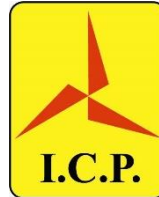




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I.C.P. Srl



SERVICE BULLETIN 33 – Savannah SR brake pedals replacement

	Function	Name	Signature
Prepared	TECNIC - Technical Manager	Federico Peronato	
	N/A	N/A	N/A
Verified	TECNIC - Technical Manager	Federico Peronato	
Approved	DIG - Accountable Manager	Tancredi Razzano	

Revision	Date	Description	Issued by
00	17/07/2024	First issue	Federico Peronato



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1. Classification

The following classification is used for I.C.P. Srl manufacturer Service Bulletins: Mandatory - Recommended - Optional - Informational.
The present Service Bulletin has been classified:

MANDATORY

2. Subject

Brake pedals replacement.

2.1. Reason

The brake pedal flange connected to the brake pump is considered not strong enough for its function. This flange has been found lightly bent after a really strong braking action, during operative conditions.
Additionally, the arms produced between the rudder pedal, the brake pedal and brake pump are considered potentially dangerous, causing rudder pedal lock at full deflection, in case of brake pump bottomed (e.g.: oil totally absent if the brake line is eventually leaking or cut).
The combination of this two potential safety impacting factors, determined the brake pedals re-design, by adding a reinforcement of the pedal flange and an end-of-run stop.



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3. Applicability

All the Savannah SR within the following list of Table 1 are affected by the present Service Bulletin:

23-01-56-0001	24-04-56-0015-K
24-01-56-0002-R	24-04-56-0018-K
24-01-56-0004-K	24-04-56-0019-K
24-01-56-0005-R	24-04-56-0020-K
24-02-56-0006-K	24-04-56-0021-K
24-02-56-0007-R	24-05-56-0022-K
24-02-56-0009-R	24-05-56-0023-K
24-03-56-0010-K	24-05-56-0024-K
24-03-56-0011-R	24-05-56-0025-K
24-03-56-0013-K	24-06-56-0026-K
24-04-56-0014-K	

Table 1: Affected airplanes

4. Compliance

The present Service Bulletin must be applied within the next scheduled maintenance action or 1 month, which one comes before. To operate the airplane in the meantime is needed to apply the limitation reported in the Chapter 9.4.

5. Approval

No authorities.



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6. Labor time

The labor time is 10 minutes in case of “Standard left brake pedals” and 20 minutes in case of “Dual side brake pedals” (see *Table 2*).

7. Warranty

Establish the configuration of the airplane according to the description of *Table 2*.

Once identified the applicable configuration of the certain airplane, the parts are supplied for free, including the shipment. For Ready to Fly airplanes, it is recognized also the installation labor time specified in *Chapter 6.*, at the cost of I.C.P. hourly rate.

7.1. Contacts

Telephone	:	(+39) 011 9927503
Website	:	http://www.icp.it
Email	:	info@icp.it
PEC	:	icpsrl@pec.it
C.C.I.A.A.	:	00611190059
VAT number E C.F.	:	(IT) 00611190059
Address	:	S.P. 16 km 15,150 Castelnuovo Don Bosco, Italy, 14022
Airworthiness	:	tecnico@icp.it
National Dealers	:	https://www.icpaviazione.it/en/dealers/



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7.2. Support

Parts and additional information can be requested to the National Dealer or directly to I.C.P. Srl to the email info@icp.it.

7.3. Material - Price and Availability

The following materials are needed to apply the present Service Bulletin:

Configuration	Material
Standard left brake pedals	SC380L
	SC380R
	4x cotter pins 91CI1515
Dual side brake pedals	2x SC380L
	SC380R
	8x cotter pins 91CI1515

Table 2: Materials

When identified the applicable configuration to a certain airplane, the parts could be requested and supplied directly by I.C.P. Srl, or eventually via National Dealer. The parts are supplied for free, according to the description of *Chapter 7*.

8. Tools and Equipment

The tool needed is essentially a “safety wires pliers” for aeronautic purpose, used to re-install properly the cotter pins removed during the parts replacement.



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9. Variations

9.1. Weight and Balance

No change at the aircraft level.

9.2. Electrical load

None.

9.3. Interchangeability

None.

9.4. Limitations

Apply the following limitation to all flight before the Service Bulletin is applied.

Apply freely the rudder / rudder pedals excursion up to 3/4 of run in combination, when needed, with any brake pedal forces.

Instead, when applied the rudder / rudder pedals from 3/4 to full excursion, DO NOT apply simultaneously any brake pedal force in the pedal positioned backward (pilot point of view).



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10. Accomplishment Instructions

10.1. Reference documents

Construction Manual Kit 1 Chapter 00 - Introduction (CMK1-SVSR-CAP00-Rev04)

Construction Manual Kit 1 Chapter 01 - General information (CMK1-SVSR-CAP01-Rev02)

Construction Manual Kit 1 Chapter 14 - Cockpit-Controls and tail installation (CMK1-SVSR-CAP14-Rev03)

10.2. Instructions

Apply the following list of points to perform the Service Bulletin. All the references used are inherent to the *Construction Manual Kit 1 Chapter 14 - Cockpit-Controls and tail installation (CMK1-SVSR-CAP14-Rev03)*.

- Page 16, Figure 25: remove the AN3 bolt with castle nut and cotter pin which connects the brake pump to the brake pedal;
- Page 12, Figure 18: remove the pin SC223 from the brake pedal (SC380L, SC380R), by removing the lateral cotter pins;
- Page 12, Figure 18: install the new brake pedals SC380L to the left and the SC380R to the right by using the pin SC223. Install the cotter pin 91CI1515 in both side of the pin;
- Page 16, Figure 25: install the AN3 bolt with castle nut to connects the brake pump to the brake pedal. Close the castle nut to contact (no torque is required). Install the cotter pin 91CI1515 in the bolt/castle nut.



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10.3. Verifications

Verify both brake pedals are installed correctly on their hinge, with cotter pins installed.
Verify brake pumps installed on brake pedals, with castle nuts and cotter pins installed.

10.3.1. Ground test

Verify rudder pedals are free to move along the entire run.
Verify the brake pedals excursion and press on brake pumps for all the possible positions of rudder pedals.
Perform brakes check.

10.3.2. Flight test

Not required.

10.3.3. Documentation

Aircraft maintenance logbook entry of Service Bulletin and eventual additional related operations. It is mandatory to send back to I.C.P. Srl an image or scan of the logbook entry after the SB application. If not present a dedicated logbook, use the final pages of the Maintenance Manual of the aircraft (Chapter Maintenance record). If not sent the entry to ICP, the work is considered not executed in terms of aircraft warranty and safety problems related.



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