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SERVICE BULLETIN

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DATE: 27/10/2010

Service Bulletin No. 2010-02

SUBJECT: Installation ECU

MODELS AFFECTED: All models

TIME OF COMPLIANCE: Before next flight

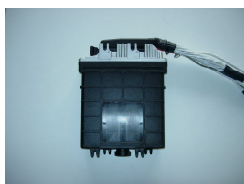
AFFECTED SERIAL NUMBER: All engines

Reason

A customer had an engine stop during taxiing to the runway. After investigation, ULPower found out that water came in the connector between the electrical contacts ECU/connector. Because of that, there was some kind of oxidation and so bad contact, what led to the failure. The installation was so that the wiring loom, coming from the engine, went all the way down to the ECU box. Because of this, water or condense on the wiring loom came in to the connector, and the contacts of the ECU box.

Inspection

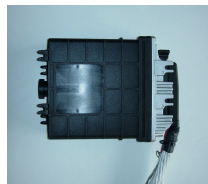
Check your installation to find out how the combination ECU/wiring loom is carried out. The pictures below show you the acceptable (A) and not-acceptable combinations (NA).



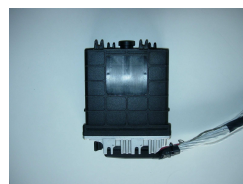
A



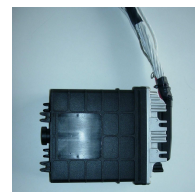
NA



A



A



NA



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Action

1. When your installation is conform the acceptable proposals, you don't have to change anything. However, it is recommended to check the contact yearly.
 - a. disconnect connector from ECU
 - b. check the contacts ECU-side and connector-side
 - c. Be sure they are clean and there is no oxidation
 - d. Connect the connector to the ECU

This instruction shall be integrated in the maintenance manuals from all engine types: UL260i, UL260iS, UL260iF, UL260iSA, UL350i, UL350iS

2. When your installation is not conform the acceptable proposals:
 - a. Change the way of fixing the ECU until you reach an acceptable situation.
 - b.
 - Disconnect connector from ECU
 - Check the contacts ECU-side and connector side
 - Be sure they are clean and there is no oxidation
 - Replace ECU and wiring loom if necessary
 - Connect the connector to the ECU

Instruction B shall be integrated in the maintenance manuals from all engine types: UL260i, UL260iS, UL260iF, UL260iSA, UL350i, UL350iS.

Safety

Observe all warnings and cautions contained in the airplane manuals.



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