



SCHWEIZER SERVICE NOTICE

NOTICE NO. N-195

DATE: 28 FEB 86

PAGE 1 of 4

MANDATORY

MANDATORY

MANDATORY

SUBJECT: INSPECTION OF MAIN TRANSMISSION ASSEMBLY, P/N 269A5175-11, -13, -15 and -17

- MODELS AFFECTED:
1. All Model 269A, TH-55A, 269B and Model 269C Helicopters with main transmission, P/N 269A5175-11, -13, -15 and -17 equipped with 269A5103-21 or -31 pinion assembly.
 2. All P/N 269A5175-11, -13, -15 and -17 main transmission assemblies equipped with 269A5103-21 or -31 pinion assembly in spares inventory.

- TIME OF COMPLIANCE:
1. Shall be accomplished at the next 300 or 400 hour inspection.
 2. Shall be accomplished prior to installation of main transmission on helicopters for transmissions in spares inventory.

PREFACE: Reports indicate that a number of main transmission assemblies may have been assembled using a wrong lock-washer on the upper pulley nut which may lead to loss of torque on the aft pinion nut and possible premature wear of the input pinion shaft. The correct lockwasher is a SL60W9 however SL61W9 may have been installed. The SL61W9 has four retract dimples on the face which rides against the 269A5178 collar. These retract dimples will eventually deform causing loss of torque of the aft pinion nut. Also the collar stability is not as good as a completely seated collar.

The information given in this Notice lists instructions for inspection of the transmission and identification and replacement of the lockwasher.

REFERENCE: 269 Series - Basic HMI, Appendix C (CSP-C-5)
15 December 1981

269 Series - Basic HMI (CSP-C-2)
Re-issued 15 March 1982

MATERIALS:

NOMENCLATURE	PART NO.	QTY.	MFR.
Gasket	269A5121	1	Schweizer

NOMENCLATURE	PART NO.	QTY.	MFR.
Cotter Pin	AN381-3-24	1	Comm.
Lockwasher	SL60W9	1	Shur-Lok

DISASSEMBLY PROCEDURE:

- a. Remove belt drive transmission assembly from helicopter per Basic HMI, Section 10-37.
- b. Remove forward upper bearing and shims from transmission input pinion shaft per Basic HMI, Section 10-37.
- c. Remove seven nuts and washers securing pinion shaft oil seal retainer to transmission, ref: HMI, Appendix C, Figure 2-2, Item 19 & 20.
- d. Remove oil seal retainer and gasket from pinion shaft assembly, ref: HMI Appendix C, Figure 2, Items 21 & 22.

INSPECTION:

- a. Visually examine the pinion shaft lockwasher to determine if the correct washer has been installed. Detail "A" of this Notice shows a visual indication to identify the lockwasher.
- b. If the transmission is found to contain the correct lockwasher, P/N SL60W9, then no further inspection is necessary and mechanic may reassemble the aircraft per the Basic HMI and Appendix C.
- c. If the transmission is found to have the wrong lockwasher, P/N SL61W9, then continue with the disassembly and inspection as follows.
- d. Remove incorrect lockwasher and discard. Replace with new SL60W9 lockwasher
- e. Inspect exposed surfaces of input pinion gearshaft for scratches, nicks, cracks, condition of splines, rust and wear. Check that input pinion shaft run out does not exceed 0.0030 inch, ref. HMI Appendix C, Part 1, Sections 3 & 6.
- f. If inspection indicates wear which exceeds the limits set forth in Appendix C, appropriate overhaul measures must be undertaken.

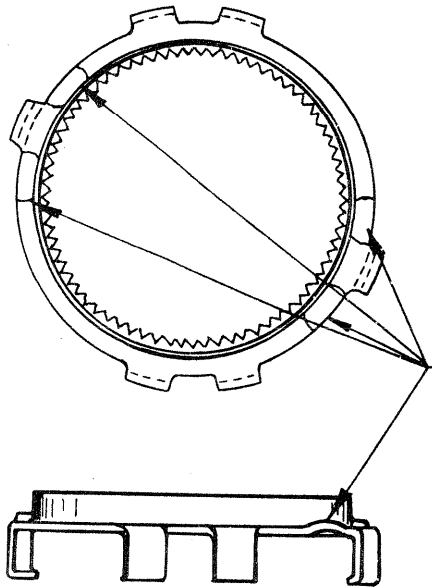
- g. If the inspection reveals no problem areas, reassemble the transmission and aircraft per the Basic HMI and Appendix C.

Record compliance with this Service Information Notice in Compliance Record of Helicopter Log Book.

WEIGHT AND BALANCE DATE: Weight and balance not affected.

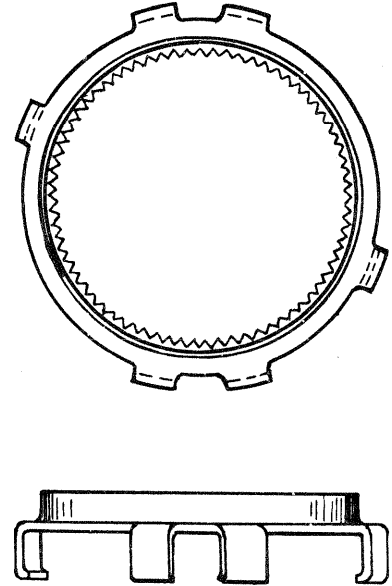
The resultant alteration to the affected helicopters described by this Notice has been shown to comply with the applicable Federal Aviation Regulations and is FAA Approved.

SL61W9 Lockwasher



**RETRACT DIMPLES
(TYP. 4 PLACES)**

SL60W9 Lockwasher



A picture of both the SL61W9 and SL60W9 Lockwashers is shown above in Detail "A". Note that the incorrect SL61W9 Lockwasher has 4 retract dimples on the surface as compared with the SL60W9 Lockwasher which is smooth on the surface. The SL60W9 is the correct Lockwasher.