



A Textron Company

INFORMATION LETTER

212-24-75

412-24-94

29 January 2024

TO: All owners and operators of Model 212 & 412 (36019 and prior) helicopters

SUBJECT: TRANSITION TO KAMATICS KAFLEX MAIN DRIVE SHAFT

This information letter is to advise operators that starting in 2029, Bell will no longer be producing inner coupling 212-040-687-001 and outer coupling 212-040-688-003 for the main drive shaft assembly 212-040-005. As a result of this business decision, the Kamatics Kaflex main drive shaft STC will be the available option.

As a prerequisite to the installation of the Kaflex driveshaft, the following must be completed:

1. Aircraft operating with PT6T-3/-3B/-3BF Engines:
Engine Reduction Gearbox Assembly must be upgraded in accordance with Pratt & Whitney Canada service bulletin S.B. No. 5412R2
2. Bell Firewall Tunnel Mod Kit (P/N: 212-704-167-101) must be installed to allow space needed for the Kaflex driveshaft per service instruction BHT-212-SI-99

In an effort to accommodate current aircraft operations and maintenance schedules, Bell has committed to continued production of the inner and outer couplings for a period of five years. Bell remains open to receiving orders for new couplings until the end of 2028.

Additional information:

- FAA Supplemental Type Certificate Number SR00413BO
- EASA Supplemental Type Certificate Number 10081180
- Kaflex shaft assembly p/n SKCP3587-1

For any questions regarding this letter, please contact:

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Approved for public release.