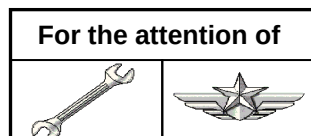


Information Notice

SUBJECT: STARTING

Inspection and maintenance of the starter-generators



AIRCRAFT CONCERNED	Version(s)	
	Civil	Military
EC120	B	
AS350	B, BA, BB, B1, B2, B3, D	L1
AS550		A2, C2, C3, U2
AS355	E, F, F1, F2, N, NP	
AS555		AF, AN, SN, UF, UN, AP
EC130	B4, T2	

Airbus Helicopters has been informed of several cases of deterioration observed in service on starter-generators.

Airbus Helicopters found the following anomalies on various starter-generators, regardless of their manufacturer:

- Installation of starter-generators which are not referenced in the helicopter's IPC.
- Installation of non-certified brushes inside the starter-generators.
- Maintaining in service of brushes which are worn beyond the limits indicated in the AMM or CMM.
- Non-removal of the starter-generator for inspection of the brushes.
- Incorrect installation of the brushes.
- Contamination (oil, grease).
- Distortion(s) of the cowlings due to shock mark(s) on the casing.

Investigations and analyses carried out by Airbus Helicopters revealed that a large number of events could have been prevented if the maintenance instructions had been strictly complied with. These maintenance instructions are given in the helicopter's MSM and AMM.

Consequently, Airbus Helicopters reminds you that it is indispensable to:

- Carry out the 15FH-7D inspection on the helicopter, as it enables for example the detection of oil seepage at the starter-generator/turbine interface and/or distortion(s), shock marks on the starter-generator.
- Remove the starter-generator in order to check the 4 brushes in the best conditions.
- Comply with the time limits specified in the helicopter's MSM for checking for wear and for replacing the brushes.
- Install a starter-generator which is referenced in the IPC.
- Use only parts, spares and consumables which are referenced in the IPC or CMM of the starter-generators.
- Have the checks and replacement of the brushes performed by approved personnel.

We would like to point out that the maintenance task which requires the check and replacement of the brushes also enables the technician to visually inspect the equipment. During this examination, anomalies may be detected, which could over time and in extreme cases impact the electrical and/or vibration behavior of the starter-generator and therefore possibly damage the surrounding parts.

You will find below a list of points which must attract the technician's attention and trigger an appropriate corrective action:

- Contamination (oil, grease).
- Oil seepage at the engine interface: in the event of seepage, refer to the engine manufacturer documentation.
- Wear of the drive shaft splines.
- Misalignment of the drive shaft.
- Radial play of the drive shaft.
- Damaged interconnection terminal and cables.
- Obstructed and/or deteriorated ventilation grid.
- Starter-generator/turbine mechanical interface and attachment clamp (no cracks).
- Distortion(s) or shock marks.

For optimization purposes, Airbus Helicopters will integrate all or part of these recommendations in the technical maintenance documentation for the helicopters concerned. Pending the modification of the documentation, feel free to contact the Airbus Helicopters Technical Support if necessary.