

## **TECHNISCHE INFORMATION NR. SI36-035-1**

### **ERSETZT TECHNISCHE INFORMATION NR. SI36-035**

**HINWEIS:** Technische Informationen werden **nur** verwendet um:

- 1) Informationen von DAI an unsere Kunden weiterzugeben.
- 2) Informationen / Dokumente von unseren Zulieferern mit zusätzlichen Informationen an unsere Kunden weiterzugeben.

Typischerweise unterstehen Technische Informationen keinem Revisionsdienst. Neue Informationen oder Änderungen derer werden durch eine neue Technische Information weitergegeben.

## **SERVICE INFORMATION NO. SI36-035-1**

### **SUPERSEDES SERVICE INFORMATION NO. SI36-035**

**NOTE:** SI's are used **only**:

- 1) To distribute information from DAI to our customers.
- 2) To distribute applicable information / documents from our suppliers to our customers with additional information.

Typically there is no revision service for SI's. Each new information or change of that will be send along with a new SI.

### **I. TECHNISCHE ANGABEN**

#### **1.1 Betroffene Flugzeuge:**

Alle  
HK 36  
HK 36 R  
HK 36 TS  
HK 36 TC  
HK 36 TTS  
HK 36 TTC  
HK 36 TTC-ECO  
Flugzeuge mit eingebauten ELT Modell  
E-01 von ACK

#### **1.2 Gegenstand**

ATA Code: 25-00  
ACK Service Bulletin SB E-01.9

### **I. TECHNICAL DETAILS**

#### **1.1 Airplanes affected:**

All  
HK 36  
HK 36 R  
HK 36 TS  
HK 36 TC  
HK 36 TTS  
HK 36 TTC  
HK 36 TTC-ECO  
aircraft with ELT ACK Model E-01 installed

#### **1.2 Subject**

ATA Code: 25-00  
ACK Service Bulletin SB E-01.9

**1.3 Anlaß**

ACK hat ein Service Bulletin veröffentlicht, in dem der Ausbau und Ersatz des G-Switches in dem ELT Model E-01 beschrieben wird.

**1.4 Information**

Detaillierte Informationen sind im ACK Service Bulletin enthalten welches nur in Verbindung mit dem ACK Service Bulletin SB E-01.8 verwendet werden darf.

**II. SONSTIGES**

Das Service Bulletin SB E-01.9 von ACK ist dieser SI beigefügt.

Bei etwaigen Fragen kontaktieren Sie bitte Diamond Aircraft Industries.

**1.3 Reason**

ACK has issued a Service Bulletin which contains information about the safe removal and replacement procedures for E-01 G-switches in ELT Model E-01.

**1.4 Information**

For detailed technical information see ACK Service Bulletin which is only applicable in conjunction with ACK SB E-01.8.

**II. OTHER INFORMATION**

The Service Bulletin SB E-01.9 from ACK is attached to this SI.

In case of doubt contact Diamond Aircraft Industries.

**SERVICE BULLETIN SB E-01.9**  
**December 12, 2006**  
**MODEL E-01 ELT AFFECTS ALL SERIAL NUMBERS**

ACK Technologies, Inc. model E-01 ELT G-switch replacement, can now be performed by appropriately rated service facilities utilizing instructional information found in SB E-01.9. The following steps will properly instruct approved technicians on safe removal and replacement procedures for E-01 G-switches.

- 1.) Remove the 4 silicone compound plugs from the top of ELT transmitter housing.
- 2.) Remove the 4 allen head screws allowing separation of ELT head, from the mid-case, and battery case.
- 3.) Remove power connector from mid-case to main board. (Note wire colors and relative position)
- 4.) Unscrew knurled nut from on/off toggle switch, by rotating metallic switch base counter clockwise.
- 5.) Remove the 4 small Philips head screws in each corner of the circuit board.
- 6.) Locate and heat B&C connector and ground (Figure 1, Example A) while pushing on/off toggle switch to remove circuit board from component housing.
- 7.) De-solder B&C connector ground wire, and replace with new 3in. 20-22 gauge tinned copper wire.
- 8.) Remove 4 wire plug.
- 9.) De-solder G-switch noting lead positions. (Figure 1. Example B)
- 10.) Insert new G-switch leads into circuit board, and replace in housing with on/off toggle switch washer aligned, and 4 wire plug reconnected.
- 11.) Replace the 4 corner screws in circuit board.
- 12.) Replace knurled nut for on/off toggle switch.
- 13.) Solder B&C connector and ground, as well as G-switch leads and remove excessive wire.
- 14.) Replace power connector with black wire towards housing edge.
- 15.) Re-assemble head unit aligning "Final" stamp (Figure 2, Example C) on each half of the casing, and place long brass index nut as positioned in Figure 2, Example D.

Figure 1

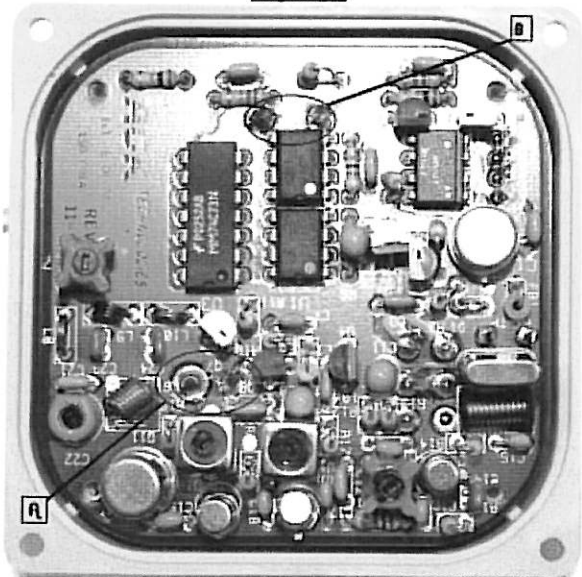


Figure 2

