

T-005 Inspection Limits and Repair

Subject:	Inspection and Rework Procedure for Coupling Nuts		
EEP Part Numbers:	A23001801, E23001801, A23030981, E23030981, E23030982.		
Installation(s):	Rolls Royce Model 250 Engines as follows:		
	A23001801 E23001801	A23030981 E23030981	250-B15G 250-B17F, B17F/1, B17F/2 250-C18, C18A, C18B, C18C 250-C20, C20B, C20F, C20J, C20S, C20W 250-C20R, C20R/1, C20R/2, C20R/4
Revision History:	E23001801	E23030982	250-C28, C28C 250-C30, C30P, C30M 250-C30S, C30G 250-C40B, C47B, C47M
	N/C A B C D E F	01/30/1997: Initial release. 11/27/1997: Updated format. 01/23/2001: Updated format. 02/14/2005: Added Part Number E23030982. 09/10/2009: Updated EXTEX to TIMKEN. 04/24/2015: Added engine model eligibilities, Updated to current format. 02/02/2016: Updated Timken to EXTEX Engineered Products.	
Reason:	To provide Supplemental Instructions for Continued Airworthiness (ICA).		
Description:	Contains the inspection limits and rework instructions.		
Applicability:	Any time the applicable EEP Coupling Nut is removed.		
Accomplishment Instructions:	<ol style="list-style-type: none"> 1. Refer to OEM's published data for instructions for engine disassembly, cleaning, inspection, rework, assembly, operation, and testing. 2. All work must be performed at an FAA approved repair facility. 3. Refer to the Inspection and Repair Limits in Table 1 below. 4. You may also use the OEM ICA for the equivalent OEM part(s). 		
Approval:	This document is FAA approved.		
Notes:	<p>This document replaces Service Letter T95-004 issued by Superior Turbine on April 1, 1995. Extex Coupling Nuts do not require plating as they are made from corrosion resistant nickel alloy.</p> <p>Please contact your EEP customer service representative with any questions.</p>		

TABLE 1: Inspection and Repair Limits

Condition	Service Limit	Repair Limit	Corrective Action
Cracks, visual and FPI*	Cracks are not acceptable.	No Repair.	Replace Coupling Nut.
Gouged, Scratched or Damaged Threads	No damage allowed in functional area.	No Repair.	Replace Coupling Nut.
Chips, Nicks, Grooves, Gouges or Scratches in Skirt Area	Skirt or other functional area damage is not acceptable.	Unused skirt area inadequate for staking.	Grind out staking damage OR Replace Coupling Nut.
Corrosion Pitting	Corrosion pitting (visual) is not acceptable.	No Repair.	Replace Coupling Nut.

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* *FPI per approved Water Washable technique.*