PRATT & WHITNEY CANADA

SERVICE BULLETIN

P&WC S.B. No. 13206R7

BULLETIN INDEX LOCATOR
72-60-00

TURBOPROP ENGINE
ACCESSORY GEARBOX ASSEMBLY WITH SEPARATE COUPLING SHAFT AND DRIVE GEARSHAFT - INTRODUCTION OF

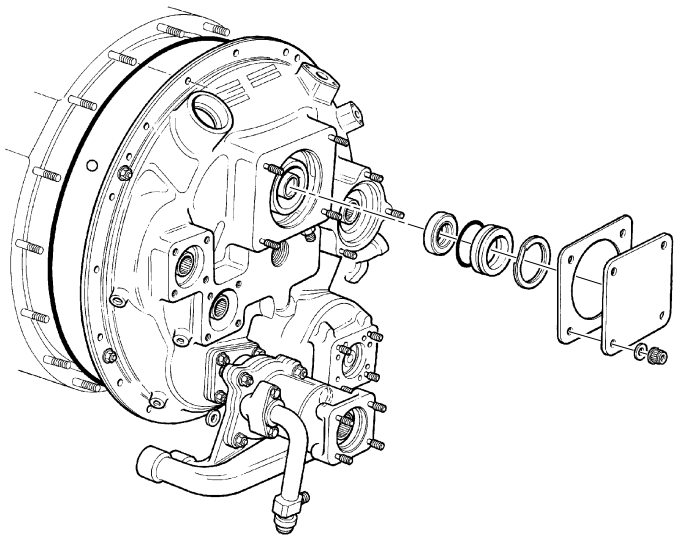
MODEL APPLICATION

PT6A-60A, PT6A-61, PT6A-65B, PT6A-65R, PT6A-65AG, PT6A-65AR

Compliance: CATEGORY 5, 6

Summary:

1. Accessory loading can result in loss of drive to the accessory gearbox through component fracture. The accessory gearbox assembly input-drive coupling shaft is replaced by a gearshaft with wider gear teeth supported by an additional bearing. This requires a separate coupling shaft, starter drive and accessory drive gearshafts with wider teeth, and different oil jet and oil tank center tube.
2. The borescope inspection introduced on P&WC S.B. No. 13185 - ACCESSORY-GEARBOX COUPLING-SHAFT AND CENTER BEARING ATTACHMENT is no longer required with the incorporation of this service bulletin.



Apr 12/1993
Revision No. 7: Feb 01/2022

PT6A-72-13206
Cover Sheet

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Pratt & Whitney Canada Corp.
1000, Marie-Victorin
Longueuil, Québec, Canada J4G 1A1
Tél. 450-677-9411

Pratt & Whitney Canada
A United Technologies Company

01 February 2022

P&WC S.B. No. 13206R7

REVISION TRANSMITTAL SHEET
TURBOPROP ENGINE MODEL PT6A

SUBJECT: Pratt & Whitney Canada Service Bulletin No. PT6A-72-13206, Rev. No. 7, dated Feb 01/2022 (P&WC S.B. No. 13206R7) ACCESSORY GEARBOX ASSEMBLY WITH SEPARATE COUPLING SHAFT AND DRIVE GEARSHAFT - INTRODUCTION OF

Replace your existing copy of this service bulletin with the attached revised bulletin. Destroy the superseded copy.

Please retain this Revision Transmittal Sheet with the revised bulletin.

SUMMARY: This service bulletin is revised to show the Figures 1 to 5 in Para. 3 and 4, which was missed in the previous revision.

EFFECT OF REVISION ON PRIOR ACCOMPLISHMENT:

None.

NOTE: A black bar in the left margin indicates a change in that line of text or figure.

REVISION HISTORY:

Original Issue: Apr 12/1993
Revision No. 1: Jul 27/1994
Revision No. 2: May 04/1995
Revision No. 3: Jul 11/2003
Revision No. 4: Jul 10/2013
Revision No. 5: Apr 04/2014
Revision No. 6: Nov 22/2021
Revision No. 7: Feb 01/2022

PRATT & WHITNEY CANADA

SERVICE BULLETIN

P&WC S.B. No. 13206R7

TURBOPROP ENGINE
ACCESSORY GEARBOX ASSEMBLY WITH SEPARATE COUPLING SHAFT AND DRIVE GEARSHAFT - INTRODUCTION OF

1. Planning Information

A. Effectivity

PT6A-60A Engines which are before and include Serial No. PCE-95796.
PT6A-61 Engines which are before and include Serial No. PCE-99142.
PT6A-65B Engines which are before and include Serial No. PCE-32625.
PT6A-65R Engines.
PT6A-65AG Engines which are before and include Serial No. PCE-32619.
PT6A-65AR Engines which are before and include Serial No. PCE-97543.

B. Concurrent Requirements

None.

C. Reason

(1) Problem

There have been reports of loss of drive to the accessory gearbox assembly.

(2) Cause

Accessory loading can result in worn or fractured gear teeth, support bearing or input shaft.

(3) Solution

To better accept the loading, introduce an input drive shaft with wider teeth and supported by an additional bearing. This requires the introduction of:

- A separate coupling shaft;
- Two driven gears (starter drive and accessory drive) with wider teeth;
- An oil jet providing lubrication to the existing and the new splines; and
- A reduced length oil tank center tube to permit the installation of the additional bearing.

D. Description

(1) The accessory gearbox coupling gearshaft is replaced with a separate coupling shaft and input drive gearshaft, which has wider gear teeth. An additional bearing is installed on the accessory gearbox diaphragm to support the input drive gearshaft. This requires the replacement of:

- The starter generator drive gearshaft and accessory drive gearshaft with similar ones having wider gear teeth to mate with the wider gear teeth on the new input drive gearshaft.

P&WC No. 92398B, 95678, 96393, A0410, DCR 20801

1. Planning Information (Cont'd)

- The oil tank center tube with a similar shorter oil tank center tube. The old center tube can be modified.
- The oil jet nozzle with a new longer oil jet nozzle assembly.

(2) The borescope inspection introduced on P&WC S.B. No. 13185 - ACCESSORY-GEARBOX COUPLING-SHAFT AND CENTER BEARING ATTACHMENT is no longer required with the incorporation of P&WC S.B. No. 13206.

E. Compliance

For the PT6A-65AG Engines:

CATEGORY 5 - P&WC recommends to do this service bulletin when the engine is disassembled and access is available to the necessary subassembly (i.e. module, accessories, components, or build groups). Do all spare subassemblies.

For the PT6A-60A, PT6A-61, PT6A-65AR, PT6A-65B and PT6A-65R Engines:

CATEGORY 6 - P&WC recommends to do this service bulletin when the subassembly (i.e. module, accessories, components, or build groups) is disassembled and access is available to the necessary part. Do all spare subassemblies.

F. Approval

The technical content of this document is approved under the authority of the Transport Canada Civil Aviation (TCCA) Design Approval Organization No: DAO #93-Q-01.

G. Manpower

Estimate of 10 man-hours required to include this service bulletin at heavy maintenance.

No more man-hours are necessary to include this service bulletin at overhaul.

H. Weight and Balance

The engine weight will increase by 0.6 pounds (0.27 kgs).

The effect of the weight change on the center of gravity is less than 0.25 in. (6.35 mm).

I. Electrical Load Data

Not changed.

1. Planning Information (Cont'd)

J. Software Accomplishment Summary

Not applicable.

K. References

Maintenance Manual P/N 3032842 (PT6A-65AG/-65AR/-65B/-65R)
Overhaul Manual P/N 3032843 (PT6A-65AG/-65AR/-65B/-65R)
Illustrated Parts Catalog P/N 3032844 (PT6A-65AG/-65AR/-65B/-65R)
P&WC S.B. No. 13140, 13161, 13162, 13163, 13185 and 13192
PWA Overhaul Standard Practices Manual P/N 585005

L. Publications Affected

Maintenance Manual P/N 3032842 (PT6A-65AG/-65AR/-65B/-65R)
Overhaul Manual P/N 3032843 (PT6A-65AG/-65AR/-65B/-65R)
Illustrated Parts Catalog P/N 3032844 (PT6A-65AG/-65AR/-65B/-65R)

M. Interchangeability and Intermixability of Parts

Not applicable.

2. Material Information

A. Industry Support Information

Not applicable.

B. Material - Cost and Availability

You can get the procurable parts listed in Para. 2.C. from any Pratt & Whitney Canada Parts Distribution Center.

The new parts are available.

C. Material Necessary for Each Engine

The quantity of materials listed in this section is on a per Engine basis.

New P/N	Keyword	Old P/N	Qty	Est. Unit List Price ($US, 2021)	Instructions Disposition
For Engines not incorporating P&WC S.B. No. 13140:					
3119369-01	Shaft, Coupling, Accessory Gearbox	3113770-01	1	17743.00	(A)(B)

TURBOPROP ENGINE
ACCESSORY GEARBOX ASSEMBLY WITH SEPARATE COUPLING SHAFT AND DRIVE GEARSHAFT - INTRODUCTION OF

New P/N	Keyword	Old P/N	Qty	Est. Unit List Price ($US, 2021)	Instructions Disposition
For Engines incorporating P&WC S.B. No. 13140, 13162, 13163 and 13192:					
3118791-01	Shaft, Coupling, Accessory Gearbox	3114312-01	1	14903.00	(A)(B)
For All Engines:					
3116496-01	Gearshaft, Drive, Accessory Gearbox		1	11276.00	(A)
3116498-01	Gearshaft, Starter Generator drive	3017609	1	quote	(A)(B)
AS3217-117	Ring, Retaining		1	4.97	(A)
	Nozzle, Oil Jet, Threaded	3114329-01	1		(B)
3116530-01	Nozzle, Oil Jet, Threaded, Assembly of		1	1396.50	(A)
3116446-01	. Nozzle, Oil Jet		1	NP	
AS3131-03	. Plug, Expandable, Slflkg		1	149.80	
AS3132-03	. Pin, Tapered, Slflkg Plug		1	75.44	
3037278	Bearing, Roller, Interchangeability Control (IC)		1	6080.00	(A)
3112367-01	. Bearing, Roller (Option)		1	Ref.	
3112368-01	. Bearing, Roller (Option)		1	Ref.	
3112369-01	. Bearing, Roller (Option)		1	Ref.	
3115926-01	Washer, Key, Triple		1	77.36	(A)
MS9518-06	Bolt, Machine		3	3.98	(A)
3116633-01	Gearshaft, Spur, Accessory Drive, Assembly of	3105282-01	1	16907.00	(A)(B)
For PT6A-65B/-65R/-65AG/-65AR Engines Only:					
3116448-01	Tube, Center Oil Tank	3107734-01	1	1809.90	(A)(C)

(A) RESTRICTED INTERCHANGEABILITY - (ATA 200 Explanation Code 07):
All the old parts must be replaced by all the new parts as an assembly.

New P/N	Keyword	Old P/N	Qty	Est. Unit List Price ($US, 2021)	Instructions Disposition

(B) Discard the old part if you think it is unserviceable.

(C) To get the new part it is possible to make a modification to the old part, or you can get the new part from any Pratt & Whitney Canada Distribution Center.

D. Reidentified Parts

The following list of parts can be reworked:

OLD P/N	NEW P/N
3107734-01	3116448-01

E. Tooling - Price and Availability

Not applicable.

3. Accomplishment Instructions

A. Refer to the instructions in the maintenance or overhaul manual:

(1) Remove the accessory gearbox assembly from the compressor inlet case assembly.

(2) Remove the oil tank center tube (For PT6A-65B/-65R/-65AG/-65AR, P/N 3107734-01) from the compressor inlet case assembly.

(3) Inspect the splines of the compressor rear hub coupling (Ref. Fig. 1 , View B):

(a) Move a scribe across both faces of the splines (Ref. Typical wear pattern, Area C) to detect any measurable tooth wear.

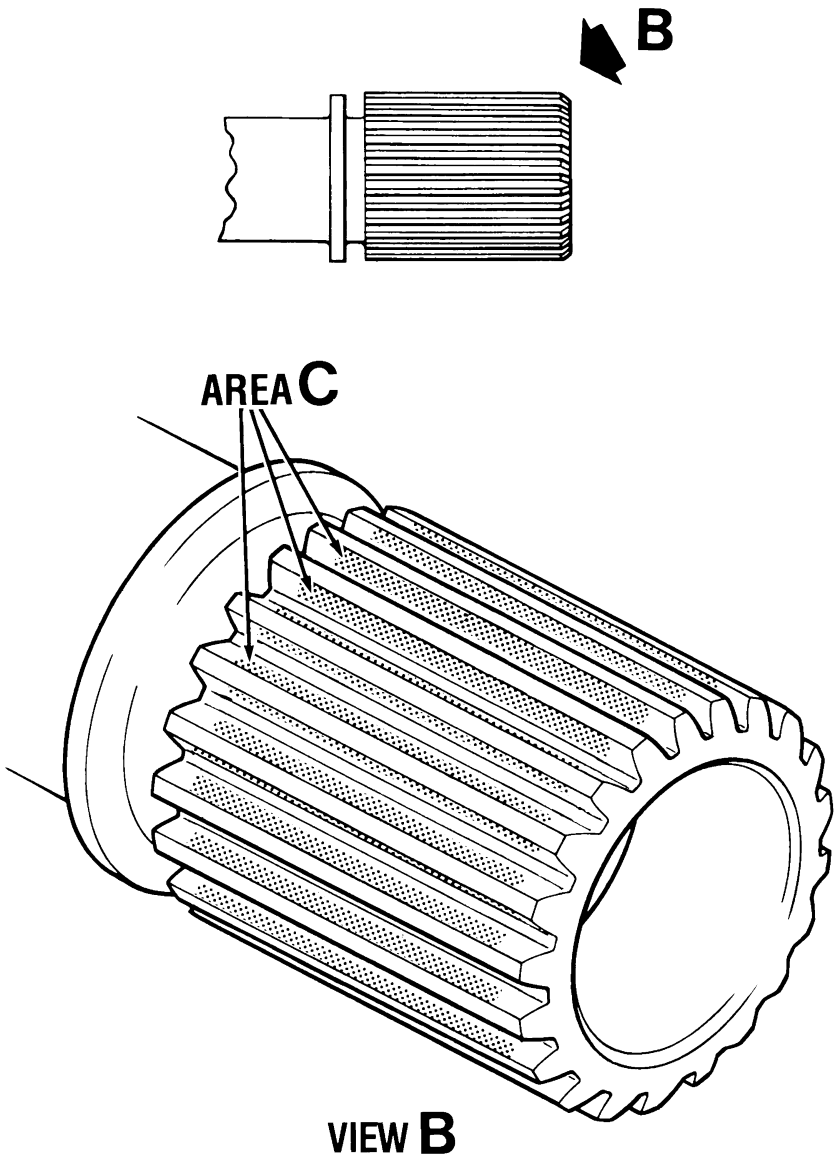
(b) If a step is present on the surface of the splines, the compressor rear hub coupling is not acceptable and the gas generator module must be removed from service and sent to an approved overhaul facility for repair.

NOTE: This service bulletin may be done at an approved overhaul facility following the replacement of the compressor rear hub coupling.

(c) If a step is not present on the surface of the splines, the compressor rear hub coupling is acceptable. Proceed with incorporation of this service bulletin.

(4) Disassemble the accessory gearbox assembly (Ref. Fig. 2):

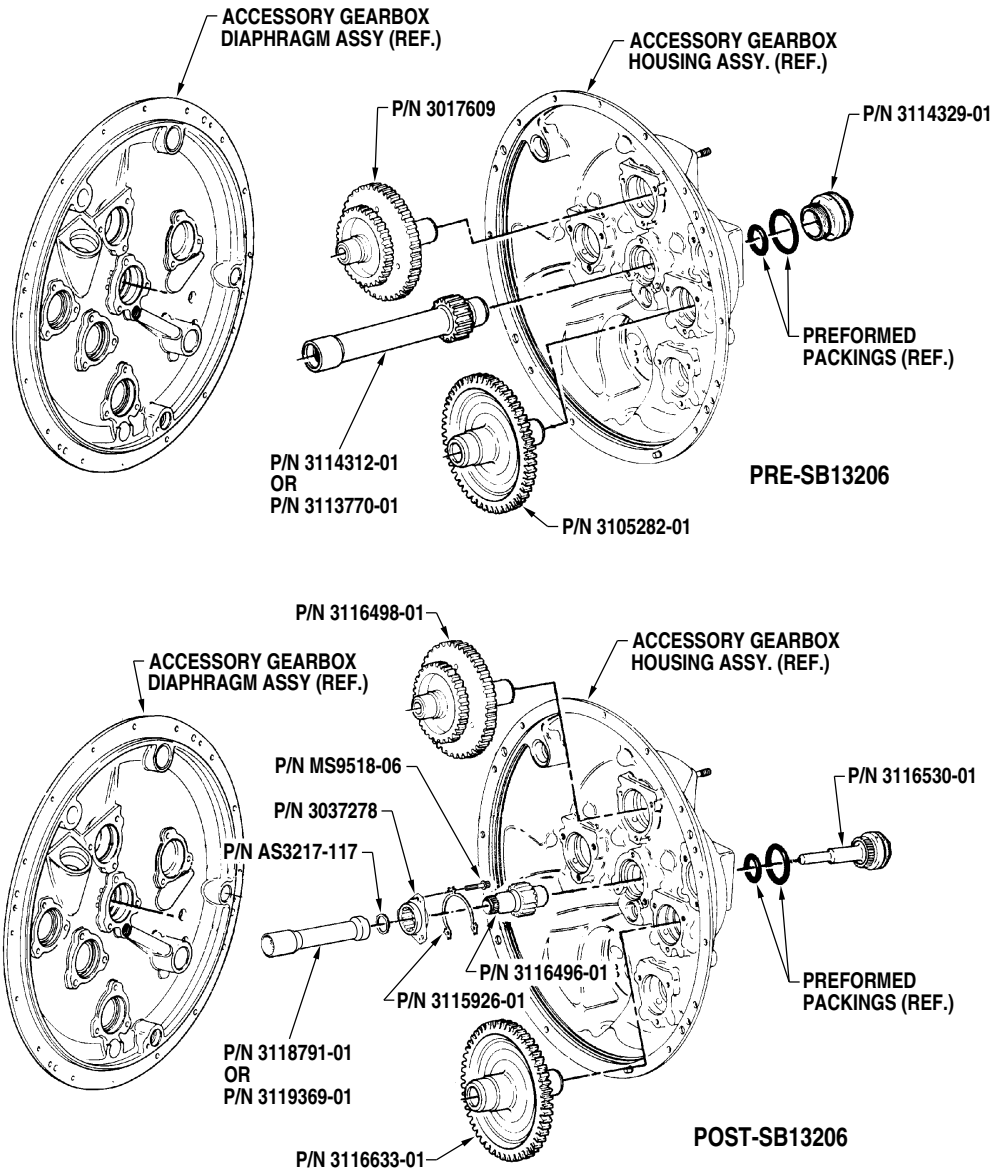
TURBOPROP ENGINE
ACCESSORY GEARBOX ASSEMBLY WITH SEPARATE COUPLING SHAFT AND DRIVE GEARSHAFT - INTRODUCTION OF



C25011

Inspection of the Rear Compressor Hub Coupling
Figure 1

TURBOPROP ENGINE
ACCESSORY GEARBOX ASSEMBLY WITH SEPARATE COUPLING SHAFT AND DRIVE GEARSHAFT - INTRODUCTION OF



C25012

View of Pre- and Post-SB13206 Components
Figure 2

3. Accomplishment Instructions (Cont'd)

(a) Remove the oil jet nozzle P/N 3114329-01 from the accessory gearbox housing assembly.

(b) Separate the accessory gearbox housing assembly from the accessory gearbox diaphragm assembly.

(c) Remove the starter generator drive gearshaft P/N 3017609 with the attached centrifugal breather impeller.

(d) Remove the centrifugal impeller from the starter generator drive gearshaft P/N 3017609.

(e) Remove the accessory drive spur gearshaft assembly P/N 3105282-01 and the accessory gearbox coupling shaft P/N 3113770-01 (Post-SB13161) or accessory gearbox coupling shaft P/N 3114312-01 (Post-SB13162).

(5) Assemble the accessory gearbox assembly (Ref. Figs. 2 and 3):

(a) Install the new starter generator drive gearshaft P/N 3116498-01 on the existing centrifugal breather impeller.

(b) Assemble the new accessory gearbox coupling shaft P/N 3119369-01 (Post-SB13161) or accessory gearbox coupling shaft P/N 3118791-01 (Post-SB13162), the roller bearing P/N 3037278 and the accessory gearbox drive gearshaft P/N 3116496-01:

CAUTION: RECORD THE ROLLER BEARING SERIAL NUMBER ON THE BEARING RECORD SHEET IN THE ENGINE LOG BOOK.

(c) Immerse the new roller bearing P/N 3037278 in engine lubricating oil heated to 121 °C (250 °F) to remove grease. Remove the bearing from the oil, and allow it to drain.

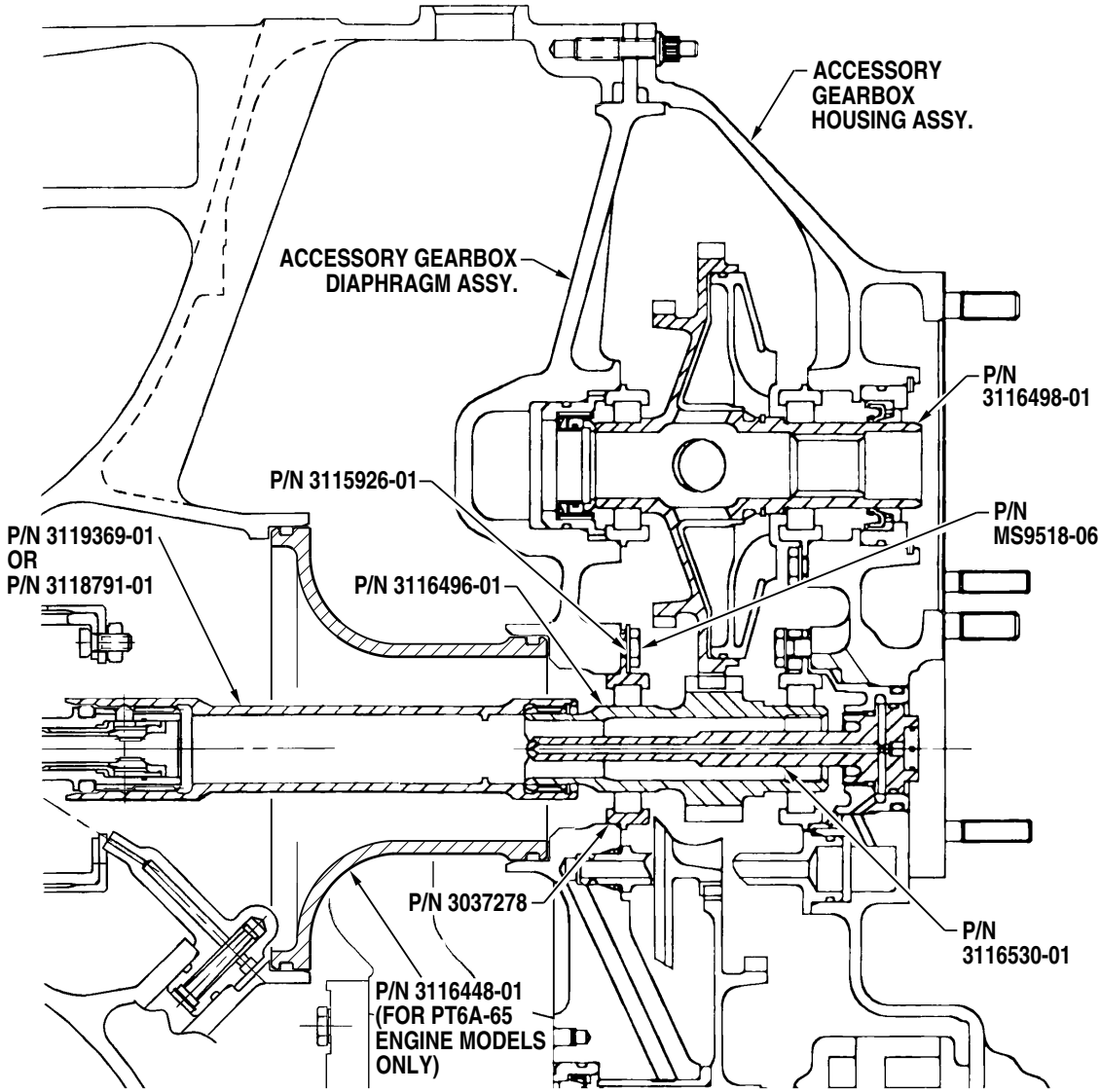
(d) Place the new accessory gearbox drive gearshaft P/N 3116496-01 on the bench with the spline end up.

(e) Install the roller bearing on the accessory gearbox drive gearshaft with the serial number down (facing the gear teeth).

(f) Install the retaining ring P/N AS3217-117 on the accessory gearbox drive gearshaft.

(g) Install the new accessory gearbox coupling shaft P/N 3118791-01 on the splines of the accessory gearbox drive gearshaft.

TURBOPROP ENGINE
ACCESSORY GEARBOX ASSEMBLY WITH SEPARATE COUPLING SHAFT AND DRIVE GEARSHAFT - INTRODUCTION OF



POST-SB13206

C25008

Cross-section View of Accessory Gearbox Installed with Post-SB13206 Components
Figure 3

3. Accomplishment Instructions (Cont'd)

(h) Reverse the position of the assembly on the bench and insert the retaining ring in the groove of the accessory gearbox coupling shaft.

(6) Install the assembled accessory gearbox coupling shaft, the accessory gearbox drive gearshaft and the roller bearing in the accessory gearbox diaphragm assembly boss.

(7) Secure the roller bearing using the new triple keywasher P/N 3115926-01 and three bolts P/N MS9518-06. Torque the bolts 36 to 40 lb.in. and lock the washer tabs.

(8) Install the new starter generator drive gearshaft/centrifugal breather impeller and the new accessory drive spur gearshaft P/N 3116633-01.

(9) Assemble the accessory gearbox housing assembly to the accessory gearbox diaphragm assembly.

(10) Install the new oil jet nozzle assembly P/N 3116530-01 in the accessory gearbox housing assembly.

B. For PT6A-65B/-65R/-65AG/-65AR engine models, install the new or modified oil tank center tube P/N 3116448-01 in the bore of the compressor inlet case assembly.

C. Install the accessory gearbox assembly on the compressor inlet case.

NOTE: Make sure there is correct axial engagement of the accessory gearbox coupling gearshaft.

D. Write "P&WC S.B. No. 13206 incorporated" in the engine log book

E. A modification can be done to the serviceable oil tank center tube P/N 3107734-01 (Ref. Fig. 4):

(1) Machine the oil tank center tube to the dimensions shown (Ref. Section A-A).

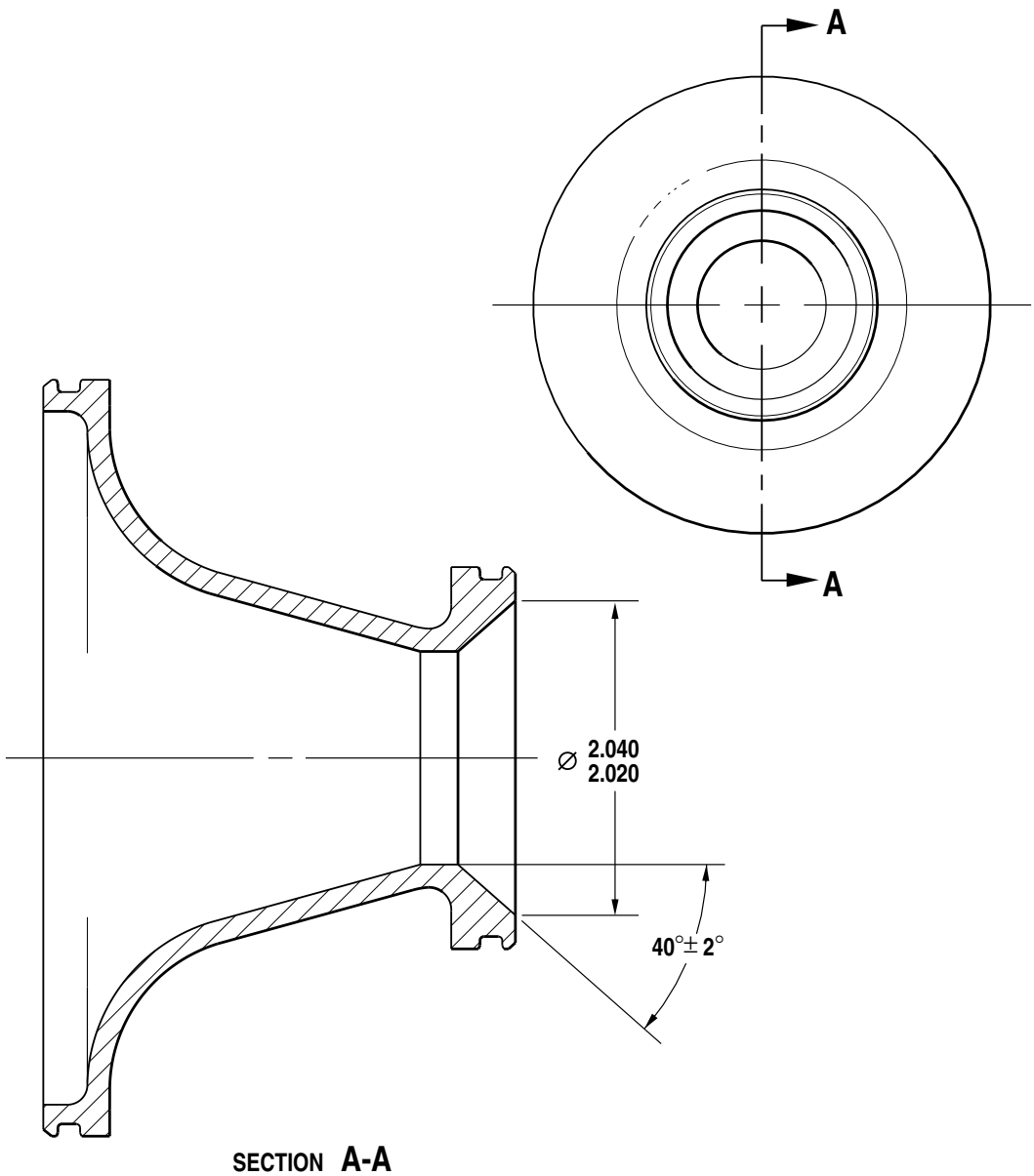
(2) Deburr and break sharp edges 0.003 to 0.015 in.

(3) Identify the modified oil tank center tube by striking out the old P/N 3107734-01 and adding the new P/N 3116448-01, in the same general area, using the vibropeen method of marking.

(4) Apply chromate to the machined area and to any exposed metal, using SPOP41 (Ref. PWA Overhaul Standard Practices Manual).

(5) Apply synthetic resin varnish to the machined area, using SPOP 152.

TURBOPROP ENGINE
ACCESSORY GEARBOX ASSEMBLY WITH SEPARATE COUPLING SHAFT AND DRIVE GEARSHAFT - INTRODUCTION OF



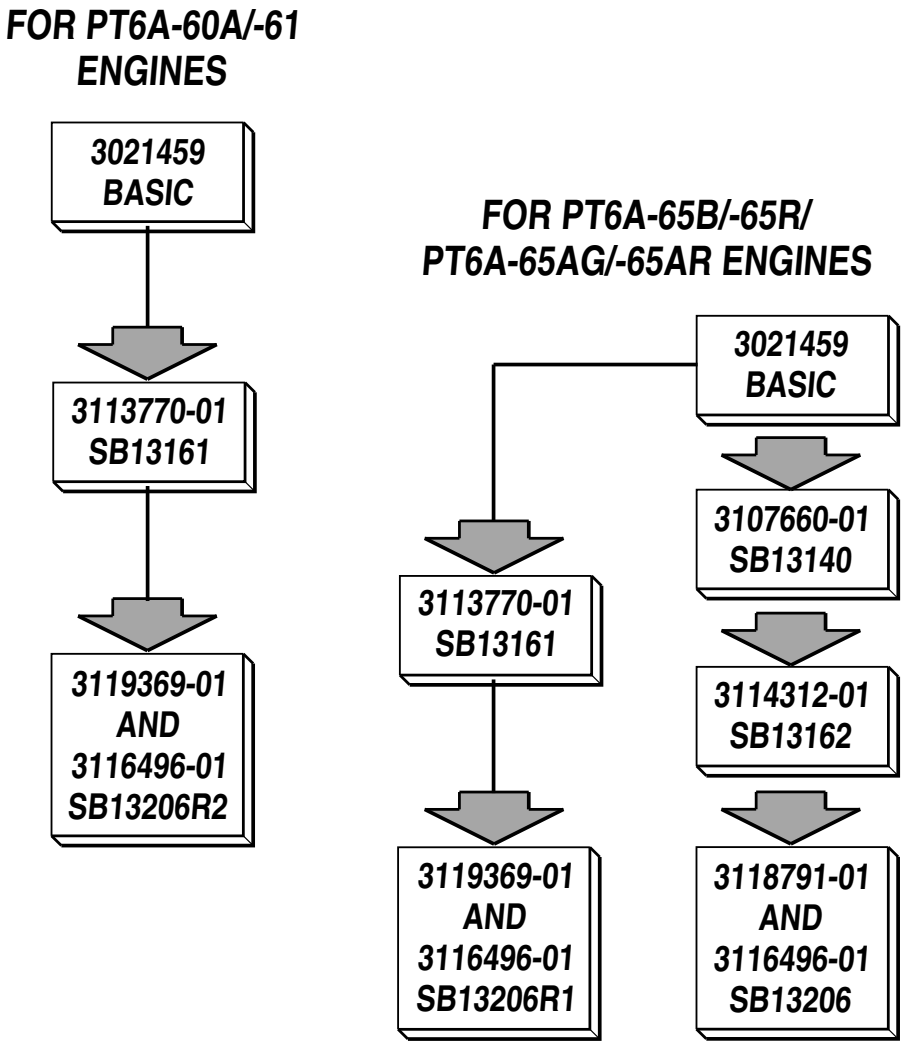
C25007

Modification of the Oil Tank Center Tube (For PT6A-65 Engine Models Only)
Figure 4

4. Appendix

A. Refer to Figure 5 for the progression of the accessory gearbox coupling shaft.

TURBOPROP ENGINE
ACCESSORY GEARBOX ASSEMBLY WITH SEPARATE COUPLING SHAFT AND DRIVE GEARSHAFT - INTRODUCTION OF



C25010

Progression of the Accessory Gearbox Coupling Shaft
Figure 5

Pratt & Whitney Canada
A United Technologies Company

S.I.L NO. PW200-004R2

SERVICE INFORMATION LETTER

Subject: **New Engine Serial Numbering Methodology**

Applicability: **All JT15D, PT6, PW100, PW200, PW300, PW500, ST Series Engines**

This Service Information Letter (SIL) is revised to provide an updated list of engine models and applicable serial numbers.

Pratt & Whitney Canada Corp (P&WC) has adopted a new alphanumeric engine serial numbering methodology to expand the number of fields available for engine serialization.

The new methodology was **introduced on 01 March 1996** and applies to all current production engine models.

All engines manufactured after this date have a six-character engine serial number consisting of two alpha characters followed by four numeric characters.

The first alpha character identifies the engine family. The second alpha character identifies the specific engine model by a four-digit serial number as shown below.

Up to 9,999 engine serial numbers

Engine family character	Engine Model character as delivered
Example	Example
A=PW100	A=PW118A
B=PW200	B=PW119B
C=PW300	C=PW121
D=PW500	D=PW121A
Etc.	Etc.

ISSUED: 20 June 1996
23 Sept 1998 Rev1
12 March 2004 Rev 2

PRATT & WHITNEY CANADA CORP.
MARIE-VICTORIN, LONGUEUIL
QUEBEC, CANADA J4G 1A1
PRINTED IN CANADA

PWC: PW200-004R2

This Service Information Letter is valid until superseded or cancelled by revision

The attached listing defines the unique alphanumeric serial number blocks assigned for each engine family and engine model respectively. This will be expanded, as appropriate, to meet production requirements and to facilitate the introduction of new engine models.

For engines already in service, the following applies:

a) existing engine serial numbers (i.e. those allocated prior to 01 March 1996) will not change as a result of this new methodology.
b) any engine converted in the field will retain the original serial number allocated during the first production build.
c) Service Bulletins issued after the date of this revision to this SIL will reference both the new and alphanumeric serial number and the old numeric serial number for effectivity. Service Bulletins issued prior to this revision to this SIL may reference only the alphanumeric number. If only the alphanumeric number is listed, then it is implied that all engines serialized by the old method are also prior configuration according to the Service Bulletin.

For example:

Effectivity

'PW123D engines which are prior and include Serial No. PCE-AG0008'.

Effectivity would be S/N AG0001 through AG0008 as well as engines manufactured prior to the introduction of the new serial numbering methodology i.e. S/N 123001 through S/N 123358 in this case.

If further clarification of the foregoing is required, please contact your local P&WC Field Representative.

Yours truly,

PRATT & WHITNEY CANADA CORP.

Jim Stothers
Manager, Service Engineering
Turboshaft Engines

ISSUED: 20 June 1996
23 Sept. 1998 Rev.1
12 March 2004 Rev.2

FAMILY	MODEL	SERIES		REV
A = PW100	PW118	AN0001	AN9999	
	PW118A	AA0001	AA9999	
	PW118B	AP0001	AP9999	
	PW119B	AB0001	AB9999	
	PW119C	AZ0001	AZ9999	
	PW120A	AU0001	AU9999	
	PW121	AC0001	AC9999	
	PW121A	AD0001	AD9999	
	PW123	AE0001	AE9999	
	PW123AF	AF0001	AF9999	
	PW123B	AR0001	AR9999	
	PW123C	AT0001	AT9999	
	PW123D	AG0001	AG9999	
	PW123E	AW0001	AW9999	
	PW124B	AH0001	AH9999	
	PW125B	AJ0001	AJ9999	
	PW127	AK0001	AK9999	
	PW127B	AS0001	AS9999	
	PW127C	AL0001	AL9999	
As of Oct 99 will be same range "EB"	PW127E	AM0001	AM9999	
	PW127F	AV0001	AV9999	
	PW127G	AX0001	AX9999	
	PW127H	AY0001	AY9999	
	PW127H EBU Kit	AYA001	AYA999	
	See "E" for PW100 Continuity			
B = PW200/PK200	PK206C	BD0003	BD9999	
	PW206A	BA0001	BA9999	
Note: All the PW206D will be transferred to PW207D.	PW206B	BB0005	BB9999	
	PW206B2	BJ0001	BJ9999	
	PW206C	BC0005	BC9999	
	PW206D	BF0001	BF9999	
	PW206E	BE0001	BE9999	
	PW207C	BH0001	BH9999	
	PW207D	BF0001	BF9999	
	PW207E	BG0001	BG9999	
	PW207K	BK0001	BK9999	
C = PW300	PW305A	CA0001	CA9999	
	PW305B	CB0001	CB9999	
	PW306A	CC0001	CC9999	
	PW306B	CD0001	CD9999	
	PW306C	CG0001	CG9999	
	PW307A	CH0001	CH9999	
	PW308A	CE0001	CE9999	
	PW308C	CF0001	CF9999	
D = PW500	PW530A	DA0001	DA9999	
	PW535A	DC0001	DC9999	
	PW545A	DB0001	DB9999	
	PW545B	DD0001	DD9999	
E = PW100	PW127E/F	EB0001	EB9999	
	PW127J	EA0001	EA9999	
F = PW150	PW150A	FA0001	FA0004	
	PW150A G.B.	FA0005	FA0005	
	PW150A	FA0006	FA9999	
J = JT15	JT15D-5	JA0001	JA9999	
	JT15D-5A	JD0536	JD9999	
	JT15D-5B	JB0001	JB9999	
	JT15D-5D	JC0231	JC9999	
	JT15D-5F	JE0001	JE9999	
P = PT6/PK6	PK6A-65B	PV0001	PV9999	
	PT6A-112	PA0001	PA9999	
	PT6A-114	PB0498	PB9999	
	PT6A-114A	PC0424	PC9999	
	PT6A-135A	PZ0001	PZ9999	
	PT6A-15AG	PD0001	PD9999	
	PT6A-21	PE0001	PE9999	
	PT6A-25C	PF0001	PF9999	
	PT6A-27	PG0001	PG9999	
	PT6A-34AG	PH0001	PH9999	

FAMILY	MODEL	SERIES		REV
	PT6A-42	PJ0001	PJ9999	
	PT6A-60A	PK0001	PK9999	
	PT6A-62	PL0001	PL9999	
	PT6A-64	PM0001	PM9999	
	PT6A-65AG	PN0001	PN9999	
	PT6A-65AR	PW0001	PW9999	
	PT6A-65B	PP0001	PP9999	
	PT6A-67AF	PX0001	PX9999	
	PT6A-67B	PR0001	PR9999	
	PT6A-67D	PS0001	PS9999	
	PT6A-67R	PY0001	PY9999	
	PT6B-36B	PT0001	PT9999	
	PT6B-37/PT6B-37A	PU0001	PU9999	
R = PT6	PT6A-11AG	RH0001	RH9999	
	PT6A-121	RL0001	RL9999	
	PT6A-135	RE0001	RE9999	
	PT6A-25A	RN0001	RN9999	
	PT6A-34	RB0001	RB9999	
	PT6A-35	RR0001	RR9999	
	PT6A-41	RC0001	RC9999	
	PT6A-42A	RM0001	RM9999	
	PT6A-60AG	RG0001	RG9999	
	PT6A-66	RK0001	RK9999	
	PT6A-66A	RP0001	RP9999	
	PT6A-67	RF0001	RF9999	
	PT6A-67A	RT0001	RT9999	*
	PT6A-67AG	RD0001	RD9999	
	PT6A-68	RA0001	RA9999	
	PT6A-68B	RU0001	RU9999	*
	PT6A-68C	RS0001	RS9999	
	PT6D-114A	RJ0001	RJ9999	
K = PT6C	PT6C-67B	KA0001	KA9999	
	PT6C-67C	KB0001	KB9999	
	PT6C-67D	KC0001	KC9999	
S = ST	ST18	SC0001	SC9999	
	ST18A	SD0001	SD9999	
	ST30	SF0001	SF9999	
	ST40	SG0001	SG9999	
	ST6L-721	SE0001	SE9999	
	ST6L-795	SA0001	SA9999	
	ST6L-813	SB0001	SB9999	
T = PT6T	PT6T-3 GEAR BOX	TS0001	TS9999	
	PT6T-3B CONTROL #	TA0001	TA9999	
	PT6T-3B GEAR BOX	TC0001	TC9999	
	PT6T-3B/3BE POWER SECTIONS	TB0001	TB9999	
	PT6T-3BE CONTROL #	TD0001	TD9999	
	PT6T-3BE GEAR BOX	TF0001	TF9999	
	PT6T-3D CONTROL #	TG0001	TG9999	
	PT6T-3D GEAR BOX	TJ0001	TJ9999	
	PT6T-3D POWER SECTION	TH0001	TH9999	
	PT6T-3DE CONTROL #	TT0001	TT9999	
	PT6T-3DE GEAR BOX	TV0001	TV9999	
	PT6T-3DE POWER SECTION	TU0001	TU9999	
	PT6T-3DF CONTROL #	TW0001	TW9999	
	PT6T-3DF GEAR BOX	TY0001	TY9999	
	PT6T-3DF POWER SECTION	TX0001	TX9999	
	PT6T-6 CONTROL #	TN0001	TN9999	
	PT6T-6 GEAR BOX	TR0001	TR9999	
	PT6T-6/6B POWER SECTIONS	TL0001	TL9999	
	PT6T-6B CONTROL #	TK0001	TK9999	
	PT6T-6B GEAR BOX	TM0001	TM9999	
		See "U" for PT6T Continuity		
U = PT6T	PT6T-9 CONTROL #	UA0001	UA9999	
	PT6T-9 GEAR BOX	UB0001	UB9999	
	PT6T-9 POWER SECTION	UC0001	UC9999	
PW900	PW901A	900001	900999	
X = KITS	PT6A-62 KIT	XA0001	XA9999	
Z	CUST.FAC. SUPPORT	ZA0001	ZA9999	
EX **	EXPERIMENTAL	950001	999999	

*** PLEASE NOTE: S/N's 850001 AND BD0002 ARE XPK206C EXPERIMENTAL ENGINES; BD0003/04 (SHOULD HAVE ASSIGNED EXP. S/N);

S/N's BA0025 TO BA0031 ARE CANCELLED AND WILL NEVER BE USED AGAIN (PW206A);

PW127E & PW127F: PLS NOTE THAT AS OF OCT. 99 THESE MODELS WILL BE USING THE SAME SERIAL NUMBER RANGE (EB0001 TO EB9999)