



Continental Aerospace
Technologies GmbH
Platanenstrasse 14
09356 Sankt Egidien, Germany

Tel: +49 37204 696 0
Fax: +49 37204 696 2912
www.continentaldiesel.com
support@continentaldiesel.com

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. Heinrich, Office of Airworthiness 
---	--

07. DEZ. 2020

Replaces Service Bulletin No. / Date:
SB TMG 601-1010 P2, Revision 2 / Sept. 17, 2019

Page 1 / 3

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.