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# SERVICE INFORMATION LETTER

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SIL T-075

- DATE: January 16, 2025
1. SUBJECT: Upper Pulley, P/N 4130538-11
2. MODEL: 480 and 480B
3. EFFECTIVITY: S/N 5042 and subsequent  
(Earlier S/N may be affected if the originally installed upper pulley was replaced with P/N 4130538-11 upper pulley. P/N 4130538-11 is the only upper pulley configuration designed with lightening holes.)

4. BACKGROUND:

Enstrom had received an upper pulley, P/N 4130538-11, that exhibited a crack along the length of one of the lightening holes. The crack is parallel and closest to the center bore of the upper pulley (refer to Figure 1). The helicopter had logged 2400 hours at the time the upper pulley was removed from service.

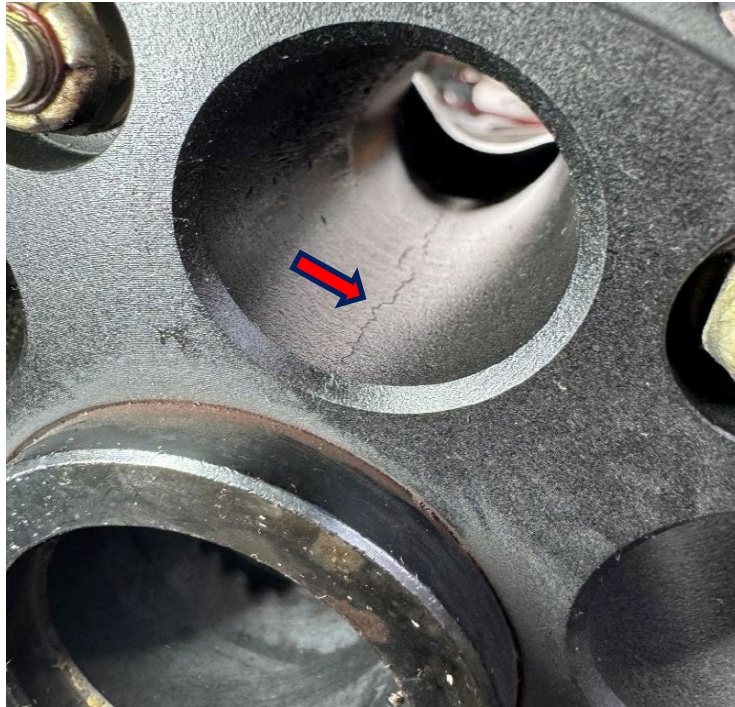
This Service Information Letter (SIL) is intended to request all owner/operators to inspect the upper pulley for cracks and provide Enstrom with the results of the inspection.

5. COMPLIANCE:

- 5.1 At the next scheduled 100 hour/annual inspection or if the upper plenum/air inlet is scheduled to be removed, whichever occurs first, inspect the upper pulley for cracks in accordance with Paragraph 6.
- 5.2 For any spare/stocked upper pulley, inspect the upper pulley for cracks in accordance with Paragraph 6.

## NOTE

**Perform all maintenance in accordance with the TH-28/480 Series Maintenance Manual (MM).**



*Figure 1. Close-up view of the upper pulley – Crack is in the base of a lightening hole  
(Shown with spline adapter installed in the upper pulley bore)*

## 6. INSPECTION:

- 6.1 If not already removed, remove the upper plenum (MM Para. 13-28).
- 6.2 Locate and note the S/N of the upper pulley. The S/N will be engraved in the black anodized surface.
- 6.3 Using a clean cloth dampened with soapy water, wipe the surface of the lightening holes to remove any residue. (There are six lightening holes.)

### NOTE

**Inspection can be facilitated by having a second person available to manually turn the transmission.**

- 6.4 Using a suitable light source and 10x magnifying glass or borescope, visually inspect each of the upper pulley lightening holes for cracks.
  - A. Pay particular attention to the surface at the base of the lightening hole closest to the center bore of the upper pulley.

**NOTE**

**Inspect the lightening holes from both the forward and aft sides of the upper pulley.**

6.5 If no cracks are detected:

- A. No further action is necessary.
- B. If required, reinstall the upper plenum (MM Para. 13-31).
- C. Report the results to Enstrom Helicopter Customer Service by Phone, (906) 863-1200, or Email, [Contact Us - Enstrom Helicopter Corporation](#) (via the Enstrom Helicopter website). Be prepared to provide the information listed in step 6.8.

6.6 If a crack is detected:

- A. Remove the upper pulley from service and replace it with an airworthy P/N 4130538-11 upper pulley prior to flight.
- B. If required, reinstall the upper plenum (MM Para. 13-31).
- C. Ship the cracked upper pulley to Enstrom Helicopter Customer Service. Proceed to step 6.7.

6.7 If shipping a cracked upper pulley to Enstrom Helicopter:

- A. Attach a tag to the upper pulley that includes:
  - 1) Information listed in step 6.8.
  - 2) Write, “**Reference: SIL T-075,**” on the tag.

6.8 Upper pulley information:

Aircraft S/N \_\_\_\_\_ Aircraft Total Time \_\_\_\_\_  
Upper Pulley P/N \_\_\_\_\_ Upper Pulley S/N \_\_\_\_\_  
Hours Time-in-Service \_\_\_\_\_  
Owner \_\_\_\_\_  
Point of Contact \_\_\_\_\_  
Address \_\_\_\_\_  
Phone \_\_\_\_\_  
Email \_\_\_\_\_

7. PARTS: N/A
8. SPECIAL TOOLS OR EQUIPMENT: N/A
9. MAN-HOURS: 15 minutes (inspection)
10. WARRANTY: Per Enstrom policy
11. WEIGHT CHANGE: N/A
12. LOG BOOK ENTRY: As required for maintenance actions
13. REPETITIVE INSPECTIONS: N/A