

# ALERT BULLETIN

AB 2025:22/3-9

10/21/2025

2277236

TO: Epic Aircraft, FAA (AFS-100)

INFO: FAA (AVP-1, AVP-200, AFS-260, AFS-800, AFS-200, AIR-360, AIR-780, MKC-AEG, ANM-100), AMFA, AOPA, ASAP, ATSG, GAMA, IAM, IBT, ICASS, NBAA, NTSB, PAMA, TWU

FROM: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

SUBJ: Epic E1000 Wiring Chafing Issues

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the following:

ASRS received a report from a maintenance technician expressing concern about wire chafing issues they found on an Epic E1000. Reporter stated that several areas of chafing were found, and he was unable to re-route the wire. Reporter stated that this is a new aircraft, and it is unknown if this is an isolated issue.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



**ACN 2277236****DATE / TIME**

Date of Occurrence	202508
Local Time Of Day	0601 to 1200

**PLACE**

Locale	ZZZ.Airport
State	US
Altitude - AGL	0

**AIRCRAFT / EQUIPMENT X**

Make Model Name	Epic E1000 GX
Operating Under FAR Part	91

**COMPONENT 1**

Aircraft Component	Electrical Wiring & Connectors
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**PERSON 1**

Function - Maintenance	Technician
ASRS Report Number	2277236

**EVENTS**

Anomaly	Aircraft Equipment Problem - Critical
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Detector - Person	Maintenance
Result - General	Maintenance Action
Result - Aircraft	Aircraft Damaged

**NARRATIVE 1**

During annual inspection, performing cockpit area inspection, found a large wire/cable very close to instrument panel "shelf/structure" with signs of chafing. Further inspection following the cable run, found another area of chafing on the instrument panel structure/shelf. This chafing was worse than the other area. With very little clearance from structure, if any at all. I was unable to reposition or reroute the cable due to the area and the size and stiffness of the cable. A piece of Teflon was installed on the cable to stop the chafing. However, I feel this is only a temporary remedy as there is no clearance between the cable and metal structure. Owner has been advised and the manufacturer as well. The aircraft will be flown to Epic for further evaluation and final repair.

I'm writing this report due to the seriousness of what I found. A 150 Amp power cable chafing on metal structure behind the instrument panel. I don't know if this is a one off, or if there are other Epic aircraft with similar condition.

The wire/cable runs from the MCR (Master Control Unit) through the firewall center of instrument panel, down below the aforementioned shelf, back up above the shelf over pilots right rudder pedal and outboard and down and aft to aux junction box under the floor. This is a new aircraft, with only 200 hours on it.

**SYNOPSIS**

Epic E1000 Technician reported finding signs of chafing on the cables in multiple areas of the aircraft that may be caused by the lack of clearance between the cables and other structures.