Notification

Grounding Modification

OPTIONAL

Symbols:

Please pay attention to the following symbols throughout this document emphasizing particular information.

▲ WARNING: Identifies an instruction, which if not followed, may cause serious injury or even death.

▮ CAUTION: Denotes an instruction which if not followed, may severely damage the aircraft or could lead to suspension of warranty.

♦ NOTE: Information useful for better handling.

1. General

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Release date:	January 25th 2010
Date of effect:	January 25th 2010
Compliance:	immediately
Release Number:	NOT-002-grounding
Superseded notice:	none
Models affected:	G-3, G-3/600, GX
Affected S/N:	all
Reason:	On some aircraft problems occurred with the electrical system

Notification

2. Information

On some aircrafts there has been a problem with the electrical system. The electrical power supply was not sufficient, resulting in failure of navigation and communication equipment. This resulted in complete discharge of the battery causing the battery and therefore the electrical system to fail.

The following procedure eliminates any problems with the electrical system. In fact the electrical resistance inside the system is reduced and electro-chemical corrosion is removed.

3. Compliance

Schedule of Maintenance: this notification is optional, therefore not schedule of maintenance apply

Level of maintenance: medium

Certification required: A&P Mechanic, or
LSA Repairman, or
Part 145 Repair Station

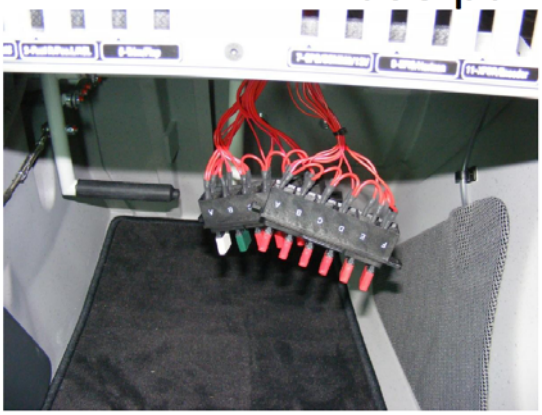
♦ NOTE: Please contact your Remos Service Center in case of doubt.

Notification

Rework of the grounding stud feed through, fuse panels, master switch and avionics switch.

Removal

Fuse panels



Remove fuse panels as shown and cut back heat shrink on spade terminals to allow soldering.

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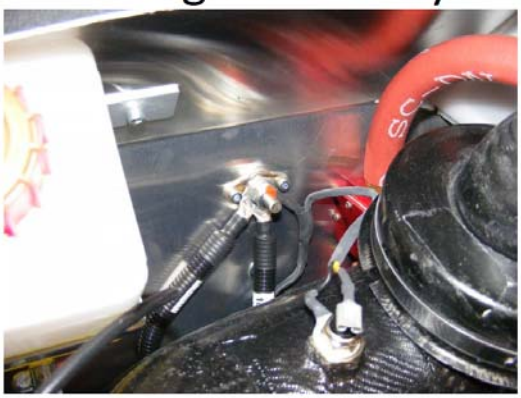
Solder terminals on backside of fuse panels to prevent possible loose connections and re-install panels.

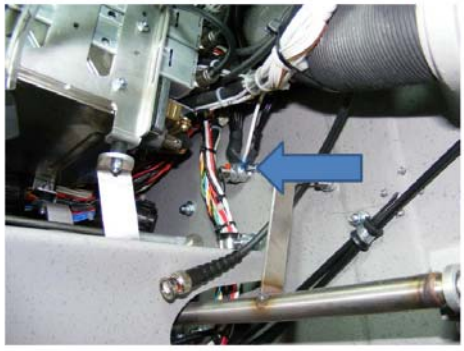
Removal of grounding stud feed through assembly.



Remove nut washers and wire terminals from stud assembly.
Remove attaching bolts.
Remove stud assembly from airframe.

Notification

Removal of grounding stud feed through assembly



Remove self locking nut and flat washer.
Remove wire terminals and second flat washer.
Remove second (jam) nut and discard (do not install this nut during re-assembly).

Preparations before re-installing assembly in airframe.

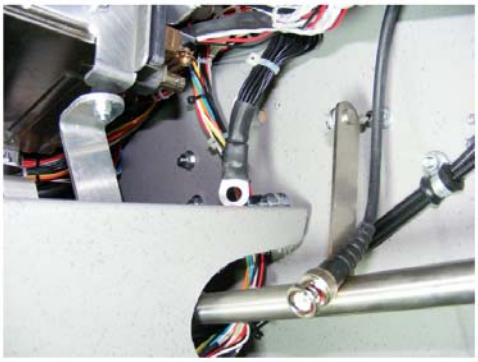
Remove all tarnish and discoloration on feed through

Rough up surface area on firewall to insure proper mating of surfaces.

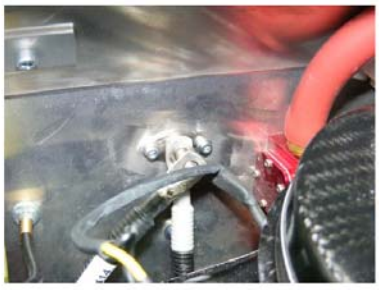
Notification

Preparations to terminal ends.

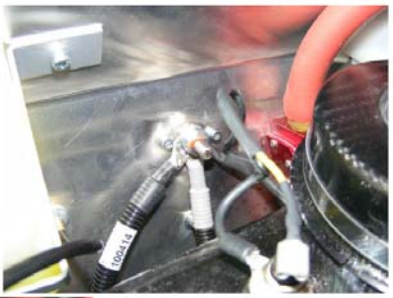
Brighten terminal ends to insure proper connection.



Re-assembly of grounding feed through.



Re-assemble feed through as shown. Torque nut to 30 Nm (266 in-lb) (22 Ft. lbs)



Apply LPS-3 to seal connection from atmosphere and help to prevent possible corrosion.

Notification

Re-assembly of grounding feed through.

Assemble inside feed through as shown (do not re-install inner nut). Torque nut to 30 Nm (266 in-lb) (22 Ft. lbs)

Coat inside assembly with LPS-3 as shown. Remove excess liquid with rag as needed. Repeat removal and reassembly procedure of grounding stud at every annual inspection.

Remove master and avionics switch panel as fallows.

Remove 4ea. Screws from corners of panel assembly.
Loosen 10mm jam nut on backside of throttle knob. Remove knob and nut.
Cut cable ties as needed to gain access to back of switches.
Solder spade terminals in place to prevent possible loose connections.
Reassemble in reverse order.

Notification

REMOS wishes you safe and fun flights!

Always check your aircraft before you fly!

