

# SAFETY INFORMATION NOTICE

**SUBJECT: TAIL ROTOR DRIVE**

Checking for oil color change inside the dynamic assemblies

For the attention of



| AIRCRAFT CONCERNED | Version(s)   |                            |
|--------------------|--|----------------------------|
|                    | Civil  | Military                   |
| EC120              | B  |                            |
| AS350              | B, BA, BB, B1, B2, B3, D   | L1                         |
| AS550              |  | A2, C2, C3, U2             |
| AS355              | E, F, F1, F2, N, NP  |                            |
| AS555              |  | AF, AN, SN, UF, UN, AP     |
| EC130              | B4, T2   |                            |
| SA365 / AS365      | C1, C2, C3, N, N1, N2, N3  | F, Fs, Fi, K, K2           |
| AS565              |  | MA, MB, SA, SB, UB, MBe    |
| SA366              |  | GA                         |
| EC155              | B, B1  |                            |
| SA330              | J  | Ba, L, Sm                  |
| SA341              | G  | B, C, D, E, F, H           |
| SA342              | J  | L, L1, M, M1, Ma           |
| ALOUETTE II        | 313B, 3130, 318B, 318C, 3180   |                            |
| ALOUETTE III       | 316B, 316C, 3160, 319B   |                            |
| LAMA               | 315B   |                            |
| EC225              | LP   |                            |
| EC725              |  | AP                         |
| AS332              | C, C1, L, L1, L2   | B, B1, F1, M, M1           |
| AS532              |  | A2, U2, AC, AL, SC, UE, UL |
| EC175              | B  |                            |
| H160               | B  |                            |
| EC339              |  | KUH/Surion                 |
| BO105              | C (C23, CB, CB-4, CB-5), D (DB, DBS, DB-4, DBS-4, DBS-5), S (CS, CBS, CBS-4, CBS-5), LS A-3                          | E-4                        |
| MBB-BK117          | A-1, A-3, A-4, B-1, B-2, C-1, C-2, C-2e, D-2, D-2m, D-3, D-3m  | D-2m, D-3m                 |
| EC135              | T1, T2, T2+, T3, P1, P2, P2+, P3, EC635 T1, EC635 T2+, EC635 T3, EC635 P2+, EC635 P3, T3H, P3H, EC635 T3H, EC635 P3H |                            |

### No. 4018-S-65

An operator noticed a rapid oil color change inside a Tail Gear Box (TGB), between two magnetic plug checks. Subsequent detailed checks of this TGB highlighted an input pinion bearing degradation.

This good practice from the operator has prompted Airbus Helicopters to remind you, through this Safety Information Notice, that changes in the color, appearance or consistency of service oils must be taken into consideration within the scope of monitoring these assemblies.

In fact, deteriorations found inside the lubricated dynamic assemblies (corrosion, wear, etc.) are often accompanied by a change in color, appearance or consistency of the service oils (presence of wear particles in suspension, emulsion or oxidation of the oil, etc.).

These phenomena could be a forewarning of or accompany the detection of particles or residues (magnetic "sludge") on magnetic plugs and/or filters. These types of contamination are described in various maintenance documents (example: MTC Work Card 20.08.01.601) or are covered by specific instructions depending on the helicopters concerned.

In all cases, these phenomena should enable operators to be alerted of a potential degradation of a component, and the maintenance appropriate to the dynamic components, described in the documentation, must be carried out (monitoring of the magnetic plugs and filters at reduced intervals, spectrometric oil analysis, specific checks, etc.).

If in doubt regarding the interpretation and analysis of these phenomena, do not hesitate to contact Airbus Helicopters (by opening a TEchnical request (TE) via the Airbusworld website) which remains at your disposal for any help you may require.