

SERVICE BULLETIN

No. 400-01-06

Compliance mandatory

- Subject:** **Nose Landing Gear lock-strut attachment bolt**
- Affected Aircraft:** EA-400 SN 03 through 26 and 28
- Purpose:** Failures of the Nose Landing Gear (NLG) attachment bolt to the lock-strut have been reported following abnormal operational modes. To maintain general airworthiness this service bulletin is issued.
- Approval:** This information or instructions relate to ECO: ÄM-400-06-01 which has been approved under the authority of DOA Nr. EASA.21J.073.

This Service Bulletin consists of TWO PARTS. Check each Part for specific Compliance Time and Instructions

PART I :

Part I of this Service Bulletin provides inspection and field repair instructions of the nose landing gear strut – lock strut connection.

Compliance Time for Part I:

- Every 50h until **Part II has been complied with.**
- Reported nose wheel shimmy: Before next flight.
- Abusive ground handling: Before next flight.

Inspection and replacement:

1. Jack aircraft inside shop such that ample clearance between the wheels and the ground exists. *See Maintenance Manual Chapter 07-10-00 for jacking instructions*
2. Make sure the GEAR CTRL and HYDR circuit breaker are pulled.
3. Remove the AN4 bolt connecting the NLG strut with the lock-strut, see MM Chapter 32-30-25 up to step 3 (gas springs are not to be removed).
4. Visually inspect the bolt, bronze bushing and surrounding structure for cracks or permanent deformation.
5. *Independent of damage, when the original AN4 bolt has not been replaced, replace the original AN4 bolt with a NAS464-04-40 bolt.*
6. Reassemble.
7. Make appropriate aircraft flight log entry that PART I of this SB has been complied with.
8. Report findings of inspection to EXTRA

NOTE: When the original AN4 bolt has been replaced, Part I of this Service Bulletin, with the exception of steps 5 and 8 has to be repeated every 50h until Part II has been complied with.

NOTE: In case of nose wheel shimmy also perform a 100h check of the nose landing gear related items of Maintenance Manual chapter 05-23-14.

PART II (optional compliance):

Part II of this Service Bulletin provides instructions to prevent recurring inspections as described in Part I.

Compliance Time for Part II:

- Within the next 50h.
- Reported nose wheel shimmy: Before next flight.
- Abusive ground handling: Before next flight.

Inspection and replacement:

1. Jack aircraft inside shop such that ample clearance between the wheels and the ground exists. *See Maintenance Manual Chapter 07-10-00 for jacking instructions*
2. Make sure the GEAR CTRL and HYDR circuit breaker are pulled.
3. Remove the AN4 bolt connecting the NLG strut with the lock-strut, see MM Chapter 32-30-25 up to step 3 (gas springs are not to be removed).
4. Visually inspect the bolt, bronze bushing and surrounding structure for cracks or permanent deformation.
5. Remove bronze bushing from lock strut.
6. Drill and ream the NLG strut lugs and the lock-strut bushing to 7.938 (= 5/16inch) H7 (+0.015 / -0.000)mm
7. Re-insert bronze bushing and lubricate using grease MIL-PRF-81322 (Aeroshell Grease 22 or equivalent).
8. Attach the lock-strut with a NAS464-05-40 bolt. Use 2 AN960-0516 washer, 1 AN310-5 castellated nut and one LN94-20020 or alternatively one MS24665-210 cotter pin.
9. Make appropriate aircraft flight log entry that PART II of this SB has been complied with and so no further action is needed.
10. Report findings of inspection and compliance of Part II to EXTRA

NOTE: When the original AN4 bolt has been replaced as described in this Part, this Service bulletin has been complied with

NOTE: In case of nose wheel shimmy also perform a 100h check of the nose landing gear related items of Maintenance Manual chapter 05-23-14.

