

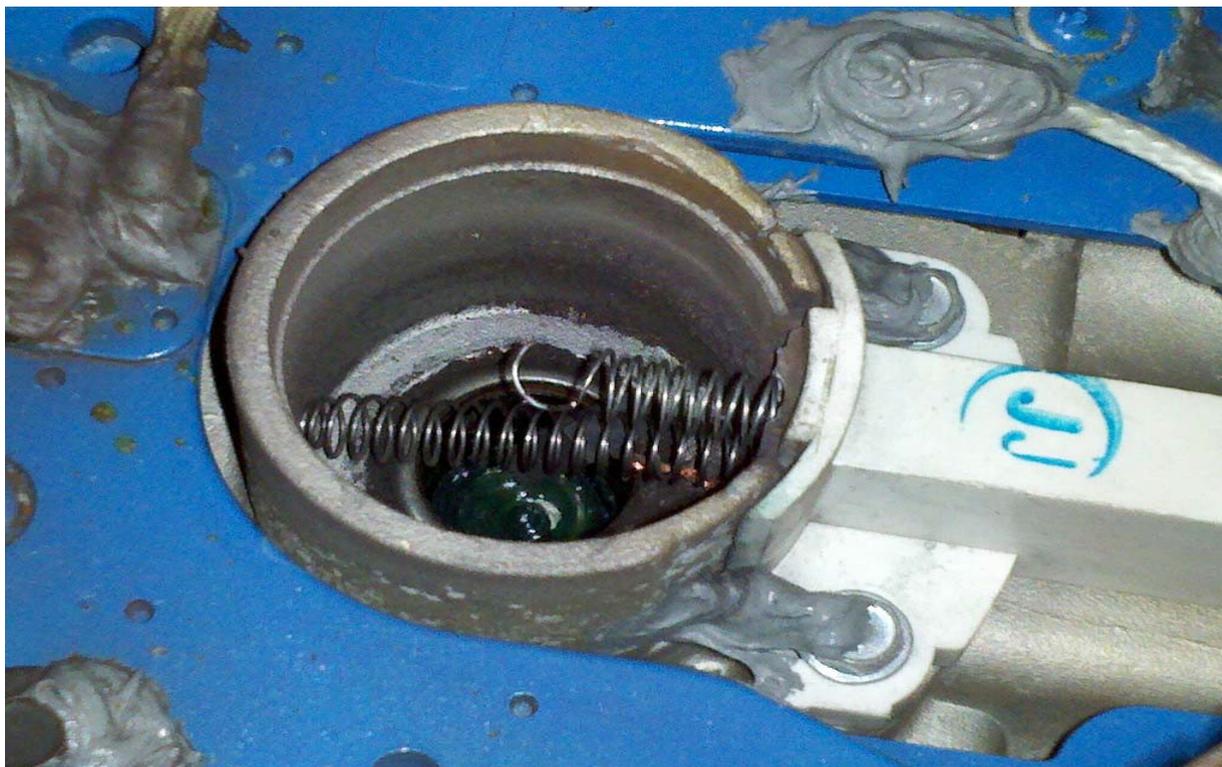
Cessna Alternator P/N 99105923, Brush Failure, ATA 2434

(This report references a Cessna T206H aircraft with a Lycoming TIO540AJ1A engine.)

"The alternator field circuit breaker tripped intermittently over the last 25 hours, (causing) various instances of radio noise," states this mechanic. "The alternator remained functional. (I) suspected possible brush failure, and elected to replace the alternator during an Annual Inspection.

"The alternator was disassembled—found the ground brush (to be) 0.375 inches long. The field brush was completely disintegrated, with the spring contacting the slip ring. This alternator is only available from the manufacturer. There are no known third party overhaul facilities. The aircraft manufacturer service documents provide no service or parts data. There are no aircraft manufacturer inspection protocols beyond external security checks. Brush and/or slip ring inspection can only be accomplished by disassembly of the case.

"I suggest a re-design to permit proper periodic inspection the brushes, make service and overhaul data available, and/or improve quality. Neither 'operation to failure' or 'periodic mandatory alternator replacement' is (acceptable)."



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Total Part Time 645.0 Hours