

# Advisory Wire

REFERENCE NO:	AW700-32-0804, Rev 1	INFORMATION TYPE:	Maintenance
ATA:	32-43	EFFECTIVITY:	Global Express / XRS Global 5000 Global 5000 feat. Vision Flight Deck Global 6000 Global 5500 Global 6500
SUBJECT:	<b>Restoration (Replating) of the Brake Assembly – Torque Tube</b>		

## 1. REFERENCES:

- 1.1 BD-700 Maintenance Planning Document (MPD), Section 3 Optional Maintenance, Chapter 5 Task No. 32-43-13-301
- 1.2 Aircraft Maintenance Manual (AMM) TASK 32-43-13-840-801, Restoration (Replating) of the Brake Assembly – Torque Tube
- 1.3 Advisory Committee – Brake Overhaul, Top Issue ref. 32-38-M-1048

## 2. INTRODUCTION:

Revision 1 of this advisory wire is to provide operators with an update on the brake restoration task introduced in the MPD as well information on how to send your brakes in through the Bombardier Customer Repair and Overhaul (CR&O). Details on Smart Services coverage will also be explained.

## 3. DESCRIPTION:

Fleet data shows that the brakes on the Global aircraft wear very slowly and may remain on-wing for as long as 15 to 20 years before overhaul or first shop visit. This might be considered as a “good problem”, however the brake assembly has not been designed to be maintenance free for that extended period. Issues like corrosion and leakage may occur as a result of this time on-wing. For example; the torque plate which is the component that takes the loads during brake application, is made of steel and is protected by a duplex Nickel coating. With time, this coating deteriorates and allows corrosion to set into the base material of the torque plate. If this coating is not inspected and re-applied a few times within the life of the brake, the corrosion could damage the torque plate beyond repair limits. Furthermore, corrosion on the torque plate splines has a direct impact on the carbon heat sink stators; the pitting on the splines acts as an abrasive

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surface which will, with time, remove material at the carbon stator slots resulting in enlargement beyond limits and rejection of the heat sink.

The new restoration procedure of the brake assembly is introduced in the MPD (ref. 1.1) as an optional 60-month task and will make sure the torque plate remains in good condition throughout the life of the aircraft. Taking care and maintaining your torque plate will help prevent stator slot enlargement in your heat sink. The restoration will also include new seals for the adjusters which will help prevent leakage.



Before and after the Nickel plating restoration

Bombardier CR&O are ready to manage your brakes for restoration. They are committed to offering the quickest turnaround time possible to make sure your brakes are returned to your aircraft without affecting scheduled downtime. Two facilities have been approved to support the brake restoration, one in France and one in the United States.

Smarts Services offers the possibility to cover the cost of the brake restoration. For more information, please contact your Smart Parts Account Manager.

#### 4. ACTION:

Operators are reminded that when it comes to brakes, a little maintenance every 60 months will help keep your units in good reliable condition and avoid unexpected expensive part replacements down the road. To schedule the brake assembly restoration on your aircraft, please contact the Bombardier Parts Services CR&O.

Should you have any further questions, please do not hesitate to contact your Field Service Representative (FSR) or the Customer Response Center (CRC).