

REVISION NOTICE  
**Bell Helicopter** **TEXTRON**  
A Subsidiary of Textron Inc.

DATE APR 09, 2007

TO: **All Owners/Operators of Bell 206L3 and 206L4 Helicopters**

SUBJECT: **REVISION "A" TO ALERT SERVICE BULLETIN 206L-05-134:  
NEW TRANSIENT LIMIT AND POWER TURBINE RPM (N2) STEADY  
STATE OPERATION AVOIDANCE, INTRODUCTION OF.**

Revision "A" to this bulletin adds an exception note in the "HELICOPTERS  
AFFECTED" block, for helicopters with STC#SR00036SE.

AN APPROPRIATE ENTRY SHOULD BE MADE IN THE AIRCRAFT LOGBOOK UPON ACCOMPLISHMENT  
IF OWNERSHIP OF AIRCRAFT HAS CHANGED PLEASE FORWARD TO NEW OWNER

**ALERT SERVICE BULLETIN**  
**Bell Helicopter** **TEXTRON**

A Subsidiary of Textron Inc.

NO. 206L-05-134

DATE JUN 8, 2005

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REV "A"

**MODEL AFFECTED:** 206L3 and 206L4

**SUBJECT:** NEW TRANSIENT LIMIT AND POWER TURBINE RPM (N2) STEADY STATE OPERATION AVOIDANCE, INTRODUCTION OF.

**HELICOPTERS AFFECTED:** -NOTE-

Bell 206L3 and 206L4 having the 250-C20R engines installed per STC #SR00036SE are not affected by this bulletin. **A**

**PART I**

All Bell 206L3 and 206L4 helicopters.

**PART II**

All Bell 206L3 helicopters and Model 206L4 helicopters serial number 52001 through 52313.

Model 206L4 helicopters serial numbers 52314 and subsequent will have the intent of this bulletin accomplished prior to delivery.

**COMPLIANCE:** **PART I**

In accordance with Rolls-Royce Corporation ALERT Commercial Engine Bulletin CEB A-72-3272 dated June 13, 2005.

**PART II**

**Upon receipt of this bulletin**

**DESCRIPTION:**

**PART I**

As a result of recent third stage turbine wheel investigation, Rolls Royce Corporation has revised the Overspeed Limit Table for all Series IV Engines as detailed in CEB A-72-3272. The new table includes a Steady State Avoid Range and adds a new Transient Overspeed Excursion Limits. Recording of Overspeed excursion events above the new Transient Event Limit line and below the Max Transient line is mandated.

**PART II**

With the release of CEB A-72-3272, Rolls Royce revises the 250-C30P Engine Overspeed Limit Table introducing a new Steady State Operation Avoidance Power Turbine RPM (N2) Speed range between 71.8% and 91.5%. A decal is added on the instrument panel to ensure crew awareness of this new N2 speed restriction.

A Flight Manual revision and instrument panel decal are required to accomplish this bulletin. The required Flight Manual revision and decal are included with the distribution of this bulletin. Until this bulletin is received in hard copy, operators may choose to locally manufacture the instrument panel decal (see the **MATERIAL** section of this bulletin for instructions) and print a copy of the Flight Manual revision, which is attached to this bulletin, and published on the Bell Helicopter web site.

**APPROVAL:**

The engineering aspects of this bulletin are Transport Canada approved.

**MANPOWER:**

**PART I**

Refer to Rolls-Royce Corporation ALERT Commercial Engine Bulletin CEB A-72-3272 dated June 13, 2005.

**PART II**

Approximately 0.5 man-hour is necessary to complete this bulletin. Man-hours are based on hands-on time, and may vary with personnel and facilities available.

**WARRANTY:**

Bell Helicopter warranty does not apply.

A

**MATERIAL:****Required material:****PART I**

Refer to Rolls-Royce Corporation ALERT Commercial Engine Bulletin CEB A-72-3272 dated June 13, 2005.

**PART II**

The following material is required for the accomplishment of this Alert Service Bulletin and may be obtained through your Bell Helicopter Textron Supply Center.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Quantity</u>
230-075-213-117	Decal (1)	1

Note 1: The decal may be locally manufactured using lettering of white color No. 17875 on black background color No. 17038. Characters to be 10 point Spartan blackfont, color per FED 595. The text for on the decal is detailed in Figure 2 and should be in capital letters.

**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 Helicopter Textron Supply Center.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Reference</u>
3950 Scotchcal	Sealer	C-349

-NOTE-

The "C" REF. NO. above is a cross-reference found in the Standard Practices Manual (BHT-ALL-SPM)

**SPECIAL TOOLS:**

Not applicable.

**WEIGHT AND BALANCE:**

Not affected.

**ELECTRICAL LOAD DATA:**

Not affected.

**REFERENCES:**

BHT-206L3-MM-2 Maintenance Manual  
Chapter 11 – Placards

BHT-206L4-MM-2 Maintenance Manual  
Chapter 11 – Placards

BHT-ALL-SPM  
Chapter 13 – Consumable Materials

Refer to Rolls-Royce Corporation ALERT Commercial Engine Bulletin CEB A-72-3272 dated June 13, 2005.

**PUBLICATIONS AFFECTED:**

BHT-206L-SERIES-IPB Illustrated Parts Breakdown  
Chapter 11- Placards

BHT-206L3-FM-1 Flight Manual

BHT-206L4-FM-1 Flight Manual

**ACCOMPLISHMENT INSTRUCTIONS:**

**PART I**

Comply with Rolls-Royce Corporation ALERT Commercial Engine Bulletin CEB A-72-3272 dated June 13, 2005.

**PART II**

1. Install decal 230-075-213-117 on the instrument panel as shown in Figure 1. (Refer to applicable Maintenance Manual, Chapter 11).
2. Insert the new Flight Manual revision 6 dated April 26, 2005 into BHT-206L3-FM-1. (If applicable)
3. Insert the new Flight Manual revision 6 dated April 26, 2005 into BHT-206L4-FM-1. (If applicable)
4. Annotate the helicopter records indicating compliance with this bulletin.

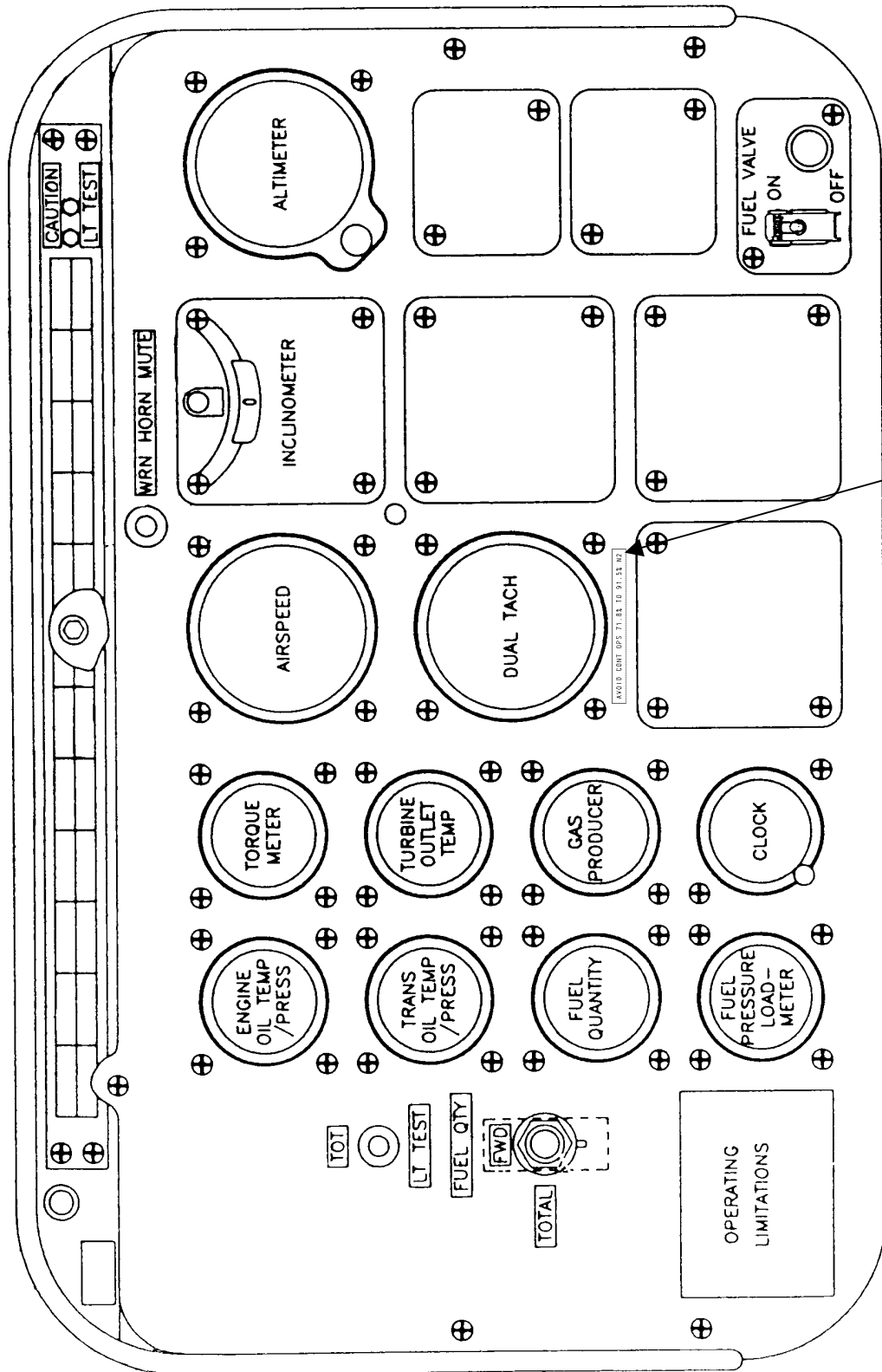


Figure 1. Instrument panel

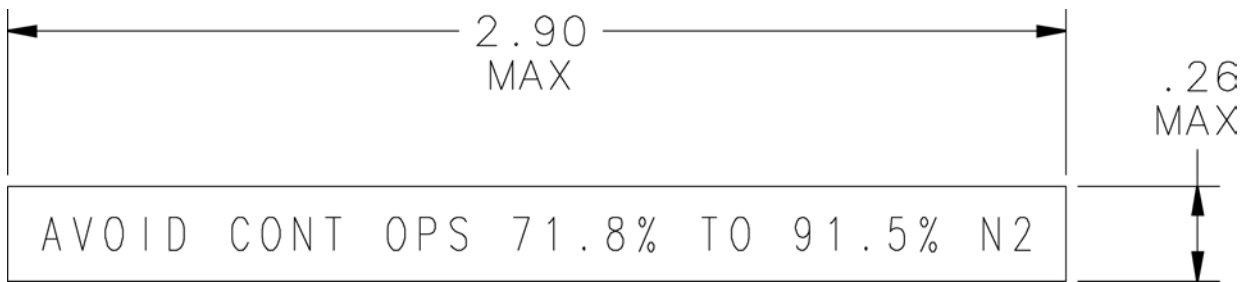


Figure 2. Decal details

### ENGINE, TURBINE ASSEMBLY - NEW THRESHOLD EVENT RECORDING AND NEW STEADY-STATE OPERATION AVOIDANCE RANGE LIMIT

#### 1. PLANNING INFORMATION

##### A. Effectivity

###### (1) Engines

All Rolls-Royce Model 250-C30, -C40 and C47 Series engines are affected by this bulletin.

###### (2) Spares - affected

**NOTE:** All spares should include Threshold Event Excursion records. All spare wheels at the time of publication of this CEB should be properly tagged as zero Threshold Event Excursions unless otherwise specified by Rolls-Royce. All wheels must be accompanied by a Life Limited Part Log Card.

##### B. Reason

Rolls-Royce has revised the Overspeed Limit Table for all Series IV engines. The new tables are revised to include the Steady State Avoid Range and new transient Event Thresholds, including event threshold exceedance recording requirements. These revised limits result from the recent third stage turbine wheel investigations.

##### C. Description

Operators are now required to record power turbine speed event threshold exceedances in the engine log records using newly created Life Limited Part Log Cards. This new range is specified by engine type in the following wording and attached charts. Rolls-Royce has also revised the Np/N2 steady-state operation avoidance range. The new steady-state operation avoidance range has an increased upper limit of approximately one percent power turbine speed (1% Np/N2) for all Rolls-Royce Model 250 Series IV Engines.

To provide consistency between all Series IV engine models, Rolls-Royce has converted to a common format between Series IV Engine Overspeed Limit Tables. Np / N2 Overspeed Limits are no longer dependent upon torque, only on N2 speed.

##### D. Approval

Technical aspects are FAA approved.

##### E. Compliance

Compliance Code 2. To be complied with within the next five hours or no later than June 10, 2005.

**NOTE:** For FADEC equipped engines, all ECU NpQ parameters should be cleared before complying with the event threshold exceedance recording required by this CEB. Reference 2.A.(4). Past exceedances shall not be considered unless otherwise specified by Rolls-Royce.

June 13, 2005

250-C30 Series  
250-C40 Series  
250-C47 Series

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CEB A-72-6054

# ALERT

## Rolls-Royce

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### COMMERCIAL ENGINE BULLETIN

F. Interchangeability - Not affected

G. Material Availability

P/N	NAME	QTY/ENG
6898663	Turbine Wheel, Third-Stage	1
23065843	Turbine Wheel, Third-Stage	1
6892764	Turbine Wheel, Fourth-Stage	1
23066744	Turbine Wheel, Fourth-Stage	1

H. Tooling - Not applicable

I. Weight and Balance - Not affected

J. Electrical Load Data - Not affected

K. References

- (1) 14W2 Operation and Maintenance Manual, Turboshift Models 250-C30, -C30S, -C30G, -C30G/2, -C30P, -C30M (OMM).
- (2) 14W4 Illustrated Parts Catalog, Turboshift Models 250-C30, -C30P, -C30M, -C30S, -C30G, -C30G/2 (IPC).
- (3) 14W4R, U Illustrated Parts Catalog, Turboshift Models 250-C30R, -C30U (IPC).
- (4) 14W2RU Operation and Maintenance Manual, Turboshift Models 250-C30R, -C30U (OMM).
- (5) CSP 21003 Operation and Maintenance Manual, Turboshift Model 250-C30R/3 (OMM).
- (6) CSP 23003 Illustrated Parts Catalog, Turboshift Model 250-C30R/3, -C30R/3M (IPC).
- (7) CSP 21006 Operation and Maintenance Manual, Turboshift Model 250-C30R/3M (OMM).
- (8) CSP 21000 Operation and Maintenance Manual, Turboshift Model 250-C40B (OMM).
- (9) CSP 21001 Operation and Maintenance Manual, Turboshift Model 250-C47B (OMM).
- (10) CSP 23001 Illustrated Parts Catalog, Turboshift Models 250-C40B, -C47B and C47M (IPC).
- (11) CSP 21004 Operation and Maintenance Manual, Turboshift Model 250-C47M (OMM).

L. Other Publications Affected - Life Limited Part Log Card (GT12017).

Life Limited Part Log Card has been created for this recording purpose. Cards may be ordered from AVIALL.

M. Prerequisites - None

## 2. ACCOMPLISHMENT INSTRUCTIONS

A. All Rolls-Royce Model 250 Series IV Engines (REF. Fig. 1, 2, 3, 4 and 5).

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250-C30 Series  
250-C40 Series  
250-C47 Series

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**NOTE:** Inspection of turbine wheels does not clear recorded event threshold exceedances. The events recorded against each affected turbine wheel shall remain as a life limiting recorded item for that affected turbine wheel until the wheel reaches the first of its allowable hour, cycle, or event limits.

- (1) Transient overspeed excursions between the Max. Continuous line and the Max. Overspeed Transient line, which exceed 15 seconds require specific action as described in this CEB. Any excursion greater than 15 seconds requires power turbine wheel inspection.
- (2) The transient overspeed range is now divided into two sections. Any transient overspeed excursion above the Max. Continuous line and below the new Event Threshold line does not require maintenance action provided the single event is less than 15 seconds.
- (3) Any transient overspeed excursion above the new Event Threshold line and below the Max. Overspeed Transient line does not require maintenance action provided the single event is less than 15 seconds; however, the excursion shall be recorded as an event. No more than five events are allowed in this new range.
  - (a) Maintain Engine Log Book Records so that transient N2 speed excursion events into the new range between 34,532 RPM (112.7% for the C30, C30G, C30M, C30P, C30R, C30R/1, C30R/3, C30R/3M, C30S, C30U and C47M; 112.4% for the C30G/2; 107.3% for the C47B; and 111.7% for the C40B) and 36,474 RPM (119.0% for the C30, C30G, C30M, C30P, C30R, C30R/1, C30R/3, C30R/3M, C30S, C30U, and C47M; 118.7% for the C30G/2; 113.3% for the C47B; and 118.0% for the C40B) are recorded. Record the maximum speed exceedance value and the date in the Life Limited Part Log Card.
  - (b) Only five total events are allowed into this range. The sixth event into this range requires removal and replacement of the power turbine wheels.

**NOTE:** For FADEC engine models (250-C30R/3, -C30R/3M, -C40B, -C47B, -C47M), the current version of FADEC software may not identify all recordable exceedances. Operators shall manually monitor and record threshold event exceedances as described.

**NOTE:** For FADEC equipped engines, all ECU NpQ parameters should be cleared before complying with the event threshold exceedance recording required by this CEB. Reference 2.A.(4). Past exceedances shall not be considered unless otherwise specified by Rolls-Royce.

- (4) All FADEC engines (250-C30R/3, -C30R/3M, -C40B, -C47B, -C47M) should have their NpQ parameters cleared prior to complying with the event threshold exceedance recording. This history clearance will verify that the event threshold exceedances are correctly counted from the point of CEB compliance forward.
  - (a) Connect to the ECU through Maintenance Terminal Software.
  - (b) Select "EDIT" from the "Engine History" menu.
  - (c) Click to highlight "NpQNppkExLm".
  - (d) Click the clear box.
  - (e) Click to highlight "NpQQpkExLm".
  - (f) Click the clear box.
- (5) Any FADEC engine (250-C30R/3, -C30R/3M, -C40B, -C47B, -C47M) that has experienced an event threshold exceedance should have the NpQ parameters cleared after recording the event in the Life Limited Part Log Card. (Reference above procedure 2.A.(4)).

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250-C30 Series  
250-C40 Series  
250-C47 Series

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B. Record events in the Engine Log Book, Life Limited Part Log Card, as applicable.

250-C30 Series

250-C40 Series

250-C47 Series

3. MATERIAL INFORMATION - Not applicable

CUSTOMER SUPPORT  
ROLLS-ROYCE

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250-C30 Series  
250-C40 Series  
250-C47 Series

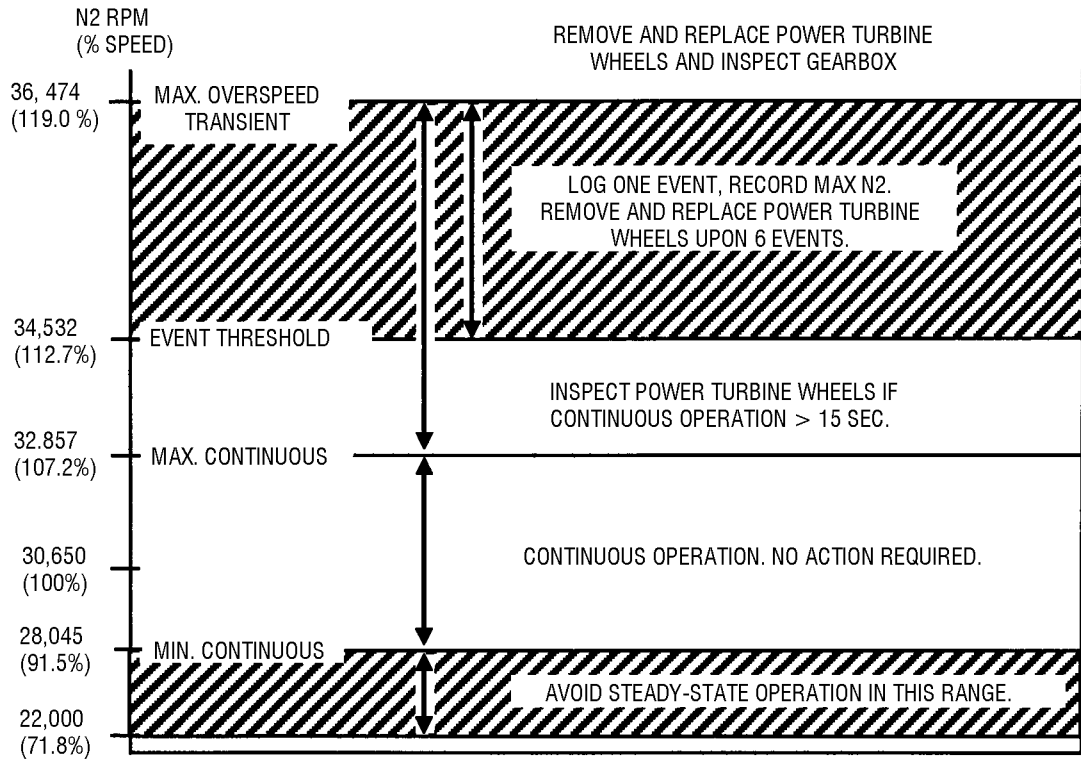
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**250-C30, -C30G, -C30M, -C30P, -C30S, -C47M**

## SERIES IV ENGINES - POWER TURBINE SPEED LIMITS & MAINTENANCE ACTIONS



**NOTE:**

N2 SPEED RESTRICTIONS ARE DEFINED BY N2 RPM.  
(% SPEED PRESENTED FOR REFERENCE ONLY.)

NOT TO SCALE

APS191XA

Power Turbine Speed Restrictions  
FIG. 1

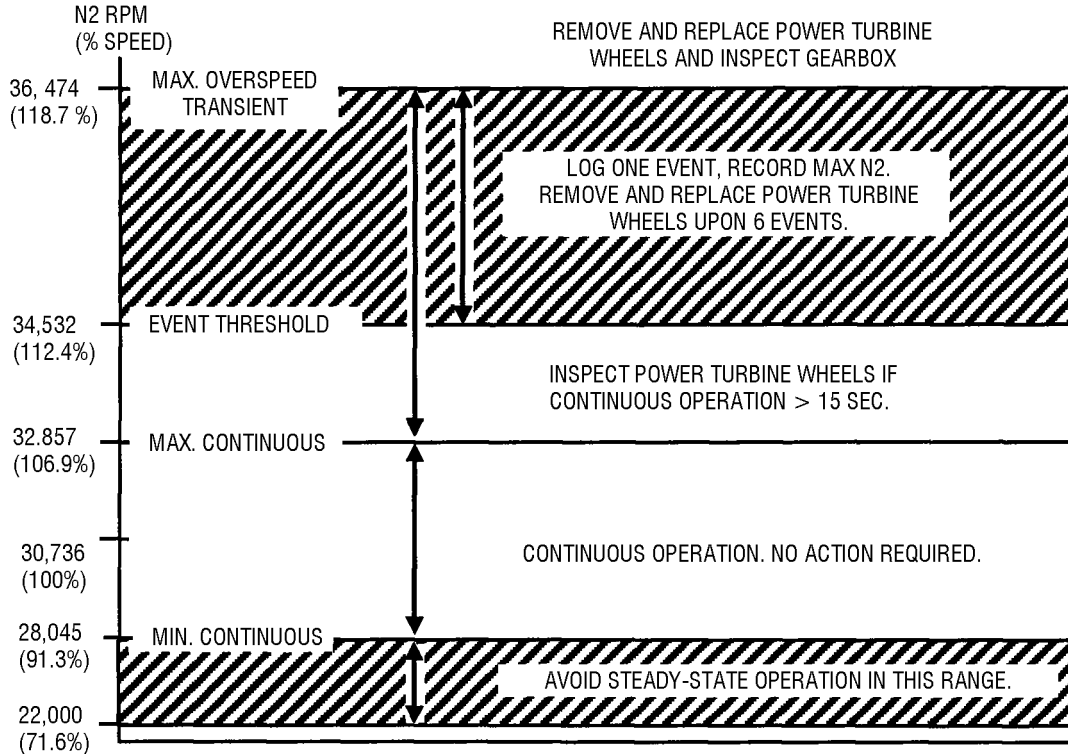
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### COMMERCIAL ENGINE BULLETIN

250-C30G/2

#### SERIES IV ENGINES - POWER TURBINE SPEED LIMITS & MAINTENANCE ACTIONS



**NOTE:**

N2 SPEED RESTRICTIONS ARE DEFINED BY N2 RPM.  
(% SPEED PRESENTED FOR REFERENCE ONLY.)

NOT TO SCALE

APS192XA

Power Turbine Speed Restrictions  
FIG. 2

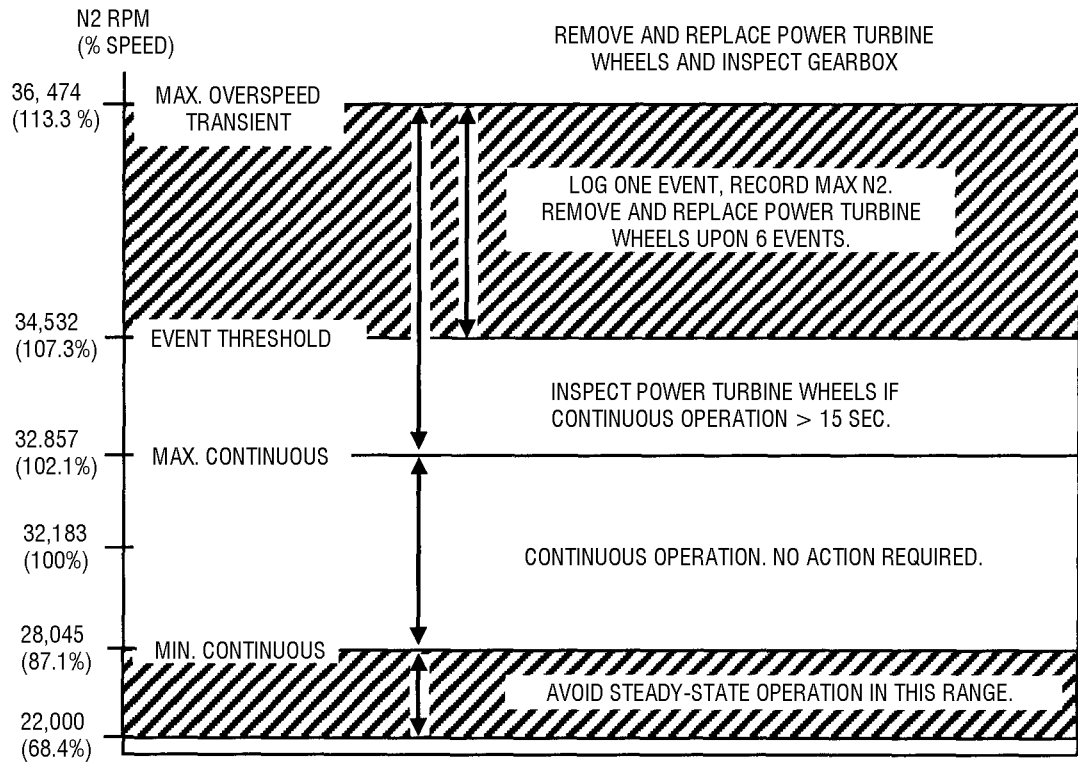
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### COMMERCIAL ENGINE BULLETIN

250-C47B

#### SERIES IV ENGINES - POWER TURBINE SPEED LIMITS & MAINTENANCE ACTIONS



**NOTE:**

N2 SPEED RESTRICTIONS ARE DEFINED BY N2 RPM.  
(% SPEED PRESENTED FOR REFERENCE ONLY.)

NOT TO SCALE

APS193XA

Power Turbine Speed Restrictions  
FIG. 3

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250-C30 Series  
250-C40 Series  
250-C47 Series

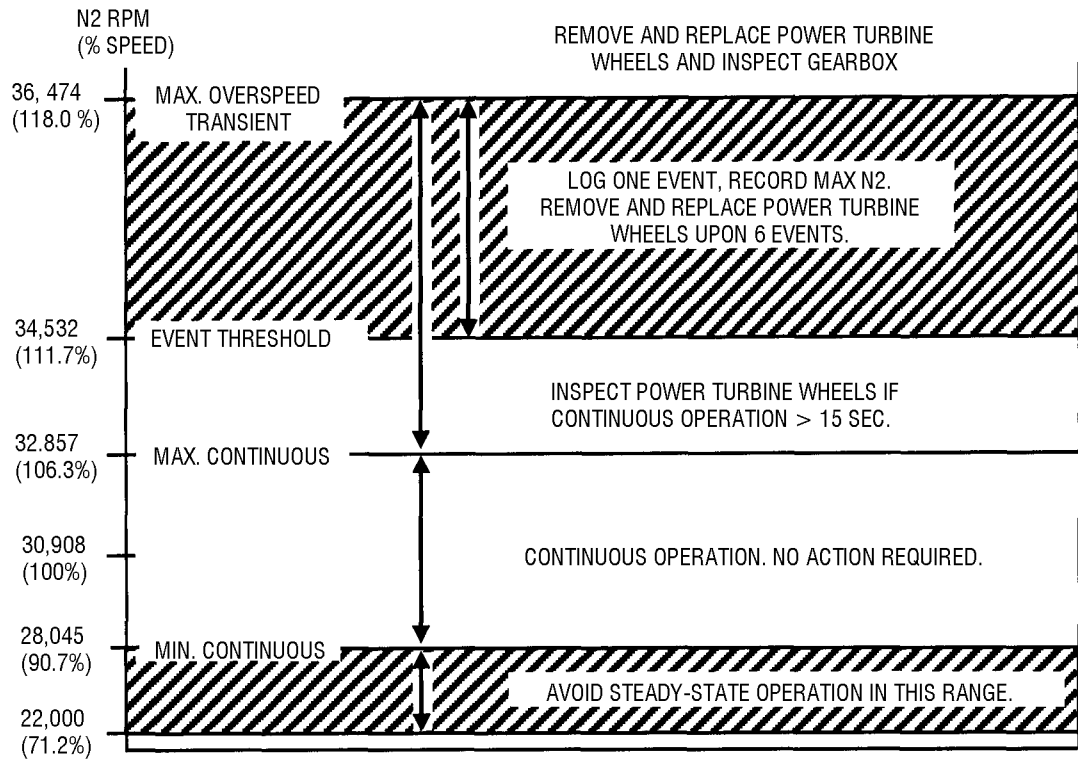
CEB A-72-3272  
CEB A-72-5048  
CEB A-72-6054

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**Rolls-Royce**  
COMMERCIAL ENGINE BULLETIN

## 250-C40B

### SERIES IV ENGINES - POWER TURBINE SPEED LIMITS & MAINTENANCE ACTIONS



**NOTE:**

N2 SPEED RESTRICTIONS ARE DEFINED BY N2 RPM.  
(% SPEED PRESENTED FOR REFERENCE ONLY.)

NOT TO SCALE

APS194XA

Power Turbine Speed Restrictions  
FIG. 4

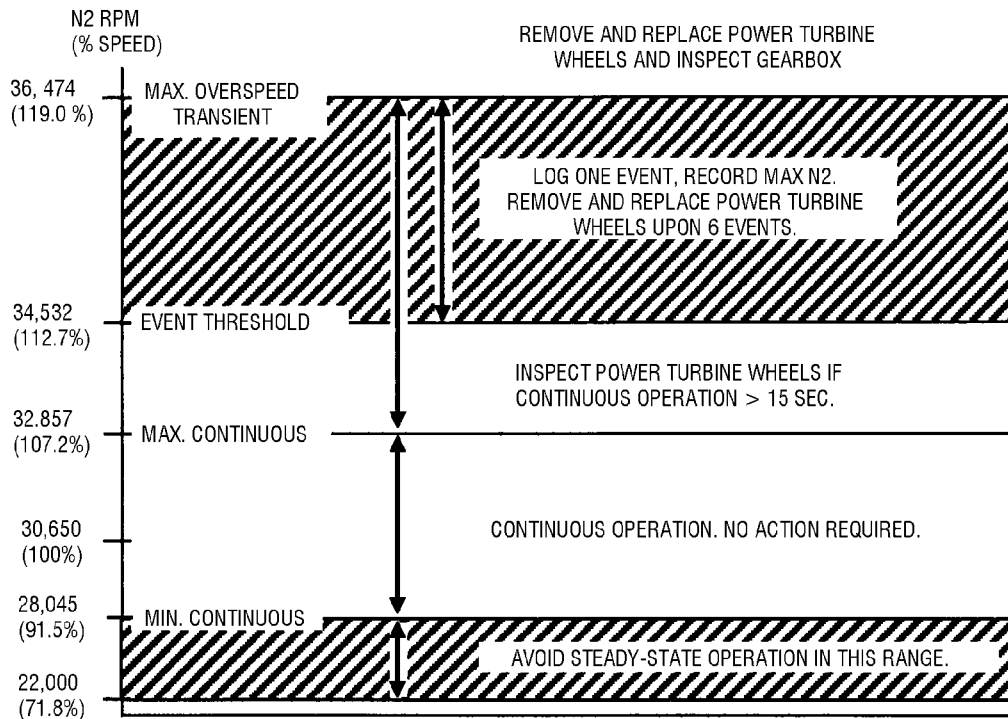
# ALERT

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### COMMERCIAL ENGINE BULLETIN

250-C30R, -C30R/1, -C30R/3, -C30R/3M, -C30U

#### SERIES IV ENGINES - POWER TURBINE SPEED LIMITS & MAINTENANCE ACTIONS



**NOTE:**

N2 SPEED RESTRICTIONS ARE DEFINED BY N2 RPM.  
(% SPEED PRESENTED FOR REFERENCE ONLY.)

NOT TO SCALE

APS195XA

Power Turbine Speed Restrictions  
FIG. 5