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SERVICE BULLETIN

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Service Bulletin No. 2021-02

MANDATORY INSPECTION

SUBJECT: Selection of correct channel on TPS sender

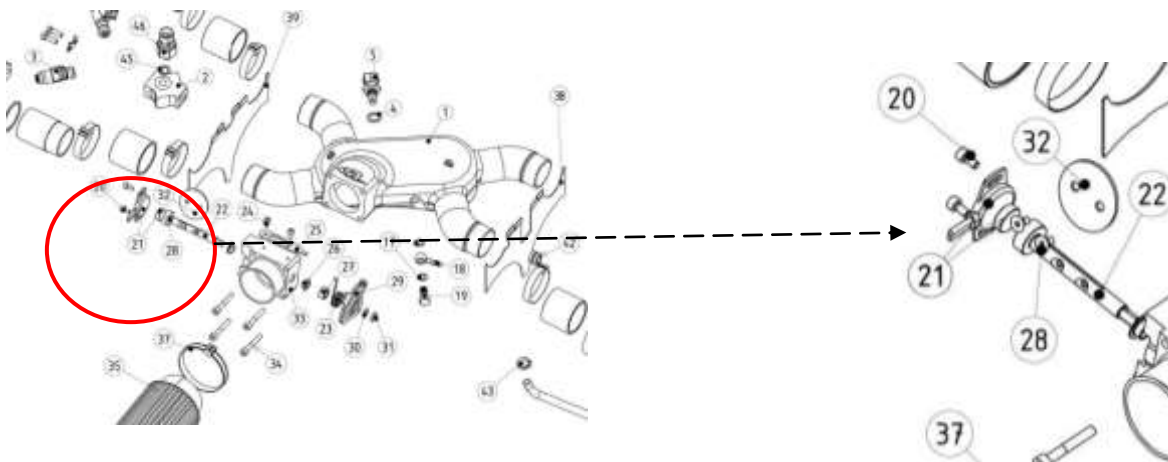
MODELS AFFECTED: All models with single ECU system and hall type throttle position sensor

TIME OF COMPLIANCE: before next flight

AFFECTED SERIAL NUMBER: all engines below serial number 200601 with a single ECU and hall type throttle position sensor

WORKTIME REQUIRED: will vary from installation to installation . Typically less than 10 minutes.

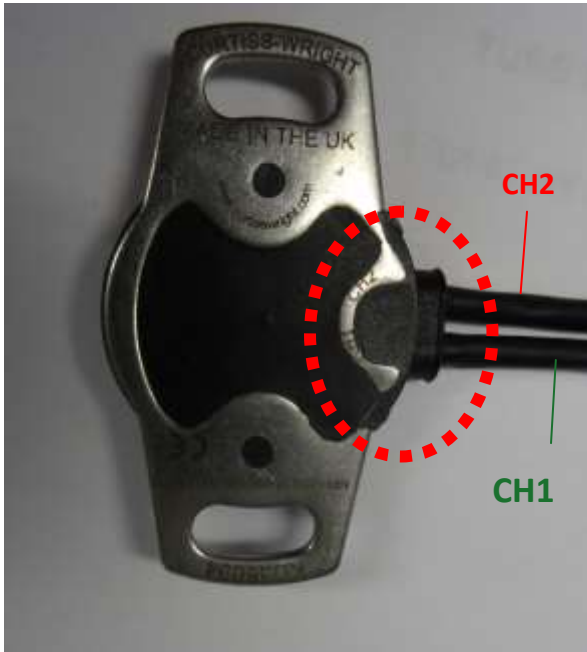
Field reports and experience has shown that the dual TPS sender (E081506 – part 21 in the drawing below) MUST be connected to channel 1. (CH1)
Connection to channel 2 (CH2) , may under exceptional circumstances , lead to interrupted or incorrect data flow to the ECU and possible improper engine behavior.



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The design /internal structure of channel 1 (CH1) is different from that of channel 2. Therefore, it is mandatory to check if the engine wiring loom is connected to CH1. If this is not the case, it is necessary to unplug the engine wiring loom connector from CH2 and plug it into CH1 before next flight

The image below shows the type of TPS [E081506] to which this service bulletin applies (manufacturer code NRH285DR).



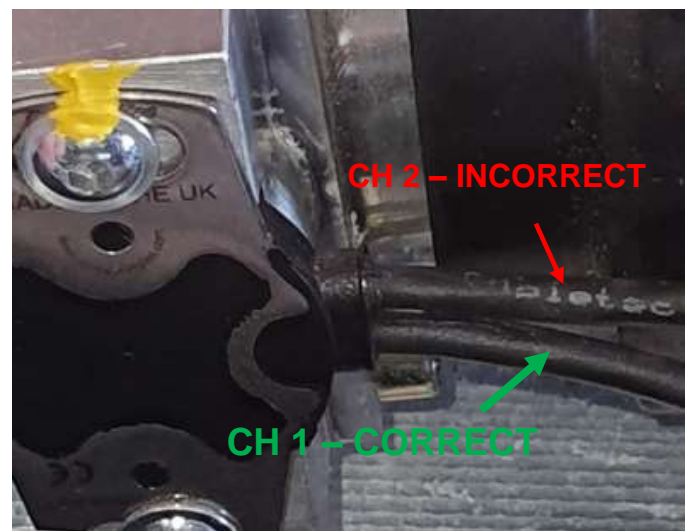
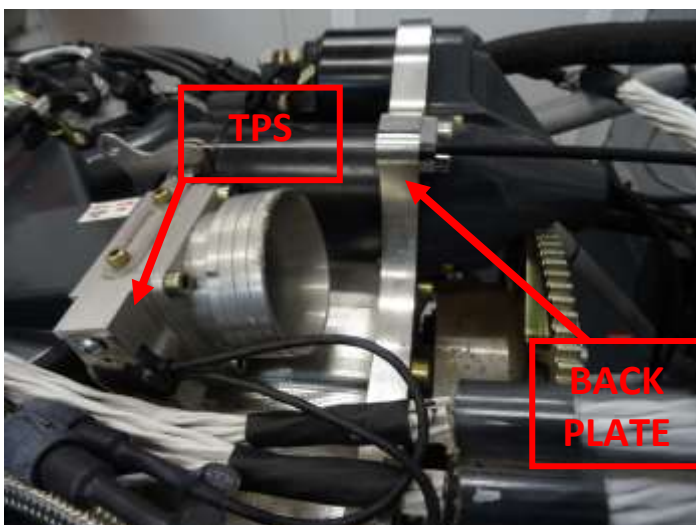
On the TPS you will see the designation CH1 (Channel 1) and CH2 (Channel 2) with the respective cable.

Do not remove the TPS from the throttle body if the designation isn't easily visible !

Usually the TPS is orientated in a way that the cables point in the direction of the engine back plate, If this is the case CH1 is the LOWER cable. (see pictures below)

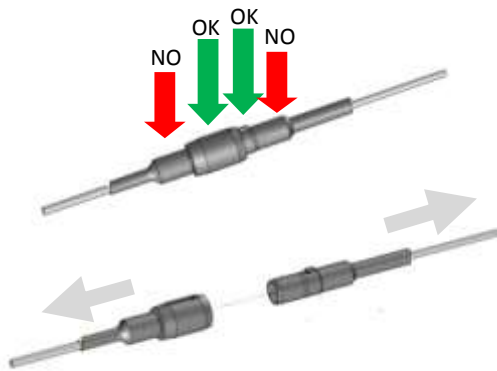
Required action:

1. Check which channel is connected to the cockpit wiring loom. If CH1 = OK. If CH2 is connected, follow the steps below.

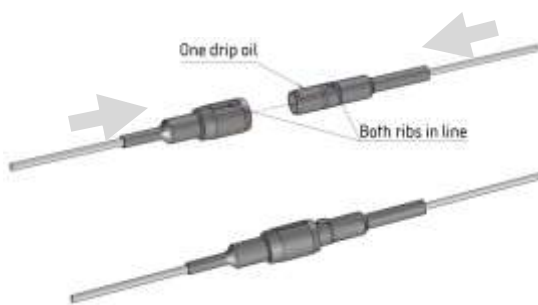


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- Disconnect the TPS from wiring loom by pulling on the **connector**, not the **heat shrink**



- Locate (CH1) and connect it to the engine wiring loom . Apply one drip of oil on the rubber of the male connector (engine wiring loom) and insure that the ribs are aligned before pushing fully into to female connector.



- Carry out appropriate, full-range (idle to full power) engine tests on the ground before further flight.

If you are uncertain of this procedure, please contact your local ULPower dealer or refer to your ULPower Aero Engine maintenance facility.



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