

Table 603

Inspection Checksheet

Owner _____ Date _____

A/C Make/Model _____ S/N _____ Reg. No. _____ TSN _____

Engine S/N _____ TSN _____ TSO _____

This inspection checksheet is to be used when performing scheduled inspections. This form can be locally reproduced and/or expanded to reflect the aircraft operating environment. Keep the completed sheets as a permanent part of the aircraft engine records. Detailed information regarding each inspection item is contained in the referenced Operation and Maintenance Manual paragraphs.

CAUTION: BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THIS MANUAL. FAILURE TO FOLLOW THE RECOMMENDED INSTRUCTIONS IN THE MANUAL COULD RESULT IN EQUIPMENT DAMAGE OR DESTRUCTION, POSSIBLY RESULTING IN PERSONNEL DEATH OR INJURY.

Item	150 HOUR INSPECTION	REFERENCE SECTION	✓	Initial
1	Inspect the engine for obvious loose bolts, broken or loose connections, security of mounting accessories, and broken or missing safeties. Check accessible areas for obvious damage and evidence of fuel and oil leakage. Inspect the slippage marks on all fuel, oil and air tube B-nuts to make sure that the nuts have not loosened.			
2	Inspect the compressor impeller leading edges for damage.	72-30-00, para 3.B.		
3	Clean the compressor, as required, with a chemical wash solution if dirt buildup is evident.	72-30-00, para 4.B.		
4	Without disassembly, inspect turbine, exhaust collector supports and the air tubes for cracks, buckling and general condition.	72-50-00, para 5.K.		
		72-40-00, para 2.B.(1)		
		72-40-00, Table 203		
5	Inspect the engine fuel system for evidence of leakage. Check condition and security of fittings and tubing.	73-00-00		
6	Inspect the engine mounts for condition and security.			
7	Inspect electrical harness for loose, chafed, frayed, or broken wires and loose connectors.			

72-00-00

Table 603 (cont)			
	CAUTION: NORMAL ENGINES USE A MINIMAL AMOUNT OF OIL. HOWEVER, ANY SUDDEN INCREASE IN OIL CONSUMPTION IS INDICATIVE OF OIL SYSTEM PROBLEMS AND MUST BE CORRECTED.		
8	Check oil supply level.	72-00-00, Table 101 Troubleshooting, items 11 and 12.	
	NOTE: Check oil supply level within 15 minutes of engine shutdown.		
	If the engine has been idle for more than 15 minutes, motor the engine for 30 seconds to scavenge any oil that can have drained into the gearbox from the oil tank. Failure to completely scavenge the oil from the gearbox will cause a false indication of high oil consumption. See Post Flight Check No. 3.		
9	Inspect for extension of impending fuel filter bypass indicator. If indicator is extended, replace fuel filter. Ground run engine to assure proper operation of control system.	73-10-01, para 2.	
10	Clean and inspect the fuel nozzle. Install fuel nozzle with proper number of spacers.	73-10-03	
11	Record component changes, inspections, and compliance with technical instructions as required. Report engine difficulties to Rolls-Royce Corporation and/or AMC on a Field Service Report (FSR) submitted on FAST at < https://fast.aeromanager-online.com > as required.		
12	Inspect compressor scroll for cracks. Pay particular attention to welded areas.		
13	Clean the burner drain valve. Ensure that the airframe overboard is clear. Refer to aircraft manual for maintenance procedures.	72-40-00, para 3.	
14	Inspect the anti-icing solenoid valve and bleed air valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.		
15	Inspect the horizontal and vertical firewall shields for cracks.	72-50-00, para 5.J.	
	NOTE: Continued sheet metal or tube cracking can be an indication of excessive engine, engine accessory, or airframe vibration.		

Table 603 (cont)				
Item	150 HOUR INSPECTION	REFERENCE SECTION	✓	Initial
16	Check HMU for freedom of operation and full travel. Check for condition and security of all linkages.	73-21-01, Para 1.B.		
17	Remove, clean, operationally test, and reinstall the magnetic drain plugs: a. Standard type - check the chip detector end of the magnetic drain plugs for cracks. b. Quick disconnect - examine the locking device and inserts for wear. Torque 60-80 lb in. (6.8-9.0 N·m). No cracks are permitted. Examine each chip detector separately.	72-00-00, para 8.E.		
18	Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.	74-20-02 para 2.		
	Perform operational check of ignitors.	74-20-01, para 2.B.		
19	Remove, inspect, clean and reinstall the oil filter. If excessive carbon is found in the filter, inspect the scavenge and pressure oil system. Refer to 72-50-00 para 5.E., 5.F., 5.G., 5.H., 6.A., and 6.B.	72-60-00, para 1.C.		
20	Measure and record power turbine support pressure oil nozzle flow from scavenge oil strut. Record and retain flow record. While motoring N ₁ to 16-18% the minimum flow is 90cc in 15 seconds.	72-50-00, para 5.E.		
	Flow _____			
	NOTE: Refer to the M250-C30 series CSL-3126, Recommended Sequence, Engine Oil Change for additional instructions.			
21	HMU Manual Mode Piston Function. Record must indicate that shutdown per referenced section has been performed at least once each 150 hours.	72-00-00 para. 7.M, Alternate Shutdown - AUTO MODE or para. 8.F, Shutdown, MANUAL MODE.		
22	HMU Manual Mode Piston Function. Record must indicate that shutdown per referenced section has been performed at least once each 150 hours.	72-00-00 para. 7.M, Alternate Shutdown - AUTO MODE or para. 8.F, Shutdown, MANUAL MODE.		

Table 603 (cont)

Item	150 HOUR INSPECTION	REFERENCE SECTION	✓	Initial
23	FADEC FAIL and FADEC SYSTEM MANUAL cockpit indication check. Record must indicate that a cockpit check per referenced section has been performed at least once each 150 hours.	73-25-01 para 3, FADEC System Maintenance Practices.		
42	HMU MANUAL MODE Operation Function. Record must indicate that manual operation per referenced section has been performed at least once each 150 hours.	72-00-00 para 7.J. MANUAL MODE Training.		
25	ECU mount inspection. Record must indicate that ECU mount inspection has been performed at least once each 150 hours.	73-25-01 para 4, FADEC System Maintenance Practices.		
26	MGT indicating system check. Using a thermocouple simulator, inject temperatures from 100° C to 1000° C at 100° C intervals into accessory harness. Aircraft indicating system must be within 5° C of input temperature.			
27	Torque indicating system check. Using a pressure tester, inject pressures from 5 psi (34 kPa) to 125 psi (862 kPa) at 20 psi (138 kPa) intervals into the aircraft TMOP pressure sense tube. Aircraft indication system must be within 2 psi (14 kPa) of input pressure.			
28	Visually inspect the outer combustion case (sheet metal and weld seams) for cracks. Pay particular attention to the weld seams in the area of the igniter plugs, dummy plug, drain valves, fuel nozzle bosses, armpit braze patch and adjacent areas. Use a bright light and mirror as necessary. The OCC does not have to be removed. Perform a Leak Tec check for installed OCC's and an FPI for removed OCC's.	72-40-00, para 2.B.(1), (2), (3) and (4)		

Table 603 (cont)				
Item	300 HOUR INSPECTION	REFERENCE SECTION	✓	Initial
	In addition to the 150 hour inspection items, perform the following:			
1	Clean power turbine support scavenge oil strut.	72-50-00, para 5.F.		
2	Clean external sump.	72-50-00, para 5.F.		
3	Clean No. 1 bearing oil pressure reducer.	72-30-00, para 2.A. (1)		
4	Clean pressure oil fitting screen assembly.	72-50-00, para 5.F.		
	CAUTION: EXTREME CARE MUST BE EXERCISED TO PREVENT TWISTING OF OIL NOZZLE DURING REMOVAL. DO NOT ATTEMPT TO STRAIGHTEN OR REUSE IF TWISTED.			
5	Clean power turbine pressure oil nozzle.	72-50-00, para 5.F.		
6	Remove and disassemble fuel nozzle. Clean and inspect fuel nozzle filter assembly. Assemble and install fuel nozzle.	73-10-03		
7	Remove, inspect, and reinstall the turbine pressure oil check valve.	72-60-00, para 2.I.		
	NOTE: Check Valve P/N 23074872 and subsequent part numbers are not applicable to this inspection (these valves are considered "ON CONDITION").			
8	Inspect the rear engine mount for security and excessive bearing wear.	72-00-00, para 1.A., (3) Engine-Inspection/Check		
9	Drain the oil system and refill. Oil changed at: 300 hours: _____ 600 hours: _____ Maximum interval between oil changes is 300 hours or 6 months, whichever occurs first. This limit can be extended to 600 hours or 12 calendar months, whichever occurs first, if an approved high thermal stability oil (Third Generation) is used.	72-00-00, para 8.D., Engine Servicing.		
10	Inspect the thermocouple assembly (TOT/MGT).	77-20-01, para 2.B.		
11	Visually inspect the outer combustion case (sheet metal and weld seams) for cracks. Pay particular attention to the weld seams in the area of the igniter plugs, dummy plug, drain valves, fuel nozzle bosses, armpit braze patch and adjacent areas. Use a bright light and mirror as necessary. The OCC does not have to be removed. Perform a Leak Tec check for installed OCC's and an FPI for removed OCC's.	72-40-00, para 2.B.(1), (2), (3) and (4)		

Table 603 (cont)

Item	300 HOUR INSPECTION	REFERENCE SECTION	✓	Initial
12	On the power and accessory gearbox cover, check the applied torque on all turbine and exhaust collector support-to-gearbox retaining nuts. Torque must be 120-150 lb in. (14-17 N·m).	72-50-00, para 1.B		
Item	600 HOUR INSPECTION	REFERENCE SECTION	✓	Initial
The following inspection is required every 600 hours since the last inspection. In addition to the 150 and 300 hour inspection items, perform the following:				
1	Do the scavenge oil filter impending bypass function check per Facet Service Bulletin No. 090589 (Ref. Rolls-Royce Corporation CSL 3116). Follow the Facet instructions and time intervals, or follow this recommended inspection interval each 600 hours.			
Item	1750 HOUR INSPECTION	REFERENCE SECTION	✓	Initial
1	Remove and replace the low pressure fuel filter element.	73-10-01, para 2.		
2	Remove and replace the low pressure fuel filter element. Before discarding filter, inspect for signs of contaminants. If contaminants are found, inspect the entire fuel system and clean if necessary.	73-10-01, para 2.		
3	Inspect the combustion liner.	72-40-00, para 1.C.		
4	Examine the outer combustion case for cracks using Leak-Tek and/or Fluorescent Penetrant Inspection (FPI).	72-40-00, para 2.B.(2), (3), and (4).		
5	Inspect the compressor discharge air tubes.	72-40-00, para 4.C.		
6	Inspect the spur adapter gearshaft, compressor rotor splined adapter and associated impeller bore.	72-30-00, para 3.B.(2), 3.C. and 3.E.		
7	Inspect the turbine to compressor coupling, turbine splined adapter, power turbine inner shaft and turbine shaft-to-pinion gear coupling. Turbine to compressor coupling is part of the turbine assembly.	72-50-00, para 5.A. and 5.B.		
8	Visually examine the power drive train gears. Disassembly of the gearbox is not necessary for this inspection.	CSL 3225		

72-00-00

Table 603 (cont)			
	<p>NOTE: Not applicable for: Torquemeter gear part number 23084248 and subsequent Power take-off gear part number 23084249 and subsequent Pinion gear part number 23084247 and subsequent.</p>		
	<p>NOTE: The following inspections are recommended whenever the turbine or compressor is removed in between the required 1750 hour inspection:</p> <p>Anytime the compressor is removed from the engine, visually inspect the aft end of the spur adapter gearshaft for worn or damaged splines.</p> <p>Anytime the turbine is removed from the engine visually inspect the splines on the following items, turbine-to-compressor coupling, turbine splined adapter, power turbine outer shaft and turbine shaft-to-pinion gear coupling for worn or damaged splines.</p> <p>If spline wear or damage is observed the appropriate maintenance action is required. (Refer to items 5 and 6 above).</p> <p>Inspection intervals must not exceed 1750 hours.</p> <p>To ensure proper HMU start fuel scheduling subsequent to a maintenance operation which involves draining fuel from the engine fuel system – such as replacing the fuel filter or HMU, it is recommended that the air purge procedure described in chapter 73-00-00 be used.</p>		

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72-00-00

Table 604				
Inspection Checksheet				
Owner _____ Date _____				
A/C Make/Model _____ S/N _____ Reg No. _____ TSN _____				
Engine S/N _____ TSN _____ TSO _____				
<p>This inspection checksheet is to be used when performing scheduled inspections. This form can be locally reproduced and/or expanded to reflect the aircraft operating environment. Keep the completed sheets as a permanent part of the aircraft engine records. Detailed information regarding each inspection item is contained in the referenced Operation and Maintenance Manual paragraphs.</p> <p>CAUTION: BEFORE UNDERTAKING ANY INSPECTION OR MAINTENANCE ACTION, CONSULT THE REFERENCED PARAGRAPHS OF THE OPERATION AND MAINTENANCE MANUAL. FAILURE TO FOLLOW THE RECOMMENDED INSTRUCTIONS IN THE MANUAL COULD RESULT IN EQUIPMENT DAMAGE OR DESTRUCTION, POSSIBLY RESULTING IN PERSONNEL DEATH OR INJURY.</p> <p>NOTE: THIS INSPECTION CHECKLIST CAN ONLY BE USED IF THE OPERATOR IS USING AN APPROVED THIRD GENERATION (HTS) OIL AND AN APPROVED AIRFRAME MOUNTED SCAVENGE OIL FILTER.</p> <p>NOTE: COMPLIANCE TO THE 150 HOUR AND 300 HOUR ITEMS IN THIS TABLE MUST BE PERFORMED AT LEAST EVERY 12 CALENDAR MONTHS OR BY HOURS, WHICHEVER OCCURS FIRST.</p>				
Item	150 HOUR INSPECTION	REFERENCE SECTION	✓	Initial
1	Inspect for extension of impending fuel filter bypass indicator. If indicator is extended, replace fuel filter. Ground run engine to make sure proper operation of control system.	73-10-01, para 2.		
2	Clean and inspect the fuel nozzle. Install fuel nozzle with proper number of spacers.	73-10-03		
3	HMU MANUAL MODE Operation Function. Record must indicate that manual operation (Ref. referenced section) has been performed at least once each 150 hours.	72-00-00 para 7.C.(1), MANUAL MODE CHECK.		
4	Visually inspect the outer combustion case (sheet metal and weld seams) for cracks. Pay particular attention to the weld seams in the area of the igniter plugs, dummy plug, drain valves, fuel nozzle bosses, armpit braze patch and adjacent areas. Use a bright light and mirror as necessary. The OCC does not have to be removed. Perform a Leak Tec check for installed OCC's and an FPI for removed OCC's.	72-40-00, para 2.B.(1), (2), (3) and (4)		

Table 604 (cont)				
Item	300 HOUR INSPECTION	REFERENCE SECTION	✓	Initial
	In addition to the 150 hour inspection items, perform the following:			
1	Inspect the engine for obvious loose bolts, broken or loose connections, security of mounting accessories, and broken or missing safeties. Check accessible areas for obvious damage and evidence of fuel and oil leakage. Inspect the slippage marks on all fuel, oil and air tube B-nuts to make sure that the nuts have not loosened.			
2	Inspect the compressor impeller leading edges for damage.	72-30-00, para 3.B.		
3	Clean the compressor, as required with a chemical wash solution if dirt buildup is evident.	72-30-00, para 4.B.		
4	Without disassembly, inspect turbine, exhaust collector supports and the air tubes for cracks, buckling and general condition.	72-50-00, para 5.K.		
		72-40-00, para 2.B. (1)		
		72-40-00, Table 203		
5	Inspect the engine fuel system for evidence of leakage. Check condition and security of fittings and tubing.	73-00-00		
6	Inspect the engine mounts for condition and security.			
7	Inspect electrical harness for loose, chafed, frayed, or broken wires and loose connectors.			
	CAUTION: NORMAL ENGINES USE A MINIMAL AMOUNT OF OIL. HOWEVER, ANY SUDDEN INCREASE IN OIL CONSUMPTION IS INDICATIVE OF OIL SYSTEM PROBLEMS AND MUST BE CORRECTED.			
8	Check oil supply level.	72-00-00, Table 101 Troubleshooting, items 11 and 12.		
	NOTE: Check oil supply level within 15 minutes of engine shutdown.			

Table 604 (cont)				
Item	300 HOUR INSPECTION	REFERENCE SECTION	✓	Initial
	If the engine has been idle for more than 15 minutes, motor the engine for 30 seconds to scavenge oil that has drained into the gearbox from the oil tank. Failure to completely scavenge the oil from the gearbox will cause a false indication of high oil consumption. See Post Flight Check No. 3			
9	Inspect compressor scroll for cracks. Pay particular attention to welded areas.			
10	Clean the burner drain valve. Make sure that the airframe overboard is clear. Refer to aircraft manual for maintenance procedures.	72-40-00, para 3		
11	Inspect the anti-icing solenoid valve and bleed air valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.			
12	Inspect the horizontal and vertical firewall shields for cracks.	72-50-00, para 5.J.		
	NOTE: Continued sheet metal or tube cracking can be an indication of excessive engine, engine accessory, or airframe vibration.			
13	Check HMU for freedom of operation and full travel. Check for condition and security of all linkages.	73-21-01, para 1.B.		
14	Remove, clean, operationally test, and reinstall the magnetic drain plugs: <p>a. Standard type – check the chip detector end of the plugs for cracks.</p> <p>b. Quick disconnect – inspect the locking device and inserts for wear.</p> <p>Torque 60–80 lb in. (6.8–9.0 N·m). No cracks are permitted. Check each chip detector separately.</p>	72-00-00, para 8.E.		
15	Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.	74-20-02, para 2.		
	Perform operational check of ignitors.	74-20-01, para 2.B.		
16	Remove, inspect, clean and reinstall the oil filter. If excessive carbon is found in the filter, inspect the scavenge and pressure oil system. Refer to 72-50-00 para 5.E., 5.F., 5.G., 5.H., 6.A., and 6.B.	72-60-00, para 1.C.		

72-00-00

Table 604 (cont)

Item	300 HOUR INSPECTION	REFERENCE SECTION	✓	Initial
17	Measure and record power turbine support pressure oil nozzle flow from scavenge oil strut. Record and retain flow record. While motoring N ₁ to 16-18% the minimum flow is 90cc in 15 seconds.	72-50-00, para 5.E.		
	Flow _____			
	Compare with previous flow. Any large deviation could indicate carbon buildup.			
	NOTE: Refer to the M250-C30 series CSL-3126 , Recommended Sequence, Engine Oil Change for additional instructions.			
18	HMU Manual Mode Piston Function Record must indicate that shutdown per referenced section has been performed at least once each 300 hours.	72-00-00, para 7.M., Alternate Shutdown – AUTO MODE or para 8.F., Shutdown, MANUAL MODE.		
19	FADEC FAIL and FADEC SYSTEM MANUAL cockpit indication check. Record must indicate that a cockpit check per referenced section has been performed at least once each 300 hours.	73-25-01, para 3, FADEC System Maintenance Practices.		
20	ECU mount bolt torque check. Record must indicate that this ECU mount bolt torque check was performed at least once each 300 hours.	See applicable airframe manual for proper torque.		
21	MGT indicating system check. During ground run with engine at 100% N ₂ , Monitor MGT using (MT) Maintenance Terminal Software, analog Parameter page. Compare MT value with aircraft MGT gage. They must agree within 41° F (5° C). If gages are not within limits, use thermocouple simulator to identify problem.	72-00-00, para 7.C. 72-00-00, para 3.D. 73-25-01, para 3		
22	Torque indicating system check. During ground run with engine at 100% N ₂ , monitor Torque (Q) using MT software analog parameter page. Compare MT value with aircraft torque gage. Gages must agree within 2 psi (14 kPa). If not within limits, use pressure tester to identify problem.	72-00-00, para 7.C. 73-25-01, para 3		
23	Clean power turbine support scavenge oil strut.	72-50-00, para 5.F.		
24	Clean external sump.	72-50-00, para 5.F.		
25	Clean No. 1 bearing oil pressure reducer.	72-30-00, para 2.A. (1)		

72-00-00

Table 604 (cont)				
Item	300 HOUR INSPECTION	REFERENCE SECTION	✓	Initial
26	Clean pressure oil fitting screen assembly.	72-50-00, para 5.F.		
	CAUTION: EXTREME CARE MUST BE EXERCISED TO PREVENT TWISTING OF OIL NOZZLE DURING REMOVAL. DO NOT ATTEMPT TO STRAIGHTEN OR REUSE IF TWISTED.			
27	Clean power turbine pressure oil nozzle.	72-50-00, para 5.F.		
28	Remove and disassemble fuel nozzle. Clean and examine fuel nozzle filter assembly. Reassemble and install fuel nozzle.	73-10-03		
29	Remove, inspect, and reinstall the turbine pressure oil check valve.	72-60-00, para 2.I.		
	NOTE: Check Valve P/N 23074872 and subsequent part numbers are not applicable to this inspection (these valves are considered "ON CONDITION").			
30	Inspect the rear engine mount for security and excessive bearing wear.	72-00-00, para 1.A., (3) Engine-Inspection/Check.		
31	Inspect the thermocouple assembly (TOT/MGT)	77-20-01, PARA 2.B.		
32	Drain the oil system and refill. Oil changed at: 300 hours: _____ 600 hours: _____ Maximum interval between oil changes is 300 hours or 6 months, whichever occurs first. This limit can be extended to 600 hours or 12 calendar months, whichever occurs first, if an approved high thermal stability oil (Third Generation) is used.	72-00-00, para 8.D., Engine Servicing.		
33	On power and accessory gearbox cover, check the applied torque on all turbine and exhaust collector support-to-gearbox retaining nuts. Torque must be 120-150 lb in. (14-17 N·m).	72-50-00, para 1.B.		
34	Record component changes, inspections, and compliance with technical instructions as required. Report engine difficulties to Rolls-Royce and/or AMC on a Field Service Report (FSR) submitted on FAST at https://fast.aeromanager-online.com as required.			

Table 604 (cont)				
35	Visually inspect the outer combustion case (sheet metal and weld seams) for cracks. Pay particular attention to the weld seams in the area of the igniter plugs, dummy plug, drain valves, fuel nozzle bosses, armpit braze patch and adjacent areas. Use a bright light and mirror as necessary. The OCC does not have to be removed. Perform a Leak Tec check for installed OCC's and an FPI for removed OCC's.	72-40-00, para 2.B.(1), (2), (3) and (4)		
Item	INITIAL 600 HOUR INSPECTION	REFERENCE SECTION	✓	Initial
	In addition to the 150 and 300 hour inspection items, perform the following:			
1	Do the scavenge oil filter impending bypass function check per Facet Service Bulletin No. 090589 (Ref. Rolls-Royce CSL 3116). Follow the Facet instructions and time intervals, or follow this recommended inspection interval each 600 hours.			
2	ECU mount inspection Record must indicate that ECU mount inspection has been performed at least once each 600 hours.	73-25-01, para 4, FADEC System Maintenance Practices.		
Item	1750 HOUR INSPECTION	REFERENCE SECTION	✓	Initial
	The following inspections are required every 1750 hours since last inspection:			
1	Remove and replace the low pressure fuel filter element. Before discarding filter, inspect for signs of contaminants. If contaminants are found, inspect the entire fuel system and clean if necessary.	73-10-01, para 2		
2	Inspect the combustion liner.	72-40-00, para 1.C.		
3	Examine the outer combustion case for cracks using Leak-Tek and/or Fluorescent Penetrant Inspection (FPI).	72-40-00, para 2.B. (2), (3), and (4).		
4	Inspect the compressor discharge air tubes.	72-40-00, para 4.C.		
5	Inspect the spur adapter gearshaft, compressor rotor splined adapter and associated impeller bore.	72-30-00, para 3.B. (2), 3.C. and 3.E.		
6	Inspect the turbine to compressor coupling, turbine splined adapter, power turbine inner shaft and turbine shaft-to-pinion gear coupling. Turbine to compressor coupling is part of the turbine assembly.	72-50-00, para 5.A. and 5.B.		

Table 604 (cont)				
Item	1750 HOUR INSPECTION	REFERENCE SECTION	✓	Initial
7	Visually examine the power drive train gears. Disassembly of the gearbox is not necessary for this inspection.	CSL 3225		
	<u>NOTE:</u> Not applicable for: Torquemeter gear part number 23084248 and subsequent Power take-off gear part number 23084249 and subsequent Pinion gear part number 23084247 and subsequent.			
	<u>NOTE:</u> The following inspections are recommended whenever the turbine or compressor is removed in-between the required 1750 hour inspection.			
	<u>NOTE:</u> Anytime the compressor is removed from the engine, visually inspect the aft end of the spur adapter gearshaft for worn or damaged splines.			
	<u>NOTE:</u> Anytime the turbine is removed from the engine, visually inspect the splines on the following items: turbine-to-compressor coupling, turbine splined adapter, power turbineouter shaft and turbine shaft-to-pinion gear coupling for worn or damaged splines.			
	<u>NOTE:</u> f spline wear or damage is observed the appropriate maintenance action is required (Refer to items 5 and 6 above).			
	<u>NOTE:</u> Inspection intervals must not exceed 1750 hours.			