

T-055 Inspection Limits and Repair

Engine Application(s):	Allison 250-C28B, C28C, C30, C30L, C30M, C30P, C30S, C30R, C30R/3, C30G, C30G/2, C30R/1, C40B, C47B, C47M.
Compliance:	Must be complied with when coupling is removed from engine. Refer to Table 1.
Notes:	Refer to OEM's published data for installation, engine operation, and disassembly. <i>OEM published instructions for continued airworthiness may be used as an alternate means of compliance.</i>
Revisions:	N/C Dated: 11/01/00 Initial release. A Dated: 09/01/09 Updated EXTEX to TIMKEN. B Dated: 2/04/16 Updated Timken to EXTEX Engineered Products.

**E23032345 Turbine to Compressor Coupling
 Inspection and Rework Limits**

Condition	Service Limit	Repair Limit	Corrective Action
Crack Indications, visual and MPI* (MPI required only at overhaul)	Cracks are not acceptable.	No Repair.	Replace.
Internal Spline Tooth Wear.	Maximum of 0.001" wear normal to spline tooth profile. 0.7713" max dim between two 0.054" diameter pins placed opposite each other with a minimum of 13 teeth between pins. As an alternate, use OEM 23055770 gage to measure spline wear.	No Repair.	Replace.
Spline Tooth Damage (metal displacement): chips, gouges, grooves, nicks, spalling, etc.	Spline tooth damage is not acceptable.	No Repair.	Replace.
Sharp edges, internal.	No sharp edges are acceptable.		Burnish using crocus cloth.
Nonmetallic inclusions.	Acceptable at radii root corners of spline teeth if no progression is evident. Acceptable on shaft if parallel to the material flow lines. Open metallic inclusions on shaft 0.375" max length not extending into spline root are acceptable	No Repair.	Replace.

NOTES:

- * MPI technique as follows: A) Circular between heads
 AND
 B) Longitudinal in a coil

TABLE 1