

TEMPORARY REVISION

IM-TR-ODC-E4-008

Gearbox Oil Cooler

This Temporary Revision IM-TR-ODC-E4-008 is approved in conjunction with the Design Change Advisory ODC-E4-008 and is valid in conjunction with the latest revision of the Installation Manual (IM) until this Temporary Revision has been incorporated into the MM.

The limitations and information contained herein either supplement or, in the case of conflict, override those in the MM.

The technical information contained in this document has been approved under the authority of DOA ref. EASA.21J.0399.

Doc. Nr.	Affected Section(s)	Affected Page(s)s
E4.02.01	11	6a 7a-b 8a

Instruction:

- Print this document on yellow paper (single-sided)
- Insert this cover page as the first page of the MM
- Insert the other pages of this Temporary Revision adjacent to or in front of the corresponding MM pages

11 Coolant System

11.5 Cooling Circuit

The following title is added before Fig. 11.5:

11.5.1 Standard Coolant System

The following subchapter is introduced after the text "To prevent the system [...]. If the line is small enough no orifices are necessary."

11.5.2 Coolant System with optional Gearbox Oil Cooler

In addition to the standard cooling circuit a Gearbox Oil-Water Heat Exchanger (HEX) is integrated in the circuit (see Fig. 11.5a). The example for an acceptable standard cooling circuit (refer to Fig.11.5) is only extended by the gearbox HEX. The connecting point for the HEX of cabin heat (aircraft installation) is located at the gearbox instead of the air intake manifold.

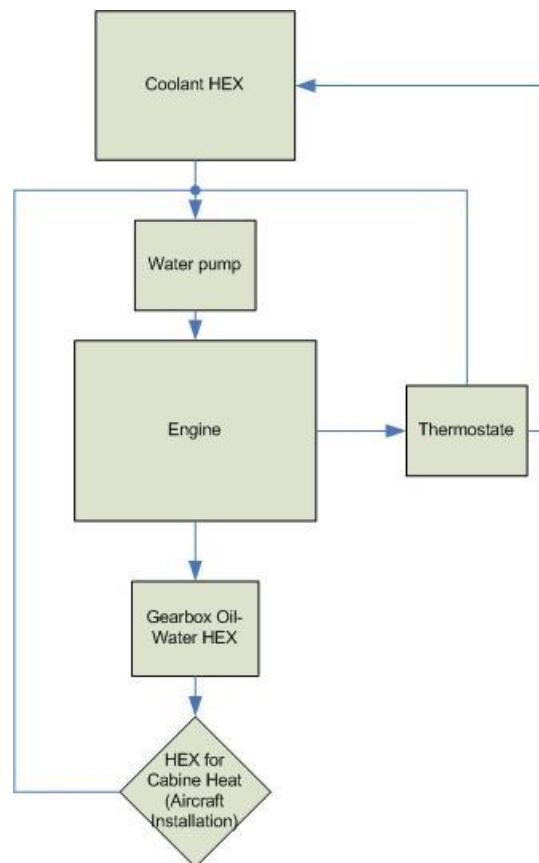


Fig. 11.5a Coolant Circuit with optional Gearbox Oil Cooler

The optional available gearbox oil-water HEX permits to cool the gearbox oil. An overheating of the gearbox in warm ambient air is minimized with the link of the gearbox oil to the engine water coolant system via the optional gearbox oil-water HEX. In correlation to that the gearbox reaches faster its operating temperature.

11.6 Cabin Air Heat Exchanger**11.6.3 Requirements of the System**

Following text is amended to read:



The coolant flow is from the crankcase up to the Cabin Air Heat Exchanger. The coolant outlet for the Cabin Air Heat Exchanger is beneath of the charge air inlet (see next chapter) without optional gearbox oil cooler. If an optional gearbox oil cooler is installed the coolant outlet for Cabin Air Heat Exchanger is located at the gearbox (see next chapter).

11.6.4 Connection: Dimension and Location

Following figure is added after Fig. 11.6:

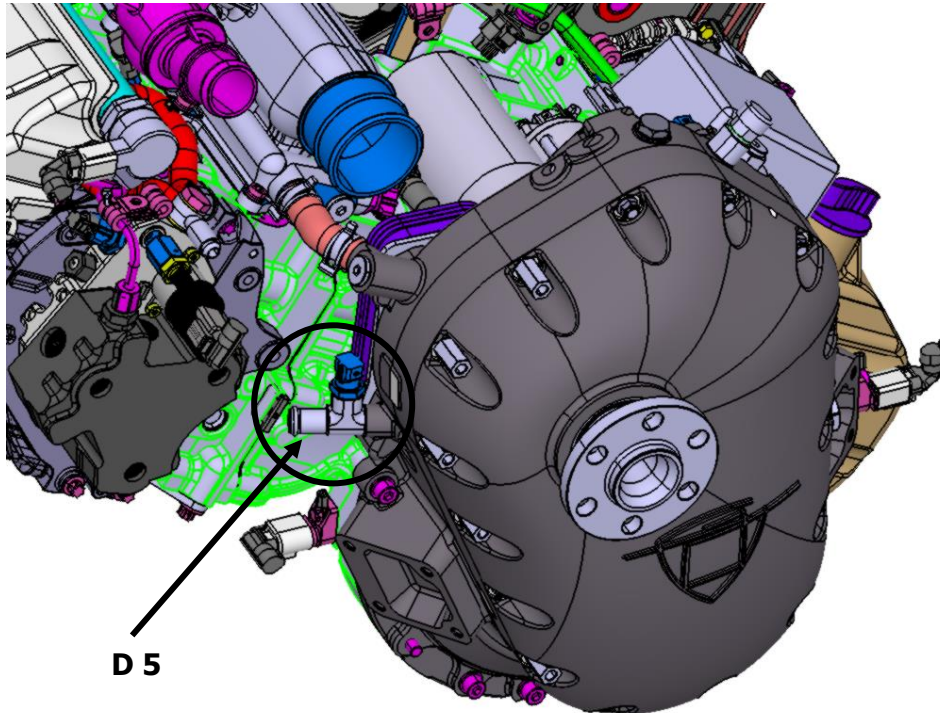


Fig. 11.6a: Cabin Air Heat Exchanger connection if optional gearbox oil cooler is installed