

## **Grant Robinson**

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**From:** McConnell, DAVE P <dave.p.mcconnell@lmco.com>  
**Sent:** Wednesday, May 23, 2018 2:18 PM  
**To:** Nattawut Wongyai  
**Cc:** Grant Robinson; Gary Deveau  
**Subject:** S-76D MGB oil pressure fluctuation limits

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Per the request of Gary, following is the CSE response to my request for clarification of S-76D MGB pressure fluctuation limits.

Case Number: C0095130  
Customer: Thai Aviation Services Limited  
Aircraft S/N: 761000  
Aircraft Model: S-76D  
Part Number: 76351-09600-046  
Case Subject: MGB Oil Pressure Fluctuation-Trouble Tree No. 5 Clarification

**Problem Description:**

Reference

1) AMM Task 63-42-00-710-001

TAS troubleshooters investigating a report of MGB oil pressure fluctuation in flight referenced AMM Task 63-42-00-710-001 Trouble No. 5.

The first block in the trouble tree states “Some movement is OK due to normal vibration”.

This statement appears to be a carryover from legacy S-76 models.

TAS requests:

- 1) Please confirm that the above statement is still valid for an S-76D.
- 2) If valid, please quantify the term “Some movement”. How many PSI is an acceptable fluctuation? EoM

This email notification is provided as the case has been reviewed and does not contain technical data in the issue description.

**Problem Resolution:**

Q1) Please confirm that the above statement is still valid for an S-76D.

A1) The above statement is still valid for an S-76D.

Q2) If valid, please quantify the term “Some movement”. How many PSI is an acceptable fluctuation?

A2) Acceptable fluctuation is 1-2 PSI.

This email notification is provided as the case has been reviewed and does not contain technical data in the resolution.

**David P. McConnell**

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