

**TITLE**

HYDRAULIC POWER - INSPECTION OF THE RUDDER STANDBY DIRECT CURRENT (DC) HYDRAULIC PUMP ASSEMBLY FOR INCORRECT HYDRAULIC FLUID SPECIFICATION NUMBER INK MARKING

**EFFECTIVITY****MODEL**

700 (Citation Longitude)

**SERIAL NUMBERS**

-0001, -0002, -0004, -0007 thru -00041, -0043  
thru -0045

The equivalent of this service document has been incorporated on production airplanes -0046 and On.

**REASON**

To remove the incorrectly ink stamped MIL-H-5606 hydraulic fluid specification number from the Rudder Standby DC hydraulic pump assembly, as necessary.

**DESCRIPTION**

This service document provides instructions to remove the incorrect hydraulic fluid specification number from the Rudder Standby DC hydraulic pump assembly.

**COMPLIANCE**

RECOMMENDED. This service document should be accomplished at a scheduled maintenance period or inspection.

A service document published by Textron Aviation may be recorded as *completed* in an aircraft log only when the following requirements are satisfied:

- 1) The mechanic must complete all of the instructions in the service document, including the intent therein.
- 2) The mechanic must correctly use and install all applicable parts supplied with the service document kit. Only with written authorization from Textron Aviation can substitute parts or rebuilt parts be used to replace new parts.
- 3) The mechanic or airplane owner must use the technical data in the service document only as approved and published.
- 4) The mechanic or airplane owner must apply the information in the service document only to aircraft serial numbers identified in the *Effectivity* section of the document.
- 5) The mechanic or airplane owner must use maintenance practices that are identified as acceptable standard practices in the aviation industry and governmental regulations.

No individual or corporate organization other than Textron Aviation is authorized to make or apply any changes to a Textron Aviation-issued service document or flight manual supplement without prior written consent from Textron Aviation.

Textron Aviation is not responsible for the quality of maintenance performed to comply with this document, unless the maintenance is accomplished at a Textron Aviation-owned Service Center.

**CONSUMABLE MATERIAL**

You must use the consumable materials that follow, or their equivalent, to complete this service document.

May 7, 2021

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Textron Aviation Customer Service, P.O. Box 7706, Wichita, KS 67277, U.S.A. 1-316-517-5800

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NAME	NUMBER	MANUFACTURER	USE
Lacquer Thinner		Commercially Available	To clean ink stamping from the DC Hydraulic Motor.
Isopropyl Alcohol		Commercially Available	To clean ink stamping from the DC Hydraulic Motor.
Masking Tape		Commercially Available	To tape around DC Hydraulic Pump Data Plate.

**REFERENCES**

Cessna Model 700 Maintenance Manual

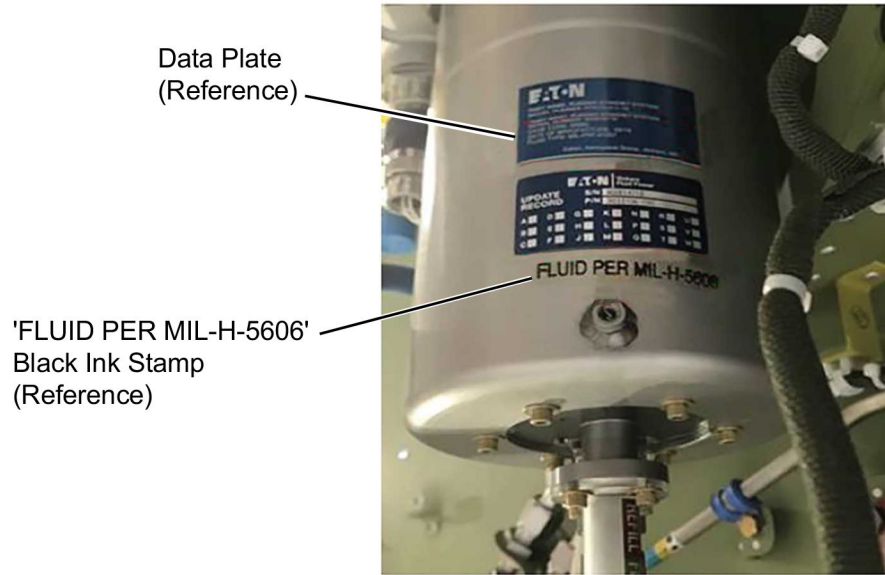
**PUBLICATIONS AFFECTED**

None

**ACCOMPLISHMENT INSTRUCTIONS**

1. Prepare the airplane for maintenance.
  - A. Make sure that the airplane is electrically grounded.
  - B. Make sure that all switches are in the OFF/NORM position.
  - C. Disconnect electrical power from the airplane.
    - (1) Disconnect the airplane battery.
    - (2) Disconnect external electrical power.
  - D. Attach maintenance warning tags to the battery and external power receptacle that have **"DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS"** written on them.
2. Remove stinger access panel 331AC to get access to the rudder standby pump (UT080). (Refer to Cessna Model 700 Maintenance Manual, Chapter 6, Stinger Access Panel - Removal/Installation.)
3. Examine the rudder standby DC hydraulic pump assembly for incorrect hydraulic fluid specification number as follows:
  - A. Using an inspection mirror and high intensity light, examine the rudder standby DC hydraulic pump assembly for a black 'FLUID PER MIL-H-5606' ink marking.

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**NOTE:** The ink marking should be below the hydraulic pump Data/ Update Record plate located on the surface of the pump.

- (1) On aircraft where the examination does not reveal a black 'FLUID PER MIL-H-5606' ink marking, go to Step 4.'
- (2) On aircraft where the examination reveals a black 'FLUID PER MIL-H-5606' ink marking, do the steps that follow:
  - (a) Using masking tape, apply tape around the ink stamped marked ' FLUID PER MIL-H-5606.

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- (b) Apply lacquer thinner over the ink stamp area.

**NOTE:** Allow the lacquer thinner to soak on the ink stamp for at least ten seconds.

- (3) Apply lacquer thinner to a cleaning rag or wipe and rub over the ink stamped area until removed.
- (4) If necessary, do Steps 3.A.(3) until the ink stamp has been completely removed from the pump surface.
- (5) Remove the masking tape.
- (6) Apply isopropyl alcohol to a cleaning rag or wipe and remove any excess lacquer thinner from the surface of the rudder standby DC hydraulic pump assembly.
4. Install stinger access panel 331AC. (Refer to Cessna Model 700 Maintenance Manual, Chapter 6, Stinger Access Panel - Removal/Installation.)
5. Remove the maintenance warning tags and connect the airplane battery.
6. Make an entry in the airplane logbook that states compliance and method of compliance with this service document.

**NOTE:** Textron Aviation recommends that compliance with all service documents is reported to a maintenance tracking system provider.

- Complete a record of compliance. (Maintenance Transaction Report, Log Book Entry, or other record of compliance.)
- Put a copy of the completed record of compliance in the airplane logbook.
- Send a copy of the completed record of compliance to the maintenance tracking system provider used.

#### MATERIAL INFORMATION

No parts are required to complete this service document.



**TITLE**

HYDRAULIC POWER - INSPECTION OF THE RUDDER STANDBY DIRECT CURRENT (DC) HYDRAULIC PUMP ASSEMBLY FOR INCORRECT HYDRAULIC FLUID SPECIFICATION NUMBER INK MARKING

**TO:**

Cessna Model 700 Aircraft Owner

**REASON**

To remove the incorrectly ink stamped MIL-H-5606 hydraulic fluid specification number from the Rudder Standby DC hydraulic pump assembly, as necessary.

**COMPLIANCE**

RECOMMENDED. This service document should be accomplished at a scheduled maintenance period or inspection.

**LABOR HOURS**

WORK PHASE	LABOR-HOURS
Modification	1.0
Inspection	2.0

**MATERIAL AVAILABILITY**

No parts are required to complete this service document.

**WARRANTY**

This service document is *recommended*. Eligible airplanes may qualify for parts and labor coverage to the extent noted in the *Labor Hours* and *Material Availability* sections of this document.

**Eligibility:** Airplanes identified within the serial number effectivity of this service document must have active Airframe warranty coverage on the original issue date of this document and the coverage must be active on the day the work is accomplished.

**Parts Coverage:** Textron Aviation-owned and Textron Aviation-authorized Service Facilities, operators, or other maintenance facilities may submit a claim for the parts required to accomplish this service document as defined in the *Material Availability* section of this document.

**Labor Coverage:** Textron Aviation-owned and Textron Aviation-authorized Service Facilities rated to perform maintenance on the specific model of Cessna Aircraft may submit a claim for the labor necessary to accomplish this service document as defined in the *Labor Hours* section of this document.

**Credit Application:** After this service document has been accomplished, a claim must be submitted to Textron Aviation within 30 days of the service document completion. Claims for compliance of this service document are to be filed as a W3 type claim.

Please submit your claim form online at [ww2.txtav.com/Parts](http://ww2.txtav.com/Parts) or email the completed Textron Aviation Claim Form to [warranty@txtav.com](mailto:warranty@txtav.com). If submitted on-line a Return Authorization will be provided. If a paper claim is submitted your claim will be entered into the system and a Return Authorization will be sent to you.

The Return Authorization must accompany any required return parts (see *Material Availability*), to the point of purchase.

Parts to be returned to Textron Aviation Parts Distribution should be forwarded to:

Textron Aviation Parts Distribution  
Warranty Administration  
285 South Greenwich Road  
Bldg B89, Docks 1-4  
Wichita, KS 67206  
USA

**Expiration:** May 31, 2023 (after this date the owner/operator assumes the responsibility for compliance costs)

Textron Aviation reserves the right to void continued airplane warranty coverage for the parts affected by this service document until the service document is accomplished.

**NOTE:** As a convenience, service documents are now available online to all our customers through a simple, free-of-charge registration process. If you would like to sign up, please visit the Customer Access link at [www.txtavsupport.com](http://www.txtavsupport.com) to register.

