

URGENT

*TB 1-2840-256-20-6

DEPARTMENT OF THE ARMY TECHNICAL BULLETIN

INSPECTION OF OIL PRESSURE REDUCER ASSEMBLY FOR T703-AD-700 AND T703-AD-700A ENGINES ON ALL OH-58D SERIES HELICOPTERS

Headquarters, Department of the Army, Washington, D. C.
1 August 2002

REPORTING OF ERRORS AND RECOMMENDED IMPROVEMENTS

You can improve this manual. 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, U.S. Army Aviation and Missile Command, ATTN: AMSAM-MMC-MA-NP, Redstone Arsenal, AL. 35898-5000. A reply will be furnished to you. You may provide DA Form 2028 information to AMCOM via e-mail, fax, or the World Wide Web. Our fax number is: DSN 788-6546 or commercial 256-842-6546. Our e-mail address : 2028@redstone.army.mil. For the World Wide Web use: <https://amcom2028.redstone.army.mil>.

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NOTE

THIS PUBLICATION IS EFFECTIVE UNTIL RESCINDED OR SUPERSEDED.

1. Priority Classification. URGENT

NOTE

In accordance with AR 95-1, paragraph 6-14.a, MACOM Commanders may authorize temporary exception from message requirements. Exception may only occur when combat operations or matter of life or death in civil disasters or other emergencies are so urgent that they override the consequences of continued aircraft operation.

a. Aircraft in Use. Upon receipt of this Technical Bulletin (TB), make the following entry on the DA Form 2408-13-1. Enter a red horizontal dash // - // status symbol with the following statement:

(1) For OH-58D series -- "Inspect oil pressure reducer assembly in accordance with OH-58-02-ASAM-08 (TB 1-2840-256-20-6) before next engine run, but no later than (8 August 2002)".

(2) Clear the red horizontal dash // - // entry when the procedures in accordance with paragraph 8 and 9 are completed. The affected aircraft shall be inspected as soon as practical but no later than (8 August 2002). Commanders

*This TB supersedes OH-58-02-ASAM-08, 1 August 2002.

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who are unable to comply with the requirements of this message within the time frame specified will upgrade the affected aircraft status symbol to a red //x//.

b. Aircraft in Maintenance Facility.

(1) Aircraft in AVUM, AVIM or Depot Level Maintenance -- Commanders and Facility Managers will not issue aircraft until they are in compliance with this message.

(2) Aircraft at Contractor Facility -- Contractor will inspect DD 250 aircraft prior to those aircraft departing for ferry to final destination.

c. Aircraft in Transit.

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

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

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

e. Component/Parts in Stock at all levels (Depot and others) including War Reserves at All Levels -- Upon receipt of this TB, Depot and Material Activity Commanders will ensure the material condition tags of all items in all condition codes listed in paragraph 6 and 7 are annotated to read: "OH-58-02-ASAM-08 (TB 1-2840-256-20-6), Oil Pressure Reducer Assembly, not complied with."

(1) Wholesale Stock -- Report receipt of this TB in accordance with paragraph 14b(1) no later than (1 August 2002). Upon receipt of this TB, Depot and Material Activity Commanders will ensure all items in condition codes //A//, //B//, //C//, //D//, and //E//, listed in paragraph 6 and 7, are placed in condition codes //J// and tagged with a suspended Tag/Label - Material, DD Form 1575/DD Form 1575-1. Do not remove original condition tags. Report compliance with this TB in accordance with paragraph 14b (2) no later than (8 August 2002).

(2) Retail Stock -- Report receipt of this TB in accordance with paragraph 14c(1) no later than (1 August 2002). Upon receipt of this TB, Commanders and Facility Managers maintaining retail stock at installation level and below shall contact the supported Aviation Unit to perform the procedures required in accordance with paragraph 8 and 9 on suspect material. Dispose of discrepant material in accordance with paragraph 10. Report compliance with this TB in accordance with paragraph 14.c(2) no later than (8 August 2002).

f. Components/Parts in Work (Depot Level and others) -- Depot and other Maintenance Activity Commanders will ensure items listed in paragraph 6 and 7 are not issued until they are in compliance with this TB.

2. Task/Inspection Suspense Date -- Complete the inspection in accordance with paragraph 8 before the next engine run but no later than (8 August 2002) and report in accordance with paragraph 14a(2) no later than (12 August 2002).

3. TAMMS Reporting Compliance Suspense Date -- Report compliance in accordance with paragraph 14.a(1) no later than (1 August 2002).

4. Summary of Problem --

a. History -- A category I Quality Deficiency Report (QDR) identified that an oil pressure reducer assembly manufactured by B&E Manufacturing Company did not have a hole drilled through the oil pressure reducer restrictor. It has been determined that engine operation with a defective oil pressure reducer installed will cause catastrophic failure of the number one compressor bearing within one hour of engine operation.

b. Manpower/downtime and funding impacts -- see paragraph 12.

c. The purpose of this TB is to --

(1) Inspect all OH-58D series aircraft engines with less than one hour of operational time to determine if the oil pressure reducer assembly has a hole drilled in the outlet port of the oil pressure reducer restrictor.

(2) Remove from stock all oil pressure reducer assemblies manufactured that do not have a hole drilled in the outlet port of the oil pressure reducer restrictor.

5. End Items to be Inspected -- OH-58D series aircraft.

6. Assembly Components to be Inspected --

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Engine, Aircraft, T703-AD-700	23005714	2840-01 -131-3350
Engine, Aircraft, T703-AD-700A	230055439	2840-01 -133-2064

7. Parts to be Inspected --**NOTE**

NOMENCLATURE	PART NUMBER	NATIONAL STOCK NUMBER
Restrictor, Oil Pressure Reducer	6898986	2810-01-094-9740

NOTE

Supplemental information/illustration for this TB can be viewed at (use lower case letters) "www.redstone.army.mil/sof/suppl/o580208.pdf", or at the Scout/Attack Helicopters Project Office Web Site at "www.scout/attack.redstone.army.mil/."

a. For parts installed -- Inspect the aircraft and engine DA Form 2408-1 6's, and engine DA Form 2408-5-1 to determine the total engine operational time since engine installation and last installation of the oil pressure reducer restrictor (P/N 6898986).

(1) For engines with more than one hour operational time since engine installation and last installation of the oil pressure reducer restrictor (P/N 6898986), the inspection is complete. Clear the red horizontal dash // - // entry required in accordance with paragraph 1.a. of this TB.

(2) For engines with one hour or less engine operational time or if the last installation of oil pressure reducer restrictor (P/N 6898986) can not be determined, proceed to paragraph 8.b.

b. Remove the oil pressure reducer restrictor (P/N 6898986) from OH-58D aircraft engines in accordance with the applicable AVUM/AVIM maintenance manual.

c. Inspect to verify that a hole is drilled in the oil outlet port of the oil pressure reducer restrictor (P/N 6898986).

(1) If a hole is drilled in the oil outlet port, correct in accordance with paragraph 9.a.

(2) If there is not a hole in the oil outlet port, correct in accordance with paragraph 9.b.

d. For parts not installed -- Inspect all oil pressure reducer restrictors (P/N 6898986) in stock to verify that a hole is drilled in the outlet port of the oil pressure reducer restrictor.

(1) If a hole is found -- this inspection is complete.

(2) If a hole is not found -- proceed to paragraph 9.b.

9. Correction Procedures --

a. If a hole is drilled through the outlet port of the oil pressure restrictor (P/N 6898986), reinstall in accordance with the applicable AVUM/AVIM maintenance manual and clear the red horizontal red dash // - // entry.

NOTE

If an oil pressure reducer does not have a hole drilled through the outlet port of the oil pressure reducer restrictor and the oil pressure reducer was installed on an engine, then contact the technical point of contact in accordance with paragraph 16.a prior to next engine start.

b. Dispose of discrepant parts in accordance with paragraph 10.d. and replace with a serviceable oil pressure restrictor (P/N 6898986).

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10. Supply/Parts and Disposition --

- a. Parts Required. Items cited in paragraph 7 may be required to replace defective items.
- b. Requisitioning Instructions. Requisition replacement parts using normal supply procedures. All requisitions shall use project code (CC 57-59) "X1Y (X-ray-one Yankee).

NOTE

Project code "X1Y is required to track and establish a data base of stock fund expenditures incurred by the field as a result of TB actions.

- c. Bulk and Consumable Materials. Not applicable
- d. Disposition. Demilitarize/Mutilate in accordance with TM 1-1500-328-23 any part/component which does not meet inspection criteria.
- e. Disposition of Hazardous Material. Not applicable

11. Special Tools and Fixtures Required. Not applicable

12. Application --

a. Category of Maintenance. AVUM or AVIM. Aircraft downtime will be charged to AVUM or AVIM as appropriate. Report aircraft non-mission capable maintenance (NMCM) while undergoing inspection and correction in accordance with this TB.

b. Estimated time required --

- (1) Time to complete inspection --
 - (a) Total of 0.5 man-hour using one person.
 - (b) Total of 0.5 hour downtime for one end item.
- (2) Time for repair/replacement --
 - (a) Total of 0.5 man-hour using one person.
 - (b) Total of 0.5 hour downtime for one end item.

c. Estimated Cost Impact to the Field.

NOMENCLATURE	PART NUMBER NATIONAL STOCK NUMBER	QTY	COST EACH	TOTAL\$
Restrictor, Oil Pressure Reducer	6898986 2810-01-094-9740	1	\$113.63	\$113.63
Total cost per aircraft = \$113.63				

- d. TB/MWOs to be Applied Prior to or Concurrently with this Inspection -- Not applicable
- e. Publications Which Require Change as a Result of This Inspection -- Not applicable

13. Reference.

- a. AR 95-1
- b. DA PAM 738-751, 15 March 1999.
- c. TM 1-2840-256-23, 2 June 1986
- d. TM 1-2840-256-23P, 30 April 1996
- e. TM 1-1500-328-23, 28 February 1991

14. Recording and Reporting Requirements.**a. Aircraft --**

(1) TAMMS Reporting Compliance Suspense -- Upon entering requirements of this TB on DA Form 2408-13-1 for all affected aircraft, Commanders will forward a priority message, datafax or e-mail to Commander, U.S. Army Aviation and Missile Command, ATTN: AMSAM-SF-A (SOF Compliance Officer), Redstone Arsenal, AL 35898-5000, in accordance with AR 95-1, no later than date specified in paragraph 3. Datafax number is DSN 897-2111 or (256) 313-2111. E-mail address is safeadm@redstone.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.

(2) Task/Inspection Reporting Suspense -- Upon completion of inspection, Commanders will forward a priority message to the logistical point of contact listed in paragraph 16.b. The report will cite this TB number, date of inspection, and number of discrepant parts identified installed and in stock. Inspection and reports will be completed no later than date specified in paragraph 2.

b. Wholesale Spare Parts/Assemblies --

(1) Reporting Message Receipt -- Depot and Material Activity Commanders will report receipt of this TB by e-mail or datafax to the Wholesale Material point of contact (spares) listed in paragraph 16.c no later than date specified in paragraph 1.e(1). Provide local point of contact.

(2) Task/Inspection Reporting Suspense -- Depot and Material Activity Commanders will provide a DD Form 1225 to the Wholesale Material point of contact (spares) listed in paragraph 16.c no later than date specified in paragraph 1.e(1). Provide an estimate of the cost reimbursable funding required to move serviceable items on hand listed in paragraph 7 to a work area, unpack the material, repack the material after inspection by AMCOM inspectors, and to return the material to storage, as appropriate. Report, by original serviceable condition code, the quantity of material placed in condition code //J//. Report by e-mail or datafax and provide local point of contact.

c. Retail Spare Parts/Assemblies --

(1) Reporting Message Receipt -- Commanders and Facility Managers will report receipt of this TB by e-mail or fax to the Logistical point of contact listed in paragraph 16.b no later than date specified in paragraph 1.e(2). Provide local point of contact.

(2) Task/Inspection Reporting Suspense -- Commanders and Facility Managers will report inspection results to the logistical point of contact in paragraph 16.b no later than date specified in paragraph 1.e(2). Report the quantity inspected by condition code and the resulting condition code. Report by e-mail or datafax and provide local point of contact.

d. The following forms are applicable and are to be completed in accordance with DA Pam 738-751, 15 March 1999.

NOTE

ULLS-A users will use applicable "E" Forms.

- (1) DA Form 2408-5-1, Equipment Modification Record (Engine).
- (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) DD Form 1575/DD Form 1575-1, Suspended Tag/Label -- Material (Color Brown). Annotate remarks block with "Suspended in accordance with OH-58-02-ASAM-08 (TB 1-2840-256-20-6).
- (6) DD Form 1577/DD Form 1577-1, Unserviceable (Condemned) Tag/Label -- Material (Color Red). Annotate remarks block with "Condemned IAW OH-58-02-ASAM-08 (TB 1-2840-256-20-6) and mutilated in accordance with TM

15. Weight and Balance -- Not applicable

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16. Points of Contact --

a. Technical point of contact for this TB is Mr. Gary Oglesby, AMSAM-RD-AE-P-E, DSN 897-2350 ext 5247 or (256) 319-5247. Datafax number is (256) 705-9922. E-mail is "gary.oglesby@redstone.army.mil".

b. Logistical points of contact for this TB are --

(1) OH-58D -- Mr. Ray Hensley, SFAE-AV-AS-ASH-L, DSN 645-7441 or (256) 955-7441. Datafax is (256) 955-7125. E-mail is "raymond.hensley@redstone.army.mil".

c. Wholesale materiel point of contact (spares) is Mr. Robert Johnson, DSCR-XBD, DSN 695-5310 or (804) 279-5310. E-mail is "robert.g.johnson@dscr.dla.mil".

d. Forms and records point of contact for this TB is Ms. Ann Waldeck, AMSAM-MMC-MA-NM, DSN 746-5564 or (256) 876-5564. Datafax is DSN 746-4904 or (256) 876-4904. E-mail address is ann.waldeck@redstone.army.mil.

e. Safety Points of Contact are --

(1) Primary -- Mr. Harry Trumbull (SAIC), AMSAM-SF-A, DSN 897-2095 or (256) 313-2095. Datafax is DSN 897-2111 or (256) 313-2111. E-mail is "harry.trumbull@redstone.army.mil".

(2) Alternate -- Mr. Ron Price, AMSAM-SF-A, DSN 788-8636 or (256) 842-8636. Datafax is DSN 897-2111 or (256) 313-2111. E-mail address is ron.price@redstone.army.mil.

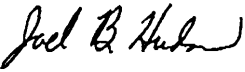
f. Foreign Military Sales (FMS) recipients requiring clarification of action advised by this TB should contact Mr. Ronnie W. Sammons, AMSAM-SA-AS-UT, DSN 897-0407 or (256) 313-0407. Datafax is DSN 897-0411 or (256) 313-0411. E-mail address is ronnie.sammons@redstone.army.mil.

g. After hours contact AMCOM Command Operations Center (COC) DSN 897-2066/7 or commercial

By Order of the Secretary of the Army:

ERIC K. SHINSEKI
General, United States Army
Chief of Staff

Official:


JOEL B. HUDSON
Administrative Assistant to the
Secretary of the Army
0220701

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To be distributed in accordance with Initial Distribution Number (IDN) 314065, requirements for
TB 1-2840-256-20-6.

These are the instructions for sending an electronic 2028

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: 2028@redstone.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:** TB 1-2840-256-20-6
9. **Pub Title:** Inspection of Oil Pressure Reducer Assembly
10. **Publication Date:** 1 August 2002
11. **Change Number:**
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.