
Section 1. Swedish Manufactured Aeronautical Products

AIRWORTHINESS

DIRECTIVE NO: 1-190

AIRCRAFT TYPE: SAAB 2000

SERIAL No:s

AFFECTED: SAAB 2000 -004 thru -063

SUBJECT: Electrical Power - AC Generation - Inspection of Terminals on the Generator Relay (7XA and 8XA).

BACKGROUND: During an inspection flight of a Saab 2000 aircraft when single engine operation was performed, the engine was stopped using the fire handle. The generator was immediately de-energized and all electrical loads were transferred to the opposite side generator but this generator disconnected and the aircraft entered Battery Mode Only, which increased pilot workload. When the APU generator came on line automatically, the AC electrical power restored and the BATTERY MODE ONLY master warning went off.

The reason for this occurrence was a broken terminal stud on a main generator relay, which was first shown when the electrical loads transferred to the opposite side generator.

The probable cause for the broken terminal stud was too high torque used during installation of the cable.

REFERENCE DOCUMENTS: Saab Aircraft Mandatory Service Bulletin SAAB 200-24-017 dated 3 April 2003 or later revision.

ACTIONS: Perform actions according to Saab Aircraft Mandatory Service Bulletin SAAB 200-24-017 dated 3 April 2003 or later revision.

COMPLIANCE TIME: To be performed within 6 months from the effective date of this SAD.

EFFECTIVE DATE: 4 April 2003

LFS: 2003:38

LUFTFARTSVERKET
Aviation Safety Authority

The actions contained in this directive and reference document(s) have been classified as mandatory for aircraft on Swedish register

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