

<b>Title: Overview of Pneumatic Couplings / Rotorhead combinations</b>		
<b>AG-SIL-2023-02-EN</b>		<b>Released:</b>
<b>Applicability</b>		
<b>Aircraft type &amp; model:</b>	<b>Affected Serial number(s):</b>	<b>1<sup>st</sup> December 2023</b>
<b>All models</b>	<b>all</b>	
The maintenance manual to be referenced is this stated or subsequent issue.		As per AutoGyro website
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, email: <a href="mailto:airworthiness@auto-gyro.com">airworthiness@auto-gyro.com</a> .		

**Documentation (Service Information Letter Completion action)**

The purpose of this document is to provide maintenance personnel with information over and above that currently available in the relevant AMM. Its compliance must be properly documented, if such procedure is required by the relevant authority

<b>Document approval signatures</b>	
<b>Head of Engineering</b>	<b>Head of Airworthiness</b>
The technical content of this document is approved under the authority of the UK CAA Design Organisation Approval Ref: <b>DAI/9917/06</b>	

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**Reason and overview of the Service Information Letter**

This SIL will give you an overview about the different couplings which are used in AutoGyro aircraft and which couplings are compatible to which engine and rotor head.

**Manpower estimates**

There are no manpower estimates associated with this SIL.

**Compliance**

There are no compliance requirements associated with this SIL.

**Customer Support**

Can be contacted if necessary.

**Tooling required**

No tools required.

**Weight and Balance Effects**

Nil

**Manuals affected**

POH & AMM AutoGyro is not affected

**Previous Modifications that affect the SIL**

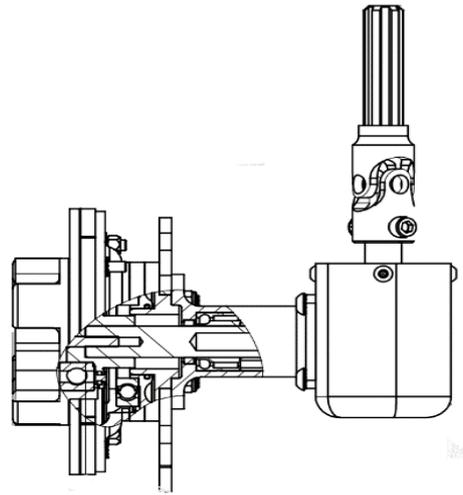
None

**Accomplishment instructions (Action required to implement this SIL):**

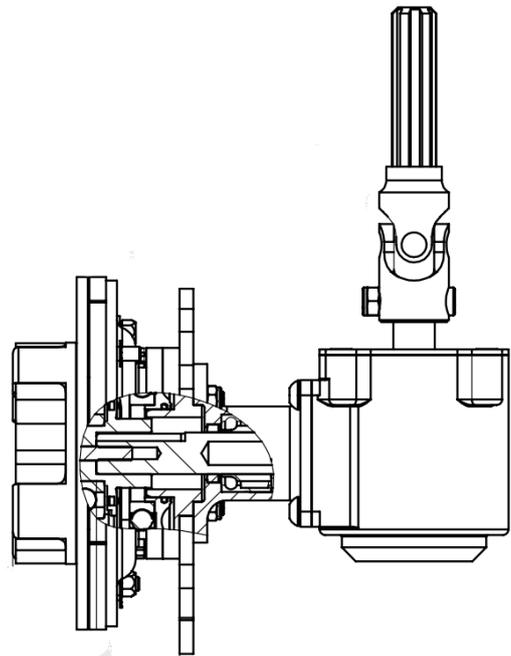
Coupling II



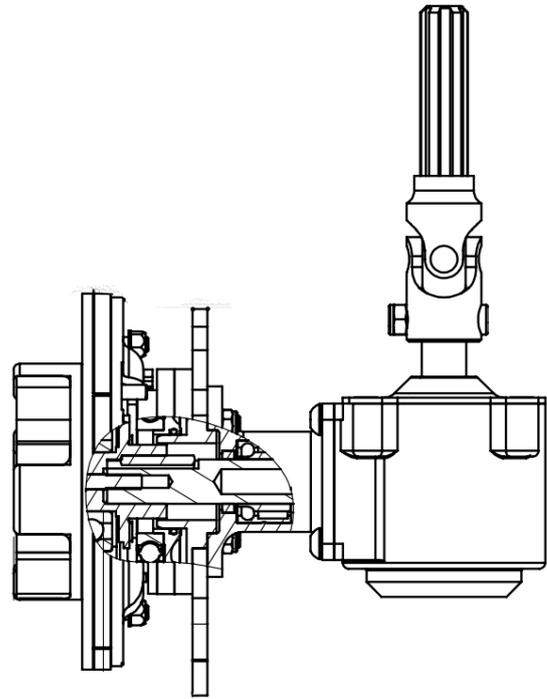
Coupling III (44459):



Coupling IV (46268):



Coupling IV.1 (47980):



Aircraft	Engine	Rotor head	Coupling II	Coupling III	Coupling IV	Coupling IV.1
<b>MTO2017</b>	912	Rotor head III	×	✓	×	✓
	914	Rotor head III	×	✓	×	✓
	915iS	Rotor head III	×	×	×	✓
	916iS	Rotor head III	×	×	×	✓
<b>Calidus</b>	912	Rotor head II	✓	✓	✓	✓
	912	Rotor head III	×	×	✓	✓
	914	Rotor head II	✓	✓	✓	✓
	914	Rotor head III	×	×	✓	✓
	915iS	Rotor head III	×	×	✓	✓
	916iS	Rotor head III	×	×	✓	✓
<b>Cavalon</b>	912	Rotor head II	×	✓	✓	✓
	912	Rotor head III	×	×	✓	✓
	914	Rotor head II	×	✓	✓	✓
	914	Rotor head III	×	×	✓	✓
	915iS	Rotor head III	×	×	✓	✓
	916iS	Rotor head III	×	×	✓	✓

**Notes:**

1. Coupling IV.1 is 5mm shorter between the engine and vertical shaft. When fitted to a Rotax 914UL engine the clearance between the vertical output shaft and the engine air box must be a minimum of 5mm.
2. Coupling IV and IV.1 are strengthened to take the increased torque from a Rotax 915 and 916iS engine

**Any life-limit changes must be recorded within the aircraft documentation, in line with the requirements of the country of operation.**

Nil

**Material information (Parts required relevant to this service information letter):**

Nil

**List of components (with purchasable part numbers)**

Nil

**Interchangeability**

Not affected

**Parts disposition**

- a) Disposal requirements – Nil
- b) Environmental hazards of parts containing hazardous materials – Nil
- c) Scrap requirements (e.g. mutilate scrapped items beyond use) – Nil

**Contact & Info:**

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