### M250-C47B OPERATION AND MAINTENANCE

		TAB	LE 603				
		Insp	ection Checl	ksheet			
Owner	r		C	Date			
A/C N	lake/Model	s	/N	_ Reg. No	_TSN _		
Engin	e S/N	т	SN	TSO			
This ir reproo a perr contai	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. <u>CAUTION</u> : 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						
Item	150 H			REFERENCE SEC	TION		Initial
1	Inspect the e broken or lo mounting ac ing safeties. obvious dan oil leakage. all fuel, oil a that the nuts	engine for obvious loose bolts, ose connections, security of cessories, and broken or miss Check accessible areas for nage and evidence of fuel and Inspect the slippage marks on nd air tube B-nuts to make sure s have not loosened.	9				
2	Inspect the c damage.	compressor impeller leading ed	ges for	72-30-00, para 4.E	3.		
3	Clean the co chemical wa	mpressor, as required, with a ush solution if dirt buildup is evic	lent.	72-30-00, para 5.			
4	Without disa supports an general con	ssembly, inspect turbine, exhau d the air tubes for cracks, buck dition.	st collector ling and	72-50-00, para 5.k	ζ.		
				72-40-00, para 2.E 72-40-00, Table 20	3.(1) 03		
5	Visually inspe metal and we to the weld se plug, drain patch and ad necessary. T form a Leak a removed C	ect the outer combustion case ( eld seams) for cracks. Pay care eams in the area of the igniter plu valves, fuel nozzle bosses, ar jacent areas. Use a bright light a he OCC does not have to be rer Tec check for an installed OCC OCC.	DCC) (sheet ful attention ligs, dummy impit braze nd mirror as noved. Per- and FPI for	72-40-00, Para 2 (2), (3) and (4)	2.B.(1),		



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## **Rolls-Royce**

	TABLE 603 (cont)					
Item	150 HOU	IR INSPECTION	REFERENCE SECTION	$\checkmark$	Initial	
6	Inspect the eng leakage. Check tubing.	ine fuel system for evidence of k condition and security of fittings and	73-00-00			
7	Inspect the eng security.	ine mounts for condition and				
8	Inspect electric broken wires a	al harness for loose, chafed, frayed, or nd loose connectors.				
9	Check oil suppl	y level.	72-00-00, Table 101			
	If the engine ha motor the engin that could have tank. Failure to gearbox will ca consumption.	as been idle for more than 15 minutes, the for 30 seconds to scavenge any oil the drained into the gearbox from the oil the completely scavenge the oil from the suse a false indication of high oil See Post Flight Check No. 3.	and 12.			
	CAUTION:	NORMAL ENGINES USE A MINIMAL A SUDDEN INCREASE IN OIL CONSUM PROBLEMS AND MUST BE CORRECT	AMOUNT OF OIL. HOWEVE IPTION IS INDICATIVE OF ( TED.	R, A DIL S	NY SYSTEM	
	NOTE: Check	oil supply level within 15 minutes of eng	ne shutdown.			
10	Inspect for exte indicator on CE	nsion of scavenge oil filter bypass EFA.	72-60-00, para 1.E.			
	If the bypass in engine oil filter contamination If no contamina filter with new p indicator.	dicator is extended, examine/clean the and the scavenge oil filter. If is found, replace the scavenge oil filter. ation is found, reinstall the scavenge oil backing, and manually reset the				
	If the CEFA by contamination replace/clean t lines (Ref. the and replace the indicator.	pass indicator is extended and is found in the scavenge oil filter, he oil cooler, oil tank, and lubrication airframe manual instructions). Drain e engine oil, and manually reset the				
	<u>NOTE:</u> If metal oil filter in CEF, previous 50 ho steps (Ref. 72- or 72-60-00 p	contamination is found in the scavenge A and a chip light occurred within the urs, take the applicable maintenance -00-00, para 8.E.(2), Engine Servicing ara 4.B.(2)).				
	NOTE: The sca	avenge oil filter cannot be cleaned.				
11	Inspect for exte indicator.	nsion of impending fuel filter bypass	73-10-02, para 2.B.			
	If indicator is ex engine to assu	ttended, replace fuel filter. Ground run re proper operation of control system.				



	TABLE 603 (cont)					
Item	150 HOUR INSPECTION	REFERENCE SECTION	$\checkmark$	Initial		
12	Clean and inspect the fuel nozzle.	73-10-03				
	Install fuel nozzle with proper number of spacers.					
13	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 @ <https: fast.aeromanager-online.com=""> as required.</https:>					
14	Inspect compressor scroll for cracks. Pay particular attention to welded areas.					
15	Clean the burner drain valve.	72-40-00, para 3.				
	Ensure that the airframe overboard is clear. Refer to aircraft manual for maintenance procedures.					
16	Inspect the anti-icing solenoid valve and bleed air valve for loose, chafed, frayed or broken wires, loose connections and security of attachment.					
17	Inspect the horizontal and vertical firewall shields for cracks.	72-50-00, para 5.J.				
	NOTE: Continued sheet metal or tube cracking can be accessory, or airframe vibration.	an indication of excessve e	engine	e, engine		
18	Check HMU for freedom of operation and full travel. Check for condition and security of all linkages.	73-21-01, para 1.B.				
19	Remove, clean, operationally test, and reinstall the magnetic drain plugs:	72-00-00, Engine Servicing, para 8.E.				
	<ul> <li>a. Standard type – check the chip detector end of the plugs for cracks.</li> </ul>					
	b. Quick disconnect – inspect the locking device and inserts for wear.					
	Torque 60-80 lb in. (6.8-9.0 N·m). No cracks are acceptable. Check each chip detector separately.					
20	Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire.	74-20-02 para 2.				
21	Remove inspect clean and reinstall the oil filter	74-20-01, para 2.b.				
	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 00 00.para 1.0.				
22	Measure and record power turbine support pressure oil nozzle flow from scavenge oil strut. Record and retain flow record.	72-50-00, para 5.E.				
	While motoring $N_1$ to 16–18% the minimum flow is 90cc in 15 seconds.					
	Flow					
	Compare with previous flow. Any large deviation could indicate carbon buildup.					



#### M250-C47B OPERATION AND MAINTENANCE

	TABLE 603 (cont)					
Item	150 HOUR INSPECTION	REFERENCE SECTION	$\checkmark$	Initial		
	NOTE: Refer to M250-C47 series CSL-6038, Recommended Sequence, Engine Oil Change for additional instructions.					
23	HMU Shutdown Function. Record must indicate that shutdown per referenced section has been performed at least once each 150 hours.	72-00-00 para. 7.L, Normal Shutdown - AUTO MODE or para. 8.N, Shutdown, MANUAL MODE				
24	FADEC FAIL, MANUAL MODE Cockpit Lamp Test. Record must indicate that a cockpit check per referenced section has been performed at least once each 150 hours.	73-25-01 para. 4. FADEC MAINTENANCE PRACTICES-Cockpit Lamp Test				
25	HMU MANUAL MODE Operation Function. Record must indicate that a cockpit check per referenced section has been performed at least once each 150 hours.	72-00-00 para 7.C.(1) MANUAL MODE CHECK				
26	MGT indicating system check. During ground run with engine at 100% N <sub>2,</sub> Monitor MGT using (MT) Maintenance Terminal Software, analog parameter page. Compare MT value with aircraft MGT gage. Must agree within 5° C. If not within limits, use thermocouple simulator to identify problem.	72-00-00 para 7.C. 72-00-00 para 3.E. 73-25-01 para 3				
27	Torque indicating system check During ground run with engine at 100% N <sub>2</sub> , monitor torque (Q) using MT software analog parameter page. Compare MT value with aircraft torque gage. Must agree within 2 psi. If not within limits, use pressure tester to identify problem.	72-00-00 para 7.C. 73-25-01 para 3				
28	Permanent Magnet Alternator (PMA) check. Do the check to verify PMA and harnesses are working properly. FADEC Fault and Maintenance system check.	73-20-01 para 2.C. 73-25-01 para 2				
	FADEC must be free of all faults and maintenance actions.					
	TABLE 604	Γ	<b>r</b>			
Item	300 HOUR INSPECTION In addition to the 150 hour inspection items, perform the following:	REFERENCE SECTION	~	Initial		
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.				

# 72-00-00

TABLE 604 (cont)					
ltem	300 HC	OUR INSPECTION	REFERENCE SECTION	~	Initial
	CAUTION:	EXTREME CARE SHOULD BE TWISTING OF OIL NOZZLE DURING TO STRAIGHTEN OR REUSE IF TWI	EXERCISED TO PREVE REMOVAL. DO NOT ATTEM STED.	ENT //PT	
5	Clean power turb	ine pressure oil nozzle.	72-50-00, para 5.F.		
6	Remove and disa fuel nozzle filter nozzle.	ssemble fuel nozzle. Clean and inspect assembly. Assemble and install fuel	73-10-03		
7	Remove, inspect check valve.	, and reinstall the turbine pressure oil	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 e excessive bearin	engine mount for security and g wear.	72-00-00, para 1.A., (3) Engine-Inspection/ Check.		
9	Drain the oil syste Oil changed at: 300 hours: 600 hours:	em and refill.	72-00-00, para 8.D., Engine Servicing.		
	Maximum interva months, whichev extended to 600 whichever occur stability oil (Third	l between oil changes is 300 hours or 6 ver occurs first. This limit can be hours or 12 calendar months, s first, if an approved high thermal l Generation) is used.			
10	On power and ac applied torque of support-to-gear	cessory gearbox cover, check the n all turbine and exhaust collector box retaining nuts.	72-50-00, para 1.B.		
	Torque must be 1	20-150 lb in. (14-17 N·m).			
11	Inspect the therm	nocouple assembly (TOT/MGT).	77-20-01, para 2.B.		



## **Rolls-Royce**

#### M250-C47B OPERATION AND MAINTENANCE

TABLE 605					
Item	2000 HOUR INSPECTION	REFERENCE SECTION	$\checkmark$	Initial	
	The following inspections are required every 2000 hours time since last inspection				
1	Remove and replace the fuel filter element. Before discarding filter, inspect for signs of contaminants. If contaminants are found, inspect the entire fuel system and clean if necessary.	73-10-02, 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 4.B.(2), 4.C. and 4.E.			
6	Inspect the turbine to compressor coupling, turbine splined adapter, power turbine inner shaft and turbine shaft-to-pinion gear coupling	72-50-00, para 5.A. and 5.B.			
	Turbine to compressor coupling is part of the turbine assembly.				
7	Visually examine the power drive train gears. Disassembly of the gearbox is not necessary for this inspection.	CSL 6134			
	NOTES: 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.				
	NOTES: The following inspections are recommended whenever the turbine or compressor is removed in-between the required 2000 hour inspection.				
	Anytime the compressor is removed from the engine, visually inspect the aft end of the spur adapter gearshaft for worn or damaged splines. 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				
	If spline wear or damage is observed the appropriate m (Refer to items 5 and 6 above)	aintenance action is require	d.		
	Inspection intervals must not exceed 2000 hours.				



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		TABLE 606					
	Inspection Checksheet						
Owne	r		Date_				
A/C M	ake/Model	S/N Reg I	No	TSN			
Engine	e S/N	TSN TSO					
	This inspect can be loca Keep the co information Maintenanc	tion checksheet is to be used when performi illy reproduced and/or expanded to reflect ompleted sheets as a permanent part of the regarding each inspection item is contained the Manual paragraphs.	ng sche the airc ne aircra ed in th	eduled inspections. Th craft operating enviro aft engine records. D e referenced Operati	iis for nmer etaile on ar	m nt. ed nd	
<u>CAUTION</u> : 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 OB INJURY					N, ID ID IT IT		
	<u>NOTE</u> :	THIS INSPECTION CHECKLIST CAN OU	NLY BE RATIO	USED IF THE OPEF N (HTS) OIL.	RATC	R	
	<u>NOTE</u> :	COMPLIANCE TO THE 150 HOUR AND MUST BE PERFORMED AT LEAST EVER HOURS, WHICHEVER OCCURS FIRST	300 H0 3Y 12 C	DUR ITEMS IN THIS ALENDAR MONTHS	TABL OR E	LE BY	
Item	150 HO	UR INSPECTION	REFE	ERENCE SECTION	1	Initial	
1	Inspect for en indicator on	xtension of scavenge oil filter bypass CEFA.	72-6	0-00, para 1.E.			
	If the bypass engine oil fil contaminatio If no contam filter with ne indicator.	indicator is extended, examine/clean the ter and the scavenge oil filter. If on is found, replace the scavenge oil filter. nination is found, reinstall the scavenge oil w packing, and manually reset the					
	If the CEFA contamination replace/clea lines (Ref. the and replace indicator.	bypass indicator is extended and on is found in the scavenge oil filter, in the oil cooler, oil tank, and lubrication ne airframe manual instructions). Drain the engine oil, and manually reset the					
	NOTE: If me oil filter in C previous 50 steps (Ref. 7 or 72-60-00	etal contamination is found in the scavenge EFA and a chip light occurred within the hours, take the applicable maintenance 72-00-00, para 8.E.(2), Engine Servicing D para 4.B.(2)).					
	<u>NOTE:</u> The	scavenge oil filter cannot be cleaned.					



### M250-C47B OPERATION AND MAINTENANCE

	TABLE 606 (cont)					
Item	150 HOUR INSPECTION	REFERENCE SECTION	$\checkmark$	Initial		
2	Inspect for extension of impending fuel filter bypass indicator.	73-10-02, para 2.B.				
	If indicator is extended, replace fuel filter. Ground run engine to assure proper operation of control system.					
3	Clean and inspect the fuel nozzle.	73-10-03				
	Install fuel nozzle with proper number of spacers.					
4	HMU MANUAL MODE Operation Function.	72-00-00, para 7.C.(1)				
	Record must indicate that a cockpit check per referenced section has been performed at least once each 150 hours.	CHECK.				
5	Visually inspect the outer combustion case (OCC) (sheet metal and weld seams) for cracks. Pay careful 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. Per- form a Leak Tec check for an installed OCC and FPI for a removed OCC.	72-40-00, Para 2.B.(1), (2), (3) and (4)				
6	Permanent Magnet Alternator (PMA) check.	73-20-01, para 2.C.				
	Do the check to verify PMA and harnesses are working					
-	properly.					
Item	300 HOUR INSPECTION	REFERENCE SECTION		Initial		
	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 4.B.				
3	Clean the compressor, as required, with a chemical wash solution if dirt buildup is evident.	72-30-00, para 5.				
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.					

## 72-00-00

#### M250-C47B OPERATION AND MAINTENANCE

	TABLE 606 (cont)			
Item	300 HOUR INSPECTION	REFERENCE SECTION		Initial
7	Inspect electrical harness for loose, chafed, frayed, or broken wires and loose connectors.			
8	Check oil supply level. If the engine has been idle for more than 15 minutes, motor the engine for 30 seconds to scavenge any oil that could 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.	72-00-00, Table 101 Troubleshooting, items 11 and 12.		
	CAUTION: NORMAL ENGINES USE A MINIMAL A ANY SUDDEN INCREASE IN OIL CON OIL SYSTEM PROBLEMS AND MUST	MOUNT OF OIL. HOWEVE SUMPTION IS INDICATIVE BE CORRECTED.	R, OF	
	NOTE: Check oil supply level within 15 minutes of engin	ne shutdown.		
9	Inspect compressor scroll for cracks. Pay particular attention to welded areas.			
10	Clean the burner drain valve. Ensure 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.		
	<u>NOTE</u> : Continued sheet metal or tube cracking can be engine, engine accessory, or airframe vibration	an indication of excessive on.		
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	<ul> <li>Remove, clean, operationally test, and reinstall the magnetic drain plugs:</li> <li>a. Standard type – check the chip detector end of the plugs for cracks.</li> <li>b. Quick disconnect – inspect the locking device and inserts for wear.</li> <li>Torque 60-80 lb in. (6.8-9.0 N·m). No cracks are acceptable. Check each chip detector separately.</li> </ul>	72-00-00, Engine Servicing, para 8.E.		
15	Inspect ignition lead for burning, chafing or cracking of conduit. Also, check for loose connectors and/or broken lockwire. Perform operational check of ignitors.	74-20-02 para 2. 74-20-01, para 2.B.		

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	TABLE 606 (cont)			
Item	300 HOUR INSPECTION	REFERENCE SECTION	~	Initial
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.		
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	72-50-00, para 5.E.		
	is 90cc in 15 seconds.			
	Compare with previous flow. Any large deviation could indicate carbon buildup.			
	NOTE: Refer to M250-C47 series CSL-6038, Recomn Engine Oil Change for additional instructions	nended Sequence,		
18	HMU Shutdown Function. Record must indicate that shutdown per referenced section has been performed at least once each 300 hours.	72-00-00, para. 7.L, Normal Shutdown - AUTO MODE or para. 8.N, Shutdown, MANUAL MODE.		
19	FADEC FAIL, MANUAL MODE Cockpit Lamp Test. Record must indicate that a cockpit check per referenced section has been performed at least once each 300 hours.	73-25-01, para. 4. FADEC MAINTENANCE PRACTICES-Cockpit Lamp Test.		
20	MGT indicating system check. During ground run with engine at 100% N <sub>2,</sub> Monitor MGT using (MT) Maintenance Terminal Software, analog parameter page. Compare MT value with aircraft MGT gage. Must agree within 5°C (41°F). If not within limits, use thermocouple simulator to identify problem.	72-00-00, para 7.C. 72-00-00, para 3. E. 73-25-01, para 3.		
21	Torque indicating system check During ground run with engine at 100% N <sub>2</sub> , monitor torque (Q) using MT software analog parameter page. Compare MT value with aircraft torque gage. Must agree within 2 psi (13.78 kPa). If not in limits, use pressure tester to identify problem.	72-00-00, para 7.C. 73-25-01, para 3.		
22	FADEC Fault and Maintenance system check. FADEC must be free of all faults and maintenance actions.	73-25-01, para 2.		
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 606 (cont)					
Item	300 HOUR INSPECTION	REFERENCE SECTION	$\checkmark$	Initial	
26	Clean pressure oil fitting screen assembly.	72-50-00, para 5.F.			
	CAUTION: EXTREME CARE MUST BE EXERCI OF OIL NOZZLE DURING REMOV STRAIGHTEN OR REUSE IF TWISTE	SED TO PREVENT TWIST /AL. DO NOT ATTEMPT ED.	ing To		
27	Clean power turbine pressure oil nozzle.	72-50-00, para 5.F.			
28	Remove and disassemble fuel nozzle. Clean and inspect fuel nozzle filter assembly. Assemble and install fuel nozzle.	73-10-03			
29	Remove, inspect, and reinstall the turbine pressure oil check valve.	72-60-00, para 2.I.			
	<u>NOTE</u> : Check Valve P/N 23074872 and subsequent pattorn to this inspection (these valves are considered)	art numbers are not applicat d "ON CONDITION").	ble		
30	Inspect the rear engine mount for security and excessive bearing wear.	72-00-00, para 1.A., (3) Engine-Inspection/ Check.			
31	Drain the oil system and refill. Oil changed at: 300 hours: 600 hours:	72-00-00, para 8.D., Engine Servicing.			
	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.				
32	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.			
33	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 @ <https: fast.aeromanager-online.com=""> as required.</https:>				
34	Inspect the thermocouple assembly (TOT/MGT).	77-20-01, para 2.B.			
35	Visually inspect the outer combustion case (OCC) (sheet metal and weld seams) for cracks. Pay careful 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. Per- form a Leak Tec check for an installed OCC and FPI for a removed OCC.	72-40-00, Para 2.B.(1), (2), (3) and (4)			



#### EXPORT CONTROLLED

## **Rolls-Royce**

#### M250-C47B OPERATION AND MAINTENANCE

	TABLE 606 (cont)					
Item	2000 HOUR INSPECTION	REFERENCE SECTION	~	Initial		
	The following inspections are required every 2000 hours time since last inspection					
1	Remove and replace the fuel filter element. Before discarding filter, inspect for signs of contaminants. If contaminants are found, inspect the entire fuel system and clean if necessary.	73-10-02, 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 Inspec- tion (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 4.B.(2), 4.C. and 4.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.				
7	Visually examine the power drive train gears. Disassembly of the gearbox is not necessary for this inspection.	CSL 6134				
	NOTES: 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>NOTES</u> : The following inspections are recommend compressor is removed in-between the require	led whenever the turbine ed 2000 hour inspection.	e or			
	<ul> <li>Anytime the compressor is removed from the engine, visually inspect the aft end of the spur adapter gearshaft for worn or damaged splines.</li> <li>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.</li> <li>If spline wear or damage is observed the appropriate maintenance action is required.</li> </ul>					
	Inspection intervals cannot exceed 2000 hours.					
1						

## 72-00-00