

Subject: 1.) Improvement of the liquid cooling temperature display of the ILEC Power-Plant Control Unit with an instrument diameter of 57mm.
2.) Improved assignment of the two ignition circuits to corresponding fuses.

Applicability: **ASH 31 Mi** TCDS EASA.A.538, all serial numbers equipped with the small ILEC Power-Plant Control Unit (instrument diameter 57 mm) from new on or retrofitted by TM 04 of the ASH 31 Mi. The predecessor device with an instrument diameter of 80 mm is **not** affected.

Urgency: 1.) None, the hardware and software change is only recommended if the liquid cooling temperature display shows a very volatile readings.
2.) None, the hardware change is recommended for reasons of reliability.

Reason: 1.) The newer and smaller ILEC engine control unit with the type designations "ASH31Mi" may indicate a discontinuous liquid cooling temperature. The new hard- and software is able to filter external disturbances and thus stabilize the temperature display.
2.) If one external fuse fails, both ignition circuits may fail.

Action: 1.) Send the ILEC engine control unit to the company ILEC or Alexander Schleicher GmbH to change the hardware and software. A marking on the device does not take place, since the hardware and software status can be read out by means of the display. The devices gets a new hardware version.

These measures are changing the hard- and software versions to:

Device designation (on the rear side)	Hardware version	Software version
ASH31Mi (for ASH 31 Mi with TM 04)	3.06	SW0.3

2.) The hardware version **3.06** also includes a modified electrical connection to pin 2 of the 9-pin connector on the back of the device. This separates the control of the two ignition coil relays from the 1 ampere fuse (in the instrument panel) and leads the cable to pin 2 via an internal, self-resettable fuse.

Software versions **SW0.3** are also compatible with the older hardware version **3.05**, but the temperature display is not significantly improved. The failure safety of the ignition circuits is not improved by the new software, since this depends only on the hardware change.

Material and Drawings: See Action

Mass and Balance: The mass and C. of G. position remains unchanged.

Notes:

All actions are to be inspected by certifying staff according to European Union Commission Regulation (EC) 1321/2014 Part M / Part 66 in the scope of a modification and have to be certified in the sailplane inspection documents and in the sailplane logbook.

The ILEC engine control unit can be removed and reinstalled as Pilot-owner maintenance task.

In countries outside the scope of EC 1321/2014 the corresponding national rules shall apply.

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Alexander Schleicher
GmbH & Co.



(P. Anklam)

This Technical Note bases on a change, which was approved by EASA under the minor change approval EASA 10064607.