

SERVICE BULLETIN SUMMARY

This Service Bulletin is available at:
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MODEL BD-700-2A12 (BD-700)

ATA 26-22

FIRE PROTECTION

SPECIAL CHECK – BAGGAGE-COMPARTMENT FIRE EXTINGUISHERS – INSPECTION OF THE BAGGAGE BAY PUSH-TO-DISCHARGE SWITCH

The information below is provided for your reference. For full details, including labor and part coverage, please see corresponding paragraph contained within this bulletin.

RECOMMENDED SPECIFIED TIME COMPLIANCE	COMPLIANCE TIME Refer to Paragraph 1.D.	
EFFECTIVITY: A/C Serial No. 70006 to 70099		
MANPOWER: Refer to Paragraph 1.F.		
CONTINUED AIRWORTHINESS (CAW) FLEET CAMPAIGN	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
AIRWORTHINESS LIMITATIONS (AWL)	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
KITS and/or PARTS	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
TOOLING/GSE	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
PLANNING INFORMATION	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
DEDICATED SCHEDULE	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
PREREQUISITE SERVICE BULLETINS: NA		
NOTE: This Service Bulletin may be subject to an Airworthiness Directive which will make it necessary to implement this Service Bulletin.		

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SPECIAL CHECK – BAGGAGE-COMPARTMENT FIRE EXTINGUISHERS – INSPECTION OF THE BAGGAGE BAY PUSH-TO-DISCHARGE SWITCH
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1. PLANNING INFORMATION

- NOTES:**
1. Before you do this Service Bulletin, examine all STC, STA or equivalent action changes to make sure that this Service Bulletin can be completed.
 2. For any technical issues, contact CSE, Technical Support, Global Express by e-mail at SRPSA@aero.bombardier.com.

A. Effectivity

BD-700-2A12 aircraft, Serial No. **70006** to **70099**.

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 Aviation Service Bulletins.

B. Reason

1. Condition:

During execution of a Functional Test Procedure (FTP), the baggage bay discharge Push-Button-Annunciator (PBA) switch was partially engaged and failed to make electrical contact. Further investigation showed that in some cases, the PBA was making contact but was not fully engaged and the tabs were not fully locked, so while the PBA passes FTP, vibration could eventually lead to the loss of electrical contact. This results in the loss of capability for the PBA to discharge the halon in the baggage compartment.

<p>Refer to applicable governmental agency regulations and requirements and make sure that the work described in this Service Bulletin is performed in compliance with manufacturer's recommendations and/or acceptable industry standards.</p>

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2. Evidence:

The failure of baggage bay discharge PBA switch was observed during FTP.

3. Objective/Benefit:

This Service Bulletin instructs to inspect the baggage bay discharge PBA switch for proper installation and operation.

C. Description

This Service Bulletin gives instructions to:

- Do the operation test of the lamp driver unit on the FIREX control panel,
- Get access to the baggage bay discharge PBA,
- Inspect if the tabs of the PBA switch body are engaged, and
- If the operation test fails, do the functional test of the baggage bay discharge PBA.

D. Compliance

Specified Time Compliance

Recommended within 3 years from this Service Bulletin release date (Basic Issue).

NOTE: If it is not possible to complete all the instructions in this Service Bulletin because of the aircraft configuration, submit an SRPSA for analysis and to get an approved disposition to complete this Service Bulletin. Standard SRPSA fees may apply. Refer to the Services section of the Bombardier Customer Portal for the latest prices, rates and fees.

E. Approval

This Service Bulletin does not contain modification information that revises the approved configuration and therefore does not require governmental or other regulatory approval.

F. Manpower

NOTES: 1. The man-hours given are to help you schedule the tasks given in this Service Bulletin. The man-hours 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, repainting, supervision and inspection.

For more information related to the manpower, refer to SB 700-00-7502.

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2. Labor hours are based on the fact that the modification will be done at the next scheduled maintenance task or inspection. Therefore no man-hours are allotted to prepare the aircraft for maintenance or to prepare for this Service Bulletin.

1 man-hour is necessary to inspect the tabs of the PBA and to do the operation test of the lamp driver unit on the FIREX control panel.

1 man-hour is necessary to do the functional test of the baggage bay discharge PBA.

The labor required to do this Service Bulletin is at no cost if:

- the work is done at Bombardier Business Aviation Services (BBAS) or Authorized Service Facilities (ASF), and
- this Service Bulletin is scheduled within 3 years from its release date (Basic Issue).

G. Material – Cost and Availability

No kit or parts are necessary to do this special check.

H. Tooling

The equipments and tools listed below are necessary to do this service bulletin:

GSE REFERENCE NO.	PART NO.	DESCRIPTION
GSE 24X-41-01	-	Ground Power Unit (GPU)
Commercially Available	-	Multimeter
Commercially Available	std-0022	Protective Cap (qty 2)
Commercially Available	std-0020	Torque Wrench

- NOTES:**
1. Refer to the Global 7500 Illustrated Tool and Equipment Publication (ITEP) to make sure that you use the correct equipment configuration.
 2. Refer to the Liability Statement in the ITEP for the G7500 for acceptable GSE equivalents.
 3. This list is provided for quick reference. In case of discrepancy between this list and the tools called in the AMP, WM, Chapter 20, then the tools called in the AMP, WM prevail. Other approved alternative tools are acceptable and can also be used.

I. Weight and Balance

No change.

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J. Electrical Load Data

No change.

K. References

- TCCA Airworthiness Directive (pending).
- Global 7500, Aircraft Maintenance Publication (AMP), Chapters 6, 20, 24, 31 and 52.
- Global 7500, Supplemental Aircraft Maintenance Publication (SAMP), Chapter 26.

L. Other Publications Affected

None.

M. Equivalent Service Bulletins

None.

2. ACCOMPLISHMENT INSTRUCTIONS

- NOTES:
1. All TASKs given in the procedures that follow are from the Global 7500 BD-700-2A12, Aircraft Maintenance Publication (AMP) unless otherwise specified.
 2. All references made to zones, access panels and/or doors, are from the Global 7500 BD-700-2A12 Aircraft Maintenance Publication (AMP), Chapter 6.

A. Aircraft Setup

- (1) Obey all electrical/electronic safety precautions. Refer to BD700-A-J24-00-00-00AAA-012A-A.
- (2) Do the procedure to connect the external AC power. Refer to BD700-A-J24-41-00-00AAA-730A-A.
- (3) Do the operation test of the PBA as follows.
 - (a) On the cockpit lights control-panel, set the Push Button Annunciator (PBA) BRT/DIM switch to the BRT position. Refer to Figure 1, Detail E.
 - (b) On the Cursor Control Panel (CCP), push the MENU pushbutton. Refer to Figure 1, Detail D.
 - (c) From the main menu, select SYS.
 - (i) Make sure that the SYS sub-menu shows.
 - (d) From the SYS sub-menu, select MISC.

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- (i) Make sure that the Miscellaneous Synoptic page shows.
- (e) On the Miscellaneous Synoptic page, from the TEST tab, select LAMP 1.
 - (i) Make sure that the Press to Stop message (white) shows.
- (f) Make sure that the PBA that follow come on bright:
 - (i) On the Baggage Bay control-panel. Refer to Figure 1, Detail C:
 - BAGGAGE BAY SMOKE shows SMOKE
 - BAGGAGE BAY BTL shows AVAIL
 - (ii) On the Aft Baggage Bay control-panel. Refer to Figure 1, Detail G:
 - BTL PUSH TO AVAIL
- (g) Make sure that the DONE message (white) shows.
- (4) Do the procedure to open the aft compartment door (185KL). Refer to BD700-A-J52-41-01-00AAA-540A-A.
- (5) Open the aft wardrobe compartment door. Refer to Figure 1, Detail F.
- (6) Remove the upholstery panel. Refer to Figure 2.
- (7) Remove the screws (qty 4) and the access panel from the aft wardrobe compartment. Refer to Figure 1, Detail H.
- (8) Move the applicable insulation blankets to get access to the PBA switch assembly, Part No. 49431-03. Refer to Figure 3 and Figure 4.
- (9) Only if necessary, remove the applicable insulation blanket. Refer to BD700-A-J25-80-25-00AAA-520A-A, Figure 3 and Figure 4.

B. Special Check – Inspection of the Baggage Bay Push-to-Discharge Switch

NOTE: If it is not possible to complete all the instructions in this Service Bulletin because of the configuration of the aircraft, submit an SRPSA for analysis and get an approved disposition to complete this Service Bulletin. Standard SRPSA fees may apply. Refer to the Services section of the Bombardier Customer Portal for the latest prices, rates and fees.

- (1) Do a visual inspection of the PBA switch assembly, Part No. 49431-030, for proper installation. Refer to Figure 5.
 - (a) Make sure that the tabs of the electrical connector are inward and locked, and no gap is seen between the connector and the switch.
 - (b) If the tabs of the electrical connector are not engaged, engage the tabs.
- (2) If the operation test of the PBA passed in Paragraph 2.A., no further action is necessary. Go to Paragraph 2.D. Close-out.
- (3) If the operation test of the PBA failed in Paragraph 2.A., redo the operation test and functional test of the PBA. Go to Paragraph 2.C. Testing.

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C. Testing

- (1) Do the operation test of the PBA as follows.
 - (a) On the cockpit lights control-panel, set the Push Button Annunciator (PBA) BRT/DIM switch to the BRT position. Refer to Figure 1, Detail E.
 - (b) On the Cursor Control Panel (CCP), push the MENU pushbutton. Refer to Figure 1, Detail D.
 - (c) From the main menu, select SYS.
 - (i) Make sure that the SYS sub-menu shows.
 - (d) From the SYS sub-menu, select MISC.
 - (i) Make sure that the Miscellaneous Synoptic page shows.
 - (e) On the Miscellaneous Synoptic page, from the TEST tab, select LAMP 1.
 - (i) Make sure that the Press to Stop message (white) shows.
 - (f) Make sure that the PBA that follow come on bright:
 - (i) On the Baggage Bay control-panel. Refer to Figure 1, Detail C:
 - BAGGAGE BAY SMOKE shows SMOKE
 - BAGGAGE BAY BTL shows AVAIL
 - (ii) On the Aft Baggage Bay control-panel. Refer to Figure 1, Detail G:
 - BTL PUSH TO AVAIL
 - (g) Make sure that the DONE message (white) shows.
- (2) Do the functional test of the PBA as follows:

WARNING: BEFORE YOU REMOVE/CONNECT ELECTRICAL CONNECTORS FROM/TO THE FIDEEX SYSTEM, MAKE SURE THAT YOU REMOVE ALL ELECTRICAL POWER FROM THE FIDEEX SYSTEM. KEEP THE ELECTRICAL POWER OFF UNTIL ALL CONNECTORS ARE SAFELY ATTACHED AND NO PERSONS ARE IN THE AFT EQUIPMENT COMPARTMENT. YOU DO THIS TO MAKE SURE THAT THE DISCHARGE CARTRIDGES DO NOT FIRE ACCIDENTALLY. THE DISCHARGE CARTRIDGES ARE ELECTRICALLY-FIRED EXPLOSIVE DEVICES WHICH CAN ACCIDENTALLY ENERGIZE. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO THE EQUIPMENT.

WARNING: BE VERY CAREFUL WHEN YOU DO THIS PROCEDURE TO PREVENT ACCIDENTAL OPERATION OF THE FIRE EXTINGUISHER. INJURY AND DAMAGE CAN OCCUR IF YOU HAVE AN OPERATION ACCIDENT WITH THE FIRE EXTINGUISHER.

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WARNING: INSTALL A CARTRIDGE SHIELD ON THE RECEPTACLE OF THE DISCHARGE CARTRIDGE IMMEDIATELY AFTER YOU DISCONNECT THE ELECTRICAL CONNECTOR. THE DISCHARGE CARTRIDGE IS AN ELECTRICALLY-FIRED EXPLOSIVE DEVICE WHICH CAN ACCIDENTALLY ENERGIZE. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

CAUTION: IF ANY STEP IN THIS TEST DOES NOT GIVE THE CORRECT RESULT, REFER TO THE APPLICABLE FAULT ISOLATION AND REPAIR PROCEDURES BEFORE YOU CONTINUE. AIRCRAFT SYSTEM DAMAGE CAN OCCUR IF YOU DO NOT DO THE FAULT ISOLATION AND REPAIR PROCEDURES.

NOTE: Two persons are necessary to do this procedure.

- One person to do the steps in the flight-compartment.
- One person to do the steps in the baggage bay.

- (a) In the flight compartment, on the electronic circuit breaker (eCB) page, set the circuit breaker that follows to LOCK. Refer to BD700-A-J24-00-00-00AAA-561A-A.

NAME	CB NUMBER/LOCATION
BAGGAGE FIREX	SPDA1-1-16

- (b) Disconnect the electrical connector A126P3 from the No. 1 fire-extinguisher-bottle. Figure 1, Detail A.
- (i) Disconnect the electrical connector only from the No. 1 fire-extinguisher-bottle (FWD Bottle). Do not disconnect the connector from the No. 2 fire-extinguisher-bottle. Refer to Figure 6.
- (c) Put a protective cap (std-0022) on the electrical connector and its receptacle.
- (d) Connect a multimeter for voltage reading at connector A126P3 between pins 1 and 2. Refer to Figure 7.
- (e) In the flight compartment, on the eCB page, set the circuit breaker that follows to IN. Refer to BD700-A-J24-00-00-00AAA-761A-A.

NAME	CB NUMBER/LOCATION
BAGGAGE FIREX	SPDA1-1-16

NOTE: A BAGGAGE SQUIB FAIL (ADV) message will be posted on the EICAS. Also on the overhead baggage bay control panel, the BTL1 PBA amber line will be illuminated. This is a normal condition due to the system configuration (connector disconnected). Refer to Figure 9 and Figure 10.

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- (f) In the flight compartment, on the BAGGAGE BAY control-panel, push the SMOKE Push Button Annunciator (PBA). Refer to Figure 1, Detail C.
- (g) Push and release the BBAY BTL PUSH TO DISCH PBA. Refer to Figure 1, Detail G.
 - (i) Make sure that 28 Vdc is present at connector A126P3 between pins 1 and 2 when the SDS20 BBAY BTL PUSH TO DISCH PBA 2 is pressed IN. Refer to Figure 7 and 8.

NOTES: 1. Two persons are necessary to do this step.

- One person to press and hold the PBA.
- One person to make sure that it reads 28 Vdc at the connector.

2. Make sure that it reads 0 Vdc when the PBA is released.

- (h) In the flight compartment, on the BAGGAGE BAY control-panel, push the SMOKE PBA. Refer to Figure 1, Detail C.
- (i) In the flight compartment, on the eCB page, set the circuit breaker that follows to LOCK. Refer to BD700-A-J24-00-00-00AAA-561A-A.

NAME	CB NUMBER/LOCATION
BAGGAGE FIREX	SPDA1-1-16

- (j) Remove the multimeter.
- (k) Connect the electrical connector A126P3 to the No. 1 fire-extinguisher-bottle. Refer to Figure 1, Detail A.
- (l) In the flight compartment, on the eCB page, set the circuit breaker that follows to IN. Refer to BD700-A-J24-00-00-00AAA-761A-A.

NAME	CB NUMBER/LOCATION
BAGGAGE FIREX	SPDA1-1-16

- (m) Make sure that the BAGGAGE BAY SQUIB FAIL (ADV) is not posted in the EICAS.

D. Close-out

- (1) Rearrange the applicable insulation blankets. Refer to Figure 3 and Figure 4.
- (2) If removed, install the applicable insulation blankets. Refer to BD700-A-J25-80-25-00AAA-720A-A, Figure 3 and Figure 4.
- (3) Install the access panel on the aft wardrobe compartment with screws (qty 4). Refer to Figure 1, Detail H.
- (4) With a torque wrench, tighten the screws from 13 to 16 lbf in. (1.47 to 1.80 Nm). Refer to BD700-A-J20-50-00-00AAA-711A-A and Figure 1, Detail H.

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- (5) Install the upholstery panel. Refer to Figure 2.
- (6) Do the procedure to disconnect the external AC power. Refer to BD700-A-J24-41-00-00AAA-510A-A.
- (7) Remove all tools, equipment and unwanted materials from the aircraft.
- (8) Do the procedure to close the aft compartment door (185KL). Refer to BD700-A-J52-41-01-00AAA-740A-A.

E. Recording

When this Service Bulletin is completed, make an entry in the aircraft log and send the attached Incorporation Notice to Bombardier Aviation Customer Services (BACS).

For information, correction(s), comment(s) and/or feedback regarding Service Bulletins released on the Customer Portal, please contact the Service Bulletin Group at the following email address:

bbad_SBgroup@aero.bombardier.com

3. MATERIAL INFORMATION

A. Kit

No kits required.

B. Parts

No parts required.

C. Material

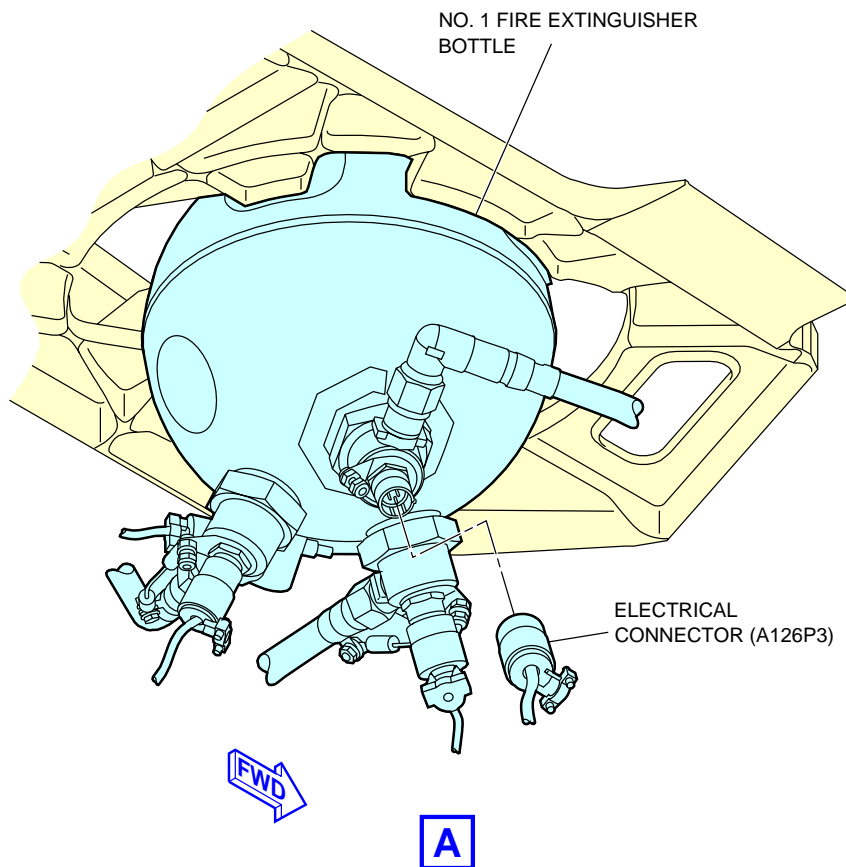
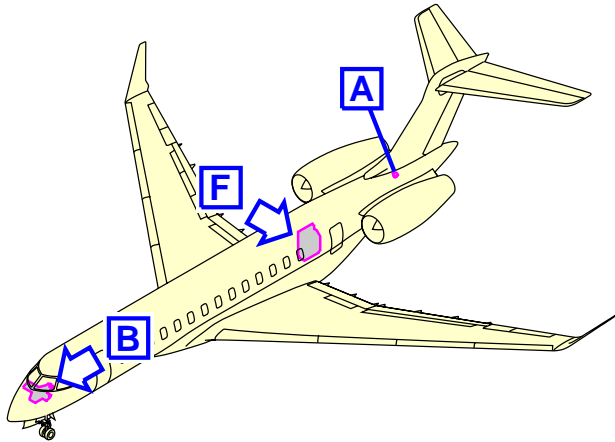
No materials required.

D. Publications

None.

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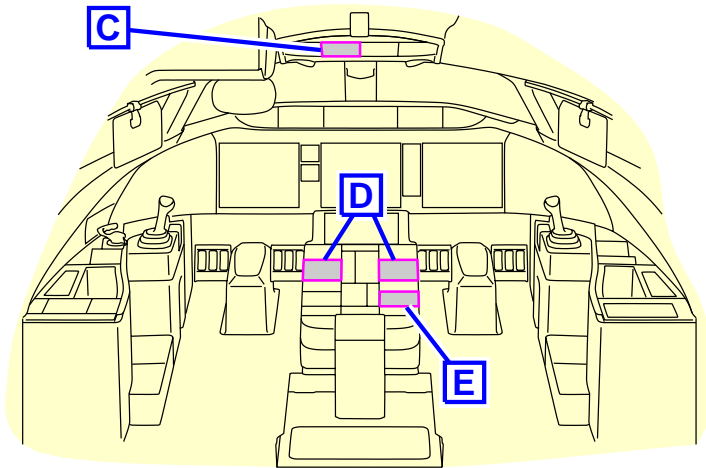


SB700-26-7504_011

Inspection of the Baggage Bay Push-to-Discharge Switch
Figure 1 (Sheet 1 of 3)

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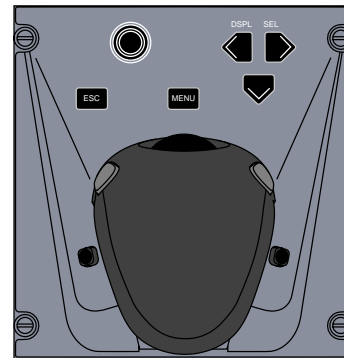


B



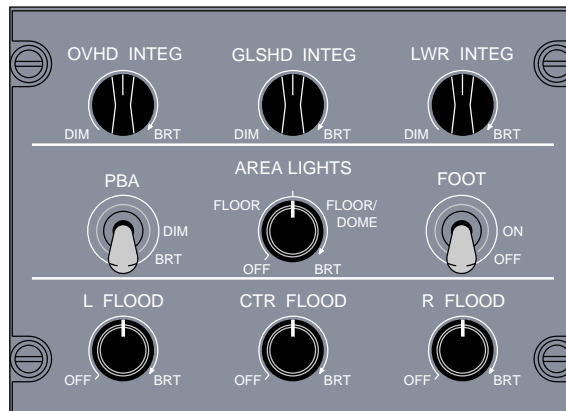
BAGGAGE BAY CONTROL-PANEL

C



**CURSOR CONTROL PANEL (CCP)
TYPICAL**

D



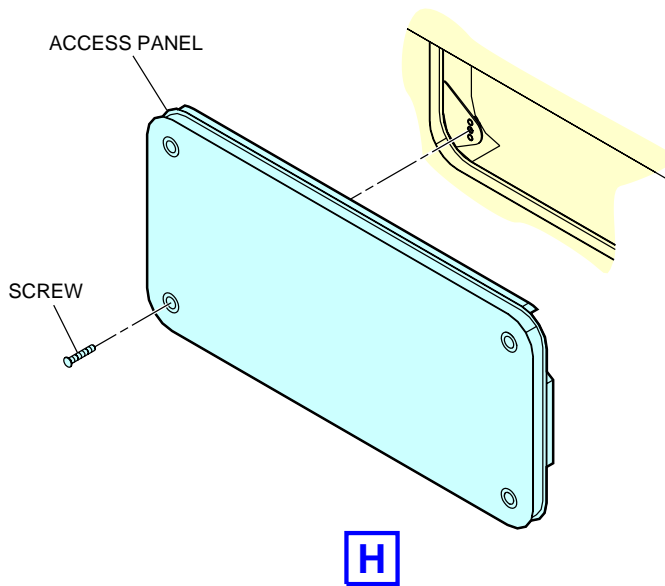
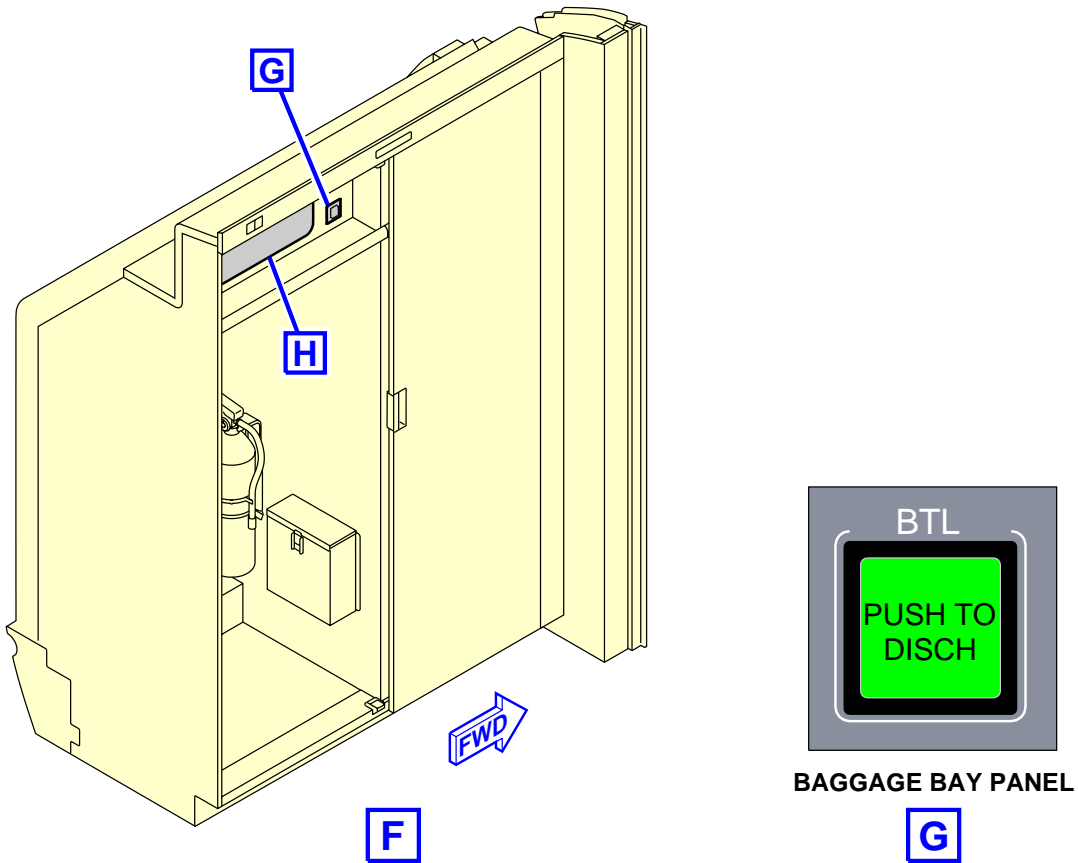
**FLIGHT-COMPARTMENT LIGHT
CONTROL-PANEL**

E

Inspection of the Baggage Bay Push-to-Discharge Switch Figure 1 (Sheet 2 of 3)

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SB700-26-7504_013

Inspection of the Baggage Bay Push-to-Discharge Switch
Figure 1 (Sheet 3 of 3)

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UPHOLSTERY PANEL



Upholstery Panel
Figure 2

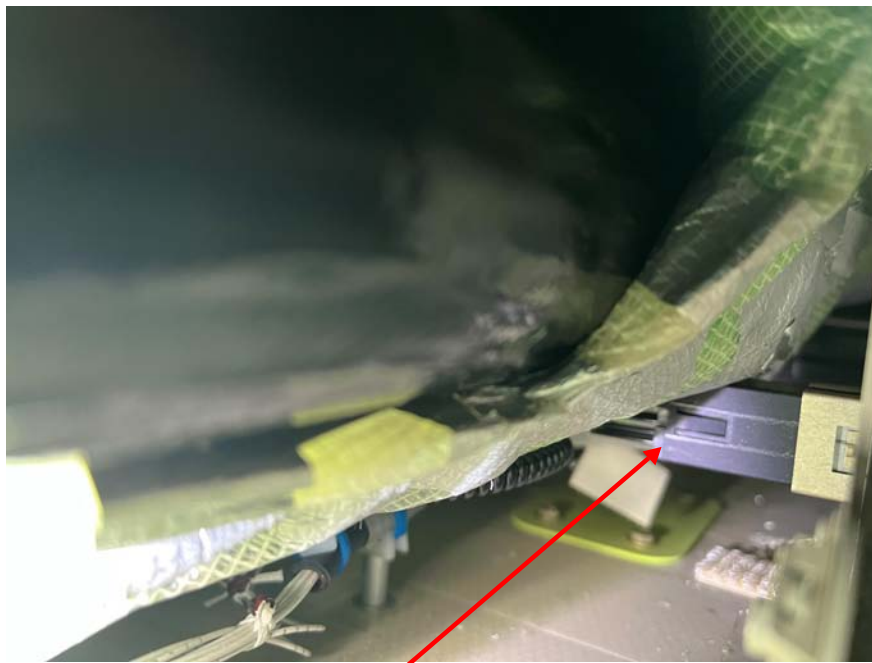
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INSULATION
BLANKET

Insulation Blankets Before Removal
Figure 3

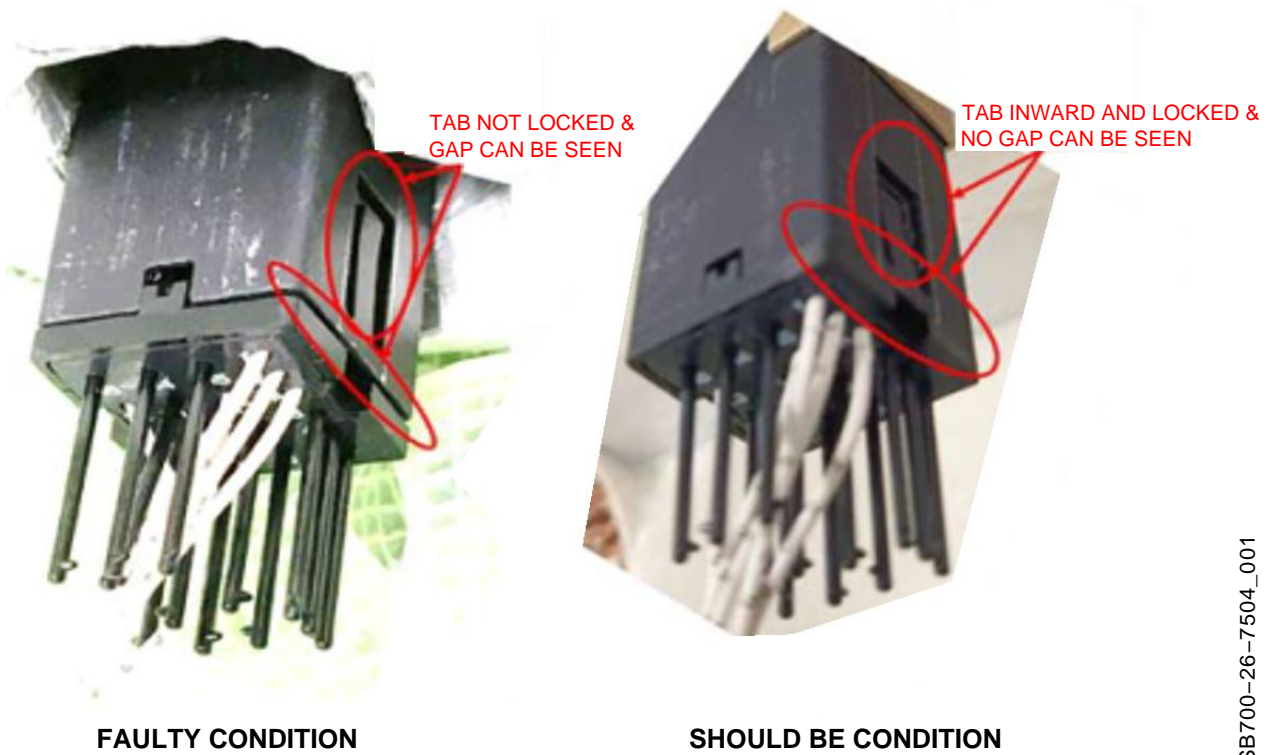
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PBA SWITCH

Insulation Blankets Removed for PBA Access
Figure 4

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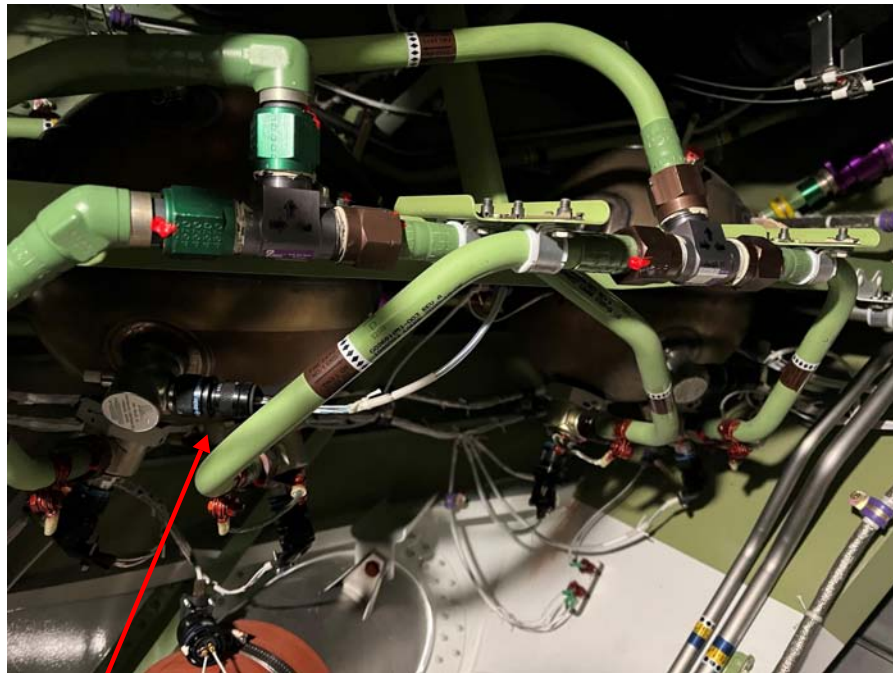


SB700-26-7504_001

Internal Portion of the Baggage Bay Push-to-Discharge Switch
Figure 5

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NO. 1 FIRE EXTINGUISHER ELECTRICAL CONNECTOR

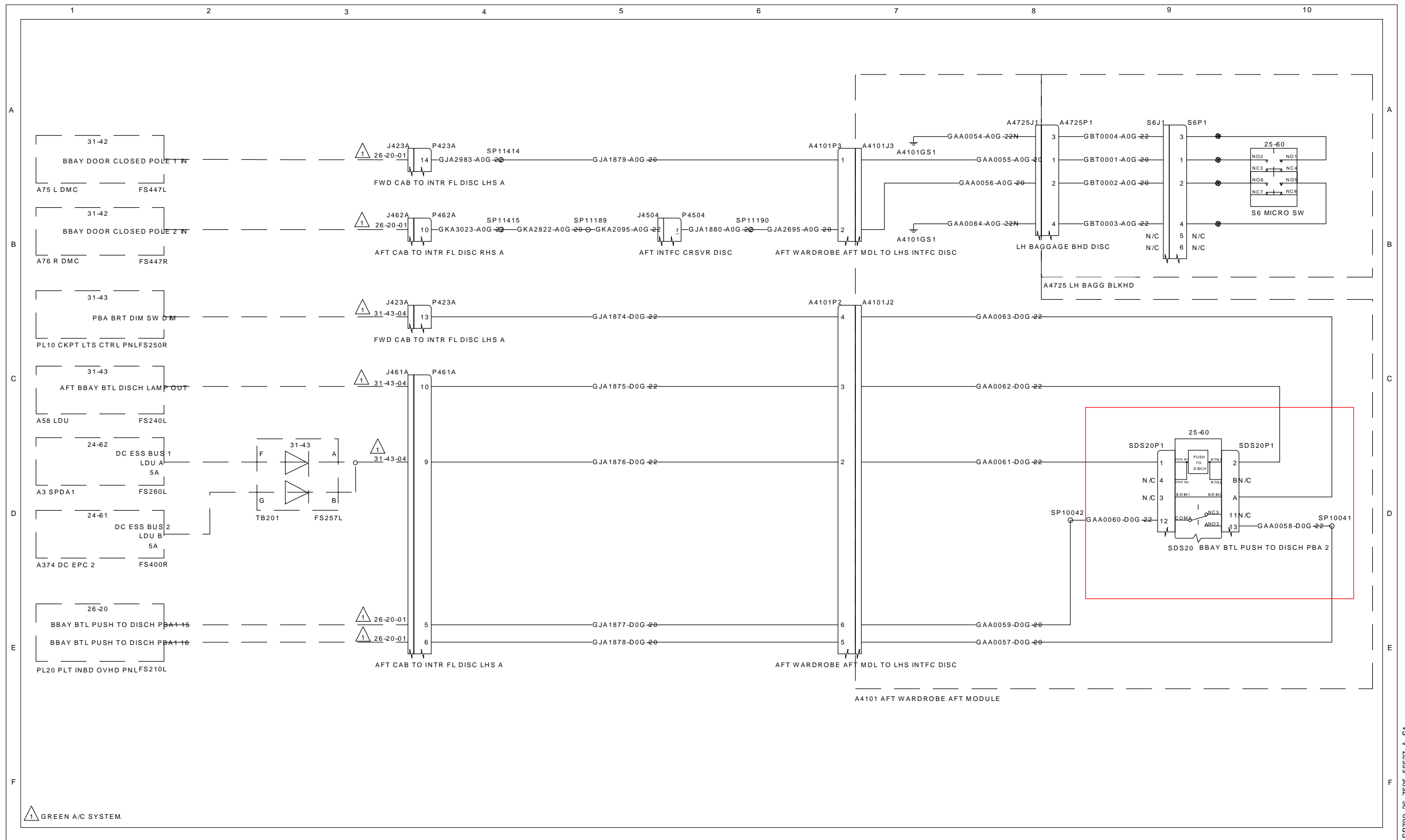
Location of the Electrical Connector on the No. 1 Fire-Extinguisher-Bottle (FWD Bottle)
Figure 6

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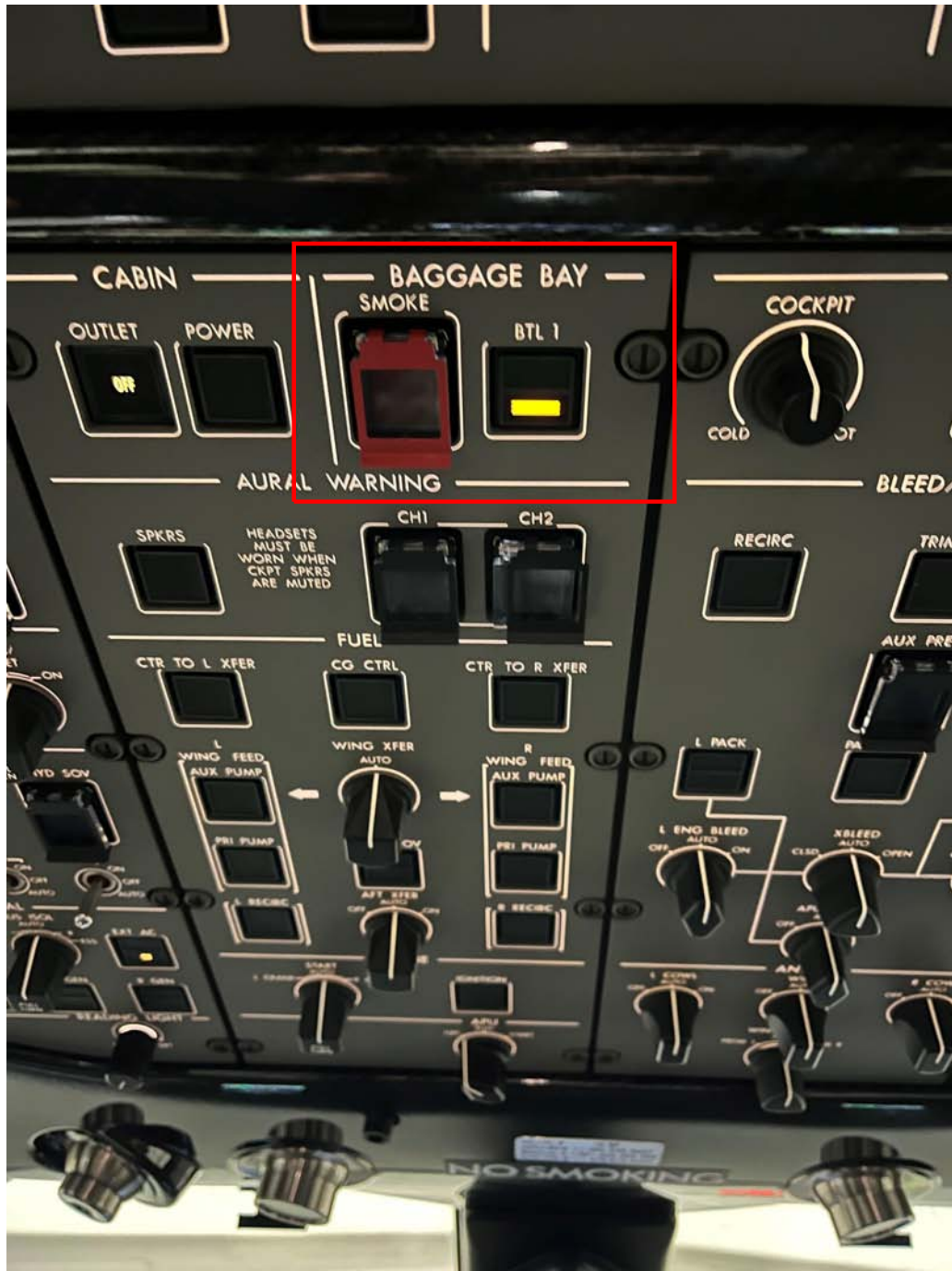
MODEL BD-700-2A12 (BD-700)



Functional Test of the Baggage Bay Push-to-Discharge Switch
Figure 8

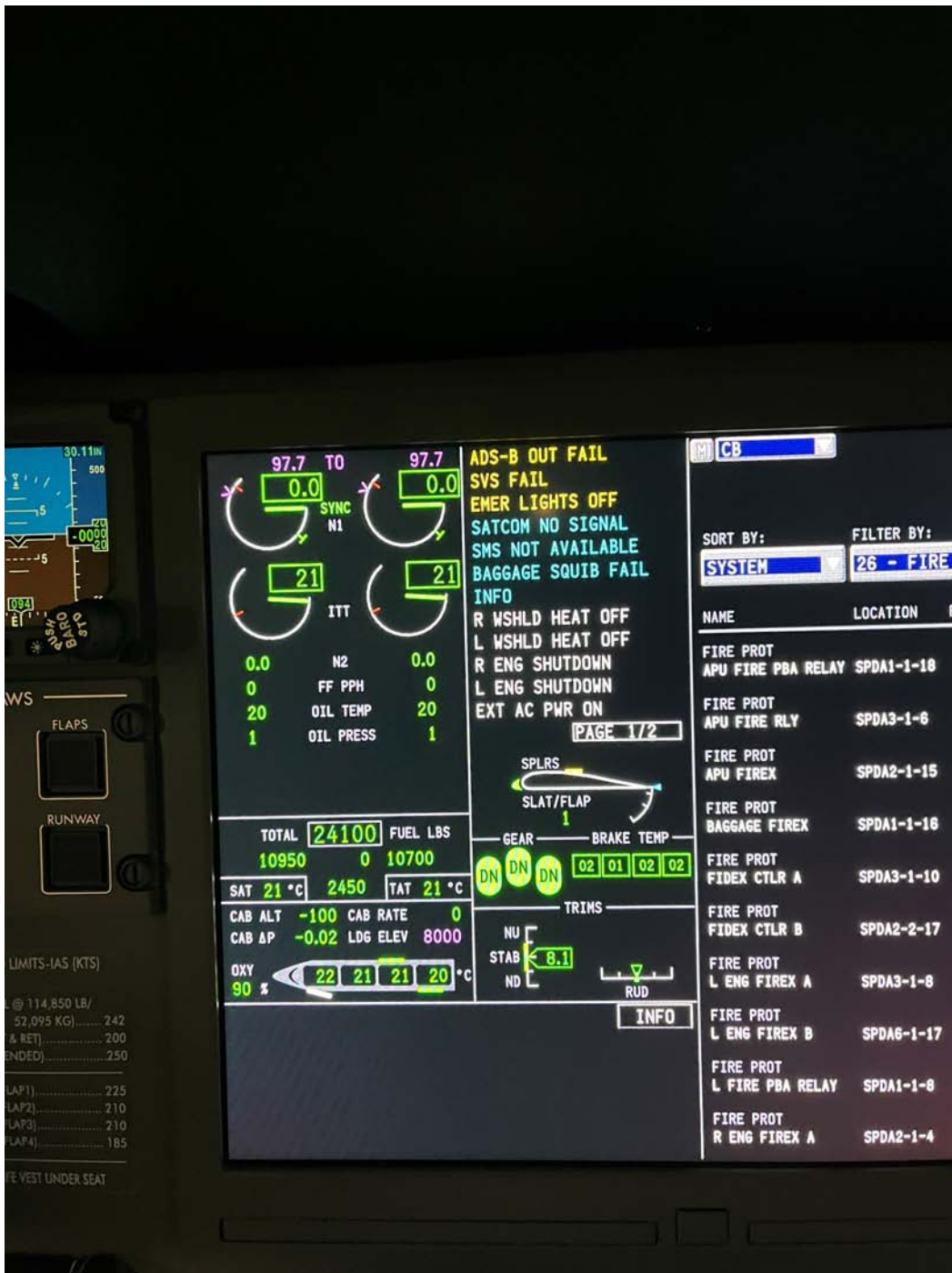
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Baggage Bay PBA Disconnected SQUIB Configuration
Figure 9

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 MODEL BD-700-2A12 (BD-700)



EICAS Message with Disconnected SQUIB Configuration
 Figure 10

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SERVICE BULLETIN EVALUATION FORM

(Your ideas will help us provide better bulletins)

SERVICE BULLETIN: 700-26-7505 **ISSUE:** Basic **DATED:** Feb 10/2023

TITLE: SPECIAL CHECK – BAGGAGE–COMPARTMENT FIRE EXTINGUISHERS
 – INSPECTION OF THE BAGGAGE BAY PUSH–TO–DISCHARGE
 SWITCH

For any information, correction(s), comment(s) and/or feedback regarding Service Bulletins released on the Customer Portal, please contact the Service Bulletin Group at the following email address:

bbad_SBgroup@aero.bombardier.com

NOTE: Please use Salesforce **only** for troubleshooting issues or when Engineering deviation is necessary to accomplish the Service Bulletin modification.

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SERVICE BULLETIN INCORPORATION SHEET – "700–26–7505"

BOMBARDIER SUBMISSION	<p>Upon completion of the Service Bulletin, please fill-in, fax to (514) 855–8798 or e-mail to Fracas at fracas.montreal@aero.bombardier.com</p> <p>If you're reporting Service Bulletin (SB) Incorporations to CAMP, sending this Incorporation Sheet to Bombardier is not mandatory. If your aircraft is on another tracking system, please contact Bombardier to make arrangements for automated data submission.</p>
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Service Bulletin Number	Rev.	* Parts Completed	COMPLIED WITH			Remarks/Reason (Mandatory if N/A)
			YES	NO	N/A	
700–26–7505	Basic	PART A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
”	”	PART B	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____

Actual hours to accomplish Service Bulletin: _____

- * **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.
 4. Fill in 'Remark/Reason' to explain compliance method when N/A is selected. (E.g. Part not installed, N/A by effectivity, N/A by Part Serial Number, etc.)
 5. PCW means 'Previously Complied With'.

Aircraft Serial No. _____	Aircraft Reg. No. _____
Airframe Hours: _____	Airframe Landings _____
S.B. Incorporation Date _____ (dd/mm/yy)	Service Order No. _____
Facility incorporating S.B. _____	
Name _____	Signature _____ Date _____ (dd/mm/yy)
Signature not required if sent by E-Mail	