



**INFORMATION BULLETIN #** M337/99b      M332/88b      M137A/30b      M132A/17b  
M337/A/26b      M332A/21b      M137AZ/23b      M132AK/17b  
M337AK/21b      M332AK/20b      M137C/2b      M132C/2b  
M337AK.1/20b      M332B/6b  
M337B/6b      M332C/2b  
M337C/3b

*Scope:* Wider assortment of approved dispersing (additive) mineral oils intended for continuous flight operation of the M337, M332, M137, M132 engines in all versions.

*Justification:* The endurance test with the dispersing mineral oil ExxonMobil Aviation Oil EE100 proved this oil is suitable for all versions of the M337, M332, M137, M132 engines.

*Provisions:* Should the below mentioned conditions be met, the following aviation dispersing (additive) oils are allowed to use in flight operation of all versions of the M337, M332, M137, M132 engines:  
ExxonMobil Aviation Oil EE 100 as in SAE-J1899 and MIL-L-22851D  
ExxonMobil Aviation Oil EE 120 as in SAE-J1899 and MIL-L-22851D

The maximum oil change period has been determined for 200 flight hours or not less than once in 12 months.

The oil change periods, regular engine inspections and operation time to overhaul for all versions of the M337, M332, M137, M132 engines remain unchanged from those of the other approved aviation dispersing oils.

Conditions for engine changeover to the above mentioned ExxonMobil oils

1. New and overhauled engines out of flying operation

The best way is to use the questioned ExxonMobil oils from the very beginning of a new or an overhauled engine flight operation, i.e. to use a new oil filling after the engine had run-up during the first oil exchange after the initial 10± hours of operation.

2. Engines in flight operation

If an engine used in operation should change over to the above mentioned ExxonMobil oil it is necessary to thoroughly clean the aircraft oil distribution, flush the oil system with clean oil, fill up clean oil followed by an engine test and oil cleaners inspection

Warning

Mixing the above mentioned ExxonMobil oils and other previously approved dispersing (additive) oil is not recommendable.

The principles stipulated in LOM PRAHA s.p. service letter no. 0001/2004 should be observed during flight operation.

*Responsible for carrying out:* User, on the basis of own decision and conditions herein.

*Material:* not applicable

*Cost:* not applicable

*Validity:* on the date of bulletin reception

*Given in Prague on 29/03/2005*

Ing. Pavel Panek.  
Designing organization manager  
LOM PRAHA s.p.