A Textron Company

ALERT SERVICE BULLETIN 206-16-134

5 January 2016
Revision A, 5 August 2016
Revision B, 19 February 2019
Revision C, 10 July 2019

MODEL AFFECTED: **206A/B and TH-67**

SUBJECT: **AIR CONDITIONER BLOWER MOTOR CONNECTOR, INSPECTION OF**

HELICOPTERS AFFECTED: **Serial number 4 through 4690 and 5101 through 5313.**

COMPLIANCE: See attached Service Bulletin (SB) 206-110414 Revision C dated January 13, 2017.

DESCRIPTION:

The purpose of this bulletin is to achieve complete distribution of the attached supplier bulletin to the owners/operators currently registered on the Bell Technical Publications distribution list. **Revision A** of this Alert Service Bulletin is to ensure distribution of the revised Air Comm Corporation (ACC) Service Bulletin 206-110414 Revision A.
Revision B of this Alert Service Bulletin is to ensure distribution of the revised Air Comm Corporation (ACC) Service Bulletin 206-110414 Revision C.
Revision C of this bulletin is to ensure distribution of the FAA Alternate Means of Compliance (AMOC) to the Airworthiness Directive (AD) 2018-25-17 that was published subsequent to the Air Comm Corporation associated service bulletins. The AMOC provides clarification for the inspection and replacement requirements of the Molex connectors of the aft evaporator of the air condition system, as required by the AD. The AAC Service Bulletin 206-021219 Revision NC discussed in the attached AMOC will be distributed to owner/operators by the ASB 206-19-138.

APPROVAL: See attached Service Bulletin (SB) 206-110414 Revision C dated January 13, 2017.

CONTACT INFO:

For any questions regarding this bulletin, please contact:

Air Comm Corporation
Tel: 303-440-4075
Email: info@aircommcorp.com

Air Comm Corporation

Service Bulletin

Title: SB 206-110414; Bell 206 Air Conditioner Blower Motor Connector

Date: January 13, 2017

Applicability: Bell Helicopter Model 206 Equipped with the Air Comm Corporation 206EC-200 thru -212 air conditioning systems

Reference: FAA / STC # SH2750NM, Bell Helicopter 206 Air Conditioning System.

Compliance: Inspection within 20 flight hours unless already replaced with new ES59112 connector

A. Discussion:

Field reports have indicated that in some rare occurrences the aft evaporator blower motor connectors may have overheated due to an improper contact crimp or loose fitting terminations. This Bulletin requires a visual inspection and basic pull test of the connectors on the evaporator and condenser blowers to determine if there is evidence of overheating or a loose wire-to-contact interface. If any signs of overheating or loose contacts are found, the A/C system must be made inoperable until the connector is replaced with new replacement connectors.

B. Warranty:

If any of the connectors inspected show indication of overheating or loose wire-to-terminal interface, instructions and new replacement connectors (ES59112) can be obtained free of charge from the Air Comm Corporation Service Department. Please contact us at: Phone 303-440-4075, Fax 303-440-6355, or E-mail service@aircommcorp.com

C. Approval:

The technical aspects of this Service Bulletin are based on FAA approved data.

D. Weight & Balance:

The weight change due to the installation of these parts would be negligible and no adjustment to the weight and balance of the aircraft is necessary.

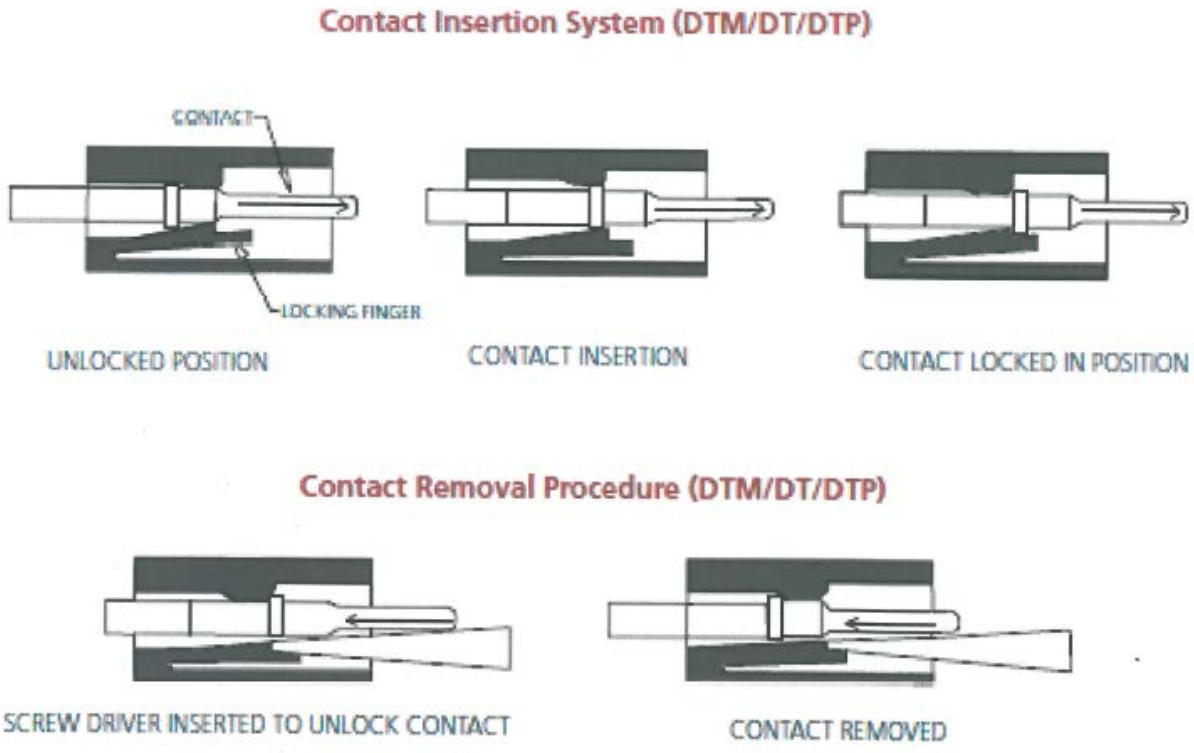
Revision	Issue Date	Inserted By	Approved by	Description of Changes
NC	11/04/14	JMB	MJK	Initial Release
A	6/3/2016	EIM	JMB	Revision to instruct use of new connectors, added pg. 6
B	1/10/2017	CRP	LCB	Added additional instructions for ES59112 connectors. Added page 7
C	1/13/2017	CRP	LCB	Added verbiage for Figure 3 in Section E

E. Procedure:

Locate each connector shown in Figures 1, 2, and 3. De-mate each connector and inspect both mates for signs of overheating, discoloration or plastic deformation. Gently pull (estimated 5-7 lb force) on each wire to verify the integrity of the contact's crimp. The contacts should be fully seated and locked in the housing so pulling gently on the wires will not dislodge the contacts from the housings.

If any signs of overheating of the housing are present or if the pull test fails, the system must be rendered inoperative and the connector housings and contacts replaced with new replacement connectors using Deutsch HDT-48-00 Crimping tool or equivalent MIL-DTL22520 Type 1 crimping tool before further operation. See Section B for information on how to contact Air Comm Corporation.

Installation instructions for new replacement connectors are per the view below and as shown on pages 6 and 7.



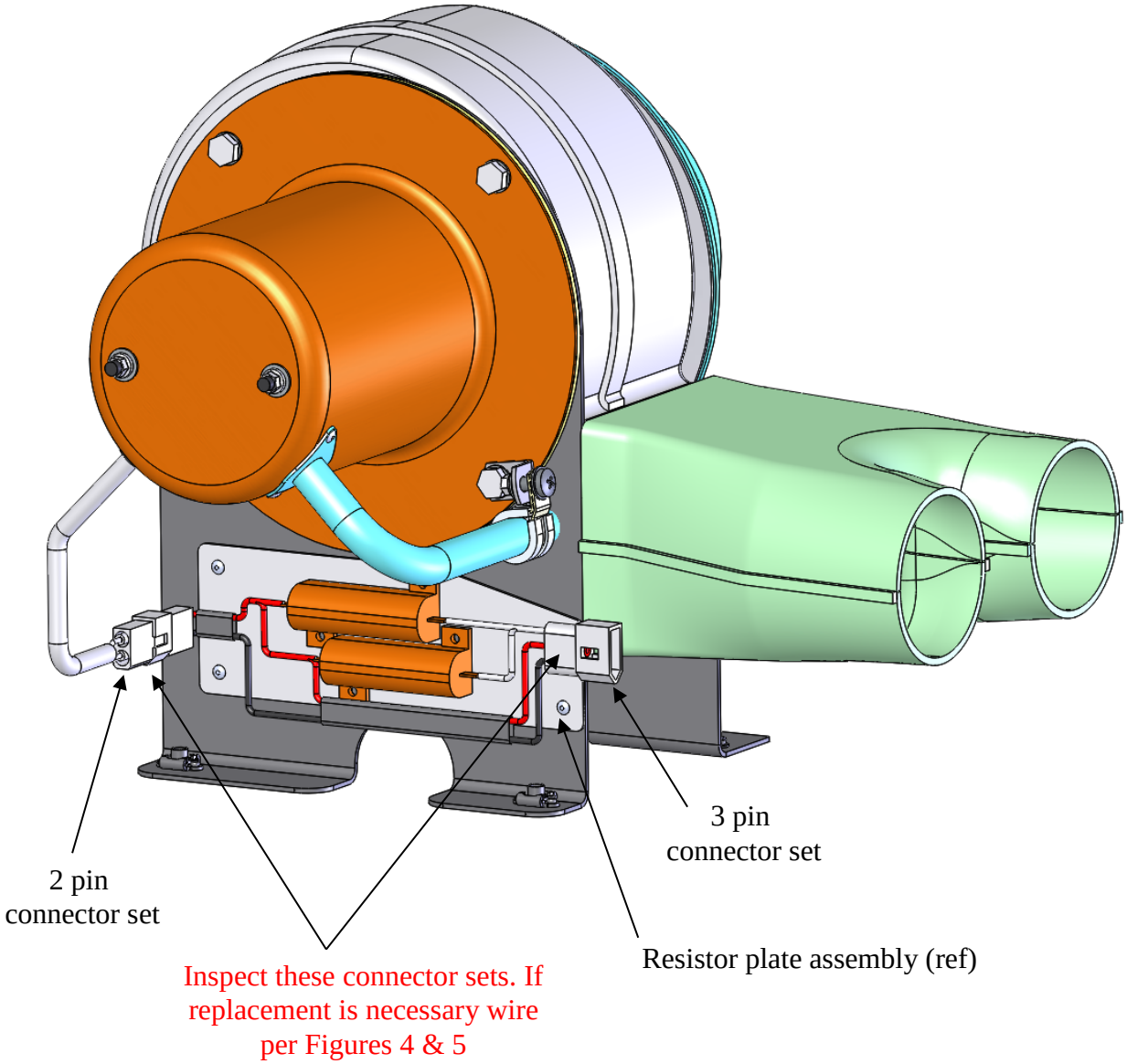
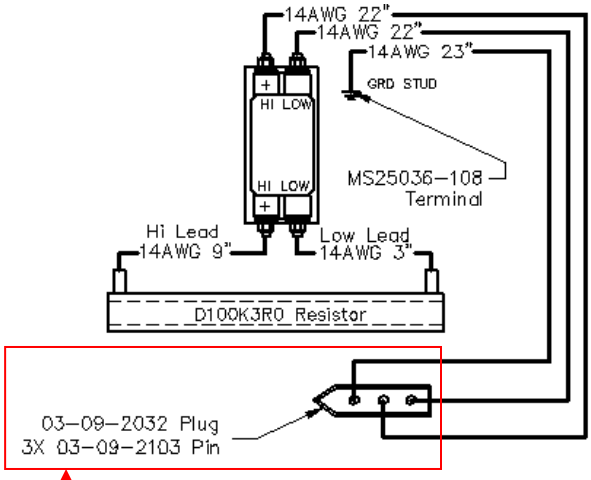
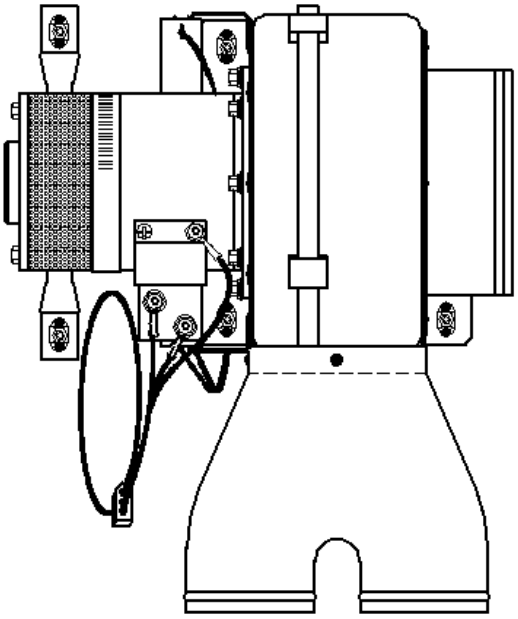


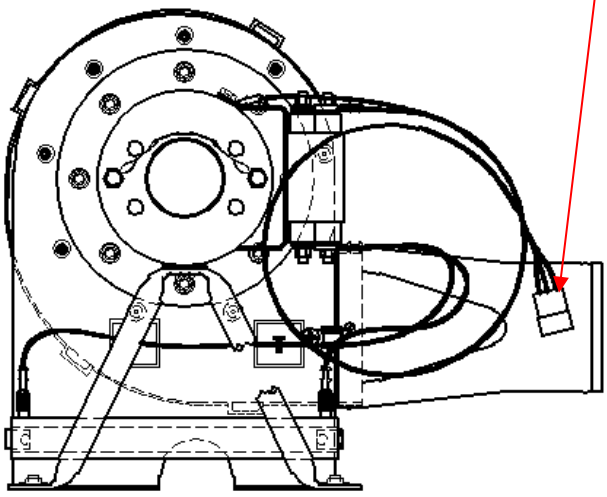
Figure 1 Aft Evaporator Blower Assembly S-6102EC-3 used in 206EC-200-9,-10,-11 AC kits



Wiring Schematic

Inspect this connector.
If replacement is necessary
wire per Figure 6





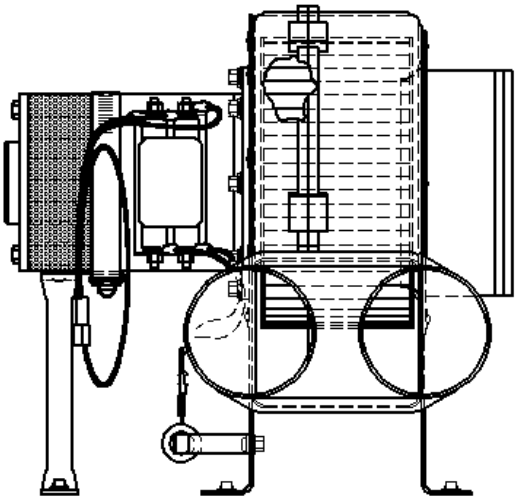


Figure 2 Aft Evaporator Blower Assembly S-6078EC-15 used in 206EC-212-3,-4 AC kits

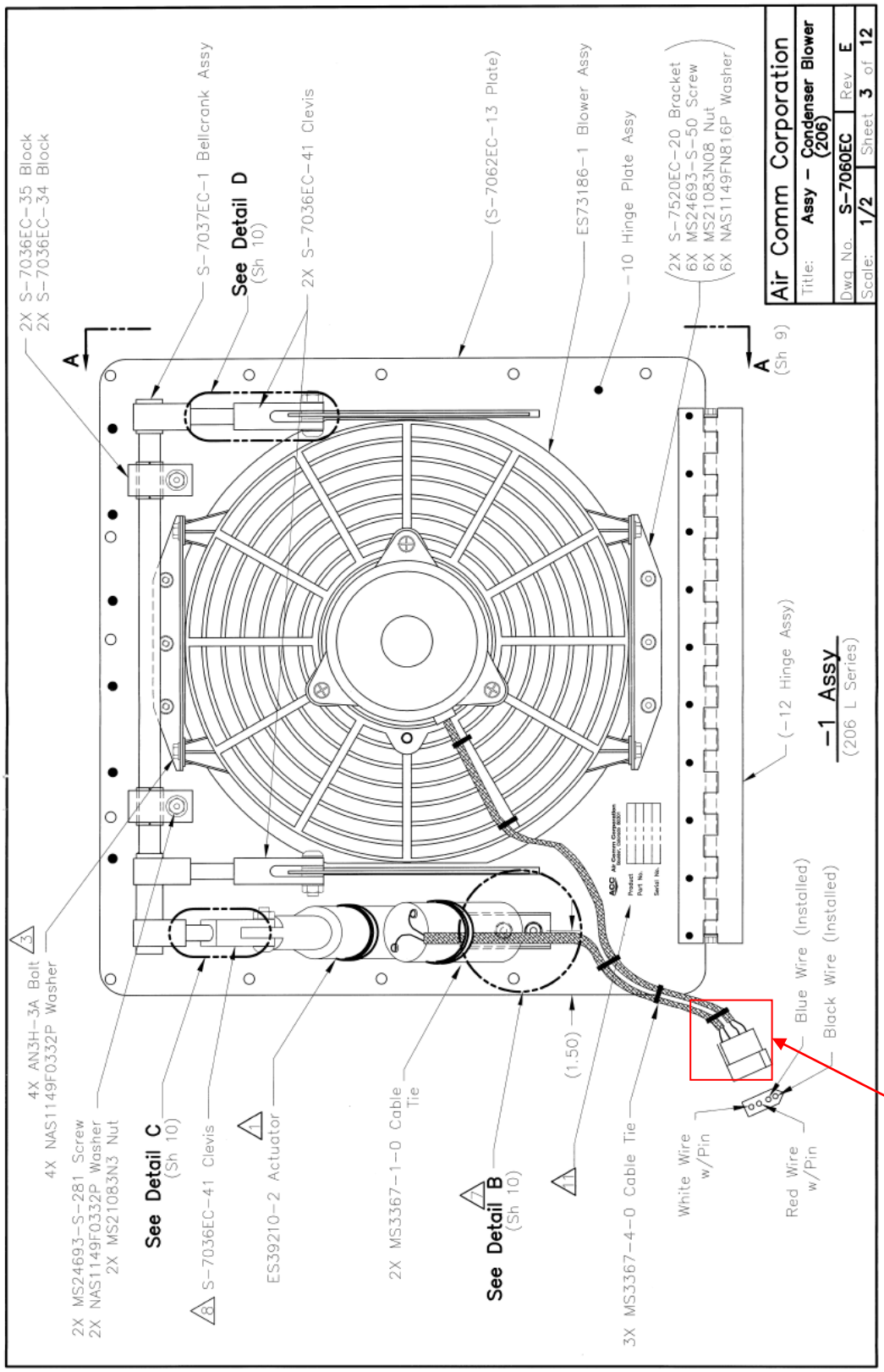


Figure 3. Condenser Blower S-7060EC -1, -2 used on 206EC- 200-212 Systems

Inspect this connector

Note that the pinout of the replacement connector set is defined by the installer, however the wire alignment across the connector set must remain unchanged.

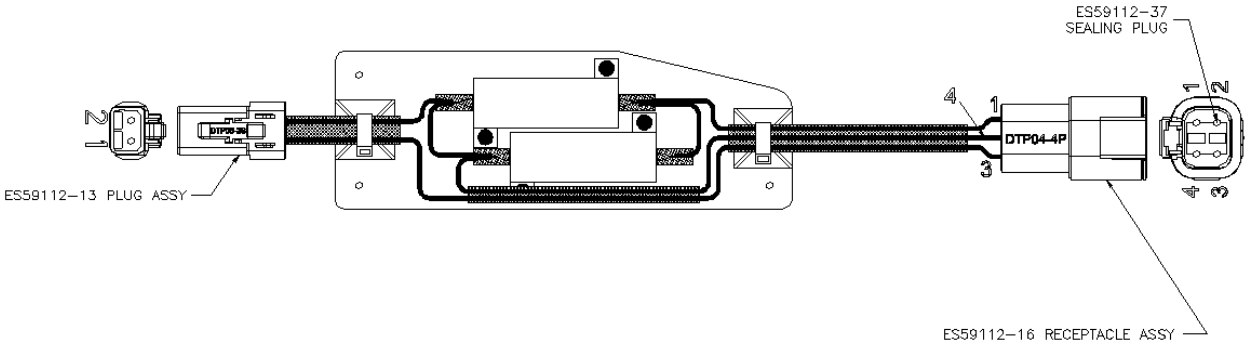


Figure 4 Resistor Plate Assy w/ Deutsch connectors

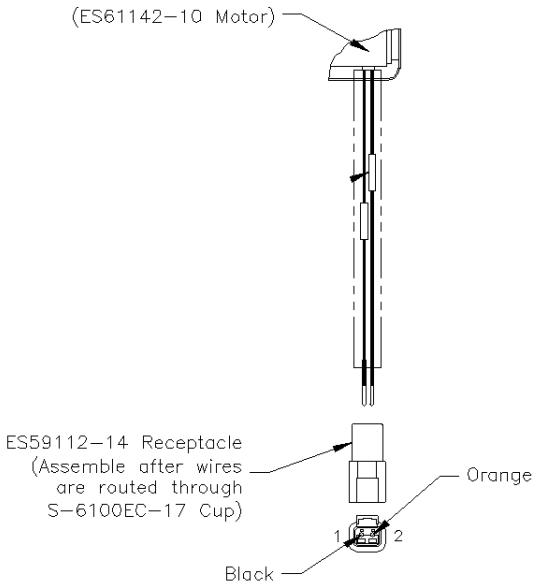


Figure 5 Blower Motor Connector w/ Deutsch connector

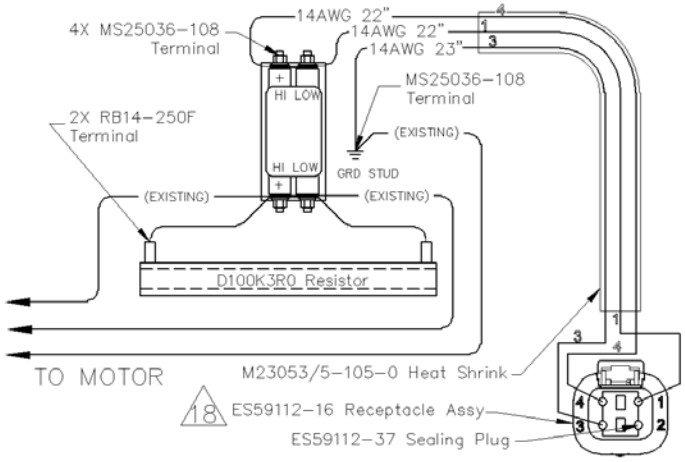
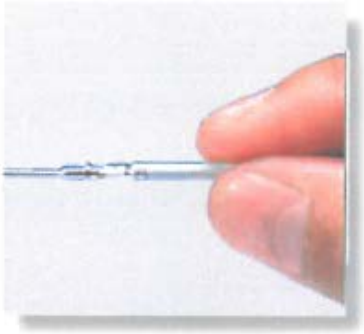


Figure 6 Resistor Plate Assy w/ Deutsch connector

Assembly Contact Insertion (DTM, DT, DTP)



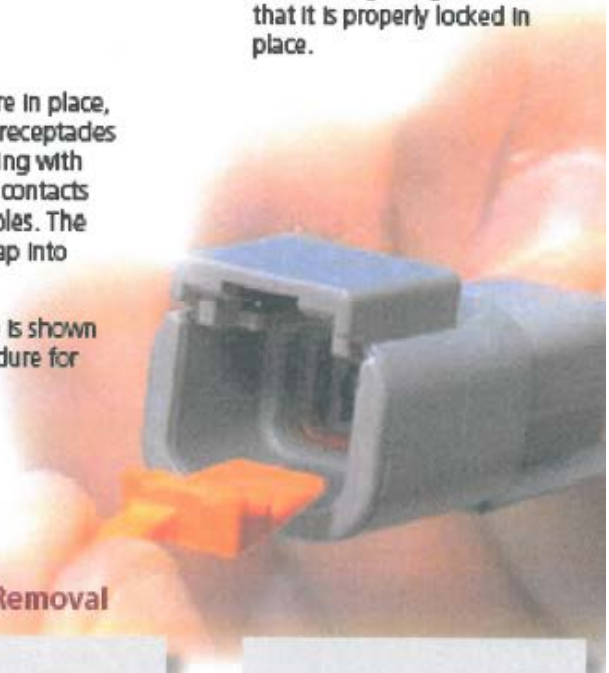
1. Grasp crimped contact approximately 1.0" (25.4mm) behind the contact barrel.

2. Hold connector with rear grommet facing you.

3. Push contact straight into connector grommet until a click is felt. A slight tug will confirm that it is properly locked in place.

4. Once all contacts are in place, insert orange wedge: receptacles - with half holes aligning with contacts. Plugs - with contacts aligning behind full holes. The orange wedge will snap into place.

NOTE: The receptacle is shown - use the same procedure for plug.



Contact Removal

1. Remove orange wedge using needlenose pliers to pull wedge straight out.

2. To remove the contacts, gently pull wire backwards, while at the same time releasing the locking finger by moving it away from the contact with a screwdriver.

3. Hold the rear seal in place, as removing the contact will displace the seal.

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Compliance and Airworthiness Division
Aircraft Certification Service
Denver ACO Branch
26805 E. 68th Ave, Room 214
Denver, CO 80249

March 12, 2019
Letter No: 19-27-10717

Air Comm Corporation
Attn: Keith Steiner
1575 West 124th Avenue, Suite 210
Westminster, CO 80234

Subject: Global Alternate Means of Compliance (AMOC) to Airworthiness Directive (AD) 2018-25-17

Dear Mr. Steiner,

The Federal Aviation Administration (FAA) has received Air Comm. Corporation's letter dated March 7, 2019 requesting a global AMOC to paragraphs (e)(1)(iii), and (e)(1)(iv) of AD 2018-25-17 to allow aft evaporator blower motor connector replacement per newly created Service Bulletins (SB) containing more detailed instructions.

The Denver ACO Branch approves your AMOC proposal to paragraph's (e)(1)(iii) and (e)(1)(iv) of AD 2018-25-17. This letter approves the following as an alternate means of compliance:

- The aft evaporator blower motor connectors on the Bell Model 206 helicopters required to be replaced per paragraph (e)(1)(iii) of AD 2018-25-17, may be replaced in accordance with the instructions in Air Comm. SB 206-021219, revision NC, dated February 12, 2019.

- The aft evaporator blower motor connectors on the Bell Model 407 helicopter required to be replaced per paragraph (e)(1)(iv) of AD 2018-25-17, may be replaced in accordance with the instructions in Air Comm. SB 407-021219, revision NC, dated February 12, 2019.

The following limitations apply to this Global AMOC:

- This FAA Global AMOC is transferable with the aircraft to an operator who operates the aircraft under U.S. registry.

- This AMOC also applies to any applicable foreign-registered aircraft upon transfer of the aircraft to the U.S. registry if compliance with the AMOC has not been accomplished.

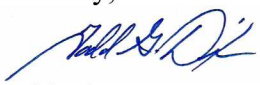
- Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local Flight Standards District Office/Certificate Holding District Office.

- All provisions of AD 2018-25-17 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

- This Global AMOC only applies to FAA AD 2018-25-17. The FAA does not have the authority to approve this as an AMOC to any AD issued by another civil aviation authority (CAA). Approval of an AMOC to another CAA's AD must come from that CAA. A copy of this response will be forwarded to the CAA where these aircraft are registered for their consideration.

If you have any questions or need additional information, please contact Mr. Matthew Bryant by phone at 303-342-1092 or by e-mail at Matthew.Bryant@faa.gov.

Sincerely,



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Date: 2019.03.14 14:10:27 -06'00'

Todd Dixon
Manger, Denver ACO Branch

cc: Rotorcraft AEG, Transport Canada; European Aviation Safety Agency (EASA), Brazil National Agency for Civil Aviation (ANAC)