Revision Transmittal

April 5, 2004

TO:

Cessna Distributors, Single Engine Service Stations and CPC's


REASON FOR REVISION

To add Parker B706 hose as an approved hose.

To revise the Compliance section.

Miscellaneous changes as required.

REQUIRED ACTION

Please replace any copy of SB04-28-01 with the attached copy of SB04-28-01 Revision 1 which is printed in its entirety.

NOTE: Compliance with SB04-28-01 Revision 1 is not required if in compliance with the Original Issue.

LOG OF EFFECTIVE PAGES

<table>
<thead>
<tr>
<th>Page No.</th>
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<tbody>
<tr>
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<td>April 5, 2004</td>
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* * * * * *
Single Engine

Service Bulletin

April 5, 2004

TITLE
FUEL HOSE INSPECTION

EFFECTIVITY

<table>
<thead>
<tr>
<th>Model</th>
<th>Serial Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>172R</td>
<td>17280706 thru 17280914 and 17280920 thru 17280923</td>
</tr>
<tr>
<td>172S</td>
<td>172S8026, 172S8140, 172S8146, 172S8147, 172S8149 thru 172S8501, 172S8503 and 172S8504</td>
</tr>
</tbody>
</table>

The following airplanes are also affected if Cessna Specification S1495-6 Fuel Hose (Cessna raw material code R221605) shipped from Cessna Parts Distribution on May 1, 1999 through November 30, 2000 has been installed.

<table>
<thead>
<tr>
<th>Model</th>
<th>Serial Numbers</th>
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<tbody>
<tr>
<td>172R</td>
<td>17280001 thru 17281213</td>
</tr>
<tr>
<td>172S</td>
<td>172S8001 thru 172S9622</td>
</tr>
</tbody>
</table>

Also affected is any Cessna Specification S1495-6 Fuel Hose (Cessna raw material code R221605) shipped from Cessna Parts Distribution on May 1, 1999 through November 30, 2000 in Service Station stock.

NOTE: All Cessna Specification S1495-6 Fuel Hose (Cessna raw material code R221605) that is not identified as Dayco 6L3, Dayco B706, or Parker B706 must be removed from inventory.

REASON

It has been determined that an unapproved fuel hose may have been installed on some production and in-service airplanes.

DESCRIPTION

The fuel hoses shall be inspected, and if necessary replaced as described in this Service Bulletin. Non-compliance with this Service Bulletin may potentially allow a fuel leak to occur.

Original Issue: March 15, 2004
COMPLIANCE

Mandatory: shall be accomplished at the next 100 hour inspection or annual/12 month inspection, whichever occurs first.

NOTE: Compliance with SB04-28-01 Revision 1 is not required if in compliance with the Original Issue.

APPROVAL

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

MANPOWER

Refer to the Credit Information section.

REFERENCES


NOTE: Make sure all publications used are complete and current.

NOTE: This information shall be considered an amendment to the Cessna Manufacturer's Service/Maintenance Manual or Instructions for continued airworthiness and must be accomplished for ongoing airworthiness compliance as required per 14 CFR Part 43.13.

OTHER PUBLICATIONS AFFECTED

Model 172R and Model 172S Illustrated Parts Catalog

NOTE: Make sure all publications used are complete and current.

MATERIAL PRICE AND AVAILABILITY

The part below is available from Cessna Parts Distribution through 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>
</tr>
</thead>
<tbody>
<tr>
<td>S1495-6</td>
<td>Hose</td>
<td>as required (see Note)</td>
<td>$ 2.36 (PS) ft</td>
</tr>
</tbody>
</table>

(R221605)

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

NOTE: The maximum amount needed is 9 feet per airplane if all 18 hoses require replacement.
CREDIT INFORMATION

The following labor allowances are based on doing the work during a scheduled 100 Hour type inspection.

If fuel hose replacement is necessary, applicable parts credit and a labor allowance credit of 1.0 man-hour per airplane will be provided to defuel, refuel and leak check the hose(s). If required, the following labor allowance credit will also be provided to replace the hose(s). Refer to Figure 1, Detail A. of this Service Bulletin for hose identification and location:

0.3 man-hour per hose to replace hose numbers 1, 2, 3, 4 and 5
0.5 man-hour to replace hose number 6
0.3 man-hour to replace hose number 7
0.1 man-hour to replace hose number 8
0.2 man-hour to replace hose number 9
0.6 man-hour to replace hose number 10
0.2 man-hour to replace hose number 11
0.3 man-hour per hose to replace hose numbers 12 and 13
0.4 man-hour to replace hose number 14
0.5 man-hour to replace hose number 15
0.3 man-hour to replace hose number 16
0.4 man-hour to replace hose number 17
0.3 man-hour to replace hose number 18

To receive credit, the work must be completed and a Warranty Claim submitted by a Cessna Single Engine Service Station within 30 calendar days of Service Bulletin compliance before the credit expiration dates shown below. Any removed hose(s) shall be held for field scrap per standard policy procedures.

NOTE: Affected new and unused fuel hose in Service Station stock may be returned to Cessna Warranty Administration for credit per standard procedures.

Domestic ........................................ March 15, 2005
International .................................. March 15, 2005

Special Note to Service Stations:

When you complete the Warranty Claim, the labor allowance claimed shall be itemized for each above action completed.

ACCOMPLISHMENT INSTRUCTIONS

Weight And Balance Information

MODEL ........................................... 172R/172S
WEIGHT CHANGE .............................. Negligible
Material Information

The parts below may be necessary:

<table>
<thead>
<tr>
<th>New P/N</th>
<th>Quantity</th>
<th>Description</th>
<th>Old P/N</th>
<th>Disposition</th>
</tr>
</thead>
<tbody>
<tr>
<td>S1495-6</td>
<td>As Required</td>
<td>Hose</td>
<td>S1495-6</td>
<td>Retain for field</td>
</tr>
<tr>
<td></td>
<td>(See Note)</td>
<td></td>
<td></td>
<td>scrap</td>
</tr>
</tbody>
</table>

NOTE: The maximum amount of bulk hose needed is 9 feet for one airplane if all 18 individual hoses require replacement.

Instructions

1. Electrically ground the airplane and turn all switches to the "OFF" position. If external power is connected to the airplane, disconnect external power from receptacle.

2. Disconnect the airplane battery. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 24, Electrical Power.)

3. Attach maintenance warning tags to the battery and external power receptacle that have "DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS" written on them.

4. Remove and keep screws and access panels 510DB and 510HB (left wing), and 610DB and 610HB (right wing) to gain access to the fuel hoses. (Refer to Chapter 6, Access/Inspection Plates - Description and Operation.)

5. Remove and keep the fairings at the wing/fuselage intersections. (Refer to Model 172 Series 1996 and On Maintenance Manual, Chapter 57, Wings and Wing Struts-Maintenance Practices.)
   A. Remove and keep the 0520016-3 (left) and 0520016-4 (right) Fairings and fasteners.
   B. Remove and keep the 0520015-17 (left) and 0520015-18 (right) Fairings and fasteners.

   NOTE: Most of the wing fuel hose connections will be in view with these fairings removed.

   A. Remove the 0515024-17 (left) and the 0515024-18 (Right) Trim moldings and keep the fasteners.
   B. Remove the 0515050-9 (left) and the 0515026-20 (Right) Shield door moldings and keep the fasteners.
   C. Remove both sun visors and keep the fasteners and hardware.

   NOTE: The fuel hoses in the crew compartment will be in view with these moldings removed, and by carefully looking under the edges of the headliner.

   NOTE: It is not necessary to completely remove the headliner to get access to examine and replace the fuel hoses in the crew compartment.

   CAUTION: YOU CAN DAMAGE THE HEADLINER IF YOU PULL DOWN ON IT TOO MUCH.

7. (Refer to Figure 1, Sheet 1.) Do an inspection of all fuel supply and fuel vent hoses in the left and right wing root, the dry bay and the overhead fuel vent areas.
   A. Look for any S1495-6 Hoses that are identified as Dayco 7095 or Boston. Also look for fuel hoses that are not identified and are hard.
      (1) Hoses that are identified as Dayco 7095 or Boston must be replaced. Go to Step 8.
      (2) Hoses that are not identified and are hard must be replaced. Go to Step 8.

   NOTE: Fuel hoses that are hard can be determined when you try to compress the hose between your thumb and forefinger. Hoses that do not compress or are not resilient must be replaced.
(3) Go to Step 13 if all fuel hoses are not hard or are identified as Dayco 6L3, Dayco B706 or Parker B706.

8. Defuel the airplane. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 12, Fuel - Servicing.)

9. Remove and replace all fuel hoses that are unsatisfactory.

10. Replace each removed fuel hose with new S1495-6 Hose known to be from stock hose that is identified as Dayco 6L3, Dayco B706 or Parker B706.

11. Refuel the airplane. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 12, Fuel - Servicing.)

12. Do a leak check on the fuel hose(s) that you replaced in Step 9.

13. Install the headliner trim moldings, door post shield moldings and the sun visors.
   A. Install the 0515024-17 (left) and the 0515024-18 (Right) Trim moldings with the kept fasteners.
   B. Install the 0515050-9 (left) and the 0515026-20 (Right) Shield door moldings with the kept fasteners.

14. Install the fairings at the wing/fuselage intersections. (Refer to Model 172R and Model 172S Illustrated Parts Catalog, Chapter 57, Wings Structure Assembly.)
   A. Install the 0520015-17 (left) and 0520015-18 (right) Fairings with the kept fasteners.
   B. Install the 0520016-3 (left) and 0520016-4 (right) Fairings with the kept fasteners.

15. Install access panels 510DB and 510HB (left wing), and 610DB and 610HB (right wing) with the kept fasteners. (Refer to Chapter 6, Access/Inspection Plates - Description and Operation.)

16. Remove maintenance warning tags from battery and external power receptacle.

17. Reconnect the airplane battery. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 24, Electrical Power.)

18. Make an entry in the airplane logbook that states compliance with this Service Bulletin.
Figure 1. Fuel Hose Inspection (Sheet 1)

NOTE: FUEL HOSES ARE NUMBERED FOR LOCATION IDENTIFICATION.
OWNER NOTIFICATION

On March 15, 2004 the following Owner Advisory message was sent to applicable owners of record in SB04-28-01A.

Dear Cessna Owner:

This Owner Advisory is to inform you that it has been determined that an unapproved fuel hose may have been installed on some production and in service airplanes.

The fuel hose shall be inspected, and if necessary replaced as described in Service Bulletin SB04-28-01. Non-compliance with Service Bulletin SB04-28-01 may potentially allow a fuel leak to occur.

Compliance is mandatory: shall be accomplished within the next 100 hours of operation or 12 months, whichever occurs first.

The information contained in the referenced Cessna Service Bulletin shall be considered an amendment to the Cessna Manufacturer’s Service/Maintenance Manual or Instructions for continued airworthiness, and must be accomplished for ongoing airworthiness compliance as required per 14 CFR Part 43.13.

If fuel hose replacement is necessary, applicable parts credit and a labor allowance credit of 1.0 man-hour per airplane will be provided to defuel, refuel and leak check the hose(s). If required, a labor allowance credit ranging from 0.1 to 0.6 man-hours per hose will also be provided to replace up to eighteen hoses as detailed in SB04-28-01. These labor allowances are based on the work being accomplished during a scheduled 100 Hour type inspection.

To receive credit, the work must be completed and a Warranty Claim submitted by a Cessna Single Engine Service Station within 30 calendar days of Service Bulletin compliance before the credit expiration dates shown below.

| Domestic       | International | March 15, 2005 | March 15, 2005 |

Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SB04-28-01 accomplished on your airplane.

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