

## Service Bulletin

March 27, 2006

SB06-71-01

### TITLE

ENGINE CRANKSHAFT RETIREMENT

### EFFECTIVITY

The following airplanes were delivered from Cessna equipped with a Lycoming IO-540 or TIO-540 engine and/or engine crankshaft listed in Lycoming Mandatory Service Bulletin No. 569 (or latest revision):

Model	Serial Numbers
182S Equipped with an IO-540-AB1A5 Engine	18280087, 18280214 thru 18280220, 18280232, 18280234, 18280237 thru 18280240, 18280243, 18280246 thru 18280251, 18280253 thru 18280265, 18280267 thru 18280285, 18280287 thru 18280289, 18280292 thru 18280308, 18280310 thru 18280314, 18280316 thru 18280351, 18280353 thru 18280356, 18280358 thru 18280368, 18280370 thru 18280372, 18280374 thru 18280429, 18280431 thru 18280438, 18280440 thru 18280442, 18280444, 18280446 thru 18280454, 18280456 thru 18280489, 18280491 thru 18280530, 18280532 thru 18280542, 18280544 thru 18280579, 18280581 thru 18280621, 18280623 thru 18280676, 18280678 thru 18280683, 18280685 thru 18280687, 18280692, 18280713, 18280714, 18280717, 18280721, 18280724, 18280726, 18280727, 18280731, 18280734, 18280736, 18280739, 18280740, 18280743, 18280744, 18280756, 18280768, 18280790, 18280810, 18280817, 18280838, 18280846, 18280855, 18280857 thru 18280867, 18280869 thru 18280872, 18280874, 18280876 thru 18280878, 18280880, 18280886, 18280898, 18280901 thru 18280903, 18280906 thru 18280918, 18280920 thru 18280925, 18280928 thru 18280936, 18280938 and 18280940 thru 18280944

182T Equipped with an IO-540-AB1A5 Engine	18280945 thru 18280947, 18280950, 18280952 thru 18280958, 18280960 thru 18280964, 18280966, 18280968 thru 18280970, 18280973, 18280975 thru 18280982, 18280985, 18280986, 18280988 thru 18281000, 18281002 thru 18281036, 18281038 thru 18281114, 18281116 thru 18281123, 18281125 thru 18281128, 18281130 thru 18281145, 18281147 thru 18281218, 18281220 thru 18281224, 18281226 thru 18281240 and 18281242 thru 18281246
T182T Equipped with an TIO-540-AK1A Engine	T18208001 thru T18208007, T18208009, T18208010, T18208012 thru T18208021, T18208023 thru T18208044, T18208046 thru T18208048, T18208050 thru T18208141, T18208143 thru T18208145, T18208147 thru T18208164 and T18208166 thru T18208216
206H Equipped with an IO-540-AC1A5 Engine	20608001, 20608003 thru 20608006, 20608009 thru 20608011, 20608013 thru 20608020, 20608022, 20608024 thru 20608036, 20608038 thru 20608043, 20608045 thru 20608062, 20608064 thru 20608068, 20608070, 20608073 thru 20608075, 20608077 thru 20608080, 20608084, 20608088 thru 20608093, 20608100, 20608106, 20608107, 20608109, 20608110, 20608115, 20608117 thru 20608120, 20608123, 20608127 thru 20608135, 20608138, 20608140, 20608142, 20608143, 20608146, 20608149, 20608150, 20608152 thru 20608154, 20608157, 20608158, 20608160, 20608161, 20608163, 20608165 thru 20608174, 20608176 thru 20608190 and 20608194

Also affected are any of the following airplanes that have installed a Lycoming IO-540, or TIO-540 engine and/or engine crankshaft listed in Lycoming Mandatory Service Bulletin No. 569 (or latest revision):

<b>Model</b>	<b>Serial Numbers</b>
182S Equipped with an IO-540-AB1A5 Engine	18280001 thru 18280944
182T Equipped with an IO-540-AB1A5 Engine	18280945 thru 18281793
T182T Equipped with an TIO-540-AK1A Engine	T18208001 thru T18208526
206H Equipped with an IO-540-AC1A5 Engine	20608001 thru 20608262

Also affected are any new, rebuilt or overhauled Lycoming IO-540-AB1A5, TIO-540-AK1A or IO-540-AC1A5 engine and/or engine crankshaft listed in Lycoming Mandatory Service Bulletin No. 569 (or latest revision) that are in Service Station stock.

## **REASON**

To transmit Lycoming Mandatory Service Bulletin No. 569: Crankshaft Retirement For Certain Lycoming Engines.

## **DESCRIPTION**

According to Lycoming; Lycoming has continued to analyze crankshafts in service. While there have been no failures in the crankshafts, which are the subject of Lycoming Mandatory Service Bulletin No. 569, as part of Lycomings' commitment to quality, they are initiating a crankshaft retirement program. This crankshaft retirement program requires the removal of the subject crankshafts when the crankcase is separated or at overhaul, whichever occurs first, not to exceed February 21, 2009.

## **COMPLIANCE**

Mandatory; shall be accomplished at the crankcase separation or at next overhaul, whichever occurs first, not to exceed three years from the date of Lycoming Mandatory Service Bulletin No. 569; therefore affected crankshafts must be retired by February 21, 2009.

## **APPROVAL**

Refer to the attached Lycoming Mandatory Service Bulletin No. 569 (or latest revision).

## **MANPOWER**

If crankshaft replacement is required:

For model 182S, 182T and 206H airplanes: 39 man-hours (engine removal, crankshaft replacement and engine installation).

For model T182T airplanes: 65 man-hours (engine removal, crankshaft replacement and engine installation).

## **REFERENCES**

Lycoming Mandatory Service Bulletin No. 569 (or latest revision)

Lycoming Customer Letter dated March 7, 2006

Model 182/T182 Series 1997 and On Maintenance Manual

Model 206/T206 Series 1998 and On Maintenance Manual

**NOTE:** Make sure all publications used are complete and current.

**NOTE:** This information shall be considered an amendment to the Cessna Manufacturer's Service/Maintenance Manual or Instructions for continued airworthiness and must be accomplished for ongoing airworthiness compliance as required per 14 CFR Part 43.13.

## **OTHER PUBLICATIONS AFFECTED**

Model 182S/182T/T182T Illustrated Parts Catalog

Model 206H & Model T206H Illustrated Parts Catalog

**NOTE:** Make sure all publications used are complete and current.

**MATERIAL PRICE AND AVAILABILITY**

Refer to the attached Lycoming Mandatory Service Bulletin No. 569 (or latest revision).

**NOTE:** The engine model, engine serial number and engine date of manufacture will be required at the time the order is placed.

Refer to the attached Lycoming Customer Letter dated March 7, 2006.

**CREDIT INFORMATION**

Refer to the attached Lycoming Mandatory Service Bulletin No. 569 (or latest revision).

For airplanes in warranty at the time of Lycoming Mandatory Service Bulletin No 569 (February 21, 2006), a \$2,000.00 Replacement Crankshaft Kit parts credit and the following labor allowance credit will be provided.

For model 182S, 182T and 206H airplanes: 39 man-hours per airplane (includes engine removal, crankshaft replacement and engine installation).

For model T182T airplanes: 65 man-hours per airplane (includes engine removal, crankshaft replacement and engine installation).

Freight will be credited at the most economical method unless pre-approved by Cessna. For pre-approval contact Cessna Parts Distribution Warranty Administration at Telephone: 316-831-4296, Fax: 316-206-2746 or E-mail: [cpd2claims@cessna.textron.com](mailto:cpd2claims@cessna.textron.com).

To receive credit, the work must be completed and a Warranty Claim submitted by a Cessna Single Engine Service Station within 30 calendar days of Service Bulletin compliance before the credit expiration dates shown below. Make sure to include the engine model, engine serial number and engine date of manufacture with the Warranty Claim. The affected removed crankshaft must be returned with the Warranty Claim.

Domestic	February 21, 2009
International	February 21, 2009

**ACCOMPLISHMENT INSTRUCTIONS**

- 1. Review and accomplish the attached Lycoming Mandatory Service Bulletin No. 569 (or latest revision).
- 2. Make appropriate entries in the airplane and engine logbooks stating compliance with this Service Bulletin/Lycoming Mandatory Service Bulletin No. 569 (or latest revision).

**NOTE:** This information shall be considered an amendment to the Cessna Manufacturer's Service/Maintenance Manual or Instructions for continued airworthiness and must be accomplished for ongoing airworthiness compliance as required per 14 CFR Part 43.13.

**OWNER NOTIFICATION**

On March 27, 2006 a copy of this Service Bulletin, Lycoming Customer Letter dated March 7, 2006 and the first 3 pages of Lycoming Mandatory Service Bulletin No. 569 will be sent to applicable owners of record.

For a detailed listing of affected crankshafts, please visit the Lycoming web site on the Internet at [www.lycoming.textron.com](http://www.lycoming.textron.com).

It is recommended that owners contact a Cessna Single Engine Service Station for detailed information and if applicable, arrange to have Cessna Service Bulletin SB06-71-01/Lycoming Mandatory Service Bulletin No. 569 (or latest revision) accomplished on their airplane.

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