

Cirrus SR22, Loose Turbocharger Oil Lines

(A Continental IO-550-N is "connected" to this defect report.)

"While performing a 100 hour inspection on the engine," says the submitter, "the oil lines for the Tornado Alley Inc. turbo normalized system were being checked for security. The mechanic took the oil line that connects between the manifold pressure controller and the master waste gate in his hand and applied very little pressure to check for security.

The oil line 'B-nut' broke loose from its torque with very little applied pressure. He inspected this 'B-nut' and the reducer fitting for abnormalities and did not find any. The mechanic torqued the 'B-nut' fitting to the appropriate specifications per the original equipment manufacturer's instructions. Again, the mechanic applied pressure to the line, again the 'B-nut' broke loose from its torque. These oil line 'B-nuts' do not come with measures for installation of safety wire.

"The safety concern is if other maintenance is being performed in the vicinity of these oil lines, a mechanic might inadvertently cause one of these 'B-nuts' to break loose from its torque."

(Oil line P/N: AE6682E0200-000-4; Reducer Fitting P/N: AN919-2. Not provided is the 'B-nut' reference—most likely an AN818 'Tube Nut.' Good catch—Ed.)

Part Total Time: 796.2 hours.