

R44 SERVICE LETTER SL-77

DATE: 11 November 2020

TO: R44-series Owners, Operators, and Maintenance Personnel

SUBJECT: Clutch Actuator Gearmotor Wiring

BACKGROUND: Clutch actuator gearmotor wiring can be damaged by improper installation. Damaged wiring can affect actuator function and, if heat shrink covering is damaged, may create a path for moisture to corrode the gearmotor.

COMPLIANCE PROCEDURE:

1. Verify clutch is disengaged. Open right side aft cowl door.
2. Refer to Figure 1. Visually verify gearmotor wiring is not kinked or pinched and exhibits slack between gearmotor and upper frame.
3. Engage clutch. Verify gearmotor wiring exhibits slack. Disengage clutch.
4. If discrepancies are found, have technician closely inspect gearmotor's heat-shrink covered, shielded wiring for damage. Torn heat shrink may be repaired by covering with a sufficient length of B158-704 heat shrink. Damaged wiring may be repairable in accordance with FAA AC 43.13-1B Ch. 11.

NOTE

If gearmotor cover was removed to facilitate repair, use B270-8 adhesive to seal cover's open end, cover retaining screw, and wiring exit at cover after cover installation.

5. Position gearmotor wiring to provide slack between gearmotor and upper frame. Cinch ty-raps until snug without overtightening and trim tip flush with head.

CAUTION

Do not allow ty-rap debris to contaminate drive belts.

6. If gearmotor wiring was disconnected, function check actuator per R44 Maintenance Manual 2.410.7 "Actuator (C051)".
7. Secure cowl door. Turn battery switch off.
8. Make appropriate maintenance record entries.

(OVER)

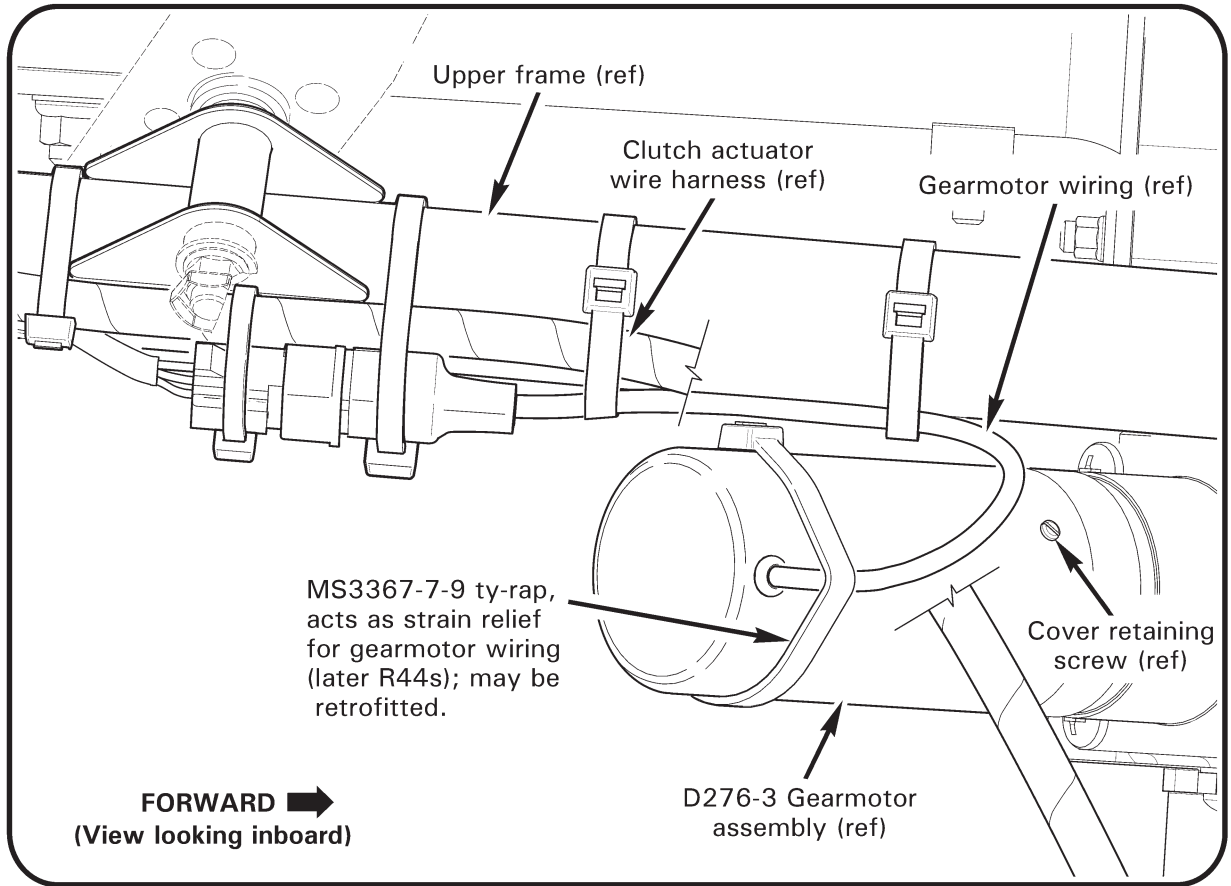


FIGURE 1