

## REVISION TRANSMITTAL

This sheet transmits Revision 1 to CAB-34-03, which:

- A. Changes the serial effectivity of the bulletin.
- B. Changes the software version upgrade from 767.23 to 767.25 throughout the document.
- C. Adds the SAR and Heading Split fixes to the REASON statement.
- D. Changes the part number of the data loader card from 010-00681-16 to 010-00681-18 throughout the document'
- E. Changes the number of the data file from 006-B0767-23 to 006-B0767-25 in Table 3.

**NOTE:** This revision replaces the original issue of CAB-34-03 in its entirety.

### REVISION COMPLIANCE

RECOMMENDED. Group A airplanes that have not incorporated the original issue of CAB-34-03 or have a software version earlier than 767.23 must complete this service bulletin in its entirety. Group A airplanes that have incorporated the original issue of CAB-34-03 or have software version 767.23 or 767.24 must incorporate Step 2 of this service bulletin. Group B airplanes must incorporate Step 2 of this service bulletin.

### LOG OF REVISIONS

Original Issue	November 1, 2016
Revision 1	January 8, 2019



## TITLE

NAVIGATION - GARMIN G1000 SYSTEM SOFTWARE UPGRADE TO VERSION 0767.25

## EFFECTIVITY

Group A Airplanes

## MODEL

208B

## SERIAL NUMBERS

208B5000 thru 208B5366

Group B Airplanes

## MODEL

208

## SERIAL NUMBERS

20800416, 20800500 thru 20800594

208B

208B1190, 208B1216, 208B2000 thru 208B4999

## REASON

This version 0767.25 software service bulletin provides an upgrade from version 0767.13 (or later) that includes the following changes:

- **GPS/WAAS Updates:** GPS/WAAS software has been updated to satisfy new requirements associated with RTCA/DO-229D.
- **User Defined Holding Patterns:** This new feature is designed to allow the pilot to define his own holding patterns in the flight plan. This feature does not remove the system's capability to fly existing pre-defined holding patterns.
- **Geo-Reference Garmin Flight Charts:** This update will allow the default electronic departure chart provided by Garmin (FliteCharts) to also provide a GPS derived aircraft ownership overlay above the currently selected chart similar to Chartview. This feature only applies to Approach Charts that are to scale.
- **Localizer Performance (LP) Approach Support:** This update adds software support to display and fly Localizer Performance (LP) approaches on the G1000 system.
- **Radius to Fix (RF) leg Support:** An RF or Radius to Fix leg defines a circle of specified radius enabling an aircraft to fly a precise curved flight path relative to the surface of the earth. Phase 14 software update adds software support for Radius to Fix legs (RF legs) functionality.
- **LNAV/VNAV and LNAV+V Approaches:** Previously, CDI (Course Deviation Indicator)/HSI (Horizontal Situation Indicator) scaling was incorrect on a limited number of LNAV/VNAV and LNAV+V approaches. As a result Garmin removed the capability of selecting these affected approaches starting Database cycles 1013 and 1103. Phase 14 restores these approaches that were suppressed in compliance with Service Advisory 1047.
- **ADS-B Out Support:** Supports ADS-B Out functionality when installed by Caravan service bulletin CAB-34-04.
- **Prist Free Capability:** Hardware, wiring and software to support the ability not to use Prist anti-icing additive in the fuel when operating in temperatures of 5 degrees Celsius or lower.
- **Heading Split:** Fixes an issue where heading splits during flight cause sensor miscompares between headings displayed from the AHRS 1 and AHRS 2.
- **SAR:** Fixes an issues with circular SAR patterns where the Direct-To that the system creates to enter the SAR pattern starts at the wrong location. This causes an undesired turn onto the pattern and an incomplete orbit.

## DESCRIPTION

This service bulletin provides parts and instructions to upgrade the G1000 software to version 0767.25 from version 0767.13 (or later). Group A airplanes that have not incorporated the original issue of

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CAB-34-03 or have a software version earlier than 767.23 must complete this service bulletin in its entirety. Group A airplanes that have incorporated the original issue of CAB-34-03 or have software version 767.23 or 767.24 must incorporate Step 2 of this service bulletin. Group B airplanes must incorporate Step 2 of this service bulletin.

### COMPLIANCE

**RECOMMENDED.** This service bulletin should be accomplished within the next 1200 flight hours or 24 months, whichever occurs first.

A service document published by Textron Aviation may be recorded as *completed* in an aircraft log only when the following requirements are satisfied:

- 1) The mechanic must complete all of the instructions in the service document, including the intent therein.
- 2) The mechanic must correctly use and install all applicable parts supplied with the service document kit. Only with written authorization from Textron Aviation can substitute parts or rebuilt parts be used to replace new parts.
- 3) The mechanic or airplane owner must use the technical data in the service document only as approved and published.
- 4) The mechanic or airplane owner must apply the information in the service document only to aircraft serial numbers identified in the *Effectivity* section of the document.
- 5) The mechanic or airplane owner must use maintenance practices that are identified as acceptable standard practices in the aviation industry and governmental regulations.

No individual or corporate organization other than Textron Aviation is authorized to make or apply any changes to a Textron Aviation-issued service document or flight manual supplement without prior written consent from Textron Aviation.

Textron Aviation is not responsible for the quality of maintenance performed to comply with this document, unless the maintenance is accomplished at a Textron Aviation-owned Service Center.

### APPROVAL

Cessna received FAA approval for the technical data in this publication that changes the airplane type design.

### FLIGHT CREW OPERATIONS

Refer to the attached *Flight Crew Operations Summary*.

### CONSUMABLE MATERIAL

You must use the consumable materials that follow, or their equivalent, to complete this service bulletin.

NAME	NUMBER	MANUFACTURER	USE
Sealant	U000117	Textron Aviation Textron Aviation Parts Distribution 5800 East Pawnee, PO Box 1521 Wichita, KS 67218	To refill conduit

### TOOLING

DMC AFM8 Crimping Tool (or equivalent);

K42 Adapter or equivalent for 22 gauge wire.

### WEIGHT AND BALANCE INFORMATION

Negligible

**REFERENCES**

Cessna Model 208 Maintenance Manual.

The following document is available for download from [www.txtavsupport.com](http://www.txtavsupport.com) and Cessna Authorized Service Facilities can view it at [www.garmin.com](http://www.garmin.com):

Garmin G1000 Caravan Line Maintenance Manual, Part Number 190-00869-00, Rev. G or later.

**NOTE:** Make sure all publications used are complete and current. Refer to [www.txtavsupport.com](http://www.txtavsupport.com).

**PUBLICATIONS AFFECTED**

Cessna Model 208 Illustrated Parts Catalog;

Pilot's Operating Handbook and FAA approved Airplane Flight Manual.

**ACCOMPLISHMENT INSTRUCTIONS**

**NOTE:** Obtain the applicable POH supplements listed in the Flight Crew Operations Summary of this service bulletin before starting the modification.

**NOTE:** PT6A-140 Engines that are before and include Serial No. PCE-VA0084 accomplish Pratt & Whitney service bulletin 1724 prior to wiring modification.

**NOTE:** PT6A-140 Engines that are before and include Serial No. PCE-VA0210 accomplish Pratt & Whitney service bulletin 1736 prior to wiring modification.

**NOTE:** Addition of wiring is recommended to be accomplished by an avionics facility or technician with experience in fabricating 22 gauge wiring harnesses.

1. **Group A airplanes with FAST ETM installed that have not incorporated the original issue of CAB-34-03 or have a software version earlier than 767.23:** Contact DPHM support at [DPHMsupport@pwc.ca](mailto:DPHMsupport@pwc.ca) to request the FAST ETM Rev. C config file. Provide airframe, engine, and FAST ETM serial numbers. Allow 48 hours for response. Do not install these files before step 3.
  - A. Prepare the airplane for maintenance.
    - (1) Make sure that the airplane is electrically grounded.
    - (2) Make sure that all switches are in the OFF/NORM position.
    - (3) Place a "Maintenance in Progress" warning tag in the cockpit of the aircraft.
  - B. Accomplish Pratt & Whitney service bulletins 1736 and 1724, as applicable.
  - C. (Refer to Figure 1, Sheet 1 and 2.) Add wiring from GEA71 to Fuel Temp Probe as follows:
    - (1) Remove pilot seat. (Refer to Cessna Model 208 Maintenance Manual, Chapter 25, Flight Compartment - Maintenance Practices.)
    - (2) Remove PFD1, MFD, and GEA71.
    - (3) (Refer to Figure 1, Sheet 1.) Remove GEA rack backplate from rack, remove GEA mating connectors from the backplate and do the wiring modification on Connector Reference Designator PI001 (Garmin Reference Designator 1P701).
    - (4) Route a wire to the left side of the bulkhead.
    - (5) Remove left hand engine side cowling.
    - (6) (Refer to Figure 1, Sheet 2.) Remove the firewall fuselage conduit, which is next to the standby alternator box.
    - (7) Remove tie straps and sealer from inside of the conduit feed-through.
    - (8) Route wiring from left hand side of the bulkhead through the conduit to the left hand engine using the existing wire bundle. Remove cap from fuel temp probe.

- (9) Terminate the wires and connect to the fuel temp probe.
- (10) Refill U000117 sealant in the conduit and reinstall the conduit. Replace any tie straps on the conduit.  
**NOTE:** Allow sealant appropriate time to cure.
- (11) Reinstall PFD1, MFD and GEA71.
- (12) Reinstall pilot seat. (Refer to Cessna Model 208 Maintenance Manual, Chapter 25, Flight Compartment - Maintenance Practices.)

2. **Group A and Group B airplanes** accomplish the following:

**NOTE:** If the system software or configuration fails to upload correctly during accomplishment of this service bulletin, do the upload again. Do not try to upload more than five times. If the system does not upload after the fifth attempt, refer to the Garmin Line Maintenance Manual, 190-00869-00 Revision G or later, Appendix B.10 Software / Configuration Troubleshooting. If the system still does not upload, contact Cessna Customer Care: Telephone 316-517-5800 or FAX 316-517-7271. **Do not cancel a software or configuration upload that is in progress. Let the system either successfully load or fail.**

**NOTE:** If the alert chime comes on at any time during the accomplishment of this service bulletin, you can go to the Alert Configuration page in the GDU page group, push the soft key directly below the ACK, and this should make the chime stop. You can also accomplish this on the MFD screen if you need to make the chime stop during a software load.

**NOTE: Group A** airplanes prepared for maintenance in step 1.A. These airplanes should go to step 2.B.

A. Prepare the airplane for maintenance.

- (1) Make sure that the airplane is electrically grounded.
- (2) Make sure that all switches are in the OFF/NORM position.
- (3) Place a "Maintenance in Progress" warning tag in the cockpit of the aircraft.

B. Do the pre-loading procedure as follows:

- (1) Make sure that all of the necessary circuit breakers are pushed in for normal mode startup of the G1000 System.
- (2) Make sure that the EXTERNAL POWER switch is set to BUS and the AVIONICS 1 and 2 switches are set to ON.
- (3) Let the system Power on in normal mode.
- (4) Disengage the PFD1 circuit breaker.
- (5) Push and hold the ENT key on the PFD1 and engage the PFD1 circuit breaker.
- (6) Release the ENT key when the message **INITIALIZING SYSTEM** shows on the PFD1.
- (7) Turn the large FMS knob on the PFD1 to go to the GDU group.
- (8) Turn the small FMS knob to go to the AIRFRAME CONFIGURATION page.
- (9) Push the small FMS knob on the PFD1 to start the cursor and then turn the large FMS knob to scroll to the AIRFRAME box.
- (10) Turn the small FMS knob on the PFD1 to scroll through the list of options shown and use Table 2 to make a list of the options installed on the airplane. This list is necessary to do the configuration procedures in Step 2.E.
- (11) Disengage the PFD1, PFD2, and MFD circuit breakers.
- (12) Make sure that you have TERRAIN DATA CARD to re-load the TAWS configuration.

- C. Load the GDU (PFD1, PFD2, and MFD) Software as follows:
- (1) Remove the GDU Supplemental Database (SD) Cards from the bottom slot of the PFD1, PFD2, and MFD displays and identify each as PFD1, PFD2, or MFD.
  - (2) Keep the cards in a safe place for later installation.
  - (3) Install the 010-00681-18 G1000 Software Loader Card into the upper slot of the PFD2 display.
  - (4) Push and hold the ENT key on the PFD2 while you engage the PFD2 circuit breaker.
  - (5) Release the ENT key when the message **INITIALIZING SYSTEM** shows on the PFD2.
  - (6) Push the YES soft key to upload GDU system files when the message **DO YOU WANT TO UPDATE SYSTEM FILES?** shows.
  - (7) Push any key when the prompt **PRESS ANY KEY TO CONTINUE** shows on the PFD2.
  - (8) The software installation to the PFD2 is done when the screen goes into the configuration mode.
  - (9) Remove the software loader card from the PFD2 slot but do not remove power from the display.
  - (10) Put the software loader card into the MFD upper SD Card slot.
  - (11) Push and hold the ENT key on the MFD and engage the MFD circuit breaker.
  - (12) Release the ENT key when the message **INITIALIZING SYSTEM** shows on the MFD.
  - (13) Do steps 2.C.6 thru 2.C.9 again for the MFD.
  - (14) After the loading is complete, remove the SD Card from the MFD slot but do not remove power from the display.
  - (15) Put the software loader card into the PFD1 upper SD Card slot.
  - (16) Push and hold the ENT key on the PFD1 and engage the PFD1 circuit breaker.
  - (17) Release the ENT key when the message **INITIALIZING SYSTEM** shows on the PFD1.
  - (18) Do steps 2.C.6 thru 2.C.9 again for the PFD1.
  - (19) The PFD1 will start in the configuration mode when you complete the update. Do not remove power from the PFD1. Keep the software loader card in the upper slot of the PFD1.
- D. Do the initial G1000 software and configuration upload:
- (1) Turn the large FMS knob on the PFD1 to go to the SYSTEM group and then turn the small FMS knob to go to the SYSTEM UPLOAD page.
  - (2) Push the small FMS knob on the PFD1 to start the cursor.
  - (3) In the "Group" field, select "Caravan Baseline Loads." In the "Item" field, select the baseline load from the table below that matches what was recorded in Table 2.

Table 1

Item
Cessna 208B PT6A-114A - Baseline Configuration
Cessna 208B PT6A-140 - Baseline Configuration
Cessna 208 PT6A-114A - Baseline Configuration

- (4) Push the LOAD soft key to install the software and configuration settings.

**NOTE:** The software included in the 010-00681-18 SD Card will automatically determine all other files that must be loaded.

- (5) Monitor the upload status. When the **Upload Complete** message is shown, push the ENT key to select OK.

**NOTE:** This can take up to 60 minutes.

- (6) If a software or configuration upload shows a failure, the software upload process will stop, and you must do the software upload procedure again. Do steps 2.D.4 thru 2.D.6 again as necessary up to a total of five times until you successfully complete the configuration upload. If after five times the software configuration fails, do an inspection of and correct the hardware failures and start the configuration upload again. (Refer to Garmin Line Maintenance Manual, 190-00869-00 Revision G or latest revision.)

- (7) It is safe to cycle the airplane power if the upload has stopped.

- E. Use the list of options you made in TABLE 2 and load the applicable options installed on the airplane as follows:

**NOTE:** This can take several minutes for each option.

**WARNING:** Do not configure an option that is not installed on the airplane.

- (1) Turn the large FMS knob counterclockwise to go to the GROUP file menu.
- (2) Turn the small FMS knob clockwise to expand the GROUP file and pull down menu and highlight INSTALLATION OPTIONS - SUBMENU group as defined by the related SUBMENU Column entry for each installation option listed in Table 2.
- (3) Push the ENT key.
- (4) Turn the large FMS knob clockwise to go to the ITEM menu (if you are not already at the ITEM menu).
- (5) Turn the small FMS knob to expand the ITEM pull down menu field and highlight one of the Cessna Caravan options from TABLE 2 that is applicable to your airplane. Highlight only those options from Table 2 that are installed on your airplane.

**NOTE:** Options found in the ITEM pull down menu that are not listed in Table 2 are not applicable to current field airplanes.

- (6) Push the ENT key.
- (7) Push the LOAD soft key to install the software.
- (8) Monitor the upload status. When the **Upload Complete** message is shown, push the ENT key to select OK.
- (9) If a software option upload shows a failure, the software upload process will stop, and you must do the software upload procedure again. Do Steps 2.E.7 thru 2.E.9 again as necessary for that option up to a total of five times until you successfully complete the configuration upload. If after five times the software configuration fails, do an inspection of and correct the hardware faults and start the software option upload again. (Refer to Garmin Line Maintenance Manual, 190-00869-00 Revision G or latest revision.)
- (10) Do Steps 2.E.1 thru 2.E.9 again until all applicable software option uploads are complete.
- (11) Push the small FMS knob to stop the cursor.
- (12) Push the UPDT CFG and then the ENT keys to select YES to update the PFD1 configuration module.
- (13) Push the ENT key to select OK after you see the **UPDATE CONFIG COMPLETE** message.



TABLE 2

INSTALLED (YES / NO)	CONFIGURATION LABEL	BASELINE / OPTIONS	SUBMENU
	208B 114A B	Cessna 208B PT6A-114A	Baseline
	208B 140 Ba	Cessna 208B PT6A-140	Baseline
	208 Base	Cessna 208 PT6A-114A	Baseline
	300 A Gen	Cessna Caravan – 300A Generator Installation Option	General
See Note Below Table 2		Cessna Caravan - FAST ETM Installation Option	PT6A-140 Only
	KR87 ADF	Cessna Caravan – KR87 ADF Installation Option	General
	Artex ELT	Cessna Caravan – Artex C406-N ELT Installation Option	General
	Beta	Cessna Caravan – Beta Installation Option	General
	FDR / CVR	Cessna Caravan – FDR /CVR Installation Option	General
	GDL 69A	Cessna Caravan – GDL 69A Installation Option	General
	Dual GTX 33	Cessna Caravan – Dual GTX 33 Installation Option	General
	GWX 68	Cessna Caravan – GWX 68 Installation Option	General
	HF	Cessna Caravan – HF Installation Option	General
	NiCd Batt	Cessna Caravan – NiCd Installation Option	General
	2nd GMA1347	Cessna Caravan - Dual GMA 1347 Audio Installation Option	
	Gn/Alt Ovht	Cessna Caravan – Gen/Alt Overheat Installation Option	General
	Prop Heat	Cessna Caravan – Prop Heat Installation Option	PT6A-114A Only
	KRA 405B RA	Cessna Caravan – KRA 405B Installation Option	General
	KTA 870 TAS	Cessna Caravan – KTA 870 TAS Installation Option	General
	TKS LP or TKS w/Pod	Cessna Caravan – TKS Installation Option	General
	WX 500	Cessna Caravan – WX 500 Installation Option	General

INSTALLED (YES / NO)	CONFIGURATION LABEL	BASELINE / OPTIONS	SUBMENU
	Com3 w/GMA2	Cessna Caravan - Com3 w/2nd Audio Installation Option	General
	ADF w/GMA2	Cessna Caravan - KR87 ADF w/2nd Audio Installation Option	General

**NOTE:** FAST ETM option is loaded for aircraft serials 208B5000 through 208B5120 that have complied with CAB-77-01. In addition, FAST ETM option is loaded for serials 208B5121 through 208B5366.

F. Do the transponder configuration as follows:

- (1) Using the FMS knobs, go the "Aircraft Configuration" page in the "System" group.
- (2) Configure the aircraft registration number and the VFR code in the "Aircraft Configuration" window if they are not already present. Enter the ICAO address if this field has not automatically populated.
- (3) Press the "SET GTX1" softkey and select "OK." The box after GTX1 should now have a green check.
- (4) (Airplanes equipped with dual transponders) Press the "SET GTX2" softkey and select "OK." The box after GTX2 should now have a green check.

G. Do the manifest configuration verification as follows:

- (1) On the PFD1, turn the large FMS knob to go to the SYSTEM group. Turn the small FMS knob to go to the MANIFEST CONFIGURATION page.
- (2) (Refer to TABLE 3.) Make sure that the data file and file version shown in **TABLE 3** are shown in the SYSTEM field window.

**TABLE 3**

DATA FILE	FILE VERSION
006-B0767-25	0767.25

- (3) Put the AVIONICS 1 and 2 switches to the OFF position and remove the software SD loader card from the top slot of the PFD1 to PFD2.
- (4) Install the three GDU Supplement Database SD Cards into the bottom slots of the PFD1, PFD2, and MFD from which you removed them.
- (5) Pull PFD1 and MFD circuit breakers. Set avionics switches to the ON position.
- (6) Put the AVIONICS 1 and 2 switches to the ON position and let the system power on in normal mode.
- (7) On PFD2, when "DO YOU WANT TO UPDATE SYSTEM FILES" appears, select "NO."
- (8) When "DO YOU WANT TO UPDATE SPLASH SCREEN FILES" appears, select "YES."
- (9) When the splashscreen file has completed, PFD2 will advance to the normal PFD screen. Remove SD card from PFD2 and insert into top slot of MFD. Push in MFD breaker.
- (10) On the MFD, when "DO YOU WANT TO UPDATE SYSTEM FILES" appears, select "NO."
- (11) On the MFD, "DO YOU WANT TO UPDATE SPLASH SCREEN FILES" appears, select "YES."
- (12) When the splashscreen file update has completed, the MFD will advance to the normal MFD splashscreen page. Remove SD card from MFD and insert into top slot of PFD1. Push in PFD1 breaker.

- (13) Repeat steps 2.G.7 and 2.G.8 for PFD1.
- (14) When the splashscreen file update has completed, PFD1 will advance to the normal PFD screen. Make sure that no unexpected G1000 system messages, alerts, annunciations, or Red X's are shown on PFD1, PFD2, or the MFD on the AUX-SYSTEM STATUS page.
- (15) Remove the SD loader card and stow the software SD loader card in the blue airplane sleeve found in the airplane POH.
- (16) Look at TABLE 4.
  - (a) If one or more options shown in TABLE 4 were ordered at the factory or installed by service bulletin, go to Step 2.H.
  - (b) If no options shown in TABLE 4 were previously installed at the factory, go to Step 2.I.
- H. Do the procedure that follows to re-enable the options from TABLE 4 that the owner had previously ordered.

**TABLE 4: OPTIONS TO ENABLE**

TAWS Configuration (010-00330-51 TAWS Unlock Card)
Jepp Chartview Configuration (010-00330-50 Chartview Unlock Card)
Enhanced SAR Configuration (010-00330-59 Enhanced SAR Unlock Card)
Synthetic Vision Technology (SVT) Configuration (010-00330-55 SVS Unlock Card)
<b>NOTE:</b> An SD unlock card for each of the options shown in this table was delivered with the airplane as loose equipment or purchased from Cessna Service Parts and Programs and is necessary to enable the option.

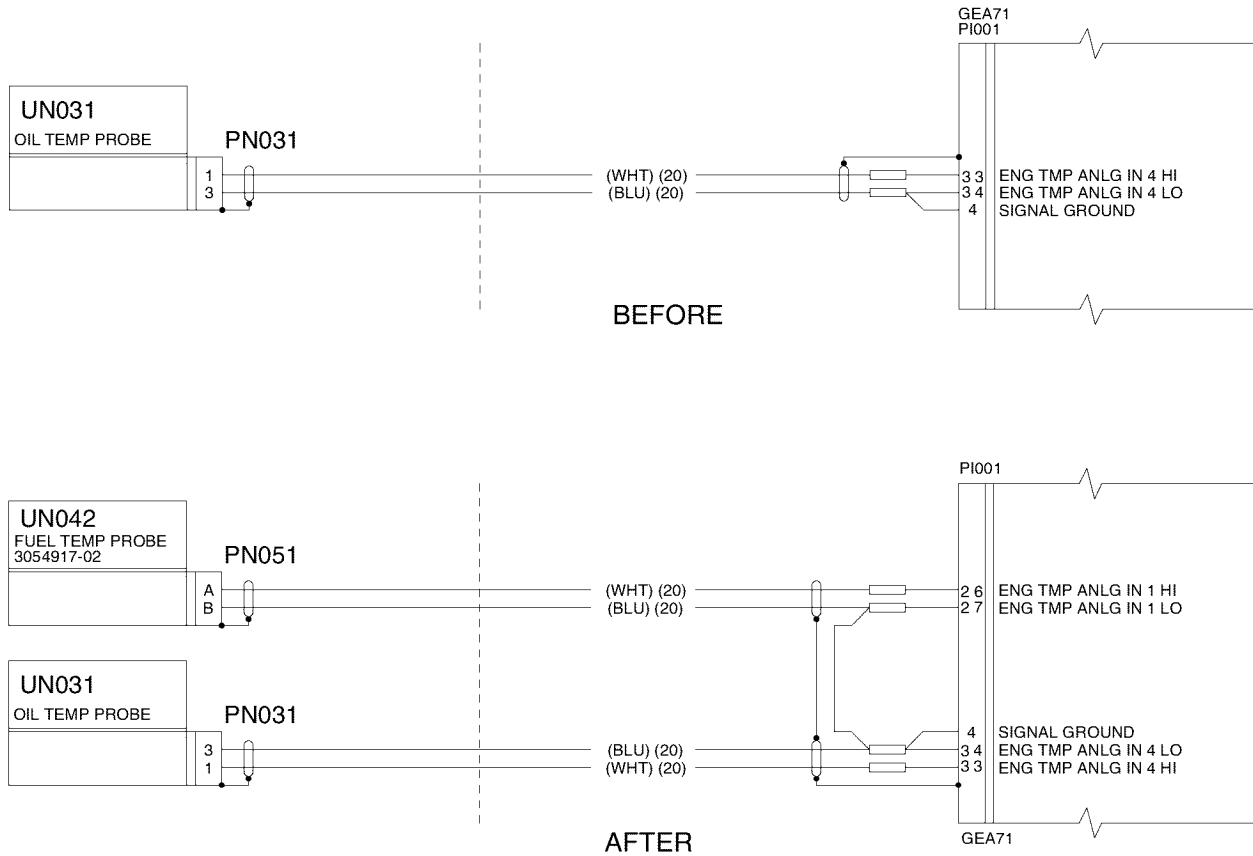
- (1) Disengage the PFD1, PFD2, and MFD circuit breakers.
- (2) Remove the GDU Supplemental Database SD Cards from the bottom slot of the PFD1, PFD2, and MFD displays as applicable.
- (3) Push and hold the ENT key on the PFD2 while you engage the PFD2 circuit breaker.
- (4) Release the ENT key when the message **INITIALIZING SYSTEM** shows on the PFD2.
- (5) Push and hold the ENT key on the MFD and engage the MFD circuit breaker.
- (6) Release the ENT key when the message **INITIALIZING SYSTEM** shows on the MFD.
- (7) Put the 010-00330-51 TAWS Unlock Card (010-00330-50 Chartview Unlock Card, 010-00330-55 SVS Unlock Card), and 010-00330-59 Enhanced SAR Unlock Card, into the upper slot of the PFD1 display.
- (8) Push and hold the ENT key on the PFD1 and engage the PFD1 circuit breaker.
- (9) Release the ENT key when the message **INITIALIZING SYSTEM** shows on the PFD1.
- (10) On the PFD1, turn the large FMS knob to go to the SYSTEM group and turn the small FMS knob to go to the SYSTEM UPLOAD page.
- (11) Push the small FMS knob to activate the cursor.
- (12) Turn the small FMS knob to expand the drop down menu and highlight CONFIGURATION FILES.
- (13) Push the ENT key.
- (14) Turn the small FMS knob to expand the drop down menu. Highlight ENABLE TAWS (ENABLE CHARTVIEW or ENABLE SVS DUAL PFD) and Enhanced SAR Configuration.
- (15) Push the ENT key.

- (16) Push the LOAD soft key to start the upload.
- (17) Push the ENT key after you see the **UPLOAD COMPLETE** message.
- (18) Push the UPDT CFG and then the ENT keys to select YES to update the PFD1 configuration module.
- (19) Push the ENT key to select OK after you see the **UPDATE CONFIG COMPLETE** message.
- (20) If you will enable more options from TABLE 4, disengage the PFD1 circuit breaker and do Steps 2.H.7 thru 2.H.20 for each of the remaining options as necessary.
- (21) If a software option upload shows a failure, the software upload process will stop, and you must do the software upload procedure again. Do Steps 2.H.7 thru 2.H.20 again as necessary for that option up to a total of five times until you successfully complete the configuration upload. If after five times the software configuration fails, do an inspection of and correct the hardware faults and start the software option upload again. (Refer to Garmin Line Maintenance Manual, 190-00869-00 Revision G or latest revision.)
- (22) Put the AVIONICS 1 and 2 switches to the OFF position and remove the SD unlock card from the upper slot of the PFD1.
- (23) Keep all SD unlock cards with the airplane in the blue aircraft software sleeve in the airplane's POH.
- (24) Install the three GDU Supplement Database SD Cards into the bottom slots of the PFD1, PFD2, and MFD from which you removed them.
- (25) Put the AVIONICS 1 and 2 switches to the ON position and let the system power on in normal mode.
- (26) Make sure that no unexpected G1000 system messages, alerts, annunciations, or Red X's are shown on PFD1, PFD2, or the MFD on the AUX-SYSTEM STATUS page.
- I. Change the date/time format as follows:
  - (1) With the displays in normal mode, go to the AUX SYSTEM SETUP page on the MFD.
  - (2) Push the small FMS knob to activate the cursor.
  - (3) Turn the small FMS knob to expand the drop down menu and highlight UTC.
  - (4) Push the ENT key.
3. **Group A airplanes with FAST ETM installed that have not incorporated the original issue of CAB-34-03 or have a software version earlier than 767.23:** Update the FAST ETM to configuration Revision C and verify.
  - A. Follow the instructions included in the e-mail from DPHM to install the new config files.
  - B. Click the Live Data button on the left side of the Monitor™ main program view.
  - C. Select all of the parameters and click 'Retrieve Selected.' Ensure fuel temperature is included on the list.
  - D. Ensure that valid data is being displayed for all parameters (none are red).
  - E. Shutdown Monitor™ and disconnect the laptop from the FAST ETM.
  - F. Remove the cabin rear wall. (Refer to Cessna Model 208 Maintenance Manual, Chapter 25, Rear Compartment Wall - Maintenance Practices.)
  - G. Update the 'CFG' line of the FAST ETM dataplate to reflect the config rev. C installation.
  - H. Reinstall the cabin rear wall. (Refer to Cessna Model 208 Maintenance Manual, Chapter 25, Rear Compartment Wall - Maintenance Practices.)
4. (For European registered airplanes only.) With the G1000 system powered on in normal mode (Avionics Bus 1 and Bus 2 switches engaged and all avionics circuit breakers closed), on the MFD visit the

AUX-SYSTEM SETUP page. Turn the large FMS knob to highlight CHANNEL SPACING in the COM CONFIG field and turn the small FMS knob to expand the drop down menu and highlight 8.33KHz. Push the ENT key.

5. Remove power from the airplane and remove the external power source.
6. Do the software and the paper documentation as follows:
  - A. Replace the Garmin G1000 Integrated Flight Deck Cockpit Reference Guide part number 190-00748-00 (or later) with part number 190-00748-06.
  - B. If desired, replace the Garmin G1000 Pilot's Guide part number 190-00749-00 (or later) with the optional part number 190-00749-06.
  - C. Remove, destroy, and discard the old Garmin G1000 Software SD Loader Card from the airplane to eliminate the possibility of reloading the incorrect software at a later date.
7. Remove the maintenance warning tag.
8. Make an entry in the airplane logbook that states compliance and method of compliance with this service bulletin.

A101131



**NOTE:** ALL WIRES ARE 22 GAUGE UNLESS MARKED OTHERWISE.

2677T260  
 2677T260

Figure 1. Garmin G1000 System Software Upgrade to Version 0767.25 (Sheet 1)

A102308

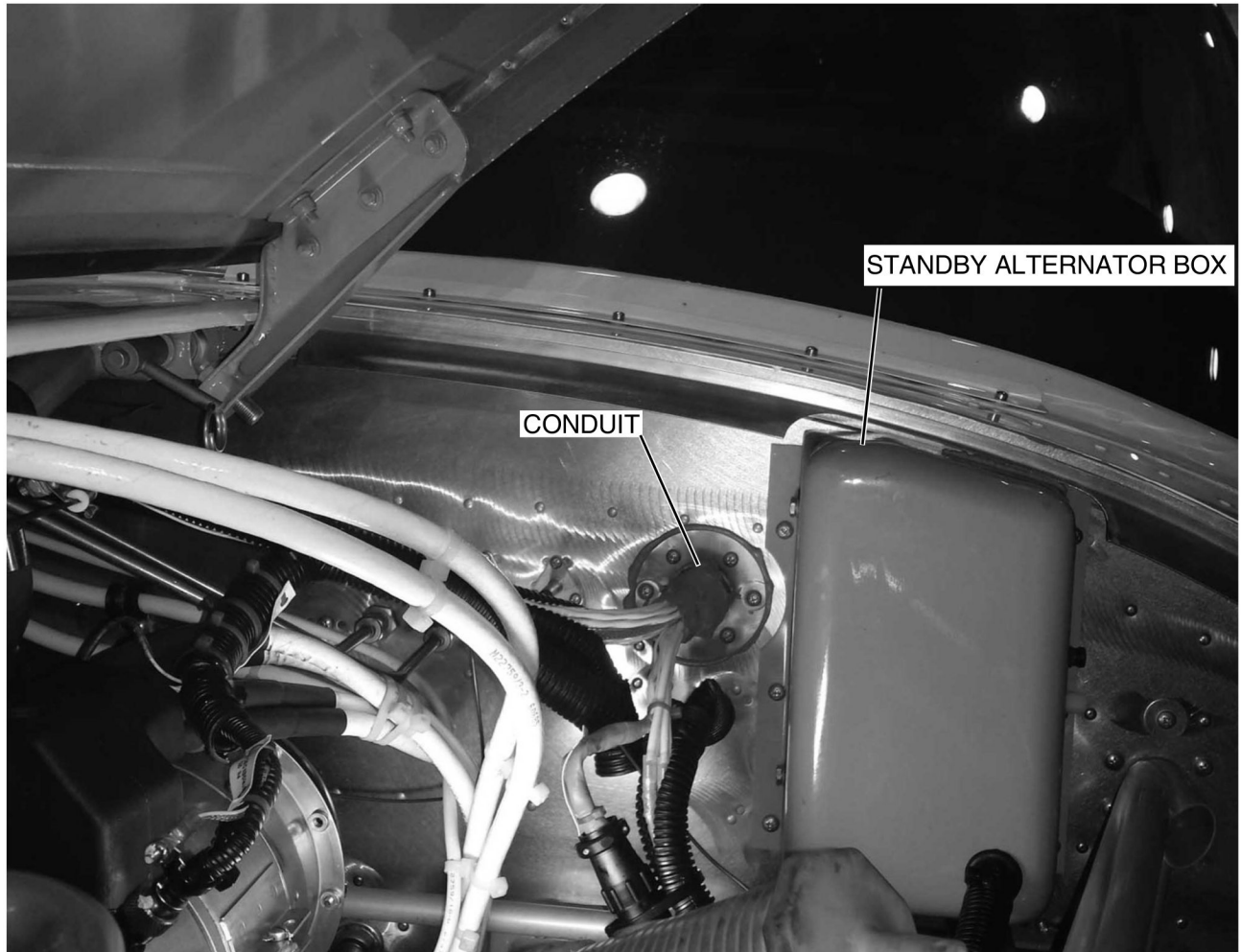


Figure 1. Garmin G1000 System Software Upgrade to Version 0767.25 (Sheet 2)

**MATERIAL INFORMATION**

Order the kit below to install this modification.

NEW P/N	QUAN- TITY	KEY WORD	OLD P/N	INSTRUCTIONS/ DISPOSITION
<b>CAB-34-03</b>	1	<b>Kit</b> , consisting of the following parts:	Same	
MS3459L12S3S	1	Plug	N/A	
S3744-12-90	1	Backshell	N/A	
M39029/30-217	2	Socket Contact	N/A	
M81824/1-1	1	Permanent Environmental Splice	N/A	This splice converts 20 AWG to 22 AWG going into pin 26
M81824/1-2	2	Permanent Environmental Splice	N/A	Connect pin 27 to pin 4/24
M27500-20ML2T08	107 Inches	Electrical Wire	N/A	
S2974N3	3	Solder Sleeve	N/A	To connect Fuel Temp Shield to Oil Temp Shield and Fuel Temp Shield to its backshell
M81044/12-22-9	60 Inches	Electrical Wire Not Marked	N/A	
M39029/58-360	4	Pin Contact	N/A	For pins 26, 27, 34, 4
MS25036-102	1	Terminal	N/A	22-16 AWG ring terminal to connect to backshell
MS3367-1-0	20	Black Zip Tie	N/A	
CAB-34-03	1	Instructions		

In addition to the parts in the above table, the items below will need to be ordered.

NEW P/N	QUANTITY	KEY WORD
010-00681-18	1	Software Card
S4001-2	2	I.D. Sleeve
P610079	1 Foot	Black Cover Tube
S4111-2A	1	Nameplate - Electrical
190-00748-06, Rev. B	1	Garmin G1000 Integrated Flight Deck Cockpit Reference Guide for the Cessna Caravan



## FLIGHT CREW OPERATIONS SUMMARY

This summary provides additional information for the flight crew regarding operational changes as a result of accomplishment of this service bulletin. Please remove this summary from the service bulletin and give it to the flight crew. This summary is *informational only* and does not supersede any information in the FAA-approved airplane flight manual.

Verify the following POH/AFM Temporary Revisions (TR) have been incorporated into the POH at the completion of CAB-34-03 or that the airplane is operating on POH/AFM Rev. 3 (208PHBUS-03) or later.

<b>208 (675 SHP) G1000 - Serials 20800416 and 20800500 thru 20800600</b>	
Temporary Revision Number	Service Bulletin Number or Serial Effectivity
208PHBUS-02 TR18	20800416 and 20800500 thru 20800600
208PHBUS-02 TR19	20800416 and 20800500 thru 20800600
208PHBUS-02 TR20	20800416 and 20800500 thru 20800600
208PHBUS-02 TR21	20800416 and 20800500 thru 20800600
208PHBUS-02 TR22	20800416 and 20800500 thru 20800600
208PHBUS-02 TR24	Airplanes 20800582 thru 20800600, 20800416 and 20800500 thru 20800581 incorporating CAB-34-03
208PHBUS-02 TR25	20800416 and 20800500 thru 20800600
208PHBUS-02 TR27	20800416 and 20800500 thru 20800600
208PHBUS-02 TR28	20800416 and 20800500 thru 20800600
208PHBUS-02 TR29	20800416 and 20800500 thru 20800600
208PHBUS-02 TR31	20800416 and 20800500 thru 20800600

Verify the following POH/AFM Temporary Revisions (TR) have been incorporated into the POH at the completion of CAB-34-03 or that the airplane is operating on POH/AFM Rev. 3 (208BPHBUS-03) or later.

<b>208B (675 SHP) G1000 - Serials 208B1190, 208B1216, 208B2000 thru 208B2196 and 208B2198 thru 208B4999</b>	
Temporary Revision Number	Service Bulletin Number or Serial Effectivity
208BPHBUS-02 TR07	208B1190, 208B1216, 208B2000 thru 208B2196, and 208B2198 thru 208B4999
208BPHBUS-02 TR08	208B1190, 208B1216, 208B2000 thru 208B2196, and 208B2198 thru 208B4999
208BPHBUS-02 TR09	208B1190, 208B1216, 208B2000 thru 208B2196, and 208B2198 thru 208B4999
208BPHBUS-02 TR10	208B1190, 208B1216, 208B2000 thru 208B2196, and 208B2198 thru 208B4999
208BPHBUS-02 TR11	208B1190, 208B1216, 208B2000 thru 208B2196, and 208B2198 thru 208B4999
208BPHBUS-02 TR12	208B1190, 208B1216, 208B2000 thru 208B2196, and 208B2198 thru 208B4999
208BPHBUS-02 TR14	208B1190, 208B1216, 208B2000 thru 208B2196, and 208B2198 thru 208B4999 incorporating CAB-34-03
208BPHBUS-02 TR15	208B1190, 208B1216, 208B2000 thru 208B2196, and 208B2198 thru 208B4999
208BPHBUS-02 TR17	208B1190, 208B1216, 208B2000 thru 208B2196, and 208B2198 thru 208B4999
208BPHBUS-02 TR18	208B1190, 208B1216, 208B2000 thru 208B2196, and 208B2198 thru 208B4999
208BPHBUS-02 TR19	208B1190, 208B1216, 208B2000 thru 208B2196, and 208B2198 thru 208B4999

Verify the following POH/AFM Temporary Revisions (TR) have been incorporated into the POH at the completion of CAB-34-03 or that the airplane is operating on POH/AFM Rev. 2 (208BPHCUS-02) or later.

<b>208B EX (867 SHP) G1000 - Serials 208B2197 and 208B5000 thru 208B5400</b>	
Temporary Revision Number	Service Bulletin Number or Serial Effectivity
208BPHCUS-01 TR17	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR18	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR19	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR20	208B5272 thru 208B5400, 208B2197, and 208B5000 thru 208B5271 incorporating CAB-34-03
208BPHCUS-01 TR21	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR22	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR23	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR24	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR25	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR27	208B5272 thru 208B5400, 208B2197, and 208B5000 thru 208B5271 incorporating CAB-34-03
208BPHCUS-01 TR28	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR29	208B5272 thru 208B5400, 208B2197, and 208B5000 thru 208B5271 incorporating CAB-34-03
208BPHCUS-01 TR31	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR32	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR33	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR34	208B5272 thru 208B5400, 208B2197, and 208B5000 thru 208B5271 incorporating CAB-34-03
208BPHCUS-01 TR35	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR36	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR37	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR38	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR39	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR40	208B2197, and 208B5000 thru 208B5400
208BPHCUS-01 TR41	208B2197, and 208B5000 thru 208B5400

Verify the following POH/AFM Temporary Revisions (TR) have been incorporated into the POH at the completion of CAB-34-03 or that the airplane is operating on POH/AFM Rev. 2 (208BPHDUS-02) or later.

<b>208B EX (867 SHP) G1000 with Fairing - Serials 208B2197 and 208B5000 thru 208B5400</b>	
Temporary Revision Number	Service Bulletin Number or Serial Effectivity
208BPHDUS-01 TR17	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR18	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR19	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR20	208B5272 thru 208B5400, 208B2197, and 208B5000 thru 208B5271 incorporating CAB-34-03
208BPHDUS-01 TR21	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR22	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR23	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR24	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR25	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR27	208B5272 thru 208B5400, 208B2197, and 208B5000 thru 208B5271 incorporating CAB-34-03
208BPHDUS-01 TR28	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR29	208B5272 thru 208B5400, 208B2197, and 208B5000 thru 208B5271 incorporating CAB-34-03
208BPHDUS-01 TR31	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR32	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR33	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR34	208B5272 thru 208B5400, 208B2197, and 208B5000 thru 208B5271 incorporating CAB-34-03
208BPHDUS-01 TR35	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR36	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR37	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR38	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR39	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR40	208B2197, and 208B5000 thru 208B5400
208BPHDUS-01 TR41	208B2197, and 208B5000 thru 208B5400

## TITLE

NAVIGATION - GARMIN G1000 SYSTEM SOFTWARE UPGRADE TO VERSION 0767.25

## TO:

Aircraft Owner

## REASON

This version 0767.25 software service bulletin provides an upgrade from version 0767.13 (or later) that includes the following changes:

- **GPS/WAAS Updates:** GPS/WAAS software has been updated to satisfy new requirements associated with RTCA/DO-229D.
- **User Defined Holding Patterns:** This new feature is designed to allow the pilot to define his own holding patterns in the flight plan. This feature does not remove the system's capability to fly existing pre-defined holding patterns.
- **Geo-Reference Garmin Flight Charts:** This update will allow the default electronic departure chart provided by Garmin (FliteCharts) to also provide a GPS derived aircraft ownership overlay above the currently selected chart similar to Chartview. This feature only applies to Approach Charts that are to scale.
- **Localizer Performance (LP) Approach Support:** This update adds software support to display and fly Localizer Performance (LP) approaches on the G1000 system.
- **Radius to Fix (RF) leg Support:** An RF or Radius to Fix leg defines a circle of specified radius enabling an aircraft to fly a precise curved flight path relative to the surface of the earth. Phase 14 software update adds software support for Radius to Fix legs (RF legs) functionality.
- **LNAV/VNAV and LNAV+V Approaches:** Previously, CDI (Course Deviation Indicator)/HSI (Horizontal Situation Indicator) scaling was incorrect on a limited number of LNAV/VNAV and LNAV+V approaches. As a result Garmin removed the capability of selecting these affected approaches starting Database cycles 1013 and 1103. Phase 14 restores these approaches that were suppressed in compliance with Service Advisory 1047.
- **ADS-B Out Support:** Supports ADS-B Out functionality when installed by Caravan service bulletin CAB-34-04.
- **Prist Free Capability:** Hardware, wiring and software to support the ability not to use Prist anti-icing additive in the fuel when operating in temperatures of 5 degrees Celsius or lower.
- **Heading Split:** Fixes an issue where heading splits during flight cause sensor miscompares between headings displayed from the AHRS 1 and AHRS 2.
- **SAR:** Fixes an issues with circular SAR patterns where the Direct-To that the system creates to enter the SAR pattern starts at the wrong location. This causes an undesired turn onto the pattern and an incomplete orbit.

## COMPLIANCE

RECOMMENDED. This service bulletin should be accomplished within the next 1200 flight hours or 24 months, whichever occurs first.

Original Issue - November 1, 2016  
Revision A - January 8, 2019

CAB-34-03  
Page 1 of 3

Textron Aviation Customer Service, P.O. Box 7706, Wichita, KS 67277, U.S.A. 1-316-517-5800

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## LABOR HOURS

## AIRPLANE CONFIGURATION

Airplanes with a software version earlier than 767.23:

16.0 to accomplish the wiring mod and upgrade to software version 767.25

Airplanes upgrading to software version 767.25 only

3.0

## LABOR-HOURS

## MATERIAL AVAILABILITY

PART NUMBER	AVAILABILITY	COST
CAB-34-03	*	*
010-00681-18	*	*
S4001-2	*	*
P610079	*	*
S4111-2A	*	*
190-00748-06, Rev. B	*	*

\* Please contact an Authorized Service Facility for current cost and availability of parts listed in this service document.

Based on availability and lead times, parts may require advanced scheduling.

**WARRANTY**

This bulletin is *recommended*. Eligible airplanes may qualify for parts and labor coverage to the extent noted in the *Labor Hours* and *Material Availability* sections of this document.

**Eligibility:** All Group A airplanes identified within the serial number effectivity of this service document with software version earlier than 767.23, must have an active Airframe Warranty coverage on the Revision 1 issue date of this document and the coverage must be active on the day the work is accomplished. All airplanes identified within the serial number effectivity in Revision 1 of this service document with software version 767.23 or 767.24 are eligible for warranty coverage.

**Parts Coverage:** Textron Aviation-owned and Textron Aviation-authorized Service Facilities may submit a claim for the parts required to accomplish this service document as defined in the *Material Availability* section of this document.

**Labor Coverage:** Textron Aviation-owned and Textron Aviation-authorized Service Facilities rated to perform maintenance on the specific model of Cessna Aircraft may submit a claim for the labor necessary to accomplish this service document as defined in the *Labor Hours* section of this document.

**Credit Application:** After this service document has been accomplished, a claim must be submitted to Textron Aviation within 30 days of the service document completion. Claims for compliance of this service document are to be filed as a W4 type claim.

Please submit your claim form online at [ww2.txtav.com/Parts](http://ww2.txtav.com/Parts) or email the completed Textron Aviation Claim Form to [warranty@txtav.com](mailto:warranty@txtav.com). If submitted on-line a Return Authorization will be provided. If a paper claim is submitted your claim will be entered in to the system and a Return Authorization will be sent to you.

The Return Authorization must accompany any required return parts (see *Material Availability*, to the point of purchase.

Parts to be returned to Textron Aviation Parts Distribution should be forwarded to:

Textron Aviation Parts Distribution  
Warranty Administration  
285 South Greenwich Road  
Bldg B89, Docks 1-4  
Wichita, KS 67206  
USA

**Expiration:** November 1, 2020

Textron Aviation reserves the right to void continued airplane warranty coverage for the parts affected by this service document until the service document is accomplished.

**NOTE:** As a convenience, service documents are now available online to all our customers through a simple, free-of-charge registration process. If you would like to sign up, please visit the "Customer Access" link at [www.txtavsupport.com](http://www.txtavsupport.com) to register.

