

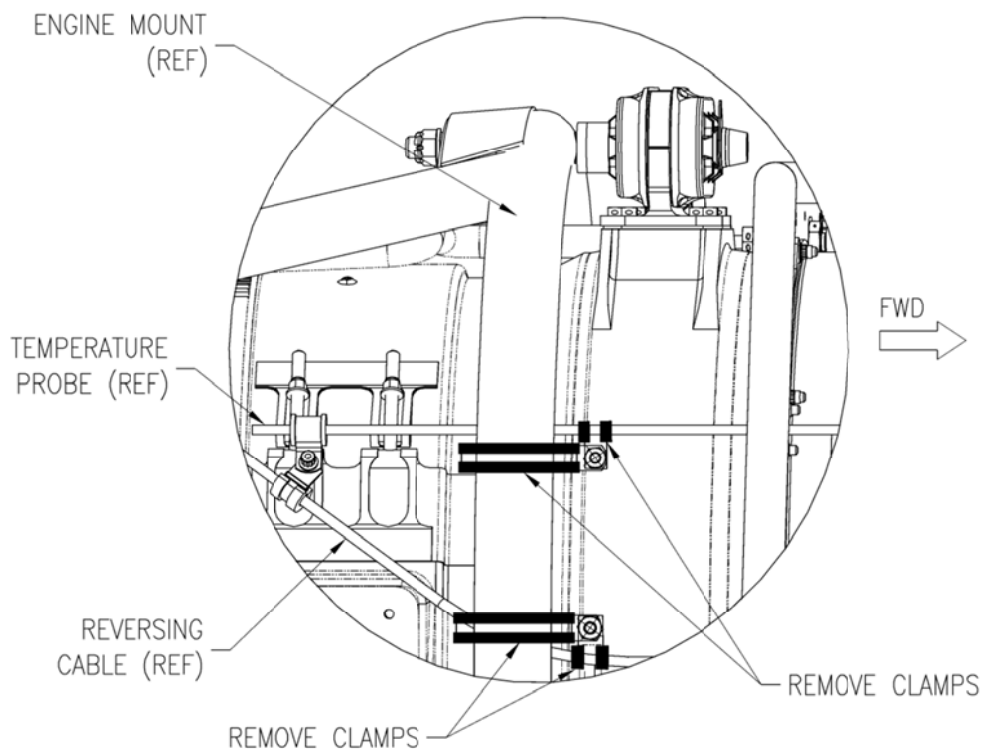
**INSPECTION – ENGINE MOUNT CHAFING**

**1. PLANNING INFORMATION**

- |                                     |   |              |            |       |                   |       |            |
|-------------------------------------|---|--------------|------------|-------|-------------------|-------|------------|
| <b>A. <u>EFFECTIVITY</u></b>        | <table border="0"> <tr> <td style="text-align: left;"><u>MODEL</u></td> <td style="text-align: left;"><u>S/N</u></td> </tr> <tr> <td>750XL</td> <td>101 thru 215, 220</td> </tr> <tr> <td>750XL</td> <td>8001, 8002</td> </tr> </table>   | <u>MODEL</u> | <u>S/N</u> | 750XL | 101 thru 215, 220 | 750XL | 8001, 8002 |
| <u>MODEL</u>                        | <u>S/N</u>  |              |            |       |                   |       |            |
| 750XL                               | 101 thru 215, 220   |              |            |       |                   |       |            |
| 750XL                               | 8001, 8002  |              |            |       |                   |       |            |
| <b>B. <u>REASON</u></b>             | <p>During a review of procedures for Engine Installation was identified that the clearance between the Engine Mount and the Engine Beta Control &amp; ITT Trim Thermocouple could be insufficient and result in chafing on the Engine Mount.</p> <p>Subsequent to the installation of the support clamps by Issue 1 of this Service Bulletin, there have been reports of breakage of the temperature probe at the Engine Fireseal Flange.</p> |              |            |       |                   |       |            |
| <b>C. <u>DESCRIPTION</u></b>        | <p>Issue 2 of this Service Bulletin removes the support clamps installed by Issue 1 and installs anti-chafing tape onto the Engine Mount Tube.</p>  |              |            |       |                   |       |            |
| <b>D. <u>COMPLIANCE</u></b>         | <p>Within 165 Flight Hours.</p>   |              |            |       |                   |       |            |
| <b>E. <u>APPROVAL</u></b>           | <p>By delegated authority.</p>  |              |            |       |                   |       |            |
| <b>F. <u>TOOLING</u></b>            | <p>N/A.</p>   |              |            |       |                   |       |            |
| <b>G. <u>WEIGHT AND BALANCE</u></b> | <p>No change.</p>   |              |            |       |                   |       |            |
| <b>H. <u>REFERENCE</u></b>          | <p>750XL Maintenance Manual.<br/>P&amp;WC PT6A-34A Maintenance Manual</p>   |              |            |       |                   |       |            |
| <b>I. <u>HOURS REQUIRED</u></b>     | <p>1 Hour.</p>  |              |            |       |                   |       |            |
| <b>J. <u>WARRANTY COVER</u></b>     | <p>Normal Warranty conditions apply.</p>  |              |            |       |                   |       |            |

**2. ACCOMPLISHMENT INSTRUCTIONS**

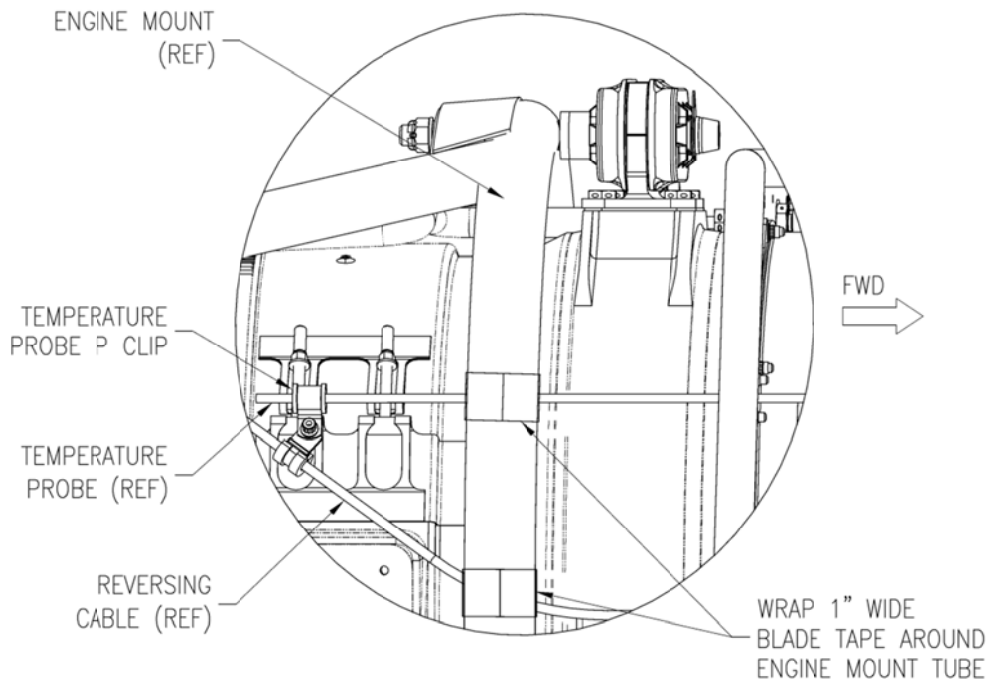
- 1) Remove the Upper Engine Cowl to get access to the Engine Mount inspection area (refer to 750XL Maintenance Manual, Chapter 71).
- 2) If Issue 1 of this Service Bulletin has already been carried out, or if Support Clamps have been fitted at the time of manufacture, proceed as follows:
  - a) **REMOVE** the Support Clamps attaching the Temperature Probe and Reversing Cable to the Engine Mount Tube (refer to Figure 1 below).
  - b) Inspect the Temperature Probe and Reversing Cable for cracking, with particular attention to the attachment of the Temperature Probe to the Fireseal Flange.
  - c) If the Temperature Probe or Reversing Cable Tube is cracked or broken, contact PAL for further information.
  - d) Install anti-chaffing Blade Tape on the Engine Mount Frame (go to Step 4).



**FIGURE 1 VIEW ON R.H.S OF ENGINE SHOWING REMOVAL OF CLAMPS (IF APPLICABLE)**

- 3) If Issue 1 of this Service Bulletin has not been carried out, inspect the Engine Mount on R.H.S. (See Figure 1).
  - a) If chafing or any damage is present on Engine Mount, Temperature Probe or Reversing Cable, contact PAL for further information.
  - b) If no chafing / damage is present, continue on Step 4).
- 4) Remove the P clip attaching the Temperature Probe to the Reversing cable (See Figure 2).
- 5) Route the Temperature Probe and Reversing Cable to achieve a nominal clearance of at least 1/8" with the Engine Mount Tube with no load applied to the Temperature Probe.
- 6) Reinstall the P clip ensuring that there is no bending pressure applied to the Temperature Probe. The spacer may be relocated or the P clip reversed to suit the no-load Temperature Probe location.

- 7) Ensuring the surface is clean, install 1" wide (min) Blade Tape around the Engine Mount Tube adjacent to the Temperature Probe and Reversing Cable (See Figure 2).
- 8) Reinstall the Upper Engine Cowl (Refer to 750XL Maintenance Manual, Chapter 71).



**FIGURE 2 VIEW ON R.H.S OF ENGINE SHOWING INSTALLATION OF BLADE TAPE**

**3. CERTIFICATION**

Record compliance with this Service Bulletin in the Aircraft Log Book.  
The accomplishment of this Service Bulletin is a terminating action.

**4. MATERIAL REQUIRED**

<u>Description</u>	<u>Part Number (Specification)</u>	<u>Qty Required</u>
BLADE TAPE – POLYURETHANE 1" WIDE (MIN.)	8663 (3M)	A/R

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