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# SERVICE INFORMATION LETTER

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SERVICE INFORMATION LETTER NO. T-067  
Revision 1

- DATE:                    April 2, 2024
1. SUBJECT:            Universal Block: P/N 28-14117-11 and P/N 28-14117-13
2. MODEL:              480, 480B
3. EFFECTIVITY:    S/N 5254 and prior
4. BACKGROUND:

This Service Information Letter (SIL) provides information for inspection and rework, if required, of the universal block (U-block) (P/N 28-14117-11 or P/N 28-14117-13) of the main rotor hub assembly to allow clearance between the universal block and the retention assembly (P/N 28-14234-9, P/N 28-14381-1, or P/N 28-14386-3). In some cases, the retention assembly may contact the U-block. If there is contact, the U-blocks should be reworked in accordance with this SIL. Reworking per this SIL will prevent contact.

Revision 1 of this SIL introduces a modified U-block rework design and expands the affected U-block listing to include P/N 28-14117-13. (Enstrom had received a report of an instance that contact was evident after replacing a set of P/N ECD084-1 T-T straps.) This design matches the current production configuration.

Aspects of the SIL are performed in conjunction with modification of the retention assembly via STC SR03465CH (Installation of P/N AA-ECD-084-480 T-T Strap Assemblies) or if there is contact between the retention assembly and the U-block.

5. COMPLIANCE:

For a helicopter replacing T-T straps, inspection of the universal block and rework, if required, shall be performed in accordance with paragraph 6.

## NOTE

**Perform all related system maintenance IAW the Enstrom TH-28/480 Maintenance Manual (MM). Paragraph references are noted where applicable.**

## 6. INSTRUCTIONS:

**NOTE**

**If replacement T-T strap assemblies (P/N AA-ECD-084-480 or P/N ECD084-1) have been installed and there is no contact between the retention assembly and the U-block, no action is required.**

- 6.1 Using a flashlight or similar light source, visually inspect the area between the retention assembly and the U-block for contact. Refer to Figure 1 for a closeup of the area to inspect.
  - 6.1.1 If contact is evident, proceed to step 6.2. Contact would exhibit as wear marks and/or denting in the cover.
  - 6.1.2 If no evidence of contact is visible, no action is required.
- 6.2 Remove the main rotor retention assembly parts:

**NOTE**

**Refer to the applicable instructions in the MM to remove and disassemble the U-block (reference MM paragraph 9-8 and MM paragraph 9-21).**

- 6.2.1 P/N AA-ECD-084-480 installation: As instructed in Installation Instructions Document, AA-ECD-084-280/-480.
- 6.2.2 P/N ECD084-1 installation: As instructed in paragraph 9-14 of the MM.
- 6.3 Mill the flats and chamfer the outboard top and bottom edges as shown in Figure 2 (63 maximum surface finish).
- 6.4 Epoxy prime the reworked surface. (Epoxy primer may be procured from a local source.)
- 6.5 Re-install the retention assembly:

**NOTE**

**Refer to the applicable instructions in the MM to assemble and install the U-block (reference MM paragraph 9-11 and MM paragraph 9-24).**

- 6.5.1 P/N AA-ECD-084-480 installation: As instructed in Installation Instructions Document, AA-ECD-084-280/-480.
- 6.5.2 P/N ECD084-1 installation: As instructed in paragraph 9-19 of the MM.

## 7. PARTS: None

8. SPECIAL TOOLS OR EQUIPMENT: None

9. MAN-HOURS: 15 minutes (inspection)

10. WARRANTY: N/A

11. WEIGHT CHANGE: N/A

12. LOG BOOK ENTRY:

Record the universal block serial number and note “Reworked in accordance with SIL T-067 Revision 1” and as required for maintenance actions.

13. REPETITIVE INSPECTIONS: None

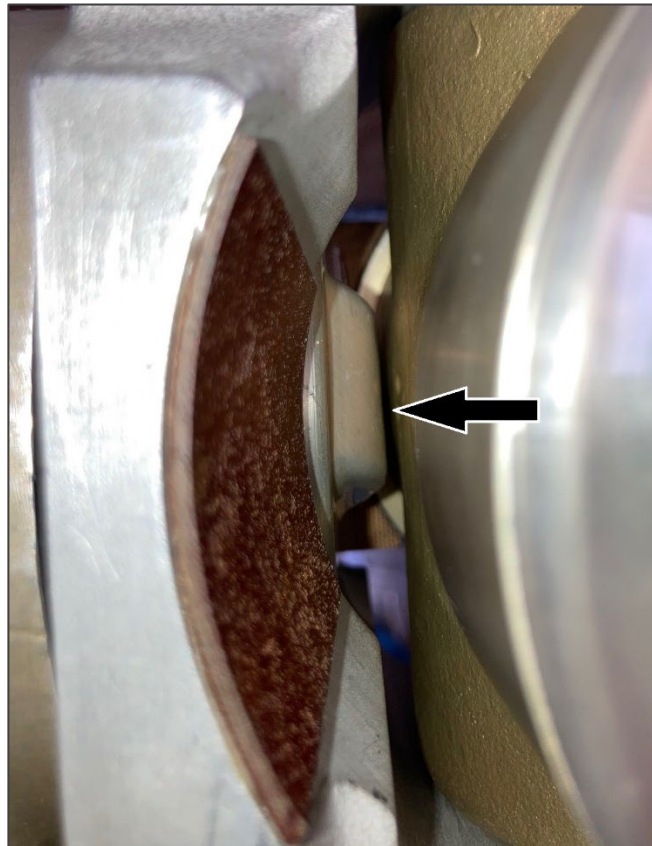


Figure 1. Universal Block Inspection Area (as indicated by the arrow)

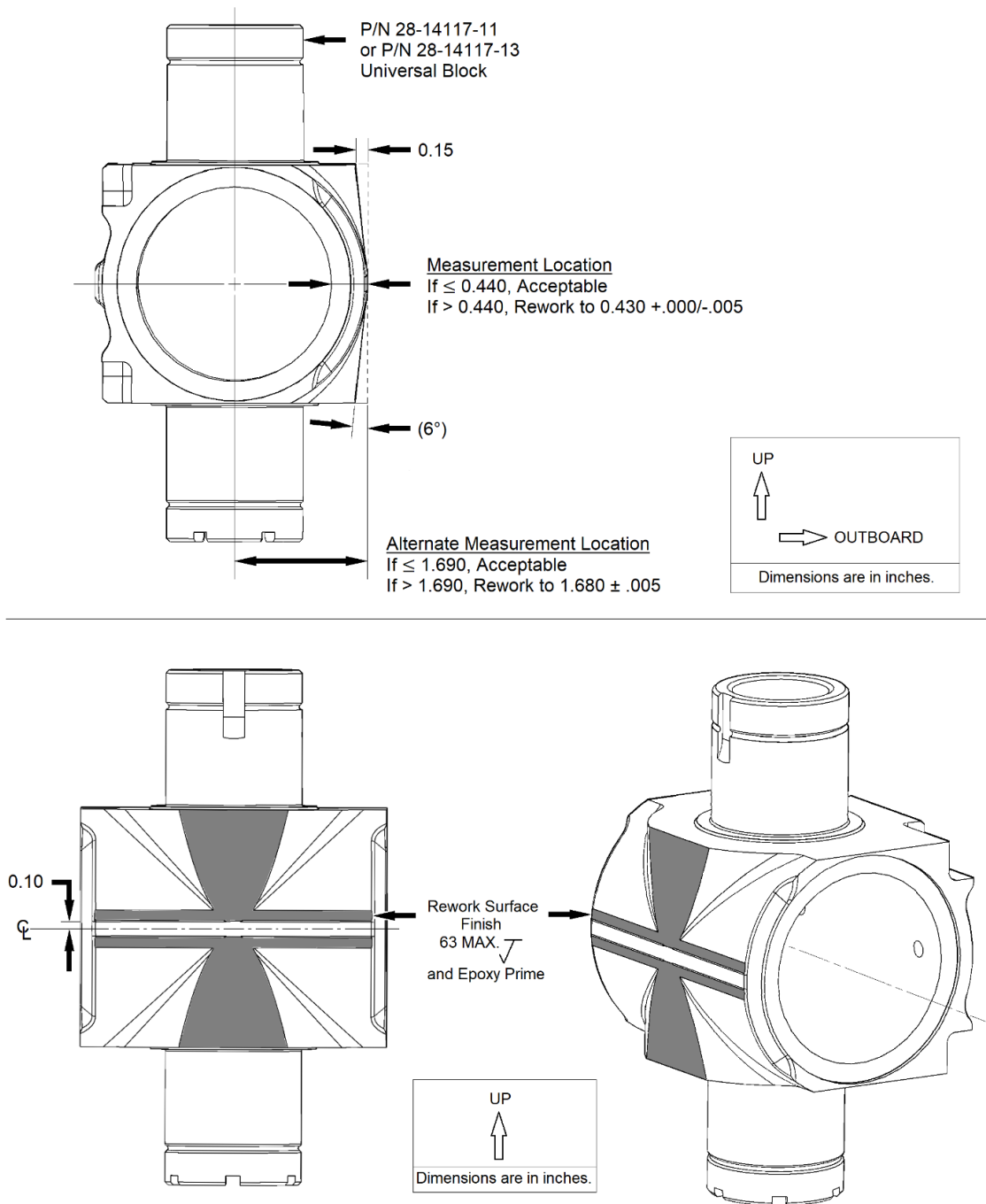


Figure 2. Universal Block Inspection and Rework Criteria