



SERVICE DIRECTIVE BULLETIN

SERVICE DIRECTIVE BULLETIN NO. T-022

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DATE: December 23, 2005

1. SUBJECT: Overrunning Clutch Oil Level
2. MODEL: TH-28, 480, and 480B
3. EFFECTIVITY: All Serial Numbers
4. BACKGROUND:

There have been field reports of failures of the engine output shaft bearing, P/N ECD-4017, and the overrunning clutch bearing set, P/N ECD-4014. During investigation of the failures, Enstrom determined that low oil level in the overrunning clutch was a common factor. The TH-28/480 Series Maintenance Manual currently requires checking/servicing the overrunning clutch oil level every 50 hours of operation. Enstrom is in the process of making design changes to the overrunning clutch assembly to more easily determine the overrunning clutch oil level.

This Service Directive Bulletin (SDB) increases the frequency of checking/servicing the overrunning clutch from 50 hours to 25 hours until the design changes are certified and released to the field.

5. COMPLIANCE:

At or before the next 25 hours of operation, inspect the oil level of the overrunning clutch and service as required in accordance with (IAW) paragraph 5.1 of this SDB.

5.1. INSPECTION/SERVICING:

NOTE

Perform all maintenance IAW the TH-28/480 Series Maintenance Manual.

A. Inspect the oil level of the overrunning clutch IAW paragraph 4-10 of the TH-28/480 Series Maintenance Manual.

B. When removing the plug from the overrunning clutch cover, note if the overrunning clutch is pressurized.

1. If the clutch is pressurized, the seals in the overrunning shaft bearing housing, engine output shaft bearing housing, and the engine power take-off shaft seals are in good condition.

2. If the clutch is not pressurized and the oil level is low, one or more of the seals listed in the para. 5.1.A.1 is damaged. Following the procedures in the TH-28/480 Series Maintenance Manual, replace the damaged seal(s) as required.

5.2. PARTS:

Refer to the TH-28/480 Series Illustrated Parts Catalog for part number information for the o-rings and seals associated with the overrunning clutch/engine output shaft installation.

6. SPECIAL TOOLS: None

7. MAN-HOURS: .3 Man-hours to inspect the oil level of the overrunning clutch.

8. WARRANTY: Not applicable for inspecting/servicing overrunning clutch oil level.

9. WEIGHT CHANGE: None

10. LOG BOOK ENTRY: Enter compliance with this SDB in the aircraft maintenance records.

11. REPETITIVE INSPECTIONS:

Repeat overrunning clutch oil level inspection/servicing at 25 hour intervals.