

R22

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SERVICE BULLETIN SB-95

DATE: 26 January 2005

TO: All R22 Owners, Operators, and Service Centers

SUBJECT: A181-4 Lower Actuator Bearing Assembly

EFFECTIVITY: A181-4 bearing assembly S/Ns 4563 thru 4981, 4995, 5002, 5003, 5010, and 5017. Note: Affected assemblies were delivered March 2004 thru January 2005.

TIME OF COMPLIANCE: Within next three flight hours or by 15 February 2005, whichever occurs first. Limit flight to closest service center. Inspect bearing telatemp at least once each flight hour. Discontinue flight at first sign of temperature increase.

BACKGROUND: A precautionary landing was required due to a failed A181-4 lower actuator bearing. The failure occurred at low time-in-service and was caused by inadequate grease. A failed lower bearing can result in loss of power to the drive system.

COMPLIANCE PROCEDURE:

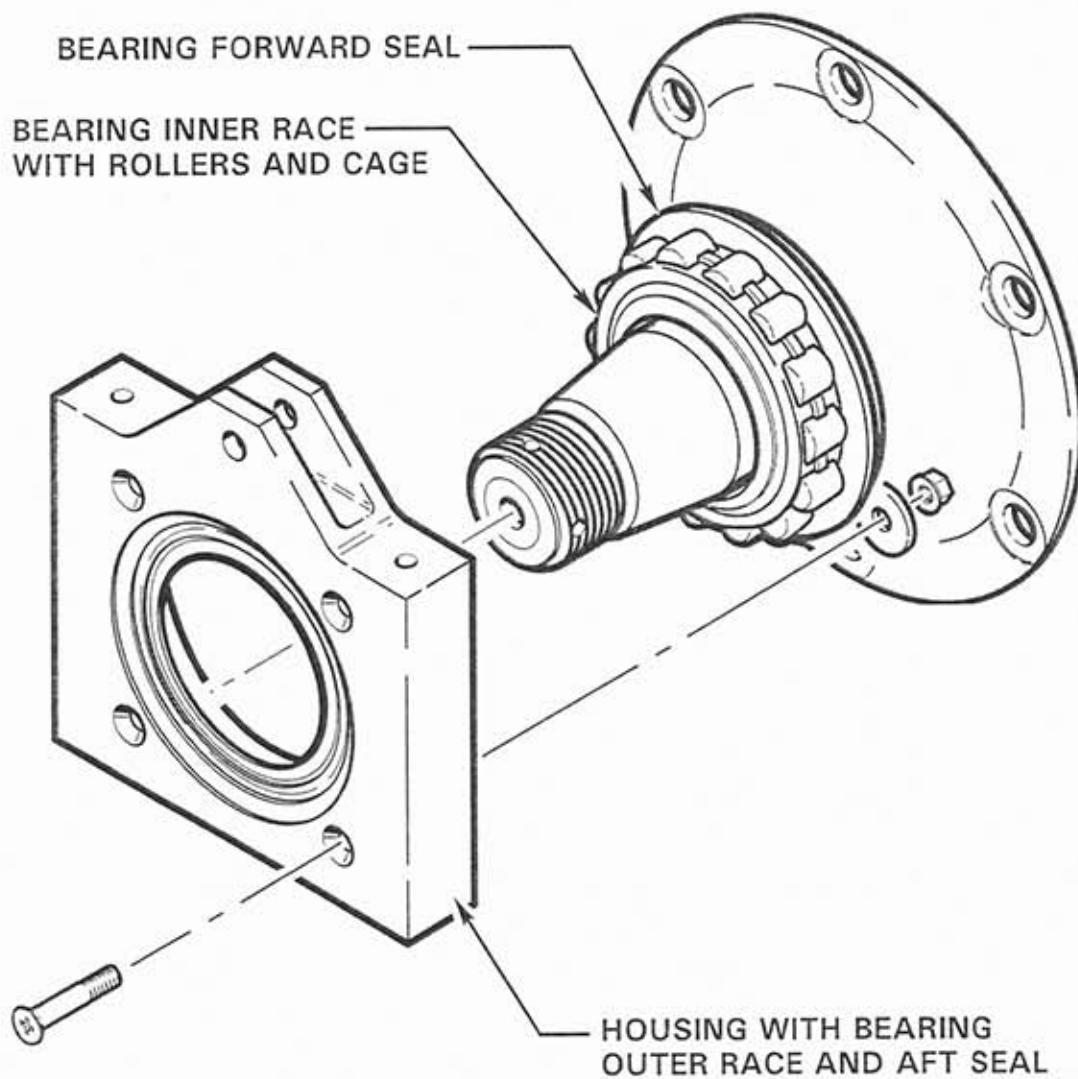
1. Remove fanwheel per R22 Maintenance Manual (MM) Section 6.210. Support drive line per R22 MM Section 7.510, and remove clutch actuator lower bolt.
2. Remove four screws securing bearing in housing.
3. Separate housing from bearing as shown in figure on page 2. Some force may be required to break housing loose from forward seal.
4. Using clean tissue, wipe existing grease from bearing.
5. Lubricate bearing with 5 grams A257-12 grease. Note: 5 grams of grease fills a 1.0 inch (25mm) long space inside syringe included with RHC KI-115 kit.
6. Reassemble bearing.
7. Install actuator lower bolt per R22 MM Section 7.520 step (b) and fanwheel per R22 MM Section 6.220.
8. Make appropriate maintenance record entries.

(OVER)

Approximate Cost:

Parts: None required.

Labor: 0.8 man-hour for bearings not on helicopters.
3.0 man-hours for bearings installed on helicopters.



THE DESIGN ENGINEERING ASPECTS OF THIS BULLETIN HAVE BEEN SHOWN TO COMPLY WITH APPLICABLE FEDERAL AVIATION REGULATIONS AND ARE FAA APPROVED.