



MANDATORY

ECLIPSE
AEROSPACE

SERVICE BULLETIN

NUMBER: SB 500-26-002, REV A
MODEL: ECLIPSE EA500
SUBJECT: ENGINE FIRE DETECTION LOOP CAP SEAL INSPECTION

1. PLANNING INFORMATION

A. Effectivity

Aircraft Serial Numbers 000001-00260.

B. Reason

Airplanes may have been delivered without complete cap sealing of the fire detection loop terminals which may result in premature removal or service of the fire loop.

C. Description

This Service Bulletin inspects left and right side fire detection loop terminals for cap sealing and corrosion.

D. Relevant Publications

Temporary Revision, Aircraft Maintenance Manual (AMM) P/N 06-117751-TR26-2.

E. Compliance

Eclipse Aerospace Inc. considers this to be an mandatory inspection and/or repair that must be accomplished at the next 300 hour / 24 Month Inspection.

F. Approval

This Service Bulletin is based on engineering data that is FAA-approved, and the modification herein complies with the applicable regulations.

G. Labor Requirements

The following information is for planning purposes only.

(1) Estimated labor hours to perform:

Suggested number of personnel: 1

Fire Loop Terminal Inspection: 1.0 Hours

Fire Loop Terminal Cap Seal: 1.0 Hours

Total labor hours: 2.0

The above is an estimate based on properly equipped and experienced personnel complying with this Service Bulletin. Actual labor hours may vary depending on workforce experience, concurrent maintenance, discovery of other discrepancies, etc.

(2) Qualification of personnel:

- A person properly authorized to perform aircraft maintenance under 14 CFR 43 or equivalent approved by the Civil Aviation Authority having jurisdiction.

H. Weight and Balance Change

None



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I. Electrical Load Data Change

None

J. Software Accomplishment Summary

Not Applicable

K. References

Aircraft Maintenance Manual (AMM) P/N 06-117751, latest revision

L. Publications Affected

None

2. MATERIAL INFORMATION

A. Consumables

The following consumables are required for this Service Bulletin.

Material	Specification	Use
Alcohol	Isopropyl	Terminal cleaning
Sealant	PR-2001	Cap seal terminals
Sandpaper	220 grit	Corrosion removal
Abrasive pad	Scotch-Brite	Corrosion removal

B. Tooling

The following special tooling/support equipment is required to accomplish this Service Bulletin.

Nomenclature	Specification	Use
Heat Gun	Proheat, PH1200 or equivalent	Fire detection test

C. Interchangeability/Intermixability of Parts

None

D. Part Re-identification

None

3. ACCOMPLISHMENT INSTRUCTIONS

A. Procedure

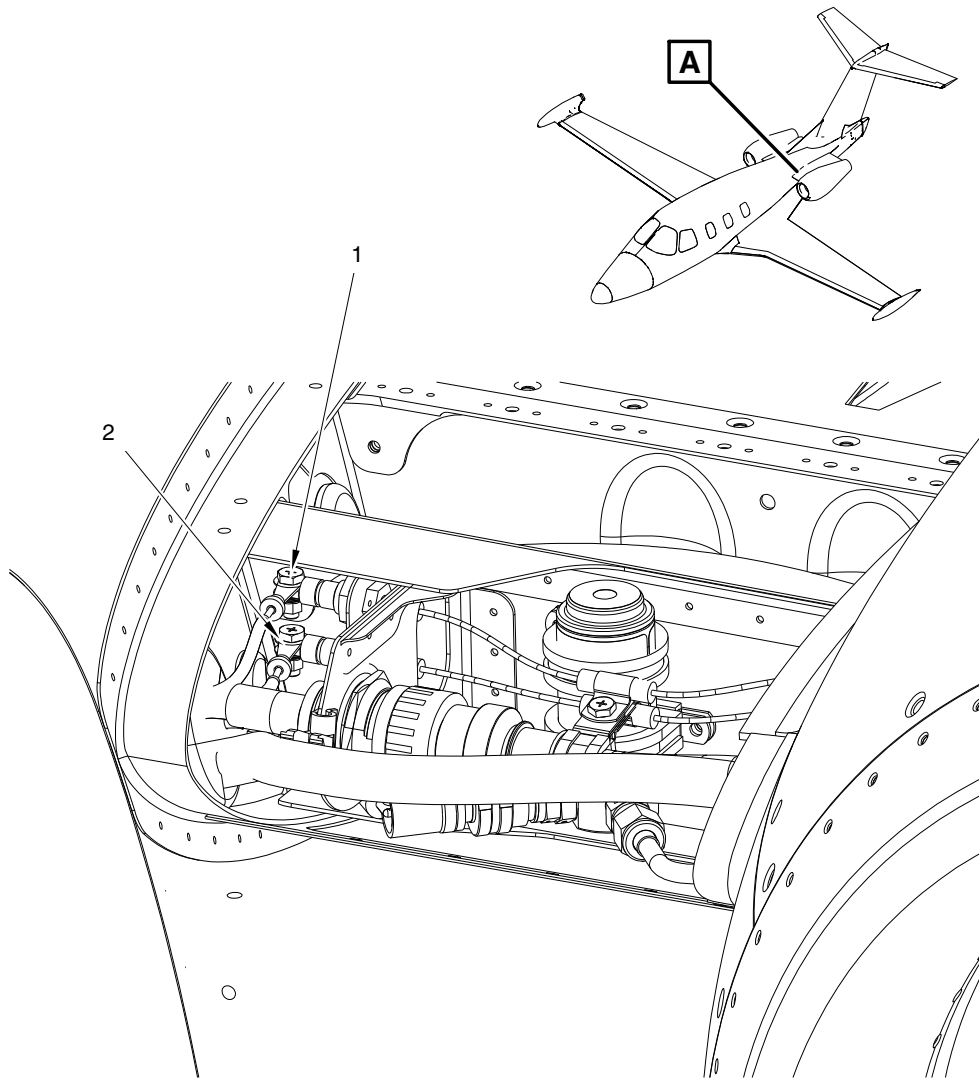
- (1) Make the aircraft safe for maintenance. Refer to AMM 20-00-01 MAKE SAFE FOR MAINTENANCE.
- (2) Remove aircraft power.

CAUTION: MAKE SURE THAT ELECTRICAL POWER IS NOT APPLIED ON THE AIRCRAFT WHILE INSTALLING OR REMOVING THE ELECTRICAL CONNECTORS ASSOCIATED WITH THIS PROCEDURE. IF THE AIRCRAFT ELECTRICAL SYSTEMS ARE ENERGIZED, DAMAGE TO ASSOCIATED EQUIPMENT MAY OCCUR.



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- (3) Remove engine nacelle covers and skins as follows:
 - (a) Remove 411 AT - Left Upper Nacelle Cowl and 412 AT - Right Upper Nacelle Cowl. Refer to AMM - 54-20-21 - UPPER NACELLE - REMOVAL to gain access for .
 - (b) Remove left and right forward leading edge pylon skins. Refer to AMM - 54-30-11 - LEADING EDGE PYLON SKIN - REMOVAL.
- (4) Inspect left and right fire detection loop terminals ends (two per side) (1 and 2, Figure 1) for cap seal. If cap seal is present go to step 8. If cap seal is not present go to step 5.



DETAIL A
LEFT SIDE SHOWN, RIGHT SIDE SIMILAR

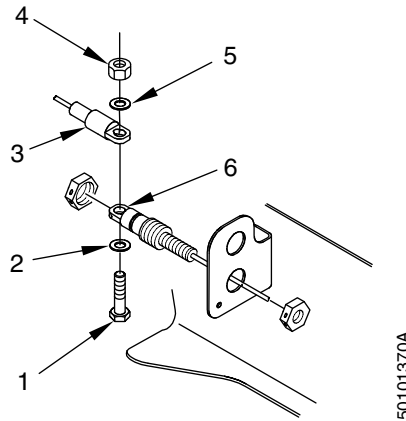
Fire Loop Terminals
Figure 1

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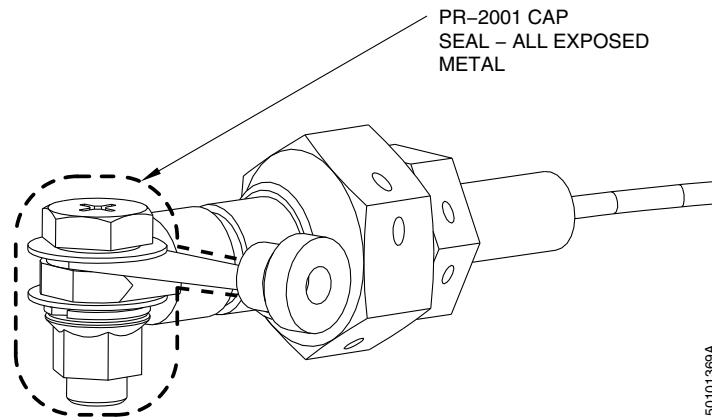
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- (5) Inspect left and right fire detection loop terminal ends (two per side) (1 and 2, Figure 1) for corrosion. If corrosion is present do the following:
- (a) Disassemble terminal connections (two per side) (1 and 2, Figure 1) by removing bolt (1, Figure 2), washer (2, Figure 2), terminal (aircraft harness side) (3, Figure 2), washer (5, Figure 2) and nut (4, Figure 2) that attach terminal (aircraft harness side) (3, Figure 2) to fire loop detection terminal (6, Figure 2). Refer to AMM - 26-12-10 - FIRE DETECTION WIRE - REMOVAL.



**Fire Detection Loop Connection
Figure 2**

- (b) Remove corrosion with sand paper (#220) and/or Scotch-Brite pad.
- (c) Clean terminals (two per side) (1 and 2, Figure 1) with isopropyl alcohol and allow to dry.
- (d) Reassemble terminal connections (two per side) (1 and 2, Figure 1) by attaching bolt (1, Figure 2), washer (2, Figure 2), washer (5, Figure 2) and nut (4, Figure 2) that attach terminal (aircraft harness side) (3, Figure 2) to fire loop detection terminal (6, Figure 2). Refer to AMM - 26-12-10 - FIRE DETECTION WIRE - INSTALLATION .
- (6) Cap seal terminals (two per side) (1 and 2, Figure 1) with PR-2001 sealant. Completely cover all metallic surfaces of the terminals. Refer to AMM - 20-08-00 - SEALANTS AND ADHESIVES - MAINTENANCE PRACTICES. Refer to Figure 3.



**Fire Loop Terminal Cap Seal
Figure 3**



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- (7) Do operational test of fire detection system. Refer to AMM - 26-10-00 - FIRE DETECTION WIRE - ADJUSTMENT/TEST.
- (8) Install engine nacelle covers and skins as follows:
 - (a) Install 411 AT - Left Upper Nacelle Cowl and 412 AT - Right Upper Nacelle Cowl. Refer to AMM - 54-20-20 - NACELLES - INSTALLATION.
 - (b) Install left and right forward leading edge pylon skins. Refer to AMM - 54-30-11 - LEADING EDGE PYLON SKIN - INSTALLATION.
- (9) If all other maintenance is complete, return the aircraft to service. Refer to the AMM 20-00-02 RETURN TO SERVICE (AFTER MAINTENANCE).

B. Limitations and Procedures

Temporary Revision, Aircraft Maintenance Manual (AMM) P/N 06-117751-TR26-2 or later dated AMM (P/N 06-117751) incorporating TR26-2.

C. Cost

Contact Eclipse Aerospace Inc. for cost and availability.

4. RECORD OF COMPLIANCE

Upon completion of this Service Bulletin, make an appropriate maintenance-record entry specifying the Service Bulletin number.

5. NOTIFYING ECLIPSE AEROSPACE

On completing this service bulletin, the operator/maintainer shall complete the attached Compliance Record and send it to Eclipse Aerospace via regular mail, fax, or e-mail.

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