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SERVICE BULLETIN SB-022723-A

ID NUMBER & REVISION: SB-022723-A SUBJECT: (Mandatory) Stator Wire Harness Chafing **RELEASE DATE:** 10 November 2023 **EFFECTIVE DATE:** 10 November 2023 SUPERSEDES NOTICE: N/A AIRCRAFT AFFECTED: MAKE & MODEL: A5 SERIAL NUMBERS: 00001 - 00136, 00139 - 00146, 00148 - 00150, 00152 - 00159, 00161, 00163, 00166, 00174 Inspect for stator wire harness chafing. If present, add F4 tape and/or **REQUIRED ACTION:** reposition wires. This is mandatory to maintain airworthiness. TIME OF COMPLIANCE: Next service interval **REVISION HISTORY:** Initial Release Α X A&P Pilot/Owner LEVEL OF CERTIFICATION REQUIRED (any level checked LSA Repairman – Inspection ☑ Certified Repair Station can perform task): \mathbf{X} LSA Repairman – Maintenance ⊠ Manufacturer

PURPOSE:

It has been identified that there exists a potential for insufficient clearance between the ROTAX 912iS Stator/Regulator wires at the forward side of the stator housing and the Intake Plenum. The lack of proper clearance can cause the cable to chafe and potentially become damaged.

ASSEMBLIES AND PARTS:

PART	DESCRIPTION	QUANTITY	ALTERNATE	
NUMBER	DESCRIPTION		PART NUMBER	DESCRIPTION
F4TAPEBLACK	TAPE, SELF-FUSING, SILICONE, .02 IN	As Needed		
	THK, 1 IN WIDE			
LOCTITE 243	THREADLOCKER	As Needed		

IF APPLICABLE, SERVICE KITS:

KIT NUMBER	CONTENT PARTS	DESCRIPTION	QUANTITY
N/A			

INSPECTION INSTRUCTIONS:

- 1. It is permissible to disassemble the aircraft as required to permit accessibility, inspection, adjustment, maintenance, and repair in accordance with the latest release of the <u>Aircraft</u> <u>Maintenance Manual</u>.
- 2. Remove engine cowling in accordance with <u>Aircraft Maintenance Manual</u>, section 100497.



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- 3. Inspect the stator/regulator wires for contact with intake plenum and/or evidence of chafing (Figure 1).
- 4. If harness contacts the intake plenum, proceed to Repair Instructions. If no contact exists and there is no evidence of chafing, reinstall engine cowling in accordance with <u>Aircraft Maintenance</u> <u>Manual</u>, section 100335, and proceed to Logbook Entry.



Figure 1. Location of Damaged Sleeving

REPAIR INSTRUCTIONS:

Note: If contact exists, but no chafing is evident, skip to Step 4 to re-clock the clamp and reposition the wires.

- 1. If necessary, loosen the Adel clamp (see Figure 2) using an Allen wrench.
- 2. Verify that the wires are free of any kind of damage. If wires are damaged, contact ICON for further instructions.
- 3. Install F4 Tape around the chafed/damaged sleeving.
- 4. Ensure clamp(s) are clocked so as to prevent contact with harness. Apply Loctite 243 over the screw threads. Tighten the clamp to 88 in-lb. (Figure 2)
- 5. Verify that harness is not contacting intake plenum.



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Figure 2. Adel Clamp

- 6. Reinstall engine cowling in accordance with <u>Aircraft Maintenance Manual</u>, section 100335.
- 7. Reassemble the aircraft as required in accordance with the latest release of the <u>Aircraft</u> <u>Maintenance Manual</u>.

Logbook Entry:

"I hereby certify the inspection and/or repair has been completed in accordance with Service Bulletin SB-022723-A (Stator Wire Harness Chafing) and all referenced documents. Potentially unclear procedures have been clarified with ICON Aircraft. (ref. FAA Exemption 10829C)".

OR, for 650 Edition Aircraft:

"I hereby certify the inspection and/or repair has been completed in accordance with Service Bulletin SB-022723-A (Stator Wire Harness Chafing) and all referenced documents. Potentially unclear procedures have been clarified with ICON Aircraft."

If you have questions, comments, or concerns about this Service Bulletin and/or if you are no longer owner/operator of this aircraft, please forward this information to the present owner/operator and notify ICON Aircraft at:

ICON Aircraft 2141 ICON Way, Suite 100 Vacaville, CA 95688 (855) FLY-ICON or (707) 564-4000

<u>support@iconaircraft.com</u>

Please include the aircraft registration number, serial number, your name, and if known the contact information of the new owner/operator.