AD/ELECT/28 Prestolite Alternator SRE Bearing Inspection 9/79 Amdt 3

Applicability: Prestolite ALV-9400 to ALV-9410 series gear driven alternators.

Requirement: Remove the slip ring and bearing cover by using a small sharp chisel, knife blade, or screwdriver to pry it out of the alternator slip ring head. Care must be taken not to damage the end head or bearing cover. If the bearing cover is damaged during removal it must be replaced.

Without further disassembly visually inspect the bearing and shaft end for discoloration or any sign of overheating or wear. Pay particular attention to the bearing inner and outer race.

If there is any sign of overheating or an indication that the rotor shaft has been turning in the inner race or the outer race turning in the end head, the alternator must be removed and repaired.

If the rotor shaft has been turning in the bearing inner race, the rotor and bearing must be replaced. If the bearing outer race has been turning in the end head, the bearing and end head must be replaced.

Check the bearing grease for any sign of overheating or contamination such as dirt, or metal filings. If the grease is a dark brown or black colour, or is so contaminated, the alternator must be removed and the bearing replaced.

If the bearing shows no sign of discoloration, overheating, wear or contamination the bearing only (not the entire cavity) should be regreased with Caltex RPM Grease SRI-2 only.

Note. The following SBs refer to this inspection: Prestolite ASMIO, Rolls Royce T-324, Continental TCM M75-30 and FAA AD 76-02-07.

Compliance: Within 100 hours time in service after 30 July 1976 and thereafter at intervals not exceeding 100 hours time in service or 500 hours time in service for alternators modified as per Rex Aviation Modification RA-C-1541.