

TITLE

NAVIGATION - TRANSMITTAL OF CONTINENTAL SB TMG 601-1010 P2, REV 3, UPDATE GARMIN G1000 CONFIGURATION SOFTWARE

EFFECTIVITY

NOTE: The Models and serials that follow with STC SAO1303W1 (diesel engine) installed.

MODEL**SERIAL NUMBERS**

172S

172S11368, 172S11689, 172S11704,
172S11732, 172S11733, 172S11734,
172S11735, 172S12003, 172S12015,
172S12028, 172S12049, 172S12053,
172S12054, 172S12057, 172S12058,
172S12064, 172S12078, 172S12082,
172S12084, 172S12085, 172S12119,
172S12125, 172S12132, 172S12138,
172S12142, 172S12150, 172S12159,
172S12166, 172S12182, 172S12187,
172S12190, 172S12192, 172S12212,
172S12216, 172S12244, 172S12245

REASON

To keep the G1000 Engine Enable Card software up to date and in relation to the latest revision of the POH supplement.

DESCRIPTION

This service document transmits Continental SB TMG 601-1010 P2, Revision 3 which has instructions to check the latest G1000 software load, if necessary to update the G1000 software, and complete an ammeter recalibration.

NOTE: After loading the Engine Enable software, the G1000 Baseline Software will need to be reloaded.

COMPLIANCE

RECOMMENDED. This service document should be accomplished at the next 100-hour or 12-month (annual-type) inspection.

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.

January 4, 2021

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

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- 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.

CONSUMABLE MATERIAL

No specialized consumable materials are required to complete this service document.

TOOLING

No specialized tooling is required to complete this service document.

REFERENCES

Continental SB TMG 601-1010 P2, Revision 3, (Rev 3 or later revision)

G1000 NAV III Line Maintenance Manual

PUBLICATIONS AFFECTED

None

ACCOMPLISHMENT INSTRUCTIONS

1. Review and complete Continental SB TMG 601-1010 P2, Revision 3 (Rev 3 or later revision).
NOTE: After loading the Engine Enable software, the G1000 Baseline Software will need to be reloaded.
2. Make an entry in the airplane logbook that states compliance and method of compliance with this service document.

MATERIAL INFORMATION

MATERIAL INFORMATION

Model 172R: 17281357 and On, and Model 172S: 172S10432 thru 172S12000, order the parts below to install this modification.

NEW P/N	QUAN-TITY	KEY WORD	OLD P/N	INSTRUCTIONS/ DISPOSITION
010-00905-22	1	SD Card, Engine Enablement		

Model 172S, 172S12001 thru 172S12245, order the parts below to install this modification.

NEW P/N	QUAN-TITY	KEY WORD	OLD P/N	INSTRUCTIONS/ DISPOSITION
010-00905-31	1	SD Card, Engine Enablement		

* Please contact a Textron Aviation Authorized Service Facility for current cost and availability of parts listed in this service document.

NOTE: Refer to the Continental SB TMG 601-1010 P2, Revision 3 (Rev 3 or later revision) or information on the latest software version available. Please consult with your service center to verify the current baseline software version. The baseline software version may have changed since the publishing of Continental SB TMG 601-1010 P2, Revision 3.

TITLE

NAVIGATION - TRANSMITTAL OF CONTINENTAL SB TMG 601-1010 P2, REV 3, UPDATE GARMIN G1000 CONFIGURATION SOFTWARE

TO:

Cessna Model 172S (JT-A) Aircraft Owner

REASON

To keep the G1000 Engine Enable Card software up to date and in relation to the latest revision of the POH supplement.

NOTE: This serviced document is only applicable to airplanes with STC SAO1303W1 (diesel engine) installed.

COMPLIANCE

RECOMMENDED. This service document should be accomplished at the next 100-hour or 12-month (annual-type) inspection.

LABOR HOURS

For planning purposes only:

WORK PHASE	LABOR-HOURS
Software Install	2.5
Software Version Check	0.5

MATERIAL AVAILABILITY

No part are required to complete this service document.

PART NUMBER	AVAILABILITY	COST
010-00905-22	*	*
101-00905-31	*	*

* Please contact a Textron Aviation Authorized Service Facility for current cost and availability of parts listed in this service document.

NOTE: Refer to the Continental SB TMG 601-1010 P2, Revision 3 (Rev 3 or later revision) or information on the latest software version available. Please consult with your service center to verify the current baseline software version. The baseline software version may have changed since the publishing of Continental SB TMG 601-1010 P2, Revision 3.

WARRANTY

This service document 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.

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Eligibility: All airplanes identified in the Serial Effectivity section of this service document.

Parts Coverage: Textron Aviation-owned and Textron Aviation-authorized Service Facilities, operators, or other maintenance 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 Beechcraft 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 or email the completed Textron Aviation Claim Form to warranty@txtav.com. If submitted on-line a Return Authorization will be provided. If a paper claim is submitted your claim will be entered into 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: January 4, 2022 (after this date the owner/operator assumes the responsibility for compliance costs)

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 to register.



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SB TMG 601-1010 P2, Rev. 3

Service Bulletin

PRIORITY 2 - RECOMMENDED

Service Bulletin No. / Date: SB TMG 601-1010 P2, Revision 3 / Nov. 24, 2020

Subject: Update GARMIN G1000 configuration software

Type affected: Cessna C172 R/S with TAE 125-02-114 as well as optional GARMIN G1000 NAV III Avionics and Wide Area Augmentation System (WAAS)

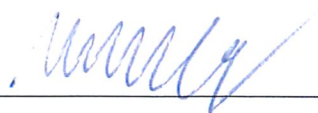

Models affected: All C172 R/S with G1000 integrated engine data

Classification: Category P2 – Recommended

Time of Compliance: At next maintenance action

Reason: To keep the G1000 software up to date and in relation to the latest revision of the POH supplement

Approval: The technical information contained in this document has been approved under the authority of EASA Design Organisation Approval No. EASA.21J.010.

Checked B. Metzdorf, CVE 	Approved M. Heinich, Office of Airworthiness 	07. DEZ. 2020
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Replaces Service Bulletin No. / Date:
SB TMG 601-1010 P2, Revision 2 / Sept. 17, 2019

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Correction:

1. Baseline Software check:

Note: The baseline system software version installed can be found in the upper right corner of the splash screen on the MFD.

- For aircraft serials 17281357 or later [C172R] as well as 172S10432 thru 172S12000 [C172S], verify the system software is version 563.35 or 563.36.
- For aircraft serials 172S12001 thru 172S12245, verify the system software is version 2501.02.

If the aircraft does not have the software version listed above installed, contact support@continentaldiesel.com to obtain software.

2. Software and Engine Configuration update

◆ **Note:** In order to properly load the updated engine configuration, it is required to load the baseline system software and options before using the engine enablement card to load the updated engine configuration.

◆ **Note:** Loading the GARMIN software requires an ammeter recalibration.

a) Installation of Baseline Software and Engine Configuration

◆ **Note:** For aircraft serials 17281357 or later [C172R] as well as 172S10432 thru 172S12000 [C172S]:
Instructions to load the system software and options as well as to enable the engine configuration refer to G1000 Line Maintenance Manual (P/N 190-00352-00 Appendix B, Rev. T; or later) or Textron Aviation Service Bulletin SEB-34-18.

◆ **Note:** For aircraft serials 172S12001 thru 172S12245:
Instructions to load the system software and options as well as to enable the engine configuration refer to Section 3.6 in G1000 STC G1000 NXi Supplemental Maintenance Manual (P/N 190-02128-04 Rev. 4; or later) or Textron Aviation Service Bulletin SEB-34-17.

- Load the baseline system software and options. See step 1 for software version required.
- Load the engine configuration using the engine enablement card listed below:
 - For aircraft serials 17281357 or later [C172R] as well as 172S10432 thru 172S12000 [C172S], use engine enablement card P/N 010-00905-22.
 - For aircraft serials 172S12001 thru 172S12245, use engine enablement card P/N 010-00905-31.

b) Ammeter recalibration:

- Recalibrate Main Bus Amp and Standby Battery Amp in accordance with the G1000 NAV III Line Maintenance Manual, chapter 2.7.
- Recalibrate Alternator Amp as follows:
 - 1) Ensure all aircraft switches are in the OFF-position (incl. Alternator switch) and all circuit breakers are IN.
 - 2) Remove cowlings and covers as necessary to access the J-Box.
 - 3) Disconnect the J2 connector at the J-Box.
 - 4) Remove the alternator line (TD-04-A-04) from the alternator.
 - 5) Apply 28.5 VDC to aircraft via the alternator line ring terminal.
 - 6) While pressing and holding the enter (ENT) button on the PFD, apply power to the essential bus by turning STBY BATT switch to ARM. Release the ENT button after the words INITIALIZING SYSTEM appear on the PFD. This places the PFD in configuration mode.
 - 7) Keep all other switches OFF.
 - 8) On the PFD navigate to the CAL page group using the large FMS knob. Navigate to the HSCM CALIBRATION page using the small FMS knob.
 - 9) Press softkeys 2 (second from the left), 3, 4, 5 in sequence on the PFD.
 - 10) Turn the small FMS knob to select 3A and press the ENT button.
 - 11) If the VALUE under CURRENT DATA is greater than +10 Amps or less than -10 Amps, it is recommended replacing the GEA71. This is referring to VALUE only, not CURRENT CORRECTED VALUE.
 - 12) Press the STORE softkey on the PFD.
 - 13) Select YES and press the ENT button when the Calibrate HSCM offset? message appears.
 - 14) Wait for the GEA to configure. When the GEA configuration is COMPLETE press the ENT button. The CURRENT CORRECTED VALUE should go to approximately zero. The CURRENT CORRECTED VALUE corresponds to what the user sees on the G1000 ammeter when powered up in normal mode.
 - 15) Turn STBY BATT switch to OFF and return aircraft to normal configuration.
 - 16) Charge the standby battery.

c) Manual update:

- Replace the supplement of the pilot operating handbook (POH supplement) for the C172 R/S with TAE 125-02-114 by the latest revision.
Refer to manual download page under www.tmg-service.de.

d) Engine Test Run:

- Perform an engine test run in accordance with OM-02-02.
Pay special attention to the engine indicators.

