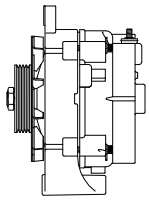

Addendum 1 to Installation Instructions for Cessna 206H and T206H
AvSpec Document Number AV4019INST

INTRODUCTION:

Cessna has added an alternate configuration to their 206H and T206H series aircraft. The configuration provides additional wiring for the Enhanced Vision System (EVS) camera installation, which is part of Cessna Service Bulletin SEB-34-04. This new configuration affects the installation instructions for the AvSpec 130 Amp Alternator (STC SA01782LA), as an additional power supply wire was added to the Power Junction Box (PJB) attached at circuit breaker (CB) F3.

The provision for the EVS is installed at the factory whether or not the camera is installed. The Cessna Service Bulletin SEB-34-04 is applicable to the following aircraft:

206H - S/N: 20608329 and On
T206H - S/N: T20609022 and On

NOTE
THE POWER JUNCTION BOX INSTALLATION DISCUSSED HERE IS APPLICABLE TO:

AIRPLANES 20608095 AND ON
AIRPLANES T20608165 AND ON
AND
AIRPLANES 20608001 THRU 2060894 AND
AIRPLANES T20608001 THRU T20608164
INCORPORATING CESSNA SB00-24-01

DISCUSSION:

The installation requires the 40 Amp RCBs to be replaced with 50 Amp RCBs when installing the AvSpec 130 Amp Alternator. The 50 Amp CBs are then rewired to the aircraft bus using 8-gauge wire. The optional EVS equipment wire on the F3 RCB must also be able to handle the 50 Amp circuit. This addendum will require the addition of a 40 Amp RCB to be installed between the 50 Amp RCB and the EVS two-pin connector (J5), and replacement of the 10-gauge to 8-gauge wire between the 50 Amp RCB and 40 Amp RCB. By performing this change, it alleviates the need to replace the OEM installed 12 AWG wire from the EVS two-pin connector to the termination point of the wire.

RELOCATION OF THE 40 AMP RCB

1. After replacing the three 50 Amp RCB as required for the AvSpec alternator installation, retain one of the removed 40 Amp RCB for the EVS wiring provisions. This 40 Amp RCB is to be placed between the F3 RCB and the J5 EVS two-pin connector.

2. This will require relocation of the 40 Amp RCB and adding an 8-gauge wire between the 50 Amp RCB to the 40 Amp RCB. A diagram of the OEM circuit is presented in figure 1.

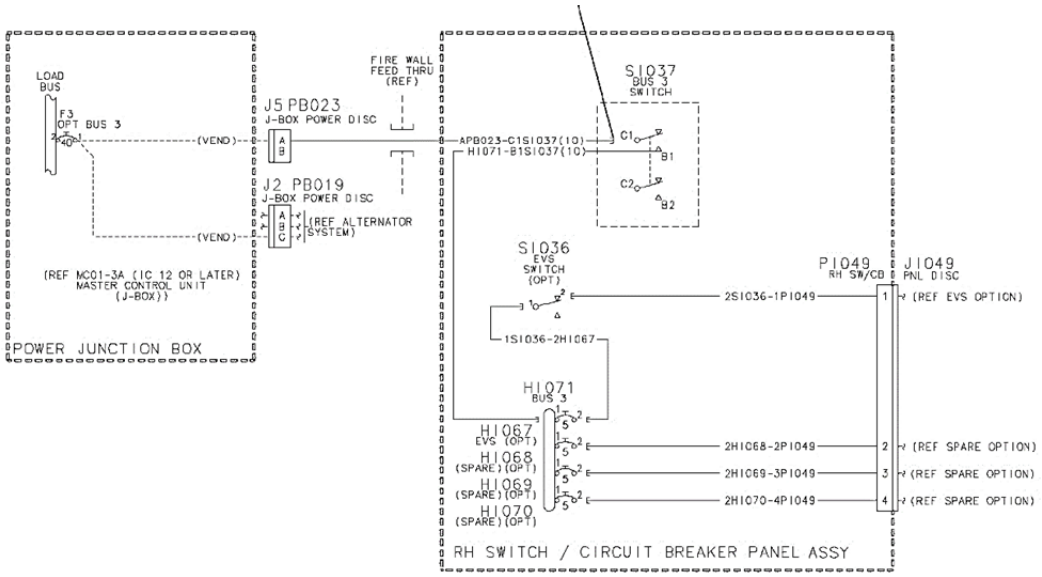

FIGURE 1 – Diagram of PJB and circuit breaker panel

3. Manufacture an 8-gauge wire (7½" ±¼") with terminal ends, as shown in figure 2.

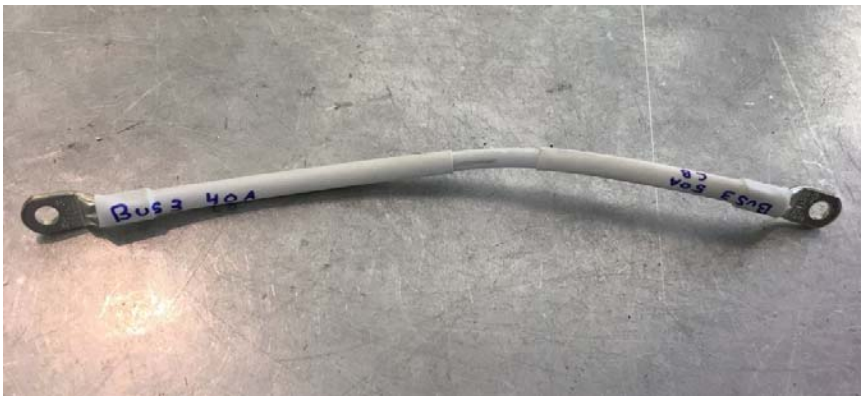

FIGURE 2 – Jumper Wire between 50 Amp and 40 Amp RCBs

NOTE

Wire fabricated using M22759/16-8 wire with MS20659-107 lug on each end with white shrink wrap. The original EVS power feed wire remains unchanged and connected to the relocated 40 Amp RCB.

4. Remove the 10-gauge electrical wire from the F3 RCB, figure 1.

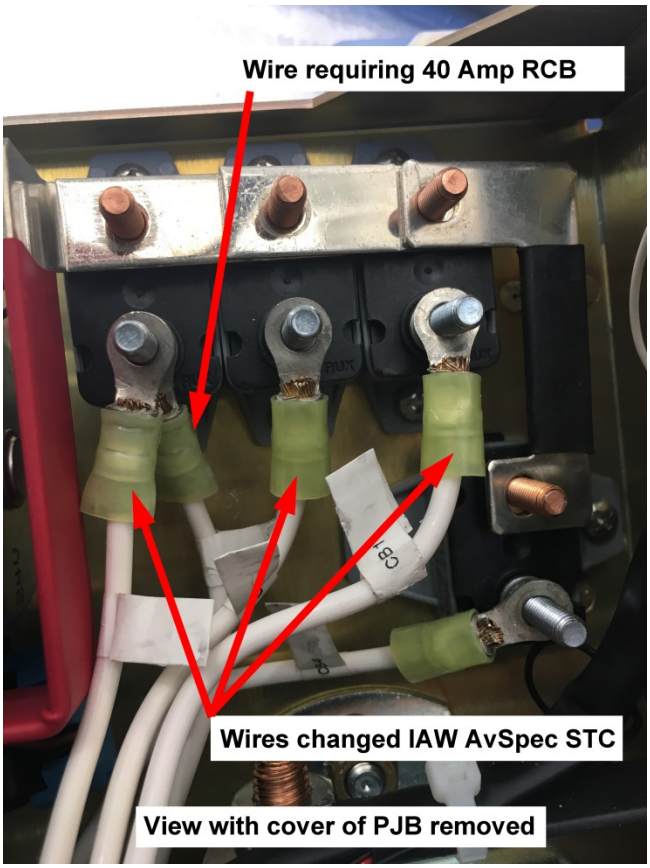

FIGURE 3 – OEM Circuit Breaker Installation

5. Relocate the original 40 Amp RCB that was replaced by the new AvSpec 50 Amp RCB to bottom of the PJB and connect to the 50 Amp RCB with the 8-gauge wire, figures 3 through 5. The 40 Amp RCB is installed with MS27039-0806 machine screws, AN960D08L washers, MS21083N08 nuts. The new jumper wire is installed from the 50 Amp RCB to the relocated 40 Amp RCB for EVS feed inside the PJB, figure 6.

FIGURE 4 – New Location for 40 Amp RCB

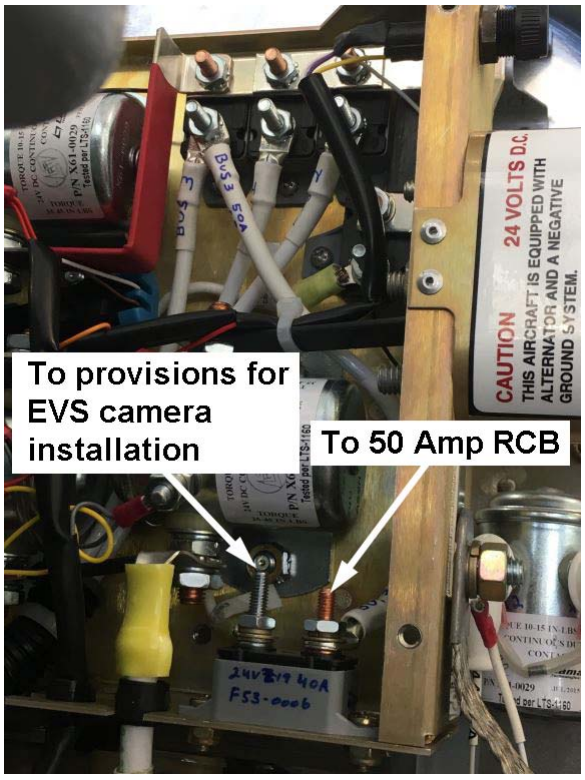

FIGURE 5 – Wire routing in PJB

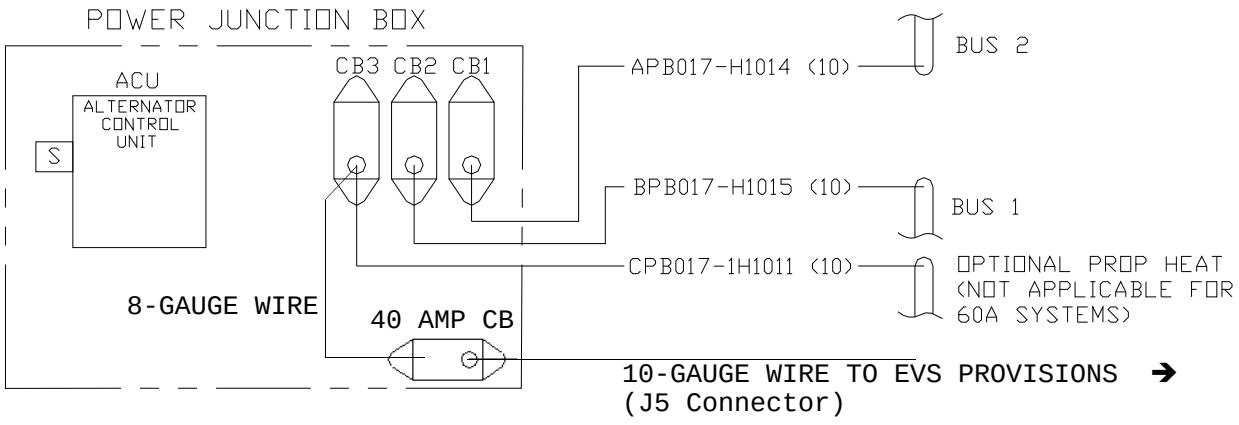

FIGURE 6 – Alternate Configuration of Wires Changed from Power Junction Box to Electrical Buses for aircraft provisions IAW SEB-34-04