

# DUNCAN INTELLIGENCE

• Edited by Ron Grose & Jeff Manion • Fall 2001

## Falcon 900, 900EX & 2000 MED Folding Step Lubrication

By Ron Grose

Work cards 52-100 (F-900) and 52-103 (F-900EX & 2000) instructs operators to oil the hinges of the folding and retractable steps of the main entrance door for these aircraft at the "4A+" inspection. In the diagrams of these work cards, they do not show operators what is referred to in the IPC as the joint, pin (P/N FGFB222295114) and bearing (P/N GLD8-16 or ball stud) located on the bottom side of the retractable step. Because these items are out of sight, they are rarely lubricated.

Duncan Aviation technicians have seen many instances where these bearings are frozen to the pin and completely worn out. In some cases, the bearing attachment lugs are cracked. This is due to the lack of lubrication.

In order to potentially save a costly repair, be aware of these hidden bearings and apply a few drops of oil on them as a matter of preventive maintenance.

## Take Good Care Of Your APU

By Ron Grose

Like other turbine engine parts, the life and reliability of an APU can be enhanced by how the unit is installed, operated and serviced. The life of an APU can be extended by ensuring that the unit is serviced and operated in accordance with manufacturer's recommendations. Fuel filters and fuel nozzles must be kept clean. A dirty nozzle can lead to carbon buildup. Carbon buildup can lead to hot-section damage and reduce the life of your APU.

## Grimes Emergency Light Power Supplies

By Chris Gress

The earlier model Falcon aircraft equipped with the Grimes emergency light power supplies P/N 60-0304-( ) are often missing the insulation heat shrink located on the forward battery holder clip (the "+" end of the holder). With this heat shrink missing, if the clip chafes through the forward battery insulation, the aft battery will be shorted to ground through the case of the forward battery and holder clip.

Duncan Aviation accessory technicians have found inconsistency in the dimensional height and positive (+) post size of aftermarket PMA'd battery cells installed in both P/Ns 60-0304-( ) & 60-2502-1 emergency light power supplies. This could lead to improper connection of the two battery cells and the cells can be loose in the holder clips.

In this case, Duncan Aviation recommends the use of genuine Grimes cells to prevent these inconsistency problems.

## Falcon 2000 EIED Message

By Kevin Bornhorst

Recently, a F2000 arrived with an idle discrete EIED message; the problem was in the flap position transmitter circuits. The FADEC computers monitor the left and right flap position transmitters for an approach discrete to set their idles for approach. When the left and right flap transmitters do not match, the idle discrete EIED message is triggered. Depending on the failure of the transmitter circuit, this message may or may not be associated with the FLAP ASYM light on the warning panel or a flap circuit breaker trip.

## Duncan Aviation Is Newest Grimes Authorized Sales & Service Center

By Chris Gress

Effective immediately, Duncan Aviation is an Authorized Grimes Sales and Service Center.

The agreement gives Duncan Aviation customers access to the complete line of Grimes products including strobe power supplies, battery power supplies, rotating beacons, navigational lights, etc.

In addition, customers will be able to use Duncan Aviation accessory services seven days a week for service on Grimes products.

For more info about Grimes products and Duncan Aviation accessory services, contact Chris Gress at 800.228.4277 ext. 1664.

**DUNCAN  
AVIATION**



*For Falcon technical info, we have the experts. Our Falcon Team consists of tech reps and technicians with experience in airframe/engine, interior/exterior completions, avionics installations, component repair and parts.*

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