

**TITLE**

OIL - TRANSMITTAL OF PRATT & WHITNEY CANADA SERVICE BULLETIN PT6A-72-1811 - TURBOPROP ENGINE SCAVENGE-PUMP DRIVE-SHAFT PLUG - INTRODUCTION OF

**EFFECTIVITY**

| MODEL | SERIAL NUMBERS         |
|-------|------------------------|
| 208   | 20800001 thru 20800666 |
| 208B  | 208B0001 thru 208B5588 |

The equivalent of this service document has been incorporated on production airplanes 20800667 and 208B5589 and On.

**REASON**

Oil leakage can occur at the scavenge-pump drive-shaft-spline location as the bending load may cause scavenge pump drive-shaft to fracture. To reduce the rate of oil leakage after fracture, introduce a scavenge-pump drive-shaft plug.

**DESCRIPTION**

This service document transmits Pratt & Whitney Canada Service Bulletin PT6A-72-1811 - Turboprop Engine Scavenge-Pump Drive-Shaft Plug - Introduction of.

**COMPLIANCE**

RECOMMENDED. This service document should be accomplished at a scheduled maintenance period or inspection.

**NOTE:** Pratt & Whitney Canada 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).

A service document published by Textron Aviation may be recorded as *completed* in an aircraft log only when the following requirements are satisfied:

- 1) The mechanic must complete all of the instructions in the service document, including the intent therein.
- 2) The mechanic must correctly use and install all applicable parts supplied with the service document kit. Only with written authorization from Textron Aviation can substitute parts or rebuilt parts be used to replace new parts.
- 3) The mechanic or airplane owner must use the technical data in the service document only as approved and published.
- 4) The mechanic or airplane owner must apply the information in the service document only to aircraft serial numbers identified in the *Effectivity* section of the document.
- 5) The mechanic or airplane owner must use maintenance practices that are identified as acceptable standard practices in the aviation industry and governmental regulations.

No individual or corporate organization other than Textron Aviation is authorized to make or apply any changes to a Textron Aviation-issued service document or flight manual supplement without prior written consent from Textron Aviation.

Textron Aviation is not responsible for the quality of maintenance performed to comply with this document, unless the maintenance is accomplished at a Textron Aviation-owned Service Center.

July 14, 2020

CAL-79-02  
Page 1 of 2

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**CONSUMABLE MATERIAL**

No specialized consumable materials are required to complete this service document.

**TOOLING**

Refer to the Pratt & Whitney SB PT6A-72-1811, Tooling - Price and Availability

**WEIGHT AND BALANCE INFORMATION**

Negligible

**REFERENCES**

Cessna Model 208 Series Maintenance Manual

Pratt & Whitney SB PT6A-72-1811, latest revision

**NOTE:** Refer to the Pratt & Whitney SB PT6A-72-1811, References for additional list of references

**PUBLICATIONS AFFECTED**

Refer to the Pratt & Whitney SB PT6A-72-1811, References for additional list of references

**ACCOMPLISHMENT INSTRUCTIONS**

1. Prepare the airplane for maintenance.
  - A. Make sure that the airplane is electrically grounded.
  - B. Make sure that all switches are in the OFF/NORM position.
  - C. Disconnect electrical power from the airplane.
    - (1) Disconnect external electrical power.
    - (2) Disconnect the airplane battery.
  - D. Attach maintenance warning tags to the battery and external power receptacle that have "**DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS**" written on them.
2. Complete the Pratt & Whitney Canada Service Bulletin PT6A-72-1811, latest revision.

**NOTE:** If this modification is completed with the engine installed in the airframe, the technician can use discretion as to how far the alternator components need to be disassembled for access. For alternator removal and installation, reference the Model 208 Maintenance Manual, Chapter 24, Standby Electrical System - Maintenance Practices.
3. Remove the maintenance warning tags and connect the airplane battery.
4. Make an entry in the airplane logbook that states compliance and method of compliance with this service document.

**NOTE:** Textron Aviation recommends that compliance with all service documents is reported to a maintenance tracking system provider.

  - Complete a record of compliance. (Maintenance Transaction Report, Log Book Entry, or other record of compliance.)
  - Put a copy of the completed record of compliance in the airplane logbook.
  - Send a copy of the completed record of compliance to the maintenance tracking system provider used.

**MATERIAL INFORMATION**

For a list of parts necessary, refer to the Pratt & Whitney SB PT6A-72-1811, Material Necessary for Each Engine.

**TITLE**

OIL - TRANSMITTAL OF PRATT & WHITNEY CANADA SERVICE BULLETIN PT6A-72-1811 - TURBOPROP ENGINE SCAVENGE-PUMP DRIVE-SHAFT PLUG - INTRODUCTION OF

**TO:**

Cessna Aircraft Model 208 and 208B Owner

**REASON**

Oil leakage can occur at the scavenge-pump drive-shaft-spline location as the bending load may cause scavenge pump drive-shaft to fracture. To reduce the rate of oil leakage after fracture, introduce a scavenge-pump drive-shaft plug.

**NOTE:** For more detailed information refer to Pratt & Whitney SB PT6A-72-1811

**COMPLIANCE**

RECOMMENDED. This service document should be accomplished at a scheduled maintenance period or inspection.

**NOTE:** Pratt & Whitney Canada 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).

**LABOR HOURS**

Refer to the Pratt & Whitney SB PT6A-72-1811, Manpower for labor hours

**MATERIAL AVAILABILITY**

For a list of parts necessary, refer to the Pratt & Whitney SB PT6A-72-1811, Material Necessary for Each Engine.

**WARRANTY**

None



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**BULLETIN INDEX LOCATOR**  
**72-60-00**

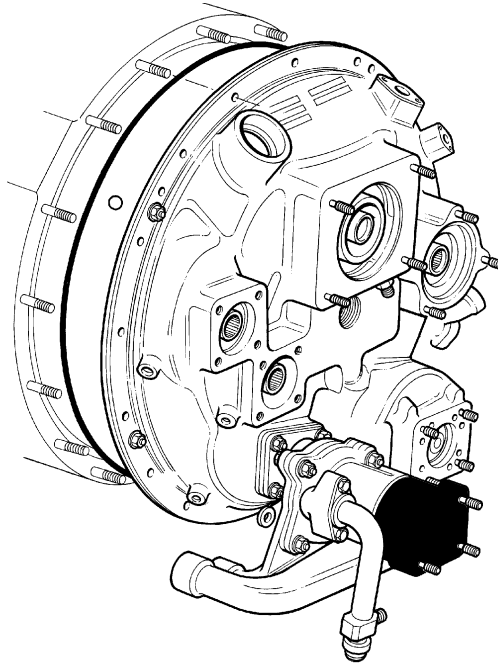
TURBOPROP ENGINE  
SCAVENGE-PUMP DRIVE-SHAFT PLUG - INTRODUCTION OF

MODEL APPLICATION

PT6A-114, PT6A-114A, PT6A-140

Compliance: CATEGORY 5

Summary: Oil leakage can occur at the scavenge-pump drive-shaft-spline location as the bending load may cause scavenge pump drive-shaft to fracture. To reduce the rate of oil leakage after fracture, introduce a scavenge-pump drive-shaft plug. Also, to help with field retrofit, provide a new scavenge-pump drive-shaft-plug parts-kit.



Dec 05/2019

**PT6A-72-1811**  
Cover Sheet

24-Hour Global Service

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TURBOPROP ENGINE  
SCAVENGE-PUMP DRIVE-SHAFT PLUG - INTRODUCTION OF

1. Planning Information

A. Effectivity

PT6A-114 Engines (BS642).  
PT6A-114A Engines (BS750) which are before and include Serial No. PCE-PC2351,  
PCE-19101 thru PCE-19423 and all engines converted to Engine Model PT6A-114A  
(Ref. P&WC engine conversion SB1625).  
PT6A-140 Engines (BS1294, BS1341, BS1342, BS1345) which are before and include  
Serial No. PCE-VA0663.

B. Concurrent Requirements

None.

C. Reason

(1) Problem

Oil leakage can occur at the scavenge-pump drive-shaft-spline location.

(2) Cause

Bending loads may cause the scavenge-pump drive-shaft to fracture near the  
accessory drive splines and create oil leakage.

(3) Solution

To reduce the rate of oil leakage after fracture, introduce a scavenge-pump  
drive-shaft plug.

D. Description

Introduce a new scavenge-pump drive-shaft plug.

E. Compliance

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  
sparesubassemblies.

F. Approval

D.O.T./D.A.A . Approved.

G. Manpower

Once you have access to the part, an estimate of 0.5 man-hours is required to include  
this service bulletin at maintenance.

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1. Planning Information (Cont'd)

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

H. Weight and Balance

None.

I. Electrical Load Data

Not applicable.

J. Software Accomplishment Summary

Not applicable.

K. References

Illustrated Parts Catalog P/N [3043514](#) (PT6A-114/114A/135/135A)

Illustrated Parts Catalog P/N [3075744](#) (PT6A-140)

Maintenance Manual P/N [3043512](#) (PT6A-114/114A/135/135A)

Maintenance Manual P/N [3075742](#) (PT6A-140)

Overhaul Manual P/N [3021243](#) (PT6A-34/34AG/34B/35/36/114/114A/116/135/135A)

Overhaul Manual P/N [3075743](#) (PT6A-140)

Consumable Material List P/N [3043340](#)

L. Publications Affected

Illustrated Parts Catalog P/N [3043514](#) (PT6A-114/114A/135/135A)

Illustrated Parts Catalog P/N [3075744](#) (PT6A-140)

Maintenance Manual P/N [3043512](#) (PT6A-114/114A/135/135A)

Maintenance Manual P/N [3075742](#) (PT6A-140)

Overhaul Manual P/N [3021243](#) (PT6A-34/34AG/34B/35/36/114/114A/116/135/135A)

Overhaul Manual P/N [3075743](#) (PT6A-140)

M. Interchangeability and Intermixability of Parts

Interchangeability - Refer to Para. 2.C.



# PRATT & WHITNEY CANADA SERVICE BULLETIN

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## TURBOPROP ENGINE SCAVENGE-PUMP DRIVE-SHAFT PLUG - INTRODUCTION OF

1. Planning Information (Cont'd)

Intermixability - Not changed.

2. Material Information

A. Industry Support Information

Not applicable.

B. Material - Price and Availability

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

The estimated total cost of new parts needed to replace old parts is Quote (US, 2019).

The new plug is available.

The new parts kit will only be available for the field March 2020.

C. Material Necessary for Each Engine

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

| <u>New P/N</u>   | <u>Keyword</u>                       | <u>Old P/N</u> | <u>Qty</u> | <u>Est. Unit List Price (\$US, 2019)</u> | <u>Instructions Dispositions</u> |
|--|--------------------------------------|----------------|------------|--|----------------------------------|
| <b>PT6A-114(BS642), PT6A-114A(BS750), PT6A-140(BS1294, BS1341, BS1342, BS1345)</b> |                                      |                |            |  |                                  |
| <a href="#">3135658</a>  | Plug, Drive Shaft, Scavenge Pump     |                | 1          | Quote                                    |                                  |
| <b>PT6A-114(BS642), PT6A-114A(BS750), PT6A-140(BS1294, BS1341, BS1342, BS1345)</b> |                                      |                |            |  |                                  |
| <a href="#">3135715</a>  | Parts Kit, Scavenge Pump Drive Shaft |                | 1          | Quote                                    |                                  |
| 3135658  | .Plug, Drive Shaft, Scavenge Pump    |                | 1          |  |                                  |
| <a href="#">PWC77455</a>   | .Pusher, Plug                        |                | 1          |  |                                  |

D. Reidentified Parts

None.

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## TURBOPROP ENGINE SCAVENGE-PUMP DRIVE-SHAFT PLUG - INTRODUCTION OF

### 2. Material Information (Cont'd)

#### E. Tooling - Price and Availability

| <u>Tool No.</u> | <u>Nomenclature</u> | <u>Est. Price</u><br><u>(\$US, 2019)</u> | <u>Delivery</u>           |
|-----------------|---------------------|--|---------------------------|
| PWC77455        | Pusher, Plug        | Quote                                    | Available                 |
| PT453555        | Pick, Plastic       | Quote                                    | Commercially<br>Available |

### 3. Accomplishment Instructions

A. To access the Scavenge Pump Housing, do as follows at engine maintenance or overhaul:  
(Ref. MM 72-60-00, ACCESSORY GEARBOX ASSEMBLY - MAINTENANCE PRACTICES, 5. Removal/Installation, A. Removal of Accessory Drive Seals)  
(REF. OHM 72-60-00, ACCESSORY GEARBOX - DISASSEMBLY, 5. Accessory Gearbox Breakdown, Remove External Scavenge Oil Pump)

- (1) Apply a small drop of assembly fluid (PWC06-011) on the button of the scavenge-pump drive-shaft plug.
- (2) Put the plug at end 'A' of the plug pusher PWC77455 (Ref. Fig. 1 Sheet 1).
- (3) Push the plug until it reaches the end of the shaft.
- (4) Remove the plug pusher and rotate it so that end 'B' faces the plug (Ref. Fig. 1 Sheet 2).
- (5) Push the plug with end 'B' twice, until the plug reaches the end of the groove.

NOTE: The installed Plug should not have ripples from the spline.

B. Write the accomplishment of P&WC S.B. No. 1811 in the applicable engine module log book.

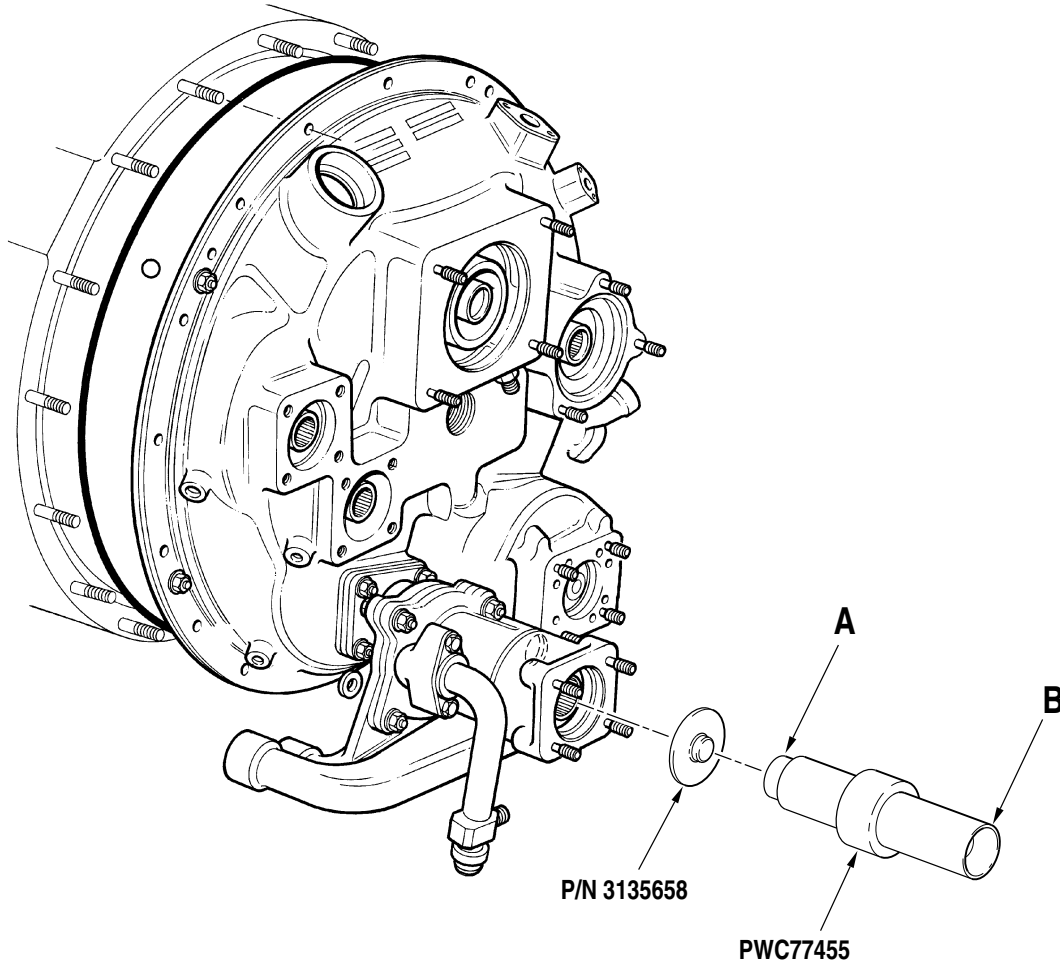
### 4. Appendix

- A. Refer to Figure 2 and Table 1 for Special Assembly Requirements for PT6A-114/114A engines.
- B. Refer to Figure 2 and Table 2 for Special Assembly Requirements for PT6A-140 engines.

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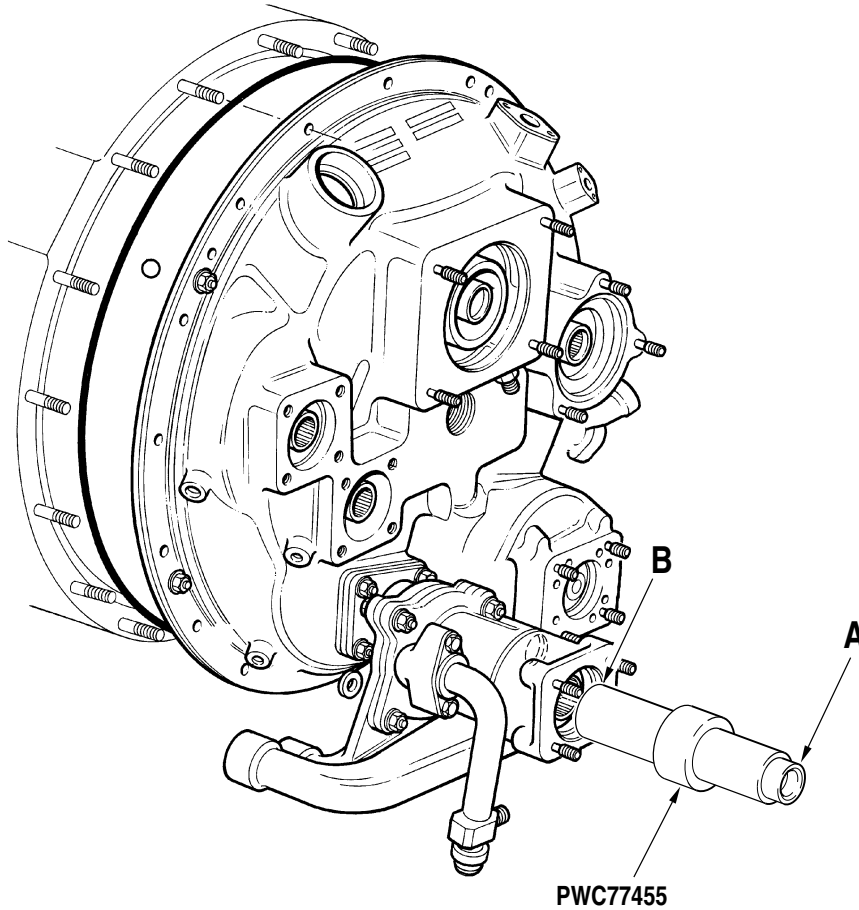
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Scavenge-Pump Drive-Shaft Plug Installation  
Figure 1 (Sheet 1 of 2)

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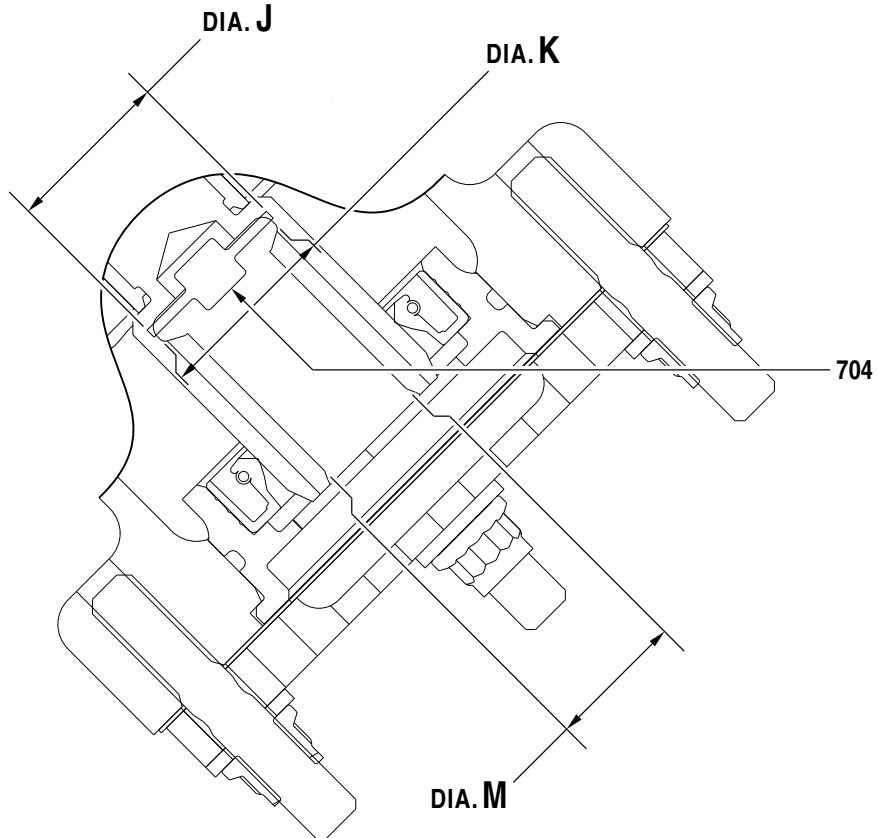
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Scavenge-Pump Drive-Shaft Plug Installation  
Figure 1 (Sheet 2)

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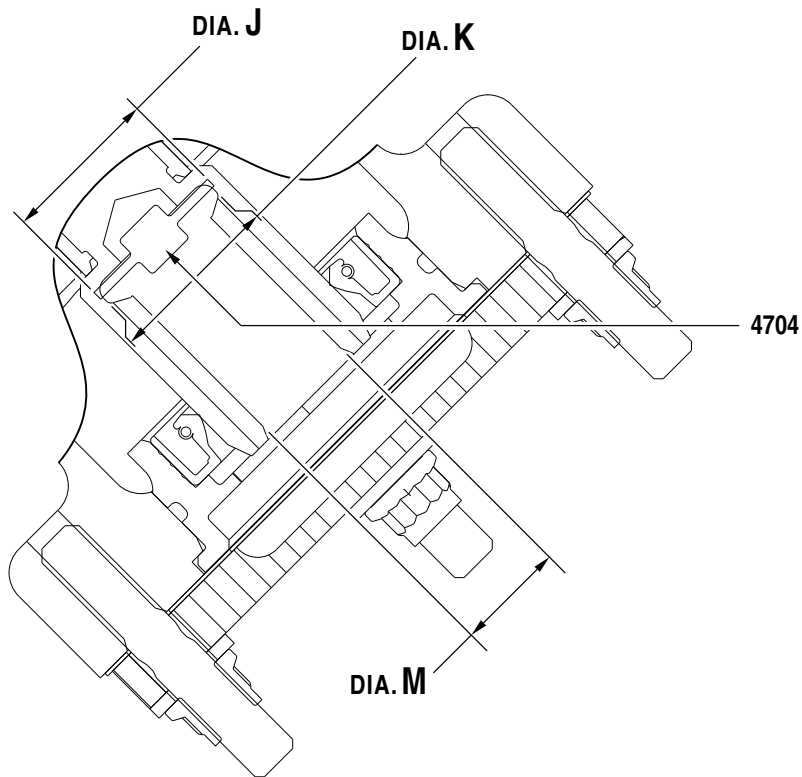
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Fit and Clearance - For PT6A-114/114A Engines  
Figure 2 (Sheet 1 of 2)

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Fit and Clearance - For PT6A-140 Engines  
Figure 2 (Sheet 2)

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TURBOPROP ENGINE  
SCAVENGE-PUMP DRIVE-SHAFT PLUG - INTRODUCTION OF

4. Appendix (Cont'd)

TABLE 1, Special Assembly Requirements for PT6A-114/114A Engines

| REF. NO.              | IFR | Nomenclature  | Limits |      |         |
|-----------------------|-----|---|--------|------|---------|
|                       |     |   | Min.   | Max. | Replace |
| <b>POST-SB</b><br>704 |     | Do a visual inspection to make sure that the scavenge-pump drive-shaft plug is installed correctly. The plug is installed correctly when the plug's Outside Diameter, J, mates with the Shaft-Groove Inside Diameter, K. The plug's OD, J, must not engage with the spline's ID, M. |        |      |         |

TABLE 2, Special Assembly Requirements for PT6A-140 Engines

| REF. NO.               | IFR | Nomenclature  | Limits |      |         |
|------------------------|-----|---|--------|------|---------|
|                        |     |   | Min.   | Max. | Replace |
| <b>POST-SB</b><br>4704 |     | Do a visual inspection to make sure that the scavenge-pump drive-shaft plug is installed correctly. The plug is installed correctly when the plug's Outside Diameter, J, mates with the Shaft-Groove Inside Diameter, K. The plug's OD, J, must not engage with the spline's ID, M. |        |      |         |

C. To remove the Scavenge-Pump Drive-Shaft Plug, do as follows:

- (1) Move and pull on the edges of the plug using a plastic pick PT453555.
- (2) Discard the plug.

