

Grant Robinson

From: McConnell, DAVE P <dave.p.mcconnell@lmco.com>
Sent: Monday, November 27, 2017 1:13 PM
To: Grant Robinson
Subject: S-76D Engine fire bottle pressure sensor-potential miswire

Grant

Provided for your info

A component service center has reported finding a miswired S-76D fire bottle pressure sensor. Sikorsky's Engineering's recommended test procedure is outlined below. At this time there is no requirement from Sikorsky to proactively test for this condition throughout the D fleet.

Case Number: C0074911
Aircraft Model: S-76D
Part Number: 76310-77801-111
Case Subject: S-76D Engine Fire Extinguisher pressure sensor wiring R1

Problem Description:

An authorized fire bottle service center reported a P/N FX01600-5 pressure switch on engine fire Extinguisher bottle (76310-77801-111) with nonconforming internal wiring, possibly resulting in an incorrect indication of S-76D [FIRE EXT PRESS LOW] indication on the MFD.

This email notification is provided as the case has been reviewed and does not contain technical data in the issue description.

Problem Resolution:

Sikorsky Engineering recommends customer perform the following checks to Fire Extinguisher bottle P/N 76310-77801-111.

To check an uninstalled bottle:

1) Check pin 3 to the bottle and it should show open

To check an installed bottle:

1) Aircraft Electrical Power ON, ensure [FIRE EXT PRESS LOW] caution does not appear.
2) Press Fire Extinguisher PTT button on each bottle individually and confirm - [FIRE EXT PRESS LOW] caution appears.
3) If [FIRE EXT PRESS LOW] caution does not appear then the bottle would need to be removed and weighed. Note that the weight of the bottle appears on the nameplate. A full bottle by weight would be acceptable for 30 days and which time a weighing would need to be repeated.

Rejected bottles can continue to use the weighing procedure until such time as it is replaced with a good bottle (passes steps 1 & 2).

The first flight of the day requirement to verify that the fire extinguisher disc is present (page 2-6 of RFM) continues to be a requirement and is not planned to be changed.

David P. McConnell

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