

FOR PLANNING PURPOSES

SERVICE BULLETIN

SERVICE BULLETIN NO: 31-007

REF NO: 233

MODIFICATION NO: EC-08-0799

ATA CHAPTER: 31

INDICATING/RECORDING SYSTEMS CENTRAL ADVISORY AND WARNING SYSTEM (CAWS) - CHANGE TO THE CAWS DISPLAY WIRING

1. Planning Information

A. Effectivity:

All PC-12 and PC-12/45 from MSN 101 thru MSN 320 and MSN 322 thru MSN 400.

B. Concurrent Requirements

None

C. Reason

(1) Problem

In aircraft with the EMCA CAWS installed, a failure of the CAWS display can cause a fuse in the computer to open. In this case, both the computer and the display unit will not operate. If the maintenance organisation suspects a fault in the computer and replaces it, it will immediately become damaged again.

(2) Cause

The CAWS system has a computer (Pilatus P/N 972.81.32.005 or P/N 972.81.32.006) and a display unit (Pilatus P/N 972.81.32.012). The display unit gets its power from the computer unit, via a fuse. A typical failure of the display unit is caused by a short circuit in one of the 42 caption lamp holders. This leads to a blown fuse in the computer unit. With a blown fuse, both units will not function.

(3) Solution

A change to the wiring to connect the power directly from the CAWS CB to the display unit, and not route the power through the CAWS computer. With this modification accomplished, a faulty display will not affect the computer and will only cause the (resettable) aircraft CB to open.

D. Description

This Service Bulletin gives the data and instructions necessary to:

(1) For MSNs 101 thru 104:

Disconnect the wire E70A22 at the connector P385 of the CAWS control unit.

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- (2) For MSNs 105 thru 320 and MSNs 322 thru 400:
 - (a) Stow the red wire of cable 3E75A24 at the connector P385 of the CAWS control unit.
 - (b) Stow the red wire of cable 3E75A24 at the connector P384 of the CAWS display unit.
- (3) Install the new diodes (CR910 and CR911).
- (4) Install new wires:
 - (a) Between CR910 and the connector P381.
 - (b) Between CR910 and the connector P384.
 - (c) Between CR911 and the connector P382.
 - (d) Between CR911 and the connector P384.
- (5) Do a continuity check of the new wires.

Revision No. 1 is issued to correct the man-hours and add additional steps to the preparation and close-up procedures.

E. Compliance

Recommended.

F. Approval

The technical content of this Service Bulletin is approved under the authority of DOA No. EASA. 21J. 357.

PILATUS advises Operators/Owners to check with their local Airworthiness Authorities for any changes, local regulations or sanctions that may affect the embodiment of this Service Bulletin.

G. Manpower

	Total
Preparation	2.0
Modification	10.0
Close up	4.0
TOTAL MAN-HOURS	16.0

NOTE: If this Service Bulletin is accomplished during an annual inspection, the total man-hours will be reduced by approximately 6 man-hours.

H. Weight and Balance

(1) Weight Change

Not affected

(2) Moment Change

Not affected

I. Electrical Load Data

Not changed.

J. Software

Not changed.

K. References

Aircraft Maintenance Manual (AMM):

For MSNs 101 thru 104

12-A-20-31-00-00A-070A-A 12-A-31-50-00-00A-903A-A 12-A-31-50-01-00A-920A-A

For MSNs 105 thru 320 and MSNs 322 thru 400

12-A-06-20-00-00A-040A-A 12-A-20-31-00-00A-070A-A 12-A-25-10-01-00A-920A-A

12-A-25-10-03-00A-920A-A 12-A-31-50-00-00A-903A-A 12-A-31-50-01-00A-920A-A

12-A-31-50-02-00A-920A-A

L. Publications Affected

Aircraft Wiring Diagram.

M. Interchangeability of Parts

Not applicable.

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2. Material Information

A. Material - Price and Availability

Operators should send orders for Service Bulletin Modification Kits, to their Authorized Pilatus Service Center or:

PILATUS AIRCRAFT LTD.,
CUSTOMER SUPPORT MANAGER,
CH-6371 STANS,
SWITZERLAND

General Aviation:
Tel: + 41 41 619 6208
Fax: + 41 41 619 7311
eMail: SupportPC12@pilatus-aircraft.com

PILATUS BUSINESS AIRCRAFT LTD.,
PRODUCT SUPPORT DEPARTMENT
11755 AIRPORT WAY
BROOMFIELD, CO 80021.
UNITED STATES OF AMERICA

Tel: 303 465 9099
Fax: 303 465 6040
eMail: Productsupport@PilBal.com

PILATUS AUSTRALIA (PTY.) LTD,
17 JAMES SCHOFIELD DRIVE,
ADELAIDE AIRPORT SA 5950,
AUSTRALIA

Tel: (08) 8234 4433
Fax: (08) 8234 4499
Free Call: 1800 445 007
eMail: supportpc12@pilatus.com.au

Operators are requested to advise Pilatus Aircraft Ltd, of the Manufacturer's Serial Number (MSN) and the flying hours of aircraft which are affected by this Service Bulletin.

B. Warranty

Although this Service Bulletin is not covered under warranty, Pilatus recommends Operators incorporate this Service Bulletin the next time an aircraft experiences the problem described in Para. 1.C.(1).

NOTE: Operators who decide not to incorporate this Service Bulletin, as stated above, will no longer receive consideration on parts warranty for any future computer units failing once installed.