	21-60-00-710-802
Operational Test of the Ventilated Temperature Sensors	21-60-25-710-801
Operational Test of the Yaw Damper System	22-13-00-710-801
Operational Test of the Service Interphone Unit	23-40-01-710-801
Operational Test of the Elevator Control System	27-31-00-710-801
Operational Test of the REFUEL/DEFUEL Control Panel	28-23-01-710-801
Operational Test of the Position Indication System	32-61-00-710-801
Operational Test of the Strobe Lighting	33-43-00-710-801
Operational Test of the Radio Altimeter System	34-44-00-710-801
Initialization of the Inertial Reference System (IRS)	34-45-00-840-801
Shutdown of the Inertial Reference System (IRS)	34-45-00-840-802
Operational Test of the Inertial Reference System (IRS)	34-45-00-710-801

(12) Remove the external ac power. Refer to TASK 24-41-00-861-802.

D. Testing – Operational (Fuel Re-Circulation System)

NOTE: It is not recommended to do this operational test when the outside air temperature is higher than 20°C (68°F).

(1) Position the aircraft outside the hangar, the nose in the wind ± 20 degrees.

(2) Do the pressure refueling of the aircraft to get the fuel quantities that follow (refer to TASK 12-11-01-650-801):

TANK	FUEL QUANTITY NECESSARY
Left Wing Tank	1000 ± 100 pounds (453.6 ± 45.4 kg)
Right Wing Tank	1000 ± 100 pounds (453.6 ± 45.4 kg)
Center Tank	0 pound (0 kg)
Aft Tank	0 pound (0 kg)

(3) Make sure all engine covers and blanking plugs are removed and all engine inlets and outlets are free of foreign objects.

(4) Connect and energize the external ac power. Refer to TASK 24-41-00-861-801.

(5) Make sure the SLAT/FLAP lever is at the IN/0º position.

(6) Make sure no EICAS messages on the fire extinguishing system are shown.

(7) On the pilot or copilot EMS CDU, make sure all the fuel-system circuit breakers are set to IN.

(8) On the FUEL control panel at the overhead panel, make sure the pushbutton-annunciators (PBA) and the selectors are set as follows:

CONTROL	TYPE	POSITION
L WING FEED INHIBIT AUX PUMP	PBA	Out
R WING FEED INHIBIT AUX PUMP	PBA	Out
L WING FEED INHIBIT PRI PUMP	PBA	Out
R WING FEED INHIBIT PRI PUMP	PBA	Out
XFEED SOV	PBA	Out
WING XFER	Selector	OFF
AFT XFER	Selector	AUTO
L RECIRC	PBA	Out
R RECIRC	PBA	Out

(9) Remove the external ac power. Refer to TASK 24-41-00-861-802.

(10) Do the aircraft walk-around (for maintenance). Refer to TASK 12-00-00-867-802.

(11) Obey all the electrical/electronic safety precautions. Refer to TASK 24-00-00-910-801.

(12) Obey all the fuel-system safety precautions. Refer to TASK 28-00-00-910-801.

(13) Obey all the hydraulic safety precautions. Refer to TASK 29-00-00-910-801.

(14) Obey all the thrust-reverser safety precautions. Refer to TASK 78-30-00-910-801.

(15) Prepare for engine operation. Refer to TASK 71-00-00-866-801.

(16) Read and obey all the engine safety precautions. Refer to TASK 71-00-00-910-801.

(17) Read and obey the emergency procedures. Refer to TASK 71-00-00-866-802.

(18) Read and obey the operation limits of the engine. Refer to TASK 71-00-00-866-807.

(19) Do the left engine pre-start checks. Refer to TASK 71-00-00-866-803.

CAUTION: DO NOT START OR WET MOTOR THE ENGINE IF THE OIL TEMP INDICATION ON THE EICAS SHOWS IN RED. WHEN THE INDICATION IS IN RED, THE OIL TEMPERATURE IS COLDER THAN THE SPECIFIED LIMIT. IF YOU DO THIS, YOU CAN CAUSE DAMAGE TO THE ENGINE BEARINGS.

(20) Start the left engine and let it run at idle. Refer to TASK 71-00-00-866-806.

(21) At the Display Unit (DU) 2 (right side pilot panel), show the FUEL synoptic display.

(22) On the FUEL synoptic display, read and record as $TL_{INITIAL}$ (in °C) the fuel temperature in the left wing tank.

(23) Push forward the left engine throttle until you get a minimum of 77% N2 and a minimum of 43% N1.

(24) On the FUEL control panel at the overhead panel, set the L RECIRC PBA to ON and keep it in that position for 10 minutes. Make sure the ON light comes on.

NOTE: The amber WING FUEL HI TEMP message may be shown on the EICAS and the fuel temperature indication for the left wing tank on the FUEL synoptic display will become amber.

(25) Make sure the L FUEL RECIRC ON status message (white) is shown on the EICAS.

(26) Bring back to IDLE the left engine throttle.

(27) During the engine run, monitor the fuel temperature increase in the left fuel tank on the FUEL synoptic display.

(28) After 10 minutes, read and record as TL_{FINAL} (in °C) the fuel temperature in the left wing tank.

NOTE: It is possible that the fuel temperature starts to increase only after five minutes.

(29) On the FUEL control panel at the overhead panel, release the L RECIRC PBA and make sure the ON light comes out.

NOTE: The amber WING FUEL HI TEMP message, if shown, will go out of view on the EICAS.

(30) Make sure the L FUEL RECIRC FAIL caution message is not shown on the EICAS and the fuel temperature indication for the left wing tank on the FUEL synoptic display becomes green.

(31) Do the calculation that follow and make sure the fuel temperature as increased by a minimum of 5 °C.

$$TL_{INITIAL} - TL_{FINAL} = 5\ °C \text{ minimum}$$

(32) Do the left engine shutdown (usual). Refer to TASK 71-00-00-866-809.

(33) Do the left engine post-operation checks. Refer to TASK 71-00-00-866-810.

(34) Do the right engine pre-start checks. Refer to TASK 71-00-00-866-803.

CAUTION: DO NOT START OR WET MOTOR THE ENGINE IF THE OIL TEMP INDICATION ON THE EICAS SHOWS IN RED. WHEN THE INDICATION IS IN RED, THE OIL TEMPERATURE IS COLDER THAN THE SPECIFIED LIMIT. IF YOU DO THIS, YOU CAN CAUSE DAMAGE TO THE ENGINE BEARINGS.

(35) Start the right engine and let it run at idle. Refer to TASK 71-00-00-866-806.

(36) At the Display Unit (DU) 2 (right side pilot panel), show the FUEL synoptic display.

(37) On the FUEL synoptic display, read and record as $TR_{INITIAL}$ (in °C) the fuel temperature in the right wing tank.

(38) Push forward the right engine throttle until you get a minimum of 77% N2 and a minimum of 43% N1.

(39) On the FUEL control panel at the overhead panel, set the R RECIRC PBA to ON and keep it in that position for 10 minutes. Make sure the ON light comes on.

NOTE: The amber WING FUEL HI TEMP message may be shown on the EICAS and the fuel temperature indication for the right wing tank on the FUEL synoptic display will become amber.

(40) Make sure the R FUEL RECIRC ON status message (white) is shown on the EICAS.

(41) Bring back to IDLE the right engine throttle.

(42) During the engine run, monitor the fuel temperature increase in the right fuel tank on the FUEL synoptic display.

(43) After 10 minutes, read and record as TR_{FINAL} (in °C) the fuel temperature in the right wing tank.

NOTE: It is possible that the fuel temperature starts to increase only after five minutes.

(44) On the FUEL control panel at the overhead panel, release the R RECIRC PBA and make sure the ON light comes out.

NOTE: The amber WING FUEL HI TEMP message, if shown, will go out of view on the EICAS.

(45) Make sure the R FUEL RECIRC FAIL caution message is not shown on the EICAS and the fuel temperature indication for the right wing tank on the FUEL synoptic display becomes green.

(46) Do the calculation that follow and make sure the fuel temperature as increased by a minimum of 5 °C.

$$TR_{INITIAL} - TR_{FINAL} = 5\ °C \text{ minimum}$$

(47) Do the right engine shutdown (usual). Refer to TASK 71-00-00-866-809.

(48) Do the right engine post-operation checks. Refer to TASK 71-00-00-866-810.

E. Close-out

(1) Remove all tools, equipment and unwanted materials from the aircraft.

(2) Install the removed floor panel 231ALF. Refer to TASK 53-21-01-400-801.

(3) Install the external avionics compartment access panel 140BB. Refer to TASK 52-45-11-000-801.

(4) Install the flight compartment floor panel 221DLF. Refer to TASK 53-11-01-400-801.

(5) Close the door 311BB of the aft equipment compartment.

F. Recording

When this Service Bulletin is completed, make an entry in the aircraft log and send the attached Incorporation Notice to Bombardier Aerospace, Business Aircraft Division.

3. MATERIAL INFORMATION

A. Kit

Kit 700K28-039 is necessary to do this Service Bulletin and contains the parts that follow:

NEW PART NO.	QTY	KEY WORD	USED PART NO.	INSTRUCTIONS - DISPOSITION
M39029/56-348	10	Contact, Socket	-	-
M39029/56-351	4	Contact, Socket	-	-

NOTES: 1. The actual quantity for some of the hardware contained in the kit can be greater than the amount shown in the table as these items are supplied in pre-packaged quantities. The quantities listed above include two supplementary contacts of each type.

2. Contact Bombardier Aerospace to schedule an incorporation plan before beginning work on the aircraft. Refer to paragraph 1.G.

B. Parts

The parts that follow may be necessary to do this Service Bulletin and can be purchased from Bombardier, Spare Parts Center, Montréal:

ITEM	PART NUMBER	QUANTITY
Wire	B0801150-22-9	As Necessary
Splice, Solder Sleeve	M83519/1-1	2

NOTE: The part numbers for the items listed above are subject to change without revision to this Service Bulletin. In case of discrepancy between this list and any other list, the Illustrated Parts Catalog prevails and shall be used to determine the latest part number.

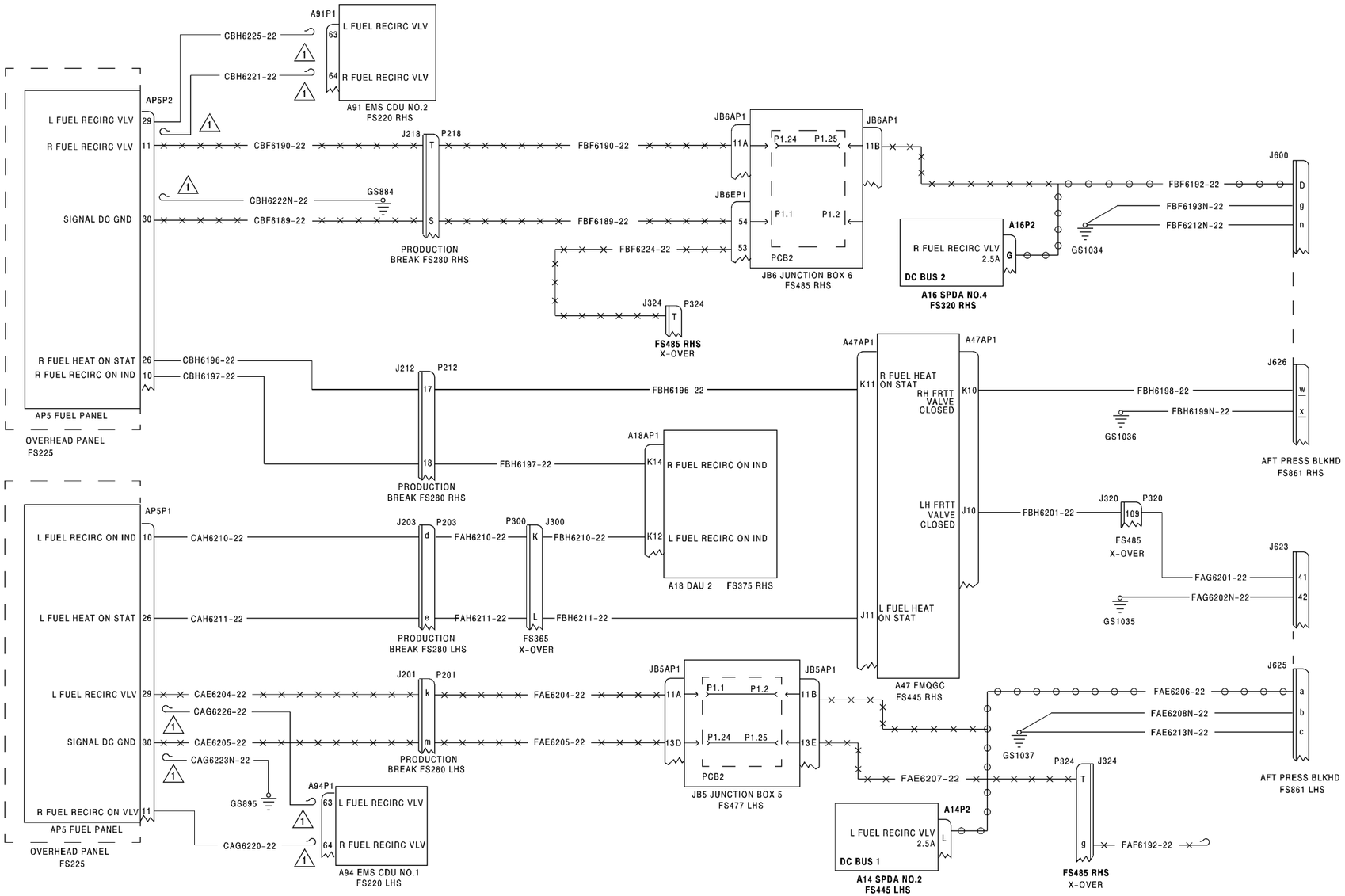


TABLE 1

WIRES CONNECTED

WIRE NO.	TO
CBH6225-22	A91P1-63
CBH6221-22	A91P1-64 AND AP5P2-11
CBH6222N-22	AP5P2-30
CAG6223N-22	AP5P1-30
CAG6220-22	AP4P1-64
CAG6226-22	A94P1-63 AND AP5P1-29

TABLE 2

WIRES REROUTED

WIRE NO.	DISCONNECT FROM	CONNECT TO
FBF6192-22	JB6AP1-11B	A16P2-G
FAE6206-22	JB5AP1-11B	A14P2-L

TABLE 3

WIRES DELETED

WIRE NO.	FROM	TO
CBF6190-22	AP5P2-11	J218T
CBF6189-22	AP5P2-30	J218S
FBF6190-22	P218-T	JB6AP1-11A
FBF6189-22	P218-S	JB6EP1-54
FBF6224-22	J324-T	JB6EP1-53
CAE6204-22	AP5P1-29	J201-k
CAE6205-22	AP5P1-30	J201-m
FAE6204-22	P201-k	JB5AP1-11A
FAE6205-22	P201-m	JB5AP1-13D
FAE6207-22	JB5AP1-13E	P324-T
FAF6192-22	P324-g	NOT CONNECTED NEAR SPDA NO.3

LEGEND

DELETED WIRES

REROUTED WIRES

NOTE

1. REMOVE CAP AND CONNECT WIRE AS GIVEN IN TABLE 1.

Wiring Modification
Figure 1

BOMBARDIER AEROSPACE

Business Aircraft

SERVICE BULLETIN EVALUATION FORM

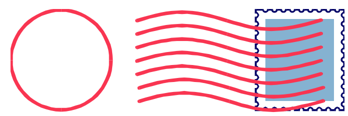
(YOUR IDEAS WILL HELP US PROVIDE BETTER BULLETINS)

SERVICE BULLETIN: 700-28-039	**ISSUE:** Basic	**DATED:** Jul 19/2002
TITLE: Modification – Distribution – Permanent Wiring Configuration for the Fuel Re-Circulation System Following Power Source Change		

	POOR	FAIR	GOOD	VERY GOOD	EXCELLENT
• **How easy is the bulletin to understand?** Comments:	❑	❑	❑	❑	❑
• **Does the bulletin tell you all you need to know about the job?** Comments:	❑	❑	❑	❑	❑
• **Do you think the bulletin conveys the best way to do the job?** Comments:	❑	❑	❑	❑	❑
• **How realistic are the man-hour estimates?** Comments:	❑	❑	❑	❑	❑
• **What is your appreciation of the illustration(s), figure(s), and/or kit drawing(s)?** Comments:	❑	❑	❑	❑	❑

FORWARD ALL INQUIRIES TO:		**PLEASE SUPPLY US WITH THE FOLLOWING DATA:**	
NAME:	Angèle Tremblay	**OPERATOR:**	
TELEPHONE:	(514) 855-5000, ext.: 56582	**AIRCRAFT SERIAL NO.:**	
FACSIMILE:	(514) 855-7894	**TELEPHONE:**	
		FACSIMILE:	
		NAME (Please print)	

UPON COMPLETION OF THIS EVALUATION FORM, PLEASE FOLD, AND RETURN



Bombardier Aerospace
Business Aircraft
P.O. Box 6087, Station Centre-ville
Montréal, Québec, Canada H3C 3G9

Attn: Supervisor, Service Bulletin Group
Department 631

BOMBARDIER AEROSPACE

Business Aircraft

SERVICE BULLETIN INCORPORATION SHEET

Upon completion of Service Bulletin(s), please fill-in, fold and return/or fax to
514-855-8798
Attention: Dept. 051

Service Bulletin Number	Rev.	* Parts Completed	Further Action Required YES	NO
			☐	☐
			☐	☐
			☐	☐
			☐	☐
			☐	☐
			☐	☐

* NOTES: 1. Where the Service Bulletin is divided into a number of parts (e.g., Parts A, B, C, D, etc.) which can be carried out separately, indicate only those parts completed at this time.

2. For repetitive checks (usually PART A) only the initial check should be reported unless otherwise stated in the Service Bulletin.

3. When more than one part is carried out at the same time, each part should be reported.

Is the aircraft enrolled on the CIMMS computerized maintenance program?	**Yes**	**No**
	☐	☐

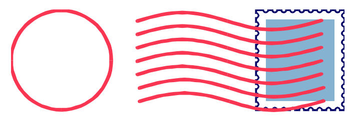
Aircraft Serial No. _____ Aircraft Reg. No. _____

Airframe Landings _____ Airframe Hours _____

Date of Incorporation _____ Service Order No. _____

Facility & Location Incorporation Bulletin _____

SIGNED: _____ DATE: _____



Bombardier Aerospace
Business Aircraft
P.O. Box 6087, Station Centre-ville
Montréal, Québec, Canada H3C 3G9

Attn: Maintenance Engineering
Department 051-CA