



A Textron Company

## **ALERT SERVICE BULLETIN**

**206L-20-184**

21 July 2020

Revision A, 21 August 2020

Revision B, 20 October 2020

Revision C, 14 January 2021

**MODEL AFFECTED:** 206L, 206L-1, 206L-3 and 206L-4

**SUBJECT:** SEGMENTED TAIL ROTOR DRIVESHAFTS 206-040-369-001/-101, 206-040-365-001/-117/-125 WITH BONDED ADAPTERS, PROOF LOAD TEST OF.

**HELICOPTERS AFFECTED:** Serial numbers 45001 through 45153, 46601 through 46617, 45154 through 45790, 51001 through 51612, 52001 through 52223.

**COMPLIANCE:** **PART I** Within 75 flight hours or 3 months, whichever comes first, after the release date of this bulletin and every 300 flight hours or 12 months thereafter.

**PART II** At customer's option.

### **DESCRIPTION:**

Bell has received reports of disbonds of the bonded adapters on the segmented tail rotor driveshaft part numbers 206-040-369-101 and 206-040-931-009. Disbonding of a tail rotor driveshaft adapter can result in a loss of tail rotor drive and control of the helicopter. This Alert Service Bulletin (ASB) introduces an initial, and recurring proof load testing procedure of installed bonded tail rotor driveshafts to verify the integrity of the bond line. If an affected bonded tail rotor driveshaft assembly fails the proof load test, it is to be replaced with a serviceable segmented bonded driveshaft as per the applicable Maintenance Manual or by a riveted tail rotor driveshaft using the instructions in the Technical Bulletin 206L-02-207. **PART II** of this ASB provides a terminating action to **PART I**, with the replacement of all bonded tail rotor driveshaft assemblies with riveted tail rotor driveshafts using the information published in the Technical Bulletin 206L-02-207. Applicability of this bulletin to any spare part shall be determined prior to its installation on an affected helicopter.

**Revision A** allows failed bonded tail rotor driveshafts to be replaced with serviceable bonded driveshafts that meet the intent of this bulletin and makes corrections to some of the metric dimensions in Figure 1 of this bulletin. **Revision B** introduces a new work aid to hold the forward end of the sliding adapter 206-040-373 used with the forward short shaft 406-040-315-111. The new work aid is not procurable and is to be locally manufactured (Figure 3). **Revision C** corrects the part numbers in Step 11 of the Accomplishment Instructions.

**APPROVAL:**

The engineering design aspects of this bulletin are Transport Canada Civil Aviation (TCCA) approved.

**CONTACT INFO:**

For any questions regarding this bulletin, please contact:

Bell Product Support Engineering  
LIGHT Tel: 450-437-2862 / 1-800-363-8023 / productsupport@bellflight.com

**MANPOWER:**

Approximately 1.5 man-hour is required to complete **PART I** of this bulletin.  
Approximately 12.0 man-hours are required to complete **PART II** of this bulletin.  
This estimate is based on hands-on time and may vary with personnel and facilities available.

**WARRANTY:**

There is no warranty credit applicable for parts or labor associated with this bulletin.

**MATERIAL:**

**Required Material:**

The following material may be required for the accomplishment of this bulletin and may be obtained through your Bell Supply Center.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Qty (Note)</u>
206-040-383-101	Aft Short Shaft (riveted)	1 (1)
206-040-385-101	Shaft Assembly (riveted)	5 (1)
206-040-339-101	Bearing	5 (2)
9440904	Disk	1 (1)

**NOTES:**

1. Quantity as required. Affected driveshafts may be replaced individually or the complete set may be replaced as per Technical Bulletin 206L-02-207. The rotor brake disk is required anytime one or all the riveted shafts are installed. The purpose of the rotor brake disk is to reduce the effect of the torsional load due to the increased stiffness of the riveted shaft(s).
2. Bearing 206-040-339-103 is an approved alternate to bearing 206-040-339-101.

**Consumable Material:**

The following material is required to accomplish this bulletin, but may not require ordering, depending on the operator’s consumable material stock levels. This material may be obtained through your Bell Supply Center.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Qty (Note)</u>	<u>Reference *</u>
2100-09016-02	CPC, MIL-PRF-16173 GR2	1 PT (1)	C-104

\* C-XXX numbers refer to the consumables list in the BHT-ALL-SPM, Standard Practices Manual

**NOTE 1:** The quantity indicated is the format the product is delivered in. Actual quantity required to accomplish the instructions in this bulletin may be less.

**SPECIAL TOOLS:**

The bonded shaft tool part number 206-244-001-101 (QTY 2 required) can be procured through your Bell Supply Center or locally manufactured (Figure 2).

**WEIGHT AND BALANCE:**

Weight and balance adjustments is only required for the installation of the rotor brake disk. Refer to the Weight and Balance paragraph in Technical Bulletin 206L-02-207.

**ELECTRICAL LOAD DATA:**

Not affected.

**REFERENCES:**

- BHT-206L-MM Maintenance Manual, Chapters 53 and 66
- BHT-206L1-MM Maintenance Manual, Chapters 53 and 66
- BHT-206L3-MM Maintenance Manual, Chapters 53, 65, and 71
- BHT-206L4-MM Maintenance Manual, Chapters 53, 65, and 71
- BHT-ALL-SPM, Standard Practice Manual, Chapter 2
- Technical Bulletin 206L-02-207

## **PUBLICATIONS AFFECTED:**

BHT-206L-MM Maintenance Manual, Chapters 5 and 66  
BHT-206L1-MM Maintenance Manual, Chapters 5 and 66  
BHT-206L3-MM Maintenance Manual, Chapters 5 and 65  
BHT-206L4-MM Maintenance Manual, Chapters 5 and 65

## **ACCOMPLISHMENT INSTRUCTIONS:**

### **PART I – Proof load test procedure**

1. Prepare the helicopter for maintenance and gain access to the tail rotor driveshafts. (applicable 206L Maintenance Manual)
2. Verify the part numbers of the segmented tail rotor driveshafts installed. If all the tail rotor driveshafts are riveted tail rotor driveshafts (206-040-383-101 and 206-040-385-101) go to step 15, otherwise go to step 3. Having all riveted tail rotor driveshafts is considered meeting the intent of **PART II** of this ASB and a terminating action to **PART I**.
3. Carry out a detailed visual inspection of the bond line on the inboard end of the flange of the bonded tail rotor driveshafts using a 10X magnifying glass (Figure 1). If the bond line area shows damage such as cracked or missing adhesive or evidence of corrosion, the affected shaft is deemed un-repairable and must be removed from service and scrapped. Replace affected driveshaft(s) with a riveted tail rotor driveshaft(s) (TB 206L-02-207).

-NOTE-

Two people are required to carry out the proof load testing procedure of the bonded tail rotor driveshafts. Proof loading of the shafts is carried out with the shafts installed on the helicopter.

4. Index-mark each bonded tail rotor driveshaft and adapters with a fine tip felt marker (Figure 1) and number the shafts (example: Aft SS, 1, 2, 3, 4 and, 5. Driveshaft #5 being the closest to the tail rotor gearbox).

-NOTE-

If the forward short shaft is removed, install the (206-040-328) sliding adapter and work aid (Bonded Shaft Tool 206-244-001-101) on the forward splines of the oil cooler fan shaft. The bonded shaft tool 206-244-001-101 can be locally manufactured using the information in Figure 2 or can be purchased from a Bell Supply Center.

-NOTE-

The forward short shaft must be removed on helicopters equipped with the larger 406-040-315-111 forward short shaft. The locally manufactured work aid shown in Figure 3 must be used on the 206-040-373 sliding adapter on the forward splines of the oil cooler fan shaft. The sliding adapter work aid (Figure 3) may also be used to hold the 206-040-328 sliding adapter on the forward splines of the oil fan shaft (the work aid has both hole patterns). In either case, the forward short shaft must be removed when using this work aid. Figure 4 shows the installation of the work aids required for the proof load test. As an alternate, a 206-040-328 sliding adapter could also be used to carry out the proof load test.

5. For 206L1 or 206L3 modified by BHT-206-SI-2052 (Increased Gross Weight Upgrade Kit) or 206L4 serial numbers 52001 through 52223 with bonded tail rotor driveshafts and the forward short shaft 406-040-315-111, do the following:
  - a. Remove forward short shaft 406-040-315-111 (applicable Maintenance Manual).
  - b. Attach the 206-040-373 / 206-040-328 sliding adapter work aid on the forward face of the fan shaft sliding adapter (206-040-373) using two (2) AN175-12 or NAS6605-12 bolts, washers AN960-516L, and MS35650-3312 nuts, or equivalent (Figure 4).
  - c. Go to step 7.
6. For all other affected helicopters, with the forward short shaft (206-040-325) installed, install the bonded shaft tool 206-244-001-101 on the aft face of the sliding adapter (206-040-328) flange on the forward splines of the oil cooler blower shaft using two (2) AN174-12 or NAS6604-12 bolts, current washers AN960-416L, and nuts MS21042L4, NAS9926-4L or a MS35650-3252 nut, or equivalent.
  - a. If the forward short shaft (206-040-325) has been removed, install the bonded shaft tool 206-244-001-101, or the 206-040-373 / 206-040-328 sliding adapter work aid, on the forward face of the sliding adapter (206-040-328) on the forward splines of the oil cooler blower shaft using two (2) AN174-12 or NAS6604-12 bolts, current washers AN960-416L, and nuts MS21042L4, NAS9926-4L or a MS35650-3252 nut, or equivalent (Figure 4 or 5).
7. Remove two (2) AN174 bolts from the (206-040-328) sliding adapter on the input pinion of the tail rotor gearbox.

8. Install the second bonded shaft tool on the aft face of the sliding adapter (206-040-328) of the input pinion of the tail rotor gearbox using two (2) AN174-12 of NAS6604-12 bolts, current washers AN960-416L, and nuts MS21042L4, NAS9926-4L or a MS35650-3252 nut, or equivalent (Figure 5).

-NOTE-

This following step may be carried out from either the left or right side of the helicopter depending on access.

9. One person is required to hold the bonded shaft tool 206-244-001-101 with a ½-inch square drive breaker bar, or the 206-040-373 / 206-040-328 sliding adapter work aid, on the splines of the forward end of the oil cooler blower shaft (Figure 6).

**WARNING**

To avoid personnel injury, use caution when carrying out the proof load testing in case of a sudden bond separation of the tail rotor driveshafts.

**CAUTION**

Protect the fuselage and tailboom adequately to prevent damage that may be caused by the breaker bar, torque wrench, and bonded shaft tools.

10. One person is required to hold the torque wrench on the bonded shaft tool installed on the sliding adapter (206-040-328) of the tail rotor gearbox input pinion (Figure 6).

-NOTE-

Use a ½-inch square drive dial-type torque wrench capable of measuring up to 150 foot-pounds (237 Newton-meters). Refer to BHT-ALL-SPM, Figures 2-1, 2-2, and 2-3 concentric and non-concentric type attachments. Examples of torque values when using concentric and nonconcentric attachments are shown in Figure 7.

11. Carry out the proof load testing of the installed tail rotor driveshafts by applying the equivalent of 123 foot-pounds (167 Newton-meters) of torque to the 1.25-inch diameter shafts 206-040-369-001/-101 and 206-040-365-001/-117/-125.

-NOTE-

Unserviceable bonded tail rotor driveshafts may be replaced individually with riveted driveshafts or as a complete set as per Technical Bulletin 206L-02-207.

12. In the event of a bond line failure, record the torque value at which it failed as well as the affected shaft position, part number, serial number and which end failed. Notify Bell Product Support Engineering of the findings. Replace the affected driveshaft with a serviceable bonded tail rotor driveshaft as per the applicable Maintenance Manual or a riveted tail rotor driveshaft (TB 206L-02-207) and repeat step 11.
13. Following the proof load testing, carry out a detailed visual inspection of the bond line on the inboard end of the flange of the tail rotor driveshafts using a 10X magnifying glass to ensure there was no movement of the bonded adapter during the proof load testing.
14. If removed, install forward short shaft 406-040-315-111 or 206-040-325, as applicable (applicable Maintenance Manual)
15. After the proof load testing procedure has been successfully carried out, re-install previously removed attaching hardware (applicable 206L Maintenance Manual, Chapters 53, 65, and 71). Carry out the torque check of the disc pack coupling hardware per Maintenance Manual Chapter 5 requirements.
16. Make an entry in the helicopter logbook and historical service records indicating findings and compliance with **PART I** of this Alert Service Bulletin.
17. If **PART II** of this ASB has not been accomplished, repeat **PART I** every 300 hours or 12 months, whichever comes first.

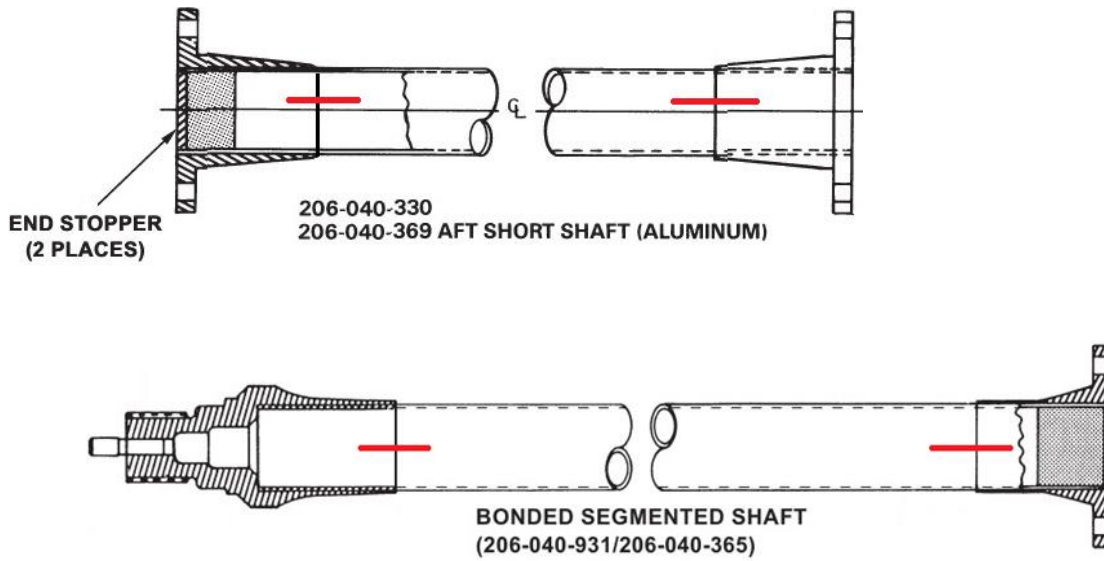
## **PART II – Installation of riveted tail rotor driveshafts**

-NOTE-

**PART II** of this ASB is considered a terminating action to the requirements of **PART I** when all bonded driveshafts have been replaced with riveted tail rotor driveshafts.

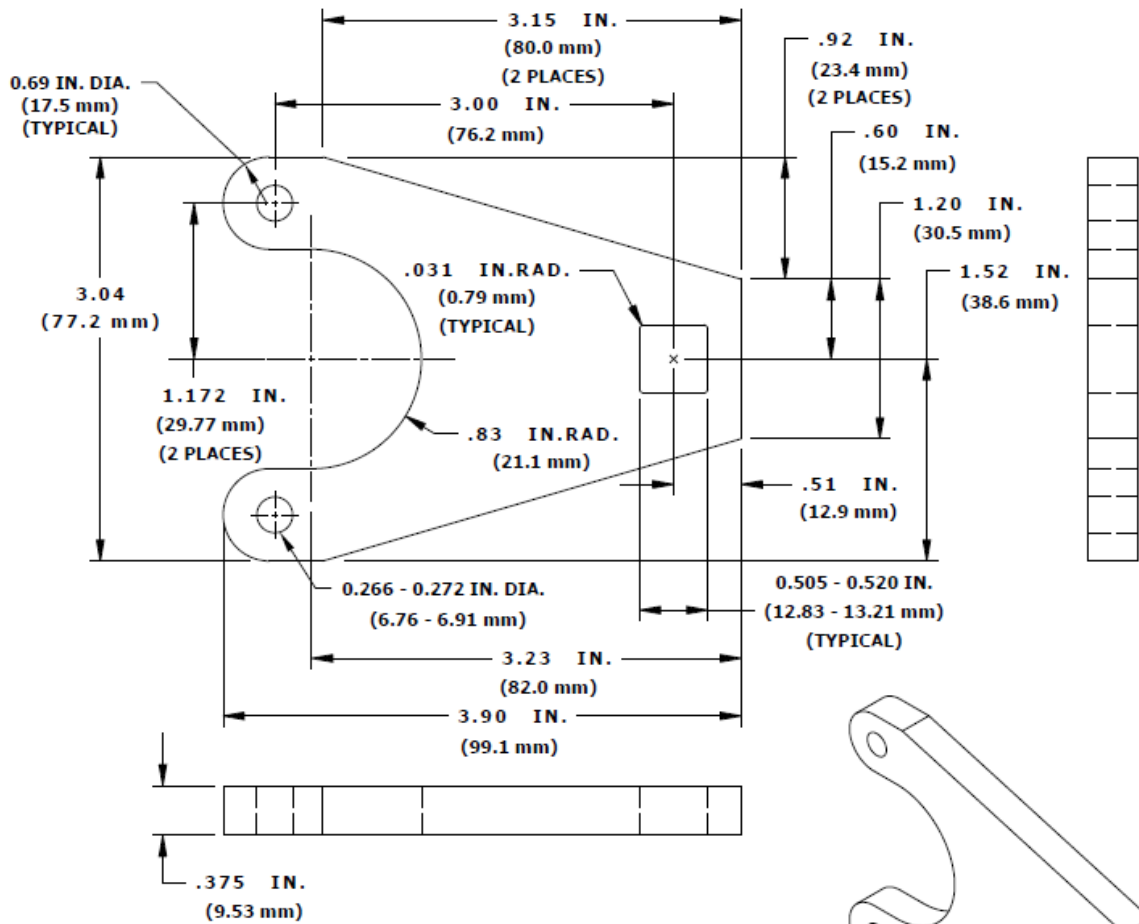
1. Prepare helicopter for maintenance.
2. Remove all bonded tail rotor driveshafts and install rivet tail rotor driveshafts 206-040-383-101 and 206-040-385-105, in all locations as applicable (Technical Bulletin 206L-02-207).

3. Make an entry in the helicopter logbook and historical service records indicating compliance with **PART II** of this Alert Service Bulletin.



**Figure 1 – Example of Tail Rotor Driveshaft Numbering and Index Marking**

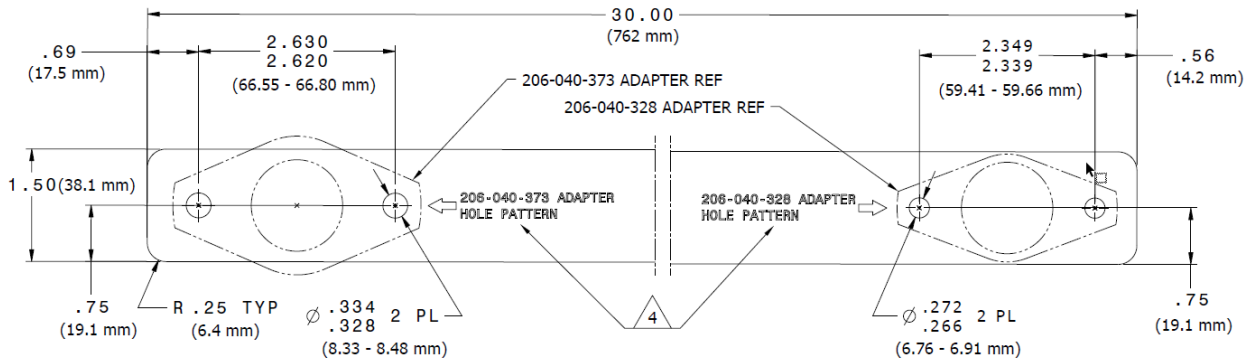




**NOTES:**

1. Material: (optional) steel or aluminum, thickness 0.375 IN. (9.53 mm).
2. Break all sharp edges: 0.015 IN. (0.38 mm) radius or 0.015 IN. (0.38 mm) x 45° chamfer.

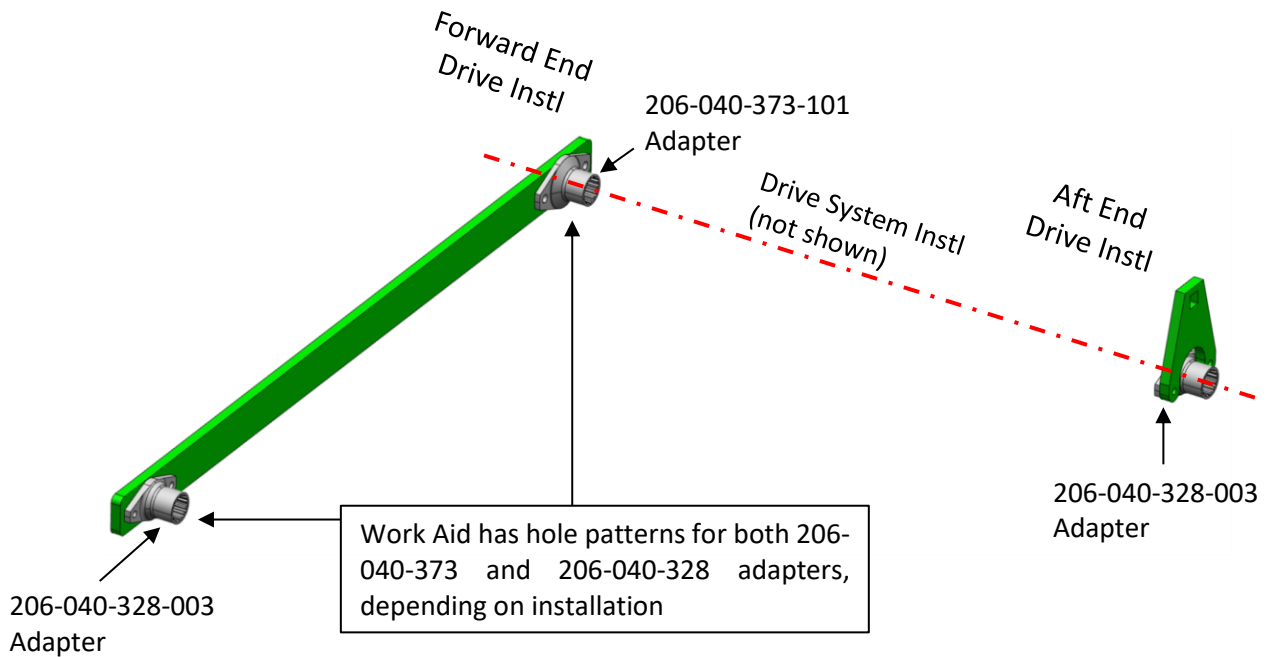
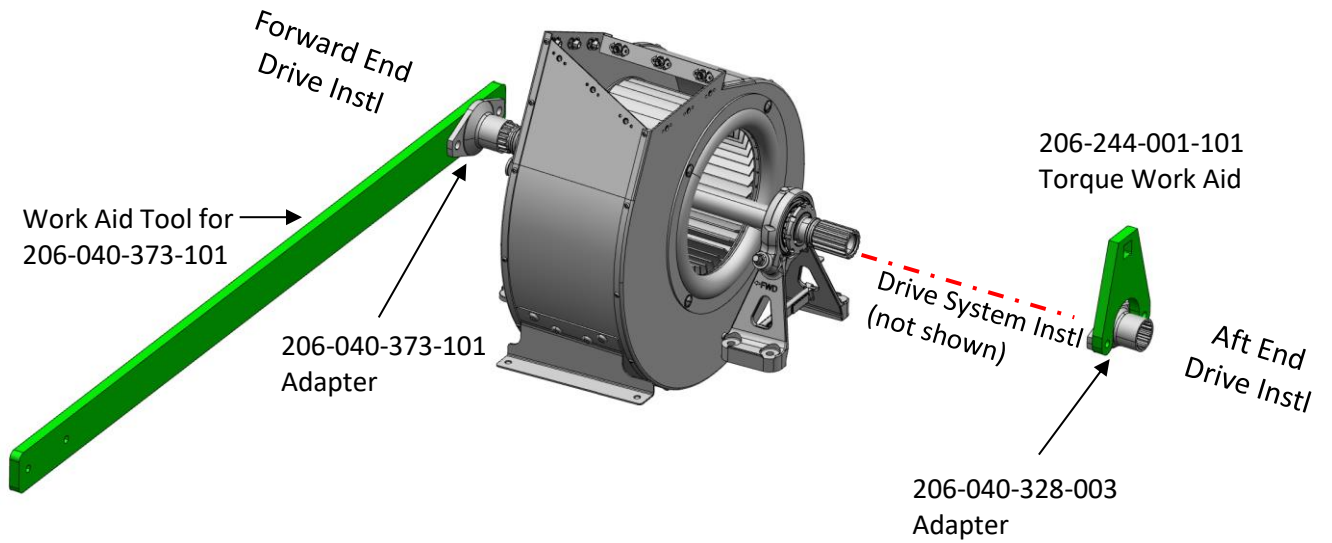
**Figure 2 – Bonded Shaft Tool (206-244-001-101)  
(May be ordered or locally manufactured)**



**NOTES:**

1. All dimensions in Inches. Dimensions in parentheses are millimeters.
2. Material: (optional) steel or aluminum, thickness 0.375 IN. (9.53 mm).
3. Break all sharp edges: 0.015 IN. (0.38 mm) radius or 0.015 IN. (0.38 mm) x 45° chamfer.
4. Mark adapter part numbers as shown by vibro-etch, stamping, dot peen or other permanent method.

**Figure 3 – 206-040-373 / 206-040-328 Sliding Adapter Work Aid  
(Locally manufacture – Not available for purchase)**

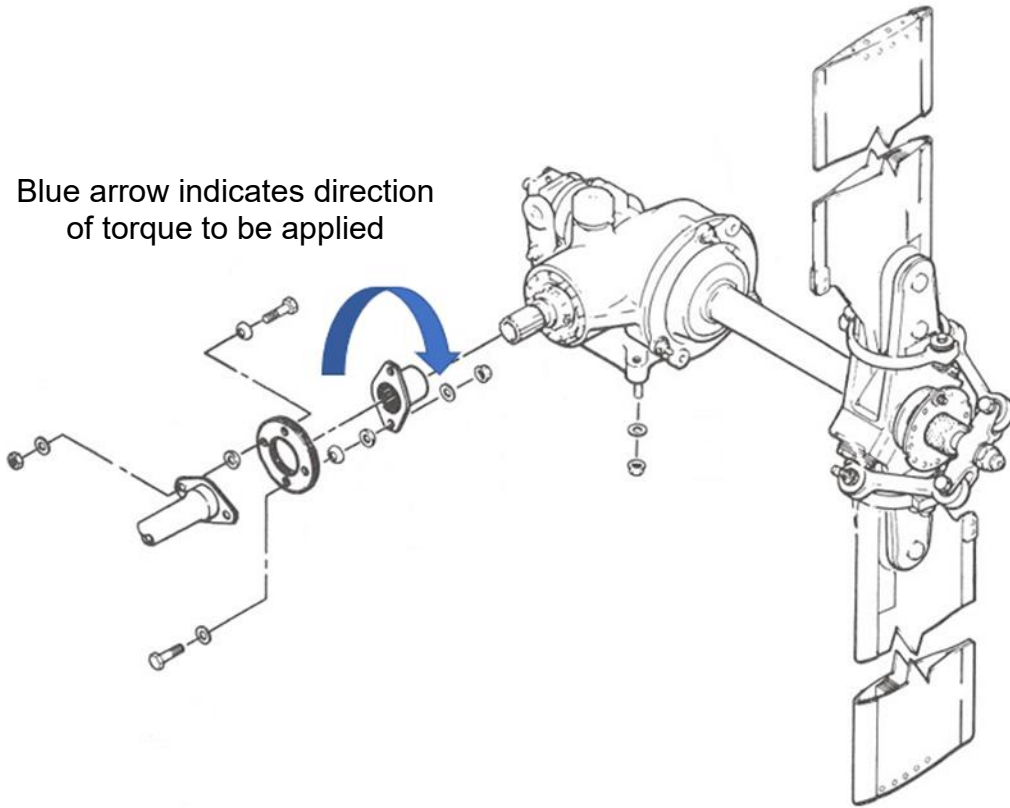


**Figure 4 – Bonded Shaft Work Aid Installation**

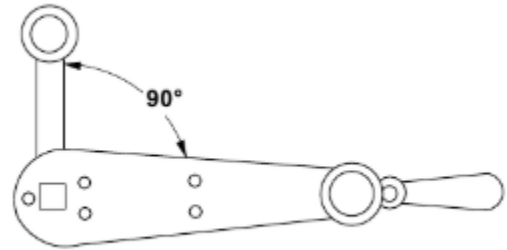
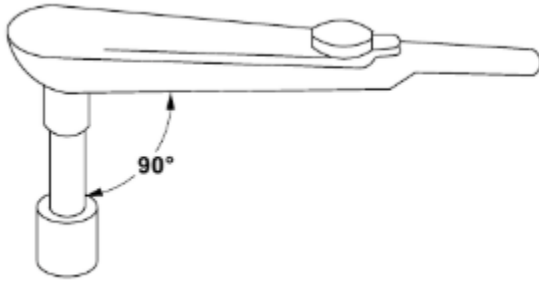


**Figure 5 - Examples of Bonded Shaft Tool Installations**

Blue arrow indicates direction of torque to be applied



**Figure 6 – Proof Load Testing**



**NOTE**

Applied and indicated torque values are the same.

**Torque Wrench Concentric Type Attachments  
(Ref) BHT-ALL-SPM, Chapter 2**

<p><b>FORMULA TO OBTAIN CORRECT INDICATED TORQUE VALUE WHEN USING NONCONCENTRIC ATTACHMENT</b></p> $TW = \frac{(TA) \times (L)}{(L) \pm (A)}$ <p>TW = INDICATED TORQUE VALUE ON TORQUE WRENCH          TA = ACTUAL TORQUE VALUE APPLIED TO FASTENER          L = LEVEL LENGTH          A = ATTACHMENT LENGTH</p> <p><b>FORMULA</b></p>	$TW = \frac{200 \times 12}{12 + 2} = \frac{2400}{14} = 171.4 \text{ IN-LBS (19.37 Nm)}$ <p><b>RESULTS: FASTENER TORQUED 200 IN-LBS (22.60 Nm) WHEN WRENCH INDICATES 171.4 IN-LBS (19.37 Nm)</b></p> <p><b>EXAMPLE 1</b></p>
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**Figure 7 – Example of Nonconcentric Type Attachments  
(Ref) BHT-ALL-SPM, Chapter 2**