



	SERVICE BULLETIN No. 41 - Revision 1 -	DOA No. EASA.21J.020
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MT-Propeller Turbo-Prop Piston O-Ring replacement

To: All Owners / Operators of MT propeller models MTV-5 / -16 / -27 / -37 / -47 installed on turbine engines from Pratt & Whitney, Honeywell, Rolls Royce and GE Aviation.

Type Affected: Above listed propeller models are affected if they have been manufactured, overhauled or repaired before Sep 1st 2022 and have not been repaired, modified or overhauled after Sep 1st 2022 or do not have the latest O-Ring C-047-()-4 installed.

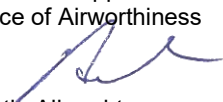
Action: On all affected propellers, the piston O-Ring type C-047-() or C-047-()-1 or C-047-()-2 must be replaced by a new black with a green dot piston O-Ring C-047-()-4. The O-Ring C-047-()-4 shall be installed with the latest PTFE Backup Ring Version C-510-().

Accomplishment: For Propellers affected, the O-Ring must be replaced:
- in case of any signs of oil leakage
- in case of no visible oil leakage during the next scheduled maintenance on the airframe or propeller, but latest within 1 year after release of this SB.

Reason: The previously, before September 1st 2022 used black piston O-Ring type C-047-() or C-047-()-1 or C-047-()-2 in combination with high oil temperatures and/or certain engine oil types can lead to an expanded and therefore structurally softer O-Ring causing an oil leak from the propeller piston resulting to oil spray on the blade roots and/or on the cowling coming from the hub breather hole in the front plate. The O-Ring failure can lead to an excessive loss of oil in case it remains undetected for a longer time.

Additional Documentation: SB36, SB37, SB40 and related Overhaul Manuals

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