



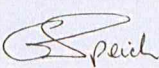

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|---|-----------------------------------|--|
| Title: Capacitor Cavalon | | Compliance Category: A - MANDATORY B - RECOMMENDED C - OPTIONAL |
| AG-SB-2018-02-B-EN | Applicability | |
| Aircraft type & model: Cavalon with a Super B Battery, in which the Service Bulletin AG_MI_2014_05_C was not executed | Affected Serial number(s): | |
| The maintenance manual to be referenced is this stated or subsequent issue. | | As per AutoGyro website |
| <p>This form is the response from AutoGyro GmbH either against a problem found in the product in service requiring a containment or rectification action, or as service information for aircraft modification incorporation. For help, contact AutoGyro on 49(0)5121 88056-00, or email airworthiness@auto-gyro.com.</p> | | |

Documentation (Service Bulletin Completion action)

The accomplishment of this Service Bulletin, or the decision of its rejection, must be properly documented, if such procedure is required by the relevant authority

Category Codes

A – Mandatory – failure to comply result in a significant reduction of flight safety, injury or death
 B – Recommended – failure to comply may result in reduced safety margin, injury and/or equipment damage
 C - Optional – improves operating behavior, reliability and/or maintainability

| | |
|--|--|
| <p>Chief Certification Officer</p>  <p>G. Speich Mar 26 2018 12:08 PM</p> <p><small>This document has been issued according to an approved computer generated signature procedure</small></p> <p>DocuSign</p> | <p>Chief Technical Officer</p>  |
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| <p>Contact & Info: airworthiness@auto-gyro.com www.auto-gyro.com</p> | <p>AutoGyro GmbH Dornierstr. 14 31137 Hildesheim</p> |
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Reason and overview of the Service Bulletin (cause of problem if known)

There has been a case of a defective Super B battery (lithium-ion technology). This error does not occur when service bulletin AG_MI_2014_05-C "Fuel pump relay" is executed. The aim of this SB is to check whether the capacitor has already been installed and to retrofit it if necessary.

Manpower estimates

The task may only be performed by an organization or individual entitled and trained to do: Heavy maintenance.

Estimated man-hours to complete the task as a stand-alone item are:

check: ca. 20 minutes
rectification: ca. 2 hours

Tooling required

Weight and Balance Effects

No effect

Manuals affected

POH AutoGyro and MMM AutoGyro are not affected.

Previous Modifications that affect the SB

AG_MI_2014-05_C – Fuel Pump Relay

Accomplishment instructions (Action required to implement this bulletin):

Effective date of this SB is 26th March 2018

Instructions

In order to check for the capacitor, the engine cowls and firewall must first be removed. Remove and refit as per the aircraft maintenance manual.

Picture update:

Check if a capacitor is already installed (see fig. 1 and 2).

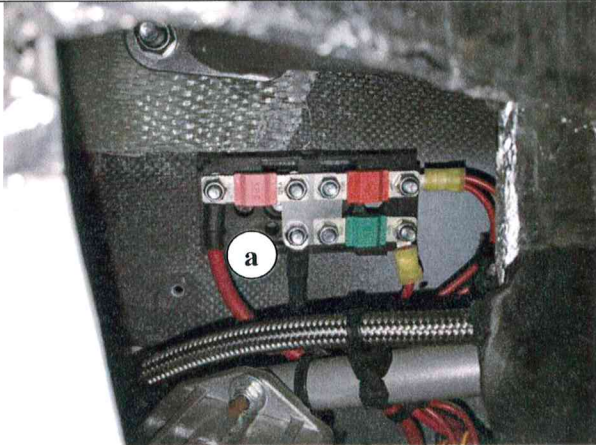


fig 1: fuse carrier (a), no capacitor

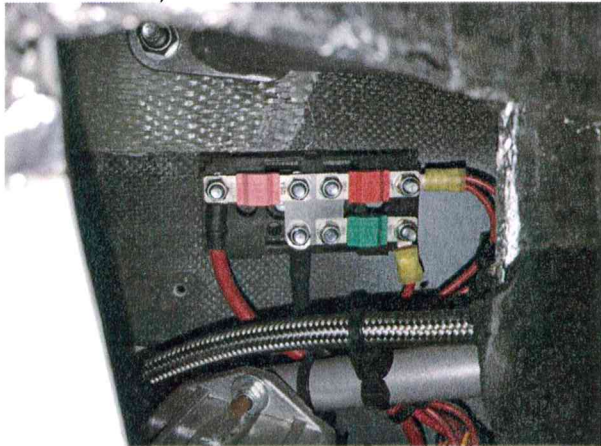


fig 2: no capacitor (b)

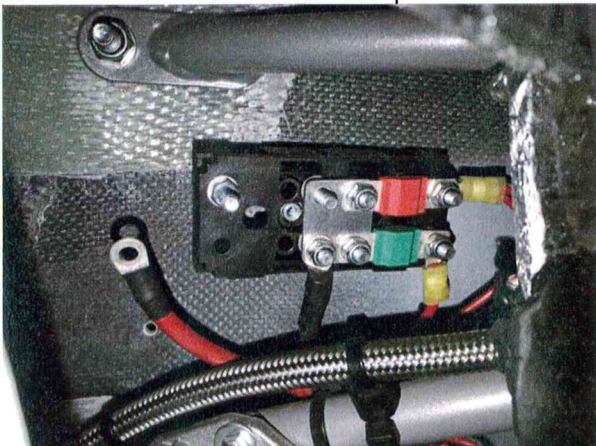
If a capacitor already exists, no further action is necessary

If no capacitor is installed, it must be retrofitted as follows:

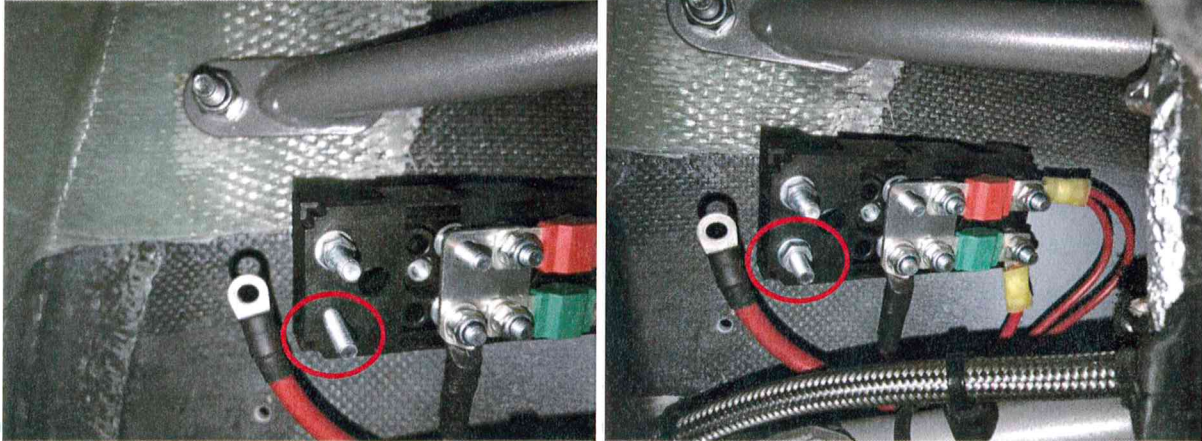
1. Remove the air filter
2. Disconnect the battery negative terminal.
3. Remove fuse carrier from the fire wall (remove the screws)



4. Remove the cable at the top left on the fuse carrier



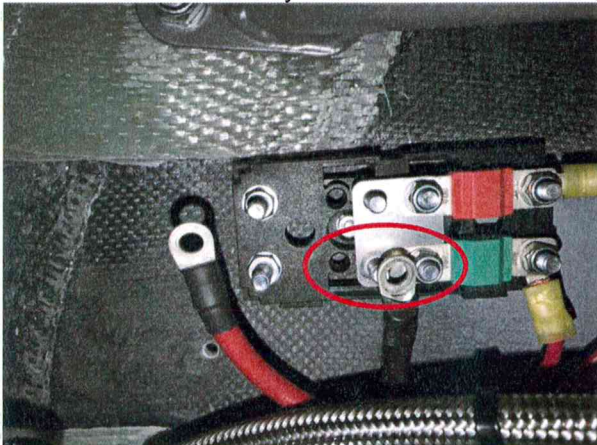
5. Fit the new M5x25 screw from the rear of the fuse carrier (left bottom) and secure it with a washer (U5) and nut (M5). Take care when tightening, do not break the plastic carrier!



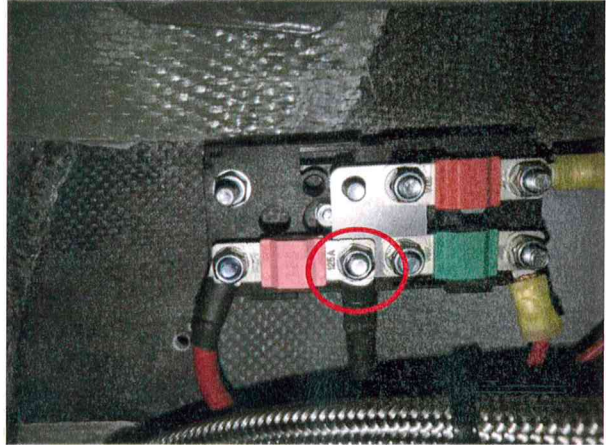
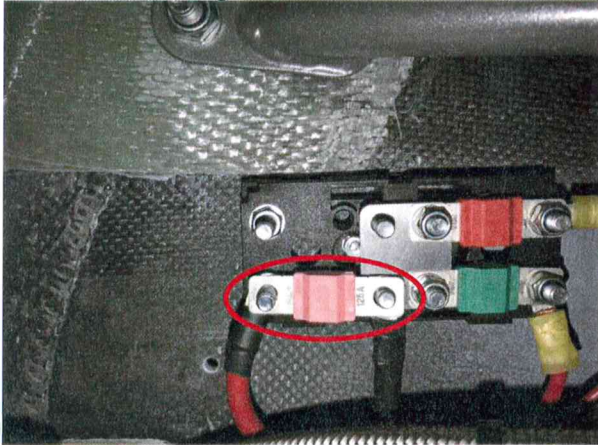
6. Replace the fuse holder on the fire wall and secure the screws with loctite blue



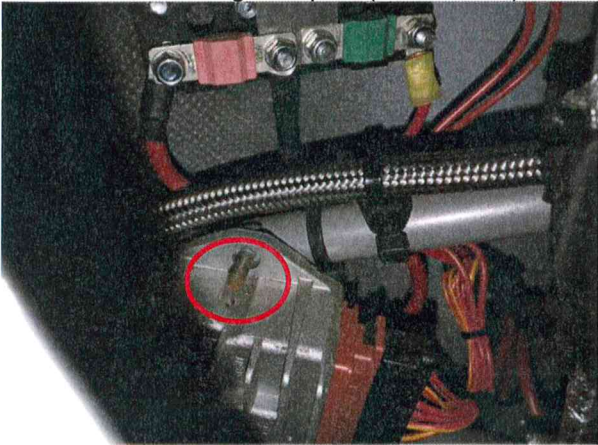
7. Loosen the battery cable at the fuse carrier (middle left bottom)



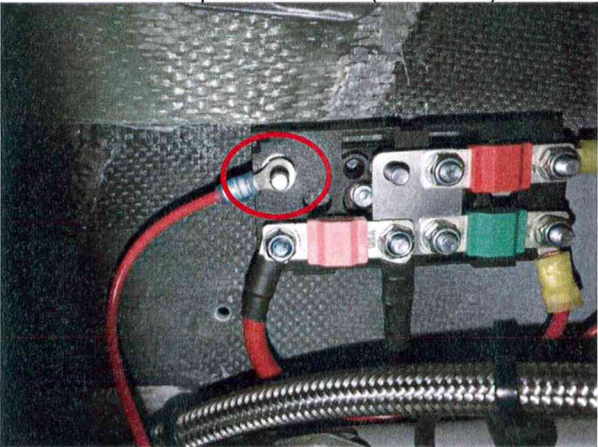
8. Insert and tighten 125A fuse (starter)



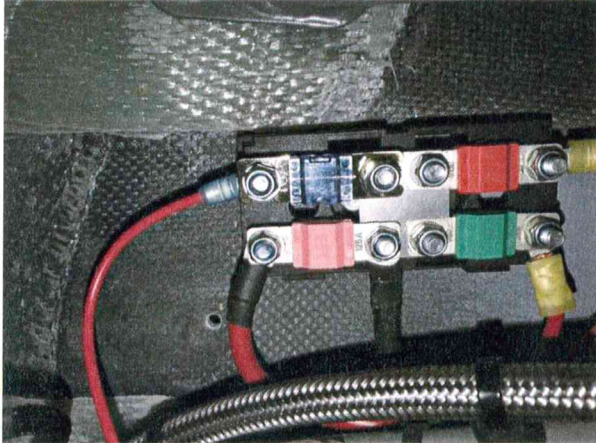
9. Attach the negative pole (black cable) of the capacitor to the charge controller fastening



10. Attach the positive cable (red cable) of the capacitor to the fuse carrier on the top left



11. Insert and tighten 10A fuse



12. Fit the capacitor
13. Reconnect the battery negative terminal
14. Refit firewall and engine cowls as per the aircraft maintenance manual.

Note:

When charging the 'Super B' battery externally, only use a recharger for lithium-ion batteries (for example: Article No. 85-00-00-S-36457 „Lithium battery charger CTEK “).

Material information (Parts required to be made to implement this service bulletin):

1x 24-60-00-V-35902 “connection kit capacitor”
3x 24-00-00-S-36818 „attachment kit fuse 10A”

List of components (with purchasable part nos)

Consumables used:

If required:

Interchangeability

Not affected

Parts disposition

- a) Disposal requirements – Normal waste
- b) Environmental hazards of parts containing hazardous materials - None
- c) Scrap requirements (e.g. mutilate scrapped items beyond use) – Not applicable