A Textron Company

ALERT SERVICE BULLETIN **505-26-54**

7 May 2026

MODEL AFFECTED: **505**

SUBJECT: **ROTOR BRAKE KIT CONNECTORS INSTALLATION, MODIFICATION OF.**

HELICOPTERS AFFECTED: **65011 and subsequent.**

[Serial numbers 65687, 65696, 65705 through 65708, and 65715 and subsequent with the Rotor Brake Kit SLS-706-002 installed will have the intent of this bulletin incorporated prior to delivery from Bell.]

COMPLIANCE: Within 330 flight hours following the release date of this bulletin.

DESCRIPTION:

Bell was informed that certain connectors used on the Model 505 do not meet the certification requirements and failed sealing tests at high altitudes. As the helicopter descends from a high altitude and atmospheric pressure increases, improper sealing potentially can lead to moisture infiltration, and poor electrical contact. The rotor brake kit SLS-706-002 connectors (Amphenol P/N SJS860500) used with the rotor brake calipers could cause false **ROTOR BRAKE** warning messages requiring the pilot to **land as soon as possible**. This Alert Service Bulletin (ASB) introduces the installation of electrical self-fusing tape to the four rotor brake kit connectors to prevent false indications of the rotor brake caliper pads not being fully retracted.

The Applicability of this bulletin to any spare part shall be determined prior to its installation on an affected helicopter.

APPROVAL:

The engineering design aspects of this bulletin are Transport Canada Civil Aviation (TCCA) approved.

CONTACT INFO:

For any questions regarding this bulletin, please contact:

Bell Product Support Engineering
Tel: 1-450-437-2862 / 1-800-363-8023 / productsupport@bellflight.com

MANPOWER:

Approximately 1.5 man-hours are required to complete this bulletin. This estimate is based on hands-on time and may vary with personnel and facilities available.

WARRANTY:

There is no warranty credit applicable for parts or labor associated with this bulletin.

MATERIAL:

Required Material:

None required.

Consumable Material:
The following material is required to accomplish this bulletin, but may not require ordering, depending on the operator's consumable material stock levels. This material may be obtained through your Bell Supply Center.

Part Number	Nomenclature	Qty (Note)	Reference *
2000-00731-00	ELECTRICAL SELF-FUSING TAPE (1 INCH WIDE)	1 ROLL (1, 2)	C-548

* C-XXX numbers refer to the consumables list in the BHT-ALL-SPM, Standard Practices Manual

NOTES:

1. Quantity indicated is the format that the product is delivered in. Actual quantity required to accomplish the instructions in this bulletin may be less than what has been delivered.
2. May be procured commercially if the electrical self-fusing tape meets the A-A-59163, Type I or MIL-I-46852 specifications.

SPECIAL TOOLS:

None required.

WEIGHT AND BALANCE:

Not affected.

ELECTRICAL LOAD DATA:

Not affected.

REFERENCES:

505-MM, Maintenance Manual, Chapter 71.

PUBLICATIONS AFFECTED:

BHT-505-II-1, Installation Instruction (II) for Rotor Brake Kit.

ACCOMPLISHMENT INSTRUCTIONS:

1. Prepare the helicopter for maintenance.

2. Verify if the Rotor Brake Kit SLS-706-002 is installed on the helicopter.

   a. If the kit **is not installed**, go to step 13.

   b. If the kit **is installed**, go to step 3.

3. Remove the forward engine cowling (441AT) (DMC-505-A-71-10-01-00A-520A-A).

4. Remove screw (1, Figure 1), washer (2), clamps (3 and 4), and spacer (5) from nutplate (6).

-NOTE-

Ensure a minimum of two complete layers of the electrical self-fusing tape (C-548) are wrapped around each connector coupling nut. Overlap the tape layers as required to completely cover the connector coupling nut. Wrap tape tightly against the connector and connector coupling nut to prevent voids or air bubbles. The tape must extend a minimum of 0.20 to 0.30 inch (5.08 to 7.62 mm) beyond each end of the connector coupling nut to ensure a proper seal (Figure 2).

5. Apply electrical self-fusing tape (C-548) over connectors (7, 8, 9, and 10) and associated connector coupling nuts.

6. Place connectors (7, 8, 9, and 10) in clamps (3 and 4), as applicable, and install screw (1), washer (2), clamps (3 and 4), and spacer (5) to nutplate (6).

7. Torque the screw (1) 12 to 15 inch-pounds (1.4 to 1.6 Nm).

8. Remove screw (11), washer (12), and clamps (13 and 14) from nutplate (15).

-NOTE-

Ensure a minimum of two complete layers of the electrical self-fusing tape (C-548) are wrapped around each connector coupling nut. Overlap the tape layers as required to completely cover the connector coupling nut. Wrap tape tightly against the connector and connector coupling nut to prevent voids or air bubbles. The tape must extend a minimum of 0.20 to 0.30 inch (5.08 to 7.62 mm) beyond each end of the connector coupling nut to ensure a proper seal (Figure 2).

9. Apply electrical self-fusing tape (C-548) over connectors (16, 17, 18, and 19) and associated connector coupling nuts.

10. Place connectors (16, 17, 18, and 19) in clamps (13 and 14), as applicable, and install screw (11), washer (12), and clamps (13 and 14) to nutplate (15).

11. Torque the screw (11) 12 to 15 inch-pounds (1.4 to 1.6 Nm).

12. Install the forward engine cowling (441AT) (DMC-505-A-71-10-01-00A-720A-A).

13. Make an entry in the helicopter logbook and historical service records indicating compliance with this Alert Service Bulletin.

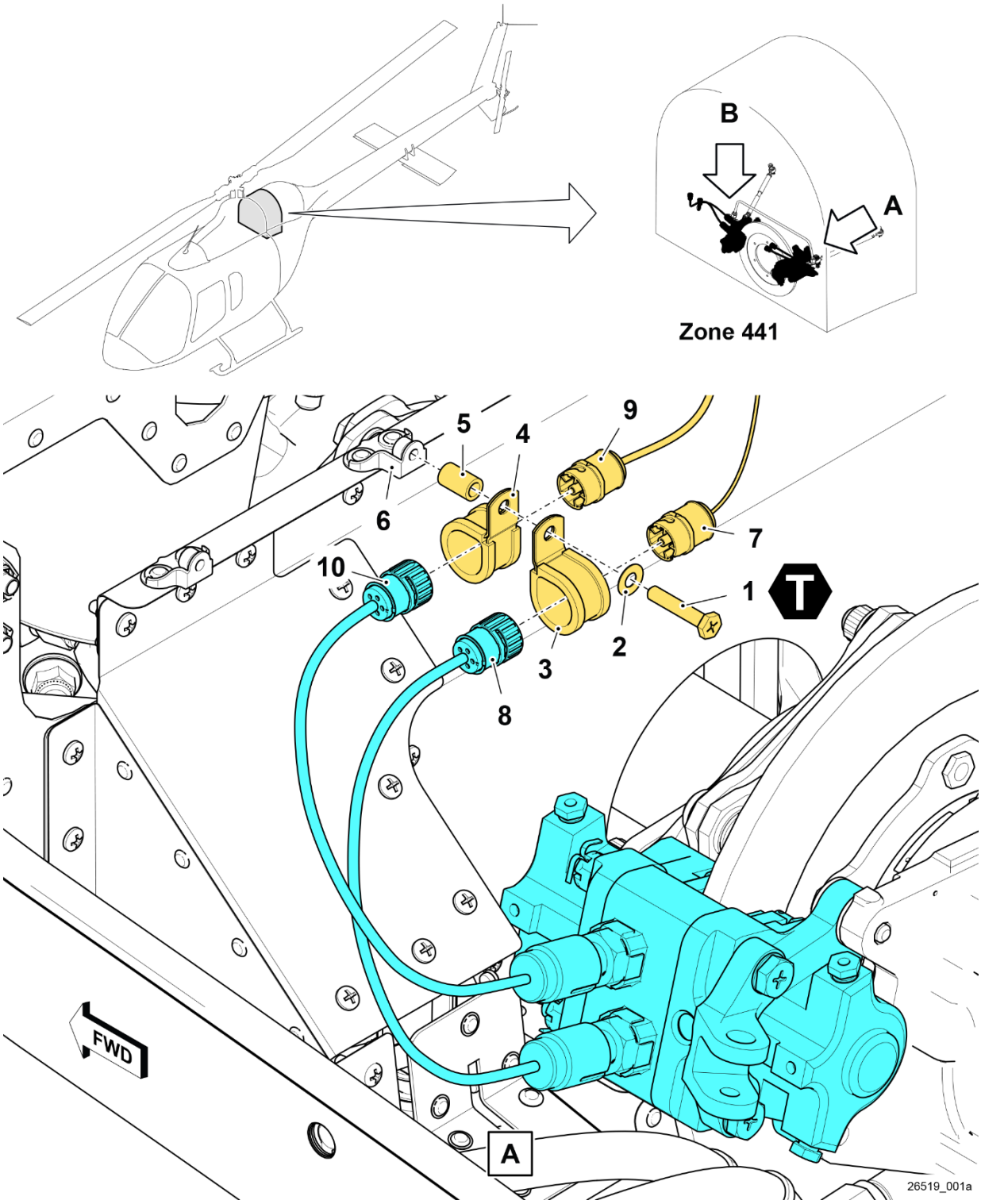

Figure 1 – Rotor Brake Kit Installation (sheet 1 of 2)

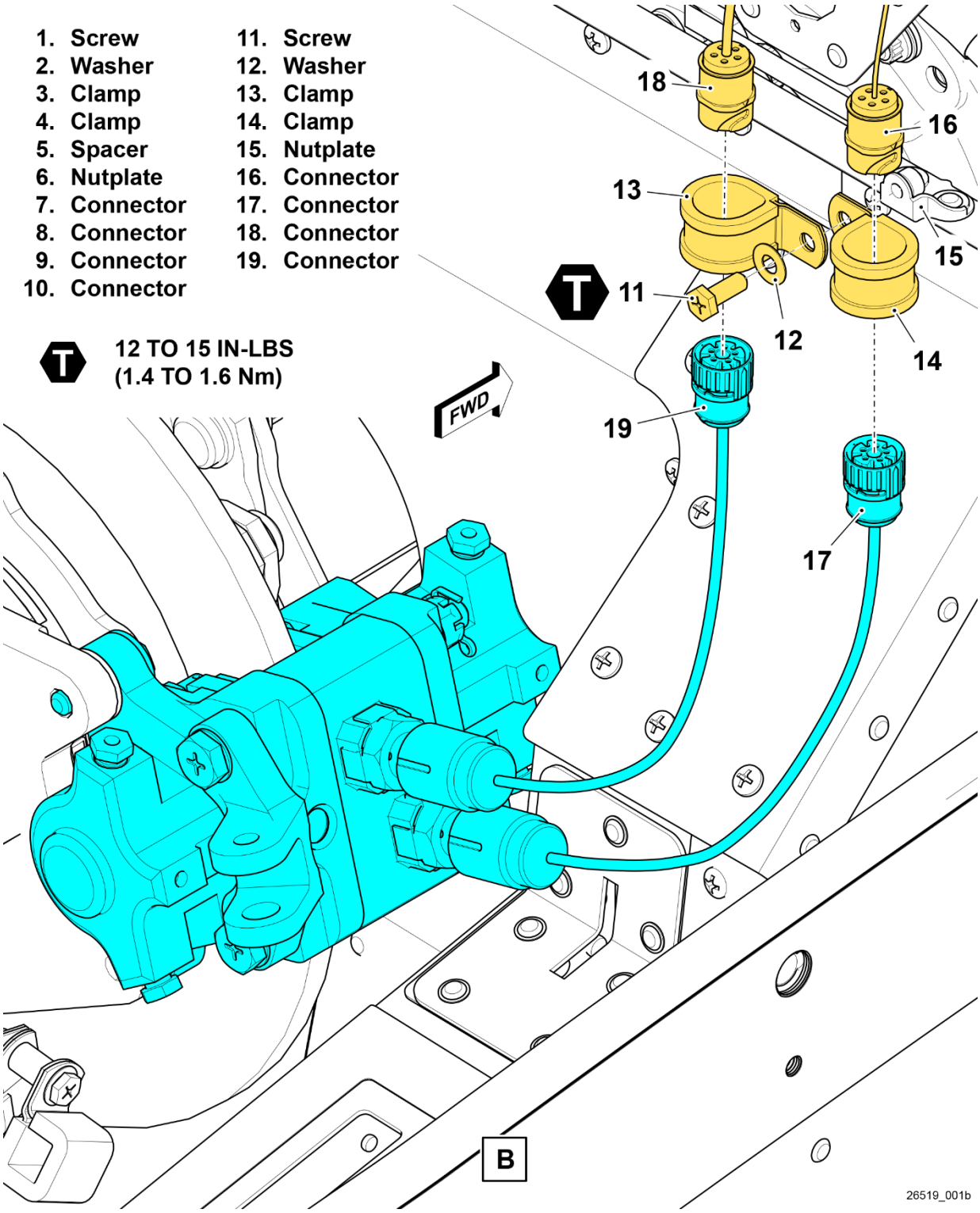

Figure 1 – Rotor Brake Kit Installation (sheet 2 of 2)

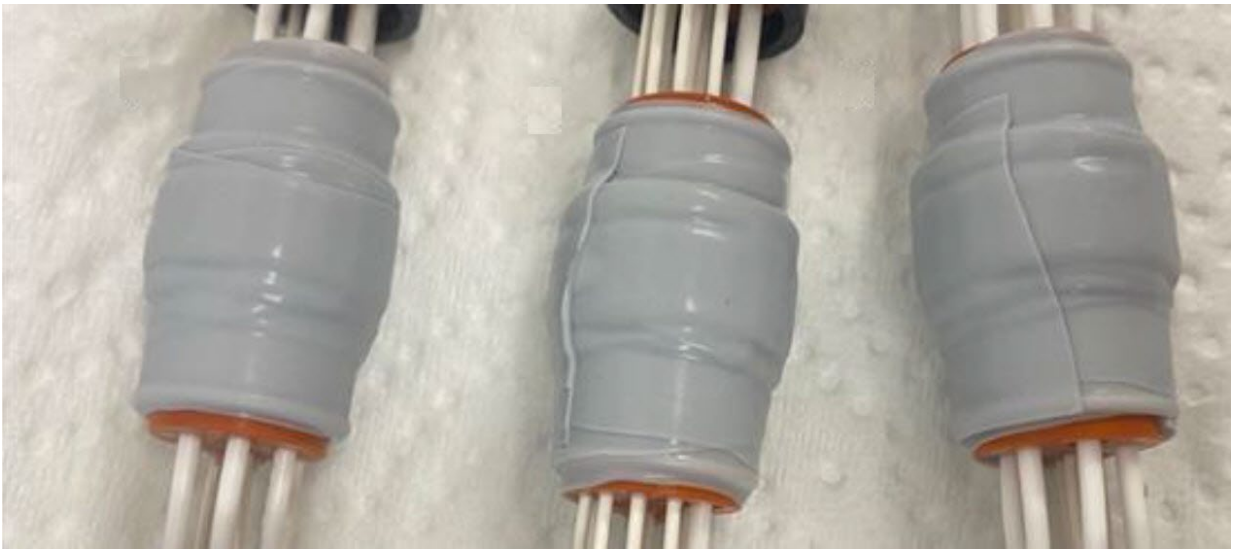

Figure 2 – Examples of Application of Electrical Self-Fusing Tape to Connectors

Approved for public release.