



SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 0074

Revision 2

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DATE: April 27, 2016

SUBJECT: Drive Belt Inspection Requirements

MODEL: F-28A, F-28C, 280, 280C

EFFECTIVITY: All serial numbers

COMPLIANCE: Next inspection

The intent of this letter is to provide acceptability criteria for maintenance evaluation of the flight worthiness of the drive belt, P/N 28-13321-1/-13/-15/-17 (F-28A/280) or P/N 28-13302-1/-11/-13 (F-28C/280C). Belt inspection should be part of routine preflight inspection. Inspection should include observing any damage, unusual wear or signs of fatigue and separation of components. All belt surfaces should be examined.

INSPECTION:

CAUTION: Do not reverse belt to perform this inspection. Unnecessary damage may result.

- a. Back of Belt - The back of the belt should be examined for cuts or damage and blisters which may indicate separation of the fabric plies. The belt should be removed if there is any damage which appears to penetrate the fabric cover or if any blisters are present.

A small crack in the back of the belt at the fabric splice is not significant. The belt should be removed however, if there is any loosening or peeling of the fabric in the splice areas.

- b. Edges of Belt - The edge of the belt should be examined for signs of wear. This does not affect the belt directly but would indicate that there is a tracking or interference problem. There may be some fraying of the edge cord and this is not significant. The belt should be removed, however, if an entire cord is beginning to emerge from the belt.

The belt edge should also be examined for signs of separation. The belt should be removed if there is any sign of separation of rubber from the cord.

- c. Belt Rib Surface - Rib cracking is a normal occurrence on this belt and is caused primarily by the reverse bend idler. The cracks normally extend to the base of the rib and go no further. Numerous cracks of this type are not significant.

The belt should be examined for cracks which have extended below the base of the ribs and if this has occurred, the belt should be removed. This is very important if the cracks extend to the cord line and the cord is exposed when the crack is opened.

Loss of small pieces of rib section may accompany the rib cracking. This is normally a random occurrence. The belt should be replaced if there is a loss of three or more adjacent ribs for a length of two inches or more. The belt should be replaced if there is any piece of rib missing which is of sufficient depth to leave the cord exposed.

NOTE: Refer to Figure 1 Photographs A, B, and C for examples of serviceable belts.

NOTE: Refer to Figure 1 Photographs D, E, and F for examples of unserviceable belts which should be replaced

The belt should be replaced:

- a. Whenever it has been determined that cord failure exists.
- b. Whenever edge damage goes beyond the first "V" groove.
- c. When missing pieces of the "V" area becomes large enough to cause vibration in the drive system.
- d. Whenever the operator deems it necessary.

April 27, 2016

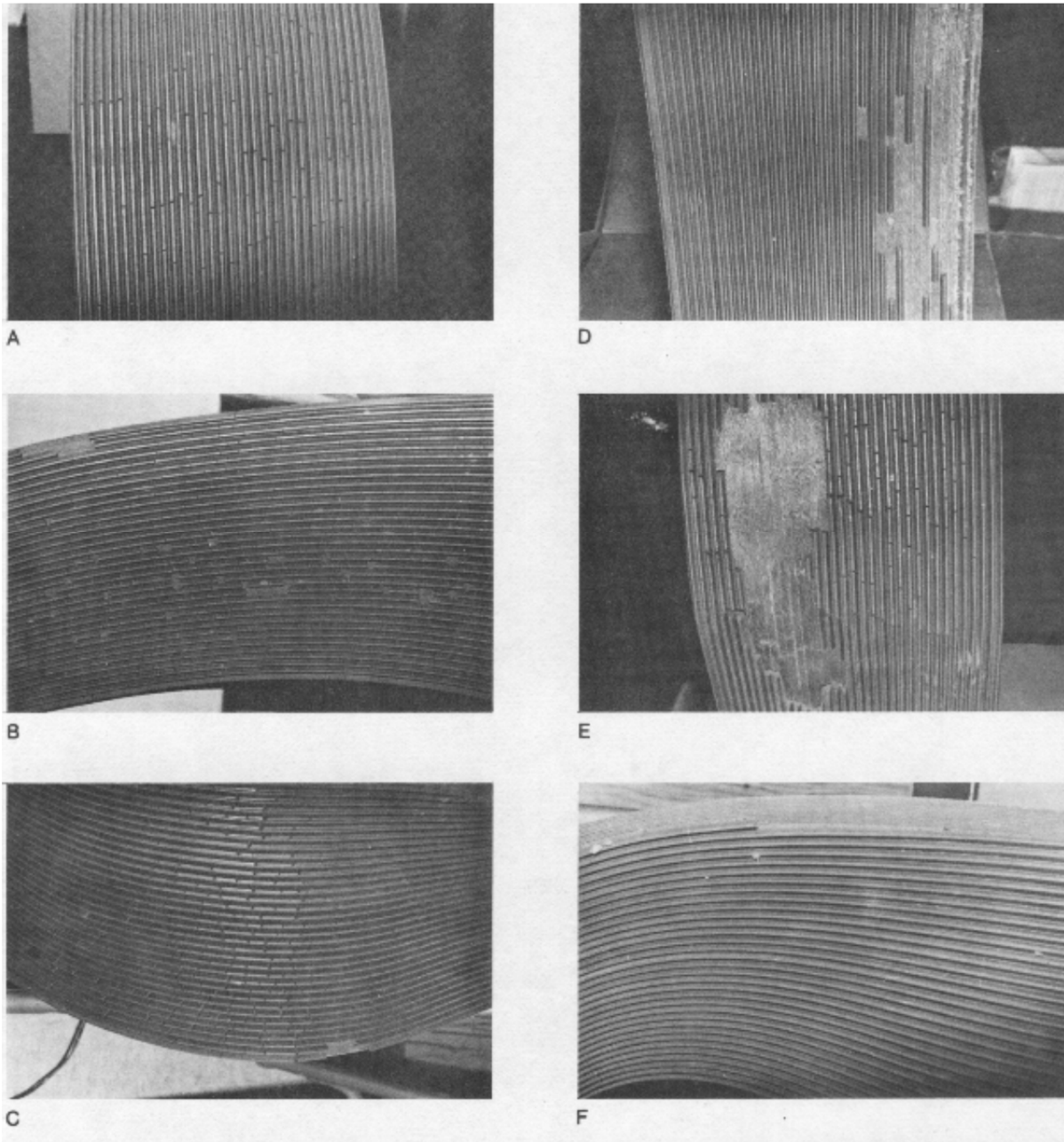


Figure 1. Examples of drive belt surface conditions. Photographs A, B, and C are examples of serviceable belts; Photographs D, E, and F are examples of unserviceable belts.