INSPECTION DOCUMENT 0A

Date: _____

Registration Number: _____

Serial Number: _____

Total Time: _____

1. Description

A. Inspection Document 0A gives a list of item(s), which are completed during the Annual inspection interval.

B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.

C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Document.

2. General Inspection Criteria

A. As you complete each of the inspection tasks in this Inspection Document, examine the adjacent area while access is available to find conditions that need more maintenance.

B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.

C. Inspection Kits are available for some Inspection Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 208 Illustrated Parts Catalog, Introduction, Service Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
A110001	Interior and Exterior Placard and Decal Detailed Inspection Task 11-00-00-220	ALL			
D121001	Brake System Servicing Task 12-10-01-610	121			
D121003	Shimmy Damper Servicing Task 12-10-01-611	710			
C122101	Landing Gear Lubrication Task 12-21-03-640	700			
C122103	Hartzell Propeller Lubrication Task 12-21-04-640	110			
B212401	Avionics Cooling Fan Operational Check Task 21-24-00-710	211 212			

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
B255201	Cargo Pod Drains Operational Check Task 25-52-00-710	901 902 903 904 905 906			
C270001	Flight Controls Lubrication Task 27-00-00-640	215 216 226 373 374 503 525 603 625			
B273101	Stall Warning System Operational Check Task 27-31-00-710	211 212 503			
C275001	Flap Tracks and Rollers Lubrication Task 27-50-00-640	525 527 625 627			
A281001	Fuel Filler Assembly Detailed Inspection Task 28-10-01-220	521 621			
B284101	Fuel Reservoir Warning System Operational Check Task 28-41-00-710	ENG			
B322001	Shimmy Damper Functional Check Task 32-20-02-720	710			
B761003	Emergency Power Lever Annunciator Light (EPL) Operational Check Task 76-10-01-710	AUX			
	*** End of Inspection Document 0A Inspection Items ***				

Task 11-00-00-220

2. Interior and Exterior Placard and Decal Detailed Inspection

A. General
(1) This task gives the procedures to do a detailed inspection of the placards, decals, and markings on the airplane.

B. Special Tools
(1) None

C. Access
(1) None

D. Do a Interior and Exterior Placard and Decal Detailed Inspection.
(1) Examine the interior of the airplane, including the nose and aft baggage areas, for the installation of all necessary placards, decals, and markings.
(a) For the necessary placards, decals, and markings, refer to the Model 208, Illustrated Parts Catalog or the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.
(2) Examine the exterior of the airplane for the installation of all required placards, decals, and markings.
(a) For the necessary placards, decals, and markings, refer to the Model 208, Illustrated Parts Catalog or the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.
(3) Examine the airplane identification plate.
(a) The identification plate is found on the left side of the stinger, Zone 330. Refer to the Model 208, Illustrated Parts Catalog and Chapter 6, Airplane Zoning - Description and Operation or the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

E. Restore Access
(1) None

End Task

Task 12-10-01-610

2. Hydraulic Brake System Servicing

NOTE: The hydraulic brake system uses two brake cylinders found forward of the pilot's rudder pedals. A hydraulic fluid reservoir on the engine side of the firewall supplies fluid to both cylinders. Bleed the brake system when there is a spongy response to brake pedals. Refer to Chapter 32, Wheels and Brakes - Maintenance Practices.

CAUTION: Make sure to release the parking brake before the start of any servicing of the master cylinder. This will release the pressure in the system.

A. Service the Hydraulic Brake Fluid Reservoir.
   (1) Open the upper left cowling door. Refer to Chapter 71, Engine Cowling and Nose Cap - Maintenance Practices.
   (2) Remove the filler cap from the brake fluid reservoir.
   (3) Visually do a check of the fluid level in the reservoir.
      (a) If the reservoir level is approximately half full or less, fill the reservoir with MIL-PRF-5606 hydraulic fluid to within 0.75 inch of the vent hole that is 0.098 inch in diameter.
   (4) Install the filler cap on the reservoir.
   (5) Close the upper left cowling door. Refer to Chapter 71, Engine Cowling and Nose Cap - Maintenance Practices.

End Task

Task 12-10-01-611

3. Shimmy Damper Servicing

NOTE: There are two different types of shimmy dampers that have different servicing procedures. The two types of shimmy dampers are Cessna and Lord. The Lord shimmy damper does not have field servicing procedures.

A. Fill the Cessna Shimmy Damper with fluid.

NOTE: The shimmy damper barrel is filled with MIL-PRF-5606 hydraulic fluid. A filler plug is on the top of the damper barrel. For servicing instructions that include more than filling the shimmy damper with fluid, refer to Shimmy Damper - Maintenance Practices.

(1) Remove the nose gear fairings to get access to the shimmy damper. Refer to Nose Gear Fairing - Maintenance Practices.
(2) Remove the left upper cowling door and the left lower cowl panel to get access to the shimmy damper. Refer to Chapter 71, Engine Cowling and Nose Cap - Maintenance Practices.
(3) Remove the safety wire from the filler plug.
(4) Remove the filler plug from the shimmy damper.
(5) Visually do a check of the position of the piston.
(6) If it is necessary to add fluid to the shimmy damper, then fill the shimmy damper with MIL-PRF-5606 hydraulic fluid.
(7) Install the filler plug in the shimmy damper.
(8) Install the safety wire on the filler plug.
(9) Install the left upper cowling door and the left lower cowl panel. Refer to Chapter 71, Engine Cowling and Nose Cap - Maintenance Practices.
(10) Install the nose gear fairings. Refer to Nose Gear Fairing - Maintenance Practices.

B. Service the Lord Shimmy Damper.
(1) The Lord Shimmy Damper is sealed and not serviceable.

End Task

Task 12-21-03-640

2. Landing Gear Lubrication

A. If possible do the airplane servicing in an area free of contamination from sand, dust or other environmental conditions that can contribute to improper lubrication procedures.

B. We recommend the equipment include a grease gun and other tools necessary to do the lubrication procedure.

WARNING: When you clean the wheel bearings, use low pressure shop air to dry the bearings. Do not spin the bearing cones with compressed air. Dry bearings without lubrication can explode at high rpm.

CAUTION: Make sure you can put grease into the zerk fitting. If you cannot put grease into the zerk fitting, find the cause and repair it. This will help prevent damage to the equipment.

C. When the lubrication task is completed, clean the unwanted grease from the zerk fitting and from around the bearings where the old and new grease has come out.

D. Refer to Figure 301 for the lubrication requirements on the nose landing gear. Refer to Figure 302 for the lubrication requirements on the main landing gear.
   (1) When the wheel is disassembled to lubricate the bearing, or for any other purpose, do the special corrosion protection procedures described in Chapter 32 or the bearing life will be decreased.

E. Refer to Table 301 and 302 to find the lubrication data.

Table 301. Lubrication Specifics

ITEM DESCRIPTION	LUBRICATION TYPE	APPLICATION	FIGURE NUMBER	EFFECTIVITY
Torque Links (with five Grease Fittings)	GL	Gun	301 Sheet 1	Airplanes 20800134 and On and 208B0099 and On and Airplanes 20800001 thru 20800133 and 208B0001 thru 208B0098 Incorporating SK208-51.
Shock Strut	GL	Gun	301 Sheet 1	Airplanes 20800134 and On and 208B0099 and On and Airplanes 20800001 thru 20800133 and 208B0001 thru 208B0098 Incorporating SK208-51.
Shimmy Damper Pivots	OG	Oil Can	301 Sheet 1	Airplanes 20800134 and On and 208B0099 and On and Airplanes 20800001 thru 20800133 and 208B0001 thru 208B0098 Incorporating SK208-51.

ITEM DESCRIPTION	LUBRICATION TYPE	APPLICATION	FIGURE NUMBER	EFFECTIVITY
Wheel Bearings	GWB	Hand	301 Sheet 1	Airplanes 20800134 and On and 208B0099 and On and Airplanes 20800001 thru 20800133 and 208B0001 thru 208B0098 Incorporating SK208-51.
Spring Yoke Bearings	OG	Oil Can	301 Sheet 1	Airplanes 20800134 and On and 208B0099 and On and Airplanes 20800001 thru 20800133 and 208B0001 thru 208B0098 Incorporating SK208-51.
Torque Links (with five Grease Fittings)	GL	Gun	301 Sheet 2	Airplanes 20800001 thru 20800133 and 208B0001 thru 208B0098 not Incorporating SK208-51.
Shock Strut	GL	Gun	301 Sheet 2	Airplanes 20800001 thru 20800133 and 208B0001 thru 208B0098 not Incorporating SK208-51.
Shimmy Damper Pivots	OG	Oil Can	301 Sheet 2	Airplanes 20800001 thru 20800133 and 208B0001 thru 208B0098 not Incorporating SK208-51.
Wheel Bearings	GWB	Hand	301 Sheet 2	Airplanes 20800001 thru 20800133 and 208B0001 thru 208B0098 not Incorporating SK208-51.
Spring Yoke Bearings	OG	Oil Can	301 Sheet 2	Airplanes 20800001 thru 20800133 and 208B0001 thru 208B0098 not Incorporating SK208-51.
Wheel Bearings	GWB	Hand	302 Sheet 1	

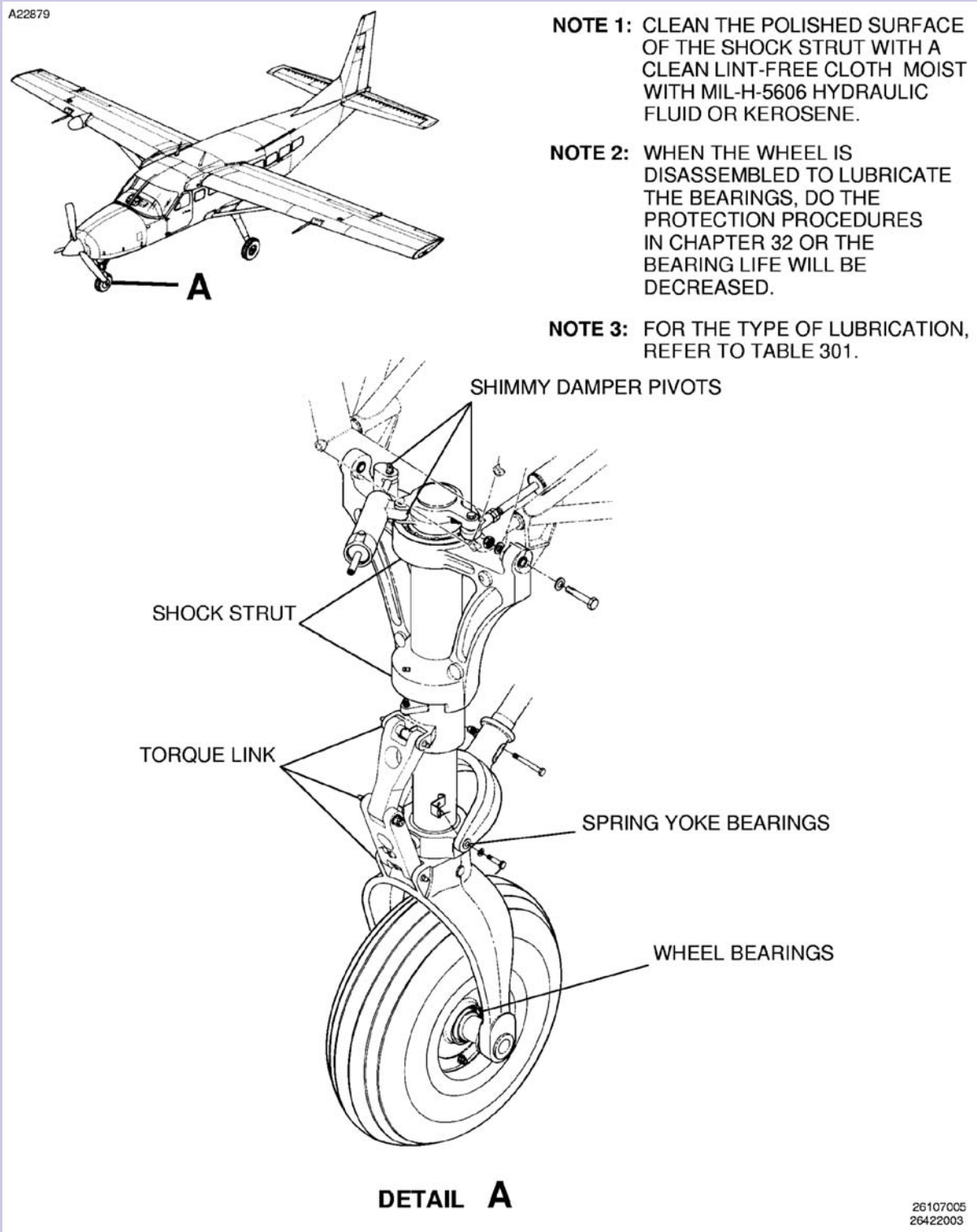
Table 302. Recommended Lubricants

LUBRICATION TYPE	PROCUREMENT SPECIFICATION	LUBRICANT DESCRIPTION	ALTERNATE
GL	MIL-G-21164	Grease, molybdenum disulfide, for low and high temperatures.	AMS/Oil GHD

LUBRICATION TYPE	PROCUREMENT SPECIFICATION	LUBRICANT DESCRIPTION	ALTERNATE
OG	MIL-PRF-7870	Lubricating oil, general purpose, low temperature.	
GWB	None	Mobil Aviation Grease, SHC 100.	MIL-PRF-81322 Grease, aircraft, general purpose, wide temperature range or AMS/Oil GHD .

End Task

Figure 301. Nose Gear Lubrication



Sheet 1 of 2

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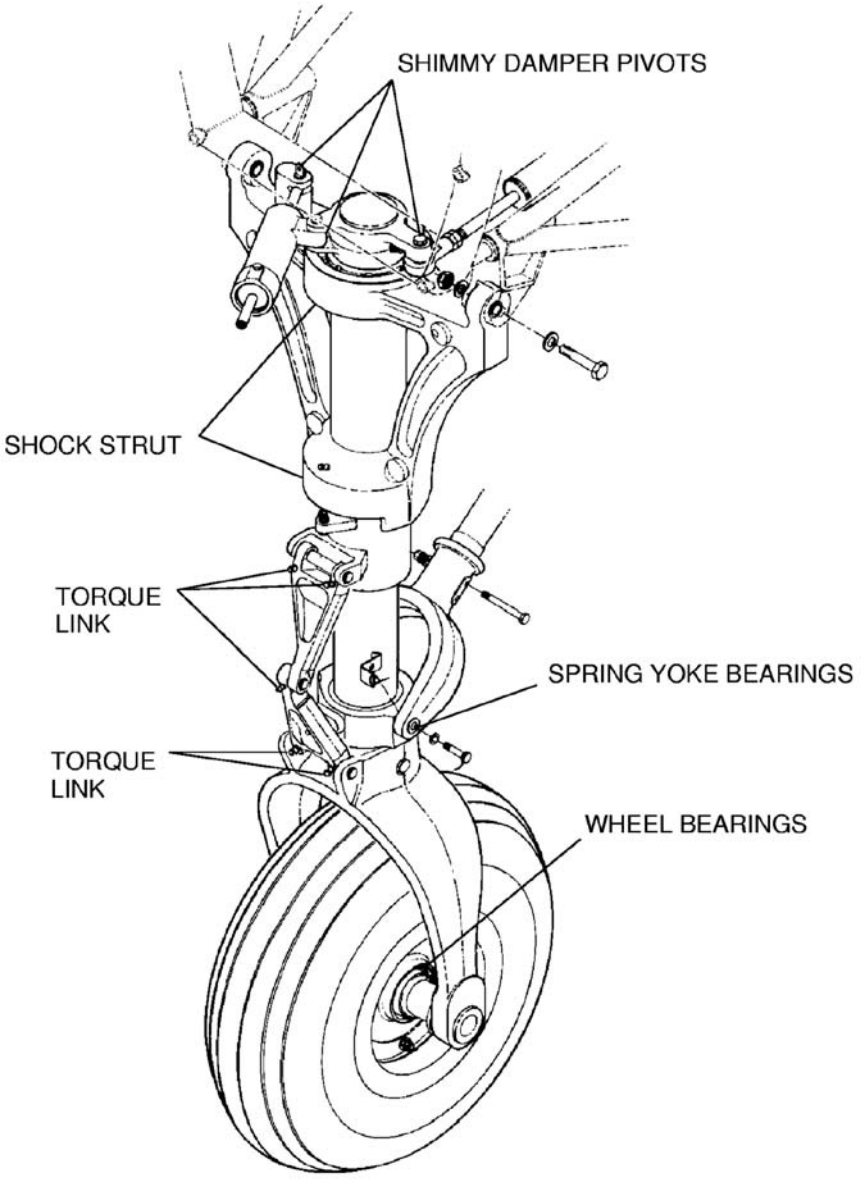

DETAIL A

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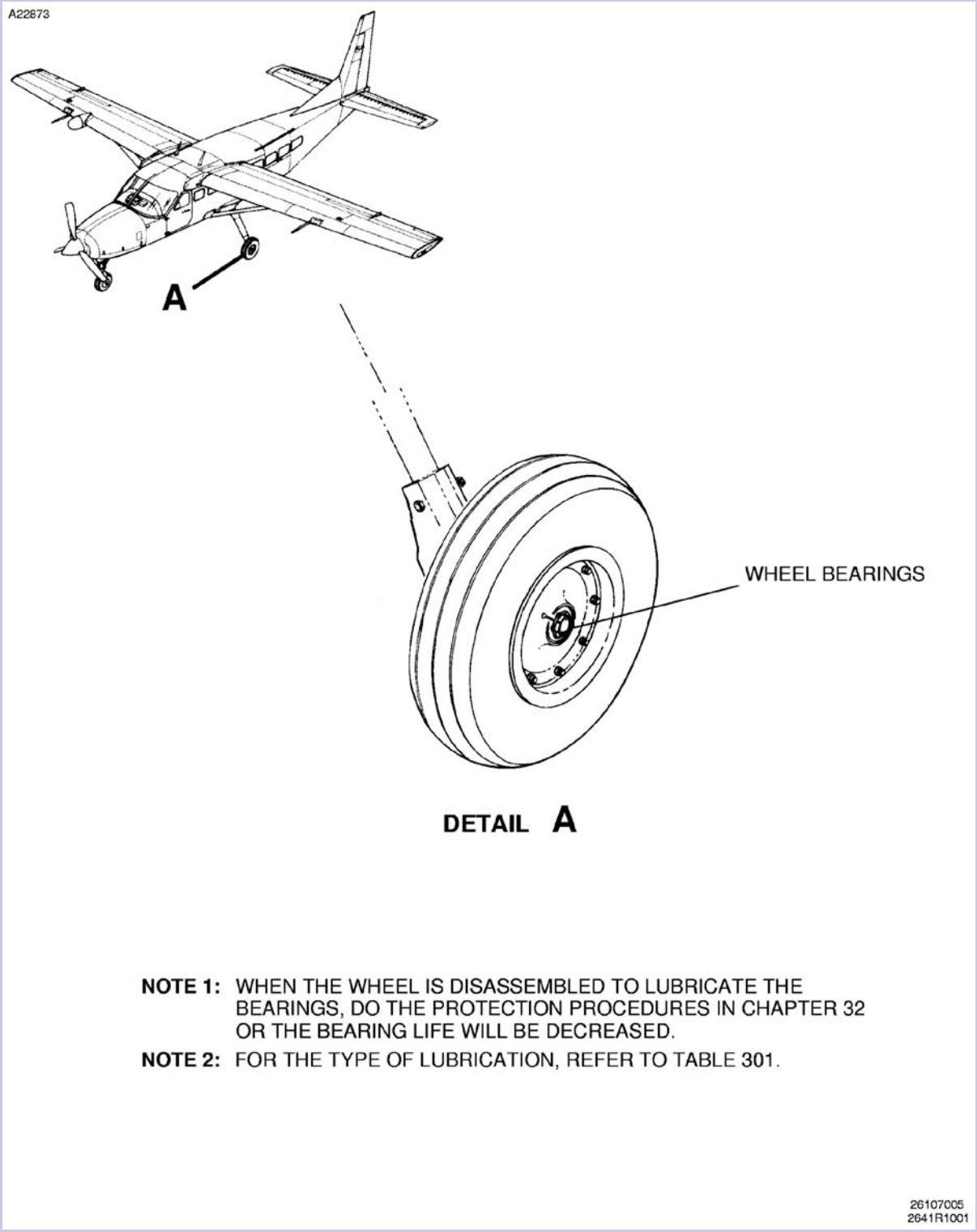
Sheet 2 of 2

Figure 302. Main Gear Lubrication



Sheet 1 of 1

Task 12-21-04-640

2. Hartzell Propeller Lubrication

A. General
(1) This task gives the procedures to do the lubrication of the Hartzell propeller.

B. Access
(1) Remove the propeller spinner to get access to the propeller grease fittings. Refer to Chapter 61, Propeller (Hartzell) - Maintenance Practices .

C. Special Tools
(1) Grease Gun

D. Do the Hartzell Propeller Lubrication (refer to Figure 301).

CAUTION: One zerk fitting must be removed from the clamp to do the lubrication. If it is not removed, too much pressure from the grease gun can rupture the blade clamp seal.

(1) Remove one grease zerk from each clamp.
(2) Turn the propeller until one of the open zerk ports is as its highest possible point.
(3) Count and record the number of grease gun stokes when you do the lubrication at the initial blade.

NOTE: Servicing the same quantity of grease at each clamp will help keep the static and dynamic balance of the propeller.

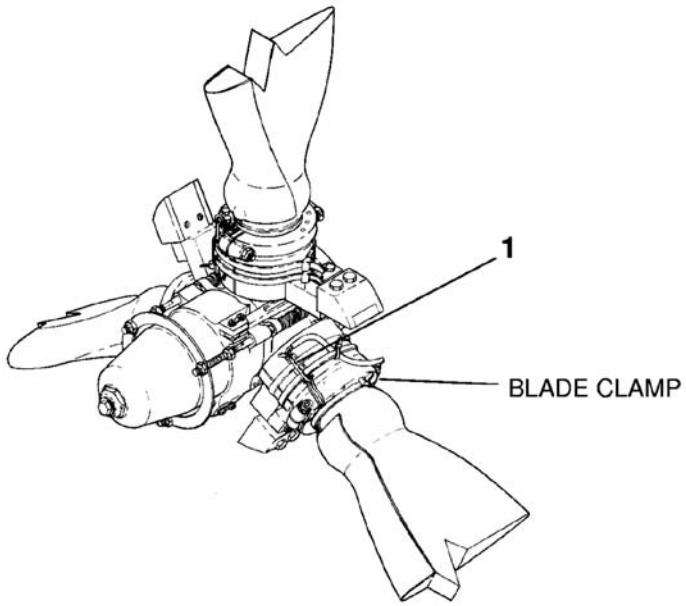
(a) Pump grease into the zerk fitting until clean grease and all moisture is removed from the open zerk fitting port.
(4) Turn the propeller until the next open zerk port is as its highest possible point.
(a) Use the recorded number of grease gun strokes from the initial blade to lubricate the blade.
(5) Turn the propeller until the open zerk port that remains is at its highest possible point.
(a) Use the recorded number of grease gun strokes from the initial blade to lubricate the blade.
(6) Use a clean cloth to remove all excess grease from the propeller.
(7) Install the zerks in the open ports.

A. Restore Access
(1) Install the propeller spinner. Refer to Chapter 61, Propeller (Hartzell) - Maintenance Practices .

End Task

Figure 301. Propeller (Hartzell) Lubrication

A22876



NOTE: TWO ZERKS ARE INSTALLED IN EACH BLADE CLAMP. TO LUBRICATE EACH BLADE, REMOVE ONE ZERK THEN LUBRICATE THE BLADE THROUGH THE OTHER ZERK UNTIL GREASE COMES OUT OF THE OPEN ZERK HOLE.

ITEM NUMBER	ITEM DESCRIPTION	LUBE TYPE	APPLICATION	NUMBER OF FITTINGS IN AREA
1	BLADE CLAMPS	GW	GUN	6

GW - GREASE, MULTI-PURPOSE - (MIL-G-24139)

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Sheet 1 of 1

Task 21-24-00-710

2. Avionics Cooling Fan Operational Check

A. General

(1) This section gives the information needed to complete the operational check of the avionics cooling system.

NOTE: The operational check for airplanes with and without the Garmin G1000 are included in this task.

B. Special Tools

(1) None

C. Access

(1) For airplanes without the G1000.

(a) Remove the screws that attach the center console to the floor.

(b) Tilt the console over toward the copilot side to get access to the blower motor.

(2) For airplanes with the G1000.

(a) Remove the GDU to get access to the GDU fan. Refer to Chapter 34, Garmin Display Unit (GDU) - Maintenance Practices.

D. Do the Avionics Cooling Operational Check for Airplanes Without the Garmin G1000.

(1) Examine the blower for security, condition, and the connection of the duct hoses at the blower and at the radio racks.

(2) Examine the wiring at the blower motor for condition and security.

(3) Set the MASTER switch to the ON position.

(4) Put the AVIONICS 1 and the AVIONICS 2 switch to the ON position

(5) Make sure that the blower motor operates correctly.

(6) Put the AVIONICS 1 and the AVIONICS 2 switch to the OFF position

(7) Set the MASTER switch to the OFF position.

E. Do the Avionics Cooling Operational Check for Airplanes With the Garmin G1000.

NOTE: The operational check for the different GDU fans is typical.

(1) Examine the GDU fan for security and condition.

(2) Examine the wiring at the GDU fan for condition and security.

(3) Set the MASTER switch to the ON position.

(4) Put the AVIONICS 1 and the AVIONICS 2 switch to the ON position

(5) Make sure that the GDU fan operates in the correct direction.

(6) Put the AVIONICS 1 and the AVIONICS 2 switch to the OFF position

(7) Set the MASTER switch to the OFF position.

F. Restore Access

(1) For airplanes without the G1000.

(a) Put the center console in its position and on the floor.

(b) Install the screws that attach the center console to the floor.

(2) For airplanes with the G1000.

(a) Install the GDU. Refer to Chapter 34, Garmin Display Unit (GDU) - Maintenance Practices.

End Task

Task 25-52-00-710

3. Cargo Pod Drains Operational Check

A. General
(1) This task gives the information needed to do an operational check of the cargo pod drains.

B. Special Tools
(1) Air Compressor
(2) Approved Container

C. Access
(1) Open the cargo pod doors. Refer to Cargo Pod - Maintenance Practices.

D. Do the Cargo Pod Drains Operational Check.
(1) Examine the fuselage drain system for condition, security and evidence of water leaks. Inspect drain tube outlets for obstructions.
(2) Examine the pod drain holes for obstructions.
(3) Thoroughly clean the interior pod area.
(4) Use shop air to blow any obstructions from the cargo pod drain holes.
(5) Put an approved container under the cargo pod drain hole and pour water through drain hole to make sure there is correct drainage.

E. Restore Access
(1) Close the cargo pod doors. Refer to Cargo Pod - Maintenance Practices.

End Task

Task 27-00-00-640

1. Flight Controls Lubrication

A. General

(1) This task provides the procedures to perform a Lubrication of the Flight Controls.

NOTE: For more flight controls lubrications, Refer to Chapter 12, Flight Controls - Servicing.

B. Special Tools

NOTE: Equivalent tools and equipment can be used.

(1) Oil - MIL-L-7870
(2) Grease - MIL-G-21164
(3) Grease - MIL-G-81322
(4) Dry Solid Film Lubricant - MIL-L-23398.

C. Access.

(1) Remove floor panels 216AC and 216BC. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
(2) Remove pedestal panels 226A, 226B, 226C, and 226D. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
(3) Remove vertical stabilizer panels 373AL and 374AR. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
(4) Remove wing panels 503EB, 525AB, and 525CB left, and 603EB, 625AB, and 625CB right. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.

D. Do a Lubrication of the Left and the Right Aileron and Spoiler Pushrods.

(1) Disconnect the left and the right wing aileron and spoiler pushrods. Refer to Ailerons and Control Column - Maintenance Practices.
(2) Examine for corrosion, condition, and pitting.
(3) Lubricate by hand with MIL-G-21164 grease.
(4) Connect the left and the right wing aileron and spoiler pushrods. Refer to Ailerons and Control Column - Maintenance Practices.

E. Do a Lubrication of the Left and the Right Spoiler Hinges.

(1) Wipe and clean the left and right spoiler hinge assemblies with a lint-free cloth.
(2) Lubricate the left and the right spoiler hinge assemblies with dry solid film lubricant.
(3) Wipe off excess lubricant.

F. Do a lubrication of the Rudder Trim Control.

(1) Turn the trim control wheel fully left or right.
(2) Wipe the threads of the rudder trim shaft with a lint-free cloth.
(3) Turn the trim control in the full opposite direction.
(4) Wipe the threads of the rudder trim shaft with a lint-free cloth.
(5) Lubricate the trim shaft, nut, and link with MIL-L-7870 oil.
(6) Lubricate the trim wheel support bearing from the left side of pedestal with MIL-L-7870 oil.
(7) Wipe off the excess oil.

G. Do a Lubrication of the Elevator Trim Control.

(1) Lubricate the elevator trim control wheel shaft and the support bearing with dry solid film lubricant.
(2) Lubricate both sprocket shafts under the floor with dry solid film lubricant.
(3) Wipe the cable chain with clean a lint-free cloth, but do not lubricate.

H. Do a lubrication of the Elevator Trim Actuator Pushrods (Left and Right).

(1) Lubricate the pushrods at the actuator and the trim tab horn with MIL-L-7870 oil.

I. Do a lubrication of the Elevator Trim Cable Chains (Left and Right Stabilizer).

(1) Wipe the left and the right chains with a clean lint-free cloth.

NOTE: Do not lubricate the chains unless you operate the airplane in a seacoast condition. Lubricant can cause dust and dirt to collect and cause the links to bind.

(2) If you operate the airplane in seacoast conditions, apply a light coat of MIL-L-7870 oil to the chains for corrosion protection.

J. Do a lubrication of the Left and the Right Flap Outboard Bell Crank Bearings.

NOTE: Airplanes 20800161 and On, 208B0190 and On, and airplanes that incorporate SNL89-17 have sealed bearings installed and do not require lubrication. To identify these bell cranks, measure the bell crank mount tube outside diameter. The new bell crank mount tube outside diameter is 1.00 inch. The initial bell crank mount tube outside diameter is 0.687 and must be removed for lubrication.

(1) Remove the flap bell cranks from the wings. Refer to Flap System - Maintenance Practices.
(2) Remove the bearings from the bell cranks.
(a) Clean and examine the bearing for corrosion, condition, and pitting.

NOTE: If bearing is found unserviceable, you can replace the bell crank with sealed bearings in accordance with SNL89-17.

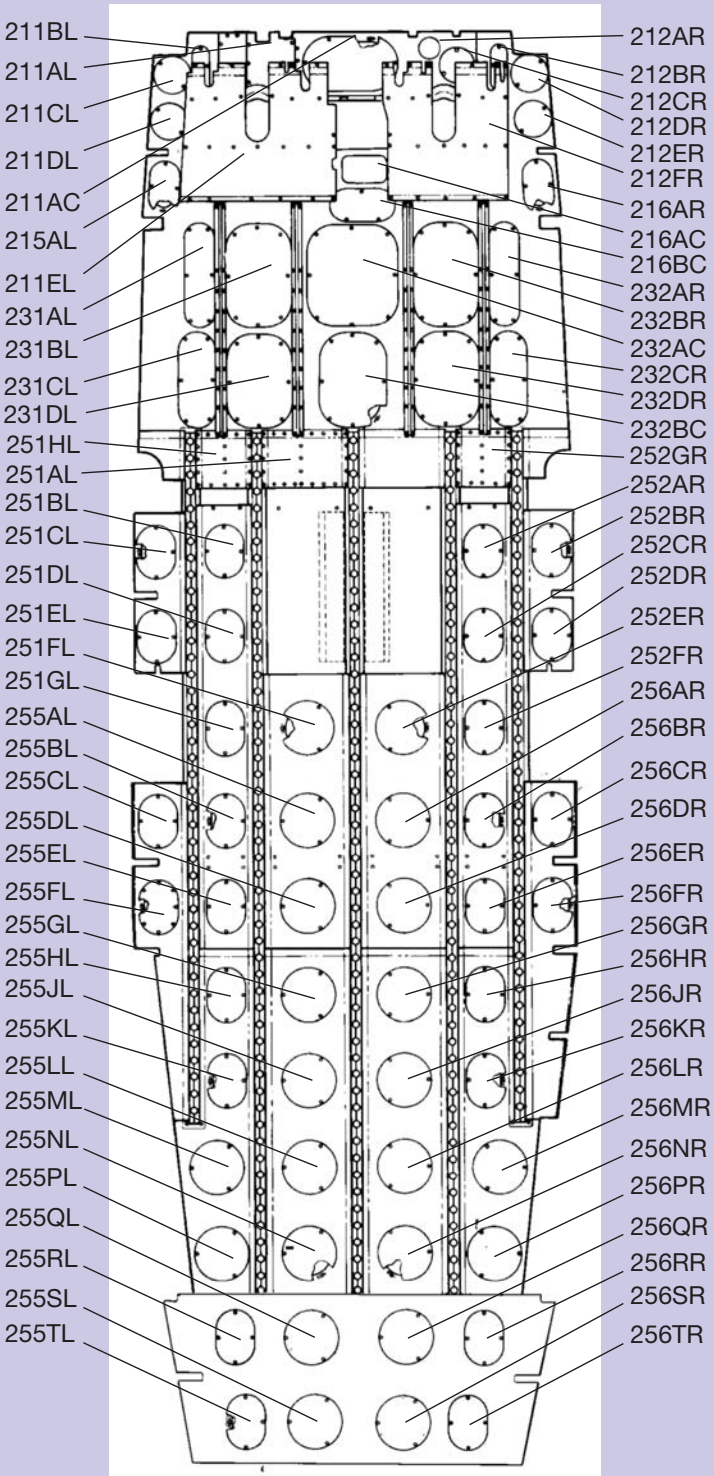
(3) Install the bearings in the bell cranks
(4) Install the bell cranks in the wing. Refer to Flap System - Maintenance Practices.

K. Restore Access.
(1) Install wing panels 503EB, 525AB, and 525CB left, and 603EB, 625AB, and 625CB right. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
(2) Install vertical stabilizer panels 373AL and 374AR. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
(3) Install pedestal panels 226A, 226B, 226C, and 226D. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
(4) Install floor panels 216AC and 216BC. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.

End Task

Figure 2. Model 208 Floorboard Access Plates/Panels Identification

A22946



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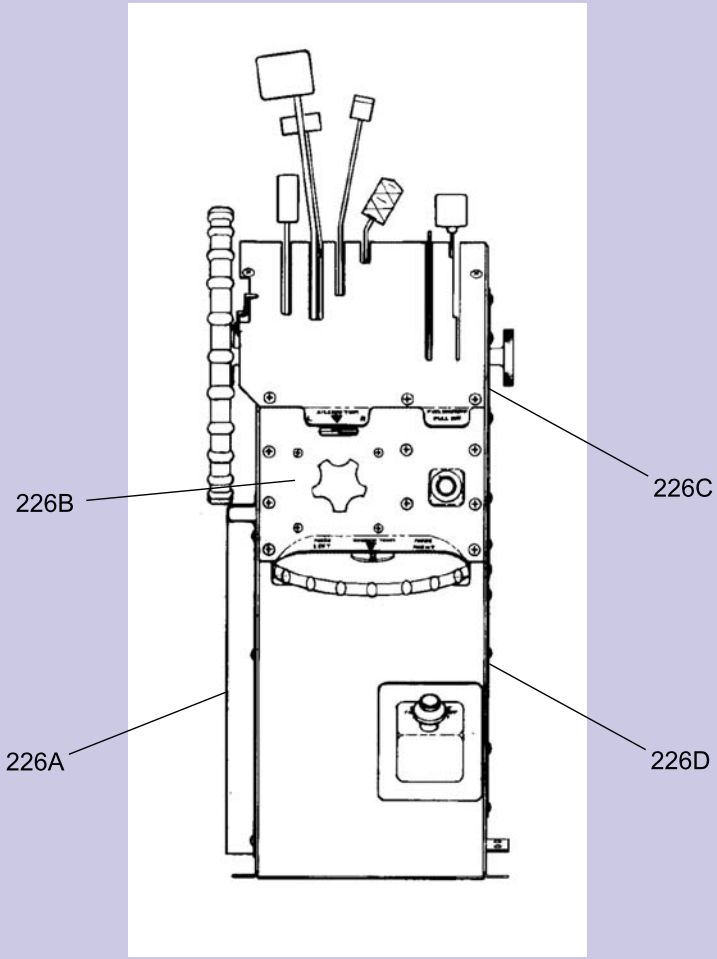
MODEL 208

Sheet 1 of 1

Figure 6. Panels

A22966



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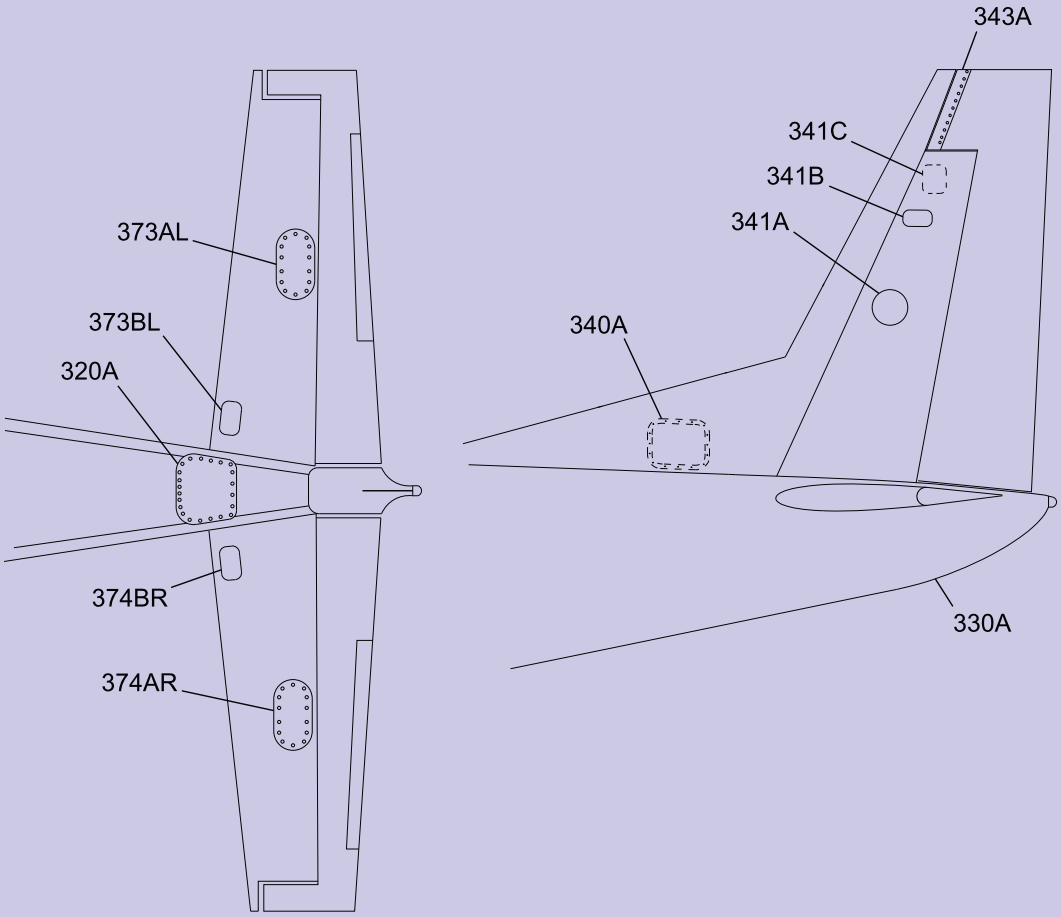
Sheet 1 of 1

Figure 9. Aft Fuselage, Horizontal and Vertical Stabilizer Panels

A22967



VIEW LOOKING UP AT TAILCONE

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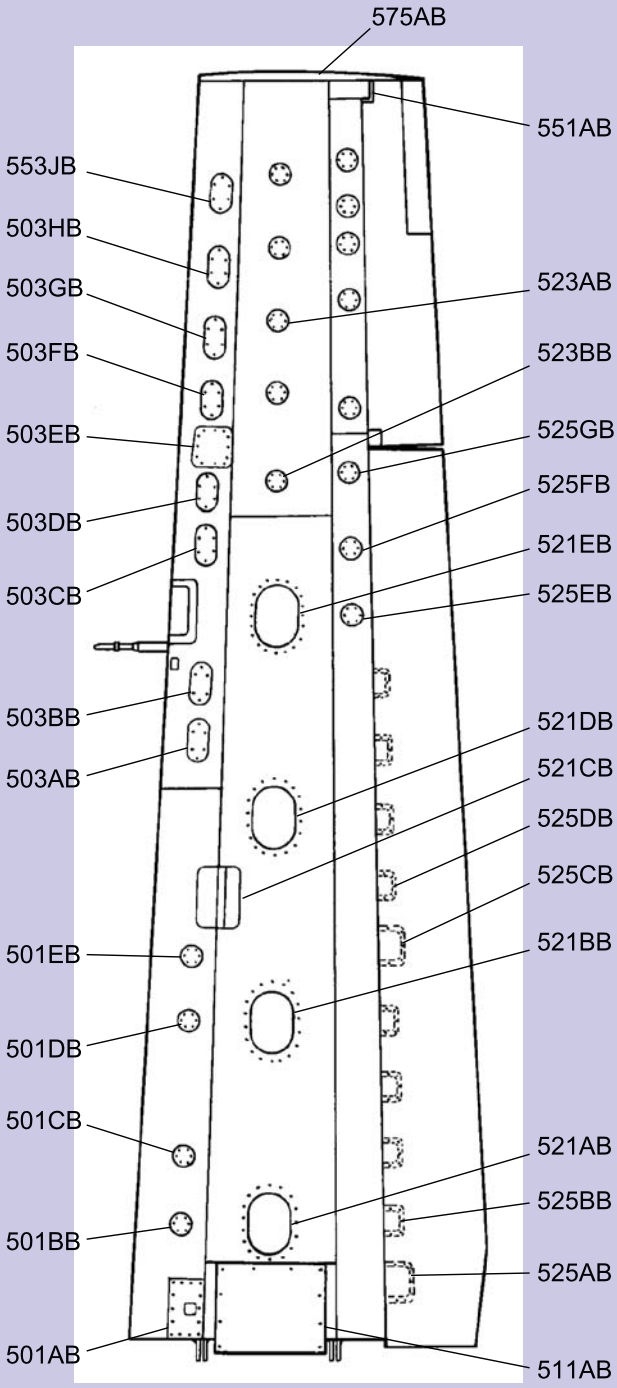
Sheet 1 of 1

Figure 7. Left Lower Wing Panels

A22961



VIEW LOOKING UP AT LEFT WING

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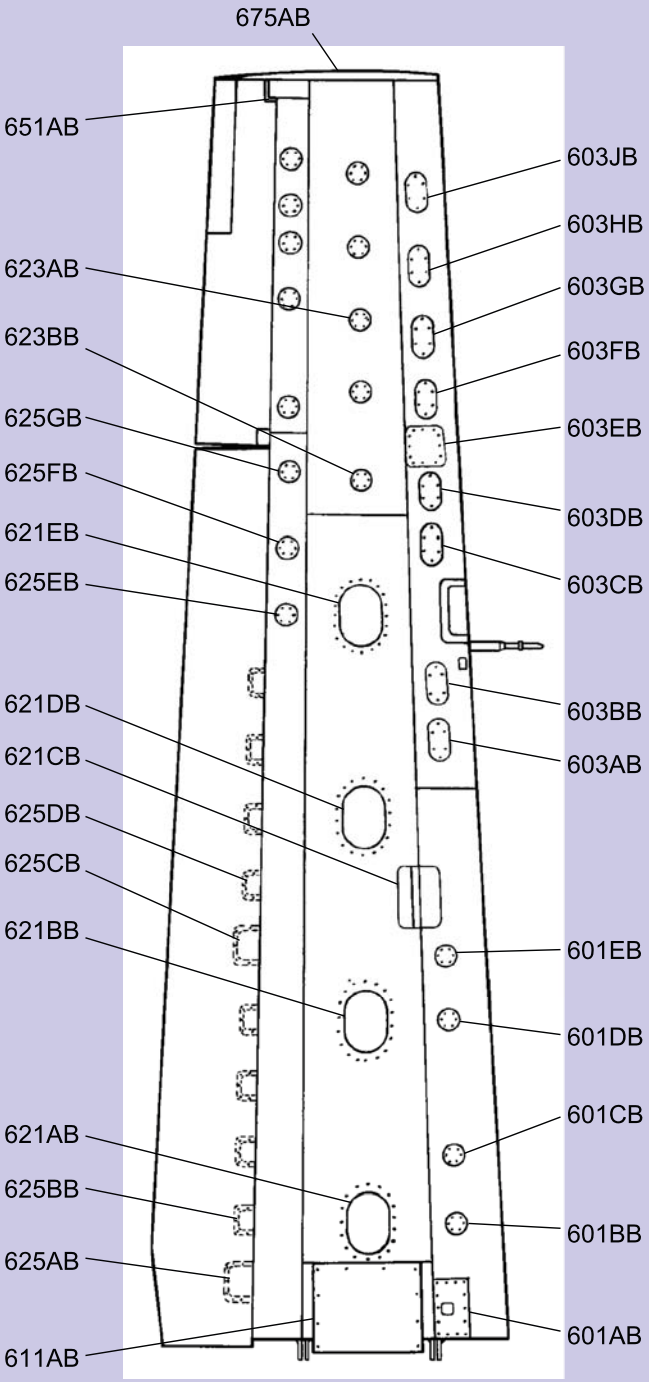
Sheet 1 of 1

Figure 8. Right Lower Wing Panels

A22965



VIEW LOOKING UP AT RIGHT WING

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Sheet 1 of 1

Task 27-31-00-710

2. Stall Warning System Operational Check

A. General
(1) This task gives the procedures to do a stall warning system operational check.

B. Special Tools
(1) None

C. Access
(1) None

D. Do the Stall Warning System Operational Check.

CAUTION: Make sure that the lift transducer is not hot before you do a check. If the thermostat does not operate correctly, the stall vane can overheat.

(1) Make sure that the STALL HEAT switch on the DEICE/ANTI-ICE switch panel in the cockpit is at the OFF position.
(2) Apply electrical power to the airplane.
(3) Make sure that the STALL WARN circuit breaker is engaged.
(4) Move the stall warning vane to the up position and note the stall warning horn audible warning signal.

NOTE: The airplane includes a stall warning ground disconnect switch. The elevator must be off of the forward stop before the stall warning horn will come on.

(a) If stall warning horn does not to come on, refer to Stall Warning System - Troubleshooting.

(5) Set the STALL HEAT switch on the DEICE/ANTI-ICE switch panel in the cockpit to the ON position for 30 seconds, then to the OFF position.
(6) Examine the stall warning vane to make sure that it is warm.
(7) If you do not feel heat, refer to the applicable troubleshooting chart. Refer to Stall Warning System - Troubleshooting.
(8) Remove electrical power from the airplane.

E. Restore Access
(1) None

End Task

Task 27-50-00-640

5. Flap Tracks and Rollers Lubrication

A. General
(1) This task provides the procedures to perform a lubrication of the flap tracks and rollers.

B. Tools and Equipment
(1) External Electrical Power Unit, 28 VDC.
(2) Dry Solid Film Lubricant (MIL-L-23398D)

C. Access
(1) None

D. Complete a Lubrication of the Flap Tracks and Rollers.
(1) Connect the external electrical power unit to the airplane.
(2) Set the External Power Switch to the BUS position.
(3) Set the Battery Switch to the ON position.
(4) Extend / retract the flaps as necessary to get access to the tacks and rollers.
(5) Wipe the flap tracks and the rollers clean and examine for corrosion.
(6) Lubricate the flap tracks and the rollers with dry solid film lubricant (MIL-L-23398D).
(7) Wipe off unwanted spray.
(8) Fully retract the flaps.
(9) Set the Battery Switch to the OFF position.
(10) Set the External Power Switch to the OFF position.
(11) Remove the external electrical power unit from the airplane.

E. Restore Access
(1) None

End Task

Task 28-10-01-220

2. Fuel Filler Assembly Detailed Inspection

A. General
(1) This task gives the procedures to do a detailed inspection of the fuel filler assembly.

B. Special Tools
(1) Medeco Key Lube or Equivalent

C. Access
(1) None

D. Do a Detailed Inspection of the Fuel Filler Assembly.
(1) Visually examine the fuel filler caps, covers, lanyard cords, and hinges for security of installation, cleanliness, corrosion, and other damage.
(2) Examine the O-rings for security of installation, deterioration, cleanliness, and other damage.
(3) Apply Medeco Key Lube to the inside of the fuel cap locks.
(4) Insert the key and operate the lock mechanism several times and make sure that the operation is smooth.
(5) Wipe off unwanted lubricant.

E. Restore Access
(1) None

End Task

Task 28-41-00-710

2. Fuel Reservoir Warning System Operational Check

A. General
(1) This task gives the procedures to do a check of the low fuel warning system for the reservoir. This check is done with the engines running.

B. Special Tools
(1) None

C. Access
(1) None

D. Do an Operational Check of the Fuel Reservoir Warning System (Non-Garmin equipped airplanes).
(1) Start the engine. Refer to Pilot's Operating Handbook and Approved Airplane Flight Manual.
(2) Set both fuel selectors to OFF.
(a) Make sure that the FUEL SELECT OFF (red) annunciator comes on and a fuel selector warning horn sounds.

NOTE: The horn can be shut off by pulling the START CONT circuit breaker.

(3) Make sure that the RESERVOIR FUEL LOW (red) annunciator warning light comes on with approximately one-half or less fuel remaining in the reservoir tank.

NOTE: With the fuel reservoir full, there is sufficient fuel for approximately 3 minutes of maximum continuous power or approximately 9 minutes at idle power.

(4) Set both fuel selectors to ON.
(5) Shut down the engine. Refer to Pilot's Operating Handbook and Approved Flight Manual.

E. Do an Operational Check of the Fuel Reservoir Warning System (Garmin equipped airplanes).
(1) Start the engine. Refer to Pilot's Operating Handbook and Approved Airplane Flight Manual.
(2) Set both fuel selectors to OFF.
(a) Make sure that the FUEL SELECT OFF (red) CAS message comes on and a fuel selector warning horn sounds.

NOTE: The horn can be shut off by pulling the START CONT circuit breaker.

(3) Make sure that the RSVR FUEL LOW (red) CAS message comes on with approximately one-half or less fuel remaining in the reservoir tank.

NOTE: With the fuel reservoir full, there is sufficient fuel for approximately 3 minutes of maximum continuous power or approximately 9 minutes at idle power.

(4) Set both fuel selectors to ON.
(5) Shut down the engine. Refer to Pilot's Operating Handbook and Approved Flight Manual.

F. Restore Access
(1) None

End Task

Task 32-20-02-720

2. Shimmy Damper Functional Check

A. General
(1) This task gives the procedures to do a functional check of the shimmy damper.

B. Special Tools
(1) None

C. Access
(1) Remove the nose gear fairings to get access to the shimmy damper. Refer to Nose Gear Fairing - Maintenance Practices.
(2) Remove the left upper cowling door and the left lower cowl panel to get access to the shimmy damper. Refer to Chapter 71, Engine Cowling and Nose Cap - Maintenance Practices.

D. Do a functional check of the shimmy damper.

CAUTION: Do not go more than the 50 degree turn radius limit when you turn the nose gear.

(1) With the nose gear turned to the limits (left and right), examine the damper for vertical preload at the piston rod attachment.
(2) Make sure that the shimmy damper has a maximum vertical movement of 0.035 inch (0.889 mm).
(3) If there is any interference or preload found after the initial movement of the nose gear, incorporate the trunnion modification procedures as necessary from service bulletin CAB96-3.

E. Restore Access
(1) Install the left upper cowling door and the left lower cowl panel. Refer to Chapter 71, Engine Cowling and Nose Cap - Maintenance Practices.
(2) Install the nose gear fairings. Refer to Nose Gear Fairing - Maintenance Practices.

End Task

Task 76-10-01-710

2. Emergency Power Lever Annunciator Light (EPL) Operational Check

A. General
(1) This task gives the procedures to do an operational check of the emergency power lever (EPL) annunciator light.

B. Special Tools
(1) None

C. Access
(1) None

D. Do an Operational Check of the Emergency Power Lever Annunciator Light.
(1) Apply electrical power to the airplane.
(2) If installed, cut and remove the frangible/shear wire from the EPL to the pedestal cover screw. Refer to Emergency Power Lever Frangible/Shear Wire Removal/Installation in Quadrant Assembly and Controls - Maintenance Practices.
(3) Move the emergency power control lever through its full range of travel forward of the NORM gate, then back to the NORM gate.
(4) Make sure that the EMERGENCY POWER LEVER annunciator light stays on.

NOTE: The IDLE stop position is forward of NORM gate.

(5) Move the emergency power control lever aft of the NORM gate.
(6) Make sure that the EMERGENCY POWER LEVER annunciator light goes off.

NOTE: The normal stowed position is aft of the NORM gate.

(7) If adjustments are necessary, do the Emergency Power Control Annunciator Light Switch Adjustment. Refer to Engine Control Rigging - Adjustment/Test.
(8) If removed, install the frangible/shear wire from the EPL to the pedestal cover. Refer to Emergency Power Lever Frangible/Shear Wire Removal/Installation in Quadrant Assembly and Controls - Maintenance Practices.
(9) Remove electrical power from the airplane.

E. Restore Access
(1) None

End Task