

**INFORMATION BULLETIN****No. M 462-RF/31b**

**REFERS TO:** A possibility of extending the service period of M 462-RF aircraft engines till respective general overhaul (G.O.) up to 750 operating hours under the condition of using AERO SHELL W 100 engine lubricating oil and determination of the periodical oil replacement after every 400 operating hours.

**MEASURES:** Based on evaluation of true service condition of engines subjected to controlled test air operation over the specified service period, the engine Manufacturers' chief design engineer established that the engines are allowed to be operated up to 750 operating hours before a G.O. of the engine is carried out, however, provided that first a partial overhaul of engine and specified maintenance operations are completed.

The condition for this purpose is using AERO SHELL W 100 engine lub. oil since the service start of a new engine or since the previous G.O. and, full application of Bulletins M 462-RF Nos. 19 and 25 to engines involved.

The advantage of extending the service period of engines till the G.O. may take those Comm. Users of engines who provide for themselves qualified performance of the required partial overhaul and maintenance by the service mechanics of engine Manufact.' Works. The partial overhaul of engines is carried out on a forepresented recommendation of a responsible technician of the Comm. User within the period of 450 to 500 operat. hours of engine and, the positive result of the engine exasination and a partial overhaul is a binding condition for extending the service period of engines till the general overhaul.

**WILL BE CARRIED OUT:** By the service department of engine Manufact. Works on base of an order of the engine Commercial User placed in time before.

**MATERIAL SUPPLY:** The material needed for partial overhaul and maintenance will be supplied in a special order of the Comm. User addressed to the engine Manufacturers acc. to the Spare Parts List stated on the back of this Bulletin.

**COSTS WILL BE COVERED:** By the Commercial User of aircraft engines.

**VALIDITY OF THIS BULLETIN:** By the date of issue.

Prague, 20th August, 1979.

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List of spare parts

for extending the operating time of M 462-RF aircraft engines

			pcs
1. Sealing gasket of propeller reduction gear housing	M 462-RF-0355		1
2. Sealing gasket of propeller reduction gear housing front cover	M 462-4023		1
3. Sealing gasket of engine speed (R.P.M.) governor	P 7811-0008		1
4. Front seal. gasket of oil collector (Sump)	14-702-07	for every 3 engines	1
5. Rear seal. gasket of oil collector (Sump)	14-702-08	for every 3 engines	1
6. Cylinder seal. gasket	14-704-04		2
7. Seal. gasket of rocker arm chamber cover	14-04-513		4
8. Air intake manifold gasket	10-04-26		2
9. Packing ring	6x12 ČSN 02 9310.3		1
10. Packing ring	12x16 ČSN 02 9310.3		1
11. Packing ring	M 462-4069		1
12. Packing ring	M 462-0029		1
13. Split fin	2x20 ČSN 02 1781.02		4
14. Locking tab washer	7 ČSN 31 3288		25
15. Locking tab twin-washer	14-204-16		6
16. Locking tab twin-washer	15-04-22		2
17. Screw	M6x16 ČSN 02 1208.72		3
18. Screw M4	M 462-4033		1
19. Durite flexible tube connection	118-RD-59	for every 3 engines	1
20. Piston ring	14-05-517		1
21. Piston ring	14-05-514		1
22. Piston ring	14-05-513		3
23. Connecting flexible tube	14-707-04		2
24. Oil filter seal. gasket	30x38 ČSN 02 9310	for every 3 engines	1
25. Split pin	00-711-09		1
26. Split pin	69-RD-6		4
27. Sealing gasket	M 462-RF-0676		1
28. Sealing gasket	14-711-16		1
29. Sealing gasket	14-311-14	for every 3 engines	1
30. Sealing gasket	M 462-6050	for every 3 engines	1
31. Locking tab washer	M 462-RF-0603	for every 3 engines	1
32. Sealing gasket	M 462-6025		1
33. Locking tab washer	8,4 ČSN 02 1751.04		4
34. Sealing gasket	26-115-01		1
35. Rubber packing ring	70x2 ČSN 029281.2	for every 3 engines (belongs to assembly M 462-415)	4

The Spare parts stated above are, however, only the basic, normally needed material for a standard extension of the engine serviceability period. A demand of any additional spare parts is in any case dependent on the serviceable condition of the engine and on the needed replacement of the additional excessive-ly worn-out or damaged parts, or subassemblies.