



Suspected Unapproved Parts - Lubricants and Inhibitors

AWB 01-017 Issue : 1
Date : 09 July 2007

1. Applicability

All VH registered Aircraft.

2. Purpose

The Australian Department of Defence has advised CASA that they have received materials from an Australian Aviation Lubricants Distributor that have been found not to meet specification and/or have been repackaged, and/or have been supplied with falsified certification documentation.

The use of materials not meeting specification or having been repackaged may not provide for the outcomes as intended by the manufacturer.

This is an interim AWB pending further investigation; amendments may be made to the data provided in this AWB as it becomes available.

3. Background

Aircraft lubricants and inhibitors are designed to strict standards and manufactured to a design specification in order to ensure the ongoing safe and reliable operation of aircraft.

The use of materials not meeting specification may jeopardise the continued airworthiness of the aircraft because it may lead to:

- Loss of lubrication, galling and seizure of parts.
- Increased rates of corrosion leading to forced early retirement of parts.
- Danger to aircraft primary structure from widespread rapid attack leading to catastrophic failure.
- Secondary failures as a result of incompatibilities with other lubricants and inhibitors in the same location.
- Exposure to hazards or injury to personnel through handling materials which has been incorrectly labelled.

CAR 36A requires that materials, used in the maintenance operation and servicing of civil aircraft meets aircraft manufacturer's specification. Typically the reliance is on the supplier of these materials to ensure



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that the end user receives the material they have requested and is confirmed by supplying suitable and genuine documentation. During the investigation conducted by the Department of Defence it has been determined that certain products have been supplied with falsified documentation.

CAO 20.9 also pertains to the pilots responsibility regarding the use of certain materials including fuel, oil and hydraulic oils.

Because CASA has become aware of unapproved materials being supplied as approved materials, CASA reminds end users of their obligation to ensure that any materials received for the use or installation on an aircraft, meet the aircraft manufacturer's specification.

The aircraft manufacturer's specification will normally refer to a standard for which the lubricant/inhibitor manufacturer would follow.

It may now no longer be a defence against the requirements detailed in CAR 36A (4) to believe that materials as listed in this AWB meet manufacturer's specification based upon the documentation received with those materials. Further assessment may be necessary to satisfy CAR36A.

4. Recommendation

Operators need to check if they have received lubricant products that meet specification and in the original manufacturers packaging. Methods of ensuring that the product supplied meets specification are to ensure that:

- The product has both of the following:
 - Approved and signed release note documentation
 - An approved and signed certificate of conformance which contains sufficient analytical information providing the batch form which the product is drawn, is within specification (and retesting data such as laboratory analysis reports if applicable)
- The product is in the manufacturer's original packaging, including having labels and proprietary information, trademark symbols, batch numbers and health and safety information.
- The correct volume of product is in the container (for example, placing 5lb of product in a 6.5lb container is not normal business practice for major lubricant manufacturers)



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- The product is in an appropriate container that is rust free, manufactured in a country where the lubricant manufacturer is likely to have sourced them and suitable for storage of the aviation lubricants.
- Laboratory analysis of the product by the operator in case of doubt.

A list of products identified and examples of containers and labelling is provided below. This list is not exhaustive and may be amended as further products are identified.

CASA recommends that people that have passed on such materials to others contact those people where possible to inform them, to allow those people to take appropriate action.

If the product meets specification then no further action is required.

If the product does not meet specification or it is suspected that material is unapproved, then further assessment of the material and any likely effects the material may have had on the aircraft may need to be undertaken.

All unapproved materials should be removed from the aircraft.

Any defects caused by the use of unapproved materials should be rectified.

CASA recommends a Service Difficulty Report be submitted where it has been determined that unapproved material has been installed or has resulted in a defect developing.



AIRWORTHINESS BULLETIN

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Product	Description and Packaging	Description of Problem
Royco 103 (1USG Can)	CORROSION PREVENTIVE COMPOUND, PX-107, 25LI DRUM	Obsolete product. Substituted with "Cutback 100 Bituminous product"
Royco 308 (1 USG Can)	Lube Oil, General Purpose, OX-18, 1USG Can	Repackaged
Royco 44 (800 g cans)	Antisieze Compound with Graphite, MIL-T-5544C, SAE AMS 2518, 800 g cans	Relabelled out of date product
Royco 586M (1USG Can)	LUBRICATING OIL,GEAR, OEP-70	Repackaged
Royco 602 (1 USG Can)	INSULATING OIL,ELECTRICAL, MIL-PRF-87252	Repackaged
Royco 71 (6.5lb Can)	GREASE,AIRCRAFT, 6.5LB CAN, FMS 1071, ROYCO 71	Substituted with non conforming Tribolube-5
Royco 770 (1USG Can)	HYDRAULIC FLUID FIRE RESISTANT, H-544, MIL-PRF-46170C Type 1,2	Repackaged
Royco 782 (208 Li Drum)	Hydraulic Fluid, OX19, 208Li Drum	Repackaged
TECTYL 846 (1USG Can)	Corrosion Preventative Compound, MIL-PRF-16173	Repackaged/relabelled
TECTYL 891D (1 USG Can)	Corrosion Preventative Compound, Hard Film, Class 1, Grade 1, 4Li Can	Substituted with "Cutback 100 Bituminous Product".



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Falsified Label.
The type of paper used
Lack of trademark
Lack of resistance of the label to be affected by the product.

Genuine.



Relabelled.
Not manufacturers packaging

Not manufacturers packaging
Rusty Can
Container not manufactured in the same country as the product.

5. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletins should be made via the direct link e-mail address: AirworthinessBulletin@casa.gov.au

Or in writing, to:

Manufacturing, Certification and
New Technologies Office,
GPO Box 2005, Canberra, ACT, 2601