



# SERVICE BULLETIN

No. 570A

Piper Aircraft Corporation

Modification FAA/DOA EA-1 Approved

Lock Haven, Pennsylvania, U.S.A.

August 30, 1978 M

(Supersedes and cancels Service Bulletin No. 570, Dated June 22, 1977).

Subject:

Inspection of Main Landing Gear Actuating Cylinder Rod End Bearing Assembly.

Models Affected:

PA-31T Cheyenne/Cheyenne II  
PA-31T1 Cheyenne I

Serial Numbers Affected:

31T-7400002 through 31T-7820077  
31T-7804001 through 31T-7804006

Reason for Revision:

Revised Serial Numbers, Instructions and Purpose.

Compliance Time:

Within the next twenty-five (25) hours of operation or at the next scheduled inspection event, whichever occurs first.

Purpose:

The main landing gear actuating cylinders on the above-referenced aircraft require a solid shank rod end bearing assembly to withstand normal landing gear retraction/extension forces. It has been brought to our attention that an improper (hollow shank) rod end bearing assembly may have been installed in the above-referenced aircraft landing gear actuating cylinders. An incorrect rod end bearing assembly (i.e., hollow shank) may fail when exposed to landing gear retraction/extension operation. Some rod end bearings have been found with an improper identifying number stamped on the bearing race, and, therefore, positive identification by number is not possible as previously indicated in Service Bulletin No. 570.

This Service Release contains information to inspect the main landing gear actuating cylinder rod end bearing assemblies to insure that the proper solid shank design rod end bearing assembly is installed.

Instructions:

1. Refer to the PA-31T Service Manual, Sections II, IV, and VII, for jacking, assembly and rigging instructions.
2. Place aircraft on jacks.
3. Locate main landing gear actuating cylinder rod end bearing assemblies, and disconnect from mating link.

continued

Instructions: (continued)

4. Remove rod end bearing from cylinder.
  - a. If rod end bearing assembly shank is solid, inspect general rod end condition **and re-install** in reverse order of removal; check gear rigging; prepare aircraft for return to service; and make appropriate log book entry.
  - b. If rod end bearing assembly shank is hollow, remove bearing assembly and replace (see Material Required, below); check gear rigging after re-installation; prepare aircraft for return to service; and make appropriate logbook entry.

Material Required:

One (1) each per cylinder, (max. two (2) per aircraft) Rod End Bearing Assembly, Piper Part Number 762 554. (Any hollow shank rod end bearings found should be returned to Piper Aircraft via your Piper Field Service Facility.)

Availability of Parts:

Your Piper Field Service Facility.

Effectivity Date:

This Service Release is effective upon receipt.

Summary:

Please contact your Piper Field Service Facility to make arrangements for compliance with the provisions of this Service Release in accordance with Compliance Time, above. Reimbursement for material replacement cost (described above) and labor hours (see below) is available through your Piper Field Service Facility in accordance with their respective material/labor credit allowance application procedure. This offer is in effect for a period of time not to exceed 90 days from this release date.

Labor Allowance: Three (3) hours per aircraft per inspection per Instructions, steps 1 through 4.a., and/or for replacement, per Instructions step 4.b.