

# Honeywell

# SERVICE BULLETIN

TPE331

Table 3. Concurrent Service Bulletin(s)

| Service Bulletin Number | Service Bulletin Title                                                                                                                                                                           |
|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TPE331-72-2190          | ENGINE - REDUCTION GEAR AND SHAFT SECTION - Replace/Rework Propeller Pitch Control (PPC) Assemblies, PN 869130-11 thru -14, -16 thru -19, -30 and PN 895481-1, -2, -4 thru -7, -17 thru -20, -22 |

**C. Reason**

**WARNING:** FAILURE TO OBEY THIS SERVICE BULLETIN COULD RESULT IN THE DETACHMENT OF THE PROPELLER PITCH CONTROL LEVER. DEPENDING UPON THE AIRCRAFT CONFIGURATION, THE SEPARATION OF THE LEVER WILL RESULT IN THE INABILITY TO CHANGE FUEL FLOW AND/OR THE INABILITY TO CHANGE THE PROPELLER PITCH (BLADE ANGLE) DURING FLIGHT/LANDING OPERATIONS (PROPELLER GOVERNING); IN GROUND (BETA MODE) OPERATION, THE PROPELLER PITCH WILL NOT CHANGE WITH POWER LEVER MOVEMENT. IF LEFT UNCORRECTED BY THE CREW, THIS CONDITION COULD CAUSE SERIOUS INJURY OR DEATH TO PERSONNEL, AND "DAMAGE TO" OR "LOSS OF" THE AIRCRAFT.

(1) **Problem:**

- (a) There is no backup method to retain the PPC lever if its retention bolt should come loose.
- (b) Loss of accurate propeller pitch control may occur if the PPC lever comes loose due to the lever retention bolt becoming loose.

(2) **Technical Validation:**

- (a) This design was validated by similarity to other units with similar operational properties and requirements.

**D. Description**

- (1) A washer and bolt have been added on the end of the shaft along with a spacer that fits between the PPC lever and the washer.
- (2) This spacer will prevent the PPC lever from excessive movement and to prevent possible binding of the linkage should the PPC lever become loose.
- (3) The new lever screw and serrated shaft bolt will provide lock-wire holes so the two can be lock-wired together to provide an additional locking feature.

**E. Compliance**

- (1) Compliance addresses a safety issue.
- (2) Honeywell recommends that this service bulletin be accomplished at next access to affected parts, but no later than 6 months from the release of the initial issue of this service bulletin. Incorporate on uninstalled engines at time of engine installation on the aircraft.
- (3) Compliance with this service bulletin should only be accomplished if it does not conflict with instructions or recommendations released by the airframe manufacturer.