

# Advisory Wire

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|---------------|----------------------------------------------------------------------------------------|-------------------|--------------------------------------|
| REFERENCE NO: | AW700-25-0774                                                                          | INFORMATION TYPE: | Maintenance Operational              |
| ATA:          | 25-23                                                                                  | EFFECTIVITY:      | Global 7500 Aircraft (70006 - 79999) |
| SUBJECT:      | <b>Sliding Door – Restoration of Normal Operation Following Use of Manual Override</b> |                   |                                      |

## 1. REFERENCES:

- 1.1. Global 7500, Cabin Handbook - MAIN CABIN AREA - Sliding Door Operation.

## 2. INTRODUCTION:

This Advisory Wire (AW) is to inform operators of a condition that has been identified which can prevent an interior sliding door from properly latching in the fully deployed position.

## 3. DESCRIPTION:

The sliding doors on the Global 7500 incorporate a manual override safety feature which is designed so that when the door is latched in the deployed position, if an occupant uses the handle to manually slide the door open into the pocket with a force of approximately 25 pounds, the door will stow without pressing the door button (switch).

Manually sliding the door open disengages the catcher assembly (Figure 1) from the door mechanism. The catcher remains in the latched position (Figure 2) while the door stows, which prevents the sliding door from operating normally:

- When the manual override is used, the door will subsequently release from the fully stowed position properly, but the override catcher assembly needs to be re-engaged (Figure 3) for the door to properly latch in the fully deployed position.
- If the override catcher assembly does not properly re-engage when the door is deployed, the door will not latch securely in the fully deployed position and it can stow unexpectedly.

# Advisory Wire

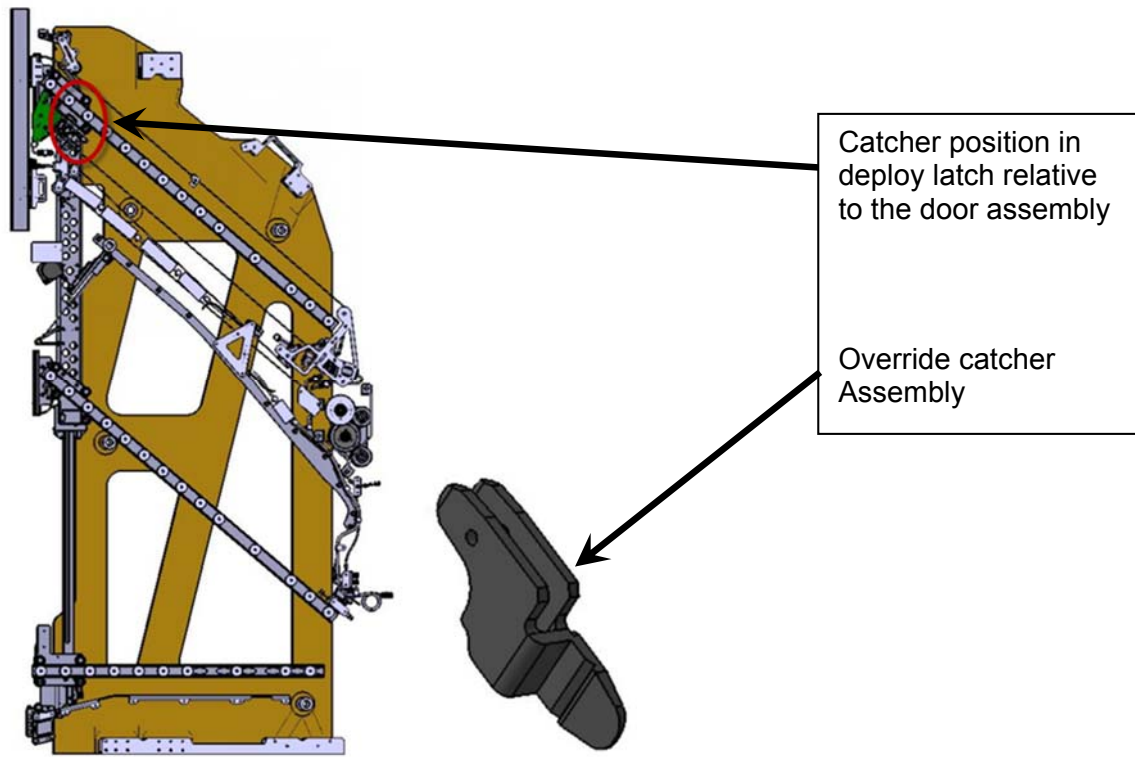


Figure 1 – Catcher Assembly

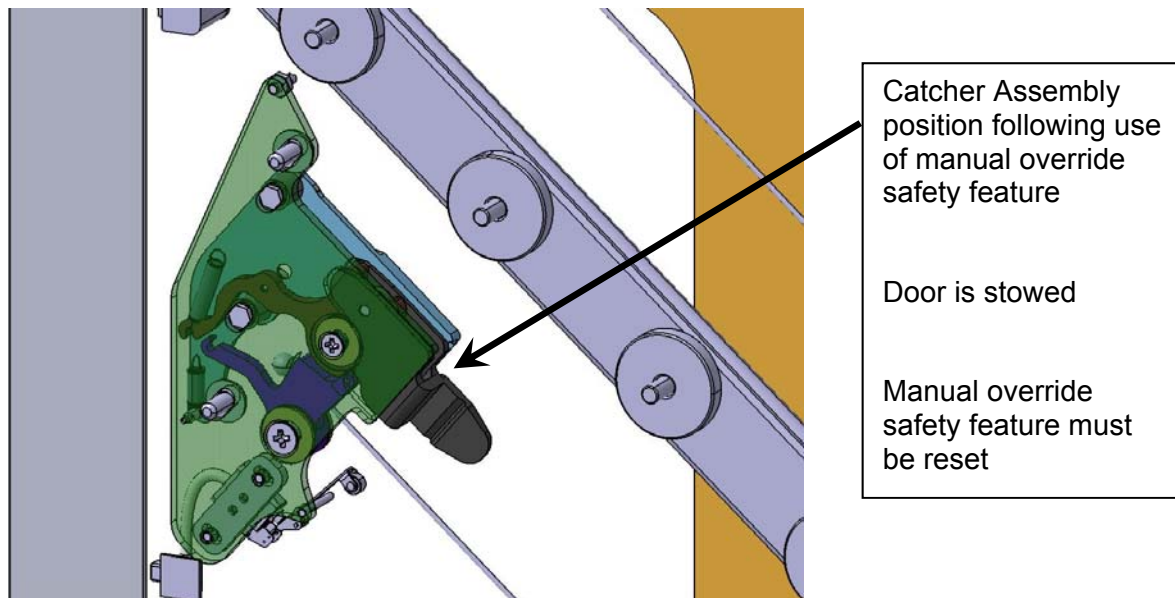


Figure 2 – Catcher Assembly Position Following Manual Override

# Advisory Wire

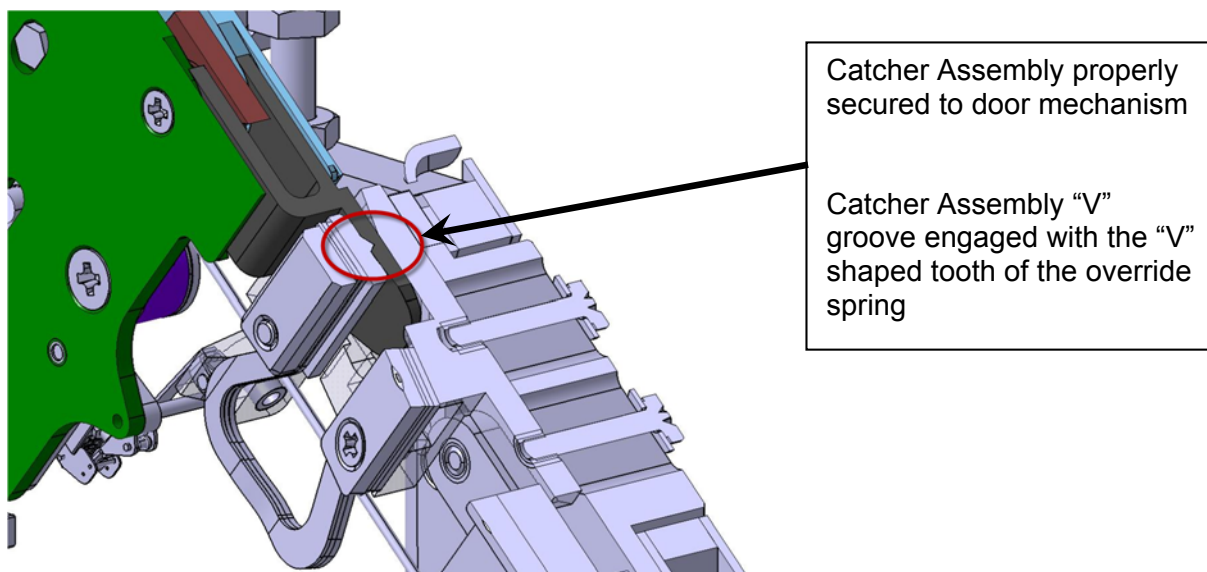


Figure 3 – Catcher Assembly Secured to Door Mechanism with Door Shown Latched Properly in Fully Deployed Position

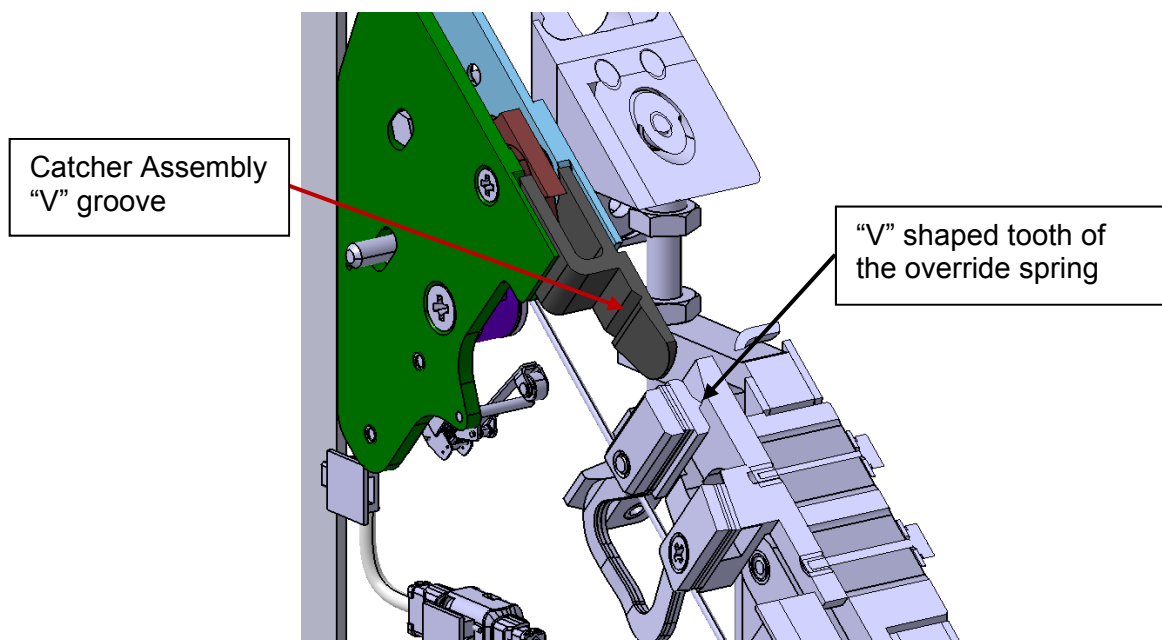


Figure 4 – Catcher Assembly Not Engaged with Override Spring with Door Shown Approximately 1 inch (2.5 cm) from Fully Deployed Position

## 4. ACTION:

The following steps are required to restore normal operation of the door after the manual override safety feature has been used:

1. Press the door button to deploy the door and pull it out of the pocket until it is 1 inch (2.5 cm) from the fully deployed position
2. Firmly push the door to the fully deployed position with a force of approximately 25 pounds and verify that the catcher assembly re-engages the override spring (Figure 4):
  - a. A loud “Click” from the location of the door mechanism (Figure 5) indicates that the catcher assembly has re-engaged the override spring.
3. Operate the door normally for one complete cycle (stow and then deploy the door using the door button) and then verify engagement of the catcher assembly with the override spring by trying to stow the door without using the door switch:
  - a. Use the handle to push the door into the pocket with a force of not more than 15 pounds.
  - b. If the door remains fully deployed, normal operation has been restored.



Figure 5 – Restoring Normal Operation of Sliding Door

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A Cabin Handbook update will add the steps necessary restore normal operation of the sliding door following use of the manual override safety feature.

Should you have any questions or require additional information, please contact your Bombardier Field Representative (FSR) or the Customer Response Center team 24/7.