

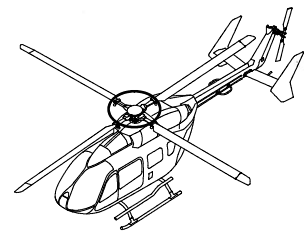
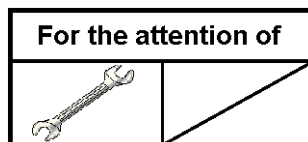


Valid for Version(s): C-2, C-2e.

# ALERT SERVICE BULLETIN

**SUBJECT:** MAIN ROTOR SYSTEM - Main Rotor Head

Rework of the hub cap



Revision No.	Date of issue
Revision 0	2017-04-04

**Summary:**

With this Alert Service Bulletin (ASB), Airbus Helicopters Deutschland (AHD) prescribes a rework of the hub cap.

**Compliance:**

AHD considers that compliance with the instructions contained in this ASB is essential.

**1 PLANNING INFORMATION****1.A EFFECTIVITY****1.A.1 Helicopters/installed equipment and parts**

- a) MBB-BK117 C-2, C-2e, up to and including S/N 9783 (\*).

(\*)The installation of the reworked hub cap on the main rotor head was introduced to the serial production of helicopters from S/N 9784 and up.

- b) Hub cap P/N 117-13901.01

**1.A.2 Non-installed equipment and parts**

Hub cap P/N 117-13901.01

**1.B ASSOCIATED REQUIREMENTS**

Not applicable.

**1.C REASON**

The rework improves the hub cap installation on the main rotor head. The increased bore diameter of all drillings enables a more stress free installation of the hub cap and therefore reduces the risk of cracks in the mounting brackets.

**1.D DESCRIPTION**

Remove the hub cap. Rework the hub cap. Install the hub cap.

**1.E COMPLIANCE****1.E.1 Compliance at H/C manufacturer level**

Helicopters/installed equipment and parts:

Rework the hub cap i.a.w. Section 3.B before a helicopter is delivered.

Non-installed equipment and parts:

Rework the hub cap i.a.w. Section 3.B before the hub cap is delivered as spare part.

**1.E.2 Compliance in service**Helicopters/installed equipment and parts:

Rework the hub cup i.a.w. Section 3.B within the next 800 Fh (+80 Fh tolerance) after receipt of this ASB, but by June 30, 2020 at the latest.

Non-installed equipment and parts:

Rework the hub cap i.a.w. Section 3.B before the hub cap is installed to the helicopter.

**1.F APPROVAL**Approval of this document:

The technical content of this document is approved under the authority of DOA No. EASA.21J.700.

**1.G MANPOWER**

Qualification	Mechanic	Electrician	Pilot	Others
Estimated Man-hours	approx. 2 h	-	-	-

**1.H WEIGHT AND BALANCE**

No effect on weight and balance.

**1.I POWER CONSUMPTION**

Not applicable.

**1.J SOFTWARE UPGRADES/UPDATES**

Not applicable.

**1.K REFERENCES**

AMM MBB-BK117 C-2.

**1.L OTHER AFFECTED PUBLICATIONS**

Publications already updated:

Not applicable.

Publications to be updated:

Not applicable.

**1.M INTERCHANGEABILITY OR MIXABILITY OF PARTS**

Interchangeability:

Not applicable.

Mixability:

Not applicable.

## 2 MATERIAL INFORMATION

### 2.A MATERIAL: PRICE - AVAILABILITY - PROCUREMENT

Not applicable.

### 2.B LOGISTIC INFORMATION

Not applicable.

### 2.C MATERIAL REQUIRED PER HELICOPTER/COMPONENT

Consumables to be ordered separately:

Products can be ordered from the INTERTURBINE AVIATION LOGISTICS company. The given CM numbers are i.a.w. the AMM list of consumable materials.

Website: <http://www.interturbine.com>

Phone: +49.41.91.809.300

AOG: +49.41.91.809.444



**WARNING**

Respect the safety data sheet of the manufacturer.

Consumable materials similar to design document 117-13901.01, 117-139011.

No.	Keyword	Qty. (approx.)	Specification **	CM	Rem.
1	Dry cleaning solvent	a.n.*	-	202	-
2	Lacquer, single-layer	a.n.*	-	421	-
3	Thinner (for CM 472)	a.n.*	-	436	-
4	Hardener (for CM472)	a.n.*	-	459	-
5	EP primer	a.n.*	-	472	-

\*a.n. = as needed

\*\* Specification i.a.w. AMM, 01-00-00, 2-1.

### 2.D MATERIAL TO BE RETURNED

Not applicable.

**3 ACCOMPLISHMENT INSTRUCTIONS****3.A GENERAL****WARNING**

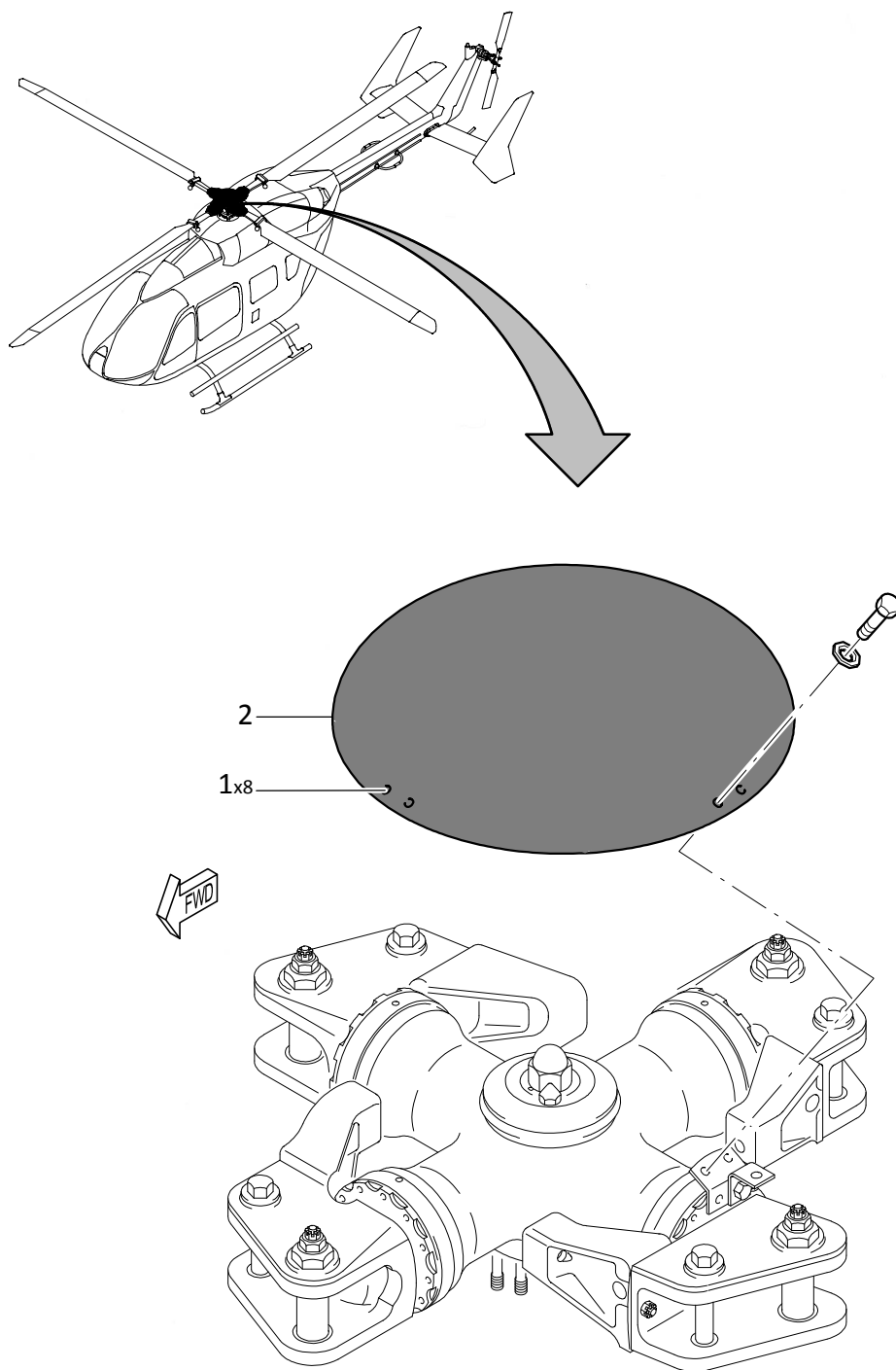
**MAKE SURE THAT THE CONTROLS ARE NOT  
MOVED. OPERATING THE CONTROLS  
DURING THE WORK AT THE MAIN ROTOR  
HEAD MAY CAUSE SERIOUS INJURIES.**

**3.B WORK STEPS****3.B.1 Preliminary steps**

1. De-energize the electrical system AMM, 24-00-00, 2-1.
2. Affix a danger sign "DO NOT START THE ENGINES" in the cockpit.
3. Affix a danger sign "DO NOT MOVE THE FLIGHT CONTROLS" in the cockpit.
4. Remove the hub cap (2, Fig. 1) i.a.w. AMM, 62-21-02, 4-1.

**3.B.2 Rework of the hub cap**

1. Drill the eight boreholes (1, Fig. 1) to dia. 8.0 mm.
2. Deburr boreholes (1, Fig. 1).
3. Apply EP primer (CM 436, CM 459, CM 472) to boreholes (1, Fig. 1).
4. Let EP primer dry i.a.w. the manufacturer's instructions.
5. Degrease the area close to the P/N of the hub cap (2, Fig. 1) using dry cleaning solvent (CM 202).
6. Using a permanent pen, identify the hub cap as follows: "ASB MBB-BK117 C-2-62A-010".
7. Protect identification using lacquer, single layer (CM 421) and leave it to dry i.a.w. the manufacturer's instructions.



- 1 Borehole      dia. 8.0 mm  
2 Hub cap

Figure 1



**3.B.3 Final steps**

**NOTE** If a stress free installation of the hub cap is not possible, contact the AHD customer support for further information.

1. Install the hub cap (2, Fig. 1) i.a.w. AMM, 62-21-02, 4-1.
2. Remove both warning signs from the cockpit.

**3.C COMPLIANCE CONFIRMATION**Compliance with this document:

Confirm accomplishment of this ASB by an entry in the historical record of the helicopter.

Identification of modifications on equipment or parts:

Identify the hub cap with the ASB number.

Keyword	Old P/N	New P/N	MOD	Marking Type
Hub cap	117-13901.01	-	ASB MBB-BK117 C-2-62A-010	Permanent Pen

**3.D OPERATING AND MAINTENANCE INSTRUCTIONS**

Not applicable.

**4 APPENDIX**

Not applicable.