

Service Bulletin No. SB24-01

January 2025

SUBJECT: ACS Products Company Keyed Ignition Switches Inspection & Replacement.

REASON FOR BULLETIN: To provide inspection procedures and continued switch integrity and replacement.

EQUIPMENT AFFECTED: All ACS (and Gerdes) keyed ignition switches including but not limited to A-510-2, and planes as listed below in Appendix A:

COMPLIANCE:

1. IMMEDIATE – At the next pre-flight run up PRIOR TO THE NEXT FLIGHT after receipt of this Service Bulletin for all ACS keyed ignition switches.
2. Additionally, it is recommended that all ACS keyed ignition switches be tested as advised in this Service Bulletin every 100 hours or at annual, whichever comes first.
3. Service life of all ACS (and Gerdes) keyed ignition switches is 1000 hours or 10 years, after which switches should be replaced.

GENERAL INFORMATION:

Over time keys and internal switch components may become worn such that it is possible to remove the key from the switch in a position other than the OFF position which could result in an ungrounded magneto, which could lead to unintended engine startup during hand movement of the propeller and possible injuries or fatalities if anyone is near or in the path of the propeller at the time.

If this condition is discovered, immediate switch replacement is necessary. Until the switch can be replaced, ensure that the switch is in the full OFF position before removing the key to ensure that the magnetos are grounded. This test should be repeated for all existing and any newly purchased keys.

DETAILED INSTRUCTIONS:

Pilots and mechanics must always assume that a magneto is in an ungrounded condition and stay out of the arc of the propeller.

With the master battery contactor switch off, slowly rotate the ignition switch counterclockwise from the “START” position to the “OFF” position while gently trying to pull the key out of the switch. If the key can be removed in ANY position other than “OFF” the switch should be replaced immediately.

A logbook entry with inspection results should be made to show compliance with this immediate inspection requirement.

Appendix A:

Make:	Model:	TCDS:	Serial Number:
Cessna	150, 150A-150H 150J-150M A150M	3A19	15017001 thru 15079405 A1500610 thru A1500734 15279406 and up A1520735 and up
Cessna	152 A152 172D-172I 172K-172N, 172P 172Q	3A12	17249545 thru 17276516
Cessna	177, 177A, 177B	A13CE	1770000 and up
Cessna	177RG	A20CE	177RG0001 and up
Cessna	180H	5A6	18051446 thru 18052284
Cessna	182E-182H 182J-182N, 182P 182Q	3A13	18253599 thru 18267715
Cessna	185, 185A-185E	3A24	185-0001 thru 1851149
Cessna	U206C-U206G TU206C-TU206G P206C-P206E TP206C-TP206E	A4CE	U206-0195 and up P206-0420 thru P20600647
Cessna	207, 207A T207, T207A	A16CE	20700001 and up 20700001 and up
Cessna	210G, 210H 210J-210N, 210R, T210G, T210H T210J-T210N, T210R	3A21	21058819 and up T210-0198 and up
Reims Aviation	F150G, F150H F150J-F150M FA150K, FA150L	A13EU	F15001249 and up FA1500282 and up
Reims Aviation	F152 FA152	A13EU	F15201429 and up FA1520037 and up
Reims Aviation	F172	A4EU	F172-0019 and up
Cessna	185, 185A-185E	3A24	185-0001 thru 1851149

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Make:	Model:	TCDS:	Serial Number:
Cessna	U206C-U206G TU206C-TU206G P206C-P206E TP206C-TP206E	A4CE	U206-0915 and up P206-0420 thru P20600647
Cessna	207, 207A T207, T207A	A16CE	20700001 and up 20700001 and up
Cessna	210G, 210H 210J-210N, 210R T210G, T210H T210J-T210N, T210R	3A21	21058819 and up T210-0198 and up
Reims Aviation	F150G, F150H F150J-F150M FA150K, FA150L F152 FA152	A13EU	F15001249 and up FA1500282 and up F15201429 and up FA1520337 and up
Reims Aviation	F172	A4EU	F172-0019 and up