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SERVICE LETTER

Service Letter No. L250A
(Supersedes Service Letter No. L250)
July 29, 2011

TO: All Lycoming Engine Owners, Operators, and Authorized Lycoming Distributors

SUBJECT: Lycoming Engines Exchange Engine Core Policy

NOTE

Incomplete review of all the information in this document can cause errors. Read the entire Service Letter to make sure you have a complete understanding of the requirements.

This Service Letter communicates to Lycoming engine owners and operators Lycoming Engines' exchange engine core policy.

An acceptable exchange engine core must first be in compliance with six basic standards as shown in Section A of this Service Letter. Although an exchange engine core may be in compliance with the standards in Section A; Section B identifies those exchange engine cores that are only acceptable towards the purchase of a Rebuilt or New exchange engine. Section C identifies particular disclaimers and stipulations where Lycoming Engines reserves the right not to accept an exchange engine core.

Lycoming Engines realizes that keeping replacement engine costs low is very important for all Lycoming engine owners and operators. Lycoming Engines relies on a supply of good quality exchange engine cores to keep these costs as low as possible.

Section A

An acceptable exchange engine core must meet 6 basic standards; active, assembled, complete, operable, engine data plate and total time. Below is a brief explanation for each standard.

1. Active – The exchange engine core must have accumulated “flight” time and had maintenance performed on it within the past 365 days from the date of its arrival at the Lycoming Engines factory.
2. Assembled – The exchange engine core must be in an “as removed from the airframe” condition. Exchange engine cores cannot be disassembled beyond a point that is necessary for its removal from the airframe.
3. Complete – The returned exchange engine core must be the same engine model and configured in a manner similar to the replacement engine. For example: if the replacement engine included a fuel pump, the exchange engine core must be returned with the same fuel pump that was last installed and operating during the “active” period described above, if the replacement engine included an alternator, the exchange engine core must be returned with the same alternator that was last installed



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and operating during the “active” period described above. The same thought process or “test” if you prefer, depicted in the two previous examples will be applicable to the entire exchange engine core including but not limited to all starting, charging, fuel delivery and ignition systems/components.

4. Operable – The exchange engine core must have been able to operate and perform to a level that safely permitted its use “in flight” up to the time it was removed from the airframe. The operable condition must be preserved until the exchange engine core arrives at the Lycoming Engines factory.
5. Engine Data Plate – The valid engine data plate must be attached to and returned with the exchange engine core.
6. Total Time – Verification of total time since new or factory rebuild such as the engine log book that includes the final engine removal entry with total time or a signed total time statement must be provided.

Prior written approval by Lycoming Engines must be obtained through an Authorized Lycoming Distributor for an exchange engine core that fails to meet any of the above standards. Some restrictions and/or additional charges will apply.

Section B

Some exchange engine cores described below are no longer acceptable towards the purchase of a Lycoming Engines factory Overhauled engine and can only be accepted towards the purchase of a New or Rebuilt exchange engine.

1. Exchange engine cores that last left the Lycoming Engines factory 36 or more years ago in new, rebuilt, or overhauled condition can only be used towards the purchase of a Rebuilt or New exchange engine.
2. Exchange engine cores originally manufactured in a narrow deck or “Standard” cylinder flange model configuration that are now only manufactured in a “Wide” cylinder flange crankcase model configuration will only be accepted as an exchange engine core towards the purchase of a New or Rebuilt exchange engine.
3. All engine models referenced in the latest edition of Lycoming Service Instruction 1406 that have **not** been converted to accommodate the large diameter lifter will only be accepted as an exchange engine core towards the purchase of a New or Rebuilt exchange engine.

Section C

Lycoming Engines’ exchange engine core policy also includes the following elements.

1. Exchange engine cores are required to be returned and arrive at the Lycoming Engines factory or an alternate location acceptable to Lycoming Engines within 120 days from the invoice date of the replacement engine. Lycoming Engines reserves the right to refuse to accept any exchange engine core that fails to be returned to the Lycoming Engines factory or an alternate location acceptable to Lycoming Engines within 120 days from the invoice date of the replacement engine.
2. Lycoming Engines reserves the right to refuse to accept any exchange engine core that has been modified in any way since originally being shipped from the Lycoming Engines factory.
3. Lycoming Engines reserves the right to refuse to accept any exchange engine core that does not consist of a genuine Lycoming crankcase and/or crankshaft. Additional charges will apply if

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Lycoming Engines agrees to accept an exchange engine core with a non-genuine Lycoming crankcase and/or crankshaft and the non-genuine crankcase and/or crankshaft will remain the property of Lycoming Engines and will be destroyed.

4. Lycoming Engines reserves the right to revoke all or any portion of exchange engine core credit when catastrophic internal damage is revealed during disassembly of the exchange engine core.

Lycoming Engines highly recommends that all owners and operators discuss the above criteria with the Authorized Lycoming Distributor before placing an order for a Lycoming Engines factory exchange engine on your behalf. Prior written approval by Lycoming Engines must be obtained through an Authorized Lycoming Distributor for an exchange engine core that fails to meet any of the above exchange engine core requirements. Some restrictions and/or additional charges will apply.

Authorized Lycoming Distributors are responsible to facilitate the return of exchange engine cores for their customers. A complete list of Authorized Lycoming Distributors can be found on our web site at www.lycoming.com.

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