



**No. AS365-01.00.67**

Civil version(s): N1, N2, N3

Military version(s): F, Fi, K

# ALERT SERVICE BULLETIN

## PROTECTIVE MEASURE

### LIMITATIONS - Control rod double bearing Tail Gearbox (TGB)

ATA: 65



Revision No.	Date of issue
Revision 0	2016-05-04
Revision 1	2016-06-03
Revision 2	2016-10-28
Revision 3	2017-07-20
Revision 4	2019-12-11
Revision 5	2020-03-25
Revision 6	2021-06-14
Revision 7	2021-09-22
Revision 8	2024-06-10

### Summary:

- Periodic replacement of the TGB control rod double bearing on PRE MOD 07 65B63 TGBs.
- Pending the next replacement of the control rod double bearing, reducing the inspection interval for the TGB magnetic plug to ensure that there are no particles, and removing the control shaft/rod assembly once or twice (depending on the case) to inspect the double bearing.
- Maintaining the TGB operating oil at the maximum level.  
Compliance with this ALERT SERVICE BULLETIN supersedes the instructions specified in AS365 ALERT SERVICE BULLETIN No. 05.00.61.
- It is not permitted to fly with the TGB PRE MOD 07 65B63 from 1<sup>st</sup> January 2029.

### Reason for last revision:

The purpose of revision 8 of this ALERT SERVICE BULLETIN is to extend the calendar limit to replace the TGB from December 31, 2024 to December 31, 2028.

It is not permitted to fly with the TGB PRE MOD 07 65B63 from 1<sup>st</sup> January 2029.

### Compliance:

It is mandatory to comply with this ALERT SERVICE BULLETIN.

#### Export Control:

US Export Control - EAR - 9E001. This Item is subject to US Export Controls.

FR Export Control - Not Listed. This Item is not listed against the EC regulations in the EU/FR

Revision 0 2016-05-04

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This document is available on the internet: [www.airbushelicopters.com/techpub/](http://www.airbushelicopters.com/techpub/)

Export Control: US\_EC\_EAR 9E001 - FR\_EC\_NotListed

### No. AS365-01.00.67

## 1. PLANNING INFORMATION

### 1.A. EFFECTIVITY

#### 1.A.1. Helicopters/installed equipment or parts

On PRE MOD 07 65B63 Tail Gearboxes (TGB).

#### **NOTE 1**

*Series modification 07 65B63 creates a new TGB Part Number 365A33-6005-09 enabling the instructions of this ALERT SERVICE BULLETIN to be canceled.*

*Helicopters which embody MOD 07 65B63 are not concerned by the instructions given in this ALERT SERVICE BULLETIN.*

#### 1.A.2. Non-installed equipment or parts

On PRE MOD 07 65B63 TGBs.

On PRE MOD 07 65B57 double bearings.

### 1.B. ASSOCIATED REQUIREMENTS

Not applicable.

### 1.C. REASON

#### Revision 0:

Airbus Helicopters has recently participated in investigations following an accident that was due to the loss of the yaw control on an AS365 N3 helicopter.

This helicopter had been subject to periodic checks carried out in accordance with the instructions given in Revision 4 of ALERT SERVICE BULLETIN No. 05.00.61.

The preliminary examination of the TGB revealed that the control rod double bearing was damaged.

Investigations are ongoing to determine the cause of this damage and the reasons for its non-detection.

In order to prevent the risk of non-detected double bearing damage, Airbus Helicopters makes compliance with the instructions given in this ALERT SERVICE BULLETIN mandatory, the purpose of which is:

- to ensure that the TGB lubricating oil level is at the "max" level,
- to periodically replace the control rod double bearing on TGBs that do not embody the latest modifications,
- pending the next replacement of the control rod double bearing, to check more frequently that there are no particles at the TGB magnetic plug, and to remove the control shaft/rod assembly once or twice (depending on the case) for inspection of the double bearing,
- and to cancel compliance with ALERT SERVICE BULLETIN No. 05.00.61.

#### Revision 1:

Following the issue of Revision 0 of this ALERT SERVICE BULLETIN, Airbus Helicopters would like to add some details to paragraph 1.E.2.a.2. concerning the check of the magnetic plug.

Furthermore, in order to analyze the possibility of increasing the interval between periodic replacements of POST MOD 07 65B57 bearings, Airbus Helicopters requests the return of some bearings.

A bearing monitoring sheet has therefore been added in appendix paragraph 4.B. It must be filled in and returned to Airbus Helicopters during the next replacement following the issue of this ALERT SERVICE BULLETIN.

In addition, a flow chart has been added to paragraph 2.D. This flow chart explains the process for returning bearings and the monitoring sheet given in Appendix 4.B. to Airbus Helicopters.

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#### Revision 2:

Following the issue of Revisions 0 and 1 of this ALERT SERVICE BULLETIN, Airbus Helicopters wishes to clarify paragraph 1.E.2. concerning the embodiment of MOD 07 65B56 or 07 65B58.

These MODs improve the sliding action of the control rod assembly in the TGB by installing new guide rings. MOD 07 65B56 is embodied on all new TGBs and during Overhaul (RG). MOD 07 65B58 may be embodied through AS365 Service Bulletin No. 65.00.17 or during repair (RE). Airbus Helicopters reminds you that it was mandatory to embody MOD 07 65B58 before September 30, 2011, following the issue of AS365 ALERT SERVICE BULLETIN No. 05.00.61 Revision 1 dated July 13, 2011.

Airbus Helicopters requests that you check for the presence of new guide rings when replacing the double bearing.

#### Revision 3:

Since the issue of Revision 2, complementary tests have been performed on particle detection in the TGB.

In order to ensure an earlier detection of a potential degradation of the double bearing Airbus Helicopters revised the current inspection and close monitoring procedure for PRE MOD 07 65B63 TGBs:

- the inspection interval for the electrical magnetic plug is changed from 100 flying hours to 25 flying hours, as for the manual magnetic plug,
- modification of the procedure after detection of particles as scale, flake, splinter or abrasion at the TGB magnetic plug in order to identify quickly and more efficiently a double bearing degradation. Now, when detection of these types of particles in the TGB, a metallurgical analysis or a complete cleaning of the TGB is required.

In addition, a calendar limitation is introduced in order to ensure that POST MOD 07 65B63 will be the standard on all TGB after 01/01/2024.

Revision 3 does not affect compliance with the previous revisions of this ALERT SERVICE BULLETIN.

Airbus Helicopters renders compliance with this ALERT SERVICE BULLETIN mandatory.

#### Revision 4:

The purpose of revision 4 is:

- to improve the washing procedure for the double bearing of the TGB control rod,
- to specify the commercial conditions related to the return of the bearings in paragraph 2.D,
- to remind customers to be cautious with abrasion particles (class g in the MTC).

#### Revision 5:

Following experience feedback (flight hours cumulated and chip events) which allowed Airbus Helicopters to review the global detection performances of the bearing degradation on POST MOD 07 65B63 TGBs, ALERT SERVICE BULLETIN No. 01.00.71 has been revised to reduce the interval of the chip detector inspection.

As a precautionary measure, Airbus Helicopters is also reducing the interval of the chip detector inspection on PRE MOD 07 65B63 TGBs.

The purpose of revision 5 is to introduce this reduction of interval on the chip detector to 20 FH for bearings with less than 250 FH and 10 FH for bearing with more than 250 FHs to improve detection of the particles.

This protective measure is a temporary measure.

Airbus Helicopters takes advantage of this revision to modify Appendix 4.B. to mention the type of oil used and its manufacturer

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#### Revision 6:

Following additional tests and their analysis, the purpose of revision 6 of this ALERT SERVICE BULLETIN is to reinforce the monitoring criteria of the double bearing.

#### Revision 7:

The purpose of revision 7 of this ALERT SERVICE BULLETIN is to allow the pilot to do the periodic inspection of the magnetic plugs.  
However, in case of presence of particles, the interpretation must be done by a mechanical technician only.

#### Revision 8:

As a new TGB is under development to solve all the existing issues, the purpose of revision 8 of this ALERT SERVICE BULLETIN is to extend the calendar limit to replace the TGB from December 31, 2024 to December 31, 2028, pending the availability of this new TGB.  
It is not permitted to fly with the TGB PRE MOD 07 65B63 from 1<sup>st</sup> January 2029.

Revision 8 of this ALERT SERVICE BULLETIN has no effect on the compliance with former revisions of this ALERT SERVICE BULLETIN.

### 1.D. DESCRIPTION

The purpose of this ALERT SERVICE BULLETIN is to periodically replace the double bearing of the TGB control rod.

### 1.E. COMPLIANCE

#### 1.E.1. Compliance at H/C manufacturer level

Not applicable.

#### 1.E.2. Compliance in service

##### 1.E.2.a. Helicopters/installed equipment or parts:

#### **NOTE 2**

*A flow chart which describes the maintenance operations required by this ALERT SERVICE BULLETIN is also available in Appendix 4.A.*

##### 1.E.2.a.1. Check of the TGB oil level

- Comply with [paragraph 3.B.1.](#) at each inspection after the last flight of the day for versions F, Fi, K  
Or,
- Comply with [paragraph 3.B.1.](#) at intervals not exceeding 10 flying hours for versions N1, N2 and N3.

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#### 1.E.2.a.2. Check of the TGB manual magnetic plug or magnetic plug with electrical indicating

- Check if there are particles at the TGB magnetic plug as per Work Card 12-00-00-601 (MET) and comply with [paragraph 3.B.2.](#) after each last flight of the day, **pending the next replacement of the double bearing** following the issue of Revision 0 of this ALERT SERVICE BULLETIN on May 4, 2016.
- Then, after replacement of the double bearing:
  - . For double bearings with less than 250 FH:
    - .. Comply with the flow chart as per paragraph [3.B.2.](#) within 10 FH from receipt of revision 6 of this ALERT SERVICE BULLETIN issued on the date indicated in the page footer without exceeding 20 FH since the last inspection of the TGB chip detector
  - . For double bearings with 250 FH or more:
    - .. Comply with the flow chart as per paragraph [3.B.2.](#) without exceeding 10 FH since the last inspection of the TGB chip detector

Then,

- Comply with the flow chart as per paragraph [3.B.2.](#) at intervals that do not exceed 10 FH.

#### 1.E.2.a.3. For all TGBs

- For all helicopters which comply with Revision 0 or 1 of this ALERT SERVICE BULLETIN:
  - . Check for the MOD 07 65B56 or 07 65B58 indication on the TGB Log Card (FM):
    - If one of these MODs is indicated, leave as is,
    - If neither of these MODs is indicated, comply with AS365 Service Bulletin No. 65.00.17.
- For helicopters which do not comply with Revision 0 or 1 of this ALERT SERVICE BULLETIN:



#### **CAUTION**

**WE REMIND YOU THAT IT IS MANDATORY TO COMPLY WITH THE INSTALLATION INSTRUCTIONS AND TO USE THE SPECIFIC TOOLS FOR THE DOUBLE BEARING REPLACEMENT.**



#### **CAUTION**

**WHEN REPLACING THE DOUBLE BEARING, ENSURE THAT EMBODIMENT OF MOD 0765B56 OR 0765B58 HAS BEEN RECORDED ON THE TGB LOG CARD (FM).**

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a) For PRE MOD 07 65B57 double bearings of the control shaft/rod assembly

#### **NOTE 3**

*MOD 07 65B57 consists in introducing a new double bearing (MP/N 704A33-651-245 or 704A33-651-246 depending on the manufacturer).*

*This new double bearing:*

- *has an optimized design which favors the evacuation of particles,*
- *has a reinforced structure,*
- *is interchangeable with a PRE MOD 07 65B57 double bearing (MP/N 704A33-651-093 or 704A33-651-104 depending on the manufacturer).*

1) For new double bearings or double bearings which have logged less than 335 flying hours

- . At the latest when 350 flying hours are reached, replace the PRE MOD 07 65B57 double bearing with a POST MOD 07 65B57 double bearing as per AS365 Service Bulletin No. 65.00.18,
- .. When replacing the bearing, comply with paragraph 2.D.

- . Then comply with paragraph 1.E.2.a.3. b)1)

2) For double bearings which have logged 335 or more flying hours

- . Replace the PRE MOD 07 65B57 double bearing with a POST MOD 07 65B57 double bearing as per AS365 Service Bulletin No. 65.00.18 within 110 flying hours following receipt of this ALERT SERVICE BULLETIN Revision 0, issued on the date indicated at the bottom of the page:

.. **Pending the replacement of the double bearing**, comply with [paragraph 3.B.3.](#) within 15 flying hours following the receipt of this ALERT SERVICE BULLETIN Revision 0 issued on the date indicated at the bottom of the page,

Then,

.. Comply with [paragraph 3.B.3.](#) every 55 flying hours maximum until the double bearing is replaced.

.. When replacing the bearing, comply with paragraph 2.D.

- . Then comply with paragraph 1.E.2.a.3.b)1)

b) For POST MOD 07 65B57 double bearings of the control shaft/rod assembly

#### **NOTE 4**

*MOD 07 65B57 consists in introducing a new double bearing (MP/N 704A33-651-245 or 704A33-651-246 depending on the manufacturer).*

*This new double bearing:*

- *has an optimized design which favors the evacuation of particles,*
- *has a reinforced structure,*
- *is interchangeable with a PRE MOD 07 65B57 double bearing (MP/N 704A33-651-093 or 704A33-651-104 depending on the manufacturer).*

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1) For new double bearings or double bearings which have logged less than 485 flying hours

- . At the latest when 500 flying hours are reached, replace the double bearing as per Mechanical Repair Manual (MRM) Work Card 65-21-00-702:
- .. When replacing the bearing, comply with paragraph 2.D.

. Then replace the double bearing every 500 flying hours as per MRM Work Card 65-21-00-702.

2) For double bearings which have logged more than 485 flying hours

- . Replace the double bearing within 110 flying hours following receipt of this ALERT SERVICE BULLETIN Revision 0, issued on the date indicated at the bottom of the page:

- .. **Pending the replacement of the double bearing**, comply only once with [paragraph 3.B.3.](#) within 15 flying hours following the receipt of this ALERT SERVICE BULLETIN Revision 0 issued on the date indicated at the bottom of the page.
- .. When replacing the bearing, comply with paragraph 2.D.

. Then, replace the double bearing every 500 flying hours as per MRM Work Card 65-21-00-702.

1.E.2.a.4. Helicopters equipped with a TGB PRE MOD 07 65B63 will be unfit for flight from January 01, 2029.

1.E.2.b. Non-installed equipment or parts:



### **CAUTION**

**WHEN REPLACING THE DOUBLE BEARING,  
ENSURE THAT EMBODIMENT OF MOD 0765B56  
OR 0765B58 HAS BEEN RECORDED ON THE TGB  
LOG CARD (FM).**

- It is prohibited to install **PRE MOD 07 65B57** double bearings on TGBs from receipt of this ALERT SERVICE BULLETIN issued on the date indicated at the bottom of the page.
- On TGBs equipped with a **PRE MOD 07 65B57** double bearing:  
Before installation on the helicopter, replace the control rod double bearing with a POST MOD 07 65B57 double bearing as per AS365 Service Bulletin No. 65.00.18.
- On TGBs equipped with a **POST MOD 07 65B57** double bearing:  
Comply with the instructions given in paragraph 1.E.2.a.3.b)
- Do not install TGB PRE MOD 07 65B63 after January 01, 2029.

#### 1.F. APPROVAL



The technical content of this document is approved under the authority of the Design Organization Approval ref. EASA. 21J.700.

For helicopters operated outside the terrain regulated by the EASA, the application of this document is subject to validation provided by the responsible aviation authority of the state of registry.

The technical content of this document is approved under the prerogatives of the recognition of design capability ref. EMAR21J-015-DGA for French Government helicopters.

The technical content of this document is approved by Airbus Helicopters Airworthiness Department for export military versions.

#### 1.G. MANPOWER

For compliance with this Service Bulletin, Airbus Helicopters recommends the following staff qualifications:



Qualification:

- 1 Mechanical Engineering Technician

Or

- 1 Pilot with the appropriate training and certification for compliance with paragraphs [3.B.1.](#) and [3.B.2.a.](#)

For compliance with paragraphs [3.B.2.b.](#) and [3.B.3.](#), the mechanical engineering technician qualification is mandatory.

The Estimated Man-hours are indicated for reference purposes only and based on a standard helicopter configuration.



Estimated Man-hours:

For compliance with paragraph [3.B.1.](#): approximately 30 minutes.

For compliance with paragraph [3.B.2.a.](#): approximately 1 hour (excluding metallurgical analysis).

For compliance with paragraph [3.B.3.](#): approximately 8 hours.

Approximately 2 days to replace the double bearing.



Estimated helicopter downtime:

Helicopter downtime is estimated at 2 days.

#### 1.H. WEIGHT AND BALANCE

There is no change in weight and moment.

#### 1.I. POWER CONSUMPTION

Not changed.

#### 1.J. SOFTWARE UPGRADES/UPDATES

Not applicable.



## 1.K. REFERENCES

Maintenance Manual (MET) Work Cards:

05-53-00-201 - 12-00-00-308 - 12-00-00-601 - 65-21-00-402

Mechanical Repair Manual (MRM) Work Cards:

65-21-00-701 - 65-21-00-702

Standard Practices Manual (MTC) Work Cards:

20-04-01-102 - 20-08-01-601

AS365 Service Bulletin No. 65.00.17

AS365 Service Bulletin No. 65.00.18

Information Notice (IN):

IN: 3481-I-00: The Marketplace: an AirbusWorld eOrdering service

IN: 3785-I-00: Introduction of the digital Service Bulletin reporting service SB Insight

Safety Promotion Notice (SPN):

SPN: 3703-P-00: GENERAL - Foreign Object Damage prevention

## 1.L. OTHER AFFECTED PUBLICATIONS

Not applicable.

## 1.M. PART INTERCHANGEABILITY OR MIXABILITY

This ALERT SERVICE BULLETIN has no effect on the interchangeability and mixability.

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## 2. EQUIPMENT OR PARTS INFORMATION

### 2.A. EQUIPMENT OR PARTS: PRICE - AVAILABILITY - PROCUREMENT

#### Price

The bearings will be supplied free of charge by the Airbus Helicopters Programs Department. Specify the helicopter serial number when placing your order.

For information about the price of the modification kits and/or components, or for aid, contact the Airbus Helicopters Network Sales and Customer Relations Department.

#### Availability

Contact the Sales and Customer Relations Department to know the delivery lead times.

#### Procurement

Send an order for the necessary quantities to the Airbus Helicopters Network Sales and Customer Relations Department:

Airbus Helicopters  
Etablissement de Marignane  
Direction des Ventes et Relation Client  
13725 MARIGNANE CEDEX  
FRANCE

In the purchase order, write the information that follows:

- The mode of transport
- The destination
- The serial numbers of the helicopters to change.

### 2.B. LOGISTIC INFORMATION

Not applicable.

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### 2.C. EQUIPMENT OR PARTS REQUIRED PER HELICOPTER/COMPONENT

Kits or components to be ordered for one helicopter or one assembly:

Key word	Qty	New reference	Item	Former reference	→	Instruction
Double bearing ((FAG) POST MOD 07 65B57) Or Double bearing ((SNR) POST MOD 07 65B57)	1	704A33-651-245	1	/		To be replaced
	1	704A33-651-246	1	/		To be replaced

Consumables to be ordered separately:

As per the Work Cards specified in this ALERT SERVICE BULLETIN and the list below:

Key word	Qty	Product reference	CM	Item
WHITE SPIRIT	A/R	Off the shelf	/	2

You can order the consumables from the AirbusWorld Marketplace through e-ordering (IN No. 3481-I-00).

If you cannot get access to e-ordering, please contact your Logistic Focal Point.

### 2.D. EQUIPMENT OR PARTS TO BE RETURNED

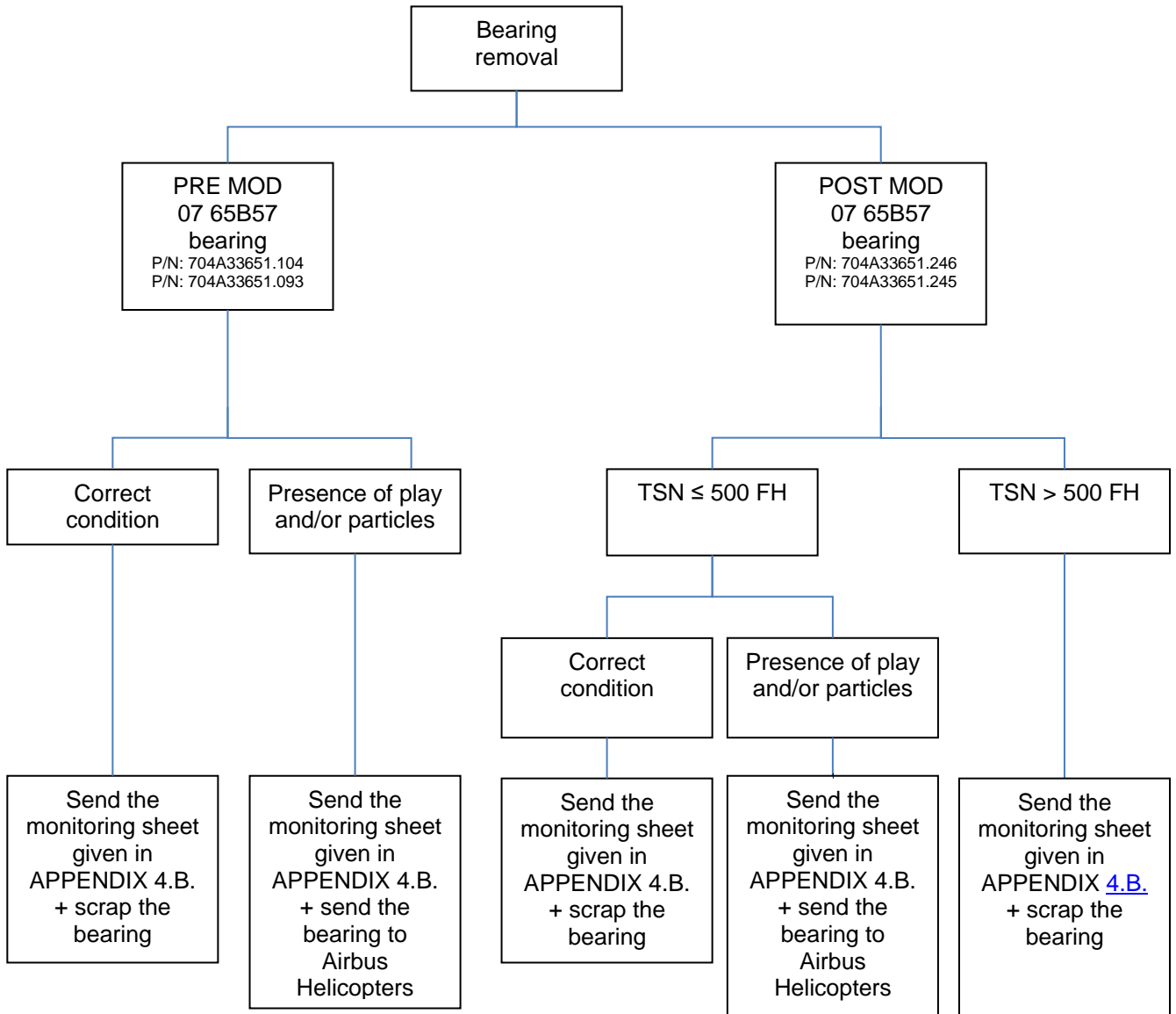
- Return the bearing monitoring sheet given in APPENDIX 4.B. to the Airbus Helicopters Technical Support:  
Fax: +33 (0)4.42.85.99.66  
E-mail: [support.technical-dyncomp.ah@airbus.com](mailto:support.technical-dyncomp.ah@airbus.com) or [TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com))
- In accordance with the flow chart below, return the double bearing to the Airbus Helicopters Technical Support at the following address:

Airbus Helicopters  
Aéroport Marseille Provence  
RETEX Factory - roulement double de BTA  
MAH09MGA2 - B1 - LES BORIES  
SOUS SOL - ARRIVEE  
13725 Marignane CEDEX  
FRANCE

#### **NOTE**

*The expenses for the return of the bearing to Airbus Helicopters are supported by Airbus Helicopters.*

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Flow chart for the bearing return process

### 3. ACCOMPLISHMENT INSTRUCTIONS

#### 3.A. GENERAL

Not applicable.

#### 3.B. WORK STEPS



#### **CAUTION**

**MAKE SURE THAT YOU PREVENT ALL POSSIBLE FOREIGN OBJECT DAMAGE (FOD). REFER TO SAFETY PROMOTION NOTICE (SPN) NO. 3703-P-00.**

##### 3.B.1. Checking the TGB oil level

- Make sure that the TGB oil level is at the "max" level, Otherwise,
  - . Top up the TGB oil level to the "max" level before resuming flights, as per Work Card 12-00-00-308 (MET).

##### 3.B.2. Checking the TGB manual magnetic plug or magnetic plug with electrical indicating



#### **CAUTION**

**IN THE FLOW CHART, THE ABRASION PARTICLES (CLASS g AS PER MTC) MUST BE TAKEN INTO ACCOUNT IN ADDITION TO THE PARTICLE TYPES USUALLY TAKEN INTO ACCOUNT.**

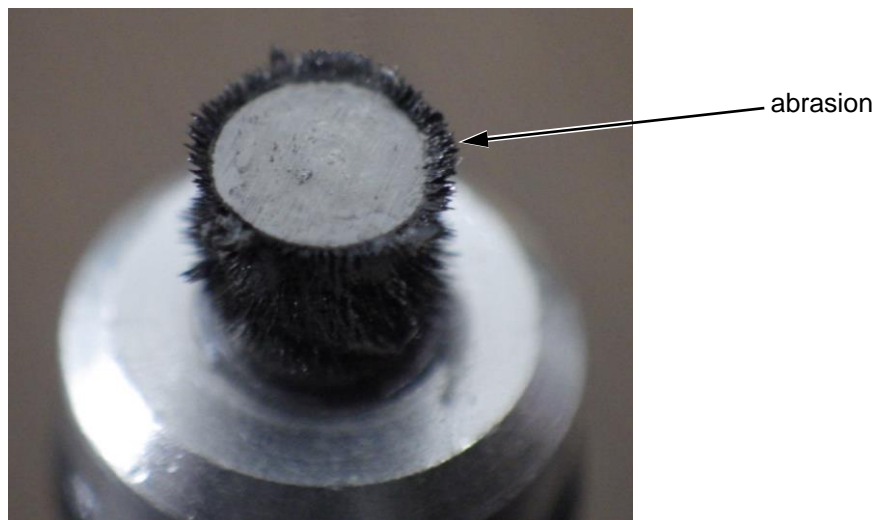
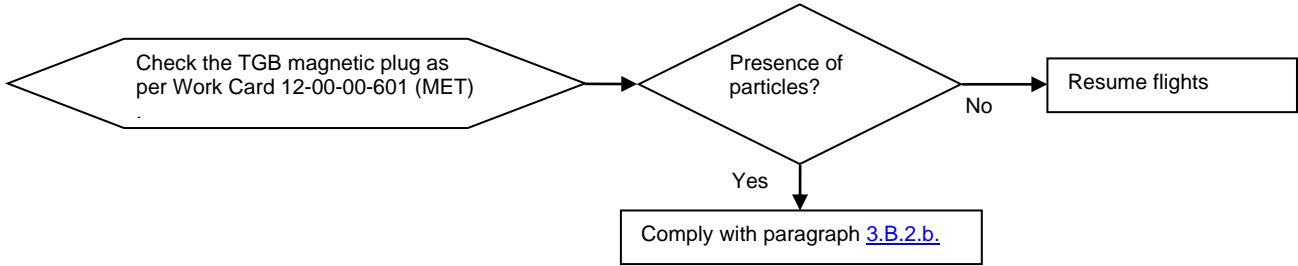


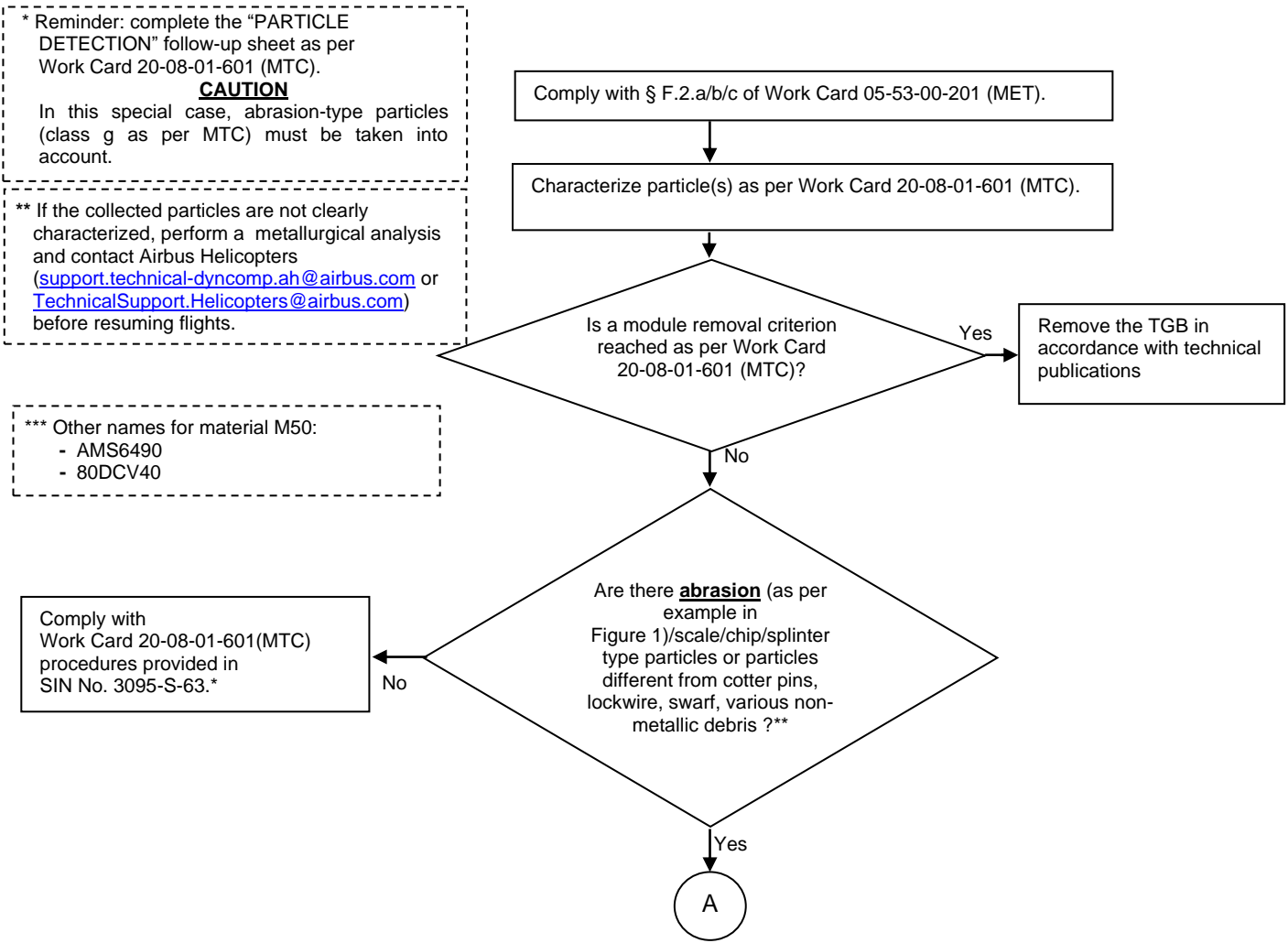
Figure 1: Example of abrasion on the magnetic plug

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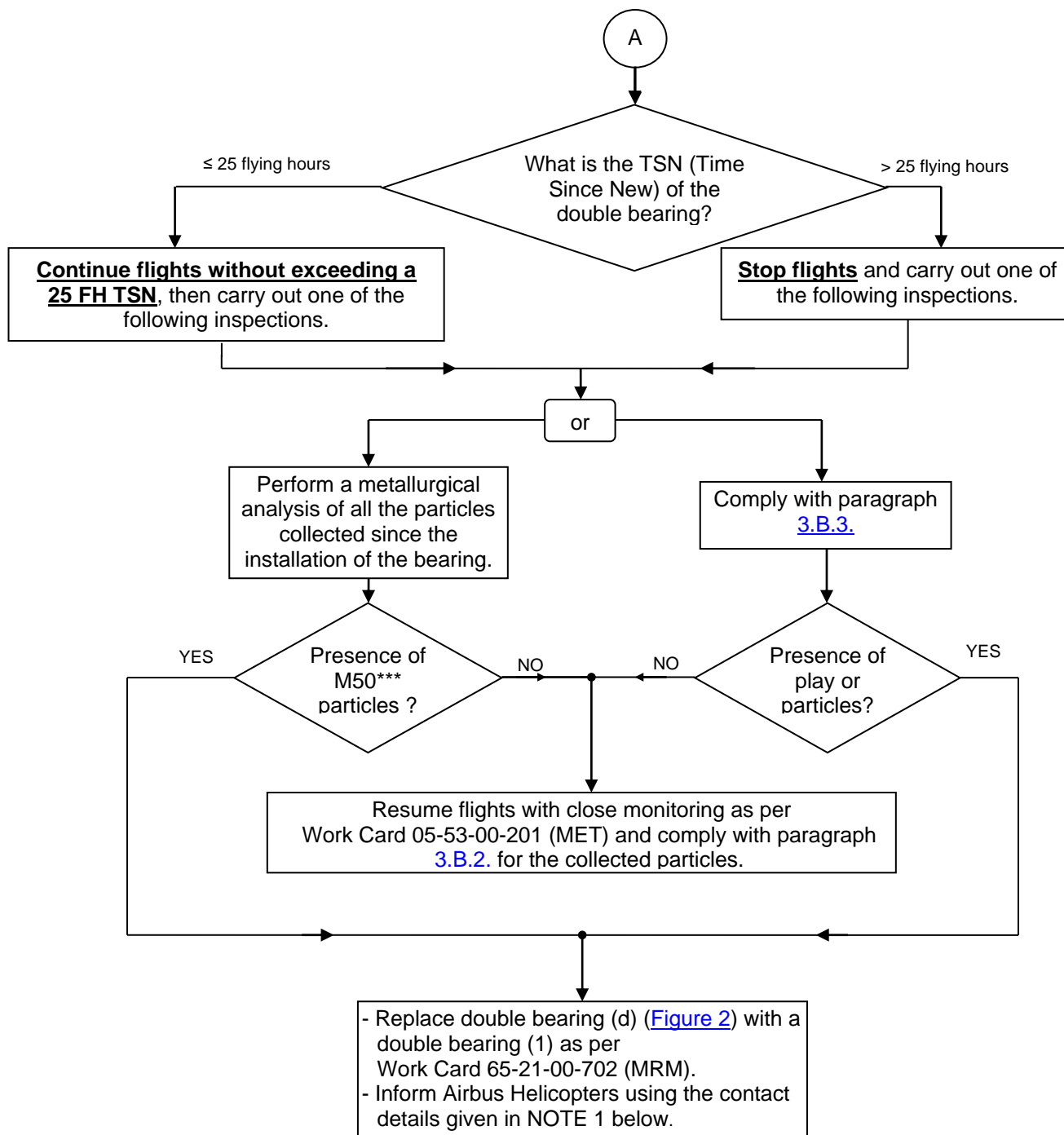
#### 3.B.2.a. Check of the magnetic plugs with a mechanical technician or a pilot



#### 3.B.2.b. Interpretation of results in case of presence of particles with a mechanical technician only



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\*\*\* Other designations for material M50:  
 - AMS6490  
 - 80DCV40

### NOTE 1

Airbus Helicopters Technical Support Department:  
 Fax: + 33(0)4.42.85.99.66  
 E-mail: [support.technical-dyncomp.ah@airbus.com](mailto:support.technical-dyncomp.ah@airbus.com) or  
[TechnicalSupport.Helicopters@airbus.com](mailto:TechnicalSupport.Helicopters@airbus.com)  
 Keycopter: Technical Request Management

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#### 3.B.3. Checking the play in the double bearing of the TGB control shaft/rod assembly ([Figure 2](#))

- Remove the control shaft/rod assembly as per paragraph [3.B.4.a.](#)
- Carry out a tactile check to ensure that there is no axial play in double bearing (d) (Figure 2):
  - . Apply an alternating manual axial load to control rod (c) whilst turning control shaft (b) (**See [DETAIL A Figure 2](#)**).

#### 3.B.3.a. If no play is felt:

- Clean the control shaft/rod assembly using WHITE SPIRIT (2) as per Work Card 20-04-01-102 (MTC):
  - 1) Inject WHITE SPIRIT (2) under pressure (for example using a can) into hole (a) of control shaft (b). (**See [DETAIL B Figure 2](#)**).
    - . Hold shaft (b) in the vertical position pointing upwards.
    - . Turn control rod (c) several times by hand to rinse double bearing (d) by draining the WHITE SPIRIT (2) through the bearing. (**See [DETAIL B Figure 2](#)**)
    - . Collect the WHITE SPIRIT (2) on absorbent paper (e.g.: blotting paper):
      - Pass a magnet over the absorbent paper to collect magnetic particles.
  - 2) Insert WHITE SPIRIT (2) (for example using a can) in the area of the control shaft (b) that must be cleaned. (**See [DETAIL C Figure 2](#)**).
    - . Manually turn the control rod (c) several times to wash the double bearing (d) by draining the WHITE SPIRIT (2).
    - . Collect the WHITE SPIRIT (2) on an absorbent paper (e.g. blotting paper):
      - Pass a magnet over the absorbent paper to collect the magnetic particles.

#### **NOTE 2**

*Make sure that the area pointed out in [DETAIL C Figure 2](#) is clean.*

- 3) Repeat operation No. 1).

#### **NOTE 3**

*As double bearing (d) is "pre-stressed" by definition, friction points can be felt when turning double bearing (d): they are not critical.*



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. **If there are no magnetic particles or magnetic abrasion dust:**

- Install the control shaft/rod assembly as per paragraph [3.B.4.b.](#)

. **If there are magnetic particles or magnetic abrasion dust:**

- . Replace double bearing (d) with a double bearing (1) as per Work Card 65-21-00-702 (MRM).
- . Install the control shaft/rod assembly as per paragraph [3.B.4.b.](#)
- . **Inform the Airbus Helicopters Customer Service Technical Support Department in accordance with paragraph [2.B.](#)**
- . **Comply with paragraph 2.D.**

3.B.3.b. If play is felt:

- Replace double bearing (d) ([Figure 2](#)) with a double bearing (1) as per Work Card 65-21-00-702 (MRM).
- Install the control shaft/rod assembly as per paragraph [3.B.4.b.](#):
  - . **Inform the Airbus Helicopters Customer Service Technical Support Department in accordance with paragraph [2.B.](#)**
  - . **Comply with paragraph [2.D.](#)**

3.B.4. Removal / Installation of the TGB control shaft/rod assembly

3.B.4.a. Removal of the TGB control shaft/rod assembly



#### **CAUTION**

**BEFORE PERFORMING ANY OPERATION ON THE TAIL ROTOR HUB (TRH) ASSEMBLY, LOCK THE DRIVE SYSTEM WITH THE ROTOR BRAKE.**

Remove the TGB control shaft/rod as per Work Card 65-21-00-701 (MRM).

#### **NOTE 4**

*Work Card 65-21-00-701 (MRM) refers to the removal procedure (if necessary) for the double bearing as per Work Card 65-21-00-702 (MRM). Only remove the double bearing if there are doubts concerning its integrity.*

#### **NOTE 5**

*Work Card 65-21-00-701 (MRM) describes the procedure for checking the pitch-change spider interchangeability dimension. Reminder: this procedure is only required if the pitch-change spider is replaced.*

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### 3.B.4.b. Installation of the TGB control shaft/rod assembly



#### **CAUTION**

**PARTICULAR CARE MUST BE TAKEN WHEN CLEANING AND INSTALLING PARTS IN ORDER TO PREVENT CREATING ANY CONTAMINATION.**

- Check that there are no particles in the TGB cover lubrication hole.
- Install the TGB control shaft/rod assembly as per Work Card 65-21-00-701 (MRM).

### 3.C. RECORD OF COMPLIANCE

#### Compliance with this document:

- Record first compliance with paragraph [3.B.1.](#) of this ALERT SERVICE BULLETIN in the helicopter documents.
- Record first compliance with paragraph [3.B.2.](#) of this ALERT SERVICE BULLETIN on the TGB Log Card (FM).
- If necessary, record first compliance with paragraph [3.B.3.](#) of this ALERT SERVICE BULLETIN on the TGB Log Card (FM).

#### Tracking of modifications in the documentation:

- When replacing the PRE MOD 07 65B57 double bearing with a POST MOD 07 65B57 double bearing, record the embodiment of MOD 07 65B57 on the TGB Log Card (FM).
- Record compliance with this ALERT SERVICE BULLETIN (see IN 3785-I-00 for instructions):  
QR Code or hypertext link



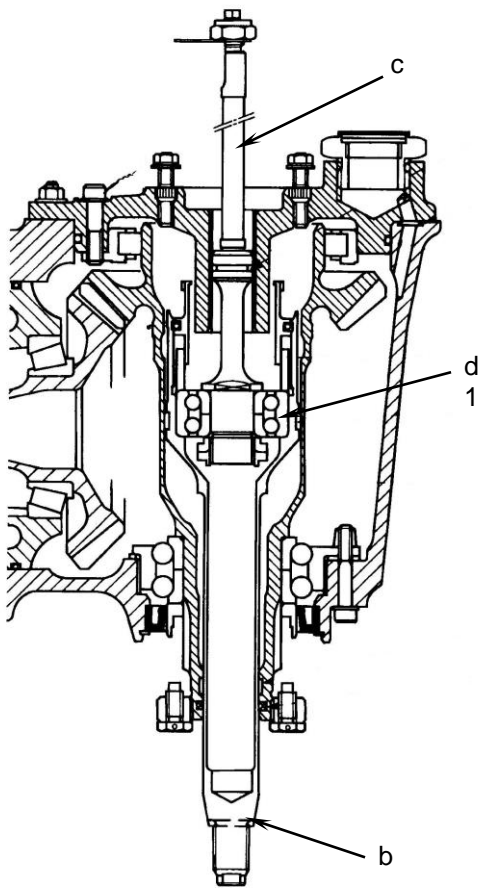
#### **NOTE 6**

*The recording of compliance with ALERT SERVICE BULLETINS in the SB Insight tool does not replace the recording in the helicopter documents.*

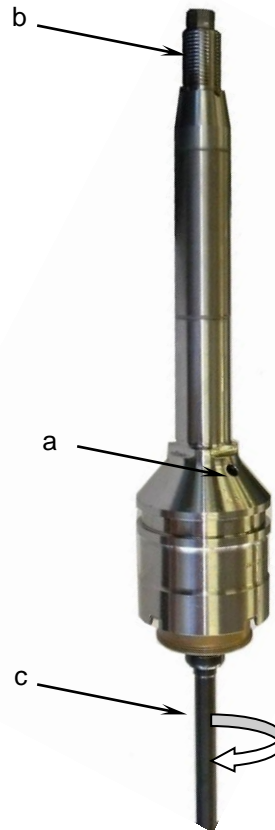
[ASB AS365-01.00.67](#)

### 3.D. OPERATING AND MAINTENANCE INSTRUCTIONS

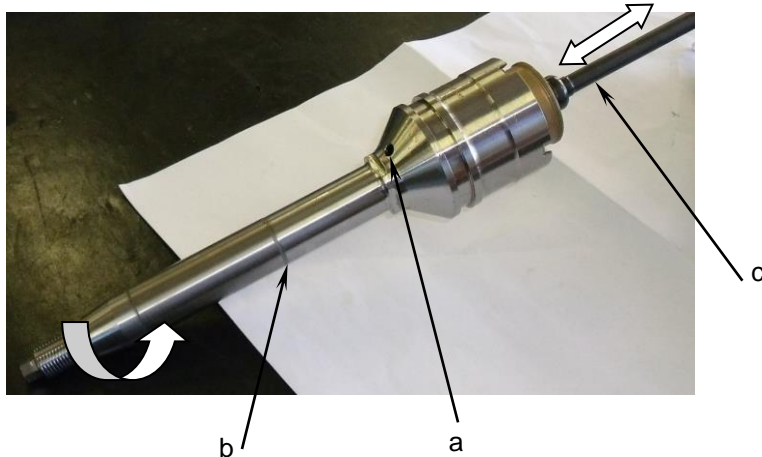
Not applicable.



### DETAIL B



### DETAIL A



### DETAIL C



Return to paragraph [3.B.3.](#)

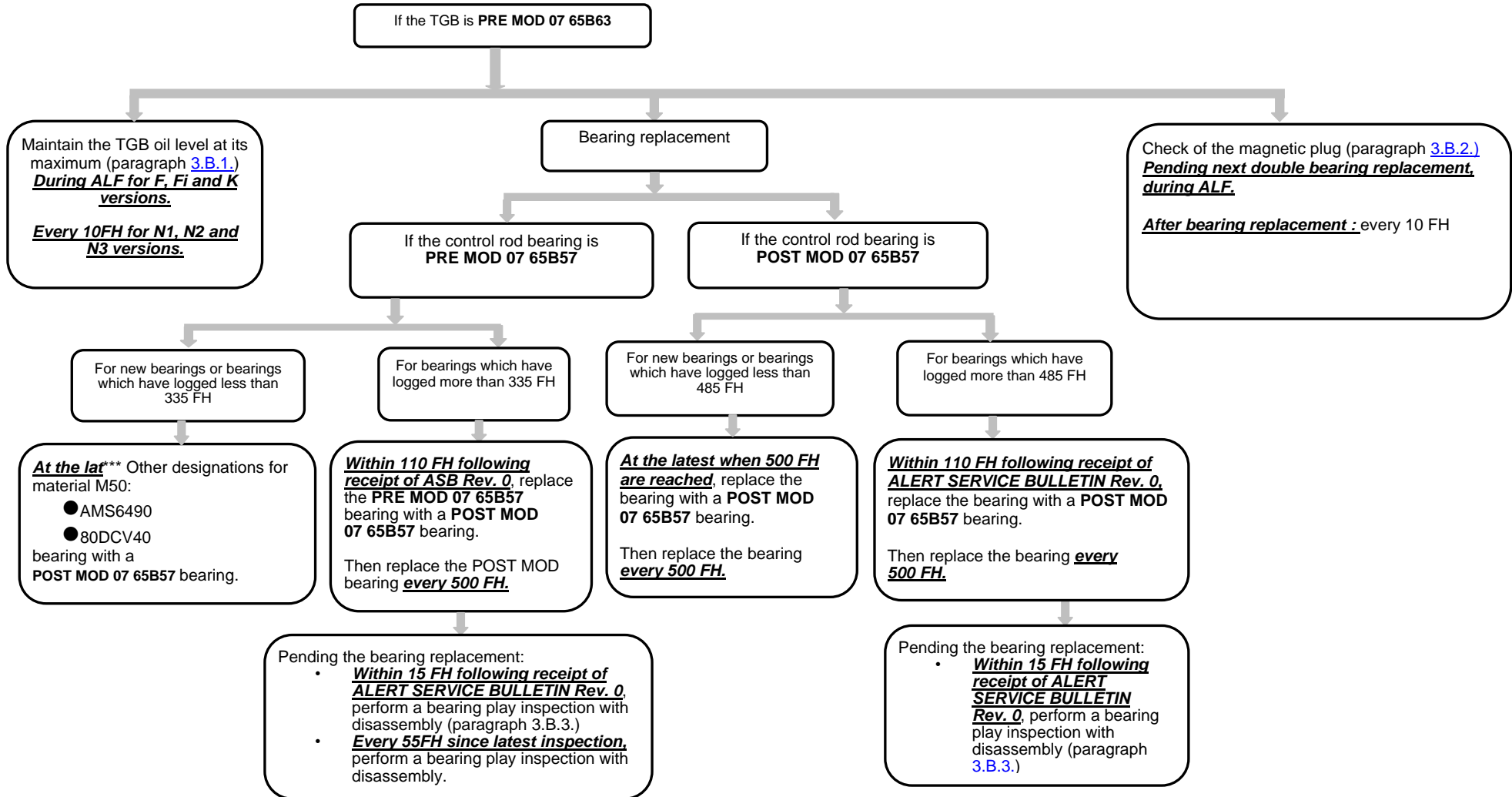
Figure 2

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## No. AS365-01.00.67

### 4. APPENDIX

#### 4.A. Process for compliance with paragraph 1.E.2.a.



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### 4.B. Bearing behavior monitoring sheet to be filled in and returned

Behavior monitoring sheet			
Customer: .....	Version: Helicopter S/N: Type of mission:	TGB P/N: S/N: TSN / TSO: Oil brand: Oil reference: Please enclose the TGB Log Card.	TGB control rod bearing Date of removal: P/N: S/N: Flying hours:
Condition of the bearing			Decision
Correct condition: Yes <input type="checkbox"/> / No <input type="checkbox"/>	Presence of axial play: Yes <input type="checkbox"/> / No <input type="checkbox"/>	Presence of particles: Yes <input type="checkbox"/> / No <input type="checkbox"/>	Bearing to be sent to AH Yes <input type="checkbox"/> / No <input type="checkbox"/>