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SERVICE DIRECTIVE BULLETIN

SDB T-066

DATE: March 30, 2026

SUBJECT: Pulley Shroud Assembly Inspection and Modification

MODEL: 480 and 480B

EFFECTIVITY: All

1. BACKGROUND:

Enstrom has received a report of an unraveled main rotor drive belt combined with the finding of substantial wear damage to the forward flange of the pulley shroud assembly. The profile and location of the wear damage indicates that an exposed, loose and/or frayed segment of the main rotor drive belt cord had been abrading the flange.

This Service Directive Bulletin (SDB) requires inspection of the pulley shroud assembly for evidence of wear damage and authorizes a modification to the pulley shroud assembly.

2. COMPLIANCE:

A. Review the Repetitive Action requirements of SDB T-046 (Para. 13.3).

B. In conjunction with the 50 hour inspection required in SDB T-046 or at the next scheduled 100 hour/annual inspection, whichever occurs first, inspect the pulley shroud assembly for wear damage and modify the pulley shroud assembly in accordance with paragraph 3.

3. PROCEDURE:

NOTE: Reference aids for completing the following procedure include:

- Figure 1 through Figure 4 in this SDB
- SDB T-046
- TH-28/480 IPC Figure 6-3
- TH-28/480 MM Para. 4-45 Step 8A and Para.13-27 through Para. 13-31

A. Remove the upper plenum/air inlet in accordance with MM paragraph 13-28 (Figure 1).

B. Cover the upper plenum openings, the air particle separators, and the transfer ducts (on aircraft).

C. Inspection:

1) Inspect the upper plenum/air inlet assembly in accordance with MM paragraph 13-29.

2) Inspect for the presence and condition of the spacer (shim) bonded to the bottom of the upper plenum/air inlet assembly (Item 35 IPC Figure 6-3).

3) Inspect the pulley shroud assembly for wear damage (Figure 2).

4) If the inspection procedures are satisfactory and no damage is detected, proceed to step E.

D. Repair:

1) Refer to MM paragraph 13-30 step A.

2) If required, install or replace the spacer (MM paragraph 13-30 step B).

3) If the flange of the pulley shroud assembly exhibits wear damage similar to the pattern of the wear damage shown in Figure 2:

a) Inspect the condition of the belt cord and seal the belt edge, as required, in accordance with SDB T-046.

b) Proceed to step E.

E. Modification:

NOTE: It is not necessary to disassemble the upper plenum/air inlet assembly.

CAUTION: Ensure the plenum openings and the air particle separators are covered to prevent contamination of the air induction system.

CAUTION: Use care when utilizing either a manual or powered cutting tool.

1) If not already accomplished, cover the upper plenum openings and the air particle separators to prevent contamination.

2) Mark the corner of the forward right side of the pulley shroud assembly per the dimensions in step a) below. This represents the area that will be trimmed.

a) The dimensions are defined as 1.0 in/2.5 cm back from the forward edge and 2.0 in/ 5 cm up from the bottom of the shroud (Figure 3).

3) Use a cutting tool (multi-tool (oscillating) or a bone saw) to cut along the mark.

4) Sand the edge to a smooth finish (80 to 150 grit).

a) Refer to Figure 4 for the finished appearance.

F. Installation:

1) Remove the covers from the upper plenum openings, the air particle separators, and the induction tubes.

2) Install the upper plenum/air inlet in accordance with MM paragraph 13-31.

4. PARTS: None

5. SPECIAL TOOLS: None

6. ESTIMATED MAN HOURS: 4 hours (inspection and modification)

7. WARRANTY: N/A

8. WEIGHT CHANGE: N/A

9. LOG BOOK ENTRY: As required for maintenance actions.

10. REPETITIVE INSPECTIONS: Refer to SDB T-046.

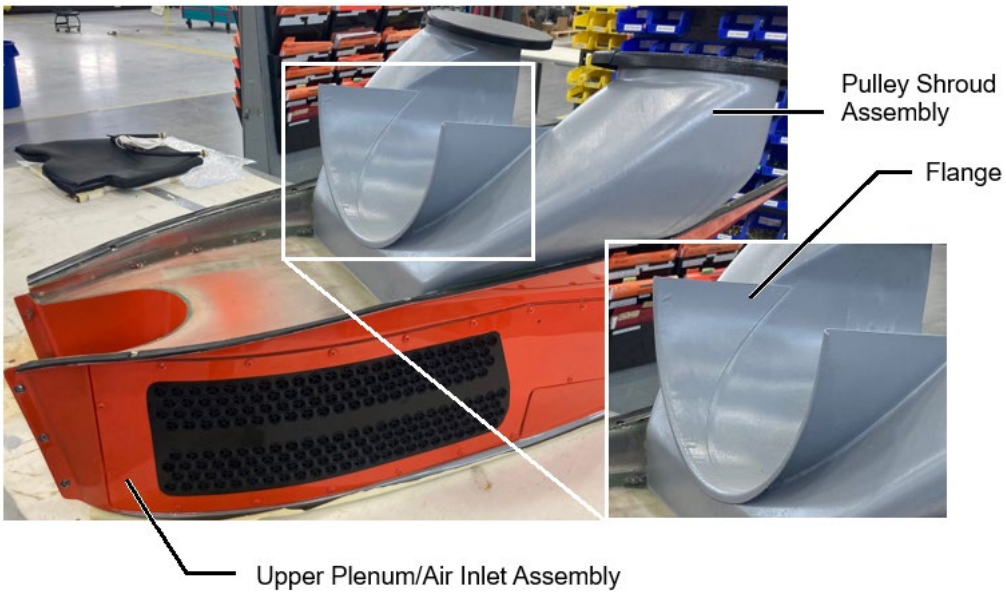

Figure 1. Upper Plenum/Air Inlet Assembly Components
(Shown removed from helicopter and placed upside down)

Figure 2. Wear damage to flange
(Flange shown disassembled from pulley shroud assembly)

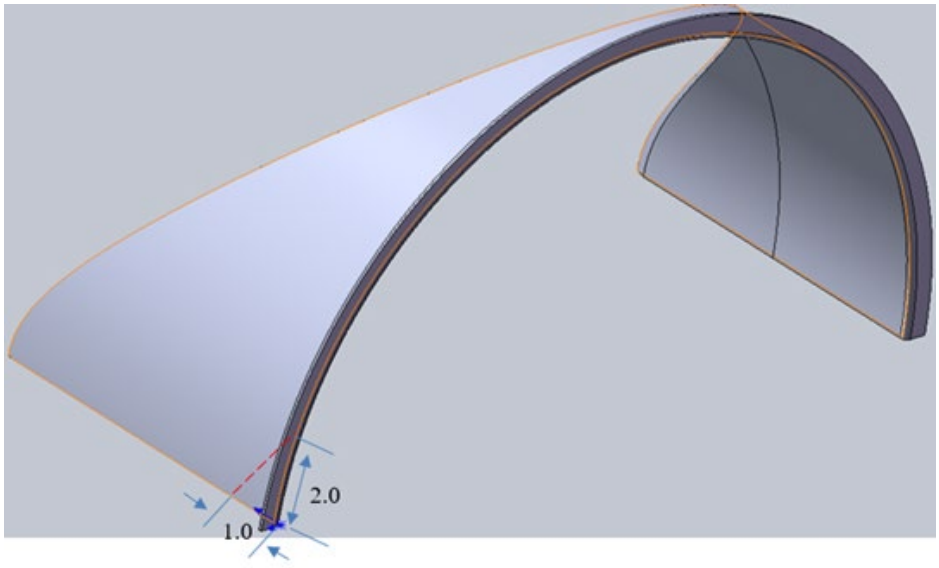

Figure 3. Dimensions of area removed from the pulley shroud flange

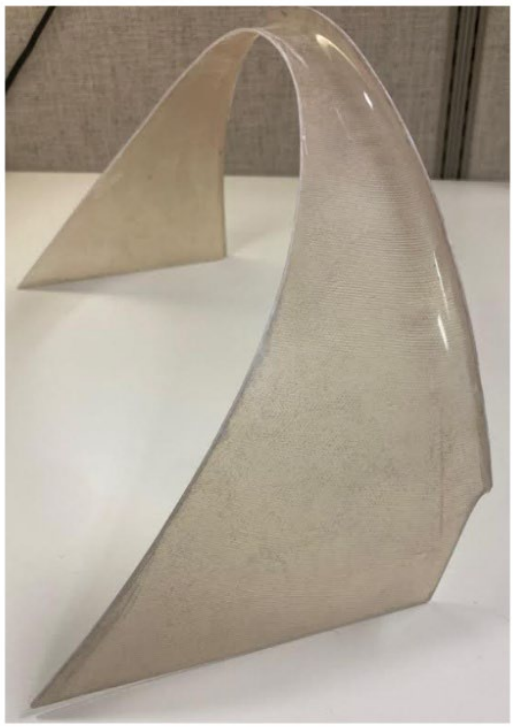

Figure 4. Finished appearance of modified pulley shroud flange; shown unpainted and uninstalled