



	ALERT SERVICE BULLETIN No. 37 - Revision 3 -	DOA No. EASA.21J.020
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Subject: MT-Propeller piston O-ring replacement

To: All Owners / Operators of MT-Propeller MTV-5-1-D-C-F-R(A)/()-() which are installed on Allison / Rolls-Royce M250-B17() engine.

Type Affected: All MTV-5-1-D-C-F-R(A)/()-() propeller which were **manufactured, overhauled, repaired from January 2016 until July 2020** and operated with MIL-PRF-23699-HTS (High Thermal Stability Oil), in example Aero Shell Turbine Oil 560, Mobile Jet Oil 254 or of any other manufacturer, and a minimum time in operation of 2 years calendar time since manufacture or 150 hours operation time.
All Propellers manufactured or overhauled before January 2016 will be overhauled according to SB 1 latest revision and therefore the latest **piston** O-ring **C-047-135-4** is already installed.

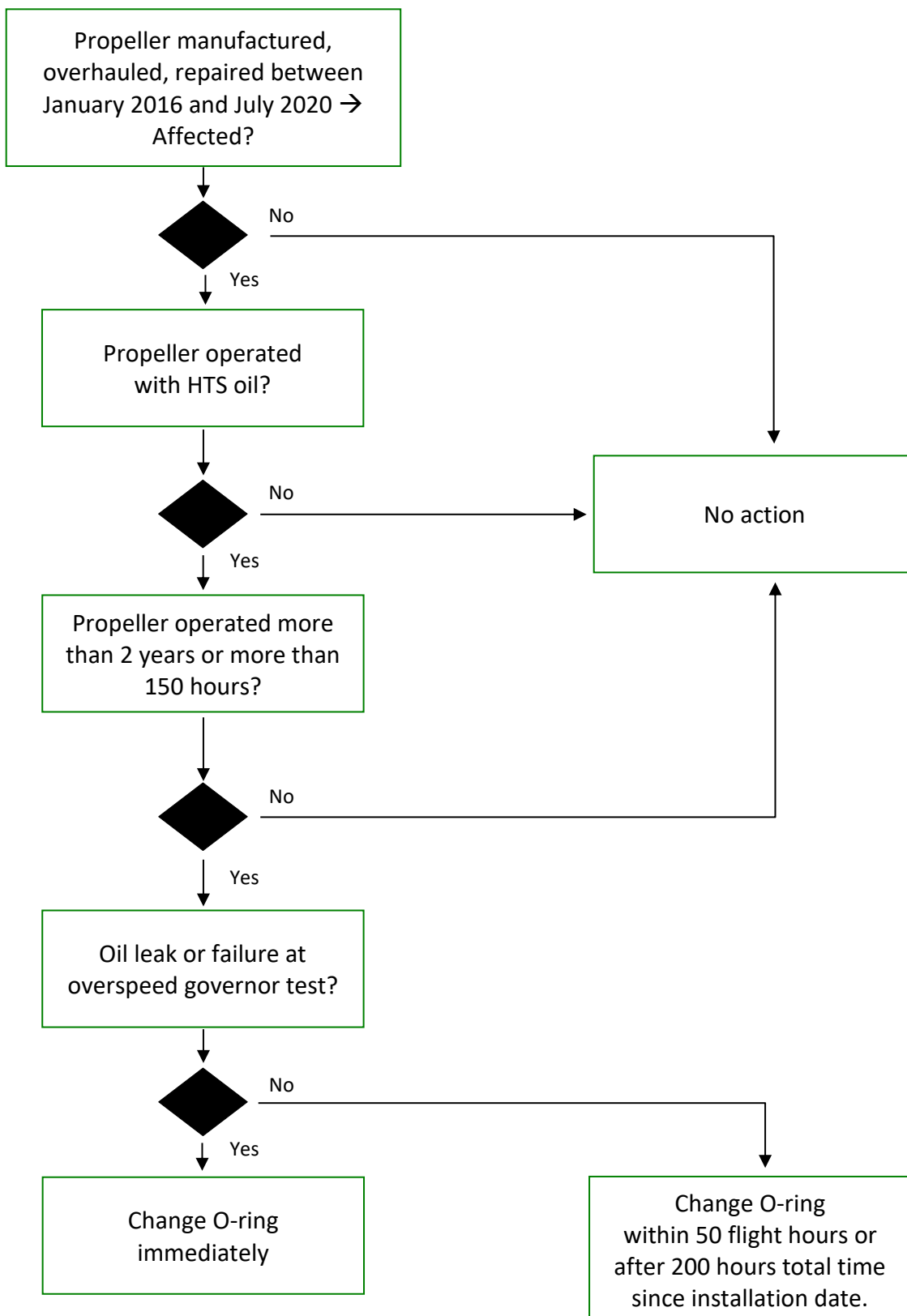
Accomplishment: Replacement of the propeller piston O-ring for propellers installed on the aircraft if it is affected by this Service Bulletin, **as defined on page 2.**
Additionally, but not limited to, if the overspeed governor test according to the applicable AFM fails or any possible signs of oil leak (e.g. signs of oil contamination on the propeller spinner and blades and on the upper and lower engine cowling).
Propellers which are not installed on the engine, should have also replaced the O-Ring before first use **if affected by this Service Bulletin.**

Reason: The above-mentioned engine oils, per standard MIL-PRF-23699-HTS (High Thermal Stability Oil), in example Aero Shell Turbine Oil 560, Mobile Jet Oil 254 or of any other manufacturer, can lead to a swelling of the propeller pitch change piston O-ring. Thus, the friction of the O-ring in the pitch change cylinder area may highly increase, which may lead to a failure of the O-ring and may cause a severe oil leak.

Action: All propeller which are newly manufactured or overhauled or repaired after July 2020 have already the improved piston O-ring **C-047-135-4** installed and if operated with oils approved by MT-Propeller SB-36 (latest revision) do not show any degradation.
All propellers in operation, which are affected, the piston O-ring should be replaced if any possible signs of the overspeed governor test failure or any oil leak is found.

Prepared by CVE:  Tina Halbritter	Original Issue: October 28, 2021 Revision 3: August 29, 2024	Checked / Approved: Head of Office of Airworthiness  Martin Albrecht
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Service Bulletin 37

Compliance / Claim Form

Owner Information:

*Name:	
*Address:	
*Phone/Fax Number:	
*E-mail Address:	

Propeller Service Facility (Shipping Location):

*Name of Repair Facility:	
*Address:	
*Contact Person:	
*Phone/Fax Number:	

*Propeller Type:	
*Propeller Serial Number:	
*Blade Serial Number:	
*TSN / TSO	

Send this Order Form to: techsupport@mt-propeller.com

MT Propeller use only – do not write below this line

Warranty # :	Approved by:
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