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**Instructions for Continued Airworthiness  
for  
B&C Specialty Products SB1B-28 Regulator**

The SB1B-28 Standby Alternator Controller has solid state circuitry and has no required replacement interval. Voltage adjustment of the SB1B-28 is not normally required. Deviation from the factory set point of 26.0 volts by more than 0.2 volts may indicate the need for repair or replacement. If this set point is in question, it should be checked using a calibrated digital voltmeter sensing directly between terminals 1 and 7 of the regulator with the engine at over 2000 RPM and Bus load under 3 amps.

The SB1B-28 contains internal over-voltage protection. Grounding for both regulation and over-voltage protection is achieved through terminal 7 of the regulator, through the case mounting bolts and through the grounding stud provided under the terminal strip. At Annual inspections, check the security of the case mounting bolts and the wires attached to terminal 7 and the grounding stud. In addition, the over-voltage protection may be tested for correct operation in one of two ways:

1. Connection to terminal 6 may be isolated from the aircraft wiring at a convenient point and a current limited power supply with an output voltage adjustable between zero and 35 volts attached to terminals 6 and 7 with the positive lead on terminal 6. Connect a 10 ohm, 10 watt resistor from terminal 6 to terminal 5. Limit the output current to 5 amps or less and gradually raise the power supply voltage until the controller shorts the output of the power supply. The power should be removed from terminal 6 within 5 seconds of achieving the shorted condition. The short should occur between 32.0 and 33.0 volts. No short indicates the failure of the over-voltage protection circuitry of the controller and necessity for repair or replacement of the controller. If the test is satisfactory, switch power off, reconnect terminal 6 and remove the 10 ohm resistor.

2. Connection to terminal 6 may be isolated from the aircraft wiring at a convenient

point and a 5 amp in-line fuse connected from the aircraft bus to the negative terminal of a 12 volt lantern battery. Connect a 10 ohm, 10 watt resistor from terminal 6 to terminal 5. Energize the aircraft Bus and momentarily connect the positive terminal of the lantern battery to terminal 6 of the regulator. The fuse should blow immediately. If the fuse does not blow, the over-voltage protection circuit has failed and the regulator must be replaced or repaired. If the test is satisfactory, switch power off, reconnect terminal 6 and remove the 10 ohm resistor.

Failure due to broken wires or damaged connectors may be corrected using repair procedures complying with the latest revision of AC 43.13-xx. All other physical damage or incorrect operation should be referred to the manufacturer for evaluation and repair.

**IF THIS UNIT IS TO BE INSTALLED ON A TYPE-CERTIFICATED AIRCRAFT  
IT MUST BE ACCOMPANIED BY AN STC OR BY A ONE-TIME FIELD APPROVAL**