Residual Torque Monitoring Check Sheet

Aircraft Type: _____ **Aircraft Serial No:** _____ **ECU Serial No:** _____ **ECU Installed Position:** _____

AF Hrs		AF Hrs		AF Hrs		AF Hrs		AF Hrs		AF Hrs		AF Hrs	
Residual Torque (%)		Residual Torque (%)		Residual Torque (%)		Residual Torque (%)		Residual Torque (%)		Residual Torque (%)		Residual Torque (%)	

AF Hrs		AF Hrs		AF Hrs		AF Hrs		AF Hrs		AF Hrs		AF Hrs	
Residual Torque (%)		Residual Torque (%)		Residual Torque (%)		Residual Torque (%)		Residual Torque (%)		Residual Torque (%)		Residual Torque (%)	

AF Hrs		AF Hrs		AF Hrs		AF Hrs		AF Hrs		AF Hrs		AF Hrs	
Residual Torque (%)		Residual Torque (%)		Residual Torque (%)		Residual Torque (%)		Residual Torque (%)		Residual Torque (%)		Residual Torque (%)	

AF Hrs		AF Hrs		AF Hrs		AF Hrs		AF Hrs		AF Hrs		AF Hrs	
Residual Torque (%)		Residual Torque (%)		Residual Torque (%)		Residual Torque (%)		Residual Torque (%)		Residual Torque (%)		Residual Torque (%)	

Instructions for Use

MOD Format 726(RTM) - Residual Torque Monitoring Check Sheet

1. **General.** MOD Format 726(RTM) is used to record the residual torque of the engine after a scheduled/unscheduled flying requirement. It allows the Merlin DT and SAFRAN Helicopter Engines to track engine(s) residual torque and to provide trending of its condition.

2. The residual indicated torque check should be carried out immediately after a vertical landing. For accurate results the time between landing and assessment of the residual torque should be the minimum possible, ideally within 2 to 3 minutes.

3. **Recording Residual Torque.** Take a note of the residual torque, make a selection from one of the following:

    a. If the torque value on each engine is less than 5%, the engines are serviceable,

    b. If the torque value for an engine is equal to or more than 5% and is less than 10% after the second check and the Torque Signature Unit is serviceable, reject the engine.

    c. If the torque value on each engine is equal to or more than 10%, reject the engine.

4. **Engine Rejection.** Reject the engine and return all MOD Formats 726(RTM) Residual Torque Monitoring Check Sheets to SAFRAN Helicopter Engines. Additional to standard engine rejection procedures, the following must be annotated on the Equipment Conditioning Label UNSERVICEABLE (MOD Form 731):

    a. Aircraft Tail Number.

    b. Engine Serial Number.

    c. Engine Operating Hours.

    d. Module 04 Serial Number.

    e. Engine Installed Position.

    f. Residual Torque Value.

    g. Record general observations of the suspect engine behavior (for example transient response, NGC/TIT splits and slow behavior when compared to the other engine).

5. **Retention and Disposal.** The MOD Format 726(RTM) is to be retained and disposed of in accordance with MAM-D Part 1 Chapter 2.3 and is a Cat B form. Upon engine removal/rejection, all retained MOD Formats 726(RTM) are to be stored within the engine storage container.