Technify Motors GmbH
Platanenstrasse 14
09356 Sankt Egidien, Germany

Tel: +49 37204 696 0
Fax: +49 37204 696 2912
www.centurion-engines.com
info@centurion-engines.com

Service Bulletin
PRIORITY 2 - RECOMMENDED

Service Bulletin No. / Date:	SB TMG 601-1009 P2, Initial Issue / January 05, 2017
Subject:	Alternator cable
Type affected:	Cessna C172 (Reims F172) with TAE 125-02-99 and TAE 125-02-114
Models affected:	All C172 models
Classification:	Category P2 – Recommended
Time of Compliance:	At the next maintenance action.
Reason:	To prevent a possible damage to the alternator cable lug on vibrations.

Checked	Approved
B. Metzdorf, CVE	M. Heinich, Office of Airworthiness

Correction:

1. Preparation

- Remove the cowling
- Disconnect the main battery i.a.w. the C172 SAMM.
- Remove all cable ties between reference point (clamp) and alternator connection as well as starter connection, see figure 1.

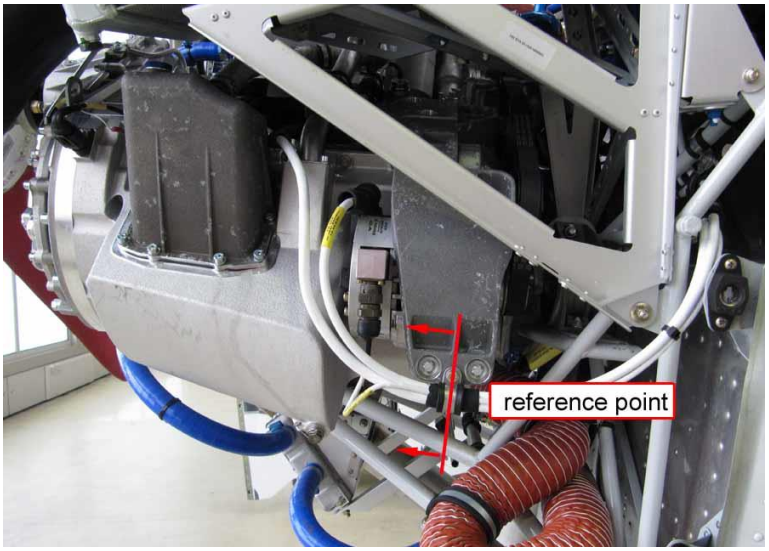

Figure 1

2. Inspection

- Check the cable lug of the alternator cable (on alternator side) for damage. Replace the alternator cable if necessary.
- Check the length of the alternator cable end as well as the starter cable end in accordance with table below. Disconnect the cables as needed.

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Alternator Cable	Reference point to center of cable lug on alternator side	300 $^{\pm 10}$ mm
Starter Cable	Reference point to center of cable lug on starter side	500 $^{\pm 10}$ mm

3. Modification

- If cable lengths deviate from the requirements adjust both cables to correct length. To do this loosen the clamp.
- Move the remaining cable towards the firewall and fasten adequate.
- Bundle the alternator cable, the starter cable and alternator regulator line by one cable tie as shown in figure 2.
  Distance to reference point: 30 $^{\pm 10}$ mm

◆ Note: To minimize wear based on vibrations the cable lengths must comply with the listed lengths and only one cable tie near to the clamp should be used. Bundling of both cables via more than one cable tie results in an overload of the alternator cable lug due to the weight of the starter cable.

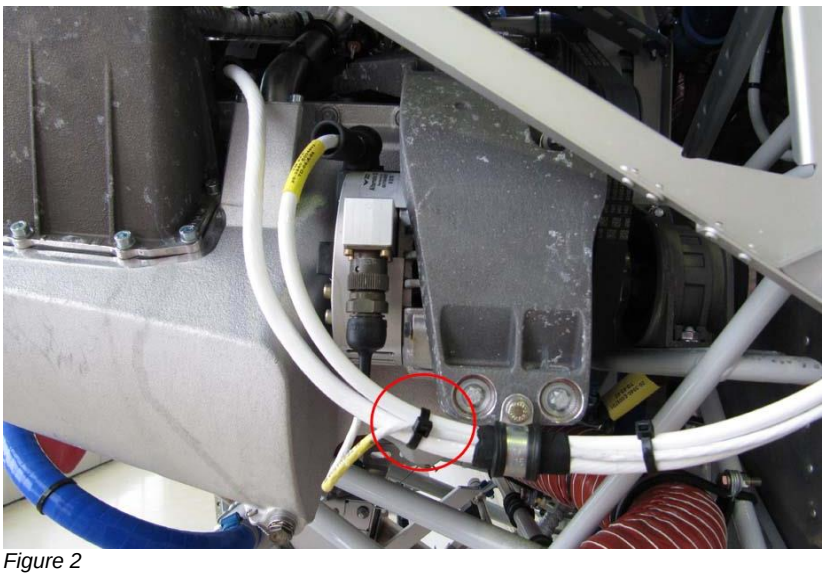

Figure 2

4. General Information

- Tightening torques:

alternator cable	*12 Nm*
starter cable	*10 Nm*
M6 screw	*10 Nm*

- Install rubber caps at the open cable ends.
- Use suitable protection between clamps and cables.

5. Test run

- Perform an engine test run in accordance with OM 02-02.
- Check the alternator for malfunctions resp. for indicated warnings
- Check the correct fit of both cables after test run.

Remarks: none

Approval: The technical information contained in this document has been approved under the authority of EASA Design Organisation Approval No. EASA.21J.010.