



# SERVICE INFORMATION LETTER

## SIL-AG-72

Rev IR: 02/02/2026

### STARTER/GENERATOR SPLINE CONFIGURATIONS

Affected Aircraft Models	Serial Number Range
S2R-510-34 S2R-510-140 S2R-T660	ALL

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## LOG OF REVISIONS

**NOTE:** Reformatting and correction of typographical errors is not considered revision.

Rev.	Page	Description of Revision	By:
IR	All	New Document Initial Release.	T. Surratt 02/02/2026

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## 1. PURPOSE/REASON FOR PUBLICATION

This publication clarifies the spline configurations of the engines to ensure owners/operators apply correct maintenance procedures upon installation of the starter/generator.

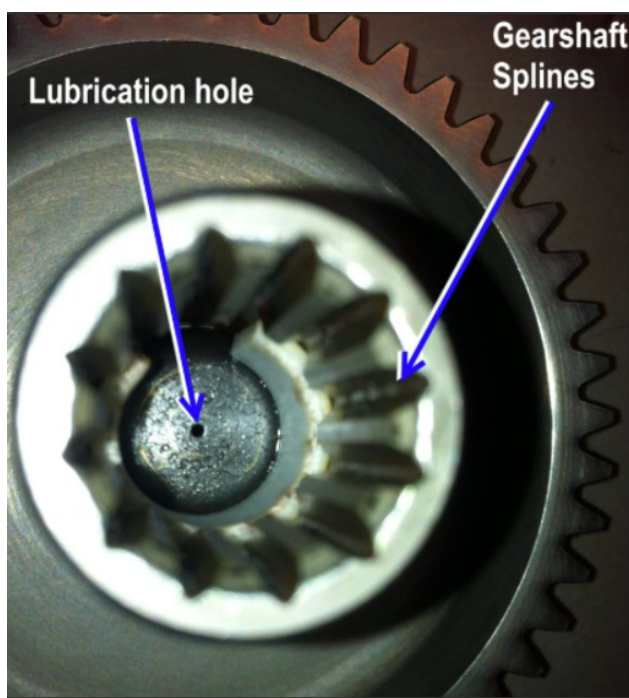
## 2. SCOPE/COMPLIANCE

This Service Information Letter (SIL) is applicable to personnel servicing the PT6A-34AG, -140AG, and -65AG engines and/or the starter/generator.

## 3. SHAFT/ENGINE CONFIGURATIONS

**There are three types of lubrication on AGB drive pads for PT6A engines:**

1. **Dry Spline** – As evidenced by a solid expansion plug inserted into gearshaft center bore. To be lubricated with molybdenum grease (refer to EMM for details).
2. **Unsealed Wet Spline** – As evidenced by restrictor plug inserted into center bore of gearshaft with .040 - .045 hole (see photo below of the fuel pump drive gearshaft). This is also sometimes referred to as “misting lube” because it allows oil mist from the AGB to lubricate the splines.

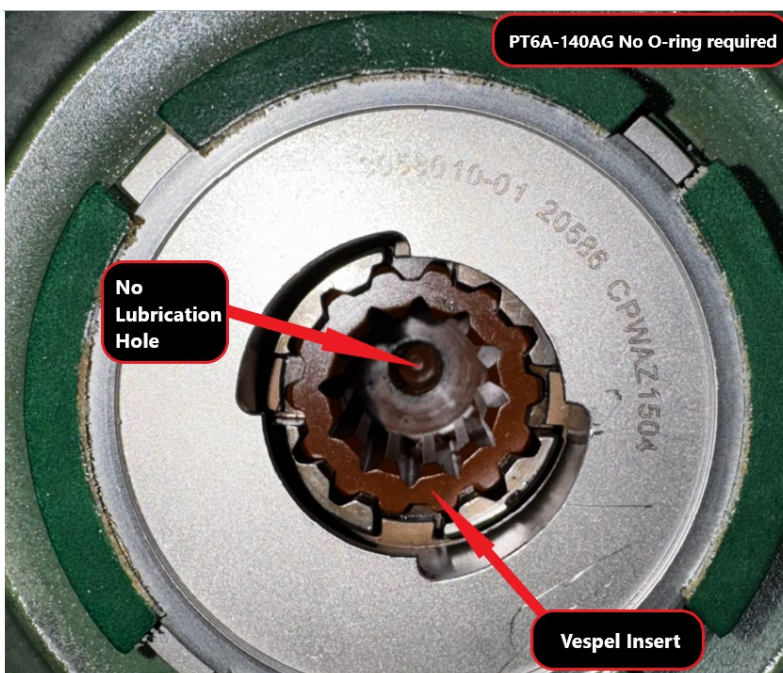


3. **Sealed Wet Spline** – This gearshaft has the same restrictor plug with .040-.045 hole through its center, but the bore of the gearshaft is beveled on the end to provide a sealing surface for on O-ring.

- All current production engine models have sealed wet spline drive pads with one exception (see below). This has been the case since the year 2000 (earlier on the 34AG).
- The only splines which require periodic lubrication with grease are the “dry” splines.
- The wet splines are to be lubricated with engine oil at time of installation and are designed to remain lubricated by oil mist from the AGB.

**SPECIAL NOTE for PT6A-140AG engines**

- The PT6A-140AG engines incorporate a non-conductive insert at the starter generator location to prevent electricity from traveling through the S/G input shaft into the engine (EDD prevention).
- There is no oil mist hole at the S/G location due to the incorporation of the insert.
- The S/G splines should **not** be lubricated with grease or engine oil and must be left dry. The insert itself prevents metal to metal contact. Grease and oil may conduct electricity and negate the function of the insert.



## 4. COMPLIANCE

### Service Letter SIL-AG-72 Rev. IR Compliance Report

Aircraft S/N:	Aircraft Owner:
Aircraft Registration #:	Address of Owner:
Airframe Total Time:	City & State:
Engine Total Time:	Physical Location:
Complied With By:	Date of Compliance:
Signature:	Certificate #:

**PLEASE RETURN THIS REPORT ONLY AFTER INSPECTION IS MADE**

This response card may be mailed, faxed to (229) 317-8225, or emailed to:  
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Fold, Tape & Mail (Do Not Staple)

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