

**H-60-20-ASAM-02 / H-64-20-ASAM-01**

Removal of Unimproved Cold Section Modules is due by 31 Dec 2023. The following installed engines with unimproved Cold Section Modules remain installed and should be retired ASAP.

GEE763857C	GEE991931	GEE762126C	GEE374148C
GEE375360C	GEE991530	GEE762870C	GEE761965C
GEE991380	GEE964003	GEE762349C	GEE991392
GEE761933C	GEE375104C	GEE761096C	GEE991395
GEE374147C	GEE763288C	GEE306398C	GEE761087C

Updates to the status are being tracked daily and should be posted to the MCDS / 2410 database as soon as possible but before 31 December 2023.

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**H-60-22-SOF-03 / H-64-22-SOF-02**

Stage 3 Seal Inspection – 18 **Power Turbine Modules (PTMs)** (P/N 6071T26G02) or T700-GE-701D Engines (P/N 5130T00G01) remain to be inspected. Most likely these were sold to the FMS community and addressed separately from this message. The following Engines/PTMs remain unidentified / not reported.

PTM installed on Engines SN		PTM not installed / spare.
GEL903733	GEE207367C	GEL001765C
GEL004804C	GEE207810C	GEL003470
GEL964175	GEE374557C	GEL003542
GEL614094	GEE374644C	GEL037118C
GEL001843C	GEE761987C	GEL841181C
GEL002232	GEE762232	GEL851166
GEL002117C	GEE767480C	GEL851167
GEL903454	GEE903454	GEL851168
GEL903994	GEE903994	
GEL964465	GEE964465	

Continue looking for these PTMs or engine assemblies with these PTMs installed as they are still suspect. You may contact the T700 engine office anytime you need an update to the suspect engine population, but all PTMs/Engines are 'Flagged' in the 2410 database if affected by this SOF.

**H-60-21-SOF-01 / H-64-21-SOF-01**

Split Line Torque Verification – 3 Cold Section Modules remain to be reported. SOF was to be completed by 10 April 2022, but the following pieces remain as 'NOT REPORTED – FLAGGED'.

**NOT INSTALLED Engine**

GEE903427

**NOT INSTALLED CSM**

GEC002213

GEC964356

Continue looking for these CSMs or engine assemblies with these CSMs installed as they are still suspect. You may contact the T700 engine office anytime you need an update to the suspect engine population, but all CSMs/Engines are 'Flagged' in the 2410 database if affected by this SOF.

If you own one of these engines or Cold Section Modules (CSMs), please email or call for updated retorquer instructions.

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Email: [michael.e.weist2.ctr@army.mil](mailto:michael.e.weist2.ctr@army.mil)**Legacy Controls - H-60-23-ASAM-01**

In accordance with **H-60-23-ASAM-01**, all Army UH-60Ls operating the below engine controls have until 12 Sep 2024 to have these engine Digital Engine Control Units (DECUs) removed/retired.

<u>QTY remaining</u>	<u>Part Number</u>
13	4082T99G04
51	4082T99G08
26	4082T99G09
02	4082T99G09HA

For the Hydromechanical Unit (HMU) the numbers falling out soonest will be;

<u>QTY remaining</u>	<u>Part Number</u>
18	5074T79G10
49	4046T52G27

The Aviation Logistics Command (ALC), a component of Aviation & Missile Command (AMCOM), are not issuing any engine controllers but the Enhanced Digital Engine Control Unit (EDECUC) Part Number 4155T12P09. Also, the only HMU is the P/N 4064T52G42. Expect these DECUs and HMUs quantities to shrink fleet wide, as more and more engines and aircraft transition to the P09 EDECUC and G42 HMU. One engine, one EDECUC, and one HMU – The Common Engine.