



Safety Information Bulletin

SIB No.: 2013-14R1

Issued: 09 February 2015

Subject: Aileron Bell Crank Bearing Failure

Ref. Publication: SAAB Service Bulletin (SB) 340-27-069, SAAB Service Newsletters (SN) 340-0404 and SAAB SN 340-0407.

Applicability: SAAB Model SF340A aeroplanes, all serial numbers (s/n); and Model 340B aeroplanes, s/n 160 through 359 inclusive.

Description: Introduction of greasable bearings in aileron control bell cranks was done via SAAB Recommended SB 340-27-069 (issued 1993) as an improvement step, prompted by experience of operators reporting finding bearing corrosion during periodical maintenance, and instructed operators to replace bearing assemblies due to limited bearing life. The operator reports also described flight crew complaints about increasing aileron control force, which resulted in bearing replacements.

Main cause of the degradation of bearings and present corrosion is related to an aggressive environment as aileron control system parts are exposed to de-icing fluids, containing salt that dries out the oil part of the grease over an extended time of exposure.

SAAB has continued the effort of environmental improvements for general bearing installations including aileron control, by qualifying and introducing improved lithium grease, specifically addressing the corrosion issue at bearings exposed to an aggressive environment, see SAAB SN 340-0404 and SN 340-0407. When introducing the lithium grease, clay based grease was deleted from the SAAB 340 Aircraft Maintenance Manual (AMM) qualified parts list, and means of transitioning to the new grease were also introduced in the SAAB 340 AMM.

Following publication of the original issue of this SIB, the Industry Steering Committee of the SAAB 340 determined that aileron bell crank bearing corrosion is detectable by the flight crew and does not have a direct effect on operating safety of the aeroplane. Consequently, no Maintenance

This is information only. Recommendations are not mandatory.

Review Board Report task was selected and developed for detection of aileron bell crank bearing corrosion.

For that reason, this SIB is revised to delete the recommendation to accomplish, on certain aeroplanes, a detailed visual inspection of the aileron bell crank bearings.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under [EU 748/2012](#), Part 21.A.3B.

Recommendation(s): EASA recommends that affected operators accomplish the instructions of SAAB SB 340-27-069 and use the lithium grease.

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Contact(s): For further information contact the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.

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