



# **SERVICE INFORMATION LETTER**

**FOR**

## **TT1200A Turbine Temperature Test Set**

### **BARFIELD P/N 101-00930**

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- Subject:** Use of the Barfield TT1200A Turbine Temperature Test Set on the Bell OH-58D Turbine Temperature Indicating System
- Purpose:** To inform users of a new P/N, the 101-00930-OH58D, that has been created by modifying Test Set TT1200A, in order to ensure compatibility when testing the Bell OH-58D aircraft engine temperature indicating system.
- Effectivity:** Immediate
- Compliance:** Compliance with this SIL is MANDATORY for those users who will be performing service work on the OH-58D Engine Temperature Indicating System with the Barfield TT1200A Test Set.
- Planning:** A statement of this requirement will be included in an upcoming revision of the TT1200A User manual P/N 56-101-00930. A separate supplement to this manual will be prepared for the new P/N. It will explain those operating instructions that are different from the Standard TT1200A, including the use of a new harness that has been specifically designed to interface the new TT1200A with the OH-58D airframe. All existing procedures of the Standard TT1200A Instruction Manual remain effective, except as outlined in the upcoming supplement. Existing Calibration Procedure P/N 20-101-00930 is applicable for both TT1200A P/Ns (the 101-00930 and 101-00930-OH58D).
- History:** In late 2000 the US Army made Barfield aware of an issue when using the Barfield TT1200 Test Set (P/N 101-00920) on the OH-58D aircraft. The observed error reported was that the aircraft temperature indications were unstable and subject to fluctuations. Through their subsequent testing on the aircraft they made the determination that if the test set chassis was grounded to the airframe then the aircraft indicator readings were stable and accurate.



Based on these reported findings and their request for an embedded solution, Barfield developed a modification for the TT1200 designated as Option A. This Option consisted of a modification to the TT1200 Test Set panel connector wiring as well as the test set interface cables so that the test set chassis ground was provided by an added third clip lead to the testers cables so as to provide a ground strap to the airframe chassis.

The US Army subsequently procured some number of these Option A configured TT1200 testers specifically for use on the OH-58D aircraft and used them thereafter without report of any further issues.

The TT1200 was made obsolete upon the introduction of the TT1200A Test Set in 2003. The model TT1200A (P/N 101-00930) is an all-new test set sharing no subassemblies with the earlier TT1200 tester (P/N 101-00920). The TT1200A is not a suitable substitute for the TT1200 with Option A.

There was no provision made for grounding the TT1200A Test Set to the airframe as the necessity for doing so is, to our knowledge, unique to the OH-58D aircraft and its installed equipment and wiring configuration. Barfield has never been made aware of any other aircraft engine temperature indicating system which necessitated this grounding for correct operation.

Conclusion:

The TT1200A test set can be ordered preconfigured for singular use on the OH-58D aircraft, under the new Barfield P/N 101-00930-OH58D. This newly modified Test Set TT1200A is provided with a specific harness, designed to interface it with the aircraft. The only two Barfield-approved Testers for the Engine Temperature Indicating System of the OH-58D airframe are: the TT1200 with Option A, and the new P/N 101-00930-OH58D.

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