

URGENT

\*TB 1-1520-240-20-90

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DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

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ONE TIME RECORDS CHECK, VISUAL  
INSPECTION FOR, AND REMOVAL OF CERTAIN  
SERIAL NUMBERED 145D3400-23/-25/-32 FORWARD  
SYNCHRONIZING DRIVE SHAFT ASSEMBLIES  
FOR  
ALL CH-47D, MH-47D, AND MH-47E AIRCRAFT

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Headquarters, Department of the Army, Washington, D.C.  
15 October 1996

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DISTRIBUTION STATEMENT A: Approved for public release; distribution is unlimited.

**NOTE**

**THIS PUBLICATION IS EFFECTIVE UNTIL RESCINDED OR SUPERSEDED.**

**1. Priority Classification. Urgent.**

a. Aircraft in Use. Upon receipt of this Technical Bulletin (TB) the condition status symbol of the cited aircraft will be changed to a **Red Horizontal Dash "-"**. The **Red Horizontal Dash "-"** may be cleared when the inspection of paragraph 8 below is completed. The affected aircraft shall be inspected as soon as practical but no later than the task/inspection suspense date. Failure to comply with the requirements of this TB within the time frame required will cause the status symbol to be upgraded to a Red "X".

b. Aircraft in Depot Maintenance. Inspect and correct prior to issue. Aircraft shall not be issued until compliance with this TB has been completed.

c. Aircraft Undergoing Maintenance. Same as paragraph 1a.

d. Aircraft in Transit.

(1) Surface/Air Shipment. Same as paragraph 1a.

(2) Ferry Status. Same as paragraph 1a.

e. Maintenance Trainers (Category A and B). Same as paragraph 1a.

\*This TB supersedes USAATCOM Message 101 555Z October 1996 (CH-47-97-ASAM-01)

f. Component/Parts in Stock at All Levels (Depot and Others) Including War Reserves. Upon receipt of this TB the materiel condition tags of all items listed in paragraph 6 below in all condition codes shall be annotated to read 'TB 1-1520-240-20-90, One Time Records Check, Visual Inspection of Forward Synchronizing Drive Shaft Assemblies, not complied with.'

(1) Wholesale Stock. Report receipt of this TB in accordance with paragraph 14c(1). Upon receipt of this TB all serviceable items (condition codes "A", "B", "C", "D" and "E") listed in paragraph 6 located in wholesale depot storage shall be placed in condition code "J" and tagged with a suspended tag/label materiel, DD Form 1576/DD Form 1576-1. Do not remove original condition tags. Report compliance in accordance with paragraph 14d(1).

(2) Retail Stock. Report receipt of this TB in accordance with paragraph 14c(2). Upon receipt of this TB commanders and others maintaining retail stock at installation level and below shall contact the supported aviation unit to perform the inspection required by paragraph 8 below and the correction procedures of paragraph 9 on discrepant materiel. Disposition of discrepant materiel will be in accordance with paragraph 10. Report compliance with this TB in accordance with paragraph 14d(2).

g. Components/Parts in Work. All items listed in paragraph 6 below shall not be issued until compliance with this TB has been completed.

**2. Task/Inspection Suspense Date.** Within 10 flight hours or 14 days from receipt of superseded message or receipt of this TB, whichever is received first.

**3. Reporting Compliance Suspense Date.** No later than 01 November 1996 per paragraph 14a of this TB.

**4. Summary of the Problem.**

a. Corpus Christi Army Depot (CCAD) has announced a recall due to a process deviation concerning rework procedures and the assembly of the retainer assembly to some 145D3400-23/-25/-32 forward synchronizing drive shaft assemblies.

b. For a limited period of time, the Teflon inserts were erroneously being removed from the retainer assembly (part number 11 4D3207-3, NSN 1615-00-066-0285) prior to installation to the forward synchronizing drive shaft assembly.

c. A total of 27 forward synchronizing drive shaft assemblies are suspect. Of these, 16 were located locally at CCAD and have been reworked to conform to the correct technical criteria. The remaining 11 were requisitioned and issued to CH-47D field units world wide.

d. For Manpower/Downtime and Funding Impacts, see paragraph 12 below.

e. The purpose of this TB is to perform a one time records check, and conduct a visual verification inspection of all 145D3400-23/-25/-32 forward synchronizing drive shaft assembly identification (data) plates for the suspect serial numbers listed in paragraph 8 below. If found, these forward synchronizing drive shaft assemblies are to be removed from service and returned to CCAD for rework and return supply.

**5. End Items to be Inspected.** All CH-47D, MH-47D, and MH-47E aircraft.

**6. Assembly Components to be Inspected.**

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Drive Shaft Assembly	145D3400-23	1615-01-113-0248
Drive Shaft Assembly	145D3400-25	1615-01-113-0292
Drive Shaft Assembly	145D3400-32	1615-01-112-5897

**7. Parts to be Inspected.** N/A

**8. Inspection Procedures.**

a. Perform a one time records check for the following forward synchronizing drive shaft assembly suspect serial numbers:

- (1) P/N 145D3400-23, NSN 1615-01-113-0248, serial numbers - A-2012 and A-6334.
- (2) P/N 145D3400-25, NSN 1615-01-113-0292, serial number - A-4906.
- (3) P/N 145D3400-32, NSN 1615-01-112-5897, serial numbers -

A-283	A-6292	A-8302
A-2142	A-6922	A-8386
A-3352	A-7044	

b. If the records check is inconclusive or identifies a suspect serial number, perform a visual inspection of the component identification (data) plates as follows.

- (1) Prepare the aircraft for safe ground maintenance.
- (2) Open the drive shaft tunnel access covers. (Refer to TM 55-1520-240-23, Task 2-2 and TM 55-1520-252-23, Task 2-2).
- (3) Check the forward synchronizing drive shaft assembly data plates for any of the above suspect serial numbers.

c. If any of the drive shafts serial numbers are in the above list of suspect serial numbers, call the ATCOM logistical point of contact (paragraph 16c below) for disposition instructions before proceeding to paragraph 9 below for corrective procedures.

d. If the drive shaft serial numbers are not in the above list of suspect serial numbers, no further action is required. Close the drive shaft tunnel covers, and record and report compliance with this TB in accordance with paragraph 14 below.

**9. Correction Procedures.**

- a. Remove the suspect forward synchronizing drive shaft assembly. (Refer to TM 55-1520-240-23 Tasks 6-2 through 6-4, and TM 1-1520-252-23 Tasks 6-2 through 6-4 as applicable).
- b. Return the suspect forward drive shaft assembly to CCAD IAW the disposition instructions in para 10d below.
- c. Reinstall a forward synchronizing drive shaft assembly. (Refer to TM 55-1520-240-23 tasks 6-17 through 6-19 and TM 1-1520-252-23 tasks 6-18 through 6-20 as applicable).
- d. Close the drive shaft tunnel access covers. (Refer to TM 55-1520-240-23, Task 2-2 and TM 55-1520-252-23, Task 2-2).
- e. Perform ground run. (Refer to TM 55-1520-240-10/TM 1-1520-252-10).

**10. Supply/Parts and Disposition.**

- a. Parts Required. CCAD will rework discrepant drive shaft assemblies. The ATCOM logistical POC for this recall is delineated in para 16c below.
- b. Requisitioning Instructions. When a suspect shaft listed in para 8a is found, contact the ATCOM POC for requisition instructions. The unit can continue to fly for up to five days, until receipt of a new drive shaft whichever occurs first. The unit will provide shipping information to ATCOM and receive 100 percent credit for the drive shaft. Upon receipt of the replacement drive shaft, the unit will change it immediately.
- c. Bulk and Consumable Materials. N/A
- d. Disposition. Return discrepant drive shaft assemblies IAW the instructions of the ATCOM logistical POC (para 16c below). Unit shall identify a local POC for this effort to the above POC.

Commander,  
 Corpus Christi Army Depot (CCAD)  
 Attn: SIOSS-QP-RA  
 Corpus Christi, Texas 78419-5260

e. Disposition of Hazardous Material N/A.

**11. Special Tools, Jigs and Fixtures Required. N/A.**

**12. Application.**

- a. Category of Maintenance. AVUM. Aircraft downtime will be charged to AVUM.
- b. Estimated Time Required.
  - (1) Total of 0.5 man-hours using one person to perform the records check.
  - (2) Total of 0.5 hours downtime for one end item.
  - (3) Total of three man-hours using one person to replace a suspect drive shaft.
- c. Estimated Cost Impact of Stock Fund Items to the Field. N/A
- d. TB/MWOs to be Applied Prior to or Concurrently With This Inspection. N/A.
- e. Publications Which Require Change as a Result of this Inspection. N/A

**13. References.**

- a. TM 55-1520-240-10.
- b. TM 1-1520-252-10.
- c. TM 55-1520-240-23.
- d. TM 1-1520-252-23.

**14. Recording and Reporting Requirements.**

a. Reporting Compliance Suspense Date (Aircraft). Upon entering requirements of this TB on DA Form 2408-13-1 on all subject MDS aircraft, forward a priority message, data fax or E-Mail to Commander, ATCOM, ATTN: AMSAT-R-X (SOF Compliance Officer), per AR 95-3. Data fax number is DSN 693-2064 or commercial (314) 263-2064. E-Mail address is "amsatrxs@-emh4.stl.army.mil". The report will cite this TB number, date of entry in DA Form 2408-13-1, the aircraft mission design series and serial numbers of aircraft in numerical order.

b. Task/inspection Reporting Suspense Date (Aircraft). For aircraft which required discrepant drive shaft replacement, units will call the logistical POC in para 16c with the serial number of the suspect shaft. Inspection notification will be completed no later than twenty days after task/inspection suspense date.

c. Reporting Message Receipt (Spares).

(1) Materiel in Retail Storage. Report receipt of this TB by E-mail or data fax to the logistical POC (paragraph 16c below) within 7 days from the date of this TB.

(2) Materiel in Wholesale Depot Storage. Report receipt of this TB by E-mail or data fax to the wholesale materiel (spares) point of contact listed in paragraph 16d within 3 working days from the date of this TB. Provide local point of contact.

d. Task/inspection Reporting Suspense Date (Spares).

(1) Materiel In Wholesale Depot Storage. Report compliance with this TB to the wholesale materiel point of contact (spares) point of contact listed in paragraph 16d within 7 days of the date of this TB. Include an estimate of the cost reimbursable funding required to move serviceable items on hand listed in paragraph 6 to a work area, unpack the materiel, repack the materiel after inspection by ATCOM inspectors, and to return the materiel to storage. Report, by original serviceable condition code, the quantity of materiel placed in condition code "J". Report by e-mail or data fax and provide local point of contact.

(2) Materiel in Retail Storage. Report compliance with this TB by e-mail or data fax to the ATCOM logistical POC (paragraph 16c below) within 5 working days from the date of this TB. Report the serial numbers of all materiel requiring correction. Place these items in condition code "D" and provide copies of shipping documents to wholesale materiel POC (paragraph 16d below).

e. The following forms are applicable and are to be completed in accordance with DA PAM 738-751, 15 June 1992.

(1) DA Form 2408-5-1, Equipment Modification Record (Forward Synchronizing Drive Shaft).

(2) DA Form 2408-13, Aircraft Status Information Record.

(3) DA Form 2408-13-1, Aircraft Inspection and Maintenance Record.

(4) DA Form 2408-16, Aircraft Component Historical Record.

(5) DA Form 2410, Component removal and Repair/Overhaul Record.

(6) DD Form 1574 (Yellow Tag) for in stock items that are determined to be serviceable. (Mark inspected serviceable in accordance with this TB).

(7) DD Form 1575 (Brown Tag) for in stock items in suspended status awaiting inspection. (Mark suspended in accordance with this TB).

(8) DD Form 1577-2 (Green Tag) Unserviceable (Repairable) for in stock items that are determined to be repairable. (Mark Unserviceable in accordance with this TB).

**15. Weight and Balance. N/A.**

**16. Points of Contact.**

a. Technical point of contact for this TB is Mr. Larry Wieschhaus, AMSAT-R-ECC, DSN 693-6678 or commercial (314)263-6678.

b. Logistical point of contact for this TB at CCAD is Mr. Wayne Sykora, SIOCC-QP-RA, DSN 861-3478/2587/3872 or commercial (512)939-3478/2587/3872. Data fax extension is 4578.

c. Logistical point of contact for this TB at ATCOM is Mr. Mike Melliere, AMCPM-CH-L, DSN 693-1901 or commercial (314)263-1901. Data fax extension is 1485.

d. Wholesale Materiel point of contact (spares) for this TB is Mr. Edward Holter, AMSAT-I-SACE, DSN 693-6015 or commercial (314)263-6015. Data fax extension 7569.

e. Forms and records point of contact for this TB is Ms. Ann Waldeck, AMSAT-I-MDM, DSN 490-2318 or commercial (314)260-2318.

f. Safety point of contact for this TB is Mr. Jim Wilkens. AMSAT-R-X, DSN 693-2258 or commercial (314)263-2258.

g. Foreign Military Sales (FMS) recipients requiring clarification of action advised by this TB should contact CW5 J. Nance or Mr. Ron Van Rees, AMSAT-D-S, DSN 693-7844/3216 or commercial (314)263-7844/3216. St. Louis is Greenwich mean time minus 6 hours.

h. After hours contact ATCOM Command Operations Center (COC) DSN 693-2066/2067 or commercial (314)263-2066/2067.

**17. Reporting of Errors and Recommending Improvements.** You can help improve this TB. If you find any mistakes or if you know of a way to improve these procedures, please let us know. Mail your letter or DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to: Commander, US Army Aviation and Troop Command, ATTN: AMSAT-I-MP, 4300 Goodfellow Blvd., St. Louis, MO 63120-1798. A reply will be furnished to you. You may also submit your recommended changes by E-mail directly to

<mpmt%avma28@st-louis-emh7.army.mil>. A reply will be furnished directly to you. Instructions for sending an electronic 2028 may be found at the back of this manual.

**TB 1-1520-240-20-90**

By Order of the Secretary of the Army:

DENNIS J. REIMER  
*General, United States Army*  
*Chief of Staff*

Official:   
JOEL B. HUDSON  
*Administrative Assistant to the*  
*Secretary of the Army*  
02687

**DISTRIBUTION:**

To be distributed in accordance with DA Form 12-31-E, block no. 3626,  
requirements for TB 1-1520-240-20-90.

The following format must be used if submitting an electronic 2028. The subject line must be exactly the same and all fields must be included; however only the following fields are mandatory: 1, 3, 4, 5, 6, 7, 8, 9, 10, 13, 15, 16, 17, and 27.

From: "Whomever" <whomever@avma27.army.mil>  
To: <mpmt%avma28@st-louis-emh7.army.mil>  
Subject: DA Form 2028


1. **From:** Joe Smith
2. **Unit:** home
3. **Address:** 4300 Park
4. **City:** Hometown
5. **St:** MO
6. **Zip:**77777
7. **Date Sent:** 19-OCT-93
8. **Pub no:** 55-2840-229-23
9. **Pub Title:** TM
10. **Publication Date:** 04-JUL-85
11. **Change Number:** 7
12. **Submitter Rank:** MSG
13. **Submitter FName:** Joe
14. **Submitter MName:** T
15. **Submitter LName:** Smith
16. **Submitter Phone:** 123-123-1234
17. **Problem:** 1
18. **Page:** 2
19. **Paragraph:** 3
20. **Line:** 4
21. **NSN:** 5
22. **Reference:** 6
23. **Figure:** 7
24. **Table:** 8
25. **Item:** 9
26. **Total:** 123
27. **Text:**

This is the text for the problem below line 27.

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RECOMMENDED CHANGES TO EQUIPMENT TECHNICAL PUBLICATIONS

 <p style="font-size: small; margin: 0;"><i>THEN...JOT DOWN THE DOPE ABOUT IT ON THIS FORM. CAREFULLY TEAR IT OUT, FOLD IT AND DROP IT IN THE MAIL.</i></p>		SOMETHING WRONG WITH PUBLICATION	
		FROM: (PRINT YOUR UNIT'S COMPLETE ADDRESS)	
		DATE SENT	
PUBLICATION NUMBER		PUBLICATION DATE	PUBLICATION TITLE
BE EXACT PIN-POINT WHERE IT IS			
PAGE NO.	PARA-GRAPH	FIGURE NO.	TABLE NO.
IN THIS SPACE, TELL WHAT IS WRONG AND WHAT SHOULD BE DONE ABOUT IT.			
PRINTED NAME, GRADE OR TITLE AND TELEPHONE NUMBER			SIGN HERE

