

SUBJECT: REMOVAL OF HTS OILS FROM THE APPROVAL LISTING OF LUBRICATING OILS.

Date: Mar 11/14

To all Customers, Operators and Service Centers:

Applicability: All PT6A engines.

This Service Letter is issued to draw attention to the following vendor information:

PRATT & WHITNEY CANADA (P&WC) SERVICE INFORMATION LETTER (SIL) NO. PT6A-196 R1

P&WC SIL No. PT6A-196 R1 advises operators that from March 20, 2014, High Thermal Stability (HTS) oils will no longer be approved for use in PT6A engines. This is because the use of HTS oils can increase the rate of seal degradation.

Affected Pilatus documentation will be updated by temporary revision in accordance with P&WC SIL No. PT6A-196 R1.

Pilatus recommends that operators of PC-12 aircraft equipped with a PT6A engine read P&WC SIL No. PT6A-196 R1 and take the recommended action.

Operators who require further information should contact their Customer Liaison Manager at one of the following addresses given below:

PILATUS AIRCRAFT LTD.
CUSTOMER SUPPORT MANAGER
CH-6371 STANS
SWITZERLAND
General Aviation
Tel: +41 41 619 3333
Fax: +41 41 619 7311
eMail: SupportPC12@pilatus-aircraft.com

PILATUS BUSINESS AIRCRAFT LTD.
PRODUCT SUPPORT DEPARTMENT
11755 AIRPORT WAY
BROOMFIELD, CO 80021
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Tel: +1 303 465 9099
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eMail: Productsupport@PilBal.com

PILATUS AUSTRALIA PTY LTD.
17 JAMES SCHOFIELD DRIVE
ADELAIDE AIRPORT SA 5950
AUSTRALIA
Tel: +61 8 8238 1600
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Attachments: P&WC SIL PT6A-196 R1

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SERVICE INFORMATION LETTER

Subject: Removal of HTS oils from the approved listing of lubricating oils.

Applicability: All PT6A engines

This Service Information Letter (SIL) is issued to notify operators that effective March 20th, 2014, HTS oils will no longer be approved for use in PT6A engines. A lead time of three months is provided in order to give a time period to operators for conversion of oil type, if applicable, in their engines.

Analysis has indicated that long term interaction of HTS oils with the fluorocarbon-based elastomeric material AMS7276 (Viton A) at higher oil temperatures may increase the rate of seal degradation, which can result in oil leakage. It is based on this determination that HTS oils use is no longer recommended, and therefore, conversion to another oil type is required. Customer who would experience AGB lip seal degradation due to prior use of HTS oils will be covered by P&WC warranty.

The recommended oil change procedure is by attrition (oil top up method) as described in the applicable turboprop engine approved listing of lubricating oils Service Bulletins.

Yours truly,

PRATT & WHITNEY CANADA Corp.

David Meisels
Manager, PT6A Customer Engineering
Customer Service

This Service Information Letter is valid until superseded by revision or cancellation.

EXPORT CONTROL CLASSIFICATION: This document does not contain technical data

ISSUED: July 11th 2012
Revised: December 10th 2013

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