

REFERENCE INSTRUCTION LETTER

TO: Lufthansa CityLine GmbH	FROM: In-Service Engineering	CONTROL NO: RIL # 6653	REVISION: A
ATTN: Michael Hermanski	ORIGINATOR: P. Bissonnette	PAGE: 1 of 2	
PHONE NO: +49 (0) 89 / 977 2927; +49 2203-596-424	PHONE NO: 450-476-7690	A/C MODEL: CL600-2D24	A/C S/N: Lufthansa fleet
FAX NO: N/A	FAX NO: N/A	ATA NO: 3246	
DATE OF REQUEST: 25 Jun 2019	PUBLICATION AFFECTED: DDG 32-46-01		
TITLE: Deviation to DDG 32-46-01			
REFERENCE: /A/ ADR # AFIR-19-1565624 /B/ CAR # 112940			
ISSUE: DDG 32-46-01 does not considere problem located upstream of BTMS sensor. An alternate maintenance procedure is required.			
<p>RESOLUTION:</p> <p>In DDG 32-46-01 paragraph 2. MAINTENANCE (M) A. it is acceptable to alternately do the following:</p> <p>For an EICAS Brake Temperature Monitoring Readout that is intermittent, not accurate, or inoperative, deactivate the affected sensor as follows:</p> <p>(1) Identify the affected sensor and perform Cap & stow per ESPM 20-12-05 on the affected wires as follows:</p> <ul style="list-style-type: none"> a. RH I/B BTMS Sensor: <ul style="list-style-type: none"> i. Cap & stow the wires connected to PX01P1: <ul style="list-style-type: none"> 1. Pin D 2. Pin E 3. And its associated shield wire b. LH I/B BTMS Sensor: <ul style="list-style-type: none"> i. Cap & stow the wires connected to PX02P1: <ul style="list-style-type: none"> 1. Pin D 2. Pin E 3. And its associated shield wire c. RH O/B BTMS Sensor: <ul style="list-style-type: none"> i. Cap & stow the wires connected to PX09P1: <ul style="list-style-type: none"> 1. Pin D 2. Pin E 3. And its associated shield wire 			

- d. LH O/B BTMS Sensor:
- i. Cap & stow the wires connected to PX10P1:
 - 1. Pin D
 - 2. Pin E
 - 3. And its associated shield wire
- (2) Make sure that the secured wires cannot catch with landing gear parts when gear is up, down or in transition.

PREPARED BY:		APPROVAL:	
Print name:	P. Bissonnette	Print name:	F. Hopkins
Signature:		Signature:	
Date:	28 June 2019	Date:	28 June 2019

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