

# BOMBARDIER CHALLENGER 600 Model Guide

The BOMBARDIER CHALLENGER 600 is a twin-engine turbofan business jet. The registry lists it under Canadair, with 600 and 601 variants. This guide draws on one 1982 listing (serial 1056, asking \$1,200,000) and the Canadair operating manual's hydraulics section. Use the listing as a sample of what to check, not as the whole model.

## KEY TAKEAWAYS

- The sample 1982 airplane shows 7808.3 hours and 4573 landings, with engines and APU on MSP Gold. Verify all times yourself.
- Three independent hydraulic systems power the flight controls, landing gear, nose wheel steering and brakes.
- Check which service bulletins are embodied: SB 600-0380 changes nose wheel steering and SB 600-0318 affects the heat exchanger.
- The sample has a Branson rear fuel modification (15,300 lbs fuel), a 2003 Duncan panel and interior upgrade, and 12 passenger seats plus a jumpseat.

## SAMPLE LISTING: 1982 SERIAL 1056

Airframe 7808.3 hours and 4573 landings. Honeywell 502L2C engines show 7224.3 and 7088.4 hours, and the APU is a GTCP36-100E. Records: no damage history, logs complete since new, always U.S. based. A ten-year landing gear overhaul was done 04/2012 and a 12 inspection 05/2013. Times were current as of 03/22/2013. The seller disclaims accuracy, so the buyer must verify everything.

## HYDRAULICS AND BRAKES (OPERATING MANUAL)

Systems No. 1 and No. 2 each have an engine-driven pump and an AC electric pump. No. 3 has two AC electric pumps. Nominal pressure is 3000 psi. An air-driven generator powers pump 3B if both primary AC systems fail. Each brake accumulator gives about eight brake applications after a system failure. Anti-skid has built-in test equipment.

## STEERING AND GEAR CONFIGURATION

Aircraft without SB 600-0380 have hydraulic nose wheel steering of 53 to 55 degrees each side. Aircraft with SB 600-0380 have steer-by-wire, with an electronic control module and a free-castoring fail mode. Normal gear extension and retraction uses No. 3 hydraulics. A manual release handle free-falls the gear in an emergency. Confirm which steering system the airplane has.

## SPECIFICATIONS

|                           |       |
|---------------------------|-------|
| Fuel With Branson Mod Lbs | 15300 |
|---------------------------|-------|

## SAFETY NOTES

- Nose wheels past 55 degrees must be brought back by towing or differential braking before arming hydraulic steering. Never use hydraulic power to re-engage the rack and pinion.
- If both weight-on-wheels systems are inoperative, the anti-skid must be selected OFF, because it becomes inactive below 30 kts.
- The landing gear warning horn cannot be muted when flaps are extended more than 30 degrees without the gear down and locked.