

solo AIRCRAFT ENGINES GMBH Industriestrasse 9 D-71069 Sindelfingen	Service Bulletin E.237 – 4 Electric Propulsion system 8000 Series	Seite 1 von 4
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TCDS EASA E.237

Engine type: Solo 8000 / 400 and Solo 8000 / 401

Subject: System freeze due to malfunction and resulting in possible constant power output

Applicability: All gliders fitted with the SOLO Electric propulsion system 8000 series, where the system is powered using other devices than a mechanical switch.

Reason: The system is designed, that in case of malfunction the power will be remain as commanded. A mechanical device must be installed to cut-off power of the motor controller in such an event.

The system can be installed using a mechanical or an electronic actuated switching device to power-up the controller.

Due to potential electromagnetic interference (EMI), electronic actuated switching devices, like relays, triacs or similar, supplying 12V to the RES system may fail to disconnect when the RES master switch is set to OFF. This can result in the motor controller remaining powered and the system becoming unresponsive, with a possible constant power output.

To mitigate this failure mode, in case of an electronic actuated switching device an additional circuit breaker needs to be installed between the DCU and the motor controller. This allows the pilot to manually interrupt power to the motor controller by pulling the circuit breaker, ensuring safe system shutdown.

Compliance: Service Bulletin must be complied with before the next flight if using the RES propulsion system in case of an electronic switching device.

Instructions: To mitigate this unsafe condition, the following corrective actions must be performed:

Action 1: Consult the wiring of the aircraft manufacturer and check if an electronic device or mechanical device operates the motor controller

Action 2: In case of an electronic switching device:
 Modify the wiring according to the following wiring modification between the DCU and the motor controller:

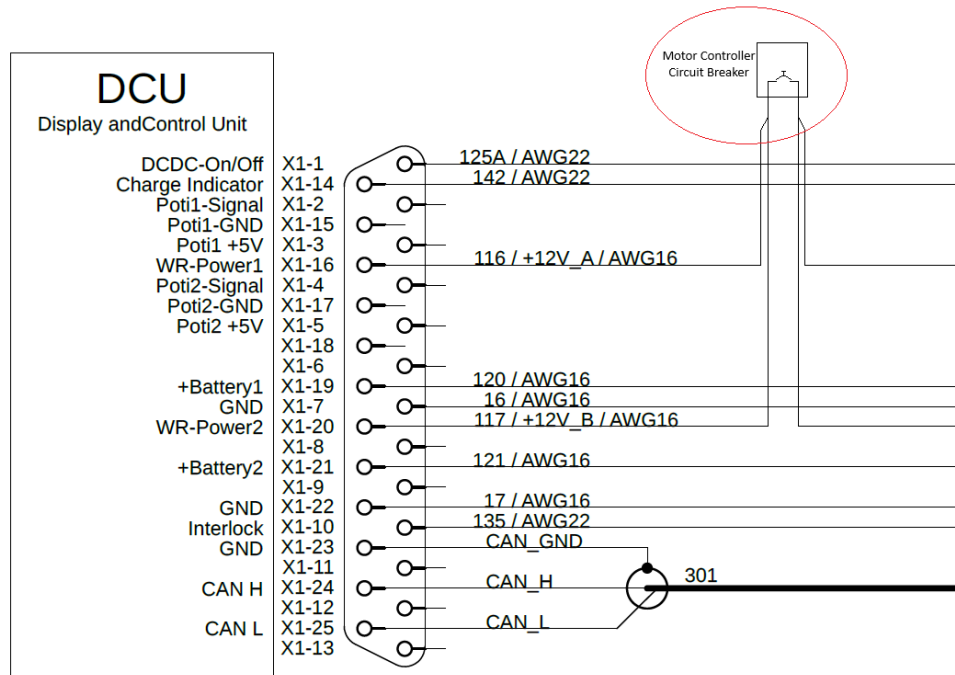
Install a 4A or 5A slow fuse circuit breaker at the panel

Install the following label at the circuit breaker:

RES MC

In case of any unpredictable motor operation,
 pull the RES MC circuit breaker.

Datum / Date: 28.09.2025	Issue: 0	Responsible Person M. Maul
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Material: 4A Klixon 7274 CB
Standard material as required.

Notes: Service Bulletin **E.237-3** must be accomplished in parallel with this Service Bulletin to ensure complete system functionality and compliance.

Work must be must be conducted and released by an appropriately approved organization or personnel.

Currently there are:
SOLO Aircraft Engines GmbH
Industriestrasse 9
D-71069 Sindelfingen

M&D Flugzeugbau GmbH & Co. KG
Streeker Straße 5 b
26446 Friedeburg

DG Aviation GmbH
Otto Lilienthal Weg 2 / Am Flugplatz
76646 Bruchsal

Datum / Date: 28.09.2025	Issue: 0	Responsible Person M. Maul
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solo AIRCRAFT ENGINES GMBH Industriestrasse 9 D-71069 Sindelfingen	Service Bulletin E.237 – 4 Electric Propulsion system 8000 Series	Seite 3 von 4
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The following people are approved for performing maintenance:

Leo Benetti, USA

Marcus Maul, Germany

Sven Koch, Germany

Nils Salberg, Germany

Attention!

This system contains EMI-sensitive components and high-voltage power lines up to 400 V DC. Accidental contact with these lines can result in serious injury or damage.

Before performing any work, ensure that appropriate safety precautions are in place to protect personnel and equipment from exposure to high voltage and electromagnetic interference.

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solo AIRCRAFT ENGINES GMBH Industriestrasse 9 D-71069 Sindelfingen	Service Bulletin E.237 – 4 Electric Propulsion system 8000 Series	Seite 4 von 4
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Declaration of Alteration

Hinweis bitte senden Sie den unteren Abschnitt an Solo Aircraft Engines GmbH zurück, sofern die TM erstmal oder zum wiederholten male durchgeführt wird.

Note please submit the record below to Solo Aircraft Engines GmbH if the SB is being carried out for the first time or for the repeated time.

----- SNIP -----

I hereby declare that the aircraft owned by

Name: _____

Address: _____

City / Town: _____

Country: _____

Aircraft SN: _____

AC Callsign: _____

has been altered in accordance with this instruction on Date : _____

Task performed:

Action 1: mechanical switch ☐ electronic switching device ☐

Action 2: CB installed ☐

Name of Certifying Staff/Owner : _____

Signature: _____

License No: _____

Send this record to:

Solo Aircraft Engines GmbH
 Industriestrasse 9
 D-71069 Sindelfingen (Germany)
 E-Mail: aircraft@solo-germany.com

Datum / Date: 28.09.2025	Issue: 0	Responsible Person M. Maul
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