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SERVICE BULLETINe-mail: info@ulpower.comwebsite: www.ulpower.com

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Service Bulletin SB-ULP-2026-001SUBJECT: Potential Failure of RR 3-Phase Connector (3-Pin Type)PURPOSE/REASON:

- **BACKGROUND:**

Between April 2021 and November 2023, 30A alternators/regulators were supplied with a 3-pin Deutsch connector between the stator winding and the regulator. It has been identified that the selected connector, when exposed to vibration and temperature variations, may be insufficiently robust and could lead to contact degradation or damage.

- **SAFETY IMPACT:**

Damage to the connector contacts may result in regulator malfunction or shutdown. It is therefore recommended that the 3-pin connector be replaced with a more robust 4-pin Deutsch connector prior to the next flight. In addition, continued visual inspection is required. The maintenance manual will be updated accordingly.

EFFECTIVITY

Affected engine S/N	Engines sold between April 2021 and November 2023 + including engines that underwent after-sales repairs
(if applicable) affected engine variants	4 cylinder engines equipped with 30A alternator/regulator

COMPLIANCE CATEGORY: MANDATORY

Definitions: MANDATORY: legally required to comply due to an unsafe condition.

COMPLIANCE : BEFORE NEXT FLIGHT



Title of SB: RR 30A connector replacement			SB nr.: 2026-01	
Issued			Revision n°	
Mo.	Day	Year	1	Page 1 of 8
05	20	2026		

REQUIRED ACTIONS:

The instructions/procedures described in this Service Bulletin must be carried out using accepted methods and in accordance with applicable legal regulations.

TOOLS/ PARTS / MATERIALS REQUIRED

Item	P/N	Qty.	Notes
Deutsch 4 pin connector M	E052010	1	Including 3 contact pins
Deutsch 4 pin connector F	E052011	1	Including 3 contact pins
Practical and applicable crimping pliers for 14 gauge wire	N/A	1	

DISCLAIMERS / REMARKS

Inquiries regarding this Service Bulletin should be sent to the ULPower Authorised Dealer in your region.

A list of all ULPower Sales centres and service points is available on the website: www.ulpower.com

The instructions / procedure described in this Service Bulletin should be performed using accepted methods in accordance with prevailing legal regulations.

General maintenance, assembly and dis-assembly tasks should be performed according to the relevant manuals, as available on the ULPower website.

ULPower cannot accept responsibility for work performed to comply with the requirements of this Service Bulletin. Responsibility rests with the person performing the task. (see "Recording Compliance to SB")

ULPower reserves the right to make changes to existing documentation, which might become necessary after the release of this SB.

SB PROCEDURE

First, verify that all parts required for the connector assembly are present.



Alternator side connector

regulator side connector

Note

The rubber inserts are normally pre-installed in the plugs. If not, install them now together with the white filler pin.

Before crimping the pins, verify that the insulating piece and filler pin are installed. The filler pin must be installed in pin position #4.

The pin numbers are displayed on the edge of the connectors.



Stripping the wires

The wires used are high quality grade and therefore feature durable insulation. The insulation around these wires is extruded ETFE, which can make it tough to strip. Take care not to cut any wire strands during stripping.

The wires should have approximately 5 mm of exposed strands.

Twist the strands before crimping the pins.

Alternator side connector

The alternator-side connector uses the female-type pins. The alternator wire is 14 AWG, therefore use suitable crimping pliers to crimp the pin. The result should look as follows:



Minor adjustment using standard pliers may be necessary to ensure proper clamping of the wire insulation.

Repeat the same crimping procedure for the remaining wires.

Check that the wires are securely crimped and that the wire insulation is properly clamped by visually inspecting the crimp and gently pulling on the wire while holding the pin. The crimped connection must not show any signs of separation, loosening, or tearing.

The three crimped pins should resemble the following example:



Insert the pins into any free pin positions on the connector housing.



Next, insert the locking piece into the connector. The pins may need to be held into their respective places, as they may move or twist a bit, sitting out of line. The locking piece must make a distinct “click” to confirm that it is securely locked in place.

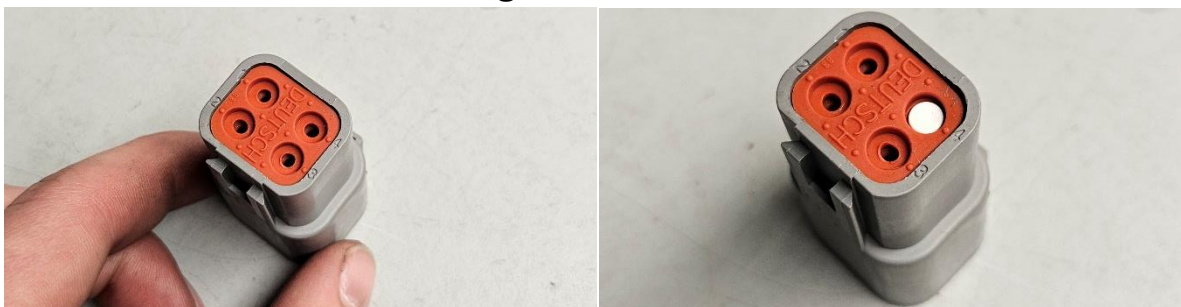


The final connection must look as follows:



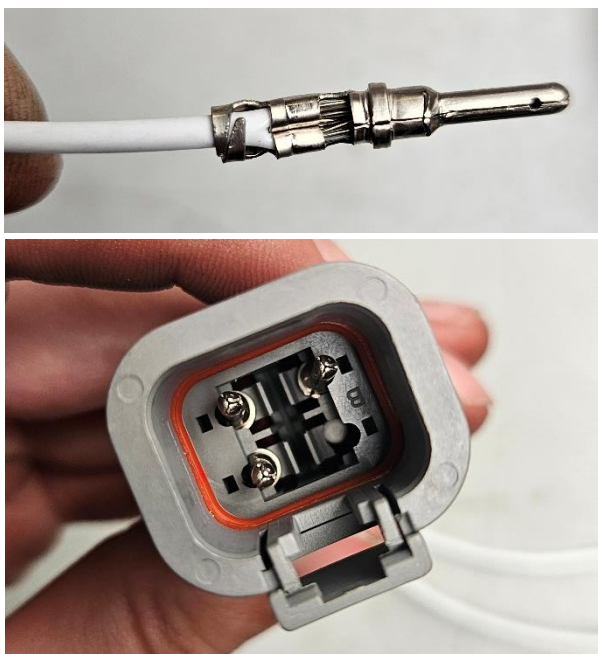
Verify correct connector assembly by gently pulling each wire. The wires must not move or come out.

Regulator side connection



The regulator side connector must be assembled in the same manner.

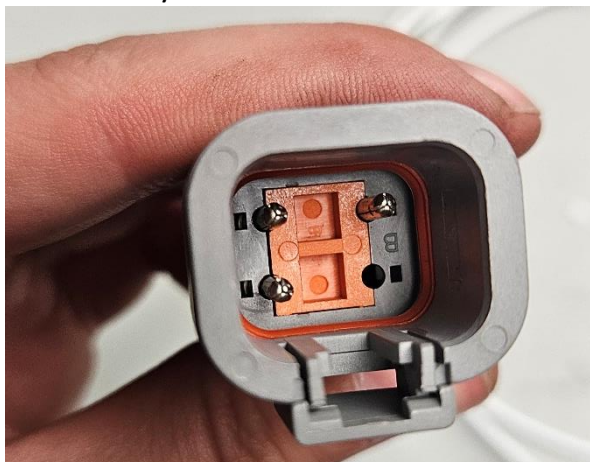
Strip the wires as previously explained and crimp on the pins in the same manner. Ensure good crimp by visual inspection and slightly pulling on the wire while holding the pin. Then insert all pins into any free pin positions.



Next, install the locking piece and ensure that it is fully seated.



Not OK!!



OK

Check the connector assembly again, by gently pulling each wire. These wires should also not move or come out.

Both connectors have now been assembled.

When fully connected, the connectors should produce a distinct “click.”

They must not be easily pulled apart.

APPROVAL STATEMENT

This Service Bulletin has been formally approved by ULPower for experimental engines.

FOR OPERATOR OR MAINTENANCE ORGANISATION

RECORDING COMPLIANCE TO SB

Registration of compliance with this SB is MANDATORY

To register compliance to this SB, these tables can be attached to the engine / aircraft log book.

Engine S/N		Engine TT	
Engine maintenance organisation		Engine Time SMOH	
Name of person performing task		Signature of person performing task	

ADDENDUM TO SERVICE BULLETIN

REVISIONS OF SB

Date of revision	Revision number	Description of change

CHANGE OF DATA

- Change of weight - - - *None*
- Change of inertia-moment - - - *Unaffected*
- Change of electrical load - - - *No change*
- Change of / to software - - - *No change*

ESTIMATIONS

- Estimated engine downtime - - - *Not determined*
- Estimated labour hours - - - **30 minutes**