Honeywell

SERVICE INFORMATION LETTER

Engines, Systems & Services - Phoenix, Arizona

APPLICABLE: [X] **MAINTENANCE & ENGINEERING** [X] **FLIGHT OPERATIONS**

FOR ALL AIRFRAME MANUFACTURERS USING GENERAL AVIATION, GENERAL PRODUCTS AND/OR AUXILIARY POWER UNITS, OWNER/ OPERATORS, DISTRIBUTORS, SALES AND SERVICE ORGANIZATIONS, AND FIELD SERVICE REPRESENTATIVES.

Applicable To: HTF7000 (AS907-1-1A)

Subject: **Engine Oil Pressure Exceedance**

Purpose: The intent of this SIL is to provide flight crews and maintenance personnel with information regarding possible high oil pressure exceedance and the recommended action to clear the fault.

Discussion: There have been several reports of high oil pressure exceedance when thrust levers are set to take-off power, which is indicated by amber ICAS message “L (R) ENG OIL PRESS HIGH” in the cockpit.

Background: During initial engine runs following production, the oil pressure is adjusted to maintain an appropriate pressure at both idle and take-off power. Many factors determine the final pressure set point, one of which is the various oil passage clearances within the engine. In particular, there are piston rings in the number five bearing housing, which if not fully seated, will result in having to adjust oil pressure higher than normal to overcome the excess oil flow. As the piston rings wear-in over time, oil pressure will increase and at some point may result in a transient, short-duration pressure exceedance. The appropriate action is to re-adjust the oil pressure per the Light Maintenance Manual (See SUBTASK 72-00-00-760-005, Testing).

Honeywell is continuing work to resolve this issue so that no pressure adjustments are needed. In the short term, a review of the exceedance limit software in the ECU has indicated limit criteria margin for improvement without jeopardizing oil system safety. As such, the limit criteria have been improved in the version 10 ECU software, which will eliminate these transient exceedance messages. (Refer to SIL907-13 for more information). Longer term investigations are being conducted by Honeywell on improving the number five bearing housing piston rings.

Recommendation: In the mean time, our recommendation is for operators to continue following the appropriate AFM guidance and notify their maintenance personnel of any high oil pressure conditions. The oil pressure adjustment procedure, listed above, should then be accomplished to bring the system pressure within limits. We will provide an update when more details of the investigation are available. As always, please contact your Honeywell focal-point, or Customer Service Engineering in Phoenix at (602) 231-2682 with any questions or comments regarding the operation of your HTF7000 engines.