Revision Transmittal

September 10, 1993

TO: CESSNA DISTRIBUTORS, CPC’S AND SINGLE ENGINE SERVICE STATIONS

SUBJECT: Single Engine Service Bulletin SEB92-33 Revision 2, Overhead Lighting Console Installation Inspection/Modification

REASON FOR REVISION

To revise the Material section and Accomplishment Instructions section to include S1390-5 knob and AN960JD416L washer part information.

To revise the Credit section to require, if applicable, the return of the removed 1/4 inch diameter shaft rheostat and knob with the Quick Claim to receive credit.

Revisions to other sections as required to accommodate the additional information and changes.

REQUIRED ACTION

Please replace your copy of SEB92-33 Revision 1 with the attached copy of SEB92-33 Revision 2 which is printed in its entirety.

NOTE: If SEB92-33 Revision 1 has previously been accomplished, compliance with SEB92-33 Revision 2 is not required, provided the proper knob/washer were installed for airplanes that had a 1/4 inch diameter shaft rheostat replaced.

LOG OF EFFECTIVE PAGES

<table>
<thead>
<tr>
<th>Page No.</th>
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<tbody>
<tr>
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<tr>
<td>2</td>
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To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. The Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.

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Service Bulletin

September 10, 1993

TITLE
OVERHEAD LIGHTING CONSOLE INSTALLATION INSPECTION/MODIFICATION

EFFECTIVITY

<table>
<thead>
<tr>
<th>MODEL</th>
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<th>SERIAL NUMBERS</th>
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<td>17250573 thru 17259223</td>
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<td>F172-0019 thru F17200754</td>
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PURPOSE

A report has been received indicating that the instrument panel light dimming rheostat, located in the overhead console, could come in contact with the headliner. If this condition exists and if an electrical short to ground occurs in the electrical wiring controlled by this rheostat, with the rheostat position at or near maximum output, melting and/or burning of the headliner may occur. To assist in preventing this condition from occurring, an inspection of the overhead console installation and replacement of the existing rheostat with a new rheostat that is current and heat protected shall be accomplished. Failure to comply with this Service Bulletin could result in a cabin fire.

COMPLIANCE

Mandatory:
A. For airplanes that have **not** been inspected/modified per the original issue of this Service Bulletin.
   1. Shall be accomplished within the next 10 hours of operation or 30 days, whichever occurs first.
B. For airplanes that **have** been inspected/modified per the original issue of this Service Bulletin.
   1. Shall be accomplished within the next 50 hours of operation or 6 months, whichever occurs first.

Original Issue: December 14, 1992
Revision 1: June 25, 1993
NOTE: If SEB92-33 Revision 1 has previously been accomplished, compliance with SEB92-33 Revision 2 is not required, provided the proper knob/washer were installed for airplanes that had a 1/4 inch diameter shaft rheostat replaced per SEB92-33 Revision 1.

APPROVAL

FAA approval has been obtained on technical data in this publication that affects airplane type design.

For Reims Aviation airplanes; DGAC approval has been obtained on technical data in this publication that affects airplane type design.

MAN-HOURS

Approximately 1.5 man-hours per airplane for inspection and rheostat replacement.

MATERIAL

The following parts are available from Cessna Parts Distribution thru an appropriate Cessna Service Station for the suggested list price shown.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Qty./Airplane</th>
<th>Price</th>
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<tbody>
<tr>
<td>RD-0015H1600-JBC</td>
<td>Rheostat</td>
<td>1</td>
<td>$40.90 (PS) ea.</td>
</tr>
<tr>
<td>P617031 (alternate</td>
<td>Sleeving - Insulated</td>
<td>As Required</td>
<td>$0.32 (PS) ft.</td>
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<tr>
<td>MIL-I-23053/5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0511482-15 (See Note 1)</td>
<td>Doubler</td>
<td>1 (If Required)</td>
<td>$13.40 (S) ea.</td>
</tr>
<tr>
<td>S1390-5 (See Note 2)</td>
<td>Knob-Rheostat, 1/8 inch diameter shaft</td>
<td>1 (If Required)</td>
<td>$29.50 (S) ea.</td>
</tr>
<tr>
<td>AN960JD416L (See Note 2)</td>
<td>Washer</td>
<td>1 (If Required)</td>
<td>$0.04 (PS) ea.</td>
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NOTE 1: See Accomplishment Instructions for airplane serial numbers that require this doubler.

NOTE 2: Required only for airplanes originally equipped with a 1/4 inch diameter shaft rheostat. The RD-0015H1600-JBC rheostat has a 1/8 inch diameter shaft.

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

ACCOMPLISHMENT INSTRUCTIONS

Revised Overhead Lighting Console Inspection/Rheostat Replacement Accomplishment Instructions are attached.
CREDIT

Parts credit only will be provided for installing the RD-0015H1600-JBC rheostat, and when applicable, the 
0511482-15 doubler, S1390-5 knob, and the AN960JD416L washer. To receive credit, the work must be 
completed and a Quick claim submitted by a Cessna Single Engine Service Station before the following 
dates:

Domestic .................................. December 27, 1993
International ............................. February 25, 1994

NOTE: If applicable, the removed 1/4 inch diameter shaft rheostat and knob must be returned with the 
Quick Claim to receive credit.

OWNER NOTIFICATION

A. On December 14, 1992 the following Owner Advisory message was sent to applicable owners of 
record in SEB92-33A.

Dear Cessna Owner:

A report has been received indicating that the instrument panel light dimming rheostat, located in the 
overhead console, could come in contact with the headliner. If this condition exists and if an electrical 
short to ground occurs in the electrical wiring controlled by this rheostat, with the rheostat position at or 
near maximum output, melting and/or burning of the headliner may occur. To assist in preventing this 
condition from occurring, an inspection of the overhead console installation shall be accomplished. Failure 
to comply with this inspection could result in a cabin fire.

Compliance is mandatory; shall be accomplished within the next 10 hours of operation or 30 days, 
whichever occurs first.

Please contact a Cessna Single Engine Service Station for additional information and to arrange to have 
this inspection accomplished on your airplane.

B. On June 25, 1993 the following Owner Advisory message was sent to applicable owners of record in 
SEB92-33R1A.

Dear Cessna Owner:

A report has been received indicating that if an electrical short to ground occurs in the electrical wiring 
controlled by the instrument panel light dimming rheostat, melting and/or burning of the headliner may 
occur. A modification to remove the existing rheostat and install a rheostat that is current and heat 
protected shall be accomplished. Failure to comply with this Service Bulletin could result in a cabin fire.

Compliance is mandatory: Shall be accomplished within the next 10 hours of operation or 30 days, 
whichever occurs first for airplanes that have not been inspected per Service Bulletin SEB92-33 or within 
the next 50 hours of operation or 6 months, whichever occurs first for airplanes that have been inspected 
 per SEB92-33.

A parts credit will be provided to accomplish this Service Bulletin if a Quick Claim is submitted by a 
Cessna Single Engine Service Station before:

Domestic ................................. December 27, 1993
International ............................ February 25, 1994

* * * * * * * * * *
TITLE  OVERHEAD LIGHTING CONSOLE INSPECTION/RHEOSTAT REPLACEMENT

EFFECTIVITY

<table>
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<th>MODEL(S)</th>
<th>SERIAL NUMBERS</th>
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<td>15061533 Thru 15071128</td>
</tr>
<tr>
<td>F150</td>
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<tr>
<td>172</td>
<td>17250573 Thru 17259223</td>
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<tr>
<td>F172</td>
<td>F172-0019 Thru F17200754</td>
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<tr>
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<td>18051446 Thru 18052384</td>
</tr>
<tr>
<td>185</td>
<td>185-0777 Thru 18502310</td>
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DESCRIPTION

To inspect the headliner, wiring and components within the overhead console, and if necessary, modify the headliner to prevent contact with the electrical wiring and/or components and to provide instructions for the replacement of the instrument panel lighting rheostat.

APPROVAL

FAA approval has been obtained on technical data in this publication that affects airplane type design.

For Reims Aviation airplanes: DGAC approval has been obtained on technical data in this publication that affects airplane type design.

REFERENCE

SEB92-33R2

December 14, 1992
Revision 2 - September 10, 1993

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ACCOMPLISHMENT INSTRUCTIONS

CHANGE IN WEIGHT AND BALANCE

None.

MATERIAL INFORMATION

<table>
<thead>
<tr>
<th>PART NUMBER</th>
<th>QUANTITY</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>RD-0015H1600-JBC</td>
<td>1</td>
<td>Rheostat</td>
</tr>
<tr>
<td>0511482-15</td>
<td>1*</td>
<td>Doubler</td>
</tr>
<tr>
<td>P617031 (or Equivalent)</td>
<td>A/R</td>
<td>Sleevng-Insulated (Alternate is MIL-I-23053/5)</td>
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</tbody>
</table>

* Following airplanes require doubler installation:

<table>
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<th>MODEL</th>
<th>BEGIN SERIAL</th>
<th>END SERIAL</th>
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</thead>
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<td>18051602</td>
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<tr>
<td>185</td>
<td>18500777</td>
<td>18500946</td>
</tr>
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</table>

NOTE: In addition to the parts furnished in this kit, airplanes with an existing rheostat shaft of 1/4 inch diameter order the following components to complete this modification:

<table>
<thead>
<tr>
<th>PART NUMBER</th>
<th>QUANTITY</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>S1390-5</td>
<td>1</td>
<td>Knob-Rheostat, 1/8 inch diameter shaft</td>
</tr>
<tr>
<td>AN960JD416L</td>
<td>1</td>
<td>Washer</td>
</tr>
</tbody>
</table>

ACCOMPLISHMENT INSTRUCTIONS

1. Ensure MASTER switch is off.

CAUTION: USE CARE WHEN PERFORMING ANY MODIFICATION ON AGED/DETERIORATING HEADLINERS. HEADLINERS MAY BECOME BRITTLE AND BE EASILY DAMAGED.

2. (Refer to Figure 1.) Remove and retain screws securing the overhead console to the airplane.

A. Overhead console inspection and modification:

1.) (Refer to Figure 1, View A-A.) Inspect headliner to ensure headliner does not exceed 0.25 inch maximum extension within right and left flange, and 0.65 inch within forward flange of overhead console assembly.
   (a) If headliner does not exceed 0.25 inch within left and right flange, and 0.65 inch within forward flange of console assembly, proceed to step 2.B.
   (b) If headliner exceeds 0.25 inch and/or 0.65 inch maximum extension, trim headliner to achieve maximum extension of 0.25 inch within left and right flange and/or 0.65 inch within forward flange of overhead console assembly.

B. Rheostat Replacement:

1.) (Refer to Figure 2.) Mark and disconnect wiring to rheostat(s), (instrument panel lighting and radio lighting). Remove console from the airplane.

2.) Remove knob. If existing rheostat has shaft of 1/8 inch diameter, retain knob for reinstallation. If existing rheostat has shaft of 1/4 inch diameter, discard knob and refer to note in Material Information section of these accomplishment instructions.
3.) Remove and discard existing instrument panel light rheostat from console.

4.) **CONSOLES NOT EQUIPPED WITH THE 0511482-15 DOUBLER:**
   Obtain 0511482-15 doubler, locate and drill 0.125 inch diameter clocking hole. Place doubler with clocking hole in console at its proper position.

   **NOTE:** DO NOT attach doubler to console, it will be installed with the RD-0015H1600-JBC Rheostat.

5.) **CONSOLES EQUIPPED WITH 0511482-15 DOUBLER:**
   Place a piece of sheet steel between the 0511482-15 doubler and the console wall to protect the console while drilling the 0.125 inch clocking hole. Locate and drill the clocking hole.

6.) (Refer to Figure 2, Detail B.) Install RD-0015H1600-JBC rheostat, align the clocking tab on the rheostat to the clocking hole in the doubler.

   **NOTE:** If the clocking tab does not allow proper installation of the attaching nut, it is permissible to file the attaching tab down to the proper size.

7.) (Refer to Figure 2, Sheet 2, View C-C.) Connect the previously marked wires to the instrument panel rheostat and radio lighting rheostat. Insulate the soldered joints using P617031 insulated sleeving.

8.) Inspect electrical wiring and components within overhead cover assembly for burns, chafing and security of installation.

   **NOTE:** Ensure no material is in contact with any electrical connectors, components or wiring.
   (a) If electrical wiring and components are free of burns, chafing and are secured. Proceed to step 5.
   (b) Replace burned or chafed wire, components and/or secure electrical wiring as required.

C. Knob Reinstallation:
   1.) Airplanes with previous rheostats with a 1/8 inch diameter shaft, reinstall retained knob on new rheostat.

   2.) Airplanes with previous rheostats with a 1/4 inch diameter shaft, install new AN960JD416L washer and new S1390-5 knob on new rheostat.

3. Install overhead console using existing screws and hardware.

4. Verify panel lighting operation.

5. (Refer to Figure 2, Sheet 3, Detail C.) Make a copy of Detail C and insert rheostat reset instructions into Pilot’s Operating Handbook or airplane Owner’s Manual, whichever is applicable.

6. Make an entry in the airplane logbook stating compliance with this service bulletin and method of compliance.
Figure 1. Overhead Lighting Console Installation Inspection/Modification.
Figure 2. Overhead Lighting Console Rheostat Replacement. (Sheet 1 of 3)
Figure 2. Overhead Lighting Console Rheostat Replacement. (Sheet 2)
OVERHEAD LIGHTING CONSOLE
RHEOSTAT

IF THE OVERHEAD LIGHTING BECOMES INOPERATIVE, RESET THE RHEOSTAT.

TO RESET RHEOSTAT:

1. TURN RHEOSTAT KNOB TO THE “OFF” POSITION (FULL COUNTER CLOCKWISE POSITION.)
2. WAIT 1 MINUTE.
3. TURN KNOB TO THE “ON” POSITION (CLOCKWISE TO DESIRED ILLUMINATION.)

IF THERE IS NO RESPONSE:

Refer to the Airplane Service/Maintenance Manual for electrical system trouble shooting information.

DETAIL C

INSERT RHEOSTAT RESET INSTRUCTIONS INTO PILOT’S OPERATING HANDBOOK, OR OWNER'S MANUAL.

Figure 2. Overhead Lighting Console Rheostat Replacement. (Sheet 3)