

Instructions for Use

Oil Replenishment / Sampling Record for RTM 322 Engines - MOD Form 737(RTM)

RTM 322 Engines Oil Consumption Reference Table - MOD Form 737A(RTM)

1. The MOD Form 737(RTM) is used to record the amount of oil added during replenishments, the oil consumption rate, and the EFD Sampling regime for all Marks of the RTM 322 engine.
2. It is to be raised as follows:
 - a. Enter the Aircraft type, Mark and Serial number in the header detail.
 - b. Enter the Engine mark, Serial number and position, the Airframe hours at Installation and Engine hours Consumed at Installation, details to be entered in the appropriate columns.
 - c. If the EFD sampling periodicity is different from that specified in the platform Topic 5A1/MML, enter details in the 'Type / Periodicity' box, eg 'Soap / 10'.
3. **Every** oil replenishment is to be recorded as follows:
 - a. Enter the DTG, Place and current Airframe hours.
 - b. Enter the Replenishment Rig Serial Number used.
 - c. Enter the Batch(s) of the oil used.
 - d. Enter the amount of oil added, in litres.

Note: If filling to the filler neck and a negligible amount of oil has been added (ie on the first stroke of the Risbridger oil has come out of the overfill opening), enter nil in this field and circle the 'filler neck' in the 'Filled To' column. Otherwise, if a measurable amount of oil has been added, enter the amount of oil added in litres, and circle filler neck.
 - e. Annotate the 'Filled to' and 'Hot / Cold' details as appropriate

Notes:

 1. An engine is considered 'Cold' 30 minutes after shutdown.
 2. When filling to the filler (oil has come out of the overfill opening) select 'filler neck'.
 3. When the oil level can be seen within the sight glass, and oil has not come out the overfill opening, select 'sight glass'.
- f. Calculate the consumption rate using RTM 322 Engine - Oil Consumption Reference Table (MOD Form 737A(RTM)) as follows:

Note: Hours run since last replenishment are to be rounded down to the nearest 15 minutes.

 - (1) Plot hours run since last replenishment against amount of oil added.
 - (2) Once established, this figure is to be entered into the 'Consumption Rate Litres / Hr' column of the MOD Form 737(RTM).
 - (3) If the calculated rate is 'Red', the actions specified on MOD Form 737A(RTM) are to be taken.
- g. Complete 'Name' column.
4. **EFD / SOAP Sampling.** When an EFD / SOAP sample is taken:
 - a. The DTG, Place, Airframe hours, Oil added, Filled to, 'Hot / Cold' and 'Name' columns are to be completed as necessary.
 - b. The sample type is to be entered in the 'Remarks' column.
 - c. The sample number is to be entered in the relevant column.
5. On receipt of the Clearance signal, make an appropriate entry in the relevant column, quoting the signal reference.
6. **Component Replacement.** When an engine is replaced, the Supervisor is to:
 - a. Despatch the relevant MOD Form 737(RTM) with the removed engine.
 - b. Raise a MOD Form 737(RTM), in accordance with Paragraph 2, for the replacement engine.
7. **Disposal of Completed Forms.** When full, the form is to be replaced as follows:
 - a. Raise a new form in accordance with Paragraph 2.
 - b. Transfer the Airframe hours of the final entry on the completed form to the 'B/F' box of the replacement form.
 - c. The completed form is to be destroyed, once all previous clearances have been received.